



# The Newsletter

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

Winter 2023 / 2024

## Northern Vermont Safari



Montgomery Center, Vermont  
September 24, 2023

Photo by Bob Watts. Safari report and more photos on pages 10, 11 and 32.

### In this issue

Membership.....	2	Meeting Summaries.....	7-8
NSPCB Meeting Calendar .....	2	Proposed Bylaw Amendment.....	9
President's Message .....	3	Northern Vermont Safari.....	10-11, 32
Bridging the Gap.....	4	Check Your Height .....	12
West Montrose Update .....	5	World Guide Updates .....	12
Sheard's Mill 150 <sup>th</sup> Anniversary.....	6	Covered Bridge Meetings & Events.....	13
Mrs. Olson's Quilt .....	7	Covered Bridge News.....	14-31

The **NSPCB Newsletter** is published quarterly to keep the membership informed of current bridge news and upcoming events.

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#### Next Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in early **December**, therefore, anyone wishing to submit articles should send them by **February 15, 2024**. Articles and photos can be emailed to [nspcb@yahoo.com](mailto:nspcb@yahoo.com) or mailed to Bill Caswell at the address above.

We appreciate any information sent in even if we cannot ultimately use it in the *Newsletter*.

#### NSPCB Website

[www.coveredbridgesociety.org](http://www.coveredbridgesociety.org)

## Welcome New Members

Samuel Cole, Goffstown, New Hampshire  
Brian Halbedel, Rindge, New Hampshire  
Carter Harwood, Orford, New Hampshire  
Patricia Richard, Allentown, Pennsylvania  
Lee & Debbie Wolloff, Gardner, Massachusetts

## Welcome New Life Member

#214 –Paul Marynowych, Washington, DC

## 2024 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. If you plan to attend a meeting, please check the NSPCB website ([www.coveredbridgesociety.org](http://www.coveredbridgesociety.org)) or contact Bill Caswell at [nspcb@yahoo.com](mailto:nspcb@yahoo.com) a couple days before the event to inquire if it has been necessary to make any last minute adjustments to the published schedule.

**Sunday, March 24** – Horace Chase Masonic Lodge, Boscawen, New Hampshire. (In-person & virtual).

**Sunday, April 28** – 350 Revere Beach Blvd., Revere, Massachusetts.

**Sunday, June 23** – Contoocook Covered Bridge, Contoocook, New Hampshire. Bring your own chairs.

**Sunday, July 28** – Perrine's Bridge, New Paltz, New York. Ron Knapp to speak.

**Saturday, August 3** – Old Time Fair hosted by the Andover Historical Society, Potter Place Depot, Andover, New Hampshire.

**Sunday, August 25** – Annual picnic at Beaver Meadow Village at the end of Waumbec Road, Concord, NH. The cookout is at noon and the meeting at 1 pm.

**Sunday, September 22** – Scott Bridge, Townshend, Vermont. Bring your own chairs.

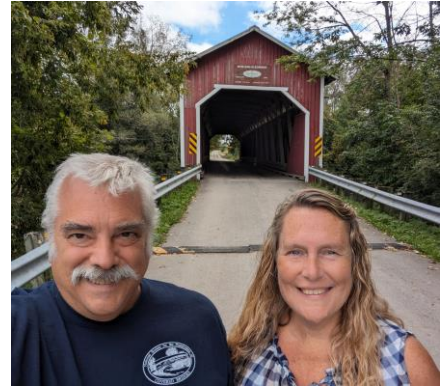
**October 12-13** – Warner Fall Foliage Festival, Warner, New Hampshire.

**Saturday, October 26** – NSPCB Annual Meeting and Dinner. Location TBD

## President's Message

I hope that this message finds you healthy and well. As I write this shortly before Thanksgiving, I am thinking of all the things I am thankful for, especially those of you who volunteer your time to contribute to our organization and the various other covered bridge societies as officers and serve on committees. I know that many of you are like Jenn and I and need to fit that extra commitment in around time with family and full-time employment. We have certainly been blessed with some wonderful people eager to help. I would also ask that if you live in an area with a state or regional covered bridge society, please consider helping them as well.

As you will see in later pages, we had a great tour in northern Vermont. We have been asked where we plan to go next year. Jenn and I will not be able to plan a trip in 2024 as we will be busy preparing for our daughter's wedding at the end of August. The Georgia and Alabama trip is still on our agenda. We have dedicated too much time towards planning those routes to not lead the trip someday. Maybe 2025. Arranging trips will be easier once we are retired.



*Pont de Des Rivières,  
Notre-Dame-de-Stanbridge, Québec  
(QC/61-45-03), September 9, 2023*

We enjoyed having the Annual Meeting back at the Community Harvest Barn after a four-year hiatus. One of their requirements is that food needs to be provided by a caterer licensed in Massachusetts. We could not find one available last year. Fortunately, Jenn was able to make arrangements with Bushel 'N Peck of Grafton. They were great to work with and provided a wonderful meal. Unfortunately, we only had about half of the normal attendance. Several regular attendees were ill or had other commitments this year. Hoping for a more normal attendance next year. Mark your calendars now for October 26, 2024.

You will notice that this issue also includes a proposed bylaw amendment regarding the annual meeting. Since the NSPCB is incorporated in Massachusetts, it has been our understanding that the annual meeting had to be held there. However, we have learned that is not the case. So, we are proposing an update to better align the by-laws with the corresponding law. This proposal will be discussed and voted on at our meeting on March 24, 2024.

I want to thank the nominating committee and those present for electing me as your leader for another year. I do realize that is at least partially because no one else wants the job. 😊 Regardless, I am happy to serve for another year. We are always looking for ways the organization can be improved. If you have ideas how we can better accomplish our mission, feel free to share. Some have offered to help out and we definitely appreciate that. We are working on ways to take advantage of your talents. There are plans for a workday at the archives sometime during the winter. There is lots of filing, organizing and cataloging to be done. Thank you to all who have already volunteered to help with that. We just need to set a date.

For those who contact us about membership renewals, keep in mind that if there is a renewal notice included within your *Newsletter*, (not to be confused with the gift membership forms sent near the end of the year) your membership is due to expire. If you do not see a renewal reminder, you are all set for this year. We occasionally receive more than one payment from an individual during a year so some of you are already paid ahead a year or two. We will continue looking for a better way to provide you with information about your membership.

Remember, it is up to every one of us to help preserve our historic covered bridges. If you see something that isn't right, say something. Whether it is a bridge in need of repair, excessive graffiti or an oversized vehicle using the bridge, let the proper authorities know about it. Local/County/State government officials need to know that we care about these structures and want them to be around for future generations to enjoy and learn from.

As your editor, I truly appreciate the articles submitted by members in this issue. Please continue to keep us informed of covered bridge news so we can share it with the rest of our members and as you travel to visit our bridges, please share photos with us.

*Bill Caswell*

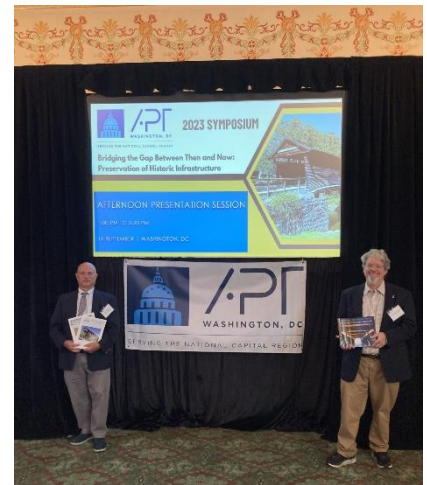


## Bridging the Gap Between Then and Now: Preservation of Historic Infrastructure

Submitted by Tom Vitanza and Christopher Marston

NSPCB members Tom Vitanza and Christopher Marston co-presented at the *Bridging the Gap Between Then and Now: Preservation of Historic Infrastructure* symposium sponsored by the Association for Preservation Technology Washington, D.C Chapter (APT DC) on September 15, 2023 at historic Union Station. APT DC used the National Historic Landmark Humpback Bridge near Covington, VA (WG# 46-03-01) as its featured graphic which lured the longtime NPS colleagues into submitting an abstract. The two National Park Service architects decided to use the symposium as a platform to discuss the *Guidelines for the Rehabilitation for Historic Covered Bridges*, a book which they co-edited and was published by NPS in 2019.

Tom and Christopher divided their talk into five sections with each presenting a portion of the material. Tom's introduction showcased several NSPCB *Newsletter* covers (*Spring & Summer 2021*) to show how the recent destruction of several covered bridges underscores the importance of documentation and monitoring. Christopher followed with an overview of the NPS Historic American Engineering Record (HAER) National Covered Bridges Recording Project. The multi-disciplinary project, funded by the FHWA's National Historic Covered Bridge Preservation Program, included HAER documentation of over 100 bridges, two conferences, two publications, a traveling exhibition, and the designation seven covered bridges as National Historic Landmarks. He noted the important contributions of NSPCB members Joseph Conwill, David Wright, Bill Caswell, and Tim Andrews, among others, for helping develop the list of significant covered bridges that were recorded and partnering in major projects such as the reconstruction of the Moose Brook / Trout Brook Bridge (WG# 29-04-P01#2x / 19-08-P06).



Tom followed with an explanation of the need, context, and origins of The Burlington Charter for the Preservation of Historic Covered Bridges, developed at the First National Covered Bridge Conference in Burlington, VT in June 2003. He highlighted the main points of The Charter including the resolution directing the NPS to “develop guidelines that apply and adapt the Secretary of the Interior’s Standards for Preservation, Rehabilitation, Restoration and Reconstruction to historic covered bridges in a manner consistent with these goals and objectives”. Tom also explained how the Rehabilitation Standard can be applied to historic covered bridge projects.

Christopher then outlined the General Principles of the Guidelines and the Recommended / Not Recommended format as it applied to the major component features of covered bridges including Superstructure, Substructure, Exterior Envelope, Site, and Safety with copiously illustrated slides showing examples of several rehabilitation projects. Tom concluded with a summary of the Case Study section by explaining how the case studies had been chosen, their format and objectives. Copies of The Guidelines were presented to symposium attendees.

Thanks to Bill Caswell for assisting with a quick review of the eleven featured bridges and reporting that all are in good condition ten years or more after the case study reports were submitted.

### 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.



## West Montrose Bridge Update

The West Montrose Bridge (ON/59-50-01) is the last remaining historic covered bridge in the Canadian province of Ontario. The two-span Howe truss structure was built over the Grand River in 1881. At one point, a World War II vintage steel Bailey bridge was inserted into the wooden bridge for additional support. Due to the age of the steel structure and the wooden structure it is helping to support, the entire bridge is due for major repairs.

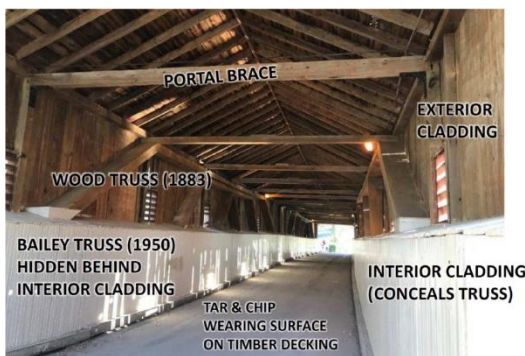
The Region of Waterloo has been very responsive to public input regarding the upcoming restoration. Detailed information about the project, including public presentation up to this point, are available on the project’s website at <https://www.engagewr.ca/west-montrose>. Bill Caswell and Arnold Grāton have been representing the NSPCB in discussions along the way and providing input on design alternatives offered by the Region.



Bill and Arnold joined the West Montrose Residents’ Association, commonly known as the Bridgekeepers, at a stakeholder’s meeting on October 19<sup>th</sup> for updates on the design alternatives after detailed inspections of the structure which have occurred over the past few months. The 3-hour meeting started with a presentation by the project engineers discussing the results of those inspections and new design alternatives that they have prepared. The meeting was then opened to discussion where the engineers responded to numerous comments and questions about the proposed alternatives.

Some of our concerns included the amount of historic material planned to be replaced to meet a planned 50-year design life. Some of the timbers were still in serviceable condition, but slated for replacement because they probably won’t last 50 more years. They were interested in hearing Arnold describe methods he had used over the years to preserve more historic material than anticipated. When they mentioned using glu-lam timbers for the structure supporting the deck, we asked them to reconsider solid wood components if they are available and economical.

The engineering report and the presentation both noted that they were not planning to correct a sag in the structure which has developed over the past few years. Since they are already planning to replace the lower chords, we strongly suggested that they correct the camber at that time instead of constructing new lower chords with a sag built into them.



We stressed the importance of routine annual maintenance which can help prevent some of the deterioration experienced in this bridge. Simple tasks such as cleaning out dirt, sand and other debris from both top and bottom chords as well as any connections or places where a build-up may occur helps prevent moisture from remaining in those areas. Some of the deterioration was due to holes in the roof and siding allowing rain and snow to accumulate in areas that they were supposed to be protecting. Plus, the lower part of the wooden truss where the wainscoting covered over the steel truss structure added for support in the 1950s proved to be a comfortable home for a racoon family which caused additional damage.

There was also a mention of height restrictors (“headache bars”) to keep oversize vehicles off the bridge. As unattractive as they typically are, height restrictors are necessary. If drivers aren’t going to pay attention to clearance signs, the only way to protect the structure is by physically stopping them. They can also be designed to be more attractive such as those in use at the Langley Bridge in Michigan.

An open house has been scheduled for the evening of November 22<sup>nd</sup>. We will provide additional updates in future issues.

## Sheard’s Mill Covered Bridge Celebrates 150<sup>th</sup> Anniversary

Submitted by Scott Bomboy

On September 18, 2023, a group of well-wishers gathered at Bucks County’s Sheard’s Mill Covered Bridge in Pennsylvania to mark the structure’s 150<sup>th</sup> birthday. The event was sponsored by the Haycock Township Historical Society, the Neighborhood Bridge Friends Group, and the Tohickon Family Campground. Rep. Brian Fitzpatrick and state Rep. Craig Staats presented commendations to the sponsors, who also opened the adjacent Sheard’s Mill for tours.

According to county records, the Bucks County commissioners asked for a “covered lattice span” over the Tohickon Creek next to the mill, to be completed by November 1, 1873 with the “best white oak pins” for the lattice work. The Sheard’s Mill bridge has one 114 feet long span and sits on one of the more scenic locations in Bucks County near the Nockamixon State Park.

Charles Yeske, the president of the Society for the Preservation of Old Mills, gave tours of the mill, which stopped operating in 1981. Bucks County Covered Bridge Society chair Scott Bomboy was the featured speaker. Bomboy spoke about the Sheard’s Mill Covered Bridge’s role in the preservation of Pennsylvania’ covered bridges. In 1959, the Theodore Burr Covered Bridge Society of Pennsylvania pressed the state to change its demolition plans for the Sheard’s Mill bridge—the first of many preservation efforts by that group to preserve Pennsylvania’s covered bridges.

*[Editor’s note: Sheard’s Mill Bridge was added to the National Register of Historic Places on December 1, 1980. According to the Bucks County Herald of September 26, 2023, about 150 people attended the celebration. Of the 12 covered bridges remaining in Bucks County, four are owned and maintained by the state, Bucks County is responsible for seven and the South Perkaspie Bridge is owned by Perkaspie Borough. Photos provided by Scott Bomboy.]*



*Rep. Craig Staats with event sponsors*



*The event cake*



*Scott Bomboy and Mike Cuba*



*Sheard’s Mill Bridge, PA/38-09-06*

## Archives Update

In October, we were contacted by the daughter of the late William Doe of Barnstable, Massachusetts, offering us his collection of covered bridge items. Mr. Doe died in May at the age of 94. The collection, consisted of four boxes of books, two boxes of publications from various covered bridge societies a box of miscellaneous papers and a small suitcase with photographs and postcards. Of the books, many were added to the Society’s permanent collection either as new items or upgrades to books already in the collection. Many of them have been added to the list of used books available for sale. Picking up this collection and transporting it to the archives was a group effort. Thanks to Bob Watts, Karl Young, Bob & Betty Pauwels and Bill & Jenn Caswell for their help making it happen.



## Mrs. Olson’s Covered Bridge Quilt

By Joye Olson, NSPCB Recording Secretary

Not quite three years ago, a wonderful and talented young lady gifted me with the quilt that she had made especially for me.

The story that goes with it is a tale in itself. She and her Mom were shopping for material in a fabric store in Maine when they spotted a display of fabrics with covered bridge scenes. They looked at each other and said " Mrs. Olson!" She purchased the fabric and spent nearly 2 years designing, piecing and binding the beautiful quilt. Her mother, Pearl, did the quilting.



The young lady is Bridget Aznive, DMV. Her father is my son by another mother and my son’s best friend of nearly forty-five years.

I knew both of her parents, was at their wedding, welcomed their children as they were born, treasure the family and consider her my granddaughter. Everyone in the family calls me "Mrs. Olson". Bridget did all of the piecing while she was in college working for her degree as a Veterinarian. I am so proud of her.

When Bridget gave me the quilt in late 2020, the world was struggling with COVID, I was newly diagnosed with Congestive Heart Failure, just out of the hospital and in a not so good place. That quilt took all of the bad stuff away. One look at it and you had to feel good and know that things would get better.

*[Editor’s note: Mrs. Olson brought the quilt to the August picnic meeting to share it and its story with the group. Photos by Bob Watts.]*

## August Meeting

We had a beautiful day for the August picnic meeting in Concord, New Hampshire. Jenn Caswell celebrated her birthday by staffing the grill and others brought dishes to share. New members David Stikeman, high school student Sam Cole and his dad Jason joined us for their first meeting. Bill brought some of the items donated by Jonathan Pease, grandson of George Pease, one of NSPCB’s founders. *Photos by Bob Watts and Kendra Brunt.*



## September Meeting

September’s meeting was a very brief affair held during the lunch break on the Sunday portion of the Vermont tour. Photos by Bill Caswell.

### Annual Meeting

This year’s Annual Meeting was held at the Community Harvest Barn in North Grafton, Massachusetts. For those who have not attended a meeting there, it is a wonderful venue with an excellent AV system for the presenters and the business meeting. The room is large enough to seat about 40 guests comfortably.

After a wonderful meal, we welcomed Jennifer Goodman, Executive Director of New Hampshire Preservation Alliance who discussed the Alliance’s role in helping to preserve New Hampshire’s historic structures. After the presentation, Bill updated the group on projects that we are currently involved in. Details are included in the Bridge News section.



Thanks to Val and Martha Stegemoen, Jenn Caswell, Kendra Brunt, Miranda Brunt and Paige Lawrence for their work setting up the room, making sure food was ready for our guests and cleaning up after the meeting.



### 2023-2024 Officers & Appointments

The 2023/2024 officers were elected at the annual meeting. They are:

- President: ..... Bill Caswell
- Vice Presidents: ..... Scott Wagner & Bob Watts
- Treasurer:..... Gloria Smedley
- Financial Secretary:..... Gloria Smedley
- Recording Secretary:..... Joye Olson
- Corresponding Secretary:..... Bob Watts
- Directors:..... Carmela Sciandra (exp. 2024), Karl Olson (exp. 2025), Arnold Gräton (exp. 2026)

#### Appointments

- Editor of Topics: ..... Scott Wagner
- Newsletter Editor:..... Bill Caswell
- Official Historians/Archivists: ..... Scott Wagner & Bill Caswell
- World Guide Numbers & Updates:.... Dan Brock, Bill Caswell
- Sales and Mailing Chair:..... Bill & Jenn Caswell
- Membership Chair: ..... Jenn Caswell
- Official Photographers: ..... Bob Watts, Scott Wagner
- Web Masters: ..... Alan Hartmann & Bill Caswell
- Nominating Committee: ..... Bob Watts (chair), Betty Pauwels, Tina Olson, Sue Wagner
- Eastman Fund Custodians: ..... Gloria Smedley, Bill Caswell, Bob Watts
- Timber Framing Advisors: ..... Arnold Gräton, Will Truax



## Proposed Bylaw Amendment

We were of the understanding that organizations incorporated in Massachusetts must hold their annual meetings within the boundaries of Massachusetts. However, the law governing annual meetings does not state that. Therefore, an amendment to our bylaws is proposed to remove that restriction. Members are welcome to email comments to [nspcb@yahoo.com](mailto:nspcb@yahoo.com) before the proposal is voted on at the March meeting.

This amendment will be discussed and voted on at the March 2024 meeting.

### Article X – Meetings

#### Existing statement:

Section 3. b. The Annual Meeting must be held in Massachusetts.

#### Proposed amendment:

Section 3. b. The Annual Meeting shall be held at a location to be determined by the Executive Board and announced to the membership at least three months prior to the event.

#### Relevant Law:

General Laws of the Commonwealth of Massachusetts, Part I, Title XXII, Chapter 156D, Section 7.01 states:

Section 7.01: Annual meeting

- (a) A corporation shall hold a meeting of shareholders annually at a time stated in or fixed in accordance with the bylaws.
- (b) Except as otherwise permitted by section 7.08,<sup>1</sup> annual shareholders' meetings may be held within or without the commonwealth at the place stated in or fixed in accordance with the bylaws. If no place is stated in or fixed in accordance with the bylaws, annual meetings shall be held at the corporation's principal office.
- (c) The failure to hold an annual meeting at the time stated in or fixed in accordance with a corporation's bylaws shall not affect the validity of any corporate action.
- (d) Unless otherwise provided in the articles of organization, an annual meeting shall be held for the purpose of electing directors and such other purposes as are specified in the notice of the meeting, and only business within such purposes may be conducted at the meeting.

## 2025 NSPCB Calendar Photos

Images are being accepted for the 2025 calendar until February 29, 2024. As you travel around this fall and winter, watch for opportunities for calendar photos and pick out your best ones from throughout the year. Each individual can submit up to ten recent photos to be considered for the calendar.

Photos taken during the past year are preferred. As in the past, the committee will be looking for images from a variety of states and seasons, so the calendar presents structures throughout the United States and Canada. Bridges which have not yet been featured on one of our calendars will be given preference over those which have been included in previous years. Images which include area surrounding the bridge are preferred over tightly cropped photos. This allows space to insert archival photos or just to appreciate the setting of the structure.

Images should be submitted to Bill Caswell in a digital format at a high enough resolution so it still looks good at 8½" x 11". They can be emailed to [nspcb@yahoo.com](mailto:nspcb@yahoo.com), transferred through a file sharing service such as Dropbox or mailed on a flash drive, CD or other media. Bill's mailing address is on page 2.

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<sup>1</sup> Section 7.08 provides for the ability to hold meetings by remote communications and allow remote participation in meetings.

## Northern Vermont Safari 2023

By Bill Caswell

After a considerable amount of planning had been done for our anticipated tour of Georgia and Alabama bridges, changes in our personal lives made us realize early this year that we would not be able to commit the amount of time away from home necessary to actually lead the tour. Not wanting to go another year without a trip, we asked the Theodore Burr Society of Pennsylvania if we could join their planned tour of northern Vermont. Jim & Gloria Smedley had already made a trip to Vermont evaluating which bridges they wanted to include in their safari and were well underway with their planning. Once it became a joint safari, the four of us started working together defining the routes, meals, rest stops and many other details which go into a journey like this.

We made several trips to Vermont, separately and together to refine routes for what would become the largest group we have ever planned for. Initially, we had no idea how popular the combined trip would be and as the numbers of interested bridgers continued to rise, it was evident that we needed to divide into two separate groups. That further complicated planning as we devised two completely separate routes for Saturday and Sunday which were to visit the same bridges and use the same meal and rest stops, but at different times. All the time spent planning paid off. The safari ran smoothly, and attendees had a great time. We were thankful that the forecasts of showers never materialized and overall, the weather was quite nice.



Each morning left from our headquarters at the Sunset Motor Inn in Morrisville. On Saturday the two groups lined up, one facing east and the other west to start their day's adventures. Between the two groups, we had a total of seventy-seven people representing eleven different states. The first stop for us, Group B, was the Cambridge Junction Bridge which was closed due to damage from the flooding in July. We were greeted there by Liam McKone of the Vermont Covered Bridge Society who provided information about their organization and had some items for sale. The trip continued to the Montgomery, Jaynes, Morgan, Lumber Mill, Church Street/Village, Fairfax/Maple Street and Brown's River/Westford bridges before stopping for lunch at the Red Brick Meeting House in Westford. After lunch, we finished off the day by visiting the Gates Farm, Scott and Fisher Railroad Bridges.



Jaynes Bridge, Waterville



Fisher Bridge, Wolcott



Gates Farm Bridge, Cambridge

On Sunday, the two groups again headed out in different directions. The group that Jenn and I led spent the morning visiting the Red/Sterling Brook, Stowe Hollow, Power House and Scribner bridges. Sunday's lunch at St. Isidore's Parish Hall was the only time that the entire group was together, so we commemorated that with a group photo. That was also the location for the very brief NSPCB September meeting. During the lunch break, Jeanne and Marcel Beaudry provided each attendee with a small bottle of Vermont maple syrup. Thank you!! After lunch, we traveled to Montgomery's bridges: Fuller, Hopkins (just over the line into Enosburg), Longley, Comstock and Hutchins before returning to our starting point.





Fuller Bridge, Montgomery



Geocache found at the Hopkins Bridge, Enosburg



Scribner Bridge, Johnson



Flint Bridge, Tunbridge

Monday's stops weren't conducive to alternate routes, so the two groups left an hour apart to travel the same path. We explored the three covered bridges in Northfield Falls which all stand along a few hundred feet of Cox Brook Road. This is one of the few locations where multiple covered bridges can be viewed together. Then onto the Hyde/Kingsbury Bridge in South Randolph before lunch at Royalton Village Pizza. The weather cooperated so we were able to enjoy our lunch outside. After lunch, it was time to visit the string of bridges along Route 110 in the Tunbridge area, the Howe, Cilley, Mill, Larkin and Flint bridges. The final stop on this year's trip was the Moxley Bridge over the town line into Chelsea. Jim & Gloria waited after their group finished to greet us at the end of this year's safari.



Upper Cox Bridge, Northfield Falls



The leaders



Moxley Bridge, Chelsea

Many thanks to all who participated and to the leaders from both societies, Gloria and Jim Smedley and Bill and Jenn Caswell for their joint efforts in planning plus Jenn Caswell and Andy Rebman for driving the two vans to make this an epic adventure for all.

Photo of the safari leaders by David Schwartzkopf, all others by Bill and Jenn Caswell.



Kingsbury Bridge, South Randolph



## “Check Your Height, Know It’s Right”

On November 5<sup>th</sup>, New York Governor Kathy Hochul announced that State Police will be conducting a bridge hit enforcement campaign across New York State from November 5 – 11. “Each year, commercial truck operators, as well as those driving rental box trucks and moving trucks, fail to recognize their vehicle’s height and collide with bridges and overpasses, colliding with bridges and creating public safety hazards, traffic delays and damage to bridges across the state...Bridge strikes are potentially hazardous to motorists and first responders and have caused needless inconveniences for local communities – but these incidents are 100 percent preventable,” Governor Hochul said. She continued, “While we have implemented measures and technologies across the state to help prevent bridge strikes, nothing is more powerful than knowledge. Drivers of overheight vehicles have a responsibility here as well: follow posted warnings, know the height of vehicles and most importantly pay attention.”



The New York State Department of Transportation’s campaign, “Check Your Height, Know It’s Right,” is designed to ensure that drivers know the height of their vehicles so they know if they can safely make it under any and all bridges. It will feature numerous videos, graphics and photos, and social media messages to impress upon all drivers that it is their responsibility to know their height and avoid clearance violations. Additionally, NYSDOT will continue to alert drivers of overheight vehicles that consumer GPS and cell phone mapping systems do not include bridge height warnings putting them at risk of collisions.

Trucking Association of New York President Kendra Hems said, “TANY is proud to work with our state partners on the Bridge Hit Mitigation Task Force to prevent bridge strikes in New York. Education is a critical component to ensure that drivers, both professional and those that drive rental trucks, take the extra step to check the height of their vehicle, know their route, and be diligent about paying attention to road signs.”

## Updates to the World Guide to Covered Bridges

For a complete list of changes, please visit the website at [www.coveredbridgesociety.org](http://www.coveredbridgesociety.org) and click on the World Guide link.

Page 75, Holmes County, Ohio, add OH/35-38-05

Knox      Mohican River      Spellacy      2      300'      2023      Modified Pratt

0.4 miles south of Main St. in Loudonville on OH3 (S. Market St.), then 2.9 miles left on CR529 (becomes CR230), then 0.3 miles left on CR23. N40° 35.645' W082° 12.419'

Page 139, Caledonia County, Vermont, Greenbanks Hollow Bridge, VT/45-03-01#2, Update directions

6.9 miles west of I-91 exit 21 on US2 to Danville, then first left onto Park St (becomes Brainerd St) for 0.8 miles, then 1.9 miles ahead (paved road curves left) onto Greenbanks Hollow Rd. South-southeast of Danville. Rebuilt in 2002. Clearance: 11'-6". N44° 22.652' W072° 07.322'

Page 180, Cantons de l’Est, Québec, QC/61-11-02

The name of this bridge has been officially changed from Pont Decelles to **Pont Decelles-Fortin**.



## Upcoming Covered Bridge Meetings & Events

For more information on these events from other bridge societies, visit their websites.

- Covered Bridges Conservation Association of New Brunswick, Canada (CBCANB)  
 ..... [www.facebook.com/groups/CoveredBridgesConservationAssociationNB/](http://www.facebook.com/groups/CoveredBridgesConservationAssociationNB/)  
 Indiana Covered Bridge Society (ICBS) ..... [www.indianacoveredbridges.org/](http://www.indianacoveredbridges.org/)  
 New York State Covered Bridge Society (NYSCBS) ..... [www.nycoveredbridges.org/](http://www.nycoveredbridges.org/)  
 Ohio Historic Bridge Association (OHBA)..... [oldohiobridges.com/new/](http://oldohiobridges.com/new/)  
 The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSP) ..... [www.tbcbspa.com/](http://www.tbcbspa.com/)  
 Vermont Covered Bridge Society (VCBS) ..... [www.vermontbridges.org/](http://www.vermontbridges.org/)

Events could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the event is actually taking place with the group hosting it.

<b><u>January</u></b>	<b>None scheduled</b>
<b><u>February</u></b>	<b>None scheduled</b>
<b><u>March</u></b>	<b>Sunday, 3<sup>th</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.
<b><u>April</u></b>	<b>Sunday, 7<sup>th</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.  <b>Sunday, 14<sup>th</sup></b> – NYSCBS Annual Dinner at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, New York. Doors open at 11:00 AM, Lunch at noon.  <b>27 &amp; 28</b> – ICBS Spring Tour in Bartholomew, Brown, and Monroe Counties
<b><u>May</u></b>	<b>Saturday, 5<sup>th</sup></b> – 11:30 AM to 3:30 PM, TBCBSP Anniversary Dinner at Yoder’s Restaurant, 14 South Tower Road, New Holland, Lancaster County, Pennsylvania.  <b>Saturday, 18<sup>th</sup></b> – OHBA Spring Tour, Location TBD.
<b><u>June</u></b>	<b>Sunday, 2<sup>nd</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.  <b>Sunday, 19<sup>th</sup></b> – 1:00 PM, NYSCBS meeting, Ashokan Center, Olivebridge, Ulster County, New York
<b><u>July</u></b>	<b>Sunday, 7<sup>th</sup></b> – TBCBSP Fundraiser Dinner at Hoss's Steak & Sea House, 100 W. Airport Rd., Lititz, Pennsylvania. Lunch at 12:30 PM followed by monthly Business Meeting. A percentage of proceeds will be donated to the TBCBSP Preservation Fund.  <b>Sunday, 14<sup>th</sup></b> – 1:00 PM, NYSCBS meeting, Edinburgh Historical Society, Edinburg, New York  <b>27 &amp; 28</b> – ICBS Summer Tour in Lake County.
<b><u>August</u></b>	<b>Sunday, 4<sup>th</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.  <b>10-11</b> – NYSCBS Safari, Lancaster County, Pennsylvania
<b><u>September</u></b>	<b>Sunday, 8<sup>th</sup></b> – 1:00 PM, NYSCBS virtual meeting.  <b>Sunday, 8<sup>th</sup></b> – Noon, TBCBSP Annual Picnic and meeting at Poole Forge Bridge.  <b>28 &amp; 29</b> – ICBS Fall Tour in Carroll and Howard Counties.
<b><u>October</u></b>	<b>Sunday, 13<sup>th</sup></b> – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.

### Covered Bridge News

#### Georgia

##### Concord Road Bridge, Cobb County – GA/10-33-02

On September 19<sup>th</sup>, the Cobb County Government posted the following statement on their Facebook



page, “Thanks to Cobb County DOT crews who fixed up the protective beam in front of the Covered Bridge after it was hit again.” On October 2<sup>nd</sup>, the Cobb County Government noted another strike by a rental truck. That was repaired before the morning traffic rush. The drivers were ticketed for ignoring the many, many warnings of the low clearance



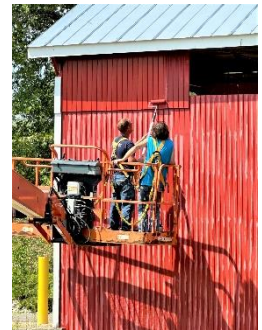
before the bridge and their insurance is billed for any costs. The statement further stated that “almost everyone who has hit the bridge has been driving rental vehicles, is unfamiliar with the area, and uses GPS navigation. DOT continues working with companies providing GPS data to incorporate warnings.” The two-span Modified Queen truss bridge over Nickajack Creek was built in 1891. It was added to the National Register of Historic Places on November 24, 1980. *Photos by Bill & Jenn Caswell and Cobb County Government.*

#### Indiana

##### Ceylon Bridge, Adams County – IN/14-01-02



In the Fall *Newsletter*, page 17, we noted that a project to tighten the Howe truss, repair a floor brace and paint the bridge was in the works. That work has now been completed by Limberlost Construction. The NSPCB offered a donation to help out with the project. The single-span bridge over a channel of the Wabash River was built in the early 1860s. It was added to the National Register of Historic Places on January 25, 2007. *Photos Courtesy Adams County Park Board.*



##### Spencerville Bridge, DeKalb County – IN/14-17-01

On September 16<sup>th</sup>, the community celebrated the bridge’s 150<sup>th</sup> anniversary. The festivities included a free breakfast, antique tractors, a display of Civil War artifacts, raptor demonstration, silent auction, food trucks and much more. The 160-foot-long bridge was built over the St. Joseph River in 1873. It was placed on the National Register of Historic Places on April 2, 1981 and bypassed in 2003. *Information from Mary Diehl. Photo by Bill & Jenn Caswell.*





## Indiana (continued)

### Cades Mill Bridge, Fountain County – IN/14-23-02



We have been following the progress on this project for three years now and have another milestone to report. The Fountain County Art Council Historic Committee has done a wonderful job of raising money for repairs to the single-span 1854 Howe truss structure. Kurdziel Barker Engineering in Indianapolis completed the design work and bids were solicited in early November. The results were not available at press time. This is Indiana’s oldest covered bridge still in its original location. The structure, along with the other two covered bridges in Fountain County, were added to the National Register of Historic Places on May 24, 2021. *Photo by Greg McDuffee.*

### Williams Bridge, Lawrence County – IN/14-47-02

On September 9<sup>th</sup>, 175 people attended the 5<sup>th</sup> annual Williams Covered Bridge Dinner. The event was sponsored by Lawrence County Tourism and the Williams Community Association. Lawrence County Tourism is working on organizing a Friends of the Williams Covered Bridge group to help with preservation efforts. The two-span Howe truss bridge was built by Joseph J. Daniels and the Massillon Bridge Company in 1884. It was added to the National Register of Historic Places on November 9, 1981. *WBIW Radio, September 12, 2023. Photo by Bill & Jenn Caswell.*



### Putnam County Bridges



*Cornstalk Bridge*

Following up from our report on page 18 of the Fall issue, Jim Crouse forwarded information he received from Indiana Landmarks noting that National Register applications for all nine of the county’s historic covered bridges have now been submitted. Indiana Landmarks contributed \$2500 of the \$5,000 cost for preparing those applications. The County has \$100,000 in the budget for 2024 for covered bridge maintenance and repairs and is planning on another \$100,000 in 2025. Two bridges still need extensive repairs which may require additional funding. Evidently, the 2014 repairs to the Houck Bridge (IN/14-67-11) may not have been done properly leaving needing additional work. It is bypassed and no longer carries motor vehicle traffic. *Photo by Gloria Smedley.*

## Maryland

### Utica Mills Bridge, Frederick County – MD/20-10-01

On November 2<sup>nd</sup>, Frederick County Government issued a press release stating that the “historic Utica Bridge over Fishing Creek is closed until further notice in order to repair damage to the structure.” Mike Ramsburg of the County’s Division of Public Works informed us that the damage was caused by a local tree trimming contractor who wasn’t familiar with the area and did not heed the signs him to the restricted clearance ahead. The company will take responsibility for the cost of repairs. In addition to the missing portal boards visible in this photo, one of the corner posts was split. The County will hire a contractor for the repairs. The bridge was previously damaged in June 2021 and required significant repairs to the upper portion of the structure. It was built around 1850 and listed on the National Register of Historic Places on June 23, 1978. *Photo by Gloria Smedley.*



## Michigan

### Langley Bridge, St. Joseph County – MI/22-75-01

On page 19 of the Summer 2023 issue, we noted that the bridge will be closed for a \$3.2 million overhaul by Anlaan Corp. of Grand Haven, Michigan. The work includes replacement of both abutments, the steel beams under the bridge and the wooden roadway deck. The historical structure of the bridge,



the truss components, received extensive repairs by Anlaan in 2008 and do not need any work at this time. On September 11<sup>th</sup>, WKLM radio reported that the drawdown of the Sturgis Dam reservoir was underway and the bridge work was beginning. The reservoir was lowered three feet for work around the dam at the same time. At the time this was written, the project is \$105,637 short of being fully funded. The road commission has \$1.24 million from the state’s Local Bridge Fund, \$750,000 from the Michigan Economic Development Corporation thanks to former State Sen. Kim

LaSata, \$500,000 from St. Joseph County, and \$674,000 from the road commission’s budget. The road commission is applying for grants to attempt to cover the deficit. The bridge is expected to be closed for the remainder of the year. Member Jim Allen visited the site on October 28<sup>th</sup> and provided these photos. *Wilcox Newspapers, September 8, 2023.*

## New Hampshire

### Blair Bridge, Campton, Grafton County – NH/29-05-09

According to a post on the Campton Police Department Facebook page, a Budget rental truck ignored posted height and weight limit signs, struck several wooden braces, and fled the scene on September 2<sup>nd</sup>, around 10:50 a.m. Surveillance footage and eyewitness accounts aided in identifying the driver and vehicle. A total of nine knee braces were damaged. After a brief closure, the bridge was declared safe and re-opened to traffic. *Photos courtesy Campton Police Department.*



### Edgell Bridge, Lyme, Grafton County – NH/29-05-11

We received an email from the town of Lyme looking for assistance for this bridge. Two upriver and two downriver cables that were installed for lateral bracing of the bridge have failed and the bridge is leaning upstream. The town is considering a proposal to replace the downriver cables to stabilize the structure while other repairs are made. That work could include removing the deck and roof so the trusses



can be made vertical again, installing lower lateral bracing below the deck, installing upper lateral bracing in the roof system at the top cord elevation, adjusting and replacing the angled bracing between the upper tie beams and lower top cord plus installing new decking and a new roof. The town is looking for resources to help fund the project. The single-span Town lattice



over Clay Brook was built in 1885 by Walter Piper (1861-1913) who lived in Lyme at the time. It was assembled on the town common and moved by oxcart to the planned location. It is considered eligible for listing on the National Register of Historic Places. *Photos by Kim Varney Chandler.*



## New Hampshire (continued)

### Sulphite Railroad Bridge, Merrimack County – NH/29-07-09

On October 31<sup>st</sup>, the New Hampshire Preservation Alliance announced their Seven to Save list. Included among their list of the state’s threatened historic structures were two former railroad bridges in Franklin. According to the announcement, many in Franklin see the bridges “as landmarks that distinguish Franklin from other cities in New Hampshire and New England.” They will be included in Mill City Park, a planned recreational area centered around the rapids of the Winnepesaukee River at the eastern end of downtown. The three-span Pratt truss bridge is the only deck-truss covered bridge known to exist. It survived an arson attempt in October 1980, that burned its siding and charred the timbers. It has been left in that condition ever since. It was listed on the National Register of Historic Places on June 11, 1975. *Photos by Bill and Jenn Caswell.*



## New Hampshire & Vermont

### Mount Orne Bridge, Coös County, NH & Essex County, VT NH/29-04-08#2 & VT/45-05-03#2

On November 10<sup>th</sup>, the bridge was closed due to damage from what appeared to have been an oversized vehicle driving through it during the overnight hours of November 9 & 10. Lancaster Selectman Leon Rideout shared these photos of the damage. The bridge was closed from March 6-13, 2023 to repair damage



from a previous oversize vehicle related incident. The two-span Howe truss structure over the Connecticut River was built in 1911. It was added to the National Register of Historic Places on December 12, 1976.

## New Jersey

### Green Sergeants or Sergeantsville Bridge, Hunterdon County – NJ/30-10-01

New Jersey’s only covered bridge has been closed for extensive rehabilitation. The approximately \$700,000 project by Hahr Construction of North Plainfield was expected to be completed in early fall. An update posted on the Hunterdon County website on September 18 indicated that the work was more extensive than anticipated and will continue into the winter. Details of the project were listed on page 19 of the *Fall Newsletter*. The bridge was constructed in 1872 by Charles Ogden Holcombe of Lambertville and added to the National Register of Historic Places on November 19, 1974. *Photo by Alan Hartmann.*

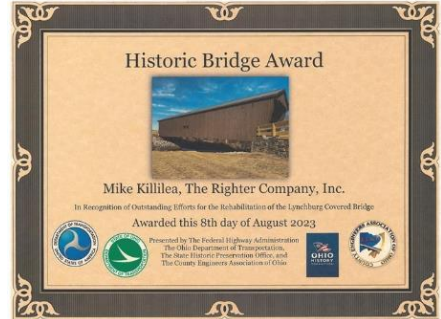




## Ohio

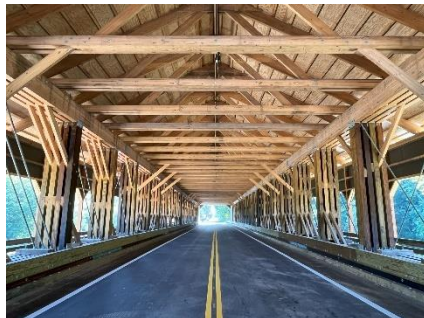
### Lynchburg Bridge, Clinton & Highland Counties – OH/35-14-11 & OH/35-36-06

On August 8<sup>th</sup>, The Righter Company received a Historic Bridge Award “in recognition of outstanding efforts for the rehabilitation of the Lynchburg Covered Bridge.” The award was presented jointly by the Federal Highway Administration, Ohio Department of Transportation, the State Historic Preservation Office and the County Engineers Association of Ohio. The single-span bridge over East Fork Little Miami River was built in 1870 and listed on the National Register of Historic Places on March 16, 1976. It is the only covered bridge in Ohio that spans two counties. *Bridge Photo by Matt Haldiman.*



### Spellacy Bridge, Holmes County – OH/35-38-05

For the past year, we have been reporting on the new covered bridge being built in Ohio. The old bridge was removed last September and the new one was opened to traffic on September 1<sup>st</sup>. Kokosing Construction was selected for the \$9.5 million project on Wally Road about six miles south of Loudonville. The bridge was designed by Smolen Engineering. *News and Photos by Matt Haldiman.*



### Brubaker Bridge, Preble County – OH/35-68-06

In previous Newsletters we have reported on the damage incurred when a tractor-trailer attempted to cross the bridge on August 6, 2022. The county approved a \$472,700 contract with The Righter Company of Columbus, Ohio. Mike Killilea, Righter’s president, informed us that the repairs are now underway. The temporary bridge support system has been installed. The siding has been removed and stored for re-installation. The crew is currently removing the metal roof, purlins, and rafters. The single-span Childs truss bridge was built over Sam’s Run by Everett S. Sherman in 1887. It was added to the National Register of Historic Places on June 11, 1975. *Photos by Michael Rudnick.*





## Ohio (continued)

### Knowlton or Long Bridge, Monroe County – OH/35-56-18

The bridge restoration project is moving forward. When we last communicated with Mike Killilea from the Righter Company in late October, he mentioned that construction crews have started mobilizing and delivering materials to the site. We are looking forward to offering more updates as the reconstruction gets underway. For those not familiar with the bridge’s recent history, here is a synopsis of our reports over the past few years.



The three-span, 192-foot-long structure over the Little Muskingum River was not all built at the same time. The center span was built in 1867. The two approach spans were added in 1884. The bridge was listed on the National Register of Historic Places on March 11, 1980. It was closed to traffic in 1983 and had significant work done in 1996. In 2002, the National Park Service completed Historic American Engineering Record (HAER) OH-123 which details its history.<sup>2</sup>

Woolpert, an engineering firm with offices in 14 states, was hired by Monroe County for engineering work on two historic covered bridges. They performed the structural inspections and analysis to determine the extent of the rehabilitation. Then prepared the plans, bidding documents, and are available for questions during the construction phase. The Righter Company was contracted for the work on both bridges. They completed the first of those two projects, the Foraker Bridge (OH/35-56-14), on October 13, 2016.

*“Covered bridges are unique, and we need to do everything that we can to protect and preserve them. Of all the covered bridges that I’ve done in the last 30 years, this one has become the most unique.”*  
 Tony Durm, Ohio DOT Engineer

The Knowlton project ran into a snag when the only bid submitted was about 40% over the \$900,000 estimate.<sup>3</sup> Unfortunately, the project became much more complicated after the center span collapsed late



in the afternoon of July 5, 2019.<sup>4</sup> While engineer’s were working to revise the plans and identify additional funding sources, a second span collapsed on June 17, 2020.<sup>5</sup> To save money on the now much larger project, Monroe County officials offered to use locally grown and county-owned timber to rebuild the bridge. Enough white oak trees were identified on a county-owned



property to provide most of what would be needed.<sup>6</sup> In March 2023, county crews harvested those trees which were shipped to a saw mill in Ohio for processing.<sup>7</sup> The estimated completion date is December 2024.

*Photo before the collapse by Jim Smedley, November 2016. Current photos courtesy of The Righter Company.*

<sup>2</sup> NSPCB Newsletter, Fall 2019, Page 22.  
<sup>3</sup> NSPCB Newsletter, Summer 2019, Page 20.  
<sup>4</sup> NSPCB Newsletter, Fall 2019, Page 22.  
<sup>5</sup> NSPCB Newsletter, Winter 2020 / 2021, Page 19.  
<sup>6</sup> NSPCB Newsletter, Spring 2021, Page 14.  
<sup>7</sup> NSPCB Newsletter, Summer 2023, Page 21.



## Ohio (continued)

### Newton Falls or Stedman Bridge, Trumbull County – OH/35-78-01



Details of the planned repairs were included on page 22 of the *Summer Newsletter*. The bridge was damaged by a speeding car losing control and crashing into its side on February 10, 2022. The crash damaged a half dozen of the diagonal Town lattice truss timbers. The driver was insured and is responsible for the damage. The county engineer’s office awarded a bid to Union Industrial Contractors of Ashtabula for about \$762,000 and repairs are underway. The work should be

completed in six to eight weeks. The bridge was built over East Branch Mahoning River in 1831, the oldest covered bridge in Ohio still in its original location. It was added to the National Register of Historic Places on October 16, 1974. WFMJ-TV, October 4, 2023. *Upper photo by Greg McDuffee. Lower photo by Michele Lee Victor.*



### Hills or Hildreth Bridge, Washington County – OH/35-84-24

On October 23<sup>rd</sup>, WTAP reported that The Righter Company portion of this \$800,000 rehabilitation of



this bridge has been completed. The project is not yet complete as the county still needs to add a ramp before the bridge can be crossed. The historic structure has been closed to the public since fall of 2016. The single-span Howe truss bridge was built over Little Muskingum River in 1878. It was added to the



National Register of Historic Places on February 8, 1978. *Photos courtesy of The Righter Company.*

## Oregon

### Belknap or McKenzie River Bridge, Lane County – OR/37-20-11#4

In the Winter 2020/2021 *Newsletter*, page 7, we reported on this bridge and the nearby Goodpasture Bridge (OR/37-20-10) being threatened by wildfires. On August 18<sup>th</sup>, the Eugene Register-Guard reported on efforts to protect the bridge, and other historic structures, from another wildfire in the area. While the fire was still a safe distance away, firefighters set up a sprinkler system to spray water on the outside of the structure. Reservoirs of water have been set up near the bridge so additional water is readily accessible in case there is a need to fight a fire at the bridge. This Howe truss structure over the McKenzie River was built in 1965/1966 as the fourth covered bridge at this location. *Photo by Bill & Jenn Caswell*





## Pennsylvania

### Sach's Bridge, Adams County – PA/38-01-01

In the previous issue, we noted that the NSPCB and Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSP) both contributed towards repairs to this bridge during the summer. Siding was repaired and painted then fire retardant was applied to the interior. After the work was completed, a sign was prepared and installed recognizing the contributions made towards the bridge's preservation. The single-span Town lattice truss bridge over Marsh Creek was built by David S. Stoner in 1852. *Photos by Gloria Smedley.*



### Little Gap Bridge, Carbon County – PA/38-13-02

On October 26<sup>th</sup>, an oversized vehicle struck and damaged the height restriction bar near the entrance to this bridge. Lower Towamensing Township crews promptly started repairs to the beam. Apparently, the vehicle left the scene because the article noted that troopers are investigating to identify the driver. The bridge was not damaged. The single-span Burr truss bridge was built over Aquashicola Creek in 1860. It was added to the National Register of Historic Places on December 1, 1980. *Times News, October 27, 2023. Photo by Alan Hartmann.*

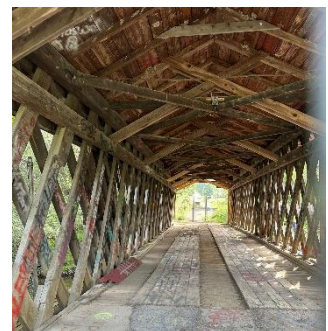


### Waterford Bridge, Erie County – PA/38-25-04

Work on the bridge over LeBoeuf Creek was expected to start October 30<sup>th</sup>. The crews expect to have the superstructure, the wooden bridge portion, dismantled by November 17<sup>th</sup>. The rest of the repairs will start next April, and the project should be completed in October 2024. The 85-foot-long Town lattice truss structure was built in 1875 by brothers Charles and James Phelps. It is owned by Waterford Township and has been closed to traffic since May 2011 due to safety concerns.



The project will construct new abutments and install steel beams to provide a 15-ton weight limit. Timbers from the dismantled structure which are considered sound will be reused when rebuilding it. At this time, we do not know how many of the existing structural components will be replaced with new material. Work will also include new roadway approaches, updated guiderail and pavement markings. The work was contracted to Chivers Construction Company, of Fairview, PA, at a cost of \$3,473,690. Funding is from a combination of state and federal funds with help from the Bipartisan Infrastructure Law. The bridge was listed on the National Register of Historic Places on September 17, 1980. *Erie News Now, October 19, 2023. Photos by Paul Chandler.*





## Pennsylvania (continued)

### Bogert’s Bridge, Allentown, Lehigh County – PA/38-39-01

By the time you read this, the design work should be complete and ready for construction management review. The city is planning to advertise for bids in January with a bid opening in February. If successful, the repairs could get underway next spring. Construction will be completed in about 6-12 months. The Burr truss bridge over Little Lehigh Creek was built in 1841. It was added to the National Register of Historic Places on December 1, 1980. *Photo by Bill & Jenn Caswell.*



### Bistline or Flickinger's Mill Bridge, Perry County – PA/38-50-03

George Rothlingshofer visited this bridge in mid-September to find the bridge closed with a large hole



in the side. Internet searches found that the damage had occurred at least a month earlier. We have not yet discovered the cause of the damage. Jim & Gloria Smedley visited on October 23<sup>rd</sup> and it was still closed. The single-span Burr truss span was built over Sherman Creek in 1871. It was added to the National



Register of Historic Places on August 25, 1980. *Photos by Gloria Smedley.*

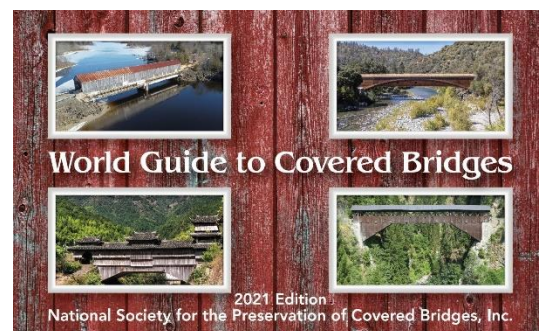
### Zimmerman’s Bridge, Schuylkill County – PA/38-54-01

In the Summer *Newsletter*, page 24, we reported that contractor JD Eckman from Atglen, Pennsylvania, was expected to complete work on the bridge near the end of October. George Rothlingshofer visited the site on October 22<sup>nd</sup> and shared these photos of the nearly completed project. The single-span Burr truss bridge was built over Lower Little Swatara Creek in 1880.



### World Guide to Covered Bridges

Copies of the 2021 *World Guide to Covered Bridges* can be obtained for \$19 per copy for media mail shipping or \$23 each for priority mail shipping to US addresses. To purchase a copy, order through our website or send a check or money order made out to **NSPCB** to Jenn Caswell, 535 2<sup>nd</sup> NH Tpke, Hillsboro, NH 03244.





## Pennsylvania (continued)

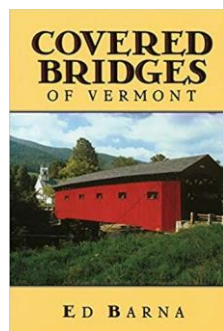
### Millmont or Red Bridge, Union County – PA/38-60-01#2

The historic Burr truss covered bridge over Penns Creek was built in 1855. In 2010, it received extensive repairs by Lycoming Supply Inc. of Williamsport, Pennsylvania which replaced more than half of the structure’s truss system so it was regarded as a new bridge. On March 18, 2016, after safety inspections carried out by both the county bridge engineer (Larson Design Group) and PennDOT, the bridge was closed deeming it unsafe for vehicle traffic. They had been watching it for the previous year due to concerns for structural problems. On September 5<sup>th</sup>, the Union County Commissioners approved an agreement by PennDOT for 95% of the new estimated \$1.7 million project to be funded by the commonwealth and the remaining 5% from the county for engineering costs. Engineering work is not expected to start until sometime in 2024. *The Daily Item, September 7, 2023. Photo Courtesy Theodore Burr Covered Bridge Society of Pennsylvania.*



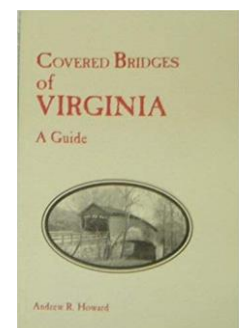
### Factory or Horsham Bridge, Union County – PA/38-60-04

On page 25 of the Summer *Newsletter*, we reported that the bridge was closed on April 6<sup>th</sup> for J.D. Eckman Inc. to begin the \$1,390,358 repair project. The project included replacement of the existing steel beams, replacement of deteriorated timbers and a new timber deck. The truss members needing replacement include the lower chords, portions of the upper chords, 5 diagonals and the end posts. Headache bars were installed on each approach since the structure has been hit by oversized trucks in the past. The work is now complete and a ribbon-cutting ceremony occurred on November 2<sup>nd</sup>. The single-span multiple king & queen truss bridge crosses White Deer Creek. It was added to the National Register of Historic Places on February 8, 1980. *The Daily Item, October 25, 2023. Left and center photos by Paul Garber, right photo showing the new headache bar by Clint Frackman.*



### Used Books

We occasionally receive donations that include covered bridge books. While some of the books are added to the Society’s permanent collection in the archives in Concord, New Hampshire, others are available for sale. We won’t include the list in the *Newsletter* because it often changes and would be outdated before you receive it. There is a list on the website which is updated as new items are received and others are purchased. For more details, visit <https://www.coveredbridgesociety.org/books-used.htm>.





## Vermont

### Salisbury Station Bridge, Addison County – VT/45-01-01x



On page 25 of the Fall 2022 *Newsletter*, we reported that after being presented with covered bridge and steel bridge replacement options, the towns of Salisbury and Cornwall overwhelmingly decided that they wanted the covered bridge option. This decision was not only to pay homage to the 1865 Town lattice truss structure which was lost in a suspicious fire on September 10, 2016, but to deter excessive truck traffic on a local town road in an environmentally sensitive area. The former bridge not only allowed vehicles to pass, but was also home to a colony of bats. Cornwall officials are concerned that the two-lane steel option would encourage more truck traffic which will likely cause serious damage to the narrow road in a swampy area on their side of the

bridge. The steel option would also require new, wider abutments where a replica covered bridge could stand on the existing abutments. The towns would only be liable for a portion of the engineering costs. The project would be part of a program covering 100% of the construction costs. The estimated construction cost of \$3.9 million would include fire-retardant, insecticide, utility line extension, fire detection system and sprinkler system (water or chemical). The project has tentatively been placed on VTrans’s FY’25 schedule. *Addison Independent, November 9, 2023. Photo before the fire by Bill Caswell (1987). Photo after the fire by Scott Wagner (September 18, 2016).*



### Flint Bridge, Tunbridge, Orange County – VT/45-09-11

During the third day of the covered bridge safari in northern Vermont, attendees in Bill & Jenn’s group witnessed a local school bus passing through this bridge clearly violating the posted 3-ton weight limit. A letter of concern was sent to the Tunbridge Select Board and the principal of the school district. The single-span structure over the First Branch of the White River was built in 1874. It was added to the National Register of Historic Places on September 10, 1974. *Photos by Bill & Jenn Caswell.*



### Kingsley or Mill River Bridge, Clarendon, Rutland County – VT/45-11-03

We last reported on the repairs to this bridge on page 27 of the Summer issue. The project was designed by Hoyle, Tanner & Associates Inc. and rehabilitation is underway. The Town of Clarendon



posted a notice that the bridge would be closed on May 15, 2023 and re-open on February 29, 2024. The actual project completion date (i.e.. final paving etc.) would be May 31, 2024. Alpine Construction from Schuylerville, New York, has been contracted by



VTrans for the much-needed rehabilitation work. Peter Cosgrove shared these photos of the work in progress. The bridge is named for a family that operated a nearby mill. The 1870 single-span Town lattice bridge was added to the National Register of Historic Places on February 12, 1974.



## Vermont (continued)

### Warren or Lincoln Gap Bridge, Washington County – VT/45-12-15

Miles Jenness of Vermont Heavy Timber is working on the bridge and provided this update on September 29<sup>th</sup>. The bridge has been jacked up off of its bearing blocks, to allow the general contractor to repair the concrete abutments. The initial scope of the job was to replace 5 of the 22 stringers, and the bearing blocks. The scope was modified to include flashing the top of all lower framing to keep salt laden water and dirt off of them. When the wear boards were removed, it was discovered that the entirety of the deck and stringers were badly rotted. Fortunately, the carrying timbers that span across the pairs of trusses and catch the stringers were not compromised.

At the time, they were waiting for additional material to arrive from the mill to complete the deck repairs and set the bridge down on its new bearing blocks. New knee braces are being carved from spruce trunks. See the right photo for a sample of the work-in-progress. The single-span queenpost bridge was built over the Mad River in 1880. It was added to the National Register of Historic Places on August 7, 1974. *Photos by Miles Jenness.*



### West Dummerston Bridge, Windham County – VT/45-13-02#2

The Windham County Natural Resources Conservation District (NRCD) recently completed final design work on a stormwater gully restoration and erosion mitigation project at the bridge. The NRCD worked with Fitzgerald Environmental Associates, LLC, the Dummerston Conservation Commission, and the town of Dummerston on the project. Access to West River from the parking area used by boaters, swimmers and bridge visitors looking for a photo of the two-span Town lattice truss structure from the riverside was eroded by floodwaters and continues to worsen with each rainstorm.

The project will construct new steps to restore safe access to the river while protecting water quality. Additional project components will include the addition of a small rain garden and an infiltration basin to intercept stormwater before it can flow towards the new steps and into the river, as well as the regrading of the site and the planting of native vegetation on the hillside. Construction is scheduled for either late this fall or early spring of 2024. This project was funded by the Vermont Department of Environmental Conservation Clean Water Initiative Program through grant funding administered by the Mount Ascutney Regional Commission. *Brattleboro Reformer, November 6, 2023. Photo by Steve Brown.*



### West Virginia

#### Barrackville Bridge, Marion County – WV/48-25-02



In August, U.S. Senator Joe Manchin included \$350,000 for “Restoration and Related Infrastructure of the Covered Bridge” in the Senate Appropriations Committee’s fiscal year 2024 funding bills which have been sent to the full Senate for consideration. Issues to be addressed include rotting timbers, sill replacements, basic structure repairs, a fresh coat of paint and siding. The Barrackville Covered Bridge Preservation Society is a 501c(3) non-profit. Tax deductible donations can be made out to that organization and mailed to Lion’s Club, P.O. Box 429, Barrackville WV 26559. Visit their Facebook page – <https://www.facebook.com/SavetheBarrackvilleBridgeAgain> for more information or email them at [saveourbridge@aol.com](mailto:saveourbridge@aol.com).

*Times West Virginian, June 17, 2023. Photo by Bill & Jenn Caswell.*

### Canada – New Brunswick

#### William Mitton Bridge, Albert County – NB/55-01-22

In the previous issue, we noted that Association Heritage New Brunswick included this bridge as one of the five places in New Brunswick “that are under threat of demolition, neglect, or inappropriate redevelopment.”



Their announcement states, in part, that, “There is great concern that the sagging of the bridge, wood rot, erosion of the riverbank, and leaking roof will eventually lead to the collapse of the bridge, which may cause injuries



or other damage.” Efforts to save it have, so far, not been effective. Ray Boucher provided these updated photos taken on September 23<sup>rd</sup>.

#### Coverdale River #9 or Pond Parkins Bridge, Albert County – NB/55-01-U08

We reported on this bridge’s closure on page 28 of the Fall Newsletter. An email from the DTI received shortly after that issue was printed indicated that the structure was initially closed after being damaged by an oversized vehicle. The bridge was already on the Long Term Capital Plan for replacement in the future. At this point it would need extensive repairs to restore the bridge to its previous 20 ton weight capacity. It appears that it’s inevitable replacement might come sooner than originally planned. The single-span structure over the Coverdale River was built in 1939. *October 2018 photos by Bill & Jenn Caswell.*





## New Brunswick (continued)

### Florenceville Bridge, Carleton County – NB/55-02-06

The Department of Transportation and Infrastructure advertised a request for proposals on October 20<sup>th</sup> with a closing date of December 15<sup>th</sup>. The bridge was closed to all vehicle traffic in late 2020 after serious deterioration was discovered. It includes a 154 foot long (47 meter) Howe truss span on the east end built around 1910 and four steel truss spans. An assessment of the bridge’s condition determined that the covered bridge section will be repaired, while the remainder of the structure will be repaired and replaced as necessary. Construction is expected to begin next summer. New Brunswick Government Press Release, October 20, 2023. *Photos by Jenn Caswell.*



### Hartland Bridge, Carleton County – NB/55-02-07

The world’s longest covered bridge was closed for repairs at the end of October. A sag had developed at the east end of the bridge. Crews are adjusting the Howe truss to correct that. It was expected to be open again around November 27<sup>th</sup>. The seven-span bridge was built over the St. John River in 1901 and covered in 1922. On June 23, 1980, it was declared a National Historic Site. *Photo by Bill & Jenn Caswell*



*Photo by Bill & Jenn Caswell*

### Marven or Belleisle Creek #2 Bridge, Kings County – NB/55-06-12

On page 29 of the Fall *Newsletter* we noted that this bridge was closed for repairs. We received



additional information from the Department of Transportation and Infrastructure (DTI) shortly after that issue was printed. The district bridge crew probably needed to replace the bottom cord. They were also working on replacing the wooden deck and repairing the abutments. The project had a \$160,000 budget.

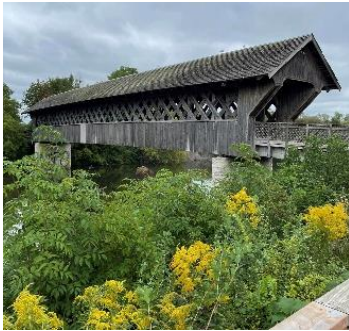


The closure was expected to last until the end of October. The single-span bridge over Belleisle Creek (Pascobac Creek) was built in 1903. *Photos by Bill & Jenn Caswell.*



## Ontario

### York Road Park Bridge, Wellington County – ON/59-52-01



On October 4<sup>th</sup>, the City of Guelph posted a notice on their website that they will be reconstructing the trail access to the bridge to improve accessibility and will be installing footings for a new trail wayfinding kiosk. The trail kiosk is to be installed later this fall. During that time, ramp access to the bridge needed to be closed. The bridge was still accessible by the stairs. The work was scheduled to last from October 10 – 24. The single span Town lattice truss structure over the Speed River was built in 1992. *Photos by Tony Dowling.*

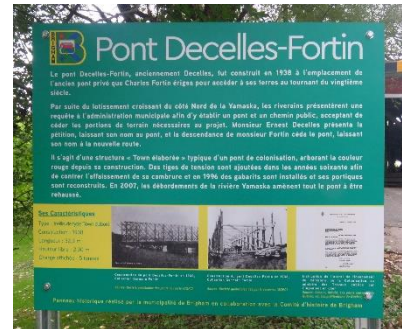


## Québec

We are grateful to Pascal Conner whose *Blogue sur les ponts couverts* ([pontscouverts.com/blogue/](http://pontscouverts.com/blogue/)) provides most of the Québec news each quarter. Unless otherwise noted, all Québec articles were derived from that website.

### Pont Decelles-Fortin, Cantons de l'Est – QC/61-11-02

On page 27 of the Winter 2021-2022 *Newsletter*, we noted that the Brigham History Committee and the Municipality of Brigham unveiled a heritage sign containing photos and a brief history of the Pont Balthazar (QC/61-11-01) and intended to prepare one for this bridge also. Bill & Jenn Caswell visited both bridges on September 9<sup>th</sup> and found that the second sign is also in place. The interpretive sign notes that the present span replaced a private bridge constructed by Charles Fortin to access his land at the beginning of the twentieth century. As land was being developed on the north side of the Yamaska, the residents presented a request to the municipal administration to establish a bridge and a public road, agreeing to cede the land necessary for the project. Ernest Decelles presented the petition and the bridge was named after him. The name was changed within the past few years to also honor Charles Fortin who donated the land for the project. The 1938 bridge over the Rivière Yamaska is supported by the Québec variation of the lattice truss.



### Pont de la Frontière, Cantons de l'Est – QC/61-11-03

On October 26<sup>th</sup>, the Ministry of Culture and Communications issued a notice of intention to classify the bridge as a protected heritage structure. Hopefully this will help local efforts to preserve the bridge which has been barricaded since June 2014. It is one of Québec's oldest having been built in 1896 using the Town lattice design common in the area. The bridge was moved a few meters and bypassed in the 1960s. It is about ½ mile north of the US border. *Photo by Gérald Arbour.*





## Québec (continued)

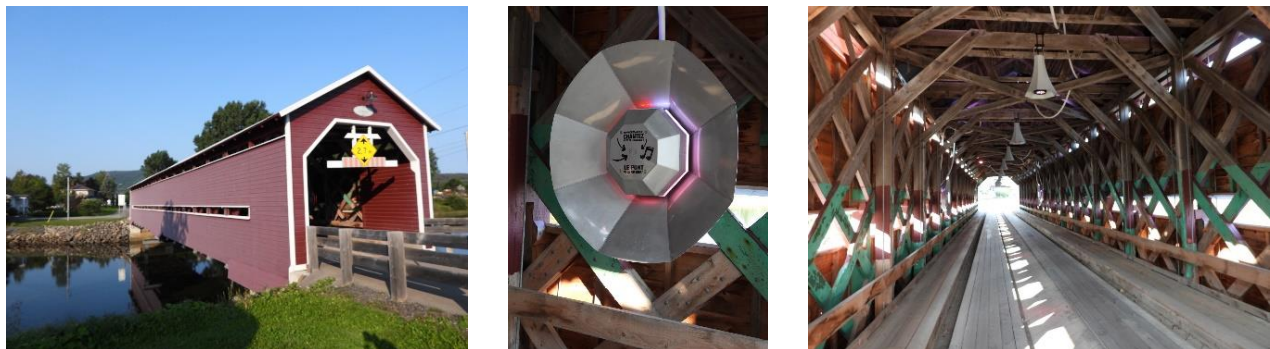
### Pont de Saint-Placide-de-Charlevoix, Charlevoix Region – QC/61-14-03

We have been reporting on the damage caused by excessive snow on the roof in the spring of 2022 and the temporary repairs performed in October 2022. Pascal Conner visited the site in July and took these photos of the completed work. The single-span Québec-style Town lattice truss structure was built over Rivière Bras du Nord-Ouest in 1926 by Joseph Normandeau at a cost of \$2,076.21.



### Pont Galipeault, Gaspésie Region – QC/61-23-01

Gérald Arbour visited this bridge during the summer and shared these photos. The single-span Québec type lattice bridge was built over Rivière de la Grande Vallée in 1923 and named in honor of a former Minister of Public Works, Antonin Galipeault. In 2022, the structure became “Le Pont Chantant”, the singing bridge. A system was installed allowing the visitor to sing into the receiver (center photo) and the bridge will respond with music and sounds of nature that have been recorded at the site throughout the year. The structure was officially listed on the Quebec Cultural Heritage Register on June 18, 2020.



### Pont du Sault, Chaudière-Appalaches Region – QC/61-39-01



On page 26 of the Summer 2022 *Newsletter*, we noted that the Government of Quebec announced its action plan for the next three years for roads in the province. The article mentioned numerous projects in the Chaudière-Appalaches Region including unspecified repairs to this bridge. On October 30<sup>th</sup>, there was a post on Pascal’s blog noting that repairs were underway. It appears that they are replacing the roof at this time. We will provide more information once it is available. The 129’ long bridge over Grande rivière Noire was built in 1943. *Photo by Pascal Conner.*



## Québec (continued)

### Pont de Des Rivières or Pike, Cantons de l'Est – QC/61-45-03

On September 9<sup>th</sup>, while Bill & Jenn Caswell were visiting this bridge, a truck crashed into the height barrier (“headache bar”) on the west side of the structure. The driver exited the vehicle, looked over the damage, got back into the truck, backed up and drove away. Neighbors came out to investigate and compare notes on what they saw. One of them called the local police and another the mayor. They learned that the same barrier had previously been damaged, was repaired and re-installed two days earlier. Bill was able to get a couple photos of the truck leaving the scene which were shared with local police.



Since this was a rental truck, they were not expecting to be able to identify or locate the driver. It was good to see that the barrier did its job although it further shows the problem of inattentive drivers and those who rent box trucks without being aware of the height of their vehicle. The single-span Howe truss span over Rivière aux Brochets was built in 1884. Not only is it one of the oldest covered bridges in Québec, but also unusual because most of the province’s covered bridges use a variation of the Town lattice truss.



### Pont Prud’homme, Laurentides Region – QC/61-72-01

On November 11<sup>th</sup>, the SOS Pont Prud’homme committee and the Société du Patrimoine SOPABIC (the local heritage and historical society) hosted a candlelight vigil to mark the bridge’s 105<sup>th</sup> anniversary. It was officially opened on November 11, 1918. Speakers included committee members and the mayor of Brébeuf. The goal is to keep the bridge in the news and campaign for long overdue repairs. It was closed in 2019 over concerns about damage caused by repeated flooding of the area. The Ministry of Transport stabilized it in December 2021 and the restoration was supposed to take place last summer. That work has been postponed indefinitely. The single span bridge over Rivière du Diable is supported by the Québec variation of the lattice truss. *Photo by Jean-Marie-Savard.*





## China

On October 21<sup>st</sup>, China Daily published a lengthy article on the implementation of a three-year nationwide plan to better protect ancient covered bridges. The *Three-Year Action Plan for the Protection of Covered Bridges (2023-25)* launched in Taishun county, Wenzhou city in East China's Zhejiang province, seeks to establish a complete preservation system for covered bridges by improving their surrounding environment and significantly boosting risk prevention and emergency response capacity, among other goals. To date, no complete and authoritative inventory has been prepared. The document outlined ten major tasks, including carrying out surveys of covered bridges, collecting information about them and establishing risk assessment mechanisms.



*Dabao or Xiaodongxia Bridge,  
Shouning County, Fujian Province  
Terry Miller Photo*

The article noted that, at present, 138 of the 5,058 major historical and cultural sites protected at the national level in China are ancient covered bridges, located mainly in the countryside in thirteen different provinces and autonomous regions. Fifteen of the thirty-two ancient wooden covered bridges in Taishun county, a mountainous county with a population of a little over 367,000, are included in that group. The bridges use sophisticated construction techniques such as the "lounge bridges" (láng qiáo, 廊桥, in Chinese) which can be built without using a single nail. However, since the craft is traditionally passed down from generation to generation through apprenticeship, it has been in decline as a growing number of young people seek opportunities in urban areas.

*"Covered bridges are a distinctive subcategory of cultural relics and an integral part of traditional Chinese culture, with a long history and rich diversity"*

*Guan Qiang, Deputy Director,  
National Cultural Heritage Administration*

Like other wooden structures, they are susceptible to natural decay, fire, flood and severe winds. In September 2016, three ancient covered bridges in Taishun were destroyed by torrential rains during a typhoon.<sup>8</sup> On July 8, 2020, a covered bridge first built during the Song Dynasty (960-1279) and most recently rebuilt in the 18<sup>th</sup> century in Wuyuan county, Jiangxi province, was destroyed by floodwaters.<sup>9</sup> On August 6, 2022, the Wan'an Bridge in Pingnan County, Fujian Province was destroyed by fire. It was reportedly over 900 years old although it had been completely rebuilt in 1932-1933.<sup>10</sup>

In 2009, the craft of designing and constructing timber arch bridges was inscribed on the UNESCO List of Intangible Cultural Heritage in Need of Urgent Safeguarding.

A significant difference between these spans and covered bridges in North America and Europe is that they were designed mostly for pedestrian and animal traffic, not vehicular traffic. China's covered spans are not only a means to cross rivers, but also gathering places to buy goods, share news and worship. The Rulong Bridge (pictured at right) in Qingyuan county, Zhejiang, which dates to 1625, is China's oldest woven arch-beam bridge. Like other wooden structures, they are susceptible to natural decay, fire, flood and severe winds. In September 2016, three ancient covered bridges in Taishun were destroyed by torrential rains during a typhoon.<sup>8</sup> On July 8, 2020, a covered bridge first built during the Song Dynasty (960-1279) and most recently rebuilt in the 18<sup>th</sup> century in Wuyuan county, Jiangxi province, was destroyed by floodwaters.<sup>9</sup> On August 6, 2022, the Wan'an Bridge in Pingnan County, Fujian Province was destroyed by fire. It was reportedly over 900 years old although it had been completely rebuilt in 1932-1933.<sup>10</sup>



*Ron Knapp Photo*

Laws and regulations have been enacted in provinces like Fujian and Zhejiang to lay a legal foundation for their protection. More incentives are being offered to attract young people to learn the ancient bridge-building craft.

<sup>8</sup> *Winter 2016/2017 Newsletter, page 20.*

<sup>9</sup> *Fall 2020 Newsletter, page 28.*

<sup>10</sup> *Fall 2022 Newsletter, page 31.*



### Additional Photos from the 2023 Safari in Northern Vermont



*Morgan Bridge, Belvidere*



*Church Street Bridge, Waterville*



*Larkin Bridge, Tunbridge*



*Comstock Bridge, Montgomery*



*Maple Street Bridge, Fairfax*



*Gold Brook Bridge, Stowe*



*Hutchins Bridge, Montgomery*

Group photos by Bob Watts, others by Bill and Jenn Caswell.



## Illinois

### Red Bridge, Bureau County – IL/13-06-01

Shortly after the Newsletter went to the printer, we learned of the significant damage to this bridge north of Princeton in north-central Illinois. Instead of waiting until the Spring issue in March, this supplementary page has been added.

The informational sign at the bridge notes that it was part of the Galena Trail connecting Galena and Peoria, originally laid out in 1833. According to Thelma Eaton's *The Covered Bridges of Illinois*,<sup>11</sup> by 1862 there was such demand for a bridge at this location on Big Bureau Creek, that a subscription list of potential contributors was compiled. On March 7, 1863, residents selected representatives of Bureau County and the townships of Princeton, Dover, Bureau and Ohio to form the Union Bridge Building Committee which made arrangements to construct the bridge.



Todd Clark Collection

**THE UNION BRIDGE BUILD-**  
 ING Committee will receive sealed proposals until the 15th day of April for building a bridge across Bureau Creek, 2 1/4 miles north of Princeton Station, on the C., B. & Q. R. P. Said bridge to be 90 ft. main span resting on two stone piers; approaches to same about 16 ft. Also one bridge 30 ft. span. Contractors to furnish material and give ample security for due performance of contract. Cash paid on completion. Plans and specifications can be seen at the office of Priestley & Carpenter, Princeton, Ill.  
 JAMES ROSS, Chairman.  
 C. M. PRIESTLEY, Secretary. ap5 c133-6t

Chicago Tribune, April 9, 1863, Page 3

The Howe truss structure cost \$3,148.57. Bureau County contributed \$1,000, Dover Township added \$600.00 and \$1,548.57 from the public subscription. The abutments were built wider on one side to accommodate a pedestrian walkway which was never constructed.

On September 5, 1938, the Bureau County Historical Society hosted a Labor Day picnic to celebrate the bridge's 75<sup>th</sup> anniversary. A memorial tablet inside the bridge detailing its history was unveiled at that event. The group also hosted a

rededication ceremony on the structure's 100<sup>th</sup> anniversary on Labor Day, 1963. It was added to the



National Register of Historic Places on April 23, 1975.

On November 16<sup>th</sup>, a tractor-trailer owned by Wynn Logistics was driven through the historic bridge on County Road 1950E causing extensive damage, primarily to its roof. The truck's trailer was also badly damaged. The company stated that they will work with their insurance company "to facilitate the restoration of the bridge to its original state." Member Bill Bowser visited the site with his drone the following day and shared these photos.



<sup>11</sup> Eaton, Thelma. *The Covered Bridges of Illinois*, 1968, page 68