

The Newsletter

National Society for the Preservation of Covered Bridges, Inc.

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Emery-Sicard Bridge 61-01-22

This is the brand new Emery-Sicard Bridge (61-01-22). It reopened December the 23th, 2010 after being closed for 3 years. The bridge is now painted red and the wooden approaches have been saved and rebuilt. The bridge was scheduled to be reopened last October, but high winds pushed the bridge up to 20 inches at the central pier. Many pieces were broken and it was hard time to pull the bridge back in place. *Thanks to Gérald Arbour for the report and photograph*

President’s Message

Dear Fellow Members, Greetings:

Once again it is the season when I should like to wish all of you a Most Merry Christmas and Happy New Year. Unfortunately, due to the publishing schedule of Topics and the Newsletter, it is impossible for me to extend these wishes to you in a timely manner, at least as regards the Christmas Holidays. In respect to the New Year, however, the case is a little different. Topics and the Newsletter are usually sent out in early January, and ordinarily take from two to three weeks to reach their recipients. A New Year’s greeting accompanying these publications should therefore get to each and every one of you during the course of the first month of 2011, a bit later than I should like, but a greeting none the less sincere for all of that. So, as belated as some of my good wishes this year will turn out to be, I do hope, by the time you receive this message, that every one of you shall have had a Most Merry Christmas, and that, in addition, the New Year shall prove both happy and productive, not only for all of you, but also for your families and friends.

The Annual Meeting: The Annual Meeting this year was held on Sunday, October 24th, at the French King Restaurant in Millers Falls, Massachusetts. As usual, the various dishes we were served during the course of our luncheon there were excellent, as was the program about the restoration of the Gilpin’s Falls Covered Bridge in Cecil County, Maryland, put on by Timothy Andrews, of Barns and Bridges of New England. After Tim’s presentation, various items too numerous even to list here were discussed, succeeding which, elections were held to select the Society’s officers for the coming year. The results of these elections are as follows:

- PresidentDavid W. Wright
- Vice Presidents..... Richard Roy
 -Bill Caswell
 - Roger Easton
 - Wilbar M. Hoxie
- Directors Tim Andrews – 2011
 -David Fischetti – 2012
 -Stephen Weston – 2013
- Recording SecretaryJoye Olsen
- TreasurerMichele Andrews
- Corresponding Secretary.....Bob Watts
- Custodian of the Eastman,
 - Thomas, Merritt Fund for
 - Covered Bridge Preservation Roger Easton

The President's Message (continued)

As well as the election of Society Officers, appointments to various Society positions and committees were made. The list of these appointments is as follows:

Editor of <u>Topics</u>	Joseph D. Conwill
Editor of the <u>Newsletter</u>	Brian J. McKee
Engineering Consultant	David C. Fischetti
Official Historians.....	Richard Roy
.....	Bill Caswell
Assigning <u>World Guide Numbers</u> to	
Existing Covered Bridges	Dan Brock
Committee to Assign <u>World Guide</u>	
<u>Numbers</u> to former Covered Bridges.....	Dan Brock
.....	Bill Caswell
Official Keeper of the National	
Society List of Bridges.....	Dan Brock
Mailing Chairman.....	Dick Roy
Hospitality Chairman	Dan Brock
Membership Chairman	Jennifer Caswell
Acquisitions and Sales.....	June Roy
Guide Salesman	Bill Caswell
Back Issues of <u>Topics</u>	Dick and June Roy
Archivist and Official Photographer	Joseph D. Conwill
Web Master	Bill Caswell
Consultant for Timber Framing	Timothy Andrews
Nominating Committee.....	Dick and June Roy

The FALL President's Message: From time to time, and for whatever reason, gremlins are wont to meddle in human affairs, usually to ill effect. A case in point occurred last quarter when one of the objects of their attention was apparently the Fall President's Message. Despite my best efforts, and I am sure those of Brian McKee, your Newsletter

The President's Message (Continued)

Editor, there were quite a number of typos in this Message. There were even a few crucial words and phrases that went totally a-glimmering. So it is out of a decent respect for the English language, and with the desire that what I wrote should be well understood, that I am offering the following list of errata, errata which appeared in the Fall President's Message as printed. In regard to these errata, please note

- 1) That if somehow a word went missing on its circuitous route from Westminster, Vermont, to Upper Sandusky, Ohio, this word has simply been re-inserted at its proper place within the afflicted sentence. All such words or phrases have been spelled out in UPPER CASE letters for clarity. Missing groups of words, or complete phrases, have been treated in a similar fashion, and
- 2) That if a word managed to work itself into a sentence, a sentence that otherwise should have been correct, this wrong word has been repeated before the inserted right word, but crossed out and enclosed in parentheses. The following word or words will then appear in UPPER CASE letters, as for example. "Cats (~~is~~) ARE wonderful, affectionate companions".

And now to the various corrections:

Page 4, paragraph 4, line 6: "... Society, (~~we~~) ..."; sentence should in fact read, "... Society, that we may conduct ..." Et cetera.

Page 4, paragraph 5, line 1: "Yet the phrase 'Particular Materials' as IT is used here:

Page 5, paragraph 6, line 3: "...chord sticks or upper lateral braces which (~~are~~) WERE set in place by the original bridgwright, ..."

Page 5, paragraph 6, Line 4: "...also refer to significant later additions, PROVIDED ONLY THAT THESE LATER ADDITIONS, which of course ..."

Page 5, paragraph 8, line 1: "All of them are important; none (~~are~~) IS trivial".

Page 6, paragraph 2, line 2: "... Long or Paddleford span." The "P" in Paddleford needs to be capitalized.

Page 6, paragraph 2, line 3: One of the "It would's" needs to be eliminated.

Page 6, paragraph 3, line 3: "... or which are anticipated for it in future". The "the" before 'future' needs to be eliminated.

Page 6, paragraph 8, line 3: "... directly (~~apply~~) APPLIES to the preservation..."

Page 6, paragraph 13, line 4: "NEW" needs to be underlined; "id est" needs to be underlined.

Page 7, paragraph 7, line 3: "...is a recreation, AND PERHAPS NOT A VERY GOOD RECREATION at that, of the object..."

The President's Message (continued)

Page 7, paragraph 8, line 1: "...what can PROPERLY be described as the secondary components...". 'Properly' needs to be placed between 'can' and 'be'.

Page 7, paragraph 8, line 5: "One such consequence is (hat) THAT there are new"

The Boxed Pony Truss Railroad Bridge Formerly Located in Gorham, New Hampshire:

As most of you will already know from previous President's Messages, The Gorham, New Hampshire, Boxed Pony Truss Railroad Bridge, erected in 1918, was alas arsoned in 2004. Despite the great loss in section of the members which make up the trusses of this span, the bridge itself did not collapse into Moose Brook. Moose Brook is the stream over which the Gorham Bridge once carried all the traffic of the former Berlin Branch of the Boston and Maine Railroad. In its greatly weakened condition after the fire, the Gorham Boxed Pony Truss Span could no longer be relied upon to support the off road vehicles, snowmobiles, hikers, et cetera, which had been using the former railroad right-of-way since that right-of-way had been converted to a snowmobile trail. To make a fairly complicated story short, rather than see this historic span lost forever, the National Society requested that the arsoned bridge be turned over to us, which transfer in ownership eventually occurred. The idea at the time was to salvage the metal parts of the structure – most of them were undamaged by the fire – so that these could be preserved, rather than sold as scrap. In the back of our minds of course, was the goal of reconstructing the Gorham span at some future date, were the necessary funds to become available. Fortunately, Professor Dario Gasparini, of Case Western Reserve University in Cleveland, Ohio, had long wanted to study a Howe Truss under laboratory conditions to determine what the effects of pre-stressing certain elements within such a truss would be when the truss in question was subjected to a series of varying loads. Happily, funding for Professor Gasparini's scheme was available through the Historic American Engineering Record Division of the National Park Service (H.A.E.R.). Also happily, the National Society owned a Howe Truss bridge, as noted above. This span needed to have its wooden parts replicated, it is true, but the only impediment to that was money. A deal was ultimately struck whereby H.A.E.R. would fund the reconstruction of the Gorham Boxed Pony Truss Bridge, as well as professor Gasparini's project. The trusses of the Gorham span, once rebuilt, would be shipped out to Cleveland, Ohio, and set up in Dario Gasparini's Laboratory at Case Western, where they would be subjected to whatever tests Professor Gasparini deemed necessary for the purposes of his study. These trusses would remain in Cleveland for at least a year, but perhaps for as long as two years. Upon completion of Professor Gasparini's investigations, the trusses of the Gorham Boxed Pony Truss Bridge will be shipped back to us for re-erection of the entire span at a location yet to be determined, but in New Hampshire, where the structure shall be safe, and where the general public will be able to view it, should they choose to do so.

At the present writing, that is to say, on Monday, November 22nd, 2010, good progress has been made respecting the reconstruction of the Gorham Boxed Pony Truss Bridge, to wit:

The President's Message (continued)

- 1) The Arsoned Trusses: The remains of the arsoned trusses have been laid down flat and disassembled. That operation required the services of a fairly large crane. One of the trusses, which incidentally weighed in excess of 17,000 pounds, had to be moved to a level location some 40 feet or so from where it had been standing since 2004, and then laid down on its side, carefully, so as not to break any of its weakened components.
- 2) The Metal "Bridge Shoes": Four of the metal "Bridge Shoes" which hold the braces and counter braces in place along the bottom and top chords of the trusses were damaged in the fire, one of these shoes quite severely. When I say, 'damaged in the fire', it would probably have been more accurate to write, "damaged when the relatively cold water used to extinguish the still blazing remains of the Gorham span hit the red hot metal of the bridge shoes". Parenthetically, we had originally thought these bridge shoes were made of cast IRON. In fact, as it turned out, they are of cast STEEL. The latter discovery is not an unimportant development: cast steel can be welded far more easily than cast iron. Be the above as it may, one of the bridge shoes, the most severely damaged one at that, has now been successfully repaired, and by the time most of you read this Message, the other three will have been taken care of.
- 3) It was originally believed that the wooden components of the Gorham Boxed Pony Truss Bridge had all been fabricated out of Long leaf Southern Pine. That notion has turned out to be erroneous. For example, one of the bottom chord sticks was indeed of Long Leaf Southern Pine, but the other three were of Douglas Fir. Another example: all the floor joists were of Douglas Fir; not one one of them was of Long Leaf Southern Pine. Douglas Fir was however used in other locations within the Gorham span, but so too apparently were Loblolly and Short Leaf Southern Pine.

Why you may be asking, was there this mish-mash of different species of wood, and why a wooden bridge rather than a steel one?

The answer to those questions will for the moment at least have to remain speculative.

One possible explanation runs as follows, however: in 1918, when the Gorham Boxed Pony Truss Bridge was erected, the United States were at war. Steel would therefore have been a strategic material at that time. The latter fact is probably sufficient in and of itself to explain why the Boston and Maine Railroad chose to build a wooden bridge over Moose Brook, rather than an all steel one.

Another significant factor prompting this decision was likely the very great mastery of wooden bridge technology possessed by the Boston and Maine Engineering Department. In 1918, many bridges along the lines of the B. and M. were still made of wood. In fact, the most reirecent of th Covered Bridges had been erected just before the onset of the First World War in 1914. Put another way, not only was the memory of the B. and M.'s then most recent Covered Bridge project still fresh in the minds of their engineers, but the technology by means of which

The President's Message (continued)

these engineers kept the Boston and Maine's wooden spans safe and sound was a current on-going preoccupation.

Of course, so as to maintain their wooden bridges, trestles, *et cetera*, in good condition, as well as to be able to deal with any emergency situation which might arise, it seems reasonable to suppose that the Boston and Maine would have had a large stock of properly sized timbers on hand which would have been immediately available for railroad purposes.

Then too, the fact that the railroads in the United States had been taken over by the Federal Government for the duration of the world conflict, and that traffic over them was consequently regulated so as to favor wartime production and war related shipping, would likely have decided the Boston and Maine, as a practical matter, to rely upon the materials they already had on hand, if they could, to build the Gorham Boxed Pony Truss Bridge, rather than to attempt to purchase other materials which might not have been delivered for months.

However, just because the Boston and Maine, as suggested above, might have had a large stock of properly sized timbers on hand to be used for railroad purposes, does not imply they would have had a sufficient number of timbers, ALL OF THE SAME SPECIES, of the right length, width, and depth, as would be required for the construction of the Gorham Boxed Pony Truss Bridge. To me, the available evidence suggests that they had no such stock. In any case, what the B. and M. Engineers clearly did conclude, was that the timbers they then possessed, or could otherwise procure, were perfectly adequate for the task of building the boxed pony truss span up in Gorham, hence the 'mish-mash' of timber species which was a significant feature of that structure before it was arsoned.

- 1) Timber Ordered for the Reconstruction of the Gorham Boxed Pony Truss Span: Ideally, when one has decided to replicate a lost Covered or Pony Truss Bridge, one would plan to make exclusive use of the same sort of materials which had originally been employed by the builders of the structure one intended to reconstruct. As stated above, it was first assumed that the trusses of the Gorham span had both been built up out of Long leaf Southern Pine, an assumption which ultimately proved erroneous. Tim Andrews, the Bridgewright who will be rebuilding the trusses of the Gorham span, consequently spent weeks trying to locate Long Leaf timbers that were 48 feet long, and otherwise measured 10 inches by 16 inches.

As it turned out, such timbers were available nowhere, or at least no sawyer or timber broker would commit to furnishing timbers of the requested dimensions. Tim and I therefore reluctantly decided that we should have to have recourse to Douglas Fir, rather than to the Long Leaf Southern Pine for which we had been looking. Well, as it turns out, the fact that we could not find Long Leaf timbers in the required sizes was a blessing in disguise. Douglas Fir is a much better choice for a replicated Gorham Boxed Pony Truss Bridge than Southern Pine would have been, because most of the original span was of Douglas Fir, not Southern Pine. An order for appropriately sized Douglas Fir timbers was consequently placed

The President's Message (continued)

some weeks ago. These timbers are scheduled for delivery during the 1st week of December, and by the time this President's Message arrives – it will be sent out shortly after the first of the year – one or perhaps even both of the trusses of the Gorham Boxed Pony Truss Bridge shall have been reconstructed.

Lieutenant Colonel Wilbar M. Hoxie, P.E.: One of our most distinguished and much respected members, Colonel Wilbar M. Hoxie, will be celebrating his 94th birthday on Wednesday, February 9th. Colonel Hoxie, or Colonel H. as he is known to many of his friends, joined the National Society in 1960, only 6 years after our organization was officially incorporated. Colonel H., a professional engineer, served in the U. S. Army Corps of Engineers for nearly 50 years. Unlike many of his colleagues, however, he is an historical preservationist to the manor born. Whenever the Society has had need of his expertise, or services, he has always been willing to give freely of them. Colonel H., amongst other things, is the engineer of record for the New England College Covered Bridge in Henniker, New Hampshire, a span built up from scratch by Milton and Arnold Graton. He also acted as the engineer of record for repairs to the Bath Covered Bridge in Bath, New Hampshire, repairs which were carried out by Milton and Arnold Graton in 1987. He had as well devised an excellent scheme for the restoration of the Smith Covered Bridge in Plymouth, New Hampshire, but alas, that span was arsoned before his plans could be put into effect. Last but not least, on the basis of an engineering report penned by Colonel Hoxie, the original dry-stone abutments that had supported the Corbin Covered Bridge in Newport, New Hampshire, before it was arsoned, were saved, not replaced by concrete ones, and now hold up the new Corbin Covered Bridge. For the past several years, Colonel Hoxie has lived in the Bear Hill Rehabilitation Center in Stoneham, Massachusetts, address as follows:

Bear Hill Rehabilitation Center

Room 212

11 North Street

Stoneham, Massachusetts 02180

Even though the present Newsletter will undoubtedly arrive late this quarter, towards the end of February in all probability, I am certain that Colonel H. would be delighted to hear from his many old friends in the Society, whether their birthday greetings reached him on the appointed day, or not.

Retirement of David and Joan Topham: For the past 15 years, David and Joan Topham have been respectively the Society's Treasurer and Financial Secretary. Both are difficult and time consuming jobs. Both require accuracy, concentration, and close attention to detail. With David and Joan Topham in charge of an important segment of our financial affairs – the Eastman-Thomas-Merritt Fund for Covered Bridge Preservation has its own administrator – we knew that a significant portion of the Society's assets were in very good hands. Thank you David and Joan for all that you have done for us, and good luck to both of you in future years.

Retirement of Joseph S. Cohen: Joe Cohen has been a member of the National Society for many, many years, so many years in fact that I have no idea of exactly when he did join up. Joe has been of immense help to the Society in its mission to preserve Covered Bridges. For example, he was Editor of Covered Bridge Topics for 18 years, and a Director of the Society for an equivalently long interval. Joe plans to spend a good part of his time in Florida in future, and we all wish him the very best luck during his retirement. We also hope that we shall continue to see Joe at various Covered Bridge meetings whenever he happens to be in the area, and inclination propels him towards one or the other of our gatherings. Thank you Joe for all you have done for the Society, and please know that each and every one of us is looking forward to seeing you in 2011.

Meanwhile, a Most Merry Christmas and Happy New Year!!

Happy Bridging to All and Sundry!

David W. Wright

Meetings, Dinners, Dedications & Events**February 2011**

6th @ 2:00 p.m. Theodore Burr Society Meeting at the Manheim Township Building
Program will be "Covered Bridges of Lancaster County" by Campbell Fitzhugh

March 2011

5th Indiana Covered Bridge Assoc. Meeting at Margaret Smith's house.
No other information at this time.

6th @ 2:00p.m. Theodore Burr Society Meeting at the Manheim Township Building.
No other information at this time.

13th NYSCBS Meeting at the Theodore Burr Museum.
This is in the Oxford Memorial Library at 8 Fort Hill Park in Oxford, NY.

27th National Society Meeting at the Plymouth Church, 97 Edgell Rd., Framinghm, Mass.

April 2011

3rd @ 2:00 p.m. Theodore Burr Society Meeting at the Manheim Township Building
Bake Sale. No program information at this time.

9th @ 10:00 a.m. Vermont CB Society Spring Meeting at the Meeting Room on the lower level of the Ilsley
Public Library, in Middlebury, VT

10th NYSCBS Meeting at the Spaghetti Warehouse, 689 N. Clinton St., Syracuse, NY 13210

30th & May 1st Indiana Covered Bridge Society Spring Tour. No other information at this time.

May 2011

1st National Society Meeting at the Plymouth Church, 97 Edgell Rd., Framinghm, Mass.

1st Theodore Burr Society 50th Anniversary Dinner
No other information at this time.

14-15th NYSCBS Safari in Bucks County, Pennsylvania

June 2011

3rd @7:00 p.m. Theodore Burr Society Regular Meeting at the Quality Inn, 540 N. Jefferson St.,
Lewisburg, WV Phone: (304) 645-7722

4th-5th Theodore Burr Society ANNUAL SAFARI
in SE & North Central West Virginia & SW Virginia
More information will be in the Winter 2011 Issue of *Pennsylvania Crossings*.

26th National Society Meeting at the Contoocook Railroad Bridge in Contoocook, NH

News of Old Covered Bridges

Alabama

Clarkson/Legg Bridge 01-22-01

Cullman County's only covered bridge is getting an extensive rebuild, according to a report in the November 18th edition of *The Cullman Times*. The entire bridge will be taken apart and then re-assembled at a cost of over \$500,000.00. The requirement that it return to its appearance when it was originally constructed, will be quite noticeable to visitors when it is finished. The 250 ft Town truss was built in 1904 for about \$1500.00

Georgia

Howard's 10-109-01

This 162 ft Town Truss built in 1905 was the recent subject of an intensive "clean-up project". It is our understanding that a group of people cleared away wild brush and trash from the bridge. *The report was from Scott Wagner's Facebook group.*

Indiana

Ceylon Bridge 14-01-02

A last minute report about this 1860 Howe Truss was received just before we had this newsletter printed. The bridge was bypassed in 1974 and is in need of repairs. Indiana state officials have awarded \$397,000 to Adams County for its renovation, out of a Community Focus Fund. The article states that the bridge was built in 1860, but wasn't covered until 1879. The community has tried several times to obtain funding for its repairs, but it was down on the list. Rallies were held in support of the project with notable proponents offering their support, such as Amos Swartz, a well respected expert on covered bridge renovation. *Information from: The Decatur Daily Democrat 1-3-2011*

Medora Bridge 14-36-04

We reported on this project in the last issue, but a bit more information has been received since then. It is now known that Dan Collom & Sons is the subcontractor for the timber repairs. A sincere effort is being made to use all of the original timber in these repairs as possible, even if some of the wood is used in other places. Preservationists are to be assured that the repaired bridge will not be a "clone" of the original bridge. *Thanks to Jim Crouse for the updated information*

Pine Bluff Bridge 14-67-03

Severe winter weather will cause Putnam County to close the road (CR250N) leading to the Pine Bluff Covered Bridge, according to a report in the *Banner Graphic* in Greencastle, Indiana, dated November 3, 2010. Gates were installed earlier this past summer, and will be opened and closed by a local resident at the request of the county.

Massachusetts

Gilbertville/Ware 21-08-04 21-14-01

On October 14th, the bridge was re-opened after extensive repairs and a ribbon cutting ceremony was held on October 25th. It was closed for 8 years when its load capacity dropped to below 3 tons. It is a 137 ft Town Truss built in 1886 over the Ware River and spans the Hampshire/Worcester County line. The bridge has no weight limit, now. The contractor on the \$1.9 Million project was ET&L Corp. of Stowe. It was finished 6 months ahead of schedule. *From The Republican October 24, 2010*

New Hampshire

Whittier Bridge 29-02-08

We received a report from Carmella LoPresti of Meredith, NH, who sent photos of this 1879 Carroll County covered bridge. It has been closed since 1989. The photos show the bridge in its recent condition, sitting on concrete blocks on dry land.

New Hampshire

Wright 29-10-04 and Pier Railroad Bridges 29-10-03

Sullivan County's two famous covered railroad bridges have been under repair for a few months. They both have new fire sprinkler systems installed. The **Pier Bridge** has some new siding while the **Wright Bridge** had extensive amounts of the siding replaced along with what appears to be both of the upper chords. Scott Wagner has posted 77 photos of these two bridges on his Facebook site.

New Jersey

Green Sergeant's Bridge 30-10-01

On Dec. 22nd, New Jersey's only authentic covered bridge was damaged by a privately owned dump truck driven by 49 year old Harry Burd III from Sergeantsville. According to the report, he had left the roll bar on top of the truck up too high, which then struck a few of the bridge's roof braces, causing some damage to them. The bridge was to remain open while the loose braces were repaired. *Thanks to Scott Wagner and The Hunterdon Co. Democrat*

Oregon

Goodpasture Bridge 37-20-10

A federal grant totaling more than \$2 million will be used to repair this 165 ft Howe Truss that was built in 1938. Deteriorating truss members and other components of the bridge have caused the load limit to be reduced to 15 tons. The repair project is supposed to begin sometime in 2012. *From KEZI Channel 9 News*

North Fork of the Yachats River Bridge 37-21-08

This Lincoln Co. Howe Truss bridge will get a total rebuild in the coming years after an agreement was reached between the Oregon DOT and Lincoln Co. officials. The work will be done as a part of the National Historic Covered Bridge Preservation Program. The total cost of the project is estimated to be \$665,000.00, with \$596,705.00 provided by the Preservation Program and the rest to be from the county. The 1938 bridge was rebuilt back in the 1980's for about \$1500.00. It is one of few Oregon covered bridges to have slanted siding and red paint. *From South Lincoln County News*

Pennsylvania

Rapp's Dam Rd. 38-15-14

Beginning on Jan. 17th, **Rapp's Bridge** will be closed to traffic for 10 months while it is being rehabilitated. The roof, siding, steel I-beams and deck timbers will be replaced. Project cost is about \$1.5 million. *From The Dailylocal.com Jan 5, 2011*

Rettew's Mill/Keller's/Guy Bard 38-36-13

We received a few reports of the re-opening of this 74ft Burr Arch Truss, after it was moved from its original location on Rettew's Mill Rd. Photos show that it has been extensively rebuilt and looks like new, now. It was dismantled in Sept. 2006, then kept in storage until it could be rebuilt in its new location on Middle Rd. where it replaced an aging metal truss bridge that had been closed since 1990. A ribbon cutting ceremony was held during the first week of December. *Lancaster Online.com 12-12-2010*

Fraser/ Moreland/Lairdsville 38-41-03

The Fraser/Moreland covered bridge will be rebuilt this coming Spring with federal and state funds to the tune of \$866,000.00. It spans the Little Muncy Creek and is one of three covered bridges in Lycomig Co. It is unique that it carries a dead end road, and serves no houses or buildings, but it still draws a lot of visitors. Fortunately, it is important enough to the county officials to invest the funds into its maintenance and care. It's a 78 ft. Burr Truss built in 1888. *From WNEP Channel 16*

Red/Millmont/Gleniron 38-60-01

From some photos we have seen lately, this beautiful single span Burr Truss in Union County, PA has been rebuilt and re-opened to traffic. It was closed to traffic in 1998, and suffered damage from wind storms. While the bridge looks great and it is nice to see it open to regular traffic, now, it is at the same time, disgusting to see the new unsightly "clearance bars" placed so close to the portals, thus ruining any clean photographs. We also do not like the addition of ugly concrete "parapets" which look like they were poured on top of the original stonework. We have not heard whether the bridge has steel I-beams under it for support.

News of Canadian Covered Bridges

New Brunswick

Canal Bridge 55-03-01

This 124 ft Howe Truss was slightly damaged by flood waters rushing down the Canal Stream in mid-December. An interesting video on YouTube shows us some of the water and the crews who cut relief holes in the siding to let some of the water pass through it. So far, we have not heard of any serious damage to the 1917 bridge. *From Jason Bennett and Scott Wagner*

Québec

The following is a report from Gérald Arbour. We appreciate his sending this information to us for use in the Newsletter.

The **Émery-Sicard Bridge** (61-01-22), closed in October 2007, has been reopened just in time for Christmas 2010. While under repairs last fall, high winds have pushed the structure a few inches from pile and delayed the work. Now the bridge is painted red.

4 other bridges in Abitibi area are closed to all traffic and no reopening schedule known:

The **Des Chutes Bridge** (61-01-25) at Rochebaucourt.

The **Petit-Quatre Bridge** (61-02-20) at Canton Clermont.

The **Des Souvenirs Bridge** (61-02-33) at Beaucanton.

The **Taschereau Bridge** (61-02-39) at Villebois.

The **Carrier Bridge** (61-01-28) at Val-Senneville needs repairs for years, mainly for roof and siding. The work had been planned to be done last fall. Will try to visit the bridge next week if there is not too much snow.

The road to **La Traverse Bridge** (61-02-P11) at Val-Paradis has been upgraded and it is now possible to drive to the bridge in summer. New abutments have been built last winter for this recently reported pony truss.

Work has been done at the **Ruisseau-Meech Bridge** (61-25-12) last fall; new siding, new paint, etc.

The **Saint-Edgar Bridge** (61-10-05) has been damaged in the December 15th flood. This is a 293 ft 2 span bridge which was being threatened by flood waters in the middle of December. It is a Town Truss built in 1938. We can see in a **YouTube** video, that the bridge is being violently battered by trees and other debris which is rushing toward it in the river. Editor's Note: This is the first time your editor has seen such an event on the internet. We hope the bridge only suffered minor damage.

Intensive work has started at the **Routhierville Bridge** (61-43-04). A new cement pile has been built, but a lot of damage happened December the 15th when the site was flooded. False work, temporary bridge etc. have been washed. Work was scheduled to be done in 2 steps; pile this fall and work to be completed next spring. The bridge will be painted red.

Intensive work has been done to the **Romain-Caron Bridge** (61-71-03) (floor, siding, paint, etc.). The bridge is now red.

News of Miscellaneous Bridges

Indiana

Moscow Bridge IN-70-07 #2

A Dedication and Ribbon Cutting Ceremony was held for the new replacement bridge at the village of Moscow, Indiana on September 25th, 2010. The day began with a breakfast, then the ceremony started at 9:30 a.m. with Indiana Governor Mitch Daniels as one of the featured speakers. About 500 people were in attendance. The original Moscow Bridge was lost in a tornado on June 3, 2008. An attempt was made to use as much of the original timber in the new replica. Dan Collom, builder and owner of the Square and Level Construction Company was on hand, as well as Jin Barker, the chief project engineer.

The project is estimated to have cost \$1.25 million, with about \$700,000 be provided in the form of donated labor and materials.

Illinois

13-68-e Walton Park Bridge

A new covered foot bridge was completed in Litchfield's Walton Park. The cost was held down due to the local contractors waving their profits. Total cost was \$36,696.00. There is no other information. *From The Journal-News.net*

Massachusetts

Governor's Academy Bridge 21-05-??

On September 29th, 2010, a new replica covered bridge was installed at the Governor's Academy located on Elm Street in Byfield, Mass. It is 60 ft long and 12 ft wide. It was built by Hugh Lofting Timber Framing, Inc. from Kennett Square, PA. *Info from The Sunday Eagle Tribune Oct 3, 2010*

New Hampshire

Corbin Bridge 29-10-05 #2

Another Sullivan County bridge that was just recently built (in 1994), has had new siding installed on it, as seen in photos from Scott Wagner. It is a 102 ft Town Truss over the Croydon Branch of the Sugar River.

Ohio

Harshaville Bridge 35-01-02

Late breaking news from *The Peoples Defender* reports that this 110 ft Multiple Kingpost w arch bridge is going to get some repair work. The Adams County engineer, David Hook, applied for funding to restore the 1855 bridge, but was initially turned down. The funding has finally been granted and plans are underway to revamp the structure which spans Cherry Fork of Ohio Brush Creek. For the past 60 years, the bridge has been sitting on steel I-beams for its main support. Contracts for the project should be awarded in September 2011, with completion in Spring of 2012. Costs are expected to be near \$300,000.00 which will be shared by Federal, State, and local agencies. Both the Ohio DOT Enhancement Program and the National Historic Covered Bridge Program are involved.

Vermont

Quinlan/ Lower Bridge 45-04-03

A late breaking report about the Quinlan Bridge in Chittenden Co. It is an 86' Burr truss built in 1849 over the Lewis Creek. Local officials are looking at 3 or 4 different options for restoring or modifying the historic bridge. It presently sits on top of steel I-beams, but will not withstand the load of a snow plow truck. One option being looked at is the addition of four pairs of glue-laminated floor beams. *Thanks to: Richard Hiscock and the Burlington Free Press 1-12-2010*



Covered Spans of Yesteryear

by Bill Caswell

On September 25th and 26th, Jenn & I along with George & Tina Conn hosted the Pioneer Safari. During the two days we enjoyed the beautiful fall foliage while visiting 19 covered bridges in southern New Hampshire and Vermont. Nearly 40 people attended at least part of the event. We are looking forward to planning next year's event and welcome any suggestions for possible tour locations.

Arcadia Publishing has offered me the opportunity to prepare a book in their Images of America series about the covered bridges of Connecticut and Rhode Island. This will be my first book and, as you can imagine, I am quite excited about it. If all goes as planned, it will be released at the end of next summer. I am still looking for more information and historic photos of bridges in both states. If you have any that you think would be good for the book, please let me know. All contributions will be properly credited. Having said that, I feel that it is only fitting that this update discusses one of the bridges in the book.

Unionville is part of the town of Farmington and is located in the central part of Connecticut, west of Hartford. The Unionville covered bridge was built over the Farmington River in 1859. It was a two span Howe truss with covered sidewalks on both sides. It was replaced with a pony truss bridge in 1922. The replacement structure was destroyed by the Hurricane of 1938.



On September 20, 1911, Unionville was the host location for the annual "Fireman's Field Day". The covered bridge, along with most of the public and private buildings in town, was decorated with bunting for the occasion. In honor of the celebration, businesses and factories were closed for the day. As many as 500 firefighters with their equipment and vehicles marched along the five mile parade route accompanied by bands and drum corps. It was estimated that over 6000 people visited from neighboring communities. In addition to the parade, the day's festivities included a number of sporting events, a concert band, community dinner, and evening dance.

I would like to thank Cliff Alderman, President of the Unionville Museum and author of an Arcadia book about Unionville for sending me newspaper articles describing the Fireman's Day events.

For information about other former covered bridges, visit our website at www.lostbridges.org. If you have information or pictures of the former bridges in your area, please share that with us. There is still a vast amount of territory to cover and any assistance will be greatly appreciated. Email is usually the most effective way to contact me - bill@lostbridges.org.

Welcome to Our New Members!

Eugene Bisanti, 1 Hillside Village, Oxford, NJ 07863
Bonnie Shultz, 175 Bank Hill Rd., Wrightsville, PA 17368
Reid & Alice Bader, 207 Seneca Creek Rd., West Seneca, NY 14224
James Lewis & Sharon Ohlemacher, 613 Kayser Ave., St. Louis, MO 63125
Clyde & Alda Scheib, 502 W. Seven Stars, Phoenixville, PA 19460
Cliff & Jackie Stevens, 251 Doublegate Dr., Milford, OH 45150
Edwin & Carole Sides, 224 Jacqueline Dr., Upper Chichester, PA 19061-3241
Carl Gissler, New London, NH

Mrs. Edie Plimpton Fleeman
5000 Mandel Road
Durham, NC 27712

January 16, 2011

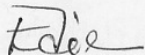
National Society for the Preservation of Covered Bridges
Attn: Jenn Caswell
535 Second NH Turnpike
Hillsboro, NH 03244

Dear Ms. Caswell:

It is with sadness that I inform you of the passing of one of your Life Members. My father, Robert Hall Plimpton, passed away December 31st just a few days shy of his 96th birthday, which would have been January 9th. He was sharp until the end and we are thankful to have had him with us for so long.

He and his sister Elizabeth Plimpton (deceased 2004 at age 98) took special pride in being members of your organization.

Sincerely,



Edie P. Fleeman

Home 919-477-1782
Cell 919-389-9710

EVERYTHING YOU NEED TO KNOW ABOUT COVERED BRIDGES

On a Single Compact Computer Disc

For several years now we have published an ad offering a copy of the World Guide on a computer disc from member Joe Cohen. Until recently it was \$5. At the request of NSPCB Board of Directors the price changed to \$15 with \$10 going to the Society. Joe has kept the price low as a service to the Society.

The disc contains many more files than just the World Guide. The World Guide is included that is an exact copy of the book. However, since that copy cannot be changed a World Guide file in Word format is included so each copy can be updated. That file is updated as more information is received.

It includes several files of changes to the various editions of the World Guide.

It includes a file of Romantic Shelters, i.e. unauthentic bridges. Many changes were made in the latest World Guide that redefined an authentic covered bridge. Those bridges that were reclassified can be found in the Romantic Shelters file.

The disc contains an index to all copies of Covered Bridge Topics. This includes a table of contents for each issue, a list of subjects, a list of authors and photographers, poetry and obituaries. This is kept up to date.

There is a bibliography of known books that pertain to covered bridges.

Also included are large sketches of common truss types.

There are a few more miscellaneous files.

Send a check made out to Joseph Cohen.

From September to March: 210 Wellington F, West Palm Beach, FL 33417-2559

From April to August: 130 Westfield Drive, Holliston, MA 01746-1257

The following items are still available through the Society

Covered Bridge Polo Shirts

A **white Polo Shirt** with a blue NSPCB logo, send \$15.00 plus \$3.95 for shipping and handling. Specify, Medium or Extra Large. Shirts are 100% pre-shrunk cotton. This is a fund raiser for the preservation fund. Buy several as gifts for your family and friends.

Society Arm Patch with N.S.P.C.B. logo 3" arm patch available for \$1.75 + 55 cents P&H.

Please order any of the items above from Mrs. June Roy, 73 Ash Street, Manchester, NH 03104-4906
or E-mail: dickroycb1@comcast.net

Spring 2011 Newsletter Deadline

The next Newsletter is scheduled to be mailed in January. Therefore, anyone wishing to submit photos, articles, etc., should send them to the EDITOR by **March 1, 2011**. In order to save us from a lot of re-typing, please send your articles by e-mail or on a computer disc (no floppies, please), if at all possible. If this isn't possible, then the regular mail will do just fine, as it always has. If you type the information, please use PLAIN WHITE PAPER. If your submissions are extracted from a published newspaper or magazine, or an internet web site, include the source of the information so that we can give proper credit. Send all items to the editor, Brian McKee, 13008 TH60, Upper Sandusky, OH 43351 e-mail bjmckee@gmail.com

We are getting too much news and information from the internet these days and not very much from our members. Maybe this is a sign of the times, but we really need to have more covered bridge news sent to us for the Newsletter. Please remember that we always appreciate any news that is sent in, even if we ultimately can't use it. *THANK YOU!*

Books Available from the Society Store

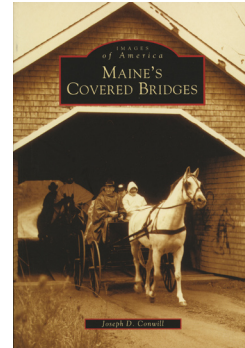
“Covered Bridges of Vermont” by Ed Barna. This is an excellent book depicting all the covered bridges in Vermont in the year 1996. 6x9 soft cover, 216 pgs., Pub: The Countryman Press, ISBN 0-88150-373-8 Postpaid \$17.00

A book by Joseph D. Conwill: The Arcadia Press Images of America Series

“Vermont Covered Bridges”

Pub in 2004, 6.5x9.25 soft cover, 128 pgs., ISBN 0-7385-3598-2

It sells for \$19.99 each plus \$3.00 shipping and handling.



“Life in the Slow Lane” is still available for \$16.95 + \$3.95 Shipping and Handling. This is a hard bound 8.5x11 in. book with 162 pages of excellent photos by many various contributors from all over the country. Publisher: Reiman Publications 1998 ISBN 0-89821-240-5

Books by Andrew Howard

C/B's of Madison County IA, A Guide.....\$6.50

6x9 format paperback, 46 pgs., ISBN 0-940310-07-4

C/B's of Connecticut, A Guide.....\$5.50

6x9 format paperback, 47 pgs., ISBN 0-940310-04-X

C/B's of Virginia, A Guide.....\$6.95

6x9 format paperback, 46 pgs., ISBN 0-940310-08-2

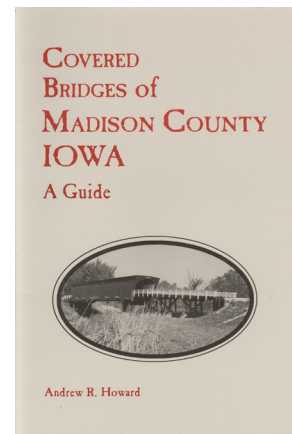
C/B's of Bennington County VT, A Guide.....\$6.50

6x9 format paperback, 49 pgs., ISBN 0-940310-06-6

C/B's of Massachusetts, A Guide\$6.95

6x9 format paperback, 80 pgs., ISBN 0-940310-03-1

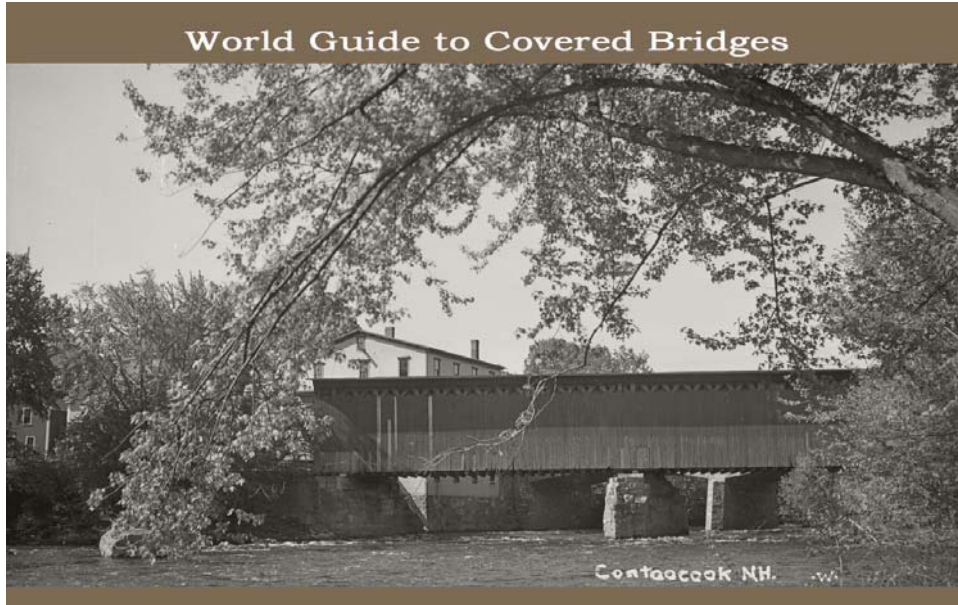
(There is a \$2.00 postage and handling charge for each book)



All the books above should be ordered from Mrs. June Roy, 73 Ash St. #2, Manchester, NH 03104-4906
E-mail address: dickroycb1@comcast.net

There is another excellent book on Vermont covered bridges called **“Spanning Time: Vermont Covered Bridges”**, by Joseph Nelson, who is the President of the Vermont Covered Bridge Society. It is a superb hardbound book containing wonderful color photos, maps and information about each Vermont covered bridge. The book is 7.5 x 9.25 in. and has 271 pages. ISBN 1-881535-25-8 For ordering information contact the author at 2 Sugar Hill Road, Underhill, VT 05489 or on the Web www.vermontbridges.com
(This book isn't available from the society store).

2009 World Guide to Covered Bridges



The long awaited update
to the 1989 Guide.

Order your copy today.

Send this form with your check or
money order made payable to
NSPCB to:

Bill Caswell
535 Second NH Turnpike
Hillsboro, NH 03244

Massachusetts - Essex County						
Number	Township	Stream	Name	Spans	Length	Built Type
Essex County						
21-05-13	Gloucester	Sawyer Pond	Sawyer Pond	1	36'	1983 Town
1.1 miles east of jct US128 on MA133 (Essex Ave), (Exit 14) then 4.6 miles right to 138 Magnolia Ave. N42° 35.483' W070° 43.126'						
Franklin County						
21-06-01	Conway	South River	Burkeville or Conway	1	106'	1870 Howe
7.6 miles northwest of jct I-91 on MA116 (Exit 24), then just left on Poland Rd. At Burkeville. Closed, rebuilt 1999. (NR) N42° 30.473' W072° 42.644'						
21-06-02#2	Greenfield	Green River	Pumping Station	1	94'	1972 Howe
0.7 miles east of jct I-91 on MA2A (Exit 26), then 1.4 miles left on Conway St., 0.8 miles left (past municipal park), 0.1 miles right, 2.7 miles right on Plain Rd. and right on Eunice Williams Dr. Replaced a covered bridge built in 1870. Closed to motor vehicles. N42° 38.782' W072° 37.221'						
21-06-03#2	Colrain	North River	Arthur Smith	1	98'	2006 Burr Arch
1.2 miles southwest of Colrain town green on MA112, then 0.1 miles right on Lyonville Rd. Replaced a covered bridge built in 1870. N42° 40.198' W072° 43.093'						
21-06-04#2	Charlemont	Mill Brook	Bissell	1	92'	1951 Long variation
0.5 miles north of jct MA2 on MA8A. Rebuilt 2009 N42° 37.892' W072° 52.121'						
21-06-11	Ashfield	Creamery Brook	Creamery	1	40'	1985 Modified Queen
1.0 miles east of jct MA112 on MA116, then 1.6 miles left on west side of Creamery Rd. Private. N42° 31.191' W072° 48.036'						
Page 40						

Name _____

Address _____

City, State, Zip _____

Email _____

Number of copies: _____ x \$15 each _____

Add \$4.95 for shipping 1 or 2 books: _____

Total enclosed: _____

50th ANNIVERSARY ITEMS

We still have a few nice items regarding the commemoration of the 50th Anniversary of the **National Society**

Tote Bag — Has the *National Society for the Preservation of Covered Bridges* emblem in dark blue on front pocket measuring 12 1/2" by 15 1/2" with a top snap and 20" handle straps. Cost: \$15 (includes shipping)

Ornament — It's a 3" round glass maroon ornament with the Society emblem in gold. Cost: \$7.00 (includes shipping)

Pens — Pens have "I love Covered Bridges – N.S.P.C.B." written on them. Cost \$1.25 each (includes shipping)

SPECIAL OFFER!!

You may want to have them all. One of each... tote, ornament and pen will be available for only \$20 including shipping! They are great gifts for family, friends and other bridgers enthusiasts!

PLEASE MAKE CHECKS OR MONEY ORDERS TO N.S.P.C.B., INC. and mail to:

**N.S.P.C.B., Inc.
Pauline Prideaux
4856 Spencer Oaks Blvd
Pace, FL 32571**

Dick Roy's Heart Surgery

Some of you may have heard by now that our historian, Dick Roy, had emergency quad bypass surgery on December 20th, 2010. The surgery was done at the Catholic Medical Center in Manchester, NH. He spent Christmas day in the hospital, recovering. He also missed the birth of a new grandson, Oliver Michael Boulet. Dick wanted to express his sincere thanks to all of his friends who sent him cards and well wishes during this difficult time. To quote; "I will cherish their friendship as long as I live".

Shortly after his bypass operation, Dick was admitted again for a gall bladder removal operation.

We all hope you have a speedy recovery and good health for many years to come!

Here is Dick's address if you'd like to send him a card or letter.

73 Ash St. Apt #2
Manchester, NH 03104-4906

Corrections to the previous Newsletter

The editor apologizes for the mistakes in President David Wright's "President's Message" in the last issue. We have made changes in our procedures to eliminate such errors in *The Newsletter* from now on.

National Society for the Preservation of Covered Bridges

Renewal Notice



If your address label indicates that your membership is expiring, please renew today to continue receiving Society mailings. You can also renew on-line at <http://coveredbridgesociety.org/>. Click on the "Membership Info" link. If you recently sent your renewal form, thank you.

Name: _____

Address: _____

City, State & Zip _____

Optional Information

Your Email address: _____ Spouse's Name: _____

Birthday (month & day) _____ Anniversary (month & day) _____

Membership includes a subscription to *Topics* and the Newsletter. The membership year is from July 1 to June 30.

Individual or Family	Student..... \$5.00
US Addresses.....\$20.00	Individual Lifetime\$350.00
Canadian Addresses\$24.00	Couple Life.....\$400.00
Other Countries\$30.00	Corporate.....\$1000.00

Membership:..... _____

DONATIONS: (Tax Deductible.)

Portal.....\$2.00	Burr Truss..... \$50.00
Kingpost Truss.....\$5.00	Town Lattice..... \$100.00
Queenpost Truss.....\$10.00	Haupt Truss..... \$150.00
Howe Truss\$25.00	Whipple Truss..... \$250.00

Donation:..... _____

Total:..... _____

Do you wish to receive a membership card?..... Yes / No

Make all checks for dues and donations payable to the **N.S.P.C.B. Inc.** and mail to:

Jennifer Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244

Every year, \$1000 is remitted to the Eastman-Thomas-Merritt Fund from optional donations. Please help keep the fund afloat for covered bridge preservation.