



The Newsletter

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

Winter 2019/2020



McHenry' Mill/Paperdale Covered Bridge #38-19-46

Is It or Isn't It a Covered Bridge?

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

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Editor's Comments ...

In the 2019 Summer *Newsletter*, I spoke about including all the names of various bridges as they have been known through years past, and not just the current name, in the next revision of the World Guide. I pointed out that the old names are not archaic but, in fact, serve a very useful purpose in bridge identification and are just as historic as the bridges themselves.

In the 2019 Fall *Newsletter*, I posed several questions, among them: what is the definition of a “true covered bridge”? , and, when does a covered bridge, by definition, cease to be a covered bridge?

I think most of us will agree that keeping our covered bridges is of primary importance however, losing them to arson, natural disaster, vandalism, collapse, relocation, storage, or just simple neglect poses new record-keeping questions. Do the identifying World Guide Numbers (WGN) for such bridges remain as currently listed even though they may no longer exist? Should rehabilitated bridges with steel floor support beams still retain their original number even though they have been extensively modified? Should covered bridges dismantled and stored, presumably to be rebuilt sometime and somewhere in the future, retain their WGN even though they too technically no longer exist? And what about the bridges that are dismantled, relocated to other locations with the intent of reconstruction only to become examples of incomplete bridges or as other bridge-like structures – should they also retain their original WGN? I don't know.

In this issue of the *Newsletter*, the story behind the McHenry's Mill/Paperdale Covered Bridge (WG#38-19-46, pg. 110), once located in Stillwater Borough of Fishing Creek Township, Columbia County, PA, raises the basic question – *Is it or isn't it a covered bridge?* Believed to have been constructed in the late 1800's, this bridge, relocated in the late 1950's, was not listed in the World Guide until 2009. And although it is listed with a WGN, is it actually a “covered bridge”? Read the article; view the photographs; then, let me hear from you with your thoughts.

No matter if or how you celebrate, have a happy holiday season!

Happy Bridging!!

Spring 2020 Newsletter Deadline ...

The next *Newsletter* is scheduled to be mailed in early **March**, therefore, anyone wishing to submit articles should send them to the Editor by **February 10, 2020**. **Please note:** It is requested that your information be typed or printed on plain white paper, including proper credit information (newspaper, magazine, or web site, etc.), and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050 or emailed to nspcb@yahoo.com. Please remember that we always appreciate any news or comments sent in even if we can't ultimately use it. Thanks!

President's Message ...

Another meeting season ended with our annual meal and election of officers for the coming year. Thank you to the officers and appointees who volunteer their time to serve the Society and for the members who have entrusted us to run this organization for another year.

Each year around this time two things happen related to membership; we pick up a few new members at the Warner Fall Foliage Festival and it is time to drop those members who have chosen to not renew for the coming year. Lately, we have been ending each year where we started, around 400 members. New people join throughout the year and then in November, we drop a roughly equal number of people who have chosen not to renew. When I started getting more involved in the operation of the Society about fifteen years ago, I had thought that increasing membership was a measure of the organization's success and it has always bothered me that nearly half of those being dropped were only members for one or two years. What should we be doing differently to keep them interested?

A chance meeting with a gentleman at one of our Columbus Day weekend events prompted me to look at this a little differently. He stopped by the table and offered a donation. We told him about the benefits of membership, and he saw the clothing, books and other items we had for sale, but all he wanted to do was make a donation. He wanted to help our cause but didn't want anything in return. We thanked him and he went on his way. Maybe I put too much emphasis on membership. I am certainly grateful that those of you reading this message continue to subscribe year after year, but maybe membership isn't for everyone. There are some who aren't so interested in keeping up with the news or the in-depth research offered in *Topics*, they just believe in our mission and want to help.

The Corbin Covered Bridge Festival was a special occasion and I am glad that we were able to participate. You can find details in a separate article. However, I will take this opportunity to again note our appreciation for all the effort that the members of the Newport Historical Society put into planning and hosting that event. We are always interested setting up our booth at covered bridge events like this. If you are aware of one happening in your area next year, please let us know.

As I finish writing this message, Jenn and I are preparing to visit my Dad in Kentucky. On our way there we plan to spend a day in Parke County, Indiana to get better acquainted with the area in advance of our next annual tour. We hope that many of you will be able to join us for those three days at the end of September. Andy Rebman and Greg McDuffee have some great ideas as we get the planning process underway and I look forward to sharing all the details with you in the Spring *Newsletter*.

Until then, we wish you and your families a Happy Hanukkah, Merry Christmas and Happy New Year.

Bill Caswell

Did you know ... As of October 26, 2019 NSPCB membership stands at 430 including 123 LIFE and complimentary members !



Eagleville Bridge, Washington County, New York

Welcome New Members ...

Phillip Miller – Los Angeles, California
 Amanda Radcliffe – Frederick, Maryland
 Caitlin Losi – Hyde Park, Massachusetts
 Alec Cahn – Andover, New Hampshire
 Debbie & Tom Cheever – Concord, New Hampshire
 Theodore Mayville – Deering, New Hampshire
 Marie Gilber – Henniker, New Hampshire
 Irene DuPont – Manchester, New Hampshire
 Harvey Stewart – New Hampton, New Hampshire
 Edward J. Abdill – Salem, New Jersey
 Melanie Miller – Easton, Pennsylvania
 Adam Miller – Newbury, Vermont
 Sherry Little – McAdam, New Brunswick

Allan Renken – Bluffton, Indiana
 Jason Stitt – Frederick, Maryland
 Lydia Murray – Sutton, Massachusetts (*LIFE*)
 Lewis Ouellette – Claremont, New Hampshire
 Barbara Krees – Croydon Flat, New Hampshire
 Kim Chandler – Hancock, New Hampshire
 Delores Cooper – Loudon, New Hampshire
 L. M. LaCombe – Newbury, New Hampshire
 Thom Wolke – Plainfield, New Hampshire
 Joseph Lebzelter – Portland, Oregon
 Steve Grannis – Bridgewater Corners, Vermont
 Amy Henneberger – Midlothian, Virginia

Final Crossings ...

The Society extends its condolences to the families of Harry Davis Hill - who passed away on August 12, 2019, and, William G. Maupin - who passed away on October 31, 2019.

Harry, an avid reader and library enthusiast, had an exceptional knowledge of biology and could tell every bird and its call. He also traveled extensively through all 50 states. Harry was a Life Member of the NSPCB and was known as a man who never found a covered bridge he didn't insist on photographing. He was inducted into Carrolton's Athletic Hall of Fame and was a Purple Heart recipient for his service in the US Marines. He is survived by his wife, Mary, his daughter, Karen, his son, Randy, 7 grandchildren, 15 great-grandchildren and numerous relatives. A celebration of life was held August 24th in Carrolton, OH.

William was a graduate of Washington University and a US Army veteran. He owned and operated the family farm and enjoyed raising cattle, fishing, camping, hiking and riding. A "regular" on covered bridge tours, Bill could usually be found inside each bridge examining the truss. Bill is survived by his wife, Janis, four sons, two daughters, one step-daughter, nine grandchildren, six great-grandchildren and siblings. Services were held November 3rd.

Archive Updates ... by Bill Caswell

In September, Bob Watts picked up additional photo albums from the daughter of the Honorable Monte Basbas. Monte and his wife, Audrey, joined the NSPCB in 1995. Serving in the Air Force during WWII, later becoming the mayor of Newton, MA from 1965. he was later appointed a District Court judge in 1972 holding the position until retiring in 1990. Judge Basbas passed away on May 25, 2013.

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://facebook.com/nspcb>. "Like" our page and share it with your friends.

Covered Bridge Societies ...

Covered Bridges Conservation Association of New Brunswick, Canada (CBCANB)
<https://www.facebook.com/groups/CoveredBridgesConservationAssociationNB/>
 Covered Bridge Society of Oregon (CBSO)<http://www.covered-bridges.org/>
 Indiana Covered Bridge Society (ICBS)<http://www.indianacrossings.net/>
 New York State Covered Bridge Society (NYSCBS)<http://www.nycoveredbridges.org/>
 Ohio Historic Bridge Association (OHBA)<http://oldohiobridges.com/new/> (**Note new address**)
 The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA)<http://www.tbcbspa.com/>
 Vermont Covered Bridge Society (VCBS)<http://www.vermontbridges.com/>

*Upcoming Covered Bridge Meeting and Events ...***NSPCB:**

Sunday, March 22 – 1PM, Horace Chase Masonic Lodge, Penacook, NH
Sunday, April 26 – 1PM, 350 Revere Beach Blvd., Revere, MA
June 12-14 – Covered Bridge Planning Summit
Sunday, June 28 – 1PM, Contoocook Railroad Depot, Main Street, Contoocook, NH
Sunday, July 26 – 1PM, To be determined
Sunday, August 23 – 1PM, Annual Picnic, Waumbec Road, Concord, NH
September 26-28 – Tour of Parke and Putnam Counties, IN
October 10-11 – Warner Fall Foliage Festival, Warner, NH
Saturday, October 24 – NSPCB Annual Meeting and Dinner, Brigham Hill Barn,
 North Grafton, MA, Dinner at 12PM noon, Meeting starting 1PM

Other:

Sunday, December 14 – 11AM to 3PM, TBCBSPA Dinner, Dutch-Way Family Restaurant,
 Gap, Lancaster County, PA (*Note: No meetings in January or February 2020*)
Sunday, March 1 – 2PM, TBCBSPA monthly meeting, St. Paul's Episcopal Church,
 Manheim, PA, Program: *Cruising From Amsterdam To Budapest* by Ray Finkelstein
Sunday, April 5 – 2PM, TBCBSPA monthly meeting, St. Paul's Episcopal Church, Manheim,
 PA, Program: *Conowingo Dam: Power on the Susquehanna* a movie documentary about
 the building of the Conowingo Dam
Sunday, April 19 – 11AM - ? , NYSCBS Annual Dinner, Spaghetti Warehouse, 689 N. Clinton
 St., Syracuse, NY
Sunday, May 17 – NYSCBS meeting, Klyne Esopus Museum, 764 Rte. 9W, Ulster Park, NY
Sunday, July 12 – NYSCBS meeting, Boonville Erwin Park, Rte. 12, Boonville, NY
August 15-16 – NYSCBS Annual Safari, Perry County, PA
Sunday, September 13 – NYSCBS meeting, Grooms Tavern, 290 Sugar Hill Rd, Rexford, NY
Sunday, November 8 – NYSCBS Annual Dinner and Meeting with Christmas card
 exchange at the Hamden Community Hall (behind the church) 35806 St. Hwy 10,
 Hamden, NY. Doors open at 11AM, Turkey Dinner at 12 PM, meeting after dinner

A Covered Bridge Society Leader's Summit is scheduled to take place sometime in June of 2020 to discuss areas of common concern and how the various organizations can work together for mutual benefit. The last such meeting was held in 2015.

World Guide Updates ...

The 2019 Annual Meeting attendees were advised that the next edition of the World Guide is progressing with discussions regarding contents and book size. Dan Brock has been reviewing and correcting the directions to all the bridges in the guide. While this project is hoped to be completed sometime next year, we are reminded of the late David Wright's wit when he offered: "It will be ready when it is ready!" Every effort is being made to 'get it right' before the book goes to press, so please be patient.

Scholarship Updates ...

At an earlier meeting it was discussed that the Society sponsor one or more attendees at the Traditional Timber Frame Research Advisory Group conference scheduled to be held next spring. We are currently working with the Timber Framers Guild to identify an appropriate means to offer our assistance. Watch for more information from Bill Caswell.

Where does the money go? ...

At the 2019 Annual Meeting in N. Grafton, MA on October 26th, President Bill Caswell provided a brief listing of fire retardant donations made by the Society toward covered bridge preservation ...

- January 2015 Fire Retardant for Snyder Brook Bridge, Randolph, NH – the last remaining covered "pony" truss railroad bridge
- January 2015 Fire Retardant for Hyde Hall Bridge, Glimmerglass State Park, Otsego County, NY – The nation's oldest covered bridge, built 1825
- October 2016 Fire Retardant for Goddard Bridge, Fleming County, KY
- February 2017 Fire Retardant for (4) covered bridges in Columbiana County, OH
- March 2019 Fire Retardant for Poole Forge Bridge, Lancaster County, PA
- October 2019 Fire Retardant for Red Bridge, Perry County, PA
- November 2019 Restoration and fire retardant for Irishman Bridge, Vigo County, IN

NSPCB President Recognized ...

The US National Society for the Preservation of Covered Bridges' president, Bill Caswell, was described as a "man with a love of covered bridges". Following the loss of several of the Province's covered bridges, Bill organized and brought a group of covered bridge enthusiasts on a Covered Bridge Safari to the New Brunswick Province this past July to view some 26 bridges over a three day period. Bill has organized numerous visits to the covered bridges of Canada.

(CBC News (Canada), July 24, 2019)

Annual Picnic - August Meeting ...



The meeting was called to order after a fine meal with Jenn Caswell at the grill and with dishes brought by the 18 members from 3 states in attendance at Concord, NH in August. Society President, Bill Caswell, discussed more details of next year's



covered bridge tour through Parke and Putnam Counties in Indiana. Andy Rebman and Greg McDuffee have graciously offered to do most of the planning for the tour scheduled for Saturday through Monday, September 26-28, 2020. The new 2020 calendars were also available for sale at the meeting.

(Photos by Bob Watts)

WW&F Railway Museum - September Meeting ... by Bill Caswell

September's meeting, held in a Victorian train car at the Wiscasset, Waterville & Franklin Railway Museum in Alna, ME, was more field trip than formal meeting with 16 members from 4 states in attendance. Attendees were treated to an hour-long ride in a private rail coach to the end of the line and back, during which WW&F President, David Buczkowski filled us in on the history of the railway company and the museum's work in rebuilding this narrow-gauge rail line. Our brief business meeting was held on the ride back. After the ride, we traveled to the former Moose Brook Pony Truss Bridge of Gorham, NH now located across Trout Brook here in Alna, ME which was donated to the Museum and reassembled by Barns and Bridges of New England. NSPCB shaved nearly a year off WW&F's schedule to complete their line with donation of the former NH bridge. It was a beautiful day and all had a good time.

(see *Covered Bridge Happenings - Trout Brook Bridge, Maine* elsewhere in this Newsletter - Ed.)



Columbus Day Weekend Events ... by Bill Caswell

For the past several years, the NSPCB has set up a table at the Fall Foliage Festival in Warner, NH, a popular event that draws thousands of visitors from throughout the area and other states and provides us a great opportunity to spread the word about the importance of covered bridge preservation. This year, we were also invited to participate in a festival organized to celebrate the 25th anniversary of the 1994 reconstructed Corbin Covered Bridge in Newport, NH following the loss to arson of the original structure in May 1993. In preparation for both events, Jenn and I prepared promotional items, books and other items for sale into two packages for Warner and for Newport. This was a first for us as we had never tried attending two events simultaneously. Friday evening found Jenn and myself, along with Tina Olson, setting up the Warner tent and unloading merchandise. Saturday morning found us in Newport setting up for part two along with Bob and Betty Pauwels, Scott and Sue Wagner, Carmela Sciandra, Bob Watts and Carol Colaianni. Jenn then drove back to Warner and along with Steve Brown, Tina and Joye Olson, and Jackie O'Leary helped get things ready for visitors.

Newport's dedicated and active historical society, with members Larry and Jackie Cote, did an excellent job of planning and preparing for the Corbin Bridge celebration. They assigned us a space next to Arnold and Meg Graton who had a display of the work they do as well as the capstan winch they used with oxen to pull that bridge and others into their permanent locations. Leo Maslan and "JR" Graton (Arnold's son) joined in the day's festivities with Arnold and Meg and talking about the construction of the bridge. The Newport Historical Society also hosted a fundraising dinner at the end of the day at which the Graton's were presented with a plaque of appreciation for all their work on the new bridge. In addition, another society member, Arthur Walsh, prepared an interesting display about the railroad accident that destroyed the Wiley covered bridge near his home, and, brought his cider press providing visitors the opportunity to make their own apple cider. Jim Garvin also narrated a bus tour to Newport's covered railroad bridges.



In Warner, meantime, Main Street Bookends again offered us the prime location in their parking lot on Main Street which we have enjoyed for the last several years. On Sunday, Bob Watts along with

Scott and Sue Wagner, joined the Saturday crew to chat with visitors and assist with merchandise sales. In appreciation for our excellent location, we made a donation toward the Jim Mitchell Park adjacent to the parking lot.

To all of our volunteers who helped make the weekend a great success – 16 new members, the sale of lots of clothing and books and, most importantly, the opportunity to talk with a large number of



folks about the importance of preserving our remaining historic covered bridges - a well-deserved ...

Thank You!!

(Photos by Bill Caswell and Bob Watts)

< Newport

Warner >



Annual Meeting, October 26, 2019 ... by Rob Mitchell, with photos by Bob Watts



The NSPCB Annual Meeting was held at the Brigham Hill Community Barn in N. Grafton, MA with about 35 members and guests from several states in attendance. Before dinner, Alan Hartmann provided us with an update to the Bridge Locator website he and Bill have been working on. The site is being created to provide information on the bridges, directions and driving distances to surrounding area bridges and more. The site is not yet ready for use and more information is expected in the Spring.

After Alan’s talk, we all joined in to share a wonderfully delicious and complete buffet. Our feast was prepared and served by Jenn Caswell, Diane Brunt, Teri Lorden, Sarah O’Leary, Bob & Betty Pauwels, Jackie O’Leary, Becca O’Leary, Kaylee Brunt, Kendra Brunt, and Jesse Stahley and was appreciated and enjoyed by all. Our thanks also to Val & Martha



Stegemoen for again arranging the use of the facility.

Following dinner, Ron Knapp spoke about his excursions into various regions of China and provided information and photographs of their ancient structures some dating back as far as 600AD. Ron has been visiting China since 1965 and saw his first Chinese covered bridge in 1987. China’s bridges were built on “Lucky Days”, according to folklore, and if not a “Lucky Day” construction stopped! Bridges were for pedestrian traffic only, many include steps leading up to the bridge deck with a smooth center path for carts or pack animals to travel. Chinese bridges are usually of a “layered” construction, using no steel or iron connections, and, are often known as “centipede bridges” because of their design. The wood is usually soft pine, the roofs are tile and the elaborate roof designs add weight which helps to hold the layered construction in place. For more information, check out Ron’s new book: *China’s Covered Bridges – Architecture Over Water* available at online bookstores in the Spring.



The business meeting followed with the treasurer’s report noting that the Society is in good financial shape. The Society received more than 40 new members this year! Also noted was that there are about 50 members who have not paid for their renewal membership – a situation not unusual, but noted here as a gentle reminder. A list of the last quarter’s new members as well as a listing of the Society’s donations for providing fire retardant treatment for covered bridge fire prevention is noted elsewhere in this *Newsletter*. Elections were held and voted on, with the results shown on the next page. After some discussion of various ongoing bridge projects and a Year In Review slide show by Bill, the meeting was adjourned wishing everyone a safe and happy holiday season.

New Officers and Appointees - Congratulations! ...

Officers:

President ... Bill Caswell
 Vice President ... Karl Olson
 Treasurer ... Gloria Smedley
 Financial Secretary ... Gloria Smedley
 Recording Secretary ... Joye Olson
 Corresponding Secretary ... Bob Watts
 Directors .. Scott Wagner (expires 2022)
 Arnold Graton (expires 2020)
 Carmela Sciandra (expires 2021)

Our thanks to the Nominating Committee –
 Bob Watts, Betty Pauwels, Sue Wagner, &
 Tina Olson – for all their hard work.

Appointees:

Editor of *Topics* ... Scott Wagner
 Editor of the *Newsletter* ... Rob Mitchell
 Official Historians ... Bill Caswell, Scott Wagner
 World Guide Numbering ... Dan Brock (existing),
 Bill Caswell (lost bridges)
 Sales & Mailing Chair ... Bill & Jenn Caswell
 Membership Chair ... Jenn Caswell
 Archivist ... Bill Caswell
 Scholarship Committee ... Jim Garvin, Will Truax,
 Bill Caswell & Sue Blanchard
 Official Photographers .. Bob Watts, Scott Wagner
 Web Masters ... Bill Caswell, Alan Hartmann
 Timber Framing Advisors ..Arnold Graton, Will Truax
 Educational Outreach ... Sue Blanchard

Is It or Isn't It a Covered Bridge? By Rob Mitchell, with photos by Paul Naus, Jr.

*A Report on the Remains of McHenry's Mill/Paperdale Covered Bridge,
 World Guide #38-19-46, Columbia County, PA*

Background ...

Although specific details about the bridge's builder and its early existence have yet to be located, it is believed to have been built sometime in the 1890's spanning Raven Creek near the Town of Stillwater, in Fishing Creek Township, Columbia County, Pennsylvania. According to available information, the covered bridge, identified as County Bridge #133, was located on Paperdale Road, not far from the Stillwater Covered Bridge (WG#38-19-21), and provided access to a water-powered mill located near the confluence of Raven Creek and Fishing Creek, just to the southeast below the Town of Stillwater. The mill, originally built as a grist mill by the Patterson family, began a successful operation in 1865 under E. J. McHenry. It was later converted into a paper mill and operated under a succession of owners until 1912 when all mill operations ceased. McHenry's Mill itself no longer stands today but recent photographs, however, do show what may be a portion of the mill's stone foundation wall remains about ¼-mile south of the new bridge between the east side of Raven Creek and Paperdale Road. The two names given the bridge are believed to originate from the mill's owner/operator and the road on which the mill stood. Raven Creek has historically been described as "quite a stream" and may have been known as Raving Creek, later as Ravin' Creek, before Raven Creek as it is known today. Unfortunately, there are no known photographs of the bridge, nor the mill, at the Stillwater site as of this writing.

In 1958, when the bridge was slated to be replaced. a contractor, Paul Laubach, together with his wife Ethel, acquired, dismantled and moved the pieces of the old bridge to their property on Laubach Road in Sugarloaf Township about 8-miles north of the original Stillwater location. Over the course of the following winter, the Laubach's reassembled the bridge trusses and roof structure on dry land. While the Laubach's intended use for the structure for anything but a shed is unclear, it is believed that for some

years following the reassembly, it served as a picnic pavilion adjacent to a recreational cabin owned by the Laubach's.

In 1970 the Laubach's sold the property to Elwood Erney and his wife, Henrietta. They found that time, the elements of nature over the last decade, together with general neglect, had all taken their toll on the old structure. In order to further stave off any further deterioration, they raised the structure off the ground, placing it on cement blocks, and replaced the roof covering with tin. As a testament to their integrity, the truss members, lateral roof beams and braces, estimated to be nearly 130 years old, still survive despite not having any siding for protection. The lower chord beams consist of spliced hewn timbers, and now showing considerable decay especially at the ends, still continue to support the truss members. Inside, the lateral roof bracing, with its notched and fitted members, appears to be in fair/good condition. There are, however, no floor beams, decking, siding, abutments or wing walls, and the portals are supported by the rafter plates and ridge beam only - the end posts are totally unsupported from below.

Current Owners ...

In 1970, Elwood and Henrietta Erney purchased the property from the Laubach's. Elwood cut logs and built a sugar house near the shed and makes delicious maple syrup, while Henrietta cooks up a variety of delightfully tasty treats like rhubarb cake. Both are accomplished artisans in woodworking (Elwood made the Paperdale sign which hangs on the bridge), braided rugs and painting. The Erney's, now both in their eighties, are proud of their bridge and have entertained visitors from across the US and Canada – one enthusiastic visitor rode his bicycle all the way from Ohio to visit. The bridge, although not listed in the Columbia-Montour County Visitor Center's covered bridge guide, it is listed in the 2009 edition of the NSPCB World Guide (pg. 110). The Erney's have noticed that the number of visitors has dropped over the years, but their kindness continues to welcome all those who do come. When asked "Do you consider this to be a bridge?" The Erney's unequivocal and resounding response was - "Yes! And we value it!"



Assessment ...

Upon a closer examination of the photographs taken in May/June 2019, it appears that the disassembly and reassembly of the bridge was unfortunately something less than authentic. Possibilities explaining this may have been time constraints placed upon the contractor to remove the bridge from the Stillwater site across Raven Creek, or, a lack of understanding about how the bridge was actually constructed, or, a combination of both. As there are a number of variations to the Queenpost truss it is impossible to determine many of the construction details attributed specifically to the McHenry's Mill/Paperdale Bridge. It is obvious that the siding, floor beams and decking were not included in the Laubach's reassembly as evidence of these components is no longer present.

What became of those components is unknown. It appears that not only the vertical queenposts, diagonal struts and braces, but the end posts at the portals as well, may have been sawn apart rather than disassembled as had been the original belief, making an authentic reassembly difficult at best if not impossible. The hanger rods at the center of both trusses between the top chord and a segment of a floor

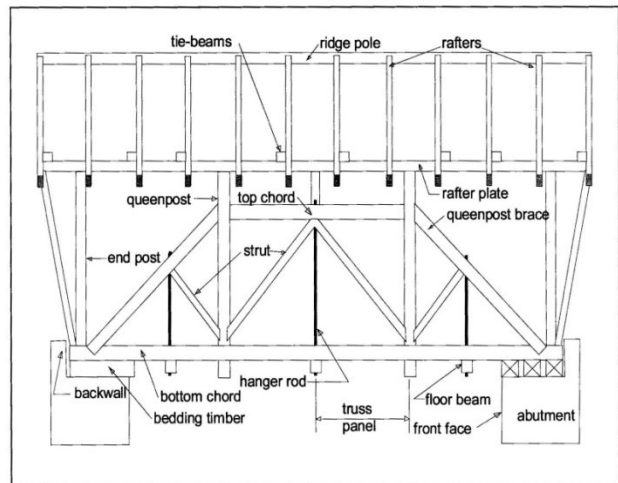


Figure 7. Diagram of queenpost truss—general terminology.

Diagram of typical Queenpost Truss with terminology USDOT Covered Bridge Manual FHWA-HRT-04-098

Note: Although there are numerous variations to a Queen-Post Truss this diagram is most commonly accepted

beam below the lower chord are present which strengthens the presumption that the trusses are basically complete even though they may have been incorrectly reassembled. The mid-truss struts are normally



joined under the top chord, as are found here, but should also include a notched heel at the bottom of the queenposts – these do not. The main diagonal queenpost braces, normally assembled with a notched heel connection into either the end posts or the lower chord, also do not. They are instead “nailed” to the lower chord beams as are almost all



the vertical and diagonal truss members found on this structure. One queenpost brace is shown to “join” the lower chord at a beam splice. Missing, too, are the “tails” of the queenposts which would normally protrude about 9” below the lower chord. (Again it must be noted that variations in the construction of the Queenpost Truss may explain the lack of queenpost tails.) As a result, it does not appear that many of the truss members actually utilize a mortice-n-tenon connection that is pinned with either trunnels or bolts through the lower chord as one might have expected. It does appear that much of the lateral roof bracing has been reassembled and is in reasonably good condition. The recent photographs do indicate that some connections between the queenpost vertical beams and the rafter plate beams were nailed instead of



trunnelled due to damage to the rafter plate presumably during dismantling. Both portal’s end posts and framework are unsupported from the ground and are “hanging” only from the rafter plates and ridge pole members.



On Paperdale Road about a ¼- mile south of the replacement concrete bridge, are believed to be the stone foundation wall remains of the McHenry Mill between the creek and the road.

Summary ...

It is unfortunate that a closer examination did not take place years ago as it would most likely have determined whether the existing structure still qualified technically as a covered bridge. It would seem that the Laubach’s original efforts to preserve the covered bridge may have been well intended, yet it would also seem that the execution of those efforts may have fallen short of their intended and desired result. As for the existing structure, to Elwood and Henrietta Erney it is a covered bridge, and, they are quite proud of their rather unique shed constructed with salvaged components of a now long-gone covered bridge from the Borough of Stillwater. With County and/or Borough records scarce or non-existent, it is believed that the original name of the structure was most likely referred to as the McHenry’s Mill Covered Bridge, built some 30 +/- years after the mill’s construction in 1865. What existed prior to the construction of the covered bridge to provide access to the mill or how it was identified is unknown. What is known is that sometime after the mill closed circa 1912, the name of the bridge changed to Paperdale Covered Bridge, perhaps following the demise of the mill and in reference to the road name on which it was located, and remaining known as such until its removal in 1958.

Anyone who might be able to provide additional information and/or historical photographs is asked to please contact the writer.

2020 Covered Bridge Tour ...

Our 2020 covered bridge tour will take place in western Indiana on September 26, 27 and 28. Andy Rebman and Greg McDuffee have graciously offered to lead the planning which will focus on the bridges of Parke County and surrounding areas. Our group is likely to be based out of Terre Haute and we will make day trips from there each day. As in recent years, we also plan to have a bus available for those who prefer to let others do the driving. Andy and Greg have some great ideas for our time there. If you are interested in joining us, send an email to Bill Caswell at nspcb@yahoo.com to be added to the mailing list for updates as they become available.

Covered Bridge Happenings ...

California:

Honey Run Bridge, Butte County - #05-04-01

As many of you know, the Honey Run Bridge was destroyed by the devastating Camp Fire wildfire in November of 2018. The Honey Run Covered Bridge Association (HRCBA) has been leading the effort to raise funds for its rebuild estimated at \$2.7 million. Walt Schafer, VP HRCBA advises that to date some \$535,000 has already been raised through donations, merchandise sales, pledges and lots of pro bono work in preparing for the rebuild. Butte County has no funds to rebuild the historic bridge so it is in the process of conveying the right-of-way to the HRCBA who will continue to raise funds, assume ownership, and manage the bridge located adjacent to Covered Bridge Park - also owned by HRCBA.

(Information and photo provided by Walt Schafer, Ph.D., VP HRCBA October 25, 2019)



Bridgeport Bridge, Nevada County - #05-29-01



Work continues on the restoration of the 1862 Bridgeport Bridge. NSPCB member Tim Andrews, hired by Spectra Historical Construction, was joined in mid-September by Will Truax and together have



removed many of the bridge's shingles to allow inspection and repair of the lower chord. A metal truss frame has been inserted into the structure to stabilize it while work is performed. Restoration progress can be followed on South Yuba River Park Association's website – www.southyubariverstatepark.org (photos courtesy South Yuba River Park Assoc.)

Georgia:

Concord Road Bridge, Cobb County – 10-33-02

The Cobb County Department of Transportation has closed the historic bridge October 29th and October 30th to make routine maintenance repairs and replacing some of the boards inside. Although it has a long and treasured history it is perhaps best known for repeated accidents of drivers trying to fit tall vehicles under its low, 7-foot clear, rafters. It has been the victim of 22 such accidents since December 2017. Steel beams, known as ‘headache beams’, were installed as part of an \$800,000 taxpayer-funded rehabilitation which are designed to absorb the impact and protect the bridge. As accidents continued to occur, the county installed dangling pipes from traffic signal mast arms which are intended to be struck by over-height vehicles near the bridge approach and giving drivers sufficient time to turn around. The Concord Road Bridge, built in 1872, is listed on the National Register of Historic Places and is a centerpiece of Cobb’s Concord Covered Bridge Historic District. On November 2nd, Cobb County Government (CCG) posted a photo on Facebook of Smyrna neighbors dressed as the historic Concord Road Covered Bridge and its surroundings in view of the numerous accidents at the bridge. CCG added: We have a winner for our Halloween Costume Contest (that we weren’t really holding, but anyway)! Needless to say, they nailed it!



(Kristal Dixon, The Atlanta Journal-Constitution, October 24, 2019, WSBTV November 1, 2019 with photo)

As a follow-up reported on November 5th, county officials are again considering how to modify the height warning system now in place following the damage to at least three vehicles’ windshields, shattering the PVC and exposing the supporting chains. While county officials are helping the vehicle owners replace their windshields, it is believed that motorists are driving at much higher speeds than the pipe’s designers had anticipated. Under consideration is the replacement of the PVC tubes with rubber.

(Marietta Daily Journal, November 5, 2019)

Illinois:



For the past year, William Davis has been building a Town Lattice Truss style bridge using reclaimed materials from old barns in the area, Douglas-fir and a tin roof. The bridge is 60-feet along the ridge with a span of 45-feet. The bridge is located in the northern part of the state in Newark, IL and we thank William for sharing these photos with us.

(William Davis, November 4, 2019)



Indiana:

Wallace Bridge, Fountain County - #14-23-01

Cades Mill Bridge, Fountain County - #14-23-02

Rob Roy Bridge, Fountain County - #14-23-03

Once there were nearly 600 covered bridges dotting the Indiana landscape – today only about 90 remain with three of the state’s oldest located in Fountain County. Chairman Henry Schmitt of the

Fountain County Historical Committee advises that all the county’s covered bridges may receive a long overdue makeover. The cost to temporarily refurbish the three bridges is estimated to be nearly \$150,000 and hopes to raise much of that through grants and county assistance. In addition, the committee is working to nominate all three bridges to the National Register of Historic Places which, if successful, would make them eligible for federal historic preservation funding. Currently, the Cades Mill Bridge is listed as unstable due to structural issues and needs emergency repairs before winter or the bridge might collapse. Hopes are to complete the temporary repairs this year with permanent fixes next year. All three bridges are single span Howe trusses, built between 1854 and 1871, and vary from 81-feet to 150-feet in length. Schmitt added – “I’m just glad we have the historic structures and our job is to keep them for the future”. Tax-deductible contributions can be sent to the Western Indiana Community Foundation, P.O. Box 175, Covington, IN 47932. For more information contact: www.wicf-inc.org/donations.php.



Wallace Bridge



Cades Mill Bridge



Rob Roy Bridge

(Thanks to the Crawfordsville Journal Review-Sept.17,2019, Bill Brandenburg, and, Jim Crouse, Photos (l-r) by Nick Hedrick, Chris Light, and, The Covered Bridges of Indiana web site)

Wheeling Bridge, Gibson County - #14-27-01



County officials in their attempt an ongoing vandalism problem are making security improvements including cameras and solar lighting. Funding for the improvements is expected to cost \$30,000 and will come from the County’s covered bridge fund.



Officials hope to have the security measures installed by Fall. Wheeling Bridge, one of only two covered bridges in the county with its 169-foot Smith Truss #4 single span stretching across the Patoka River, was built in 1877 by William T. Washer. Later bypassed in 1976 and open only to pedestrian traffic, the bridge underwent significant renovation in 2000.

(WFIE-TV, Jared Goffinet and Erin McNally, 14.News, photos by Galen Frysinger)

Shield’s Mill / Shieldstown Bridge, Jackson County - #14-36-02



After 5-years, the Shield’s Mill / Shieldstown Bridge was re-opened to the public in October. The \$1 plus million project was finally approved by the commissioners having been set back from it originally scheduled 2016 date due to delays, materials and work not to their satisfaction, the latest in late spring with leaks in the roof and asphalt on both entrances to the bridge as well as other issues. Listed on the National Register of Historic Places, the Shield’s Mill / Shieldstown Bridge, built by Joseph J.

Daniels in 1876, is a 335-foot, 2-span Burr Arch Truss across the East Fork of the White River and has been closed since 1980 to traffic. It is also one of only two covered bridges in Jackson County. Arann Banks, executive director of the Jackson County Visitor Center said the county’s other bridge, the Medora Bridge, draws about 20,000 visitors a year and Shield’s Mill / Shieldstown Bridge will only draw more. “It really compliments our historic landscape, ...” Banks said. A ribbon cutting ceremony to formally open the bridge was held at 3pm on October 29th.



(Seymour Tribune October 18, 2019, photos by Andy Rebman)

Williams Bridge, Lawrence County - #14-47-02



On a beautiful Saturday evening September 14th, some 325 people attended the sold-out 2nd Annual Williams Covered Bridge dinner where a fun time was shared by all. Built in



1884, the Williams Bridge is the only covered bridge in the county, was built by Joseph Daniels, and is one of Indiana’s longest covered bridges. The 402-foot 2-span Howe Truss crosses the East Fork of the White River and is listed on the National Register of Historic Places.

(WBIW.com, September 16, 2019)

Irishman / Fowler Park / Honey Creek Bridge, Vigo County - #14-84-01

The Fall 2019 *Newsletter* noted that Fowler’s Park historic covered bridge was scheduled for repair work this Fall. At its current site since 1971, having been moved intact on a trailer, it was set on supports which now have sunken into the ground allowing the structure to develop a twist and corners in contact with the ground to deteriorate. Dan Collom of Square and Level Construction who, with a long reputation for quality covered bridge work in Indiana, has been hired to handle the timber framing portion of the restoration stated, “You want to keep as much



of it as you can but you’ve got to fix the structure and make it safe so it’s going to last another 150 years.” Adam Grossman, Vigo County Parks Superintendent noted ‘It’s not just a part of Vigo County history’ Grossman has a personal interest in the bridge, “I proposed to my wife out here.” With volunteers having already removed the decking to better assess the

structural timbers below, Dan will start by adding extra supports and jacking it slowly to gradually undo the twist it has acquired during the last nearly half century. Between the



twisting and rotting the lower chords will likely need to be completely replaced along with some timbers at the four corners of the bridge. The search has begun at local sawmills for the poplar timbers necessary.

In late October, the NSPCB Executive Board authorized a donation to the restoration project including the supply of No-Char fire retardant which is to be applied to all new or previously hidden timbers before reconstruction. The Society’s donation was presented to Vigo County Park officials on November 15, 2019.

(Heather Good, WHTI-TV, October 24, 2019, photos Terre Haute Tribune, and Andy Rebman, November 11, 2019)

Iowa:

Cedar / Casper Bridge, Madison County - #15-61-03#3



Orig. 1921 site - Madison Cty His. Soc.



Restored 1995 – Wayne Davis photo



After Arson 2002 – Wayne Davis photo



After 2nd arson 2017 – Wayne Davis photo



Re-dedication October 12, 2019 – Wayne Davis photo

On October 12, 2019, after raising more than \$720,000, the community of Madison County gathered to celebrate the re-opening of newly rebuilt Cedar Bridge after arson destroyed the bridge for a second time in 2017. The new structure includes steel beams, cameras, a fire suppression system and took 29 months to restore. Cedar Bridge was originally built in 1883 as a 77-foot Town Lattice Truss that spanned Cedar Creek and is one of six covered bridges in the county, the only one to allow vehicular traffic, and the only one not on the national historic register. It gained notoriety after James Waller’s novel *The Bridges of Madison County* later becoming a movie starring Merle Streep and Clint Eastwood. The opening falls under the 50th Anniversary of the Covered Bridge Festival in Madison County.

(cedarcoveredbridge.com)

Kentucky:

Grange City / Hillsboro Bridge – Fleming County - #17-35-05

Listed on the National Register of Historic Places, the 150-year-old multiple Kingpost Truss bridge is in need of repair. Arnold Gratton will be visiting the bridge later this year to



evaluate its condition. Hopefully the bridge can be repaired before it collapses. The 80-foot bridge was built about 1865 and bypassed in 1968.

(Thanks to Bill Caswell for information and photos)



Bennett Mill Bridge – Greenup County - #17-45-01



Neighbors to the Bennett Mill Covered Bridge have gone to great lengths to maintain this historic bridge and are furious over the act of disrespect on a source of community pride following an ATV's hit-and-run crash into the portal of the bridge causing several hundred dollars worth of damage. William Secrest is the great-great-grandson of the man who built the



bridge in 1855 and said that some of the wood used to previously restore the bridge came from Oregon, adding: "This isn't something you just run out to Lowe's and buy." The driver of the ATV, which left a roof and passenger door at the scene, was captured on surveillance and police are searching for him now. Secrest has put up a \$300 reward for the driver's identity. The bridge, a 145-foot single span uses a modified Wheeler or Warren Truss and crosses Tygarts Creek, is listed on the National Register of Historic Places.

(WSAZ News Channel 3, Sept. 9, 2019 with photos from WSAZ video, and, Brenda Griffin - Bing.com/images)

Maine:

Trout Brook Bridge, Lincoln County - #19-08-P06

In May 2004, the Moose Brook pony truss bridge of Gorham, NH was badly damaged by an arsonist. Although nearly all of the wooden timbers were no longer usable, the iron components were still salvageable. After receiving a grant from the National Park Service for reconstruction of the bridge, new timbers were purchased and the structure underwent extensive research of its Howe truss at Case Western Reserve University in Cleveland, OH. After a lengthy search for a new home for the structure, an agreement was made with the Wiscasset, Waterville & Farmington Railway Museum of Alna, ME. The bridge was reconstructed by Barns & Bridges of New England and moved to its permanent location by WW&F volunteers. On October 13, 2019, tracks were laid across the bridge and their Engine #9 crossed Trout Brook for the first time in 86 years.



(Thanks to Bill Caswell, photo by WW&F Railway Museum)

Michigan:

White’s Bridge – Ionia County - #22-34-01x



The Rebuild White’s Bridge group posted on Facebook announcing the last load of material needed to rebuild the bridge lost to arson in 2013 is on its way. Construction is currently underway



with the trusses to be built in the road approaching the former bridge. While the new bridge is to be built on steel beams, it will otherwise replicate the original structure. To date, the White’s Bridge Historical Society (WBHS) has raised nearly half a million dollars toward rebuilding the historic bridge. The WBHS said they have also received a \$350,000 Michigan Enhancement Grant from the state and are seeking additional funding from the Michigan Department of Transportation Local Bridge Fund as well. The last 6-weeks have been spent cutting timbers and expect to begin laying out the truss location on the ground to finally begin actual construction. While dependent on weather, the hope is to finish building by Christmas.

(Information and photos courtesy: Wikipedia (l) and Rebuild White’s Bridge Facebook page (r), and, FOX-17online – articles August 26, 2016, September 5, 2017 and November 1, 2019)

Minnesota:

Zumbrota Bridge, Goodhue County - #23-25-01



Weather permitting, the repairs to the bridge will be completed by mid-November. You may recall that heavy snowfall and high winds caused extensive damage to the 1869 structure (see Summer 2019 *Newsletter*) and closed it to all traffic earlier this year. The bridge, listed on the National Register of Historic Places, has seen a lot in its 150-year life including being moved three times. Insurance covered the nearly \$300,000 repair. As Minnesota’s only covered bridge and a local landmark, area residents have showed up with donations including lumber to rebuild the roof from a local business. A re-opening party is planned to mark the event.

(KTTC-TV October 23, 2019 Maddy Wierus, and Forum News Service, February 23, 2019 – photos courtesy City of Zumbrota Visitor Center, and, Carol and Chris Fortin October 2019)

New Hampshire:

Whittier / Bearcamp Bridge – Carroll County - #29-02-08

Having been out of service since 2008 and sitting on dry ground at the end of Nudd Road, Ossipee selectmen announced that \$689,000 in federal funds earmarked to move the structure back onto its abutments had to be returned because it was not currently in use. Once the delays associated with right-of-way easements and environmental permits are overcome, officials can apply again for funding. Officials hope to put the project out for bid during the winter and get the project underway in 2020. More details about the Whittier Bridge can be found in NPS HAER #NH-50 report.



(Conway Daily Sun, Sept. 18, 2019, photo Bill Caswell)

Packard Hill Bridge, Grafton County - #29-05-50#2

Arnold Graton has been contracted to perform repair and restoration for this Lebanon, NH structure and will include a new floor and metal roof as well as oil and/or replace the metal Howe Truss rods as needed. In addition, some of the lower bracing needs repair. Beginning with a thorough cleaning to remove built up sand and salt, the project will hopefully begin in late winter or early spring. (Thanks to Bill Caswell)



Squam River Bridge, Grafton County - #29-05-112



A FedEx box truck struck and damaged several braces in the Squam River Bridge on September 10th. The driver stayed at the scene. The damage to the bridge is not considered to be too bad.

Ashland town officials have contacted Arnold Graton to estimate the cost and make repairs. The bridge, a 61-foot, Town Lattice Truss that stretches across the Squam River, was built by Arnold's father, Milton Graton & Sons in 1990, at a cost of \$200,000.

(Thanks to Arnold & Meg Graton and nh.gov)



Ohio:

Fairfield County

The county's first Covered Bridge Festival was held on September 14th hosted by the Lancaster Parks and Recreation Department. While festival-goers were afforded the usual array

of crafts, vendors, music, food and more with a bus tour of six local county covered bridges also available.

A *Dinner On A Bridge* at the Zeller-Smith Bridge (WG#35-23-19) at Sycamore Park was scheduled for the evening before the festival began.

(Lancaster Eagle-Gazette August 29, 2019, Zeller-Smith Bridge photo Bing Images.com)



Crum / Knowlton / Long / Old Camp Bridge - Monroe County - #35-56-18

On July 11, 2019, Monroe County Commissioner, Mitchell Schumacher, thought he had just won the lottery. Following the devastating collapse of their historic bridge's center span, believed to have been part of an earlier ca.1867 uncovered truss, on July 5th, concern for rebuilding the structure was being raised as the collapse had not only seen the loss of the center span, with much of the original structural elements scattered along the banks of the Little Muskingum River, but had caused significant damage to the adjacent spans and to the stone piers as well. All previous design and financial expenditures for the estimated \$900,000 rehabilitation of the bridge were now obsolete and the ODOT grant money would be insufficient to cover the increased costs associated with damage inflicted by the collapse. Schumacher's late night revelation that the bridge was a county owned property and must be covered under the county insurance policy was, however, a bit premature.

The recent insurance company determination is that the damage to the bridge is *not* covered as the cut sandstone abutments, not concrete, invalidates the coverage despite the bridge having existed on these same abutments since 1887. Interest in the restoration project is growing. Salvage of material from 3-miles downstream by Monroe County companies may become part of a local fundraising campaign. Public support from the Knowlton Family and others together with Monroe County assistance, hope to work with the Monroe County Arts Council to establish a non-profit account to accept private donations. With little to no expectation of reusing salvaged material along with the lack of commercially available local timber, sourcing to New Jersey, Michigan and Tennessee for species and necessary lengths is being investigated. County Commissioner, Mitch Schumacher stated: "The reconstructed bridge would be of the SAME fabric as the original, historic structure ... " The ODOT plans to remain active in creating a non-traditional solution for this non-traditional project.

(Thanks to Jim Crouse with Sept.10,2019 update, Monroe County Commissioner Mitchell Schumacher July 2019, David Simmons and Elma Moore OHBA Newsletter Fall 2019, and, Anthony T. Durm, PE – ODOT Engineer)

Oregon:

Irish Bend Bridge, Benton County - #37-02-09#2

Located on the campus of Oregon State University, the Irish Bend Bridge will get its much needed repairs this fall. Originally built in 1950 about 15 miles from its current site, the bridge fell into disrepair and was moved to the OSU campus and rebuilt in 1989. The 60-foot Howe Truss bridge now serves as part of a bike path. Listed on the National Register of Historic Places, the bridge is in need of repairs estimated to cost \$305,000



and will be paid for in part by a federal covered bridge preservation fund. The rehab work was scheduled to begin in September.

(KLCC, photo by Judy Prindel-coveredbridges.org website)

Hixon Crossing, Deschutes County - #37-09-D

The famed Hixon Crossing romantic shelter, built by the Walt Disney Company for its 1993 film *Homeward Bound* will most likely be gone by the end of October. The concrete structure supporting it will also be gone as the bridge abutments were “pinching” the Tumalo Creek channel and causing erosion along the banks. Bend Park and Recreation Department said the side panels will be removed and the roof lifted off in sections. The decking will remain for a time being used to access the Larch Bridge improvement work. The original Hixon Bridge was built in 1913 and updated in 1957. According to the BPRD project overview, removal of the entire bridge will restore the creek’s natural floodplain.

(centraloregondaily.com August 21,2019, photo Ken Ritz October 2006 via dalejtravis.com)



Pennsylvania:

Dreibelbis Station Bridge, Berks County - #38-06-07

The efforts of the NSPCB and TBCBSPA were unfortunately unsuccessful in saving the Dreibelbis Station Bridge in its original historic construction. The \$4.3 million project to rebuild the Dreibelbis Station Bridge began in March 2019. Built in 1869, rehabilitation funding is being provided by the National Historic Covered Bridge Preservation Program, the federal government and Berks County. In early September, removal of the 20-ton, 168-foot Burr Arch Truss structure with a 200-foot tall crane, lifting it off its abutments and placing it on the west bank of Maiden Creek, was completed providing an amazing sight to those who came to watch the move. The bridge was listed on the National



Register of Historic Places in 1981. Over the next few weeks, the bridge will be disassembled with parts taken to Lancaster County Timber Frames, Inc. in York, PA for



“fortification” before they are sent back for reassembly. Alan D. Piper, Berks County transportation planner, expressed his compliments to the project contractors Lancaster County Timber Frames, Inc. and thought the “... project went incredibly well.” “Despite the age of the bridge, it continues to serve the transportation needs of the rural community” said Bonnie Weaknecht of Kutztown. Following restoration, the bridge is expected to be returned to its site in Spring of 2020. Project manager, Dan Houldman said “It’s going to be put back in place as a wooden bridge.” However ... “There will be steel bracing underneath it, so it’ll be structurally sound for many more years to come.” A nearby resident said: “A lot of history there, ... that’s what we need today, history.”

(Jim Vasil with photos WFMZ News Sept.4, 2019)

South Perkasio Bridge, Bucks County - #38-09-05

The Perkasio Borough Council, in partnership with the Perkasio Historical Society and the Bucks County Covered Bridge Society, is creating the South Perkasio Covered Bridge Museum when the bridge receives a major makeover next year. Built in 1832 and moved to its current site in 1958, the bridge is the third-oldest Town Lattice Truss covered bridge in the US and requires some long-needed structural repairs. Funding for the project is coming from various grants, donations, raffles, and serves as a backdrop for weddings and family portrait photos. Museum plans include interpretive signage to showcase Bucks County covered bridges as well as a digital learning experience with the history of the 51 covered bridges that once existed in Buck County. Contact the Perkasio Historical Society at: www.perkasiohistory.org for more information.



(Borough of Perkasio news release November 7, 2019 and to Bill Caswell),

Bucks County -

Frankenfield Bridge - #38-09-09; Mood's/Branch Bridge - #38-09-07#2; Van Sant/Beaver Dam Bridge - #38-09-03; Pine Valley/Iron Hill Bridge - #38-09-12; Knecht's/Sleifer/Clymer's Bridge - #38-09-02; Cabin Run Bridge - #38-09-10; and, Uhlerstown/Lock 18 Canal Bridge - #38-09-08

These seven Bucks County owned covered bridges are the subject of a \$2.5 million project to provide maintenance and repair toward their preservation “for many years to come” according to Kevin Spencer, county director of operations. The work which began in September, will take about 15-months and is being paid for entirely by proceeds from a \$5 county fee imposed on new and renewed vehicle registrations. While most are constructed of wood, many now have steel support beams underneath. The beams will be stripped and repainted, fireproofing will be done on all interior and exterior wood surfaces, and some cedar facing and siding will also be replaced. Three of the bridges are to include roof replacement with cedar-shingles treated with fire retardant. Spencer added that it's the first major work performed on the bridges in a decade.

Pennsylvania once claimed about 1500 covered bridges with Buck County's numbering near 50. Today, Bucks County has ownership of seven bridges, PENDOT owns 3, with the remaining located in Parks. Only 10 still carry vehicles.

(Montgomery News/Ambler Gazette, September 2019)

Rudolph and Arthur Bridge – Lehigh County - #38-39-01

Built in 1850, the rehabilitation project for the Rudolph and Arthur 100-foot Burr Arch Truss Bridge, is estimated at \$2.5 million and will include strengthening the single span bridge to allow continued vehicular use. Expected to begin next winter, original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain its original appearance. The bridge is listed on the National Register of Historic Places.



(Daily Local News of Chester County, PA, photo TBCBSPA)

Wagner Bridge – Columbia County- #38-19-15

The Columbia County Commissioners announced Saturday September 7th the acquisition of the Wagner Covered Bridge currently located near the entrance to the Foxtail housing development. Todd Zuisloft, a former Bloomsburg resident now living in N. Carolina, has been looking to sell the bridge for some time and county commissioners agreed to buy the 163-year old bridge for \$1. The 62-foot, queenpost truss bridge is believed to have been built in 1856 by Daniel Kostenbauder and rebuilt in 1874 by A. J. Knoebel at a cost of \$849.50 across the North Branch of Roaring Creek near Slabtown, PA about 10 miles away from its current location. It was dismantled and stored at Knoebels Amusement Resort in 1981, and reassembled at its current site in 1994 and was listed on the National Register of Historic Places in 1979. The bridge currently rests on a 12” steel channel box frame over dry land, but as of a visit in 2018, the end street-side floor beam has failed. County Commissioners, together with the Columbia County Covered Bridge Association, hope to disassemble and relocate the bridge adjacent to the Columbia-



Montour Visitors Center on Rte. 487 near the Interstate 80 interchange. Discussions are still on-going with the land owners, 7-Eleven, Inc. of Dallas, TX, to acquire the ground but no decision has been reached. No date has been given for the relocation.



(Michael Lester, Press-Enterprise Writer, September 7, 2019, and Linda Sones, Columbia-Montour Visitors Bureau, Photos by Rob & Kathy Mitchell)

Stillwater Bridge, Columbia County - #38-19-21

On September 9, 2019 a dedication ceremony for the completed renovation project at Stillwater Bridge was held with many local residents and Columbia County Covered Bridge Association (CCCBA) members in attendance. In reference to the Fall *Newsletter* article, discussions with CCCBA President, Chris Young, noted that the painting was completed in one day as funding together with timing for availability of the crane and painting crew was critical. Much of the overspray previously noted will most likely dissipate over time or efforts may be undertaken to bristle brush it away.



(Thanks to Jim Smedley, VP TBCBSPA, photo by Gloria Smedley)

Bogert’s Bridge – Lehigh County - #38-39-01

The city of Allentown, PA was recently awarded a \$750,000 Redevelopment Assistance Capital Program grant from the state for the rehabilitation of Bogert’s Bridge and will need to raise \$750,000 in matching funds. Built in the early 1840’s, the bridge has survived fire, floods and accidents and is listed on the National Register of Historic Places. City-owned since 1964 at



Lehigh Parkway, it is one of the oldest in Lehigh County and is open to pedestrian traffic only. The estimated project cost is \$2 million and will include repair to the bridge railing system, approach roadway, timber deck, superstructure, top and lower chords,



verticals, arches and the roof. In 2018, the city also received an \$80,000 grant for the project from the Pennsylvania Historic and Museum Commission. Bill Caswell has provided them with a copy of the recently released NPS *Guidelines for Rehabilitating Historic Covered Bridges* and the Society will be offering a donation once there is more project information available.

(The Valley Ledger August 2, 2019, photos by Wikipedia)

Red Bridge, Perry County - #38-50-06

Recently repairs were made to the Red Bridge including an exterior painting provided by the Theodore Burr Covered Bridge Society of Pennsylvania. The Perry County Historical Society, which owns the bridge, requested assistance from the NSPCB for providing fire retardant for the structure. The NSPCB's No-Char distributor, Steve Sass, provided a quote to provide materials and instructions to show Gloria and Jim Smedley the proper method of application which was accomplished on October 14th. NSPCB Board approval was obtained for the project and the Smedley's picked up the paint from Crestline Industries, Inc. The coating and exterior repainting has now been completed. Red Bridge was built in 1886 and bypassed in 1961. Its single span crosses Wildcat Creek and includes a combination Kingpost and Queenpost Truss and was placed on the National Register of Historic Places in 1980.



(Thanks to Gloria & Jim Smedley and the NSPCB Executive Board, October 2019)

Dellville/Billows Ford Bridge, Perry County - #38-50-16#2

In a follow-up to last quarter's article, two juveniles, ages 14 and 15, have now been charged with the arson that destroyed the bridge five years ago. According to police, both face numerous felony charges including arson of a historic resource, arson endangering property, reckless burning, causing or risking a catastrophe, criminal mischief and conspiring with one another to commit those crimes. The "rebuilt" bridge is completely new except for the steel beams which supported the old structure.

(ABC27 News November 5, 2019)

Burkholder/Beechdale/Althouse Bridge, Somerset County - #38-56-01

Somerset County Board of Commissioners announced October 24th that the historic Burkholder Bridge will be closed for repairs and is expected to be closed for approximately three months. The bridge was built in 1870, is a 52-foot Burr-Arch Truss and spans Buffalo Creek. Work on the bridge is to be carried out by Cottle's Asphalt Maintenance, Inc. of Everett, PA. This is the second of Somerset County's covered bridges to be closed this year with the Shaffer Covered Bridge closed indefinitely in June.



(Johnstown Tribune-Democrat, October 24, 2019, photo by Waymarketing.com)

Shaffer/Ben's Creek Bridge, Somerset County - #38-56-11

The county closed the 1877 bridge in June after a crew from its engineering department, the EADS group, noticed deterioration on part of the beam system used to hold up its metal roof. One of the EADS engineers and the Somerset County Commissioner met with residents at the bridge on September 9th. Regardless of whether it's the nearly \$200,000 repair project or a temporary support system needed to stabilize the 68-foot-long bridge's roof structure, the county must abide by the state's guidelines, which would likely include Department of Environmental Protection and Department of Transportation approvals, before such work could be done. The detour relies on a narrow, dirt road that has a ravine on one side and a ditch on the other. It climbs a steep grade toward Keefer Hill Road, and even though it's a five-mile route, the trip can take 20 minutes. Local residents are concerned about the condition of that detour once winter arrives. The news article mentioned that a temporary system of "four sets of steel column, beam and hanger systems" could be added to support the structure until permanent repairs could be made. Because equipment would have to be mobilized on the banks of Ben's Creek, the DEP would have to approve the move – among other state approvals. An application for state transportation funds is awaiting a decision, and if the county gets approval in November, design work and construction could begin next year.

(The Tribune-Democrat September 10, 2019, photo Bill & Jenn Caswell)

*Vermont ...**Miller's Run/Bradley Bridge, Caledonia County - #45-03-06#2*

Four-year-old Dela Stoddard-McGrath of Wheelock, VT captured the hearts of the public and local officials with a colorful hand-made sign to warn drivers of the limitations of his "beloved covered bridge." In May, more than \$50,000 worth of damage to the 56-foot Queenpost Truss span caused by an over-sized truck. The bridge built in 1995, replacing an 1878 structure, is used by Dela every day to get to and from his pre-school. Saddened by its temporary closure, he visited the site almost every day during the summer to "check on repairs". With Selectman Dan Daley's approval, who thought the sign was "awesome", and at the bridge with the help of Lyndon Municipal Administrator, Justin Smith, Dela was helped to post his sign, which reads: "*STOP! Back up if you're more than 11'-9" or 16,000 pounds*". At the Society's Annual Meeting in October, a Certificate of Appreciation along with a letter of commendation to Dela Stoddard-McGrath was authorized for his efforts to preserve "his" covered bridge and have been sent to him with our thanks.



(Caledonian-Record, AP, September 10, 2019 with photo, and Rob Mitchell photo)

Lincoln Bridge, Windsor County - #45-14-13

Wright Construction is hoping to complete the minor repairs and maintenance to the 142-year-old span by mid-to-late December. Work includes abutment drains, underside bracing and replacement of weather-worn skylights.

(Vermont Standard, November 7, 2019, Woodstockvt.com, Katie Berdan photo)



Ontario:

West Montrose/Kissing Bridge – Waterloo County - #59-50-01

An iconic site within the Mennonite community of Waterloo County and considered a miracle that it still stands, the West Montrose/Kissing Bridge is the last wooden covered bridge in the province. It is considered to be one of the most cherished and rarest pieces of Ontario history. Built mostly of oak and white pine in 1881 the 190-foot, 2-span, Queenpost truss bridge has survived wind, flood, snow, ice and, the test of time. However, in early September a crack in one of the underside support beams was discovered forcing Waterloo Region’s director of transportation, Steve van De Keere, to close the structure to traffic until a thorough inspection can be made to determine the extent of the damage. The bridge was designated a Provincial Historic Site in 1960 and listed on the Canadian Register of Historic Places in 2007.

(BlogTO website, Katherine Palumbo, April 2018 and The Observer, Aneta Rebiszewski, reporter/photographer, Sept. 5, 2019)



Québec ...

Pont Molesworth Bridge, MRC d’Abitibi-Quest - #61-02-13

During his recent trip to Abitibi-Temiscaminque, Gerald Arbour stopped at the Molesworth Bridge and noticed that the height barrier is no longer in place. Part of it was on the ground near the road. The covered bridge was intact. Molesworth Bridge is a 114-foot, two span with a variant of the Town Lattice Truss.

(Thanks to Bill Caswell, Gerald Arbour photo)



Bolduc Bridge, MRC de l’Amiante - #61-06-02

The official inauguration of the new Bolduc Bridge site occurred on August 31st. It took almost 5 years to develop the new interpretive center which started with the bridge being moved in 2014. The bridge underwent some repairs along the way and has been enhanced with numerous informative panels containing information and historic photographs. Sebastien Bolduc, whose grandfather and great-grandfather helped build the bridge near the



family's farm in 1937, worked closely on the development of these new panels, including the text and design of the final product. Bolduc Bridge is a 72-foot, single span with a variant of the Town Lattice Truss.

(News: Pascal Conner's *Blogue sur les ponts couverts* (<http://pontscouverts.com/blogue/>), photos: Gerald Arbour)

Pont Perrault, MRC de Beauce-Sartigan - #61-06-01

Nearly \$1.8 million will be needed to restore the famous Perrault Bridge of Notre-Dame-des-Pins. The bridge will remain closed until at least 2021. The first step will be to obtain a quote for the restoration, followed by the municipality submitting various grants to help pay for the project.

(News/photo from Pascal Conner's *Blogue sur les ponts couverts* [<http://pontscouverts.com/blogue/>] October 6, 2019)



Pont Caron, MRC de Lotbinière - #61-40-04



Work announced several months ago finally began on September 25th. The siding is almost completely removed and the bridge is on temporary supports to allow work on the deck. When complete, the bridge will be red with white moldings and is expected to be complete by November 15th.



(News from Pascal Conner's *Blogue sur les ponts couverts* [<http://pontscouverts.com/blogue/>] October 17, 2019 with photo by Simon Pratte October 2019)

Pont de Milby, MRC de Coaticook - #61-07-03

Closed to traffic since September 27th. Christiane Desjardins, a regular contributor to the Pascal Conner covered bridge blogue, visited the site on October 12th capturing this photo of the bridge. Although closed to traffic, a quick observation did not reveal the cause for its closure as visibly, the bridge does not seem damaged.

(News from Pascal Conner's *Blogue sur les ponts couverts* [<http://pontscouverts.com/blogue/>] October 17, 2019 with photo by Christiane Desjardins October 12, 2019)



Pont Narrows, MRC de Memphrémagog - #61-69-03

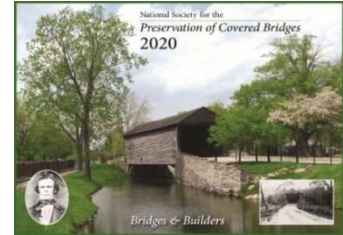
On Friday evening, October 4th, about 75 people attended a gathering at the Narrows Bridge. The interior has recently been painted white covering over one of the most graffitied interiors in the province. In 2021, the abutments should be replaced. The highlight of the evening was the presentation of director Louise Abbott's new film on the history of Québec's covered bridges and is available for free online at <https://vimeo.com/364524417/444145dfa1>. Two of our correspondents, Gérald Arbour and Gaétan, are in the film.

(News from Pascal Conner's *Blogue sur les ponts couverts* [<http://pontscouverts.com/blogue/>] October 14, 2019 with photo by Gérald Arbour October 2019)



2020 Calendar ...

The NSPCB Calendar for 2020 is now available and features covered bridges and builders from 13 states. Our thanks to Carol Colaianni and her committee for the beautiful presentation of the 2020 edition. Calendars are available for \$15.00 by mail or \$10.00 at our meetings or events. Send your order to Bill Caswell, 535 2nd NH Tpke., Hillsboro, NH 03244-4601. Thanks for supporting the National Society for the Preservation of Covered Bridges, Inc.

*2021 Calendar ...*

Calling all photographers!! The Committee's work on the 2021 calendar is well on its way and will feature different truss styles with some having only a single known example. Along with some amazing photography of the selected bridges, we hope to include details of each selected truss including their structural significance and the relationship to the people of the area. We are seeking current and historic digital high resolution (300dpi or better) images of different bridges for consideration, interior and exterior views or multiple seasons of any bridge from any state or province – that's a whole World Guide full of possibilities! There is no restriction on truss types or number of photos submitted, and submissions covering multiple seasons is encouraged. It is the Committee's intent to include the works of as many different photographers as possible. Possible truss styles include: Burr-Arch (hundreds of options), Childs (Ohio), Haupt (N. Carolina), Howe (dozens of options-eastern or western), Kingpost (everywhere), Long (examples in OH, ME, NH, and others), McCallum (Québec), Multiple Kingpost (everywhere), Paddleford (northern New England), Partridge (OH), Queenpost (everywhere, with variants), Smith (multiple variants), Town Lattice (including variations), and Warren (OH). All submissions must be received no later than February 28, 2020 with images and other relative information emailed to nspcb@yahoo.com, or, sent on CD to Bill Caswell, 535 2nd NH Tpke., Hillsboro, NH 03244

Winter 2019/2020 Late News ...

Indiana:

Fountain County – Wallace Bridge - #14-23-01

Cades Bridge - #14-23-02

Rob Roy Bridge - #14-23-03

Additional information received advises that Fountain County has established a permanent endowment fund for the ongoing maintenance, repair and restoration of both Wallace and Cades covered bridges and to promote appreciation of community history. Donations to the fund can be made online at www.wicf-inc.org , or mailed to: Western Indiana Community Foundation, ATTN: Cade's Mill & Wallace Covered Bridge Fund, P. O. Box 175, Covington, IN 47932 Similarly, a permanent endowment fund for the ongoing maintenance, repair and restoration of Rob Roy covered bridge has also been established. Donations to support the fund can be made online at www.wicf-inc.org , or mailed to: Attica Community Foundation, Attn: Rob Roy Covered Bridge Fund, P. O. Box 161, Attica, IN 47918. (Thanks to Jim Crouse)

Richland-Plummer Creek Bridge, Greene County - #14-28-01

Built by Archibald M. Kennedy & Sons in 1883, the 136-year old bridge is slated to be bypassed sometime next year. The bridge damaged recently by an over-height truck together with its 3-ton load limit has made it a hazard for the number of vehicles that cross daily. The 113-foot single span Burr-Arch Truss has stood faithfully across the Richland Creek and is the only covered bridge in Greene County. It is listed on the National Register of Historic Places.

(Thanks to Jim Crouse, photo Indiana State University Library)



Otter Creek/Holton Bridge, Ripley County - #14-69-02

One of two bridges in the county, Otter/Holton Creek Bridge was built by Thomas A. Hardman in 1884. Bypassed in 1996 the 112-foot single span Howe Truss bridge was nominated to the National Register of Historic Places in 2019. Closed to all traffic in February 2019 after being damaged by high winds, Rocking S Fence & Barn Contractors of Versailles, IN completed repairs to the roof and the bridge was reopened August 24, 2019 to foot-traffic only.

(Information and photo thanks to Greg McDuffee)

Offutt's Ford Bridge, Rush County - #14-70-02

Offutt's Ford covered bridge was reopened to traffic September 5, 2019 following the completion of repairs by Trisler Construction Co. of Indianapolis and USI Consultants resulting from damage caused by an over-weight vehicle in March 2019. In addition to receiving new floor bracing, some verticals and diagonals, a new floor was added after which it received a new coat of paint. The 101-foot single Burr Arch span was built in 1884 across Little Blue River by the Kennedy Brothers and added to the National Register of Historic Places in 1983. Burned in 1995, the bridge was restored in 1998 and is currently maintained by the Rush County Heritage Group.



(Information and photo thanks to Greg McDuffee)

NSPCB Promotional Items

Show your support for the Society with these new items.
All income from sales goes towards preservation projects such as donations of fire retardant.



Umbrella



Baseball Cap Design

All items are navy blue with the design in white.
Prices include shipping charges.

Short Sleeve Tee Shirts.....	\$15.00
Long Sleeve Tee Shirts	\$22.00
Short Sleeve Polo Shirts.....	\$30.00
Crew Neck Sweatshirts.....	\$30.00
Hooded Sweatshirts	\$40.00
Full Zip Hooded Sweatshirts.....	\$50.00
Baseball Cap.....	\$18.00
Water Bottle (25 oz.).....	\$15.00
New! Umbrellas.....	\$15.00

T-shirts and crew-neck sweatshirts include the front and back designs.

Hooded sweatshirts only have the small logo on the front.

Polo shirts have the small logo embroidered on the front.

Baseball caps have a similar design embroidered on the front.

Shirts and sweatshirts are available in small, medium, large, XL, 2XL and 3XL.

All items are navy blue with the design in white.

Note: Items can only be shipped to US addresses.

Send a check or money order made out to **NSPCB** to:
Jennifer Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244,
Credit card orders can be processed on our website by using PayPal -
<http://coveredbridgesociety.org/promotions.htm>
Have questions? E-mail Bill at wscaswell@yahoo.com