



# The Newsletter

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

\* \* \* Winter 2013 \* \* \*

## *A Covered Bridge in Winter*

*A winter's ride, a tree lined ridge  
A view of the valley below,  
Where a frosty stream meanders  
Neath a covered bridge topped with snow.*

*Robin A. Mitchell*  
© October 2013

*Our horse drawn sleigh, with care, descends  
While winding around rock and tree,  
At portal's end, a moment's pause,  
Remember how it used to be?*

*The horse's hooves on timbers worn  
Break quiet stillness found inside,  
The team pulls hard to take us through  
With no snow here to help us glide.*

*Her beams, in silence, show their age,  
For more than a century they've stood,  
Cut and fit and pegged into place,  
Then covered to protect the wood.*

*Her artisans knew well their trade  
As they crafted each timber found,  
Through summer, winter, spring and fall,  
The bridge stands strong and sound.*

*She's part of Americana,  
The subject of photos and art,  
Of poets too and dreamers alike,  
But family awaits, we must depart.*

*But we'll come back again some day,  
For I'm sure she'll still be there,  
She might even outlive us all,  
Who knows? With just a little care.*

\* \* \* *Happy Holiday's!!* \* \* \*

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

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### *Editor's Comments:*

*It's hard to believe that another year has passed and that, with this issue of the Newsletter, I have completed my first year as its Editor. I want to extend my thanks for all the help and good wishes offered by you, the members, and I hope that the format has been an interesting and enjoyable change for everyone. It is hoped that, with the help of various Board members, the Newsletter will be able to provide, in the coming year, important information regarding Society projects, awareness to bridge problems - specific and general, and, to offer some different methods of covered bridge preservation efforts currently being utilized.*

*We all must remember, that this Society is not just the responsibility of the Board, but rather, it is the responsibility of each one of us the members, as we who attended the Annual Meeting in October concurred. I, as only one member, and on behalf of our Officers and Board of Directors, encourage all members to check the status of the covered bridges in your area, or where you have traveled, and provide the Society with a brief report on the condition of the bridges, and noting any concerns, problems, or potential problems, you might find. And please, don't think someone else has already told us, or that someone else will do it ... send a report. We would rather have more than one report than no report at all. Without the help of us the members, the Society has only a limited knowledge of what is happening to our widespread covered bridge heritage.*

*As time goes by, these architectural treasures become progressively older, fragile, and more susceptible to damage by all means - much the same as we do ourselves. But we usually have others who can help us - these bridges have only the few, such as our Society, that can sometimes offer the dire assistance required for their survival. Winter is upon us, and the effects of snow, high water, wind, fallen trees and debris can be devastating to our bridges. After a storm, take a few minutes, if you safely can, and check on your local bridges - you could make the difference for their survival.*

*As for me, and my wife, Kathy, we wish to extend the best of the holiday season to all our friends, members and their families; and hope that the new year brings health and happiness to all !!!*

*Happy Bridging!!*

### *Spring 2014 Newsletter Deadline*

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

## *President's Message*

Dear Fellow Members, Greetings!

First of all, let me wish each one of you, albeit in retrospect, a most Merry Christmas and Happy New Year!!

Due to the press of much other business, my President's Message this quarter shall be a relatively brief one.

**The Moose Brook Boxed Pony Truss Bridge:** I believe that at long last a new home for the Moose Brook Boxed Pony Truss Bridge has been found. As most of you will undoubtedly remember, this span once stood in Gorham, New Hampshire, stood there that is until such time as a person or persons unknown set it alight back in 2004. Since certain arrangements regarding the Moose Brook structure's new location have yet to be formalized, details as to where covered bridge aficionados may in the future go to visit this span will be furnished in a subsequent President's Message.

**The Sanborn Covered Bridge in Lyndonville, Vermont:** By the time this issue of **Topics** and the **Newsletter** reaches you, repairs, the object of which has been to stabilize the Sanborn Covered Bridge, in place, and for a period of at least four to five years, will have been successfully completed.

Backing up a bit, and as was clearly indicated in my previous, that is to say fall, **President's Message**, it was extremely important to stabilize the Sanborn span as quickly as possible. In fact, had the National Society not taken up this task when it did, the Sanborn structure would now be lost to history.

As noted previously, once again in my fall **President's Message**, the bottom chord of the downstream truss of the span had completely given way, and the top chord over more or less the same spot was fractured and badly splintered; as if that weren't enough, said chord in this location was down about 2-feet. In any case, a temporary method of shoring up the Sanborn Bridge was rapidly devised, and just as rapidly implemented. It consisted of building up cribbing under the section of the span where failure had occurred, and then jacking the structure from the cribbing back up until the afore-mentioned sag had been removed.

As stated above, supporting the Sanborn span with cribbing was only a temporary measure. Winter shall soon be upon us, and with winter, ice will begin to form in the stream the Sanborn Bridge crosses. If ice were to build up around the cribbing now holding up the Sanborn structure, and were this ice then to begin to move, or were additional ice to come downstream, and bang into the cribbing now supporting the damaged truss, the whole bridge could be lost. Given these facts, it is obvious other means of stabilizing the structure had to be found, and then set in place, before ice became a critical problem. The other means in question have involved making certain provisional repairs to the trusses of the span, such that the bridge will now be able to stand alone, stay in place without an external support, in other words.

A full report as to the details of what has been done to stabilize the Sanborn Covered Bridge shall be a feature in the next quarter's **President's Message**.

Happy Bridging !!!

David W. Wright

## *2014 NSPCB Meeting Schedule*

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

**Sunday, March 23<sup>rd</sup>** – Beaver Meadow Village Community Room, 5 Waumbec Road, Concord, New Hampshire

**Sunday, April 27<sup>th</sup>** – Harvard Historical Society Meetinghouse, 215 Still River Road, Harvard, Massachusetts

**Sunday, June 22<sup>nd</sup>** – Contoocook Covered Bridge, Contoocook, New Hampshire

**Sunday, July 27<sup>th</sup>** – Washington County, Pennsylvania. Either Ebenezer Bridge in Mingo Creek County Park *or* Wyt Sprowls Bridge in East Finley Township Park. *More details in the Spring 2014 Newsletter*

**Sunday, August 24<sup>th</sup>** – Annual picnic at the Fire Station in Westminster, Vermont. *Note:* The cookout is at noon and the meeting is at 1 pm.

**Sunday, October 26<sup>th</sup>** – NSPCB Annual Meeting and Dinner. Details to be determined.

## *Other Upcoming Covered Bridge Meetings & Events*

**Saturday, December 14<sup>th</sup>, 2013** – 11 am to 3 pm - Theodore Burr Society of Pennsylvania, Annual Christmas Dinner and Party at Dutch-Way Farm Market & Family Restaurant, Gap, Pennsylvania

**Sunday, February 2<sup>nd</sup>, 2014** – 2 pm – Theodore Burr Society of Pennsylvania, Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania, Program: 'Construction of the Colemanville Covered Bridge Replacement' by Robert Navitski, P.E.

**Sunday, March 2<sup>nd</sup>, 2014** – 2 pm – Theodore Burr Society of Pennsylvania, Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program to be announced.

**Sunday, April 6<sup>th</sup>, 2014** – 2 pm – Theodore Burr Society of Pennsylvania, Monthly Meeting & Bake Sale at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program to be announced.

## *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.

**WORLD GUIDE UPDATES** - This section lists updates since the previous newsletter. For a complete list of changes, please visit the website at [www.coveredbridgesociety.org](http://www.coveredbridgesociety.org) and click on the World Guide link.

### **Québec**

Page 183, replace Pont d'Eustis 61-18-02 with 61-18-02#2, bridge rebuilt in 2011.

Page 183, update coordinates of Pont de Milby, 61-67-03, to **N45° 18.91' W071° 49.38'**

Page 184, update directions and coordinates of Pont Painchaud, 61-60-16. The bridge was moved in 2008 to be restored. Now sitting on dry land **1.5 miles (2.5 km) north of Route 373 and Saint-Méthode on QC169. N48° 44.82' W072° 25.64'**

Page 195, update coordinates of Pont Cousineau or Bombardier, 61-66-02, to **N45° 29.91' W072° 18.85'**

### **2014 ERIC DeLONY SCHOLARSHIP**

The National Society for the Preservation of Covered Bridges invites applications for the 2014 Eric DeLony Scholarship. The award honors Eric DeLony, who served as chief of the Historic American Engineering Record (HAER) from 1971 to 2003 and is a noted historic preservationist. Mr. DeLony was particularly interested in the preservation of historic bridges.

The Society established this program to encourage students to pursue degrees that will lead to a career involving covered bridge preservation, repair and/or restoration. One or more awards may be offered for up to \$1000 each. The applicant must be enrolled in a graduate or undergraduate historic preservation degree program in an accredited institution.

All applications and supporting documents must be received by April 15, 2014 by United States mail or as an electronic file and must be fully completed to be considered. Award decisions recommended by the Scholarship Committee will be confirmed at the Society's executive board meeting in May with awards distributed by July.

#### **To Apply**

Download the application from the Society's website at <http://coveredbridgesociety.org/scholarship.html>.

Complete the application form including the required 150-word essay about "The Importance of Preserving our Historic Covered Bridges." Also arrange for a transcript and one personal and two academic letters of recommendation. Recipients must provide proof of current registration and the previous term's grades. Applications will be evaluated on 1) the application itself, 2) academic achievement, and 3) past and planned involvement within historic preservation-related fields.

### **ARSON REDUCTION INCENTIVE**

Our covered bridges are lost in a variety of ways, sometimes by natural forces, sometimes by our own choices of demolition, neglect or arson. Over the years, the Society has been very outspoken about the importance of preserving the historic components of bridges during repair and restoration projects. In addition to that, we are also gathering, evaluating and dispersing information regarding methods of protecting our remaining historic bridges from fire, vandalism and oversize vehicles.

Over the past five decades, at least 148 covered bridges have been lost to arson in the United States and Canada, an average of about three per year. In an effort to reduce this average, the Society is offering an incentive to encourage bridge owner's to apply fire retardants to their historic covered bridges. Specifically, to offer a partial reimbursement (\$500 or cost of application, whichever is lesser) for application of a fire retardant acceptable to the Society to an historic covered bridge during the 2014 calendar year. The award will be offered after the bridge owner has provided sufficient documentation that the fire retardant was applied and costs involved. There is a limit of 20 awards available for the 2014 calendar year. Requests for this award should be directed to Bill Caswell, 535 Second NH Tpke, Hillsboro, NH 03244 or sent by email to [nspcb@yahoo.com](mailto:nspcb@yahoo.com).

### **IN MEMORIUM**

LINDA SUE CROUSE, 72, of Fort Wayne, Indiana, died Friday, November 22nd at Parkview Regional Medical Center. Born November 15, 1941, she was adopted at a young age by Edward J. and Rubye M. Cox, who preceded her in death. She graduated from Central Catholic High School in 1959, and worked as a security officer at Magnavox/Raytheon for 28 years, retiring in 2007. Until recent years when health limited her activities, she enjoyed traveling the countryside and visited many covered bridges with her husband, James R. Crouse of Fort Wayne, who survives. Also mourning her passing are her sons, Charles E. (Melisa) Baral of Fremont and Robert L. (Elizabeth) Cayot of Fort Wayne, and three grandchildren, Daniel and Matthew Cayot and Brianna Baral. The funeral service was held Tuesday, November 26<sup>th</sup> at St. Paul's Lutheran Church, 1126 S Barr St, with Pastors Peter Cage and Peter Gregory officiating.

### *Another Covered Bridge Damaged by a Truck*

In October, the Concord , or Ruff's Mill, Covered Bridge (WG#10-33-02) in located in Mableton, GA was damaged by an oversized U-Haul panel truck which struck the safety beam near the portal. Although there was no significant damage to the 132-foot, 2-span, modified Queenpost Truss bridge built in 1872, the impact of the truck sent the safety beam into the portal. It is the only covered bridge remaining in Cobb County. No estimate of the damage has been determined

(Compiled from Michael H. King article, WXIA-TV, Atlanta, GA, October 28, 2013 (Georgia))

### *Langley Covered Bridge Repairs Completed*

St. Joseph County officials reported that the latest round of repairs were a day off the projected completion date. The \$100,000 budgeted repairs to Michigan's Langley Covered Bridge (WG#22-75-01), a 282-foot, 3-span, Howe truss bridge built in 1887, included removal of the upper layer of oak deck flooring and replacing it with new Douglas Fir planking, as well as, replacement of cross-brace stabilizer beams and additional under-bridge work. The bridge serves between 1,700 and 2,000 vehicles a day.

(Compiled from Jef Rietgma article, Sturgis Journal.com, October 21, 2013 (Michigan))

### *Massachusetts Covered Bridge Re-opened to Traffic*

On November 17<sup>th</sup> the town of Conway celebrated the re-opening of the Burkeville Covered Bridge (WG#21-06-01) with the crossing of a horse-drawn vehicle. The bridge, built in 1870, was closed in 1985, due to structural concerns. Federal and State grants totaling \$1 million were invested to renovate the 106-foot, 1-span, Howe truss bridge, one of three original 19<sup>th</sup>-century covered bridges remaining in the state. Although repairs were completed more than seven years ago, the Massachusetts Department of Transportation (MASSDOT) advised the bridge stay closed to vehicular traffic, allowing only pedestrian, bicycle and equestrian use, citing lack of steel, crash-tested guard rails. In July 2013, after MASSDOT advised the town it was their decision to open the bridge to traffic, the Selectmen and the Historical Commission voted in favor of re-opening the historic bridge for the first time in 28 years.

(Compiled from Kathleen McKiernan article, Recorder, November 13, 2013 (Massachusetts))

### *Tinicum, Pennsylvania Bridge Re-Opened*

Following emergency repairs necessitated by the extensive damage caused by a delivery truck in July, the Erwinna Covered Bridge (WG#38-09-04) was re-opened in September. In 2012 the bridge had been severely damaged by an oversized truck, repaired, and re-opened to traffic in December. This latest event resulted in damaged wood beams and cross-bracing, a damaged portal, and the replacement of broken side boards. The Erwinna Covered Bridge, a 57-foot, single span, Town lattice truss structure built in 1852 or 1871 (depending on whose record is utilized) is listed on the National Register of Historic Places and is restricted to vehicles with height of less than 11-feet. In order to hopefully prevent any future incidents, trucks are now prohibited from using the span (except emergency or authorized vehicles), white lines funnel traffic through the center of the roadway, and drivers will now be required to "stop", instead of "yield", at each approach, according to PennDOT (Pennsylvania Department of Transportation). The bridge serves an average of 405 vehicles per day. PennDOT expects to seek reimbursement for the \$60,000 repair project from the trucking company.

(Compiled from Freda R. Savana article, PhillyBurbs.com, September 27, 2013 (Pennsylvania))

### *Covered Bridge Gets 6-Month Stay*

The Pennsylvania Department of Transportation (PennDOT) has decided to allow the Little Gap Covered Bridge (WG#38-13-02), a 92-foot, 1-span, Burr Arch truss bridge built in 1860, to remain open until February 2014, following the inspection of the 6-inch high steel grid decking, installed in 1987, which showed significant deterioration. The bridge serves as gateway to the Blue Mountain Resort sports complex. Repairs, estimated to be \$300,000, could include replacement of the existing deck with galvanized steel or capping the steel grid with concrete. Rebuilding the entire bridge is out of the question as it could take years of engineering and environmental studies and cost projections neared \$6-million. The 10'-6" height limitation is protected with overhead beams at each end. Officials decision to repair the bridge and keep it open was unanimous.

(Compiled from Al Zagofsky article, Times News Online, October 24, 2013 (Pennsylvania))

### *Fallasburg Covered Bridge Supports 31-Ton Cement Truck !!*

An over-sized and fully loaded cement truck caused only minimal damage to the historic Fallasburg Covered Bridge (WG#22-41-02) located in Kent County, Michigan. The bridge, a 100-foot, single span, modified Brown truss, and perhaps the last surviving bridge with such truss, is rated with a load limit of 3-tons. In August 2013, a fully loaded cement truck with a gross weight of some 35-tons crossed the bridge, the chutes of the truck scraping the wooden diagonal truss bracing, fortunately caused no structural damage according to Kent County Road Commission engineers the day following the incident. They further stated that the steel tension rods installed in the 1930's, and replaced in 1994, were likely to have prevented the span from collapsing into the Flat River. In a statement released by the driver's employer, High Grade Materials (HGM), offering their apologies and full cooperation for any repairs, said "The driver responsible has been suspended indefinitely pending an internal investigation for his lack of judgment." HGM Safety Director Jared Watson, "We are amazed and thankful that the bridge did not have a catastrophic failure ... and relieved that there was no structural damage to the bridge, which in itself is a testament to the quality of the workmanship of the builder 142 years ago.

You may recall another covered bridge, the White Covered Bridge (WG#22-34-01) with an original Brown Truss and located in Ionia County, Michigan was destroyed by arson in July 2013. The Fallasburg Bridge similar but with modifications to the structural configuration shown on the original patent drawings. The original Ada Bridge (WG#22-41-01) was heavily modified and was also an unfortunate victim lost to arson in 1979, and although closed, the present Ada Bridge (WG#22-41-01#2) is a 125-foot, Howe truss built in 1980, located in a town park. [For more information about the Brown Truss see the Summer 2004 issue of *Topics* and the Fall 2013 *Newsletter*.]

In September 2013, officials for Vergennes Township, where the Fallasburg Bridge is located, and Kent County recently approved splitting the cost for spraying the bridge with fire retardant and security measures such as lighting and/or surveillance/monitoring system for the bridge.

(Compiled from articles by Steve Kelso, WoodTV.com, August 21, 2013, and Garret Ellison, Mlive.com, September 19, 2013 (Michigan))

### *Oversized Truck Strikes Again*

A large high-profile equipment truck struck the Loys Station Covered Bridge (WG#20-10-03#2) in Frederick County, Maryland, October 15, 2013 causing damage to structural roof members. The bridge is a 90-foot, 2-span, with a Multiple Kingpost truss built in 1998. Officials are seeking the public's help for information about the incident – contact Frederick County Sheriff's Office at 1-301-600-3643.

(Compiled from Covered Bridge News, October 2013 (Maryland))

### *Watch the Pinetown Road Covered Bridge Rebuild*

The Pinetown Road Covered Bridge (WG#38-36-05), listed on the National Register of Historic Places and originally known as Big Conestoga #6, in Lancaster County, Pennsylvania was shifted off its abutments in September 2011 as what was left of Tropical Storm Lee passed through. Previously, in 1972, the bridge was heavily damaged by Hurricane Agnes and workers at that time raised the structure to 17-feet above the normal river level. Undergoing a \$818,546 reconstruction, it is anticipated that the 135-foot, single span, Burr Arch Truss bridge, originally built in 1867 will again be open to traffic by year's end, according to County officials. One guest to the article's online "Talkback" said "To think when this bridge was originally built it was done without the aid of modern equipment like cranes. Just makes one appreciate our forefathers achievements a whole lot more ..." Those wishing to view photographs of the ongoing work can do so at: [Lancasteronline.com/article/local/921643](http://Lancasteronline.com/article/local/921643)

(Compiled from Intelligencer Journal article November 20, 2013 (Pennsylvania))

### *Longest Covered Bridge in Asia Destroyed By Fire*

On the night of November 28, 2013, the longest covered bridge in Asia was totally destroyed by fire. The ancient 303-metre (approximately 994-foot) long, 16.4-foot wide, 10 span structure was originally built in 1591 entirely of wood without any nails. The Feng Yu Covered Bridge, also known as the "Luck Bridge" and Flower Bridge" spanned the Apeng River in Chongqing, China. It had been destroyed and rebuilt several times over the centuries, the latest in 1999 when the wooden base (piers) were replaced with stone. The bridge had been likened to a dragon containing both intricate architectural features, artistic carvings, and pagoda-style roof. It has been part of the Hunan-Guizhou highway, busy with merchants and tourists alike. An investigation into the cause of the fire is underway. Those wishing to view photographs of the bridge before, during and after the fire can do so at: [www.dailymail.co.uk/news/article-2515693](http://www.dailymail.co.uk/news/article-2515693)

(Compiled from Matt Blake article November 29, 2013, Mail Online/Daily Mail.UK (China))

### *The Turkey Jim Bridge is Back*

On Sunday, October 13<sup>th</sup>, the Turkey Jim Bridge (29-05-07#2) in Campton, New Hampshire, was placed back over West Branch Brook. The bridge was washed off its abutments during Tropical Storm Irene in August 2011 and badly damaged after it crashed into the highway bridge a few yards downstream.

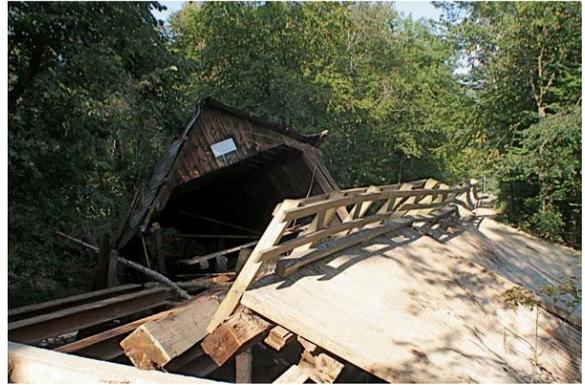
3G Construction, headed by Stan Graton, grandson of the bridge's builder, Milton Graton, was hired to restore the structure. Fortunately, most of the structural members were able to be used to rebuild the bridge. Graton's crew repaired the 61-foot queen truss structure in a nearby field and prepared it to be set back into place.

A good size crowd gathered at the bridge's location within the Branch Brook Campground to find it sitting on steel beams on the west bank of the river. Bystanders were on both sides of the river plus a few sitting in kayaks just upstream from the bridge site.

At 10:00, a truck started pushing the bridge along the steel beams. After a brief pause midway to reposition the straps holding the beams in place, the bridge was moved to within a few feet of its ultimate resting place.

At this point, it was time to put the crowd to work. Straps were attached to the east end of the bridge and passed out to the onlookers standing on the east bank. It only took a few moments for them to pull the bridge the remaining distance to the eastern abutment.

*Top photo by Scott Wagner, lower two by Bill Caswell.*



### *New Brunswick Span to be Repaired*

The Maxwell Crossing covered bridge near St. Stephen, New Brunswick, is undergoing a \$350,000 restoration. The bridge, built in 1910, was badly damaged in January when a car slammed through one of its side walls and has been closed ever since. Due to the cost of repairs, the Department of Transportation had considered demolishing the bridge or replacing it with a modern, less-expensive span. But the department reached an agreement with the vehicle owner's insurance company in early November. The insurance company is paying \$310,000 for damages caused by the Jan. 21 car accident, and the provincial government is kicking in another \$40,000 for upgrades.

(CBC News, November 7, 2013)

### *Officials Work to Preserve Early County Landmark*

The Cohelee Creek Covered Bridge (WG#10-49-02) is a 120-foot, 2-span, modified Kingpost & Queenpost Truss bridge built in 1891 and restored in 1984. Officials say keeping up with vandalism has been difficult due to its isolated location having tried gated entrances and barricades. Plans are currently being made to remove or cover graffiti, replace broken boards and eventually close the bridge to foot traffic. "That's the only way we'll be able to preserve this for the future.", stated Early County Commissioners Chairman, June Merritt.

(Compiled from Jessica Leicht article October 9, 2013, WTVY News (Georgia))

## *These Bridges Need Our Help !!*

### *Major Facelift for Bartram Covered Bridge*

Members of the Bartram Bridge Joint Preservation Board, Newtown and Willistown Township's officials announced that the last surviving Delaware County, and one of only fifteen in Chester County, bridge will undergo a number of upgrades and repairs. Built at the time of Abraham Lincoln, and listed on the National Register of Historic Places, the 81-foot, single span, Burr Arch Truss structure was an active highway for farmer's vehicles, wagons and finally automobiles until closed in 1941 by the Pennsylvania Department of Transportation (PennDOT) and bypassed to a new concrete bridge. The bridge was closed in 1970 to pedestrian traffic as well with iron gates installed at both portals to preserve the structure and prevent potential vandalism such as misuse, graffiti and arson. The unique Burr circular support system is still visible through the gates. The slatted entrance portals, too, are said to be the only one of its kind in Pennsylvania. Restoration is to include Cedar shake roof replacement, power wash and repaint the faded red exterior, and installation of decorative LED lighting. The last major restoration took place in 1993. The Bartram Covered Bridge is located in a 1.5 acre public park-like setting allowing for wading, fishing, photography or just a quiet peaceful place to sit on one of the many benches provided.

Restoration is being funded by both Townships. Additional donation funding is being requested, to establish a perpetual fund for the preservation and maintenance of the Bartram Covered Bridge, from local and non-local residents who have fond memories of the bridge. For more information, or to send contributions, contact: Bartram's Bridge Joint Maintenance Fund, c/o Willistown Township, 40 Lloyd Avenue, Malvern, PA 19335

### *Herr's Mill Covered Bridge At Risk*

A 178-foot, 2-span, Burr Arch Truss covered bridge, built in 1891, is in grave danger. The Herr's Mill Covered Bridge (WG#38-36-21) was built in two equal spans, is listed on the National Register of Historic Places and is 40-years the older of only two two-span covered bridges in Lancaster County, Pennsylvania. Paradise Township officials say that the next hurricane may very well take it down. One span is supported on steel beams while the other sags under its own weight atop crumbling foundations. Once owned by Lancaster County, the tired bridge fell into private hands when it was bypassed with a concrete bridge.

The bridge's owner, Brian Kopan, is willing to donate the bridge to anyone prepared to assume responsibility and costs for relocation and repair. However, there is a glitch. In addition to the financial aspect of relocation and restoration, Lancaster County holds a deed restriction prohibiting the sale or donation of the bridge as long as the deed is active. County Commissioners are at odds over the lifting of the deed restriction to whoever provides a suitable plan for relocation, restoration and funding. The immediate need is to relocate the northern span before it 'becomes a great big wooden dam on the creek'. Unfortunately, the Commissioners split views make it an "all or nothing" situation.

For more information contact: Lancaster County Commission Chairman, Mr. Scott Martin, and, Commission Member, Mr. Craig Lehman, Office of the County Commissioners, 150 N. Queen Street, 7<sup>th</sup> Floor, Suite 715, Lancaster, PA 17603, **and**, Mr. Brian Kopan, Mill Bridge Village & Camp Resort, 101 S. Ronks Road, P. O. Box 6, Ronks, PA 17572

### *Sanborn Covered Bridge Temporarily Stabilized*

The 117-foot, single span, Paddleford Truss covered bridge, built in 1867 and moved to its present location crossing the Passumpsic River at the north edge of Lyndonville, Vermont in 1960, has been temporarily stabilized by a dedicated group. The NSPCB and the Vermont Covered Bridge Society have joined forces to see that the bridge is restored. Additional comments about this project can be found in the *President's Message* found on page 3 of this *Newletter*. To view photographs of the bridge, and learn more on how you can help with this massive undertaking (restoration, if put out to bid, could cost about \$1.2 million and since the bridge is privately owned, federal and state grant monies are not available) please visit the Society's website at: [www.coveredbridgesociety.org/sanborn](http://www.coveredbridgesociety.org/sanborn)

### *McKee Covered Bridge Needs Funds by January 2014*

In 1917, a single span, Howe Truss covered bridge was built spanning 112-feet across the Applegate River. During an inspection in 2011, significant deterioration of the lower chords necessitated the bridge's closure. Only the approach to the bridge remains open to pedestrians. In August 2012, the County was awarded a grant totaling some \$491,048 from the Federal Highway Administration leaving \$56,000 in supplemental funding to be raised by the County. An additional \$10,000 is needed to restore the bridge approach as it is not covered by the federal grant. Restoration is hoped to begin in 2014. For more information about the bridge and how you can help please see:

[www.mckeehistoricalcoveredbridge.org/special-notice](http://www.mckeehistoricalcoveredbridge.org/special-notice)

### *Campaign Underway to Save Bridgeport Covered Bridge*

Built in 1862 in Nevada County, California, the Bridgeport Covered Bridge, at 233-feet, is the longest single span wood covered bridge in existence. The Howe and Arch Truss structure at Nyes Crossing was used by miners and pioneers, their wagons and horses, crossing for a \$2 toll was badly damaged by flood waters in 1997, closed to vehicular traffic in 2010 and pedestrian traffic in 2011. The bridge is on the National Register of Historic Places and is a California Registered Historic Landmark #390. Details regarding the bridge construction can be found in the National Park Service's HAER #CA-41. The South Yuba River Park Association has formed the "Save Our Bridge" (S.O.B.) campaign to repair, restore and re-open the bridge. For more information about the bridge and how you can help please see:

[www.southyubariverstatepark.org](http://www.southyubariverstatepark.org) and click on S. O. B.

*Members, you are urged to look into these projects and help save our covered bridge heritage - every little bit helps. Thanks.*

*Editor, The Newsletter*

### *A Christmas First in Cooperstown, NY*



On Sunday, November 16, Bob and Trish Kane, along with Rich Sheckells, Manager of Glimmerglass State Park, and Dean Cole, braved the elements and strung lights and hung wreaths on the Hyde Hall Covered Bridge located in Glimmerglass State Park near Cooperstown, NY for the very first time. The Hyde Hall Covered Bridge is the oldest existing covered bridge in the United States and since it was built in 1825, it has never been decorated for the holidays in its 188 years...until now.

The formal bridge lighting took place on Friday, December 6<sup>th</sup> as part of the kick-off celebration of the Park's Festival of Trees celebration, which is an annual event hosted by the Friends of Glimmerglass. The event began at 6:30 pm but due to the predictions of some very inclement weather, there was a slight change in the plans for the evening. But this did not diminish

the excitement in the air or the festivities. All events took place in the Lake View Room at Glimmerglass. Guests were greeted by Bob and Trish Kane, and members of the Friends of Glimmerglass and park officials.

The program began with a welcome by Trish Kane followed by holiday greetings from Karen Sheckells, Chair of the Friends of Glimmerglass. Bill Elsey, Supervisor for the Town of Springfield spoke about how honored he was to be a part of this historic event, the significance of the Hyde Hall Covered Bridge and how important it is to the Town of Springfield. Following Bill, Trish then spoke about NY's Covered Bridges in general and the importance of preserving them. Following the brief speeches, guests were entertained with some wonderful Christmas music performed by the Four of Hearts, a quartet from the Sweet Adeline's. They were just fabulous to listen to!

Then came the moment everyone was waiting for...the official hay ride to see the Hyde Hall covered bridge beautifully lit and adorned with holiday decorations, and guests were not disappointed. Guests returning to the Lake View Room for more holiday refreshments kept remarking how stunning the bridge looked in the dark and about the warm glow inside the bridge. Yes, the bridge was really beautiful to see.

In honor of this historic occasion, a beautiful, handcrafted Christmas Ornament of the Hyde Hall Covered Bridge was on display. It is so detailed you can even see the horizontal siding on the bridge! If you are interested in purchasing an ornament, please contact Karen Sheckells at: [friendsofglimmerglass@gmail.com](mailto:friendsofglimmerglass@gmail.com) or call the Parks Office at: 607-547-8662. But hurry, as there were only a few ordered and they are going fast. They make great gifts!



## Covered Spans of Yesteryear

by Bill Caswell

Jackson County is situated along the California border in the western part of Oregon. While most of the state's covered bridges are sturdy Howe truss designs built to support logging trucks, smaller queenpost designs were more common in Jackson County. The bridges in the area often included buttresses, angled beams extending outward from the sides of the bridge, for lateral support.

One example is the Peyton or Laurelhurst Bridge shown in this Oregon Department of Transportation photo. The Howe-truss bridge was built over the Rogue River by brothers Lyal and Wes Hartman in 1919. The Laurelhurst bridge was replaced with a concrete bridge in 1961. In 1977, the bridge site, along with the rest of Laurelhurst, was dismantled and inundated after construction of the Lost Creek Dam.



The Hartman brothers learned the trade from their father, Jaston Hartman. Jaston, whose name is often misspelled as Jason, was the county's first bridge builder starting in the early 1900s and working until he died in 1936. He was born in Ohio and built oil derricks before moving to Oregon in the 1890s. He built barns for a short time and eventually moved to bridge building.

Jaston's sons, Wes and Lyal, followed their father's lead. In 1917, Wes was 16 and Lyal was 14 when they helped their father build the McKee Covered Bridge over the Applegate River. The McKee bridge was built to improve access to the Blue Ledge Copper Mine near the California border. The road to the mine required wagons to cross two river fords. During times of high water, the ore wagons had to bypass the area along a treacherous path over Dead Horse Hill. Adelbert "Deb" McKee donated land near one of the river fords for a bridge to be built. The Hartman's built the McKee Covered Bridge there and constructed another bridge downstream to replace the Cameron Ford Crossing thus eliminating the hazardous trip over Dead Horse Hill.

Wes worked for the county for 44 years and Lyal retired in 1968 with an unprecedented 50 years of service. For over 60 years, the family was involved with the construction, repair, and demolition of nearly every bridge in the county often replacing bridges they had built decades earlier.

Originally, the western approach to the McKee Bridge was filled in, not timbers and planks as you see it now. In 1927, a severe flood nearly washed the bridge away. Fortunately, the water washed away the fill providing a path for the current to bypass the bridge. Jackson County reconstructed the approach with timbers and planks. In 1956, the bridge was closed to motor vehicle traffic and bypassed by a new concrete bridge a short distance upstream. A concrete bridge replaced the Cameron covered bridge at the same time. Since then, McKee Bridge has been limited to pedestrian traffic. Jackson County continued to maintain the structure until 1987 when significant repairs were necessary. The county had invested \$40,000 two years earlier to replace the approaches and could not fund the next round of repairs.



The community formed the "Save McKee Bridge" committee and raised the necessary money. In 1999, the McKee Bridge Historical Society (MBHS) was created. Since then, MBHS volunteers have been maintaining the bridge and raising funds for repairs. In October 2011, an inspection identified some serious problems and the bridge was closed. MBHS is presently raising money to fund these repairs. If you are able, please help this dedicated group of volunteers preserve a piece of Oregon's history for future generations. Donations can be sent to MBHS at P.O. Box 854, Jacksonville, OR 97530 or through their website - <http://www.mckeehistoricalcoveredbridge.org/>

For additional information, please visit the MBHS website or contact Bob Van Heuit at 541-899-2927.

**Books Available from Bill Caswell**

Order from Bill Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244, E-mail: bill@lostbridges.org

**2009 World Guide to Covered Bridges**, .....\$19.95, includes priority mail postage.

**Connecticut & Rhode Island Covered Bridges** by Bill Caswell.; Arcadia Press, Images of America Series, 2011, 6.5x9.25 soft cover, 128 pgs., .....\$26.00, includes priority mail postage.

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

This disc contains a PDF copy of the World Guide as it was published in 2009. However, since that copy cannot be changed, a World Guide file in Word format is included so each copy can be updated. That file is updated as more information is received.

The CD also includes:

- Several files of changes to the various editions of the World Guide.
- A file of Romantic Shelters, i.e. unauthentic bridges. Many changes were made in the latest World Guide that redefined an authentic covered bridge. Those bridges that were reclassified can be found in the Romantic Shelters file.
- An index to all copies of Covered Bridge Topics. Including an up-to-date table of contents for each issue, a list of subjects, a list of authors and photographers, poetry and obituaries.
- A bibliography of known books that pertain to covered bridges.
- Large sketches of common truss types, and
- A few more miscellaneous files.

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

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

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

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

**Books Available from the Society Store**

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

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

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

**Books by Andrew Howard**

All books, 6"x9" paperback

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

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

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

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

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