



The Newsletter

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

Summer 2021

Beech Fork or Mt. Zion Bridge, Washington County, Kentucky



*Photos by Michele Lee Victor, Washington County Sheriff's Department and Melissa Jurgensen.
See the feature article about this bridge beginning on page 8.*

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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 **September**, therefore, anyone wishing to submit articles should send them by **August 15, 2021**. Articles and photos can be emailed to 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

Welcome New Members

Catherine Adams, Capitol Heights, Maryland
Earl Bowen, La Center, Washington
Michael Bowlin, Houston, Texas
Peter Cosgrove, Brandon, Vermont
Edwin Dierolf, Boyertown, Pennsylvania
Robert Frey, Goshen, New York
Stephen C. Gifford, Bethlehem, New Hampshire
Noel Kindelan, Cliffside Park, New Jersey
Amy Mangiafico, New Paris, Pennsylvania
Joyce Pate, Pensacola, Florida
Nicholas Pease, Denver, Colorado
Eric Riback, Rhinebeck, New York
Michael Vogel, Wolfeboro, New Hampshire
Anne Wallace, Millville, New Brunswick

Welcome New Life Members

#201 – Sara Beth A. R. Kohut, Lincoln University, Pennsylvania
#202 – Tom Walczak, New Castle, Pennsylvania
#203 – Jennifer Risley, Beach Park, Illinois

2021 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. Restrictions on public gatherings due to COVID-19 altered the 2020 schedule and although 2021 is looking better, if you plan to attend a meeting, please check the website (www.coveredbridgesociety.org) or contact Bill Caswell at 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, June 27 – Contoocook Covered Bridge, Contoocook, New Hampshire. Bring your own chairs.

Sunday, July 25 – Scott Bridge, Townshend, Vermont. Bring your own chairs.

Sunday, August 22 – Annual Picnic, Beaver Meadow Village Community Room, Waumbec Road, Concord, New Hampshire. Lunch at noon, meeting starting at 1:00 PM

September 18-20 – Covered bridge tour of western Indiana.

Saturday, October 23 – NSPCB Annual Meeting and Dinner, Brigham Hill Barn, North Grafton, Massachusetts. Meal at noon, meeting starting at 1:00 PM.

President’s Message

For the third issue in a row, we bring you news of the tragic loss of another historic covered bridge. Kentucky’s Beech Fork Bridge was special to our family because it was the closest covered bridge to my father’s home in the south-central part of the state. It was a regular stop during our drives between New Hampshire and Kentucky.

On one of our visits, we discovered among the abundant graffiti within the bridge, a timber with the words “Jen & Bill BFFL + True Love.” Although we did not contribute that bit of artwork, we enjoyed checking it out on later trips. We, along with other members and local residents made additional visits to the area to follow the Grāton’s careful restoration of the bridge just a few years ago. During that project, some timbers were replaced and many were repurposed in different parts of the bridge. During one of our visits, Arnold & Meg showed us where “our” timber had been relocated to. Because of the new placement, the text was now upside down, but still clearly visible.



Beech Fork Bridge, Washington County, Kentucky, April 23, 2018



November 23, 2011
before restoration



“Jen & Bill” timber
before restoration



“Jen & Bill” timber
after restoration

In this issue we also note the passing of a number of members and other advocates of covered bridge preservation. We are grateful to Ellen Gomarolo for suggesting that donations in memory of her husband John be sent to the NSPCB. We intend to use that money towards a project on John’s favorite covered bridge, the Ashuelot Bridge in his hometown of Winchester, New Hampshire.

With travel restrictions easing up, I hope you are able to get out and visit more bridges this summer. Feel free to share your travel experiences. The situation is looking better for our western Indiana tour in September. If you are interested in joining us, see the details and registration form included with this mailing. I look forward to seeing many of you on the trip.

In closing, please do what you can to stay safe and protect those around you. We will chat again soon.

Bill Caswell

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.



Meeting Summaries

These are summaries of recent meetings, not official minutes. Screen captures of Zoom meetings by Scott Wagner, Bob Watts and Bill Caswell.

February Board Meeting

At the February Board meeting, the group decided to have the March and April meetings as Zoom meetings. Even without COVID considerations, using videoconferencing technology allows some members to attend who normally would not be able to. After the April meeting, we would reassess to see about the summer schedule. A request for fire retardant for California's Bridgeport Bridge (CA/05-29-01) was approved once some additional documentation was received. That arrived after the meeting and the fire retardant was ordered. Other pending donations were reviewed. Most are pledges waiting for projects to get underway. It was decided to move forward with planning for the fall tour in Indiana. A few days after the meeting, a request for fire retardant was received from the Indiana County Parks & Trails in Pennsylvania for the Kintersburg Bridge, PA/38-32-05. The Board approved that request.



March Meeting

The March meeting featured a presentation by Dr. Dan Tingley of Timber Restoration Systems. Dr. Tingley spoke about a variety of wood preservation and restoration techniques and offered details of his company's restoration of the Milkish Inlet #1 (Bayswater) Bridge in New Brunswick. The presentation was followed by an equally interesting Q & A period. Bill noted that he sent some sections of the upcoming *World Guide* out for review. Comments were received and he is working on incorporating them into the document. The Board wanted to revive the scholarship program which was put on hiatus last year. Bill offered to contact the Timber Framers Guild to discuss options. An invitation was received for a "Covered Bridge Raising" in Ellington, CT on April 7th. See the Bridge News section for details on that event.



April Meeting

At the April meeting, Alan Hartmann demonstrated a prototype version of a phone app to compliment the covered bridge website he has been developing for the Society (www.abhdemo.com). He is initially working on an android version of the app. The iPhone version will follow. A donation of fire retardant was approved for the Ashland, NH, Historical Society to be used on the Squam River Covered Bridge. The bridge was treated when it was built in 1990, but recent work such as the new wood shingle roof have not yet been treated with fire retardant.



May Board Meeting

At the May Board meeting, the group reviewed the Society's expenses for the year and approved some adjustments to the meeting calendar. Possible speakers for future meetings were suggested. The Calendar Committee is still reviewing the photos submitted for the 2022 calendar. It was decided that 300 copies will be printed when they are ready. Scholarship information will be sent to schools with historic preservation programs at the end of the summer. The successful candidate will be decided at next May's Board meeting. Bob Watts updated the group on a sculptor in Newburyport, Massachusetts creating a set of figurines of notable people in the town's history. He is presently working on renowned bridge builder Timothy Palmer. More details are likely to be included in the Fall issue.



Updates to the World Guide to Covered Bridges

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

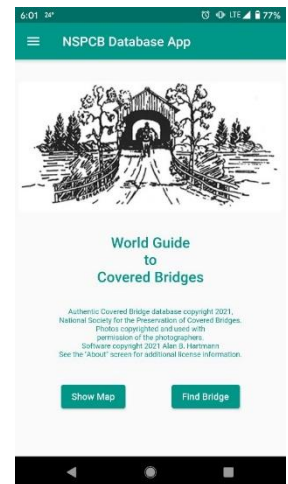
Page 6, Tolland County, Connecticut, add

07-07-09 Ellington Belding Brook The Barn Yard 1 56' 2021 Town
 CT 83 (West Street) north 1.15 miles from junction with CT 74 (Union Street) just west of
 Rockville to #120 (The Barn Yard) and the bridge on the left side of the road. N41° 53.116'
 W072° 27.891'

Page 36, Washington County, Kentucky, delete Beech Fork Bridge, 17-115-01, destroyed by fire.

World Guide Mobile App

Alan Hartmann, who developed the website based on the World Guide to Covered Bridges (www.abhdemo.com) is working on a corresponding mobile app and he is looking for assistance with testing. If you're interested, and have a relatively recent Android phone, you can contact him at a_hartmann@verizon.net. Please include the make and model of your phone. An iPhone app will follow once the Android version is available. If you would just like to see what the app looks like, there's a demo video available on Skylands Photography's YouTube channel: <https://www.youtube.com/watch?v=R5fnLLeyrdc>.



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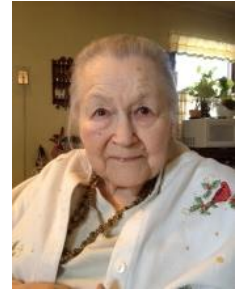
Do you shop at Amazon? Have you heard of Amazon Smile? It is a program where Amazon contributes 0.5% of your purchases to a non-profit organization. There is no cost to you. In late February, we received a donation of **\$58.82**. Every little bit helps. Having more people participate will increase the funds we have available to contribute towards fire retardant and other worthwhile preservation projects.

For more details, go to tinyurl.com/nspcb-amazon. If that doesn't work, try the original link – smile.amazon.com/ch/04-6060691

In Memorium

Margaret Apley

Long-time member Margaret Louise Apley, age 92, of Indianapolis passed away November 24, 2020. She was born on February 15, 1928 in Riverside, California, the daughter of Louise and Vivian (Moyers) Boffing. She moved to Indianapolis in 1947 where she met married her husband of 58 years Lawrence. She was a beautician for many years and an Avon representative for 30 years. Together they enjoyed gardening, working in the yard, hunting arrow heads, and covered bridges. Margaret is survived by her sons Lawrence L Apley, Dale L Apley; two grand children; and two great grandchildren. She and her late husband had been NSPCB members since 1975.



John Gomarlo

John Edward Gomarlo, age 71, of Winchester, New Hampshire passed away peacefully, surrounded by his family, on Monday, March 15, 2021, at Dartmouth-Hitchcock Medical Center in Keene, after a period of declining health. John was born in Keene on April 19, 1949, to Thelma (Putnam) and the late Edward John Gomarlo.



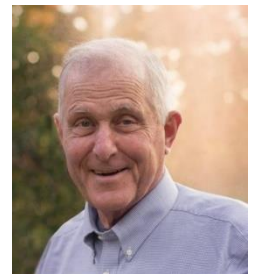
John grew up in Winchester and made it his home. He co-owned and operated Gomarlo's Market on Main Street for years, before selling and starting a new business, J&G's Service. From there, he pursued special interests for the town, including writing and procuring significant grants, and held the positions of Landfill Superintendent, Town Administrator, Public Works Coordinator, and Deputy Health

Officer, until his "retirement." John was an integral part of several community task forces including the Ashuelot Covered Bridge Project, which became his passion.

[Editor's note: John's obituary suggested making donations to the NSPCB. As of our publication date, nearly \$700 had been contributed. We have discussed this with Winchester town officials and will likely donate these funds towards a planned project at the Ashuelot Bridge.]

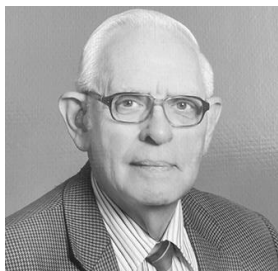
Bernard Lucey

Bernard "Bernie" Dennis Lucey Jr., age 79, passed away on January 20, 2021 from glioblastoma. He was born in Boston on January 10, 1942 and was raised in Quincy, MA. He graduated from Northeastern University with a BS in Education, and a BS and MS in Civil Engineering. Bernie served in the Massachusetts National Guard from 1965 to 1971. He married Patricia Ann McDonald in 1973 and moved to Concord, NH, where they raised their three sons. Bernie joined the NH Water Supply and Pollution Control Commission in 1974 and retired from the NH Department of Environmental Services in 2009 after 35 years of public service. Bernie had only recently joined the Society.



Emory Hall

Emory M. Hall, age 86, passed away on April 20, 2021. He was born in Canton, Ohio on November 2, 1934 to the late Emory O. and Hazel Hall. He graduated from Lincoln High School and went on to Ohio Northern University where he earned his bachelor's degree and was awarded as a Distinguished Alumnus in 2010. He served as an Army Pharmacist in Washington D.C. before working at Rice Pharmacy and Akron Children's Hospital. Emory was an active long-time member of the Masonic Canton Lodge No. 60 and a 33rd degree mason. He enjoyed model trains and covered bridges. Emory had been a member since 1973. In addition to his parents, Emory was preceded in death by his beloved wife, Ruth M. Hall (Klotz). He is survived by his sister, Janet Yoakam; nieces, Diane Guevara, Jill Ogletree;



nephew, David (Zuimdie) Yoakam; a great niece and great nephews.

James Owen Stanley Baughn

James Baughn, age 39, passed away unexpectedly on December 6, 2020 while hiking a trail near his home in Cape Girardeau County, Missouri. He was born December 30, 1980 in Sacramento, California, the son of an Air Force officer and home maker mother. An accomplished computer programmer, he was webmaster for Rust Communications, where he created an architecture of websites and mobile systems for more than 40 newspapers in 8 states. But his interests and influence were much greater.

James helped his parents and grandmother who were docents at the Red House and Cape Girardeau County History Center before taking leadership on his own. He wrote a popular blog about local history for semissourian.com and was known as a resource to his colleagues about odd facts of Cape Girardeau's past. At the time of his death, Baughn was vice-president of the Cape County Historical Society and a board member of Missouri Preservation, a state organization that advocates for preserving historic architecture and landmarks in Missouri.

James was recognized throughout the United States as one of the leading experts on historic and notable bridges, particularly through his website, bridgehunter.com, which he created to chronicle and potentially rehabilitate historic bridges. Initially founded as a way for him to record interesting bridges he came across while traveling, the website grew to include photos of more than 7,000 bridges, submitted by several hundred contributing editors from around the United States. The site integrates data from the Federal Highway Administration's list of every bridge in the country, making it one of the most comprehensive bridge data sites in the world and an important resource for government officials and others in prioritizing structures for the National Register of Historic Places. In addition, private developers have used the site as background in finding bridges for "re-use," which is a federal program where historic bridges scheduled for demolition are made available free of charge to those who can use them elsewhere. James organized periodic conferences about bridge history, which drew attendees from multiple states, and led to the direct saving of several bridges. He is survived by his father Stan, mother Debra both of Jackson, and grandmother Faye Schreiner of Pevely, Missouri.

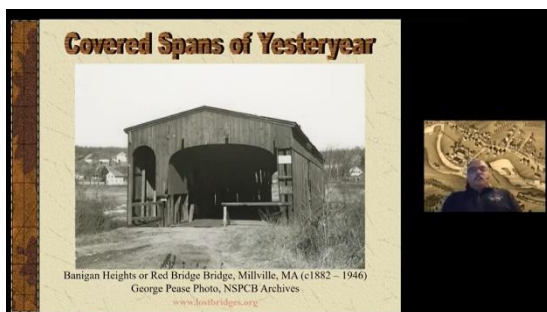
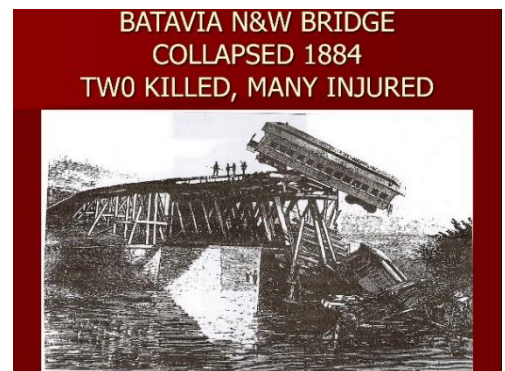
[Editor's note: The Historic Bridge Foundation, based in Austin, Texas, has accepted the responsibility of managing bridgehunter.com. Executive Director Kitty Henderson stated that "We will do our best to honor James by keeping the site (as well as LandmarkHunter.com) running smoothly and up to date."]

Member News

Covered Bridges of Clermont County, Ohio

Member Ron Hill, who is also president of the Clermont County Historical Society, offered two presentations on the covered bridges in that county during the month of March.

Ron's first presentation on March 8th discussed the former covered bridges of the county. He included details from his many years of research plus photos from historical societies, libraries and his personal collection. The second presentation on March 22nd focused on the Stonelick-Williams Corner Bridge and its trials and tribulations



Central Massachusetts Covered Bridges

On April 28th, Bill Caswell offered a presentation on the past and present covered bridges of central Massachusetts. The presentation was hosted by the Shrewsbury Historical Society and broadcast on the local access TV channel. Shrewsbury Media Connection recorded the presentation and made it available on YouTube.

156 Year Old Beech Fork Covered Bridge in Washington County, Kentucky Lost to Fire, Arson Suspected

by Melissa C. Jurgensen (kybourbonsteward@outlook.com)

[Editor's note: This article was originally published in The Bourbon County Citizen of March 18, 2021. It is being reprinted here with permission. Additional photos have been added to the original version.]

An irreplaceable historic treasure was taken not only from the citizens of Washington County, but from everyone in the Commonwealth of Kentucky and beyond. The Beech Fork Covered Bridge in Mt. Zion was destroyed by fire on Tuesday, March 9 between 11:00 and 11:30 p.m. The bridge was a total loss, and the authorities are investigating it as arson. The 211-foot two-span bridge was constructed in 1865 by Cornelius Barnes over the Beech Fork River. Mr. Barnes chose the Burr Arch truss design for his bridge and the structure had stacked limestone abutments and a center pier. The bridge carried traffic until it was deemed obsolete and was closed to traffic in 1977. Rather than demolishing the bridge, as had been the fate of many others in the state when they were closed to traffic, a new concrete bridge was built beside the covered bridge and Kentucky Highway 458 was rerouted to the new bridge and the covered bridge allowed to remain. This magnificent historical structure became a favorite gathering place for locals and people from out of town and out of state regularly visited and photographed the bridge.

A total restoration of the bridge began in 2017 by covered bridge restoration experts Arnold M. Grāton & Associates from Ashland, New Hampshire. The restoration was completed on Christmas day 2018. Arnold Grāton, who is a master craftsman in the restoration of covered bridges and other large historical wooden structures, and his experienced crew were able to reuse at least 75% of the original bridge timbers in the restoration. According to Arnold M. Grāton & Associates and contrary to other reports, a fire retardant was applied to the interior and floor of the bridge. However, the retardant proved to be no match for the intensity of the flames. Meg Dansereau, one of restoration experts on the Grāton crew said, "Those timbers, 8x16's and 10x10's would not burn easily. It is such a loss it is hard to express. We will always consider this one of Arnold's finest restorations." Arnold Grāton added, "This is one of the greatest losses of my life".

Bill Caswell, President of the National Society for the Preservation of Covered Bridges stated, "I have family in Kentucky and visited the bridge when I was in the area. While I understand that some people just don't have an appreciation for history, I cannot comprehend how someone could have so little respect for this structure which had been part of their community for a century and a half; a structure that was so carefully restored just a few years ago."





Lori Bevins Ulrich with the Buffalo Trace Covered Bridge Authority in Kentucky said, "The loss of Beech Fork dealt a terrible blow to all Covered Bridge enthusiasts across our Commonwealth and beyond. We simply cannot lose another to neglect or human mischief. The Grättons spent untold hours and time away from their own home to restore this treasure. We mourn with them and the entire community who embraced them during the restoration."

Another bridge built by Cornelius Barnes in Washington County around the same time as the Beech Fork Covered Bridge was lost to arson in 1971. It is believed that the Beech Fork Covered Bridge was the last remaining bridge constructed by Mr. Barnes.

The Commonwealth of Kentucky once had in the vicinity of 800 covered bridges within its borders. Now there are only 11 of these fine structures still standing. In addition to the Beech Fork Covered Bridge, Arnold M. Grätton & Associates, Inc. have fully restored Kentucky's Cabin Creek Covered Bridge in Lewis County and the Johnson Creek Covered Bridge in Robertson County. They also supervised the restoration of Fleming County's Goddard Covered Bridge and stabilized two additional covered bridges in Kentucky that were severely damaged in flooding: the Dover Covered Bridge in Mason County and the Grange City Covered Bridge in Fleming County.

If anyone has any information about the loss of the Beech Fork Bridge, please contact Kentucky State Police Post 15: 270-384-4796.

Photos by Joseph Conwill, Gloria Smedley, Todd Clark, Melissa Jurgensen and the Washington County Sheriff's Department.

Additional Notes on the Beech Fork Bridge

- This two-span bridge was built for the Springfield and Chaplin Turnpike.
- The Burr trusses were made of poplar wood.
- In 1982 a crumbling limestone center pier was repaired by a local stone mason with large sandstone blocks.
- It was Kentucky's longest historic covered bridge at the time of its loss.
- The bridge was listed on the National Register of Historic Places on March 26, 1976.

Donations are being accepted for the Chamber of Commerce's "Mount Zion Bridge Reward Fund", towards information leading to the arrest and conviction of the person or persons who destroyed the Mt. Zion Covered Bridge. All donations are non-refundable. If no arrest or conviction is made after 5 years, all monies will be donated to local charities. For more information, contact the Chamber of Commerce at 859-336-5412, extension 5.

Bradford, New Hampshire's Bement Bridge Receives Needed Repairs

Submitted by Kim Varney Chandler

The Bement Bridge (NH/29-07-03) on Center Road in Bradford, New Hampshire, is nearing completion after an extensive renovation project.

The Bement Bridge, built in 1854 for \$500, is the third structure on this location on the Warner River. Major repairs over the years include a new lower chord, altered portals, and asphalt shingled roof in 1947. In 1969, the roof was again replaced, as were the concrete footings and facing of the abutments, the siding, some truss members, and the bottom chord.

In 1987, significant vehicular damage was repaired. In December of 1989 the Bement Bridge was closed due to a cracked floor beam. The town of Bradford quickly allocated \$1,200 for the beam to be repaired. During the winter of 2010-2011, unbalanced snow loads caused severe lateral displacement and was repaired with new lateral bracing. That same year, a sink hole behind the north abutment was filled with concrete and the following year, the shingles were replaced with a metal roof.

The current project began in 2012 when the Town of Bradford applied for, and received, one of the last Federal National Historic Covered Bridge Preservation Program grants for \$617,600. In 2017, the engineering firm of Hoyle, Tanner & Associates, Inc. was hired to lead the rehabilitation project for the Bement. By that time, the estimate for repairs grew to \$1,244,450.

In May of 2020, Daniels Construction, Inc. of Ascutney, Vermont, was awarded the contract and the Bement was closed on July 13. Crews spent the first two months preparing concrete piers and inserting steel framework inside the bridge to keep it suspended above the river when it was moved. On September 17 the bridge was moved 20 feet upstream so repair work on the substructure could begin.

On April 27, 2021, crews pulled the bridge onto the new abutments using rollers on a frame, pulled by construction crews with griphoists and cables. Two days later the steel supports were removed.

The Bement Covered Bridge project includes a full rehabilitation of the bridge for a 6-ton live load capacity. The project includes the following major work items as reported by Josif Bicja of Hoyle, Tanner & Associates.

- Removal and replacement of deteriorated wooden truss bridge members.
 - 63% of truss vertical members retained
 - 97% of truss diagonal members retained
 - 87% of truss top chord retained
 - Entire bottom chord replaced
 - 100% of upper bracing members retained
 - 75% of lower bracing members retained
 - 54% of floor beams retained



June 15, 2020



August 19, 2020



January 2, 2021



April 27, 2021



April 27, 2021



April 29, 2021

- Installation of new decking and curbing.
- Strengthening of upper and lower bracing members.
- Siding replacement.
- New timber approach railing supported by cast-in-place concrete moment slabs.
- Complete replacement of the north abutment with a new dry laid stone abutment and concrete cap.
- Rehabilitation of south abutment and new concrete cap.
- Construction of new concrete backwalls.
- Repair of existing wingwalls.
- Application of a fire-retardant coating.
- 240' of approach roadway improvements.

In the end, the final project came to \$1,641,689.26. With the Federal grant still in hand, State funding increased to \$819,271.41 and the Town of Bradford, including some miscellaneous expenses, paid \$205,607.65.

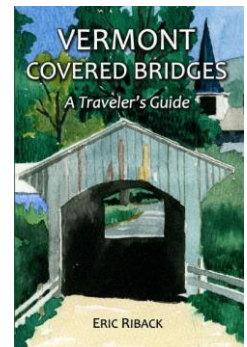
The estimated opening is scheduled for mid-June, 2021.

Photos by Kim Varney Chandler and Bill Caswell.

About my new Covered Bridge Traveler's Guides

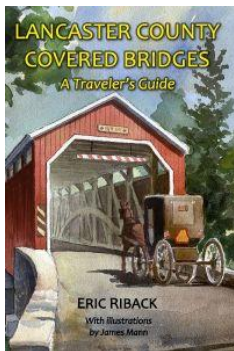
by Eric Riback

My wife, Bella, and I own Bella Terra Publishing. We started the company in 2008 by acquiring a line of lighthouse and covered bridge maps. Over the years we updated and reprinted the lighthouse maps, which are mostly sold at lighthouse and maritime museum gift shops. The covered bridge maps of Vermont and New Hampshire were out of print and had been produced before the digital age. We live in upstate New York and have traveled to Vermont and sought out covered bridges there. While bridge enthusiasts are typically interested in details of history and construction, my sense is that a larger cohort just likes the bridges for their beauty, romance and riverside settings. And their biggest challenge can be locating the bridges.



I felt that rather than make a new sheet map, the best way to address this challenge is in a book. We started with one for Vermont. Focusing on location, I include multiple

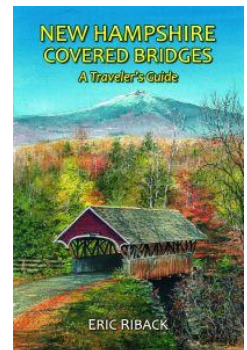
ways to help the user find bridges. There's a written description of location, exact latitude/longitude and a close-up map for each bridge. There is also an index of bridges by town, so that wherever you are, you can see which bridges might be nearby. I do include a little history, but there are better sources for those who really want to dig in. We also include watercolor illustrations. They are in monochrome in the book, but we sell them as color prints and notecards on eBay and Esty.



After publishing *Vermont Covered Bridges: A Traveler's Guide* last spring, we followed up with a similar book for Lancaster County, Pennsylvania. This county has the most bridges of any in that state, and I worked there some years ago so have a personal fondness for Amish country. This winter we published the third book in the series, for New Hampshire.

In addition to including all the authentic covered bridges, the Vermont and New Hampshire guides include a selection of romantic shelters; bridges that are covered but do not employ traditional construction methods.

The books are available direct from us, as well as on Amazon and eBay. We are starting to contact bookstores to carry them, and they can be ordered from any bookstore. As travel and tourism return, I hope to have them carried in country stores and gift shops as well.



I'm pleased to be an NSPCB member and hope to attend meetings in the future.

Eric Riback, eric@bellaterramaps.com, 845-758-1460

Heritage Advisory: Action is Required to Save Our Covered Bridges

[Editor's note: On April 17th, the Association Heritage New Brunswick called a meeting with both the Covered Bridges Conservation Association of New Brunswick and NSPCB to discuss options. The following statement was drafted and jointly posted to the social media accounts of all three organizations. After it was published, we learned that the Department of Transportation and Infrastructure had revised the project and offered the project as a new wooden covered bridge. Bids were due by May 3rd.]

The Covered Bridges Conservation Association of New Brunswick, Association Heritage New Brunswick and the National Society for the Preservation of Covered Bridges are dedicated to saving and protecting each and every one of New Brunswick's remaining covered bridges. It is a mission that cannot be accomplished without the backing of our members and the general public. Not only are we currently in a race against time to save one of the most iconic of New Brunswick's covered bridges, but we feel this may also be a pivotal moment for the future of all the other covered bridges within the province. Letters have been written, alternative measures have been shared, and meeting requests have been made to no avail.



Rally to save the bridge in June 2018.

As early as this fall, the Vaughan Creek covered bridge, located near St. Martins, is slated to be removed and replaced with a steel bridge with wood cladding. The replacement bridge was designed this way to give the appearance of an authentic covered bridge while at the same time, accommodating anticipated increased volume in vehicular traffic. But why replace a heritage bridge with a replica when it can be safely and economically restored to meet the needs of the travelling public while at the same time preserving something that has so much meaning to New Brunswickers?



Only New Brunswick and Québec ever had a significant number of covered bridges and nearly all of the historic ones remaining in Canada are contained within those two provinces. In the 1970's, the League for Rural Renewal was performing maintenance work around the covered bridges and developing public parks at bridge sites. This work drew attention to the significance of the bridges among residents of the communities where these projects took place and consequently generated additional interest in their preservation.

While the focus is presently on St. Martins, this could happen in any other community with a covered bridge. Considering the heritage and tourism value of the structures, and how proper maintenance of these bridges can reduce our carbon footprint, it becomes more and more difficult to comprehend, much less justify, the decision to remove any of the remaining covered bridges.

Let's start a chain reaction, a like for a like, a comment for a comment, a share for a share and interact with each other's social media pages so that we can promote the importance of our Covered Bridges!

Three Ways You Can Make a Difference: Like, Comment and Share

Thank you,

Kellie Blue-McQuade, Executive Director, Association Heritage New Brunswick
 Ray Boucher, President, Covered Bridges Conservation Association of New Brunswick
 Bill Caswell, President, National Society for the Preservation of Covered Bridges

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/
- Indiana Covered Bridge Society (ICBS) www.indianacrossings.net/
- New York State Covered Bridge Society (NYSCBS) www.nycoveredbridges.org/
- Ohio Historic Bridge Association (OHBA)..... oldohiobridges.com/new/
- The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA) www.tbcbspa.com/
- Vermont Covered Bridge Society (VCBS) www.vermontbridges.org/

Due to the COVID-19 situation, meetings could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the meeting is actually taking place with the group hosting the event.

<u>June</u>	<p>Sunday, 6th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p> <p>Saturday, 19th – 9:00 AM, TBCBSPA Safari to Covered Bridges in northeast section of Lancaster County, PA led by Tony Abramo.</p>
<u>July</u>	<p>Sunday 11th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p> <p>Saturday, 17th – NYSCBS meeting, Boonville Erwin Park, 13149 State Rt. 12, Boonville, New York</p> <p>17 & 18 – ICBS Summer Tour of Decatur and Jennings Counties.</p> <p>Sunday, 18th – 12:00 noon, OHBA Summer Picnic, Salt Creek Covered Bridge, Arch Hill Road, east of Zanesville, Ohio.</p>
<u>August</u>	<p>Sunday, 1st – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p> <p>Saturday, 7th – Medora Covered Bridge Dinner, Medora, Indiana. For details, visit http://www.medoracoveredbridge.com/events.html.</p> <p>Saturday, 7th – NYSCBS Safari, Delaware, Ulster and Sullivan Counties, New York.</p> <p>28–30 – TBCBSPA Three-day Safari in Southeast Ohio. (tentative)</p>
<u>September</u>	<p>Sunday, 12th – Noon, TBCBSPA Annual Picnic and meeting at Poole Forge Bridge.</p> <p>Sunday, 12th – 1:00 PM, NYSCBS, Grooms Tavern, 290 Sugar Hill Rd, Rexford, New York</p> <p>Sunday, 19th – OHBA Fall Tour, Location TBD.</p>
<u>October</u>	<p>7-10 – Columbia-Montour County (Pennsylvania) Covered Bridge and Arts Festival. See https://itourcolumbiamontour.com/event/2021-covered-bridge-festival/ for details.</p> <p>8-17 – Parke County (Indiana) Covered Bridge Festival. Events at various locations. See https://www.coveredbridges.com/parke-county-covered-bridge-festival for details.</p> <p>9-10 – Ashtabula County (Ohio) Covered Bridge Festival. Events at various locations. See http://www.coveredbridgefestival.org/Pages/festival.html for details.</p> <p>9-10 – Madison County (Iowa) Covered Bridge Festival. Events at various locations. See https://www.madisoncounty.com/covered-bridge-festival/ for details.</p> <p>Sunday, 17th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p> <p>Saturday, 23rd – Blount County (Alabama) Covered Bridge Festival in Oneonta. See http://facebook.com/CoveredBridgeFest for more details.</p>

Covered Bridge News California

Bridgeport Bridge, Nevada County – CA/05-29-01

John Field’s March update noted in part that “all the Truss X-Braces and Counter Braces have been either re-worked or replaced (where necessary) and fitted into their cast iron shoes on the top and bottom of each. The template was created for all the arch segments, and many of the arch segments were milled on site by the carpenters using very large circular power saws and hand planes. All of the truss rods were installed including the re-installation of the eight “chosen” original wrought iron rods with “Maker’s Marks.” The makers mark stamped into the iron rods identifies the company which originally cast them. The truss rods were tightened and tuned. Experienced bridgewrights can tell when the rod is tight enough by the sound made when the nearby wooden braces and cross braces are struck with a wooden mallet. After 14 days, the tuning will be done again. The photo at the right shows fire retardant donated by the NSPCB being applied to the wooden components in early May. For more updates and photos, visit the South Yuba River Park’s website at <http://southyubariverstatepark.org/>.



Connecticut

The Barn Yard Bridge, Ellington, Tolland County – CT/07-07-09

Everett Skinner, President of the Barn Yard and Great Country Timber Frames hosted a “Bridge Raising” on Wednesday, April 7th to put the skeleton of an authentic 56’ long Town truss bridge into place. Some NSPCB members were present for the event. On May 3rd, photos of the completed structure were posted on the company’s Facebook page. The public is welcome to visit the site at 124 West Road in Ellington and take a walk across the new bridge. *Photos provided by Mr. Skinner and Martha Stegemoen.*



Delaware

Smith’s Bridge, New Castle County – DE/08-02-01#2

On April 19th, a tractor-trailer attempting to cross the 2002 Burr truss bridge over Brandywine Creek caused non-structural damage to the bridge. A wood beam above the east side entryway was damaged along with several wood slats, but Delaware Department of Transportation officials said the bridge remained structurally sound and was reopened to traffic once the truck was cleared. New Castle County police charged the driver with inattentive driving and several commercial truck violations. *WDEL Radio, April 20, 2021. Photo courtesy Delaware Department of Transportation.*



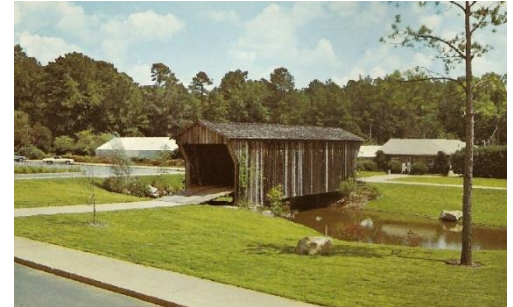
Georgia

Wehadkee Creek or Callaway Gardens Bridge, Harris County – GA/10-72-01

Construction of the West Point Dam in the 1960s would have left the Harmony Church Bridge, GA/10-141-02, underwater. The bridge stood west of LaGrange, almost at the Alabama state line. To save the bridge, Troup County Commissioners donated the structure to Callaway Gardens. On August 15, 1965,



the 60' central section of the 173' long bridge was moved about 30 miles to its new home. The original timbers and siding were used, but a new wood shingle roof and portals were provided. The bridge was open to the public for many years near the



current location of the John A. Sibley Horticultural Center before being removed and placed into storage in 1984. On March 31st, the LaGrange Daily News reported that the structure will be returned to LaGrange. *Postcards from the Elna Johnson Collection.*

Indiana

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

On March 5th, the photo on the left was posted on The Spencerville Covered Bridge Facebook page. Due to adverse weather in the area, the completion date of the project has been moved to early June. The repair project was awarded to R.G. Zachrich Construction of Defiance, Ohio, for \$269,000. The 1873



bridge has been closed to traffic since October 2018. Fire retardant donated by NSPCB will be applied after the repair work is completed. Forty people came to the site for a clean-up day at the bridge on April 17th. On May 17th the Star reported that DeKalb County Commissioners reached an agreement with the Friends of the Spencerville Covered Bridge to help pay for new white oak guardrails. The Friends group will contribute



up to \$3,500 toward the guardrails to keep with the bridge's historic nature. Commissioners said the expense likely will be less. At our publication date, an opening ceremony was planned for June 26th. *Photos by Matt Fore and Mary Diehl.*

Darlington Bridge, Darlington, Montgomery County – IN/14-54-01

In the Winter issue (page 16), we detailed the work to be done on this project. Michelle Cash, the town's Clerk-Treasurer informed us



*Wooden block floor.
Photo by Greg McDuffee*

that the contractor is presently doing some work on the embankments and they hope to start repairing the wood block floor soon. Once the floor is complete, they will be applying fire retardant to the structure. The project was broken down into phases to help manage the budget. To donate to the project, make a check or money order payable to the Covered Bridge Fund and mail to Darlington Covered Bridge Fund, P.O. Box 578, Darlington, IN 47940



Photo by Greg McDuffee

Indiana (continued)

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



This information is paraphrased from a piece written by Joe Summers, a member of the Fountain County Historical Committee, for the Crawfordsville Journal Review, Wednesday, March 31, 2021.

The Fountain County Historical Committee is raising funds to preserve the 1854 Cade’s Mill Bridge south of Covington. It is the oldest standing covered bridge in the state still in its original location. On March 19, a fundraising thermometer built by local resident and Fountain County Art Council member Bob Dowell was erected on the southeast corner of the Fountain County Courthouse lawn in Covington.

Phase 2 of the project will repair the lower chords and flooring at an estimated cost of \$292,474. In phase three, the siding will be repaired at a price of \$82,000, and in phase four, the bridge will be painted costing \$30,550. Donations to the Covered Bridge Fund can be sent to Western Indiana Community Foundation, P. O. Box 175, Covington, IN 47932. Please designate Covered Bridge Fund on the notation line. The Fountain County Historical Committee operates as a committee under the umbrella of the Fountain County Art Council Inc. and is a non-profit organization making donations tax deductible.



From left is Jim Hegg, Fountain County Art Council president; Henry Schmitt, historical committee chairman; Carol Freese, Fountain County historian; and Bob Dowell, thermometer creator.

Bell’s Ford Bridge, formerly in Jackson County – IN/14-36-03x

Another article about this project was distributed by Current Publishing on May 5, 2021 and included some additional details on the design. After collapsing into the White River in Jackson County on January 2, 2006, whatever could be salvaged was removed from the river and put into storage. At the time of its collapse, it was the last remaining Post truss covered bridge. The design is named after Simeon Post, who invented it in 1863 yet never received a patent for it. In 2018, the parts were relocated to Hamilton



Diagram of reconstructed Bell Ford Covered Bridge Courtesy Hamilton County Parks and Recreation

County and are presently stored in an unused section of the county jail. Although it was originally 332 feet long, the reconstructed bridge will only be about half that length. It will cross Fall Creek in Fishers near Florida Road and 109th Street to connect users of the planned Geist Greenway with the Fall Creek Nature



(Photo by Christine Ellsworth, September 1994.)

Trail. The design is still being finalized, but the most recent article noted that “the bridge will receive a more durable roof that mimics the original cedar shake roof and it will be rebuilt with the addition of clear polycarbonate siding modeling the original open-air structure. These features will maintain the historic integrity of the original bridge while accenting and protecting the structural members that make this bridge one-of-a-kind.” The bridge could be in place by late summer, 2024.

Indiana (continued)

Smith or Ewbank Bridge, Rush County – IN/14-70-01

We previously reported on plans to repair this single-span Burr truss bridge in the Spring 2019 (page 13) and Summer 2019 (page 16) *Newsletters*. On March 17th, the Indiana Department of Transportation sent the NSPCB, and other consulting parties to the project, a letter announcing their plans to move forward with the project. The letter stated, in part, that the bridge constructed in 1877 by the Kennedy Family builders “*exhibits severe deterioration of the truss at the bearing locations and the ends of the bridge. The siding and roof that are designed to protect the main structural elements from moisture have holes and are severely worn and weathered. The stone abutments have several individual stones that are cracked and/or crumbling.*” The bridge received repairs in 1996 to bring its load limit up to 10 tons. The letter included an “Historic Bridge Alternatives Analysis” which was available for review and comment by the consulting parties. According to the report, the State intends to perform the repairs according to the Secretary of Interior’s *Standards for Rehabilitation of Historic Covered Bridges*. The project is expected to go to construction in 2022 at an estimated cost of \$1,360,000. The bridge is listed on the National Register of Historic Places. *Photo by Bill & Jenn Caswell.*



Maryland

Jericho Bridge, Baltimore & Harford Counties – MD/20-03-02 & MD/20-12-01

The bridge was to be closed on or about May 20th for the day to remove graffiti from the stone abutments. It was also scheduled to be closed for two additional days, May 24th and May 25th for other maintenance. The bridge was built in 1865 at a cost of \$3,125. In 2015 and 2016, Barns & Bridges of New England accomplished a restoration of the bridge retaining most of the original truss timbers. *Information from NottinghamMD.com. Photo by Michael Rudnick.*



New Hampshire

Whittier Bridge, Ossipee, Carroll County – NH/29-02-08



Having been out of service since 2008 and sitting on dry ground at the end of Nudd Road, the project to move it back over water went out for bids. Unfortunately, no bids were received by the April 5th deadline. It looks like the bridge will sit on dry land for another year. The 133’ foot long Paddleford truss bridge was moved from its location over the Bearcamp River to make repairs. Unfortunately, after the repairs were completed, there wasn’t any funding to move it back into place. *Photo by Bill & Jenn Caswell.*

Ashuelot Bridge, Cheshire County – NH/29-03-02

Earlier in this issue we noted the passing of John Gomarlo, a life-long resident of Winchester and ardent supporter for the preservation of this bridge. Numerous donations have been made to the NSPCB in John’s honor. We have had discussions with the town’s administrator about possible ways to use those contributions to honor John’s legacy. It has been suggested that the donations be used towards maintenance of the bridge’s roof which we agree would be a fitting tribute. *Photo by Steven Keene.*



New Hampshire (continued)

Squam River Bridge, Ashland, Grafton County – NH/29-05-112

The Ashland Historical Society is beginning a fundraising campaign for repairs and improvements to this single-span Town truss bridge. The total project is estimated to cost \$31,000 and will include a new bridge floor, sheathing on the inside of the walkway, repairs to timbers and trim in the portals where scarred by traffic, replacement of the rotted guard rail caps. At its April meeting, the NSPCB approved the purchase of NoChar fire retardant for the structure. The bridge has seen some repairs since it was originally treated including a new wood roof so local officials felt it was a good time to refresh the fire retardant. *Photo by Anita Ford.*



Ohio

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

The Ohio Department of Transportation was seeking public input for the rehabilitation of this bridge.



The bridge was constructed in 1870 and previously rehabilitated in 2005. According to the press release, “the rehabilitation includes the replacement of damaged and missing truss/cord members and the removal of the steel suspension system, supplemental pier supports and steel channel at the abutments. The missing and damaged truss/cord members will be replaced with salvaged or new truss/cord members.” Authentic construction methods will be used as much as possible for the project. Written comments were to be submitted by April 5, 2021. The project is currently expected to be awarded October 11, 2021. *Photo by Bill & Jenn Caswell.*

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

In the previous issue, we mentioned that the county is planning to provide the majority of the timber needed for the project from public land. They also hoped that the contribution would count towards the 5% match of their \$900,000 grant. On March 10th, the Martins Ferry Times Leader reported Ohio DOT officials stating that the match must come in monetary form. The county has also spent money on engineering, planning and cleanup costs that nearly total the required match for the project. On March 15th, that paper along with the Marietta Times both reported that ODOT had reconsidered and would allow the wood donation to count for the county’s share of the project costs. There is still no set timeline for the project. The bridge was listed on the National Register of Historic Places on March 11, 1980. *Photo before the collapse by Jim Smedley, after photo by Terry Miller.*

“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



Ohio (continued)

Mary Ruffner Bridge, Perry County – OH/35-64-84

In the Summer 2019 Newsletter (page 20) we noted that the Fairfield County Historical Parks Commission was looking for donations to relocate the historic Mary Ruffner bridge from its current location on a Perry County farm to a section of the Lancaster Sensory Trail. This 84-foot long bridge was originally built over Little Rush Creek about three miles north of Rushville in 1875. In 1986 it was moved to private property in Perry County. George Cenky, the current owner is donating it back to the county. An update from Fairfield County Parks let us know that the Parks commission is working with the City of Lancaster to find out what permits will be necessary for the move and placement. They indicated that the move can be accomplished for \$40,000. The removal of the roof and awnings for transport, permit fees, abutment construction, and reassembly could reach as much as \$150,000. The total project should come in around \$200,000, less than half of the original quote. At this point, the project has received more than \$100,000 in verbal commitments. At least another \$100,000 is needed to ensure the move. Anyone wishing to donate to help bring Mary Ruffner Covered Bridge back to Lancaster should contact Fairfield County Foundation, Sensory Trail Fund, at 740 654-8451.



Eakin Mill or Arbaugh Bridge, Vinton County – OH/35-82-07#2

We received these photos from member Jeff Griffen on January 9th showing damage to the bridge’s roof from a tree falling on it.



In the prior issue, we noted that County Engineer Roy DePue indicated that only the roof was damaged, not the truss structure. Funding for the repairs has been secured. On May 10th, Mr. DePue let us know that proposals are being accepted and they expect the work to be completed by mid-November.



Pennsylvania

South Perkasio Bridge, Bucks County – PA/38-09-05

This 1832 bridge was saved from demolition in 1959 by the Perkasio Historical Society, so much of the timber framing is original. NSPCB member and Chair of the Perkasio Borough Historical Committee Scott Bomboy let us know that they are looking to send out an RFP for work needed on the structure. A number of contractors have already expressed interest in the project. The project will be funded by a \$100,000 state historic preservation grant which was matched with funds raised by the Historical Society in 2020. *Thanks to Scott Bomboy for the updates. Photo by Jim Smedley.*



Pennsylvania (continued)

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

On March 25th, a Penske box truck attempting to cross the bridge was stopped by the steel I-beam barrier constructed near the bridge in 2015 to protect it. The I-beam is designed to stop vehicles over 10 feet, 6 inches high from entering the covered bridge. It did its job and kept the truck from entering the bridge. When the rental truck was returned, the driver admitted to hitting the bridge. The county provided a quote of \$7,841 to repair the I-beam which has been submitted to his insurance company. The 92'-long Burr truss structure was built around 1860. The floor has been replaced with a steel grate. *Times News, March 26 and March 31, 2021. Photo by Bill & Jenn Caswell.*



Wagner Bridge, Bloomsburg, Columbia County – PA/38-19-15



Last year, state representative David Millard, who is also the director of Arts and Crafts for the Bloomsburg Fairgrounds and president of the Barton Historic Association, oversaw the purchase of this bridge from Columbia County for \$2. The 1856 Queen truss bridge was acquired by Delmar Zeisloft and reconstructed on his property in 1994. When Zeisloft sold the property to Rob & Jennifer Staib, they made an agreement that Zeisloft would continue to maintain the bridge and pay for the liability insurance for it. When Zeisloft died in 2018, the county purchased it from his son for \$1 and later sold it to the Barton Historic Association.

The plan was to relocate it from its current location at the entrance to the Foxtail development to the Fairgrounds. The goal was to make the bridge part of a historic village on the fairground's property. After the engineering work and permit applications for the move were complete, Millard presented it to the town code enforcement office for their review. The request was denied because the location is within the floodplain and the bridge is larger than the maximum allowable size of a structure in the floodplain. After that plan fell through, it was offered to the Borough of Berwick. Borough officials there also felt that they would have a hard time finding a location to place the 55-foot-long structure. The latest news article indicated that they are considering moving it to Briar Creek Lake Park to join the Fowlersville Bridge (PA/38-19-05). The Staib's indicated that the bridge is welcome to stay on their property. *Thanks to members Paul Naus and Rob Mitchell for forwarding articles from the Bloomsburg Press Enterprise of March 30, 2021, April 22, 2021 and May 7, 2021. Photo by James Scott.*

Ramp Bridge, Cumberland County – PA/38-21-11

According to documents on the Cumberland County website, a \$750,000.00 contract to repair this single-span Burr truss structure was awarded to Jay Fulkroad and Sons, Inc. of McAlisterville, Pennsylvania. They also note that the "Contractor is currently replacing the timber deck, demolishing the existing timber siding, and jacking the west end of the truss." "The contractor is preparing for the timber arch repair at the west end, as well as replacing the timber siding." The work is schedule to be complete by May 27, 2021. *Photos by James Scott.*



Pennsylvania (continued)

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

To update the report on this bridge included in the Winter 2020/2021 issue (page 21), PennDOT has revised the advertising date for the project to repair this bridge to September 16, 2021. Project completion is still scheduled for the end of October 2022. The single-span Town truss bridge was built around 1875. *Photo by Bill & Jenn Caswell.*



Martin’s Mill Bridge, Franklin County – PA/38-28-01

On March 12th, the Waynesboro Record Herald reported that vandals had spray-painted words, symbols and images on the walls and floor inside the 1849 covered bridge, as well as on the road outside the bridge and the gate blocking it off to traffic. It is thought to have happened on the night of March 8th. The graffiti was promptly painted over by the township staff. The two-span bridge is the longest Town lattice truss bridge in the state and second longest overall. It has been saved by the community several times over the years, including when it faced condemnation by the county in 1962 and after it was swept downstream by Hurricane Agnes in 1972. It was listed on the National Register of Historic Places in 1974. Ownership of the bridge and adjacent 7-acre park was transferred to the township in December 2003 by the Martin's Mill Bridge Association. The vandalism is being investigated by Pennsylvania State Police. *Photo by Bill & Jenn Caswell.*



Kintersburg Bridge, Indiana County – PA/38-32-05

The Indiana County Parks & Trails is still working on grants to raise the estimated \$605,000 needed to properly restore the bridge. In April, the NSPCB Executive Board approved a donation of fire retardant for the bridge. *Photos by Greg McDuffee.*



North Oriental Bridge, Juniata & Snyder Counties – PA/38-34-05 & PA/38-55-05

As we were going to press, we learned that the bridge was damaged by an oversized truck on May 18th. Photos of the bridge posted on Facebook show that most, if not all, of the roof braces have been damaged and the portals experienced significant damage. No official reports were available before the Newsletter went to print other than a note from PennDOT that the bridge was closed until repairs can be made. Comments on the Facebook post indicate that the driver regularly passes through the bridge during his work day. On that particular day, he was driving a different truck than normal and did not realize that it was larger than his regular vehicle. The driver stopped after crossing the bridge to report the incident. *Photo by Gloria Smedley.*



Pennsylvania (continued)

Banks Bridge, Lawrence County – PA/38-37-02

On March 16th, the Lawrence County commissioners approved a contract with Allison Park Contractors Inc. of Gibsonia for unspecified steel and wood repairs totaling \$440,000. The span will also be repainted. The work was expected to begin on May 10th and the bridge is scheduled to be closed for 70 days.. The single-span, Burr truss bridge over Neshannock Creek was built in 1889. *New Castle News, March 17, 2021 and May 4, 2021. Photo by Greg McDuffee.*



Keefe Station Bridge, Northumberland County – PA/38-49-02

The county commissioners are looking for ways to curb the amount of vandalism on the county's covered bridges. After a recent survey of all six covered bridges in the county, County Commissioner Joe Klebon is seeking grants, funds, community service volunteers or sponsorship in order to clean up the graffiti. The single-span 1888 Keefe's Station Bridge is the most concerning. "These bridges are part of our history of our county," said Klebon. "Someone willingly defacing them is awful. The commissioners do not take this kind of damage and destructive behavior lightly. We will seek charges and prosecution to the fullest extent of the law." In addition to the graffiti, some wooden planks have been kicked out. When county workers paint over graffiti, it is defaced again the next day. On May 15th, Fox-56 TV reported that the Line Mountain High School football team and their head coach spent the Saturday morning repainting the interior of the bridge. We appreciate their efforts to help their community. All six bridges in Northumberland County have been listed on the National Register of Historic Places since Aug. 8, 1979. *Sunbury Daily Item, March 2, 2021 and Fox-56 TV, May 15, 2021. Photo by James Scott.*



Hassenplug Bridge, Union County – PA/38-60-03



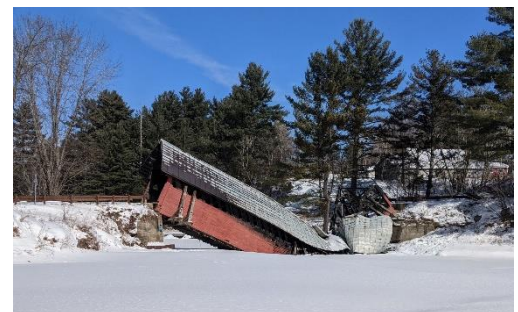
At its March 2nd meeting, the Union County Commissioners approved a contract with Nestlerode Contracting at a cost of \$1,660,527.80 to complete repairs to three bridges, one of them being a rehabilitation of the 1828 Hassenplug Bridge. The minutes of the meeting did not specify details of the project. *Photos by Tim & Connie McLaughlin.*



Vermont

River Road Bridge, Troy, Orleans County – VT/45-10-03x

On March 18th, the Caledonian Record reported that when snowmobilers called 911 fearing flames from a burning machine would spread to the covered bridge, they were told to leave it there even though they stated that they could pull it clear of the bridge. The fire on February 6th caused the 110-year old bridge to collapse a few minutes after catching fire. We have not heard any updates on the interest in rebuilding the bridge or construction of a temporary bridge. *Photo by Bill & Jenn Caswell.*



Vermont (continued)

Kingsley Bridge, Clarendon, Rutland County – VT/45-11-03

In the Winter Newsletter (page 23), we reported that the bridge was damaged by an oversize truck on October 14, 2020. Although that damage was not significant, the bridge is in need of other repairs caused by normal wear and tear such as the accumulation of road salt, water, insects and traffic. Sean James, a senior vice president at Hoyle, Tanner & Associates (HTA) let us know that they have been working on a study of the bridge. They met with area residents last August to discuss the bridge's needs. In October, there was a meeting with the Agency of Transportation's (AOT) Covered Bridge Committee to get their input. AOT and HTA presented town officials with a number of options. On March 22nd, the selectmen chose an option to close the bridge for 8 months to bring it up to a 12-ton capacity at an estimated cost of \$2.24 million. *Rutland Herald, March 26, 2021. Photo by Bill & Jenn Caswell.*



Depot Bridge, Pittsford, Rutland County – VT/45-11-06

In the Spring Newsletter, page 16, we reported that the town is looking for help raising money to pay the estimated \$20,000 to \$30,000 for an engineering study of this bridge. At the NSPCB Executive Board meeting in February, the Board voted to offer \$2,500 towards this effort. The 1853 Town truss bridge is listed on the National Register of Historic Places. *Photo by Steve Brown.*

Village or Big Eddy Bridge, Waitsfield, Washington County – VT/45-12-14

Mad River Valley Television has a series of live web-cams available from their website. One of them is directed at this single-span 1833 Burr truss bridge. You can watch the bridge from <https://mrvtv.com/live-broadcasts/live-webcams/>



West Virginia

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

A group of local citizens have formed the Barrackville Covered Bridge Preservation Association for the care and preservation of this 1853 Burr truss structure built by noted West Virginia bridge builders Lemuel & Eli Chenoweth. At their first meeting on April 24th, the committee was formed and there was discussion of a possible Covered Bridge Festival this summer to raise money towards anticipated repairs. The Lions Club will act as a fiscal agent for the organization at this time. The state Department of Transportation had previously been contacted about work that appears to be needed and have indicated that there isn't any money in the budget for that at this time. The state's Division of Highways shared the last inspection report from 2020 which noted the bridge was in poor condition. The group is presently looking for a volunteer with grant writing experience. The group has contacted a local structural engineer who will visit the bridge on May 26th to help identify the bridge's needs. *Information from Diana Marple and the Times West Virginian of April 29, 2021. Photo by Bill & Jenn Caswell.*



Canada – New Brunswick

Germantown Lake or Shepody River #3 Bridge – NB/55-01-08

We have heard through the Covered Bridges Conservation Association of New Brunswick that there are plans for the Department of Transportation and Infrastructure to repair this bridge this summer. We don't have many details yet. The single-span Howe truss bridge was built over the Shepody River in 1903. *Photo by Gloria Smedley.*



Sawmill Creek Bridge, Albert County – NB/55-01-20

In early March, we received these photos from Dawne McLean, President of the Albert County Historical Society showing repairs to the bridge. She let us know that she had contacted the Department of Transportation and Infrastructure (DTI) last September with concerns about holes in the roof and deterioration of the roadway near the bridge's entrance. By the following week, the holes in the roadway were filled. In March, she noticed the scaffolding around the bridge as DTI was preparing to repair the roof. Emails expressing appreciation for the repairs were sent to DTI by Dawne plus the Heritage Association of New Brunswick (AHNB), the Covered Bridges Conservation Association of New Brunswick and Bill Caswell. According to the Times and Transcript of March 17th, the work is expected to be completed by early April. We thank member Sherry Little, a Board member of AHNB for connecting us with Dawne.



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

On May 11th, the Department of Transportation and Infrastructure advertised a tender for work on this bridge. It appears that the present contract is only for work on the steel spans, not the wooden one. Bids for the project were due on June 1st. The bridge includes a 154 foot long (47 meter) Howe truss span on the east end built around 1910 and four steel truss spans. *NBDTI Tender Notice #21-0100. Photos by Jenn Caswell.*



New Brunswick (continued)

Flume Ridge (Magaguadavic River #7) Bridge, Charlotte County – NB/55-03-03

On May 12th, Member Sherry Little alerted us that the lane width of the bridge has been reduced to nine feet due to deterioration of some of the deck boards on one side. The 1905 bridge previously received some structural repairs and a new roof in early 2020 (Summer 2020 Newsletter, page 22). *Photo by Bill & Jenn Caswell.*



Irish River #1 or Vaughan Creek #1 Bridge, St. Martins, Saint John County – NB/55-11-05

Work to replace this historic covered bridge is expected to begin later this fall, according to provincial officials. Unfortunately, letter writing campaigns promoted by the Covered Bridges Conservation Association of New Brunswick (CBCANB) and NSPCB to save the historic bridge had little impact. On a positive note, when the project advertised for bids, the request for a steel bridge with wooden covering had been revised to a two-lane wooden covered bridge. Bids were due on May 3rd. Bid results were not announced before our deadline. They hope to have the new bridge fully open for traffic during the summer of 2022. The total project cost is estimated to be between \$3 and \$4 million. *Country 94 Radio, Saint John, NB, April 6, 2021. Additional details from NBDTI Tender Notice #21-0160. Artist rendering of the proposed design provided by the Department of Transportation and Infrastructure.*



Bayswater (Milkish Inlet #1) Bridge, Kings County - NB/55-06-15

Repairs to the bridge described in the Spring Newsletter are now complete and the bridge has been tested for its 30 tonne weight load. The structure which supported the bridge during the renovation process has been removed. Camber has been restored to the bridge and weight capacity increased to 30 tonnes. To help protect it from oversized vehicles, the bridge has been outfitted with sensors which will send out an alert if a vehicle over the posted limit enters the bridge. The bridge was opened to traffic on April 30th.

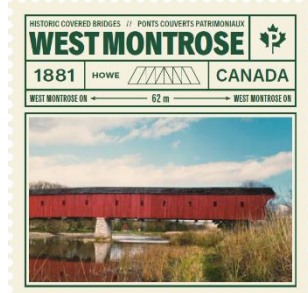


The 66-metre long bridge was built in 1920. In 2019, former transportation and infrastructure minister Bill Oliver announced his government would develop a strategy to preserve covered bridges in the province. They started with a list of five bridges in need of restoration. This bridge was the first of the five to be restored. His office budgeted \$1 million for the project but he said he wasn't sure if it ended up costing that much. When the load rating was reduced to 5 tons, emergency vehicles had to take a detour through a dirt road which was occasionally closed due to flooding on the St. John River. *Photos and information from Timber Restoration Services with supplemental information from a CBC article on April 6th.*

Ontario

West Montrose Bridge, Waterloo County – ON/59-50-01

The federal and Ontario governments, along with Waterloo Region, have announced \$6.25 million in joint funding to rehabilitate this heritage-designed bridge. Work will include removing and replacing steel bailey trusses with concealed steel girders, repairing and replacing the roof, and reinstalling the fire alarm system. While under construction, the bridge will be temporarily supported to preserve its structural integrity and heritage design. In all, the project will receive \$2.5 million in federal funding, \$2.08 million in provincial funding, and \$1.67 million from the Waterloo Region. The 190-foot long, 2-span bridge was built in 1881 and is the last historic covered bridge in Ontario. It was designated a Provincial Historic Site in 1960 and listed on the Canadian Register of Historic Places in 2007. The bridge was featured on a stamp issued by Canada Post in the summer of 2019. *Construction Canada, April 13, 2021.*



Québec

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

Pont Leclerc, Abitibi-Témiscamingue Region – QC/61-02-05

The work planned for last winter which we announced in previous issues is now underway. Audet & Knight Construction of Rouyn-Noranda, Québec is doing the work. The company started by constructing a temporary bridge alongside the covered bridge. The temporary bridge was formerly part of route 117 east of the town of Malartic. The bridge was abandoned when four kilometers (about 2½ miles) of that route was relocated between 2017 and 2019 so the Malartic Gold Mine could expand through the area of the former route. Details of the work are not yet known. The 81 foot (25 meter) long bridge was built in 1927. Like most bridges in the area, it uses a variation of the Town truss constructed by the Ministry of Colonization. *Photo by Pascal Conner.*



Pont Perrault, Chaudière, Appalaches Region – QC/61-06-01

As we reported in the Winter issue, the 1928 bridge was closed to all traffic on February 16, 2018 by the Ministère des Transports du Québec (MTQ) and the engineering firm WSP was contracted to prepare a repair plan. On February 18th, EnBeauce.com reported that *Notre-Dame-des-Pins* Mayor Lyne Bourque has kicked off a fundraising campaign to secure the municipality's \$300,000 share of the project's estimated \$2.5 million cost. To start the campaign, Manac, a local manufacturer of trailers, made a \$50,000 contribution. The federal share of the project - \$ 1,902,283 – is divided between the Ministry of Culture and Communications (nearly \$1.3 million), the Ministry of Transport (\$500,000) and the Ministry of Municipal Affairs and Housing (\$144,000). They expect the work to begin soon and be completed by the end of the year. Once complete, Québec's longest covered bridge will be re-opened to snowmobile, ATV, bicycle and pedestrian traffic.



The 495-foot-long covered bridge is Québec's longest and was classified as a heritage structure in 2004. *EnBeauce.com, February 18, 2021 and L'Éclaireur Progrès, March 19, 2021. Photo by Pascal Conner.*

Québec (continued)

Pont Grandchamp, Lanaudière Region – QC/61-09-02

Gérald Arbour visited this bridge in mid-May and discovered that a nice parking area for four cars had



been constructed and it looks like they are preparing to install tables and/or benches near the bridge. The modified Town truss bridge was constructed in 1918 and is the last covered bridge remaining in this region of Québec. These photos of Gérald's were



originally posted on Pascal's blog.

Pont de l'Aigle, Outaouais Region – QC/61-25-11

In the previous two issues, we reported that the 1925 pont de l'Aigle might be relocated to accommodate the route of the future Maniwaki-Témiscamingue highway. The president of the Outaouais Historical Society (SHO), Michel Prévost, is protesting the possible move indicating that the bridge is part of the landscape and moving it would ruin its historic value. On March 17th, radio station CHGA reported that a preferred route had been chosen and it avoids impacts to the covered bridge. *Photo by Gérald Arbour.*



Summer is here and we have short sleeve t-shirts available to show your support for the Society.

All income from sales goes towards preservation projects such as donations of fire retardant.

T-shirts are navy blue with the design in white. There is a large logo on the back and smaller one on the front.

The cost of \$15 includes shipping charges. Orders can only be mailed to U.S. addresses.

Other items are also available. Visit our website at the address below for more details.



To order, send a check or money order for \$15 for each shirt made out to **NSPCB** to:

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

Be sure to note what size(s) are needed.

Credit card orders can be processed on our website by using PayPal -

<http://coveredbridgesociety.org/promotions.htm>

What is your Favorite Bridge? Why is it Special to You?

[Editor's note: We are starting this new feature to share member's favorite covered bridges when space is available. If you have a favorite, feel free to tell us about it. You are welcome to send along a photo or two of your own or we can add ones from our archives. This first article was submitted by Karl Young of Massachusetts.]

Thomas Mill Bridge, Philadelphia County, Pennsylvania

by Karl Young

World Guide number PA/38-50-01, GPS N40° 04.313', W75° 13.539'.

The first time I visited this bridge I had trouble finding it. I asked a woman walking her dog for help. She told me I wasn't even close and immediately told me to follow her in her car. She took me to a parking lot at GPS N40 04.698 W75 13.65 on W Bells Mill Rd. Then she gave me walking directions of about a half mile to the bridge. The bridge in all of its charm, was just off a wide path called Forbidden Drive. I believe this bridge is very close to the top of my favorite covered bridges.



The bridge was built in 1855 over the Wissahickon Creek and 97 feet long. It was in late June, almost totally hidden by bushes and trees. This bridge has stone walls bordering a dirt path that approaches the bridge from either end. Along with its sawtooth portals, it is supported by a sturdy Howe truss with barn red sidings.



This bridge has just about everything one can ask for.

One could easily forget this bridge is in the busy city of Philadelphia and Fairmount Park. Because of its quiet surroundings, I could imagine horse drawn buggies coming and going. The first visit was in June and the overgrowth made it hard to get full views of the bridge. However, the

second visit was on a Sunday morning over Thanksgiving weekend and with most of its undergrowth gone the real open beauty of the bridge and surroundings came through, making me want to visit this bridge again and again in other seasons.



Western Indiana Tour

As we all learned last year, planning future events can be challenging and you never know what might happen. We are optimistically hopeful that our rescheduled tour of western Indiana on September 18-20, 2021 hosted by the Indiana Covered Bridge Society will go on as planned. Andy Rebman, Greg McDuffee and Bill Caswell dusted off the plans from last year, planned meals, drove tour routes and sought out accommodations. We ask that people plan for the worst and hope for the best.

Plan to join us to enjoy spending time with others sharing your passion for our historic covered bridges. While attempting to secure a group hotel rate, we found that locations were not offering discounts for reserving a block of rooms so we do not have a specific hotel to offer. The organizers will be based out of the Pear Tree Inn at exit 7 of I-70 in Terre Haute. There are 9 other hotels at this interchange to choose from. The list of bridges to be visited during the tour along with other details and a registration form can be found in the insert included with this *Newsletter*.