



The Newsletter

*of the National Society for the
Preservation of Covered Bridges, Inc.*

Fall 2013

The Bridge of My Boyhood

*Time will never give again
The staunch old covered bridge,
With hidden memories that once lived
And circled round the ridge.*

*A refuge from the sudden storms
That swept the country wood,
Or just to rest the weary team
Could do them so much good.*

*Those left now are landmarks
Of the days of long ago,
And they still bring cherished memories
Of the days we used to know.*

*So today we stop and pause awhile
Near the staunch old covered bridge,
While hidden mem'ries come to life
And circle round the ridge.*

Edith M. Helstern

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Virginia J. Cooper – February 2013

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The Newsletter is published quarterly. It includes current bridge news and information about upcoming events.

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Editor's Comments:

In recent months we have seen, and been saddened, by the apparent deliberate act of arson leading to the complete and total destruction of two historic covered bridges. One, the 139-year old Ponn, or Humpback, Bridge (WG#35-82-06) in Vinton County, Ohio in June; the other, the 146-year old White's Bridge (WG#22-34-01) in Ionia County, Michigan in July. Both bridges were destroyed by uncaring individuals who failed to realize the historical and cultural significance those bridges represented. May those responsible for these acts be found, prosecuted, and, perhaps made to pay for a replacement bridge of actual-like (not a look-a-like) design and construction [ref. Mood's Bridge (WG#38-09-07-#2) in 2008.]

We encourage everyone to take a more active and visible interest in the security and protection of our covered bridges from those who would see to their destruction. There are a number of methods for accomplishing this task - protective coatings such as "No-char", piped sprinkler systems - wet or dry, photo-security cameras, and electro-thermal wired circuitry. All are effective means - but, all also have a cost - not only to install, but, to test and maintain; and, with recent Federal budget cuts, obtaining financial help has become much harder.

In coming issues of this Newsletter, we will explore these methods to provide awareness of their existence, and, offer suggestions on how we all can help to insure that our covered bridges are protected as much as is possible. We, as the National Society for the Preservation of Covered Bridges, need the help of all our members. Contact your local authorities responsible for the covered bridges in your area, ask what security and/or fire protection is currently in place, ask what else can be done - obtaining, if possible, estimated costs from those officials to accomplish any such improvements, and, let the Society know of your findings. We hope to create a registry of bridge protection methods, analyze which methods produce the most cost-effective means for bridge protection, and to offer that information to responsible authorities. Suggestions about other methods are welcomed.

Help prevent the senseless destruction of our covered bridge heritage. More later! Happy Bridging!!

* * * * *

A quote worth mentioning:

*"It is my firm belief that the person who **can**, but **will not bother** to do anything to preserve these priceless pieces of Americana is as guilty of their destruction as he who actually destroys."*

Milton S. Graton

'The Last of the Covered Bridge Builders' © 1978

Winter 2013 Newsletter Deadline

The next Newsletter is scheduled to be mailed in December. Therefore, anyone wishing to submit articles should send them to the Editor by **November 15, 2013**. **Please note** that due to some nagging computer software problems, it is requested that your information be typed on PLAIN WHITE PAPER and include proper credit information (newspaper, magazine, or web site, etc.), or on CD (Microsoft Word format, and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050. Thanks! Please, remember that we always appreciate any news or comments sent in even if we can't ultimately use it.

President's Message

Nota Bene: *Topics* is not being published this quarter, but rather, the accompanying travelogue, penned by the late Richard Sanders Allen to these many years ago, takes its place. Enjoy !!!

Dear Fellow Members, Greetings!!

By the time you read this message, a goodly part of the 2013 Covered Bridge visiting season will already have passed into history, and we shall all probably have begun thinking about the end of summer and the upcoming holidays; in other words, Thanksgiving and Christmas. I must say it's a bit difficult to think about Thanksgiving and Christmas – and **SNOW !!** – in the middle of August when this is being written, but with the outside temperature reaching 85° to 90° on a daily basis, for me at least, a little snow would be most welcome.

It's not just Thanksgiving and Christmas that will soon be upon us, however. Our own Annual Meeting will take place even before they do. This year, the post-luncheon program will be put on by Dick Roy. Dick Roy, as many of you may already know, is a superb photographer; moreover, he has been taking pictures for many, many years. For our pleasure and entertainment, Dick has put together a certain number of his best images, images which will be projected on a screen in the old fashioned manner just after the noonday meal and immediately preceding our business meeting. The Annual Meeting this year is being held in **Westminster, Massachusetts, NOT** Westminster, Vermont. Particulars as to the menu, details on prices of the various entrees, and directions to the restaurant where our meeting is to take place, can be found elsewhere in the present *Newsletter*. My hope is that I shall be seeing a goodly number of you on Sunday, the 27th of October.

The Sanborn Covered Bridge (WG#45-03-05) in Lyndonville, Vermont: As some of you, perhaps even many of you, may already know, the Sanborn Covered Bridge (117-foot, single span, Paddleford truss) over the Passumpsic River in Lyndonville, Vermont, is at present in grave risk and peril of collapse. The bottom chord on the downstream truss of this span has given way entirely, and the top chord at about the same location is badly splintered. Were the latter chord to let go completely, it is very likely the whole Sanborn structure would tumble into the waters below.

The Sanborn Bridge has an interesting history. First of all, when was it built? One of three years is usually cited in response to that question – 1867, 1869, or 1873 – but obviously all three dates can't be correct. It would clearly be nice to know which of these dates, if any, is the correct one, but, for the moment, the matter seems not to have been settled definitively. Be that as it may, the Sanford Covered Bridge holds itself up by means of Paddleford trusses, trusses that were invented by Peter Paddleford, of Littleton, New Hampshire. Peter Paddleford was born on September 14th, 1785, and passed away on October 18th, 1859. As well as being a bridgewright, he also built mills. For some unknown reason, the trusses Peter Paddleford designed were never patented by him.

Philip Henry Paddleford, born April 25th, 1815 and died April 11th, 1876, was Peter Paddleford's son. He was sometimes known simply as Henry Paddleford. Under one or the other of these appellations, he carried on his father's bridge building business, but was in addition, both a machinist and millwright. It is conceivable, though by no means proven, that Henry Paddleford himself contracted to erect the Sanborn Covered Bridge with Littleton, New Hampshire, Henry Paddleford's home town, not being too terribly far from Lyndonville, Vermont. In any case, by the time the Sanborn Covered Bridge was built, Philip Henry Paddleford was a well known and well respected bridgewright. It would have made perfect sense for the Town of Lyndon to have employed him to erect the span in question.

Though many of you don't know it, the Sanborn Covered Bridge was once located about a mile downstream from the spot it now occupies. How it got to where it stands presently is quite a tale, a tale I am on the verge of telling you, or at least a somewhat abbreviated version of this tale.

When first erected, the Sanborn Covered Bridge carried traffic running along Center Street and headed either toward Lyndonville, or Lyndon Center, across the Passumpsic River. Center Street is now also known as Vermont Highway 122. By the late 1950's, however, the good citizens of Lyndonville thought that the Sanborn Covered Bridge had outlived its usefulness, and, that it was time to replace it with a modern steel and concrete structure. The matter came to a head in 1959 at Lyndonville's Annual Town Meeting. During this meeting, those who favored 'progress' debated those who favored 'preservation'. The 'progressives' won, and a contract for a new bridge was eventually let. Said contract contained a line item for demolition of the old Sanborn Covered Bridge.

Fortunately for posterity, that was not the end of the story.

Sometime in late spring of the same year, Milton Graton received a telephone call from one of Lyndonville's practicing physicians. This physician wanted the Sanborn span to be saved, not destroyed. Mr. Graton ultimately agreed that he could remove the bridge from its then present abutments and place it in storage in a nearby hayfield for the princely sum of \$4,000. As Mr. Graton was leaving the office

of the physician in question, the good doctor cautioned him as follows: “If, when you are up at the bridge, someone questions you as to why you are there, please don’t mention my name. I could lose half my practice if you do”!!

Respecting the Lyndonville doctor’s earnest efforts in favor of the Sanborn Bridge, they subsequently came to naught. This doctor attempted to borrow some, or perhaps all, of the aforesaid \$4,000 from his bank, but his bank turned him down!

Happily, a bank’s refusal to lend money to a local physician did not presage the destruction of the Sanborn Bridge. Just shortly before this span was to be demolished, there were developments. Milton Graton’s own account of them in *The Last of the Covered Bridge Builders*, pages 27-28, runs as follows:

“Within days of the time for destruction, two local businessmen who had their own money convinced us that by using some money and some sentiment, we could move the bridge a mile through town and place it once more across the same river for \$4,000. The new location was fortunately a swift and shallow spot on the river. . . . When the bridge was located at the new spot, our gain could be summed up by simply saying that we had saved a good bridge. I could appreciate the feelings of Hannibal when he wrote from Italy, ‘One more victory like this and I will have to return to Carthage without my army!’”

Milton Graton did considerably more than just move the Sanborn Bridge a mile through town and set it down at a new location. At this new location, there were, of course, no abutments on which to place the span, and so, Mr. Graton had to build some; furthermore, the Sanborn Bridge itself was not in very good condition at the time it was moved. Some of the span’s components were decayed, and many of these Mr. Graton either repaired or replaced. Though Mr. Graton was certainly pleased to have been able to save ‘a good bridge’, he was, I think, somewhat chagrined that the Sanborn span, a champion structure if ever there were one, was so little appreciated in its hometown, and perhaps even by its new owners. His own account of what he did up at Lyndonville, written in 1978, concludes, in part, as follows”

“ . . . After reaching the new position on the river bank, some decayed bridge parts were replaced and the bridge was once more placed across the river without incident. . . . The bridge was used for a new car display room in 1960, and after several other uses, now houses the office of a real estate broker as the last of the ‘Passing Parade’!”

Due to its current state of disrepair, the Sanborn Covered Bridge is once again at a crossroad. Without immediate intervention by someone, this span will soon collapse into the Passumpsic River. As the Sanborn structure is still in private hands, state funds can not be obtained to pay for the urgently required work. Similarly, many private foundations which normally fund historical preservation projects will not do so if what is to be repaired or restored is not owned by a non-profit organization, or, by the public. Happily, the National Society does not have to operate under such restraints. The Society has, therefore, decided to shore up the Sanborn Bridge, stabilize it, and eventually, it is hoped, transfer it to dry land where it will be safe until sufficient monies can be raised to repair the span properly. Though the National Society does have a preservation fund, the Eastman-Thomas-Merritt Fund, a proper repair of the Sanborn span is going to be quite an expensive proposition. The National Society has, consequently, started a fund raising drive with the hope of raising some, at least, of the necessary funds. Donations may be made to: **the Sanborn Bridge Preservation Fund** either directly to the Society’s Treasurer, Michelle Andrews, 9 Damson Lane, Clifford, New Hampshire 003249-7867, or by credit card through ‘paypal’ at the Society’s web site. The National Society for the Preservation of Covered Bridges, Inc. is a 501(C)3 non-profit corporation, thus all contributions to it are tax deductible. I hope all of you who can shall contribute generously to this cause. For any contributions you may choose to make, I thank you most heartily in advance!

Happy Bridging!!

David W. Wright

Editor’s note:

Following telephone conversations Saturday, August 31st with Society President, David Wright, it was learned that: on Thursday, August 29th, 2013, the necessary permits and owner agreements were obtained, largely through efforts courtesy of Sean James - Engineer with Hoyle, Tanner & Associates, allowing work to begin on stabilizing the Sanborn Covered Bridge. In only two days (by Saturday morning), Society Board member and owner of Barns and Bridges of New England, Tim Andrews, together with his son, Evan Andrews, John C. Hayden, and his son, J. P. Hayden, began, and completed, erecting the stone-based wooden cribbing in the Passumpsic River under the bridge, as well as placed two 25-ton hydraulic jacks, supported by the cribbing, under the span. With the lower downstream truss chord broken, the bridge had sagged almost 30”. Together with skill and experience, Andrews and his crew were able to carefully raise the bridge and broken chord almost back to its proper position, stabilizing the bridge. While there is still much to do, we acknowledge, with gratitude, the results accomplished thus far.

2013 NSPCB Meeting Schedule

All meetings begin at 1:00 pm unless otherwise noted.

Sunday September 15 Sunday River Bridge, Sunday River Road, Newry, Maine. Joseph Conwill and Bob Watts will discuss the art of photographing covered bridges.

Sunday, October 27 NSPCB Annual Meeting and Dinner, dinner at noon followed by a presentation from Dick Roy. Old Mill Restaurant, 69 State Road East, Westminster, Massachusetts. www.1761oldmill.com

[Ed. Note: See last page of this Newsletter for reservation information]

Other Upcoming Covered Bridge Meetings & Events

Saturday & Sunday, September 7 - 8 New York State Covered Bridge Society Annual Safari! Western Vermont & Washington County, NY

Sunday, September 8 Theodore Burr Covered Bridge Society of Pennsylvania Meeting at St. Paul's Episcopal Church, Manheim, PA at 2pm

Saturday & Sunday, September 21 – 22 43rd Annual Covered Bridge Festival – Washington County and Greene County, Pennsylvania.

For more information go to: www.visitwashingtoncountyPA.com or www.vicoa.com/greene_cobridges/ or www.co.greene.pa.us or call 1-724-228-5520 or 1-866-927-4969

Saturday & Sunday, September 28 – 29 Vermont Covered Bridge Society Fall Meeting - Montgomery Town Hall, Route 118, Montgomery, Vermont. Scott Perry will discuss Montgomery and its seven covered bridges. Mr. Perry is the chair of the town Historical Society, and a member of its Select Board.

Saturday & Sunday, September 28 - 29 Indiana Covered Bridge Society Fall Safari: Gibson, Spencer and Perry Counties.

Thursday thru Sunday, October 3 – 6 Columbia-Montour Covered Bridge Festival - Knoebels Amusement Park, Elysburg, PA

Saturday, October 5 11th Annual Covered Bridge Festival – Cottage Grove, Oregon. 7am – 6:30 pm. An old fashioned family fun event!

Sunday, October 6, 2013 Theodore Burr Covered Bridge Society of Pennsylvania Meeting at the Alamo Restaurant, Knoebels Amusement Resort, Elysburg, PA, 2pm during the Annual Columbia-Montour Covered Bridge Festival

Friday thru Sunday, October 11 thru 20 Covered Bridge Festival – Parke County, Indiana

For more information e-mail: info@coveredbridges.com or call 1-765-569-5526

Saturday & Sunday, October 12 & 13 Ashtabula County Covered Bridge Festival - Jefferson, Ohio.

Sunday, October 27 Indiana Covered Bridge Society 50th Anniversary Dinner. Westside Garden Plaza, 8616 West 10th Street, Indianapolis. Noon to 4:00.

Sunday, October 27 29th Annual Blount County Covered Bridge Festival – Oneonta, Alabama

For more information call: 1-206-274-2153

Sunday, November 10 NY State Covered Bridge Society Dinner - Oxford Memorial Library, 8 Fort Hill Park, Oxford, NY 13830

NSPCB Facebook Page

To help spread the word about our mission, the National Society for the Preservation of Covered Bridges, Inc. has a Facebook page. The page is used for sharing current bridge related news and Society meeting information. If you use Facebook, visit us at <http://www.facebook.com/nspcb>. “Like” our page and share it with your friends.

Notes of Interest

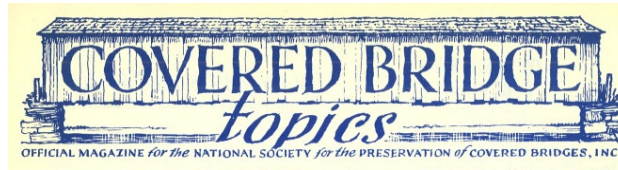
Roland Routhier

We have received news that member Roland Routhier, 87, of Derry, NH, passed away on June 17, 2013. Roland served in the Navy during World War II and was a 50-year member of the Knights of Columbus. He and his wife Lorraine had been married for 63 years.

Stephen Weston

The National Society for the Preservation of Covered Bridges, Inc. has accepted the resignation of Director, Stephen Weston, on August 15, 2013 and wishes him well in his future endeavors.

Updates to the World Guide to Covered Bridges: This section lists updates since the previous newsletter. For a complete list of changes, please visit the website at www.coveredbridgesociety.org and click on the World Guide link.



Connecticut

Windham County

Page 6, add

07-08-16 Brooklyn Blackwell Brook Blackwell Brook 1 35' 2010 Howe
 1.1 miles west of CT 169 on US 6 (Hartford Rd.), then 1.2 miles right on Laurel Hill Rd., then 0.1 miles left on Fitzgerald Rd. Northwest of Brooklyn. N41° 47.883 W71° 58.915

Maine

Oxford County

Page 36, correct coordinates

19-09-01 Andover Lovejoy or South Andover Ellis River 1 80' 1867 Paddleford
 3.2 miles south of jct ME120 and Andover on ME 5, then 0.1 miles left on Rumford Center Rd. (NR)
N44° 35.60' W070° 44.00"

Page 37, correct coordinates

19-09-02 Fryeburg Old Course Saco River Hemlock 1 130' 1857 Paddleford & Arch
 6.0 miles east of jct ME5 and Fryeburg on US302, then 3.0 miles left on Hemlock Bridge Rd. (seasonal access) North-northwest of East Fryeburg. (NR) **N44° 04.76' W070° 54.23'**

Page 37, correct coordinates

19-09-04 Newry Sunday River Sunday River or Artist 1 99' 1872 Paddleford
 2.7 miles north of jct ME5/26 and Bethel on US2/ME5/26, then 3.7 miles left on bypassed section of Sunday River Rd. Restored 1999. (NR) **N44° 29.53' W070° 50.59'**

**Michigan
Ionia County**

Page 41, delete, lost to arson on July 7, 2013

22-34-01 Keene Flat River White's 1 116' 1869 Brown
3.4 miles south of jct MI-44 on MI-91 to Smyrna, then 2.6 miles right on White's Bridge Rd. N43° 00.88' W085° 17.88'

**Ohio
Geauga County**

Page 72, add

35-28-04 Middlefield Maple Highlands Trail East Branch of the Cuyahoga River 1 2013 Pratt
2.0 miles north of Middlefield on OH 608, then 0.8 miles left on Burton-Windsor Rd. (CR 14) to Burton Station, then walk 0.4 miles right on Maple Highlands Rail-Trail.

Greene County

Page 72, update directions and coordinates

35-29-01 Miami Cemetery Road or Yellow Springs Yellow Springs Creek 1 60' 1886 (M1979) Howe
or Glen Helen
0.3 miles southwest of jct OH343 on US68 in Yellow Springs, then 0.9 miles left on Corry St. and **0.7 miles left on Grinnell Rd. (CR27) on Glen Helen Nature Preserve. Park at gate on right and walk 300' to bridge.** 1 mile south of Yellow Springs. **N39° 47.12 W083° 52.68**

Preble County

Page 80, Correct coordinates

35-68-04 Harrison dry land Dixon Branch 1 50' 1887 (M1964) Childs
0.4 miles north of jct I-79 on OH503 (Exit 14), then 0.5 miles right on north side of Salem Rd. (CR15) to Civitan Park. East edge Lewisburg. **N39° 50.74 W084° 32.13**

Vinton County

Page 84, remove – bridge lost to arson June 6, 2013 (added June 6, 2013)

35-82-06 Wilkesville Geer Mill or Humpback or Ponn's Raccoon Creek 3 175 1874 Double Multiple King
with arch
0.1 miles southeast of jct OH124 on OH160, 2.8 miles right on CR8 (South High St.), 0.8 miles right on TR7 and 1.1 miles left on Covered Bridge Rd. (TR4). Southwest of Wilksville. Closed, bypassed. (NR) N39° 02.89' W082° 22.59'

**Pennsylvania
Berks County**

Page 100, exit renumbered

38-06-07 Greenwich-Windsor Maiden Creek Dreibelbis Station 1 189'-10" 1869 Burr Arch
2.4 miles south of jct I-78/US22 on PA143 (**Exit 35**), then just left on Covered Bridge Rd. (T746). South of Lenhartsville. N40° 33.29' W075° 52.77'

Bucks County

Page 100, update directions

38-09-04 Tinicum Lodi or Swamp Creek Erwinna 1 56'-11" 1852 or 1871 Town
1.9 miles south of bridge to Frenchtown, NJ on PA32, then 0.3 miles right on **Headquarters Rd. (CR1012) and 0.2 miles right (ahead)** on Geigel Hill Rd. (SR1014 - LR09138). (NR) N40° 30.139' W075° 04.427'

Page 101, corrected coordinates of the bridge (added May 23, 2013)

38-09-05 Perkasio dry land South Perkasio 1 98' 1832(M1958) Town
3.0 miles east of jct PA309 on PA152, then 0.2 miles left on west side of road in Lenape Park. (NR) **N40° 22.05' W075° 17.70'**

Page 101, update directions

38-09-08 Tinicum Uhlerstown or Lock 18 Canal Delaware Division of the Pennsylvania Canal 1 110' 1830 Town
 Just south of the bridge to Frenchtown, NJ on PA32, then 0.3 miles right on **Uhlerstown Hill Rd.** at Lock #18.
 West edge of Uhlerstown. N40° 31.506' W075° 04.377'

Page 102, update directions

38-09-11 Bedminster-Plumstead Cabin Run Creek Loux or Loux Mill Ford 1 90' 1874 Town
0.4 miles east of PA611 on PA413 (PA413 bears left at 0.2 miles), then 0.3 miles ahead on Dark Hollow Rd.
 (CR1013) and 0.5 miles right on Carversville - Wismer Rd. (SR 1003 - LR09060). East of Pipersville. (NR) N40°
 25.373' W075° 07.644'

Page 102, update directions

38-09-12 Doylestown-New Britain Pine Run Creek Pine Valley or Iron Hill 1 81'-10" 1842 Town
0.9 miles north of US202 on PA 611 to State St. exit, bear right onto State St. westbound for 1.8 miles
(becomes Butler Ave., then 0.5 miles right Keeley Ave. (T340)). North of New Britain. N40° 18.33' W075° 11.25'

Page 102, update directions

38-09-13#2 Newtown-Northampton Twining Ford or Schofield Ford Neshaminy Creek 2 166' 1997 Town &
 Queen
 0.4 miles north of jct PA332 on PA413, then 2.0 miles **ahead on Swamp Road (CR2036) when PA413 turns**
right, and walk 0.3 miles west in Tyler State Park. N40° 14.65' W074° 58.81'

Page 102, update directions

38-09-P2#2 Plumstead-Tinicum Tohickon Creek Tohickon Aqueduct 3 202' 2001 Burr Arch
 On the Delaware Division of the Pennsylvania Canal about 500' downstream from the highway bridge on **PA 32 /**
River Rd. (SR0032) at Point Pleasant. N40° 25.34' W075° 3.90'

Carbon County

Page 103, update directions and coordinates

38-13-01 Towamensing dry land Harrity or Bucks 1 87' 1841 (M1971) Multiple King
0.1 miles north of US209 at its jct with I-476 on Harrity Road (CR2007), 3.0 miles right on Pohopoco Dr.
(CR2015) and 0.2 miles right at entrance to Beltzville State Park, 0.1 miles right and 0.6 miles left. Northeast
of Weissport. Closed. Moved 1971. N40° 51.65' W075° 37.68'

Welcome to our New Members!!

Tamelia Manuel – Sedalia, Missouri

Gary Kochheiser – Mansfield, OH

Historic Ponn Bridge Lost to Apparent Arson

In the early hours of June 6, 2013, the Ponn, or Humpback, Bridge (WG#35-82-06), a 3-span, Double Multiple Kingpost with Arch truss structure, was destroyed when it was set on fire with an incendiary according to the State Fire Marshal's Office. The bridge, although closed to vehicle traffic for many years, was one of only two such bridges in the country [the other, the Humpback Bridge (WG#46-03-01), a 100-foot, single span, in Covington, VA] and represented both the oldest (built 1874) and longest (175-foot) covered bridge in Vinton County, Ohio. Prior to the fire, it was considered one of the rarest covered bridges still standing. County Marketing Director, Sam Davidson, stated "I think it's a shame. The county's covered bridges have been a tourist attraction for many years and are an important part of the county's history". County Commissioner, Mike Bledsoe stated "The county is all about covered bridges and we've lost the oldest one. You can build it back, but the historical value is lost" as he stressed the historical importance to the county and tourism. While no motive for the blaze has been determined, a reward for information regarding those responsible has been offered. The wreckage of the bridge lies in the Raccoon Creek it once spanned. Numerous historic bridge organizations expressed their condolences stating "It certainly appears that this tragic loss was not the result of any accident. Those with such an utter disregard for the heritage of their society and community as to destroy an ancient landmark need to be brought to justice. Sadly, it will not restore this unique structure."

(Compiled from various website articles and individual contributions June/July 2013, (Ohio) – thanks to all)

Michigan's White's Bridge Destroyed

Arson has again claimed another historic covered bridge. On July 7, 2013, Ionia County, Michigan's oldest **original-construction** covered bridge, the White's Bridge (WG#22-34-01), a 116-foot long, single span, Brown truss bridge (See related notes on the Brown Truss below), collapsed into the Flat River. Built circa 1867, the hand-hewn trusses were sheathed over with rough pine boards, then wooden pegs (trunnels –Ed.) and square iron nails were used to secure the bridge (MLive / Garret Ellison). It was also reputed to be haunted, by some. Debra Scheffler, a tourist, stated "It's not something you can replace, you can put up another bridge but it won't be the same. It's (was – Ed.) a historic landmark." The historical White's Bridge was considered to be the last authentic, and the purest, surviving example of the Brown truss in existence, being of almost completely intact original materials, fishplates and all, making the loss of White's Bridge very significant. The Fallasburg Bridge (WG#22-41-02) in Kent County, Michigan is similar but with modifications to the structural configuration shown on the original patent drawings.. Officials say it could cost \$850,000 or more to rebuild and funds are tight. However, a group of local individuals who love the bridge have begun an effort to raise funds to rebuild Whites Bridge. (For more information contact - <https://www.facebook.com/RebuildWhitesBridge>)

(Compiled from various website articles and individual contributions June/July 2013, (Michigan) – thanks to all)

Notes on the Brown Truss ...

The Brown truss, used in covered bridges and noted for its economical use of materials, was patented in July of 1857 by its inventor, Josiah Brown, Jr. of Buffalo, New York. The Brown truss is a through box truss consisting of diagonal cross compression members connected to horizontal top and bottom chords. While similar in appearance to the Howe truss, the Brown truss utilized notched diagonals through the chords which extended out the other side. Technically, Brown did not patent the arrangement of timbers, but rather the specific method of joining them. Brown was critical of framing techniques employed in other style trusses wherein only *some* of the diagonals were notched through, and he instead focused on improving strength over such previous trusses by having several members come together in the same place. The floor and roof are horizontal trusses giving rigidity to the structure. The outside of the vertical truss was protected by wood sheathing with the bottoms of the diagonals tending to protrude below.

The only examples of the Brown truss found so far have been in Michigan and constructed during a brief period in the 1860's. The truss is known to have been utilized in at least three bridges and possibly one more. According to NSPCB documentation, the White's Bridge (WG#22-34-01), recently lost to arson, was the purest example. The others apparently had structural difficulties and had various rods and posts added at later times. Fallasburg Bridge (WG#22-41-02) is an apparent oddity in that the braces are opposite to that shown on the patent drawings. The original AdaBridge (WG#22-41-01) was heavily modified and was also an unfortunate victim lost to arson. Though closed, the present Ada Bridge (WG#22-41-01#2) is a 125-foot, Howe truss built in 1980, located in a town park. [Brown's patent drawings and text can be found in the Summer 2004 issue of *Topics*]

(Compiled from various website articles, and, notes furnished by *Topics* editor, Joseph Conwill – Thanks to all)

Historic Beaverkill Covered Bridge Rehabilitation Discussion

A public meeting sponsored by the New York Department of Transportation (NYDOT) was to be held on June 27, 2013 to discuss progressing plans for interim repairs to the Beaverkill Bridge (WG#32-53-02), located in Sullivan County's Beaverkill State Campground, and which is listed on the National Register of Historic Places. The meeting also hopes to discuss the long-term rehabilitation project. Currently the 148-year old, 98-foot, single span Town truss bridge is closed to all vehicular and pedestrian traffic. The project is nearing completion of the preliminary design phase during which engineering analysis and public input factors will be heard and evaluated. Following the approval of the final design phase, bidding and award for the construction work will take place. With work scheduled to begin in 2014, the \$1.5 million project is to be paid for with Federal funds. [Ed. note: This information was not made available until June 20, 2013 but thought it to be of interest.

(Compiled from NYDOT website Press Release 6-20-2013 (New York))

Bull's Bridge to get a New Roof

Litchfield County's Bull's Bridge (WG#07-03-01) will be getting a new roof thanks to the award of a \$100,000 Small Town Economic Assistance Program state grant. The 171-year old, 109-foot, single + span bridge includes a combined Town, Queenpost and Kingpost truss design and crosses the Housatonic River, Kent Township in Connecticut.

(Compiled from Lynn Mellis Worthington article, July 21, 2013, the *Republican-American* website (Connecticut))

New Brunswick Bridge Moved for Dam Construction

The Peter Jonah, or Turtle Creek #4, Bridge (WG#55001-07) in Hillsboro Township, Albert County, is being moved eight kilometers to private land in Moncton to allow construction of a second dam at the nearby reservoir. Built in 1912, the 68-foot single span Burr Arch truss bridge is one of only two in New Brunswick with a cottage roof.

(Compiled from July 19, 2013 article the Times & Transcript, Moncton, New Brunswick))

Bucks County Bridge Damaged . . . AGAIN!

Having been just re-opened in December 2012 following \$110,000 in repair resulting from an oversized box truck damaging overhead cross members, the Erwinna Bridge (WG#38-09-04) in Bucks County, Pennsylvania was again the victim of an oversized box truck in July. According to an early police investigation, together with PennDOT, the truck struck and significantly damaged five of the six support beams inside the circa 1852 bridge. Listed on the National Register of Historic Places, the 57-foot Erwinna Bridge, a single span Town lattice truss, crosses the Swamp Creek. It is one of 13 covered bridges remaining in Bucks County with only 10 open to traffic. At one time, more than 50 covered bridges could be found in the rural farmland communities. The driver of the box truck remained at the scene following the accident; and, the police stated that he and his company will be charged and likely be responsible for the cost of the bridge's repair.

(Compiled from July article, Amanda Cregan, Staff Writer – Phillyburbs.com (Pennsylvania))

Little Gap Bridge Saved by 'Clearance Bar'

Damage to clearance bars in June, estimated at \$7,240, should be repaired soon. The Little Gap Bridge (WG#38-13-02) was built circa 1840-1860 according to a plaque inside the bridge. A slate roof was added in 1935 while steel beams and deck grating were added in 1987. In 1980, the bridge was added to the National Register of Historic Places. While no actual damage to the Carbon County bridge occurred as the clearance bar served their designed function, repairs to the bars include: removal and replacement of the damaged clearance post piers, new clearance bars, paint and new signage at both ends of the 92-foot, single span, Burr Arch truss bridge.

(Compiled from Terry Ahner July 10, 2013/Amy Miller July 12, 2013 articles, Times News LLC (Pennsylvania))

Spencerville Bridge Will Be Re-Opened

The repairs to the 140-year old Spencerville Bridge (WG#14-17-01) should be completed and the bridge re-opened in June after passing its final inspection. An oversize tractor trailer heavily damaged the structure in September of 2012. According to bridge rehabilitator, Bonnie Money, very little of the span was salvageable although some of the ‘iron shoes’ that held the trusses were saved. The 160-foot, single + Smith #4 truss span crosses the St. Joseph River in DeKalb County. The driver was sentenced to 180 days in jail.

(Compiled from AP, Indiana Inside Business, and, Post-Tribune articles June 2013 (Indiana))

Taftsville Bridge Work Continues

According to Jim Ligon, Project Superintendent for Alpine Construction LLC of the Taftsville Covered Bridge Project (WG# 45-14-12) in a May 2013 press release, work on the bridge proceeded through the winter in spite of the weather. Winter officially ended with snow with temperature expected to reach the 90’s next week. Bruce Payne of P&P Landscaping has completed the bridge stonework. The center pier was completed with a concrete cap at its top, missing stones replaced and 35-foot heavy steel anchor rods extending through the pier, grouted deep into the ledge rock, then torqued to compress all the parts. Work was begun on both abutments including grouting, stone and gravel for stabilization and erosion control.

The laminated-plank arches have been trimmed on the west side and reattached to the new concrete abutment. Attachment to the center pier will begin shortly followed by the east end abutment. The arches will be reattached to the kingposts after their alignment and the structure has settled. Following the arch work, 6-miles of sub-deck and 2-miles of oak on top will be installed, followed by installation of timber curbing to protect the trusses.

Unfortunately, sections of “original fabric” timber had to be removed following a determination of ‘being rotten’ following the sending of samples to a Boston lab for analysis.

In July, Mr. Ligon advised that the metal roof had been installed on about ¾ of the bridge’s length, siding is on about ¼ of the length with various coating/paintings to begin July 8th. The stonework and concrete work should be complete by month’s end. The 191-foot, 2-span, Taftsville Bridge is a Multiple Kingpost & Queenpost truss with laminated arch, was built in 1836, and, was badly damaged in 2012 by flood waters of Hurricane Irene.

[Editors note – The repairs have been completed and a ribbon-cutting ceremony was to be held September 7th at 11:00am.]

(Compiled from Vermont Covered Bridge Society article vermontbridges.com website (Vermont))

Conway to Decide Fate of Burkeville Covered Bridge

In Conway, Massachusetts, the Selectboard will have the final say to reopen the Burkeville Bridge (WG#21-06-01) following a decision by the Massachusetts Department of Transportation in July. If allowed, it would be open between May and October only so as to prevent damage from road salt – a concern of state engineers. The 106-foot, single span Howe truss bridge was built in 1870 and rebuilt in 1999. Closed in 1985 due to structural problems, the Town, along with Federal and State monies, renovated the structure at a cost of \$1 million. The town, as owners of the bridge, will be responsible for enforcement of height and weight limitations which excludes all tractor trailers and fire trucks. Vertical clearance signs will advise of the bridge’s 11’ – 5” height restriction; and will be posted with a 15-ton load limit.

(Compiled fro Kathleen McKiernan July 19, 2013 article, The Recorder (Massachusetts))

Covington, Virginia Covered Bridge to Undergo Repairs

Humpback Bridge (WG#46-03-01) in Alleghany County last carried traffic across the Dunlap Creek in 1929. Situated in a 5-acre wayside park west of Covington and having last undergone a major renovation in 1954, the single span, 100-foot, Multiple Kingpost Trussed Arch is the last of its kind (the Ponn Bridge (WG#35-82-06) was destroyed by arson in June of 2013 – see newsletter article Page) and is undergoing its latest rehabilitation project by the Virginia Department of Transportation. VDOT intends to reinforce the structure, add a new roof, repair siding and apply new protective stain. The bridge is designated a Virginia Historic Landmark and is on the National Register of Historic Places. ‘A major engineering achievement, as well as an incredibly well-loved bridge, working to preserve this structure is even more important’, according to VDOT transportation historian, Ann Miller. The federal and state funded \$125,000 project was expected to be completed in July.

(Compiled from Hunter Woodall July 11, 2013 article, The Roanoke Times (Virginia))

Otway Covered Bridge Seeks Bids for Rehabilitation Project

Officials in Scioto County, Ohio are currently seeking bids to rehabilitate the 139-year old Otway Covered Bridge (WG# 35-73-15) that crosses the Brush Creek and the only covered bridge in the county. In August, the Federal Highway Administration backed out of its agreed to funding for the project, but later reversed that decision but still leaving officials with a larger financial obligation than had been previously anticipated. County Engineer, Craig Opperman, said, We're having a hard time finding companies to bid on the project as the work is very specialized and contractors must be Ohio Department of Transportation pre-qualified. The 127-foot, single span, Smith truss with arch bridge, bypassed in 1963 and restored by the village of Otway in 1974, is listed on the National Register of Historic Places and survived its brush with an F-0 strength tornado in 2012 with only minimal damage.

(Compiled from Wayne Allen August 2013 article, Portsmouth Daily Times (Ohio))

Cornish-Windsor Covered Bridge to Undergo Repairs

The two-lane covered bridge connecting New Hampshire and Vermont will be reduced to one-10-foot lane beginning September 9th for repairs scheduled to take approximately 8-weeks. Delays **are** expected! Built in 1866 and rebuilt in 1989, the 460-foot, 2-span, Town lattice truss structure is one of the longest such covered bridges in the United States. Listed by the NSPCB as WG#29-10-09#2/45-14-14#2, it is designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers and is the fourth bridge built at the site since 1796.

(Compiled from August 25th article, AP and N. E. Covered Bridges, Evans © 2004 (New Hampshire/Vermont))

Fallasburg Covered Bridge Damaged

The historic Fallasburg Covered Bridge (WG#22-41-02) was damaged by an oversized truck (exceeding the posted 3-ton limit by more than **ten times**) in mid-August, but according to road commissioners who inspected the bridge, structural integrity was not compromised and allowed the bridge to re-open. Bridge Inspector, Tom Byle said that steel tension rods installed in the 1930's and replaced in 1994 likely saved the bridge from ending up in the Flat River. The accident comes only weeks after the White's Covered Bridge (WG#22-34-01) was destroyed in an arson fire [see article page #9 above] leaving only the Fallasburg Covered Bridge, a 100-foot, single span, the only Brown style truss still known to exist. Township officials have recently initiated various means to protect the bridge including 'No-Char' fire retardant spray. [More on 'No-Char' to come in future issues – Ed.]

(Compiled from August 24th article Associated Press (Michigan))

Grant Received to repair Sandusky County Bridge

The Ohio Department of Transportation awarded a \$285,000 state grant to repair the, closed-to-traffic and by-passed, Mull Covered Bridge (WG#35-72-01) a 99-foot, 1 + Town lattice truss span built in 1842. County Administrator, Warren Brown, said "the effort of partners working to save the Historic Mull Covered Bridge is to be lauded." Four county and township governmental entities worked collectively to preserve this significant part of Sandusky County history for generations to come. Ohio Department of Transportation Director, Jerry Wray, said, "[it is] 'an excellent example of cooperation between ODOT and local communities'.

(Compiled from August 2013 article, the News-Messenger (Ohio))

Gravel Pit Application Gets Buried

The folks of West Montrose, Ontario are pleased with the decision not to license a large gravel pit near the historic Kissing Covered Bridge (WG#59-50-01), a 190-foot 2-span, Queenpost truss bridge built in 1881; and, the only covered bridge in Ontario. Tony Dowling, Co-Chair of BridgeKeepers, the West Montrose Residents' Association said of the decision, "This is a great day for West Montrose ...". A large public awareness through a web site, Facebook, a video, media coverage, parades, public meetings, information sessions at the bridge, post card campaigns and community newsletters brought about the concession of the gravel company to 'decide to acknowledge the concerns of the local community of West Montrose and the covered bridge and to step away'.

(Compiled from Tony Dowling August 9, 2013 article, BridgeKeepers/West Montrose Residents' Association (Ontario))

Thanks to all contributors !!

Covered Spans of Yesteryear

by Bill Caswell



Only one month after the Ponn's "Humpback" Bridge in Vinton County, Ohio, was lost to arson, another one of our nation's covered bridges was intentionally destroyed by fire. White's Bridge in Keene Township, Ionia County, Michigan, one of only two remaining Brown truss bridges, was lost to arson. The fire started in the pre-dawn hours of July 7th. By the time emergency crews arrived on the scene, the bridge had already fallen into the river. Now, the only standing example of Josiah Brown's 1857 patented design is the Fallasburg Bridge, also in Ionia County, Michigan. Eco Demolition of Holland, Michigan, has offered to donate labor and equipment towards removal of the bridge remains.

Most of the information for this article was taken from the Historic American Engineering Record report (HAER MI-331) for White's Bridge. The first bridge at this location, a floating log bridge, was built in 1845 for \$79. At some time between 1845 and 1856, Levi White purchased the property adjacent to the bridge. The crossing has been known as White's Bridge since that time. A second bridge was built in 1856. Keene and Otisco Townships appropriated \$250 for that project. An ice jam in the spring of 1869 destroyed the second bridge. On April 22, 1869, Keene Township Commissioners of Highways let a contract to replace White's Bridge. The contract was awarded to "Brezee & Walker" for the sum of \$1700. The covered bridge was built during the summer and accepted by Keene Township on October 1, 1869.

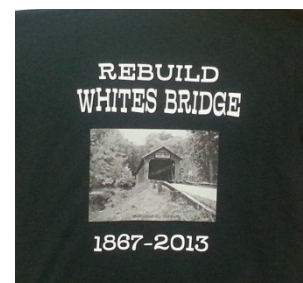
Bridge builder, Jared Bresee was born in New York (1860 census) in 1831 (grave) and moved to Michigan around 1859. He lived in Ada, Michigan, and was listed as a "Master Carpenter" in the 1860 census. Grand Rapids city directories in the later years of the 19th century listed him as bridge builder, bridge inspector or bridge contractor. Bresee died on January 28, 1918, and was buried in Valley City Cemetery, now the southern section of Oak Hill Cemetery, in Grand Rapids. His name has also been spelled "Brazee" and "Brezee" although "Bresee" seems to be the more accepted spelling. His gravestone has it as "Bresee". He is buried with Abigail L. Bresee (1837-1910).

Bresee's business partner, Joseph H. Walker, was born in Vermont in 1830 and moved to Michigan with his family two years later. He learned carpentry from his father, building houses and barns in Kent County. A newspaper article on page 6 of the May 19, 1910 *Grand Rapids Herald* noted Walker's death the previous day and mentioned that he and Bresee had constructed both road and railroad bridges.

A group of dedicated individuals has formed "Friends Rebuilding Whites Bridge" to raise money for construction of replica covered bridge. While working through the legal paperwork to be classified as a non-profit organization, they are selling t-shirts at local fairs and fundraising events. As I write this, the estimate for rebuilding the structure is \$850,000. They are presently collecting donations for the first phase of the project, removing and storing the charred remains. Local officials have been helping speed up the process of obtaining the necessary permits. Donations can be sent through Paypal by visiting the groups website at <http://friendsrebuildingwhitesbridge.org> or mailing a check to Friends Rebuilding Whites Bridge, P.O. Box 84, Saint Louis, MI. 48880-0084. Note: until the non-profit process is completed, donations are not tax-deductible.



T-shirts can be ordered by mail by sending a check or money order to the address above. The t-shirts with the photo of the bridge are \$20 S-XL or \$22 XXL & XXXL the other shirts are \$12 S-XL and \$14 for XXL & XXXL. Sweatshirts are \$30 S-XL & \$35 for XXL & XXXL and kids shirts are \$12. Postage rates are still being determined. A variety of other items are available. Additional information will be posted to the Society website (www.coveredbridgesociety.org) and Facebook page (www.facebook.com/nspcb) when it becomes available.



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.

Our Endangered Bridges

by Bill Caswell

Thank you to everyone who responded to my request for information on the status of our bridges. There weren't many responses, but some good information came from it. Please continue to send updates about the bridges you have visited. Don't assume that someone else has already made us aware of a bridge's condition. We are working towards an inventory of all standing covered bridges and need everyone's help to gather this information.

One of the concerns brought to my attention is the Grange City Bridge in Hillsboro, Kentucky. The Kentucky Transportation Cabinet has done a wonderful job of restoring the state's remaining covered bridges. Unfortunately, the money has run out and Grange City is in desperate need of repair.

I had previously mentioned that the Longely Bridge in Montgomery, Vermont, might be replaced soon. An engineering consulting firm has looked it over and provided a number of alternatives to the Town select board. Although most of the alternatives preserve the historic nature of the bridge in some form, the Town is leaning towards the replacement option. The NSPCB has expressed our interest in seeing the existing bridge restored to a functional capacity.

While traveling to the Gilpin's Falls meeting, we visited a number of bridges in Pennsylvania's Juniata and Perry Counties. One sad example is pictured here. A failed abutment has caused the Dimmsville Bridge (PA/38-34-02) to lean precariously. This is a privately owned bridge and may not be around much longer.

Another example that just came to our attention is the Sanborn Bridge (VT/45-03-05) in Lyndon, Vermont. The upper and lower chords on one end are broken. More details on this situation are in the President's Message.

Some others brought to my attention:

Jim McClellan Bridge (35-15-02), Columbiana County, Ohio, lack of maintenance, rotting away

West Engle Bridge (35-29-03), Greene County, Ohio, lack of maintenance, rotting away

Barkhurst Mill Bridge (35-58-15), Morgan County, Ohio, lack of maintenance, rotting away

Paperdale Bridge (38-19-46), Columbia County, used for storage, badly deteriorated

Schlischer's Bridge (38-39-06), Lehigh County, Pennsylvania, scheduled for replacement

To hope for any amount of success, we need many people to become actively involved. Any information from your area or areas you have recently visited would be greatly appreciated. Email is usually the most effective way to contact me - bill@lostbridges.org but those who prefer to write can send a note to 535 Second NH Turnpike, Hillsboro, NH 03244. Thank you for your help.



*Dimmsville Bridge, Juniata County, PA
Bill Caswell Photo, July 27, 2013*



*Grange City Bridge, Fleming County, KY
Jim & Gloria Smedley Photo, June 2013*

Everything You Need To Know About Covered Bridges
On a Single Compact Disc

This disc contains a PDF copy of the World Guide as it was published in 2009. 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.

The CD also includes:

- Several files of changes to the various editions of the World Guide.
- 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.
- An index to all copies of Covered Bridge Topics. Including an up-to-date table of contents for each issue, a list of subjects, a list of authors and photographers, poetry and obituaries.
- A bibliography of known books that pertain to covered bridges.
- Large sketches of common truss types, and
- A few more miscellaneous files.

Send a check for \$15 made out to Joseph Cohen. \$10 from each sale goes towards the Society's bridge preservation efforts.

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

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

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).

Books Available from the Society Store

Order from Mrs. June Roy, 73 Ash St. #2, Manchester, NH 03104-4906, E-mail: dickroycb1@comcast.net

Covered Bridges of Vermont by Ed Barna, 6x9 soft cover, 216 pgs. Postpaid, \$17.00

Vermont Covered Bridges by Joseph D. Conwill, Arcadia Press, Images of America Series, 2004, 6.5x9.25 soft cover, 128 pgs.....\$19.99 each plus \$3.00 shipping and handling.

Books by Andrew Howard

All books, 6"x9" paperback

C/B's of Madison County IA, A Guide, 46 pgs.....\$6.50 plus \$2.00 postage and handling

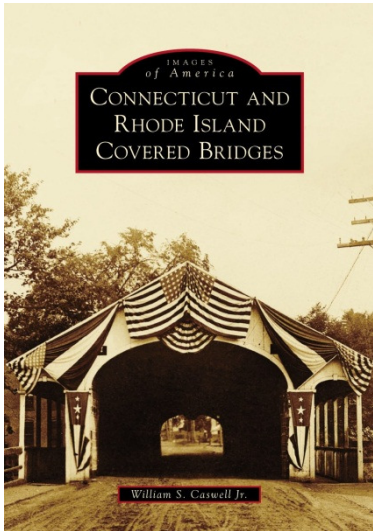
C/B's of Connecticut, A Guide, 47 pgs\$5.50 plus \$2.00 postage and handling

C/B's of Virginia, A Guide, 46 pgs\$6.95 plus \$2.00 postage and handling

C/B's of Bennington County VT, A Guide, 49 pgs\$6.50 plus \$2.00 postage and handling

C/B's of Massachusetts, A Guide, 80 pgs.....\$6.95 plus \$2.00 postage and handling

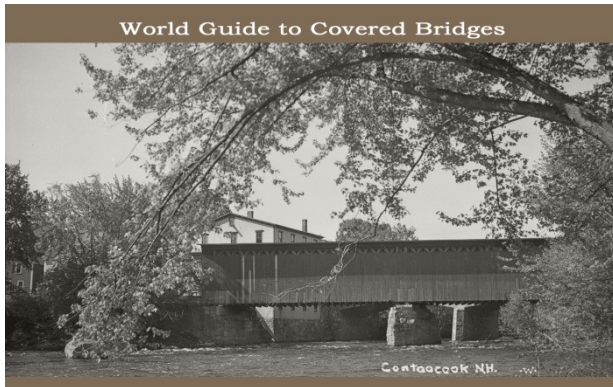
Connecticut and Rhode Island Covered Bridges



128 pages containing 200 photos and historical notes

During their heyday in the mid- to late 1800s, more than 150 covered bridges dotted the landscape of Connecticut and Rhode Island. Since that time, floods, fires, and progress have claimed almost all of the historic structures. Covered bridges were heavily concentrated in the hills of northwestern Connecticut, spanning the Farmington, Housatonic, and Naugatuck Rivers. In Rhode Island, most were built by the railroads in Woonsocket, Providence, and other communities in the northern part of the state, though few pictures are known to exist. Connecticut was the birthplace of two of the nation's best-known covered bridge designers: Ithiel Town and Theodore Burr. Half of the covered bridges currently standing in the United States are supported by trusses patented by Town or Burr.

World Guide to Covered Bridges



2009 Edition

Listing historic and modern wood truss covered bridges in the United States, Canada, and throughout the World.

Questions? email: bill@lostbridges.org

Name _____

Address _____

City, State, Zip _____

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Connecticut & Rhode Island Covered Bridges: _____ x \$22 each _____

World Guide to Covered Bridges: _____ x \$15 each _____

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

Total enclosed: _____

Send this form with your check or money order made payable to: Bill Caswell
535 Second NH Turnpike
Hillsboro, NH 03244

National Society for the Preservation of Covered Bridges

Renewal Notice



Expires June 30, 2013

Joe Bridger
2262 Paddleford Lane
Anytown, ME 04827

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

Name: _____
Address: _____
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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

Donation:..... _____

Total:..... _____

Do you wish to have a membership card? **Yes / No**

Optional donations are added to the Eastman-Thomas-Merritt Fund.
Please help keep the fund afloat for covered bridge preservation.

NSPCB ANNUAL DINNER

Sunday, October 27, 2013 at Noon

This is the Annual Meeting with election of officers on Sunday October 27th in Westminster, Massachusetts. All Society members are invited to attend.

The Old Mill Restaurant is located at 60 State Road East (Route 2A) in Westminster, Massachusetts. Dinner will be served at 12:00 noon and the business meeting will follow. The meeting will be followed by a presentation by Dick Roy.

Be sure to visit the restaurant's two covered bridges.

Dinner this year will be buffet style. Entrée options will include Baked Scallops, Baked Stuffed Chicken with Cranberry Walnuts topped with an apple maple glaze, Teriyaki Steak Tips

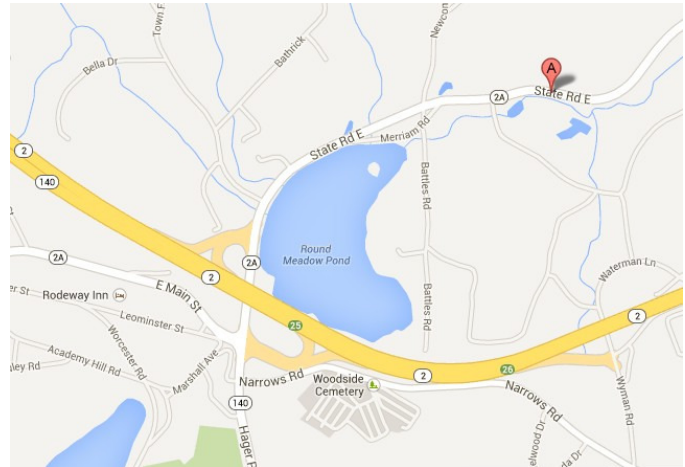
Directions:

From northeastern Massachusetts, eastern, NH or Maine:

Take exit 29B of I-495 onto Massachusetts route 2 west. After 21½ miles, take exit 25 for Massachusetts 2A/MA-140 S toward Westminster/Princeton. Keep left when the ramp forks to follow the signs towards Fitchburg and turn left onto Massachusetts Route 2A east. The restaurant will be ¾ mile ahead on the right.

From the west:

Take Massachusetts route 2 eastbound to exit 25 (Massachusetts 2A/140 towards Westminster/Princeton). Keep left when the ramp forks to follow the signs towards Fitchburg and turn left onto Massachusetts Route 2A east. The restaurant will be ¾ mile ahead on the right. Keep right when the ramp forks and follow signs for Massachusetts 2A E/140 N/Fitchburg. The restaurant will be a mile ahead on the right.



Cut off here or reproduce and send along with your check or money order for \$25/person. Make checks payable to **N.S.P.C.B. Inc.** Please return no later than October 14, 2013.

Send completed form to: Jenn Caswell, 535 Second NH Tpke, Hillsboro, NH 03244

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