

The Newsletter

National Society for the Preservation of Covered Bridges, Inc.

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National Society Meetings

July 26th at 1:00 p.m. **Regular Meeting** at the Whittier Covered Bridge in Ossipee, NH.

August 23rd at 12:00 Noon **Annual Picnic & BBQ** at the Westminster Fire Station in Westminster, Vermont

October 25, 2009 **Annual Meeting** at the French King Restaurant on Rt. 2 in Millers Falls, MA

Pennsylvania's Academia Bridge Ribbon Cutting Ceremony

Restored and dedicated on Friday June 5th, 2009
Theodore Burr Society President **Thomas E. Walczak**
is 4th person from left in photo.

(photo by Karen S. Bittinger)



WELCOME to our newest National Society Members!

Edward T. & Patricia A. Hymes, 15 Colonel Dow Drive, Scarborough, ME 04074
David A. & Melinda Simmons P O Box 356, Galena, OH 43021
Douglas Dauterman 1308-A W. 8th Ave., Chico, CA 95926
Josif Bicja, 145 Gilford St., Manchester, NH 03102

2009 Calendar of Dedications, Dinners, Safaris & Events

July

5th (Sunday) 12:00 Noon Theodore Burr Society Picnic and Meeting

At the Pool Forge Historic Covered Bridge Park. Located between Goodville and Churchtown in Lancaster County, 0.15 mi south of PA23 (Main St.) on S. Pool Forge Rd. Bring a dish to share and your own tableware & drinks. N40 07.792 W75 58.580

11th at 2:00 p.m. Dedication ceremony for the **Martin Covered Bridge** 45-12-06 in Vermont

12th (Sunday) 11:00 a.m. to 4:00 p.m. New York State Covered Bridge Society Annual Picnic

Possibly at the Van Tran Flat covered bridge at Livingston Manor (<http://www.nycoveredbridges.org/page7.html>)

18th & 19th Indiana CB Society Meeting and Tour

Details are not available at this time.

19th (Sunday) 12:00 Noon Ohio Historic Bridge Association Annual Picnic

Held at the Salt Creek Covered Bridge in Muskingum County. Bring a dish to share and your own tableware & drinks and also a chair to sit on. N39 59.95 W81 50.41

26th (Sunday) at 1:00 p.m. National Society Meeting at the Whitter Covered Bridge at Ossipee, New Hampshire

August

2nd (Sunday) 2:00 p.m. Theodore Burr Society Meeting

Manheim Twp. Municipal Building

8th Smithsonian Covered Bridge Exhibit

The Legacy Museum on Main, Troup County Historical Society, LaGrange, GA (here until October 4th)

9th (Sunday) NY State CB Society Meeting

Lockport's Locks with a possible canal boat trip. 210 Market St. Lockport, NY (<http://www.nycoveredbridges.org/page7.html>)

21, 22, 23 Oregon Covered Bridge Festival

Held in the village of Cottage Grove

23rd (Sunday) at 12:00 p.m. Noon National Society Annual Picnic & Meeting

This is the National Society's Annual Picnic at the Westminster Fire Station, on Grout Ave. in Westminster, Vermont

September

10-13 Roann Indiana Covered Bridge Festival

11-13 Matthews Indiana Covered Bridge Festival

12th Union County Covered Bridge Festival

Union County Ohio at Marysville (downtown). Contact Sue Spencer at sueipc@jencospeed.net

13th (Sunday) 1:00 p.m. New York State Covered Bridge Society Annual Auction

Hamden Town Hall on Route 10, west of Delhi, NY

13th (Sunday) 2:00 p.m. Theodore Burr Society Meeting & Election of Officers

Manheim Twp. Municipal Building

15th National Society Newsletter Deadline

19-20 Washington/Greene County CB Festival in Pennsylvania

2009 Calendar of Dedications, Dinners, Safaris & Events

September (continued)

20th (Sunday) Ohio Historic Bridge Assoc. Fall Tour (No details at this time)

26-27 Indiana CB Society Tour and Annual Meeting (No details at this time)

26 & 27th Pioneer's Safari

To visit 17 covered bridges in Vermont. In memory of bridgers Richard T. Donovan and Dick Wilson. Organized by George Conn **Phone:(610) 647-0745 e-mail: georgeconn1@verizon.net (see ad on page 16)**

October

9-11 Columbia-Mountour Counties Covered Bridge Festival, Knoebles Park, Elysburg, PA.

9-18 Parke County Indiana Covered Bridge Festival

<http://www.parkecounty.com/events/annualEvents.asp?id=1>

10-11 Ashtabula County Covered Bridge Festival in Jefferson, Ohio <http://www.coveredbridgefestival.org/>

10-11 Madison County Iowa Covered Bridge Festival http://www.madisoncounty.com/bridge_fest.html

11th (Sunday) New York State Covered Bridge Society

Meeting at the Smithville Fire Hall

25th (Sunday) National Society Annual Meeting at the French King Restaurant in Miller's Falls, VT

November

8th Sunday 11:30 a.m. New York State Covered Bridge Society Dinner

At the Crystal House, 89 Fisherville Rd., Elmira, NY. Reservations need to be in by October 28th.

15th 1:30 p.m. Ohio Historic Bridge Association Meeting at the Hilliard Public Library

Fall 2009 Newsletter Deadline

The next newsletter is scheduled to be mailed in late **September 2009**. Anyone wishing to submit photos, articles, etc., should send them to the EDITOR by **Sept. 15, 2009**. In order to save us from a lot of re-typing, please send your articles by e-mail or on a computer disc, if at all possible. If this isn't possible, then the regular mail will do just fine, as it always has. If you type the information, please use PLAIN WHITE PAPER. If your submissions are extracted from a published newspaper or magazine, or an internet web site, include the source of the information so that we can give proper credit. Send all items to the editor, Brian McKee, 13008 TH60, Upper Sandusky, OH 43351 e-mail bjmckee51@yahoo.com *THANK YOU!*

Guess What! Membership Fees were Due by June 30th!

Please send your dues to Jenn Caswell, 535 2nd NH Tpke, Hillsboro, NH 03244-4601

The President's Message

Dear Fellow Members, Greetings!

As I sit here at my typewriter -- yes, I still do use a typewriter; worse yet, the particular one I employ was manufactured just before the start of the First World War -- I imagine that all across the country, members are beginning to plan their summer trips to the Covered Bridges they have decided they want to see this year; better yet, that some of you may already be away on one or the other of these trips. My hope is of course that the Summer Covered Bridge visiting season will work out for each and every one of you exactly as you have planned.

The President's Message this quarter will be a little different from what it usually is. I as a rule, do not make a habit of publishing any of the letters I receive -- certainly not without obtaining their author's permission first -- nor do I often quote in their entirety essays others have composed, that regardless of how interesting a particular essay may be in its own right. This time around, however, there is both a letter that all of you need to see, and a wonderful little essay penned by none other than Milton S. Graton, author of The Last of the Covered Bridge Builders, a work which first saw the light of day in 1978, that you all need to read. Both of these texts ought to be seriously thought about, even reflected upon at some length, should one wish to get the most that one can get out of each of them.

First of all the letter. It comes from Mr. Dale C. Norman, a much esteemed member of the Society. This letter is essentially self explanatory, so no lengthy introduction to it from me is required here, save to note that according to the evidence of Mr. Norman's note, the bad repair of Covered Bridges is far from being a strictly localized affair. As assiduous readers of the Newsletter will already know, I myself have never believed that it was. For reasons of space, Mr. Norman's letter has been somewhat abbreviated and very slightly edited.

Dear Sir:

After returning to Saint Louis last week, I found my Winter Newsletter waiting. I always look forward to the Newsletter and Topics. I found your column most interesting. Over the years I have moaned and groaned about the conditions found at our Covered Bridges across the country. Not only the so-called "deferred maintenance", but the awful, botched jobs or repairing or "improving" said bridges. Your point by point itemization and reasoning to provide the approval and execution of repairs and preservation is impeccable.

I don't know whether you have seen the Little Mary's River Covered Bridge (13-79-01) in Randolph County, Illinois, but it has been "repaired" by the D.O.T. as an Historic Landmark. This perfectly good Burr Arch Covered Bridge has been set atop steel beams, the lateral bracing re-enforced with angle iron, and extra wind bracing installed, all on a span that is used only by pedestrians.

My "back yard" bridge is the Sandy Creek Covered Bridge (25-50-01) in Jefferson County, Missouri. This bridge is only a short drive from home. About one and a half years ago, I noted a public informational meeting regarding Sandy Creek Covered Bridge and Mastodon State Park. I attended this meeting. Ninety percent of it was about the park. The Sandy Creek Covered Bridge was discussed at the end of the meeting as an afterthought, and only then to note that funds had been requested to recondition the Covered Bridge. The Sandy Creek span is a 76 foot long Howe Truss which had the trusses very sloppily misrepaired in the 1980's. I asked in the meeting about putting the trusses back to their historical configuration. The answer I received was evasive. After the meeting, I identified myself as an interested party and was put off, so I mentioned my membership in the N.S.P.C.B., which got their attention, and promises to keep me informed as to the plans. Needless to say, I have had no communication with anyone since, except for those contacts that I have

made myself.

Sorry to ramble on, but your article impressed me. I have long held similar views regarding saving Covered Bridges. My bridge log shows I have visited 291 Covered Bridges across the country. As you can imagine, I have seen a lot of "repairs" which have been made by highway engineers, consulting engineers, and even so-called experts. I hope your initiative will result in more rigorous National Standards being enacted that will better preserve and protect this important sector of our American Heritage.

Thank you.

Sincerely,

Dale C. Norman

And now, to Milton Graton's little jewel of an essay.

There is an interesting story behind the composition of Mr. Graton's piece which is worth recounting. Frank Teagle, a long term, almost a founding member of the National Society who alas passed away in 1997, pestered Mr. Graton for many years to write a short pamphlet on the care of Covered Bridges, one that would be addressed to the layman, so to speak, one which would not be unduly technical, in other words.

Early in 1989, Mr. Graton complied with Frank's request. It was Frank Teagle's intention to publish Milton Graton's pamphlet, but for some reason, Frank never got around to doing it. He was after all an exceedingly busy man. As well as being a great benefactor to various Covered Bridge projects, for instance, construction of the Union Street Covered Bridge in Woodstock, Vermont, would simply have been inconceivable without Frank Teagle's financial support-- Frank also owned the Elm Street Press in Woodstock -- Fortunately, Frank sent me a copy of Milton's text, shortly after he, Frank, had received it, which text appears below, essentially as Milton wrote it. As you will see, there

is much important -- and -PRACTICAL! -- advice to be gleaned from it. The sketches that are part and parcel of this essay are by Milton Graton himself.

"Care of the Covered Bridge" by M. S. Graton, author of The Last of the Covered Bridge Builders:

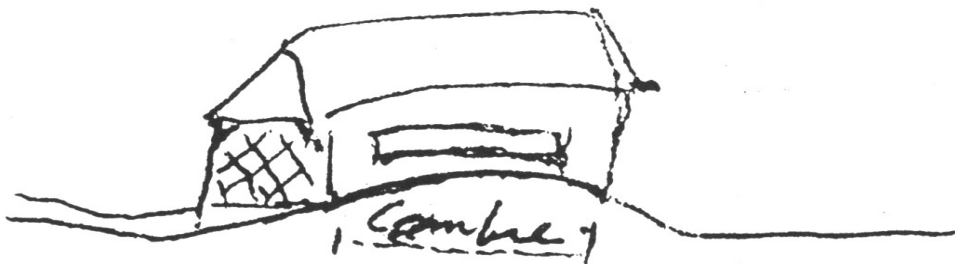
Although there are many types of Covered Bridges which, to our mind, are classified as Authentic Covered Bridges, there are perhaps half a dozen which stand alone with enough individualism to set them apart from all others.

No matter what the type of truss that is involved, there are many ailments, diseases, and short comings that are common to all. This is true to such an extent that the "Spring Tonic" that might be prescribed for one will do good for the welfare of any of the Covered Bridge family. It is thought that by pointing out that which could shorten the life of your Covered Bridge, you can create, for your bridge, a life with no limits. In the event that your Covered Bridge becomes ill, we hope you may find the cure in your local library under "Covered Bridges".

Having restored or "built from scratch" more than 30 highway Covered Bridges in the last 28 years, we feel well qualified to prescribe for the ills of our "flock".

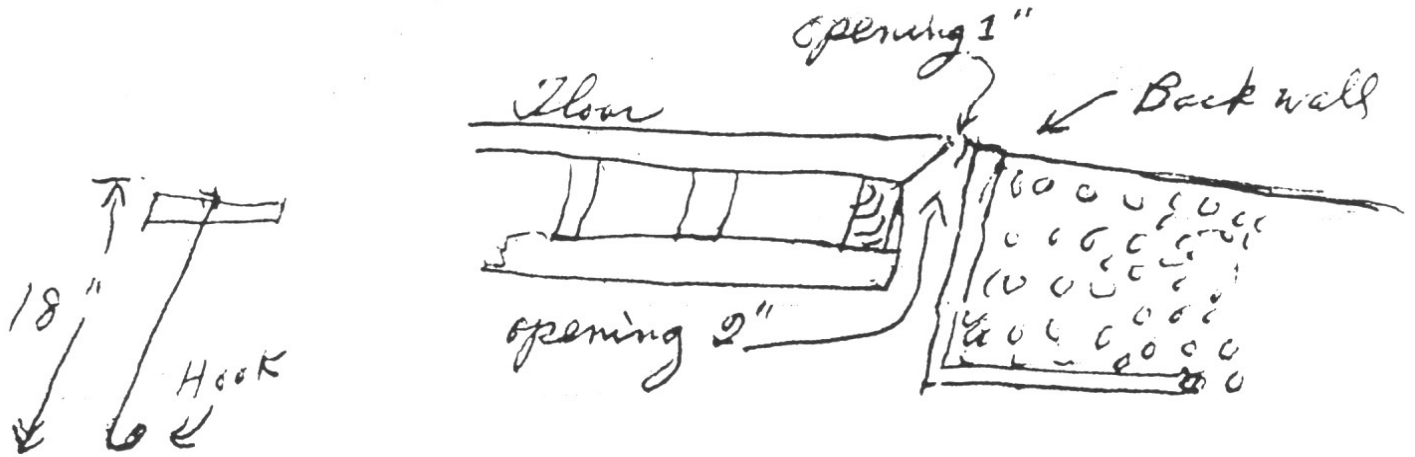
The foremost enemy of the Covered Bridge is rot which is caused by the accumulation of dust and the associated collection of moisture. Often the travel limits of the powder-post beetle or borer can be traced to the areas of the trusses where dirt has collected. The line of this fellow's activity can be checked, and he will quit if compressed air is used to drive all dirt and moisture from the woodwork and especially from the season checks. The air should be used by means of a 4 foot piece of hard 1/2 inch copper pipe which has been squeezed to the size of a nail for delivery. This increases the velocity and will remove all dirt from the cracks if used at a very low angle.

We recommend the use of Cabot's "3600" to fill these well cleaned cracks. This will place the preservative in the timber in advance of the next rain or moisture. This material can be used very safely if an old canvas or blanket is hung under the work area and care is used. Most, if not all, insects are turned back by Cabot's "3600". If possible, Cabot's "3600", should be used twice a year when the bridge is clean and dry. It should be used especially in the traffic-travel pattern of the bridge floor. (Editor's Note: I don't know whether Cabot's "3600" is still available, or whether, if still available, the formula for this product has not been changed. In place of Cabot's "3600", one could well employ Copper Naphthenate, which is green, or Zinc Naphthenate, which is essentially colorless. Of the two, Copper Naphthenate is the better preservative. Most "bugs" like neither product. The oil and solvent based formulations of these two preservatives are infinitely to be preferred to the water based ones.)



Grading at the ends of the bridge should be done so as to create a line which is the continuation of the one traced by the bridge's camber. This will prevent any water from flowing onto the floor of the bridge. The road, as it approaches the bridge, should as well be highly crowned so as to shed water to the side. It is very essential to have the road oiled, at least over 100 feet in each direction from the ends of the bridge. This will prevent the tracking in of sharp sand which would sand-paper the floor continually. To help prevent moisture and sand from entering the bridge, a space of 1 inch should be left between the end of the bridge floor and the back wall. A sharp hook of 3/16 round stock will serve to dislodge any dirt that may wedge in this crack. The butt ends of the floor plank that face and are adjacent to the back wall should be cut

off at an angle, such that the bottom edges of these plank are 2 inches distant from the back wall. Any small stones falling into this crack will then tend to fall through it, rather than lodging in it.



It is our belief, based on over a quarter century of experience, that the "Keeper of the Bridge" arrangement could make your Covered Bridge last twice as long at half the cost. If the keeper demands a needed repair and cannot get a satisfactory response, the responsible town officials will not be able to explain their actions, or lack of such. On the other hand, if the keeper fails to point out the need, he can be held to account. We must consider that those involved are very much in sympathy with these bridges.

Public recognition by the Board of Selectmen or the County Board for a job well and faithfully carried out will be found to be a stimulation. Surely being trusted with one of these irreplaceable structures is in itself a substantial honor!

For further information, don't hesitate to contact your Covered Bridge Society.

Sincerely, *M.S. Graton*

Until the next quarter, Happy Bridging to each and every one of you!

David W. Wright



Update on the Covered Spans of Yesteryear Project

by Bill Caswell

Now that the weather is warmer and kids are out of school, its time to plan the summer trips and bridge tours. If all goes well, we will be on vacation about the time you receive this newsletter. We intend to visit bridges in Pennsylvania, Ohio, Kentucky, West Virginia, and travel as far south as Georgia and Alabama. I have never visited any bridges in either Georgia or Alabama and am excited to finally have a chance to see them. Near the end of the tour we will stop at the Ohio Historic Bridge Association picnic at the Salt Creek Bridge. Other future plans include the NSPCB picnic in Westminster, VT, in August and visits to some Vermont bridges during September. We look forward to seeing some of you during our travels.

There will plenty of meetings of the various societies in the coming months. For more information about any of these events, visit the website (www.lostbridges.org) and click on the 2009 Calendar of Covered Bridge events link. If you are aware of any covered bridge events not included on that calendar, please let us know. Please support your local societies by actively participating in their meetings.

April marked the sixth anniversary of the Covered Spans of Yesteryear project. That means it is time for the annual status report. After six years with this project we are still receiving significant amounts of new information and pictures on a regular basis. Thank you to all of you who take the time to scan pictures and research our covered bridges. With so much material coming in, it can take months before it gets processed. It will be a long time before I have to worry about how to keep busy.

Lately, the largest amount of new material has been coming from Pennsylvania and Ohio. Some exciting contributions have recently been sent our way. For example, one day I received a DVD with over 1500 scans of Ohio pictures and post cards. That will take a while to process. To compliment those pictures, I hope to complete the data entry of a list of Ohio bridges that was provided near the beginning of the project. So far, I have entered data for over 4000 Ohio bridges in 81 of the 88 counties. Only a few hundred entries left to go.

In addition to the items just mentioned, we continue to receive contributions from our regular correspondents and are grateful to everyone who is helping with this project. To hear about updates as they become available, visit the website – www.lostbridges.org – and sign up for our mailing list. In addition to exploring the website, printed reports from the states and provinces that we have researched can be seen at the Covered Bridge Museum in Bennington, Vermont.

If you are interested in offering pictures of the lost bridges in your area and have the ability to scan them, please contact me. 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.

Old Covered Bridge News

Indiana

Richland/ Plummer Creek Bridge 14-28-01

A report in the *Greene County Daily World* states that the local citizens are fed up with vandals damaging this historic Kennedy covered bridge. It is located south of Bloomfield and west of US231 on CR25E. Siding has been kicked out and there is a lot of graffiti on it. Greene Co. Sheriff Terry Pierce says that his deputies check on the bridge regularly and are baffled by why people would do this. Local resident, Ron Toon, has put up a \$100.00 reward for the arrest of anyone who damages the bridge. It's a 100 ft. long Burr truss built by A.M. Kennedy & Sons in 1883. It was beautifully restored in 1998 and your editor attended the dedication ceremony.

Moscow Covered Bridge Reconstruction Fund 14-70-07

A recent news release states that the rebuilding project is about \$360,000 short of reaching the goal of \$1.4 million, so things are coming along fairly well. Most of the building materials are being donated and all of the old timbers that can be salvaged will be reused. Reconstruction is expected to be well under way by the end of the summer. (*InsideIndianaBusiness.com 6-16-09*)

Don't forget that the friends of the Moscow Covered Bridge have set up an account for donations to reconstruct the bridge. Make your checks out to **The Moscow Covered Bridge Restoration Fund**. The address is:

**Main Source Bank
P.O. Box 249
Rushville, IN 46173**

Kentucky

Cabin Creek/ Mackey-Hughes/ Rectorville Bridge 17-68-03

Arnold Graton reported that the Johnson Creek Bridge project is finished and the Cabin Creek Bridge has been stabilized to keep it from collapsing. They are waiting on a grant for the restoration of the Cabin Creek Bridge. A ceremony is likely to take place at the Johnson Creek Bridge sometime in July.

Maryland

Gilpin's Falls Bridge 20-07-01

As of February, repairs were started on this bypassed Burr Truss bridge in Cecil Co. It was built in 1860 over the North East Creek. Go to <http://www.mdcoveredbridges.com/gilpinsfalls.html> for more information

Roddy Rd. Bridge 20-10-02

Last February, storm winds tore off part of this historic bridge's roof and now a local craftsman is offering to repair it at no charge. Well known local timber framer, Dean Fitzgerald, who has worked on this bridge before, repaired the roof with some donations of materials and help from local volunteers. The repair project was scheduled for Saturday, June 6th.

Massachusetts

Bissell Bridge 21-06-04

Has been rebuilt and is open to traffic again, after a two year \$3 million restoration project. It was built in 1951 to replace an older covered bridge. The contractor claims that they used 80 percent of the bridge's original materials in the new bridge. It is a 92 ft. long modern version of the Long truss and spans the Mill Brook. It's in Franklin County about a half mile north of Charlemont and MA2 on M8A.

Michigan

Langley Bridge 22-75-01

We just missed the last issue with this news about Michigan's longest covered bridge. It was opened to traffic on January 2, 2009 after a \$750,000 renovation. It was closed back in September 2008, then repaired by the Anlann Corp. of Grand Haven. About a week before the opening, the roof was damaged by high winds, so crews returned to fix it. The siding was to be given a second coating of paint in the Spring.

Langley Bridge is a 282 ft long Howe truss built in 1887. In 1910, it was raised 8 feet to allow for the higher water level in the new Sturgis Dam Project. It is located on Covered Bridge Rd. 3 miles north of Centerville in St. Joseph County. N41° 58.04', W85° 31.72'

A late report states that the bridge was closed again for repairs on Wednesday, May 27, 2009

Old Covered Bridge News

Ohio

Newton Falls East Bridge 35-78-01

Recent renovations to this 1831 Ohio covered bridge were finally completed and it is once again open to public traffic. During the repair process, the original contractor, BECDIR Construction of Berlin Center, became involved in a disagreement with the county officials over the amount charged for their work and subsequently was replaced by the Righter Company from Columbus, Ohio. A legal battle developed and the county commissioners ended up paying BECDIR \$300,000 for their work, which was the amount that was originally agreed upon.

According to a report in the *Youngstown Vindicator* (April 10, 2009), company president, David DiRusso stated that his firm had \$500,000 worth of work and materials in the project and had only been paid \$200,000 before work was stopped back in 2006. The company will not be paid interest on the amount and both parties will pay their own legal fees. The bridge rehabilitation was finished by the Righter Company.

The Newton Falls Bridge is a 117 ft long single lane Town Truss, and is one of the few in Ohio with an exterior sidewalk (added in 1921). It is the oldest Ohio covered span that is still in active use. It spans the East Branch of the Mahoning River on Bridge Street/ Arlington Blvd. N41° 11.278', W80° 58.260'

Oregon

Cavitt Creek Bridge 37-10-06

This 1943 Howe Truss has been closed to traffic because of deterioration of a bottom chord. It is in Douglas County and spans the Little River. (*The Bridge Tender Summer 2009*)

McKee Bridge 37-15-06

The park next to this covered bridge is being closed temporarily so repairs can be made to some foot bridges and tables. The picnic area was built by the Civilian Conservation Corps during the Great Depression. Despite this, the McKee Bridge Day event was still on schedule for June 13th.

Chambers Railroad Bridge 37-20-40

A report from Bill Cockrell of Salem, Oregon tells us that the renovation of this rare and historic covered bridge in Cottage Grove, has been delayed by another year. Work should begin in June 2010. As it stands, now, the cost of the project is \$1.3 million. The money is not to be used for anything else. (*The Cottage Grove Sentinel 3-25-2009*)

Chitwood Bridge 37-21-03

Restoration of this bridge has been delayed. Although it was restored a few years ago, it was damaged when the upper laterals and roof had to be dismantled to allow the passage of a mobile home. (*From Bill Cockrell via Joseph Conwill*)

Pennsylvania

Rosehill/ Zooks Mill/ Wenger's Bridge 38-36-14

On a recent trip to Lancaster County, PA, your editor and Karen Bitteringer found this 95 ft Burr Truss closed and undergoing repairs. It was built in 1849 over the Cocalico Creek and has withstood many storms, including the flood from Hurricane Agnes in 1972 which put this bridge in 6 1/2 feet of water, as indicated by a marker on the interior wall.



Old Covered Bridge News

Pennsylvania

Paar's Mill Bridge 38-19-29

It was brought to my attention that this 92 ft Burr truss Columbia County bridge has been closed to traffic due to the deterioration of the short iron pony truss with which it shares the Roaring Creek crossing. (Not in this photo). Apparently, the covered bridge is still in good condition. Obviously, visitors who plan on driving through the covered bridge will have to take another route, now. *(Thanks to Karen S. Bittinger for the information and photograph)*



Gudgeonville Bridge 38-25-03

The old bridge has been removed and its remains put in storage, but the lingering question was “what kind of span would replace it”? A recent report says that the township will have a single lane steel bridge put in the spot that once held one of the most scenic covered bridges in the nation. The contract was to be awarded on June 2nd.

Academia/ Pomeroy Bridge 38-34-01

A rainy grand opening dedication ceremony was held for the longest covered span in Pennsylvania on June 5th at 10:00 a.m. It underwent extensive repairs which took the most of 8 years to complete. Many of the Theodore Burr Society members were in attendance since they were already on safari in Columbia County.

The bridge was originally built in 1901 by James Groninger. The 278 ft long 2 span Burr Truss crosses the Tuscarora Creek in Juniata County. The bridge is owned by the Juniata County Historical Society. It was closed and bypassed in 1962. The firm of P. Joseph Lehman, Inc. provided the engineering on the project. The project was officially completed with a final inspection on April 27, 2009. *(Thanks to Thomas E. Walczak and The Lewistown Sentinel 5-23-09) Photo by Karen S. Bittinger*



A late report just in says that vandals have already caused damage to the Academia Bridge by setting an article of clothing on fire inside the bridge and spray painting graffiti on the interior walls.

Red/ Glen Iron/ Milmont Bridge 38-60-01

A wind storm blew the roof off of this scenic covered bridge in Union County, PA on Thursday February 12, 2009. The bridge has been closed to traffic for several years, but kept in fairly good condition. As of this writing, the roof still hasn't been repaired and the floor and trusses are unprotected. Go to the following web site for a full story.

http://www.dailyitem.com/0100_news/local_story_044072734.html
(Photo by Karen S. Bittinger 6-4-09)



Old Covered Bridge News

Vermont

Martin/ Orton Farm Bridge 45-12-06

Both David Topham and Dorothy Brush sent us newspaper articles regarding the 119 year old Martin Bridge in Washington County, Vermont. The 44 foot long bridge has been sitting in a field for about 5 years and is finally rebuilt and installed back over the Winooski River, at it's original site. The article states that it was built by Herman Townsend in 1890 for farmer William Martin, who lived nearby. It was built only for farm use and even had a gate to keep the livestock out of the crops.

Project manager, Richard Phillips, says the bridge was leaning badly in 2003 and was about to fall into the river. The area around the bridge will be made into a parking lot and will have trails which will connect to an old railroad grade, now being used for biking and hiking. The Vermont Agency of Transportation enhancement program is providing \$241,000 in grant money, and the Housing & Conservation Board will donate \$40,000, and an additional \$25,000 will be locally raised.

The contractor is "Building Heritage", a Huntington preservation company owned by Eliot Lathrop. They will take the bridge apart and repair each piece as needed or replace the rotted components with new materials. This will cost about \$75,000. (*Article from The News-Press, March 23, 2009*) Thanks to Robert Salvi and Brian Fitzgerald for passing this along to us. Joseph Nelson also sent out information via e-mail.

Williamsville Bridge 45-13-05

It was supposed to be replaced before winter, but delays in obtaining the materials for a new bridge may prolong the project, so the old covered bridge may still be in service at the end of the year. The contract will be amended to require the contractor to maintain the covered bridge until it's replaced. Floor boards are coming up and the screws are damaging tires on the cars that drive across it. Last winter, sand was spread over the decking to provide a surface to drive on.

The Williamsville Covered Bridge qualifies for 100% state funding of rebuilding costs if its historic status is retained. Local officials are apparently not considering saving the old bridge due to the large amount of traffic that it carries. (*Brattleboro Reformer 5-14-09*)

Creamery Bridge 45-13-01

Brattleboro's famous Creamery Covered Bridge will be bypassed with a new 2 lane concrete and steel bridge just 125 feet downstream, according to several news articles. The town recently authorized a 20 year note for \$230,000 to pay their share of the project. Local residents have mixed reactions to the bypass project. Some are happy that the old bridge will be preserved, and others are worried that the scenery around the bridge will be ruined by the addition of the new span. (*Brattleboro Reformer March 23, 2009*)

West Dummerston Covered Bridge 45-13-02

A new deck is in store for this old 1872 Town truss. The 265 ft long bridge spans the scenic West River, about 5 miles NW of Brattleboro just off the east side of VT30. Deep rutting in the wooden floor has Dummerston town officials concerned about the safety of the bridge and it's passengers. They are considering using the new Epoxy Polymer Overlay to repair the surface as a temporary solution until the entire floor can be replaced. This is the same material that was recently used at the Hartland Covered Bridge in New Brunswick. They may try out the epoxy at one end of the bridge with the worst rutting just to see how it holds up before doing the entire floor. The epoxy coating will add about 3 pounds per square foot of surface.

Mr. Stephen Raleigh, a spokesman from Unitex Chemicals in Kansas City, MO, stated that this small job may only take one day to complete depending on the weather conditions. The epoxy takes just a few hours to dry if the temperature is right. It was estimated that the covered bridge carries 1500 vehicles per day.

In a related story, the historic Dummerston Iron Bridge, a 1919 Through Truss, 200 ft long, is also scheduled to get a \$3.2 million rehabilitation later, in 2010. (*The Brattleboro Reformer March 25, 2009*)

Virginia

Meem's Bottom Bridge 46-82-01

On Monday, June 2nd, this bridge was damaged by a semi truck which was driven through it, tearing out the wood above the portals. David Huffman of Gatewood, Missouri was driving the truck and was charged with the damage. He was caught about a mile down the road from the bridge. The news report states that there was no structural damage to the 203 ft long Burr truss covered bridge. *(Thanks to Jean Purdy, The Northern Virginia Daily 6-2-2009)*

New Brunswick

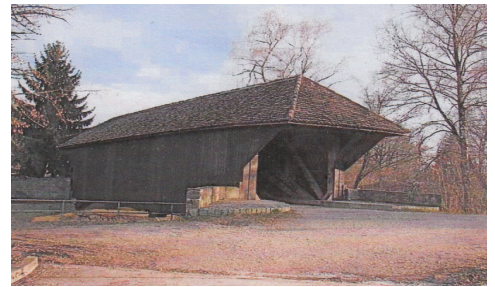
Hartland Bridge 55-02-07

The John Flemming Bridge, an open spandrel concrete arch bridge, which bypasses the Hartland Covered Bridge at Hartland, New Brunswick, will be closed for two years for extensive repairs. The only access to the town will be across the old covered bridge and this has the town's residents, businesses, and officials upset. The town's fire department will have to keep a fire truck on both sides of the covered bridge since it won't carry the weight of the trucks. Town officials wanted a single lane of traffic on the Flemming Bridge to remain open during repairs, but the Department of Transportation won't change their minds. Since the Hartland Covered Bridge is only single lane, this will cause tremendous traffic problems.

Switzerland

The Aubrüggi Bridge S-26-10

On April 14th, 2009 this old Swiss covered bridge in the Zurich Canton was destroyed by fire. It is suspected that the fire was of a criminal nature. No other details are known at this time. According to the World Guide, this was an overlapping Multiple Queen Post truss built in 1810. *(Thanks to Werner Minder, Gérald Arbour, Dick Roy and Joseph D. Conwill for the information)*



Passing the Torch

We want to send our best to Ben and June Evans (on the right) of Coopersburg, PA who were the editors of "Pennsylvania Crossings" since Feb. 12, 2002. They have recently given the job to Jim Smedley (Jim and his wife are on the left). Their well organized and informative newsletters were the BEST! They are also authors of several very fine covered bridge books..."Pennsylvania's Covered Bridges" (2 editions), and "New England's Covered Bridges". They can be proud of their accomplishments and donations to the Covered Bridge world. We wish them both good health and many happy covered wooden crossings in the future.



(Photo by Karen S. Bittinger)

Editor's Notes and Comments

I want to thank everyone who sent us information and photos for this issue! Everything sent in is greatly appreciated! I am going to use more of your photos in the issues in the future as space will permit it.

We put brief reports of covered bridge news in this Newsletter, however you can get more detailed information by joining the other covered bridge societies and receive their newsletters. There are several excellent web sites with covered bridge information which will keep you busy for hours!

You may also note the mention of old iron bridges in future issues as they are an endangered species and sometimes have close ties to the wooden covered bridge. They are being removed at an alarming rate and have few organized efforts to save them.

We encourage you to send us any information and photos you have to share with the other members, whether it is by mail or e-mail. I always look forward to finding your letters in the mail box!

Have a great summer and travel safely!

Brian

New Covered Bridge and Replica News

Ashtabula Co. Ohio

On Monday, April 13, 2009, the Geneva City Council approved a resolution to build the county's newest covered bridge using exclusively local lumber. Jim Pearson, city manager, stated that they need the local residents and merchants to donate materials for the construction of the new bridge, which will only be 18 feet long. It will be called "The West Liberty Covered Bridge" and will be Ashtabula County's 18th timber covered bridge. There will be a foot path on each side and also a "toll booth" to house information about the bridge and the city.

The cost of the bridge project is now being estimated at \$250,000, which is much less than the original \$360,000 that was predicted earlier. A grant from the Ohio Public Works Commission will greatly aid the financing.

The new covered bridge will be the cornerstone of the city's new revitalization plan. There will be a rehabilitation of Cowles Creek from West Liberty St. to South Broadway and a new cast iron "Historic Geneva" sign that will be suspended over Route 534 near The Old Mill Winery.

Labor will be provided by students from the Ashtabula County Joint Vocational School. They will begin work in August. (*Information from **The Star Beacon**, April 13, 2009*)

Hancock County, Ohio

A new covered bridge will be built in this north central Ohio county. The old 1895 iron through truss bridge on Marion Township Rd. 241 crossing over the Blanchard River will be moved and replaced with a new wooden covered bridge sometime this year. The historic iron bridge will be moved to the Riv-erbend Recreation Area and preserved. We have noticed an increased interest in preserving the old iron and steel truss bridges, and this is another example of it. The new bridge will be very visible to travelers on OH568. We also note that former Ashtabula County Engineer, John Smolen, is an engineer on this project. David Simmons has been very instrumental in saving the old iron bridge.



The GPS coordinates are N41.03496 W83.56408. Thanks to Bernie Clawson of Forest, Ohio for sending the news article in the *Findlay Courier 2-23-09*.

Another report tells us the Hancock Co. Commissioners have approved a contract for the project for the price of \$947,000, which was \$200,000 below the estimated cost. Federal highway funds are providing 95% of the cost and the rest will come from Motor Vehicle and Gas Taxes. (WFIN.COM June 9, 2009)

Jessamine Co. Kentucky

County officials are planning to use some of the federal stimulus money to build replicas of some of the old 1800's buildings in the Camp Nelson Civil War Heritage Park. One of those projects would be a replica of the Hickman Creek Covered Bridge which would span the Kentucky River. It would be 272 feet long, making it the longest single span covered bridge in the world. The Blenheim Bridge in NY and the Bridgeport Bridge in California are both about 232 ft long. The report states that the cost is estimated to be \$15 million and would possibly use money from the National Historic Covered Bridge Preservation Act. The new bridge would be made of "cement fiber" and steel, not wood, and would be set upon the original bridge's foundations. (*Lexington Herald-Leader 5-18-09*)

Note: Your editor is confused by this report. The use of synthetic materials totally discredits the entire project. Why not use a wooden "John Smolen Pratt Truss" such as used in the new one in Ashtabula County, Ohio? It would at least be made of wood and would rate much higher with historians.

New Covered Bridge and Replica News

Winfield Ferguson Replica Bridge 33-44-B

Built in 2006 over the Crabtree Creek
 58 ft long Concrete stringer
 Builder: Bill Glance Construction Co.
 Haywood County, NC
 From I-40 W (Exit 24) then to Upper Crabtree Rd (3rd rd to right)
 N35° 35.883 W82° 55.577
Thanks to Howard Rogers for this information & photo



Georgia, Carroll and Coweta Counties, near Whitesburg

A new replica covered bridge will be built at the site of a former historic covered bridge on Carrollton Rd. across the Chattahoochee River. The original bridge was a 480 foot long 2 span structure called "Moore's Bridge" and was built in 1858 by Horace King. Union troops burned the bridge in July 1864. The project will include a 500 acre park on the Carroll Co. side. Carroll Co bought the property for \$4.7 million. King and his family farmed the land on the Coweta side of the river.

Riegelsville, PA Wire Suspension Bridge

Also known as the Roebling Bridge, the 105 year old toll bridge is going to be restored at a cost of \$14 million. It replaced a covered bridge which was at this location from 1835 until the 1903 flood. It's a 3 span 577 ft long structure which spans the Delaware River between Riegelsville, PA (Bucks Co.) and New Jersey, and uses continuous suspension cables. Built by the famous John A. Roebling & Sons Co. of New York in 1904, the bridge is regarded as a unique historic structure. It carries 3400 vehicles per day. Construction will begin in 2010 and finish in 2011 according to the plans. (*The Intelligencer 5-23-09*)

Schramm Farm Bridge 38-65-??

This bridge is fairly new and it's a true Kingpost truss which seems to be very well built. It's visible from the intersection of Harrison City/Export and Blank Roads in Westmoreland County, at the Schramm Farm Market. There are slate shingles inside on the floor awaiting installation on the roof. It's 26 feet long and 11 feet wide.
 The GPS coordinates are N40° 22.508' W79° 38.356'



Hermitage Inn Replica 45-13-S

A new concrete stringer covered bridge with Town lattice sides has been built at the entrance of the Hermitage Inn Estate at 25 Handle Rd, West Dover, VT . It is 50 ft long and 28 ft wide. It is in Windham County over the Cold Brook. The owners are Jim and Donna Barnes. GPS coordinates are: N42° 55.7000' W72° 53.326'

A BIG THANKS!

To Reuben and Nancy Adams of Gladwin, Michigan for all of their time and hard work to get **Topics** and **The Newsletter** stuffed into envelopes and labeled for mailing. They also drive almost 100 miles round trip to the print shop to pick up **The Newsletter**. All of us in the National Society sincerely appreciate the work that you do for us!

2009 Pioneer's Safari

September 26th & 27th

In memory of Richard Wilson and Richard T. Donovan

A trip to visit 17 bridges in Vermont

**Headquarters: Comfort Inn at Trolley Square
 Rutland, VT (800) 775-2200**

Call Safari Leader George Conn for more information
 Address: 9 Crumley Ave.
 Malvern, PA 19355
(610) 647-0745

Other Covered Bridge News, Members, etc.

Passing Through the Bridge



Ellen Salander

We just received word of the passing of Ellen Salander who was Life Member #38. Ellen died on December 23, 2008. She lived in Englewood, Florida. Our most sincere sympathies go out to her family and friends. *(Thanks to Dave Topham for sending this information)*

Raymond L. Johnson

A letter from Mrs. Jeanne L. Johnson of Berwyn, PA, has informed us of the passing of her husband Ray on August 25, 2008. He was a member of the Theodore Burr Covered Bridge Society of Pennsylvania and The National Society for the Preservation of Covered Bridges, Inc. He enjoyed photographing covered bridges in Pennsylvania, Ohio, Massachusetts, Connecticut, New York, New Jersey, Delaware, Maryland, and Virginia.

A collection of four albums of his covered bridge photographs has been donated to the National Society. Cards may be sent to Mrs. Johnson at 572 Winston Way, Berwyn, PA 19312. We all send our most sincere sympathies to their friends and family members. *(Thanks to Christine Ellsworth for the information)*

“Structural Investigation of Historic Buildings: A Case Study Guide to Preservation Technology for Buildings, Bridges, Towers and Mills”

Written by David C. Fischetti, P.E., DCF Engineering, Inc. PO Box 879 Cary, NC 27512-0879

A new hardbound book which contains case studies of the reconstruction of several new covered bridges and the restoration of others, including bridges such as Cornish-Windsor, Auchumpkee Creek, Old Salem, Bunker Hill, Utica Road, and the Tohickon Aqueduct in PA., as well as a general discussion of the bridges of Burr, Town and Haupt. This readable book also includes a chapter entitled “A Crisis in American Covered Bridges”.

Published by: John Wiley & Sons, Inc.

Available from the publisher (List price \$95.00) or from Amazon.com for about \$66.00

Corrections to the Last Issue

- (1) The dedication for the Will Henry Stevens Bridge in North Carolina was on May 23rd, but was typed wrong in our printed edition as May 11th. The e-mail edition had the correct date.
- (2) The date of passing for Mrs. Peggy Wertman was listed as May 11, 2009 but should have been February 25, 2009.
- (3) The location of some National Society meetings were incorrect, so be sure to see the correct listings in this issue.

The editor regrets the errors and any problems this may have caused.

50th ANNIVERSARY ITEMS

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

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

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

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

SPECIAL OFFER!!

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

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

N.S.P.C.B., Inc.

Pauline Prideaux

4856 Spencer Oaks Blvd

Pace, FL 32571

The following items are still available through the Society

Covered Bridge Polo Shirts

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

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

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

EVERYTHING YOU NEED TO KNOW ABOUT COVERED BRIDGES

On a Single Compact Computer Disc

World Guide—Romantic Shelters—Index to Topics—Bibliography of all known covered bridge books—Chinese Bridges—and much more for only \$5. Send a check made out to Joseph Cohen.

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

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

Books Available from the Society Store

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

Two great books (below) by Joseph D. Conwill: The Arcadia Press Images of America Series

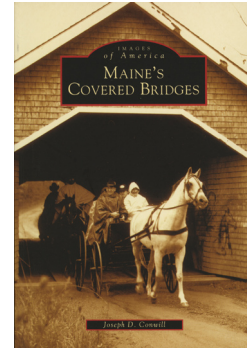
“Vermont Covered Bridges”

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

“Maine’s Covered Bridges”

Pub in 2003 6.5x9.25 soft cover, 128 pgs., ISBN 0-7385-1271-0

They sell for \$19.99 each plus \$3.00 shipping and handling.



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

Books by Andrew Howard

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

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

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

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

C/B’s of Virginia, A Guide.....\$6.95

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

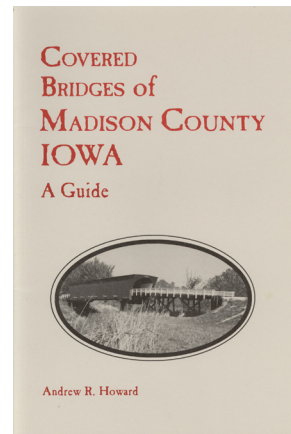
C/B’s of Bennington County VT, A Guide.....\$6.50

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

C/B’s of Massachusetts, A Guide\$6.95

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

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



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

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