



The Newsletter

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

Fall 2018

The Covered Bridge

By: Deb Doyle

*“At rest, at last, in shaded woods,
Wild ivy climbs its beams.
Its memories only shared by God
And one undying stream.*

*Whose hooves have trod these ancient planks?
What mystery would they sing?
In raging storm was sheltered here
Beggar, thief, or king?*

*Not long ago, great artists came
And poets one by one.
But soon the road was overgrown;
Now even they are gone.*

*Though now it's only refuge to
Wild ivy, birds and fawn,
The covered bridge has memories
To cherish from now on!”*

In this issue:

Editor's Comments	2	Covered Bridge Internet Resources	7
President's Message	3	Meeting Summaries	8
Archives Update.....	4	Upcoming Meetings and Events	9
Membership	4	“A Bridge Through Time” (Missouri).....	10-11
World Guide Updates	5	Note to GPS Users	11
Covered Bridge Stamps	6	Hyde Hall Bridge Exhibit	12
New Brunswick Update	6-7	Covered Bridge News.....	13-23

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

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Editor's Comments ...

My wife and I journeyed to Columbia County Pennsylvania earlier this year to visit the covered bridges located there. Although our trip focused on Columbia County's bridges, we offer these thoughts based on our own experiences which you can apply to your trips ... wherever they may take you.

As you visit your chosen bridges, we urge you not to be in a hurry. They've been here for a long time so as you step inside the bridges, consider the craftsmen who built them and the craftsmanship that went into their construction; consider, too, the know-how utilized that has enabled these bridges to survive all these years while remembering that they were never designed to contend with the modes of transportation we use today ... but do. Slow down ...listen to the bridge's creaking timbers and rattling floor boards "whisper" their stories as you slowly pass through. Imagine the walkers, horseback riders, lovers, and farmer's horse-drawn wagons alike who have passed through during the last century whether just crossing the stream, taking shelter from a passing shower or stealing kisses from that someone special. Observe the markings on their weathered beams put there by lovers and vandals alike, as they, too, tell a story. Enjoy the picturesque setting of each individual bridge but be respectful of neighboring property owners. Take time to venture along the stream, where you are able, and listen as it swirls past rocks or creates a reflective pool beneath the bridge. Above all, think of these treasured bridges as precious artwork exhibited in an outdoor museum for everyone to enjoy and treat them with their deserved respect whether you photograph them, capture them on canvas, or just commit their aesthetic beauty to memory. These bridges are truly our national treasures that, with proper care, might possibly survive another hundred years ... or more.

As we traveled through the county we wondered ... Does anyone know the background of what has become the "traditional barn red" paint for Pennsylvania's barns and covered bridges? Why red? Why did it become the "traditional" color and when? Was it originally a paint or a sort-of red colored "white wash"? We don't know! If any of you know the answers, please, drop me a line. I suspect there are others who might like to know as well. We'll let you know what we discover in the Winter 2018/2019 edition of the *Newsletter*.

Happy Bridging!

Winter 2018/2019 Newsletter Deadline ...

The next *Newsletter* is scheduled to be mailed in early **December**, therefore, anyone wishing to submit articles should send them to the Editor by **November 15, 2018**. **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 ...

As I mentioned in my last note to you, New Brunswick is losing its historic covered bridges at an alarming rate and at least one more will be gone soon. Concerns about the future of these works of architecture has prompted a group of concerned residents to form the Covered Bridges Conservation Association of New Brunswick (CBCANB). We are also concerned about the news coming from this area and wanted to check it out for ourselves. In early July, Jenn and I planned a trip to New Brunswick to visit the bridges and meet with the individuals working towards preserving them. More details are in a separate article.

We are always looking for projects to get involved in. If you are aware of an historic covered bridge that needs our help, either through volunteer work or financial assistance, please let me know. At our Board meeting in May, we discussed becoming more involved in the initial engineering part of the process as a way we can make a noticeable difference and help to get a project moving forward. Our membership includes many engineers including a few who specialize in covered bridge work. Maybe you are aware of a project where we can help. When grants become available, there is usually a need for the bridge owners to raise matching funds. We may be able to help with the matching funds. If you are aware of an opportunity for the Society to be involved, please let me know.

A few years ago, we published offers to help provide fire retardant for our historic covered bridges to reduce the risk of arson damage. When the idea was first discussed at our meetings, there were concerns that we would become inundated with requests. While we have been able to help some communities, the response has not been overwhelming. The program has evolved a little as we have been trying to find the best way to implement it, but it still exists. As it stands now, we are accepting requests for fire retardant project. If we are able to help, NSPCB will purchase NoChar fire retardant and have it delivered. Our offer is to donate the material. It is the bridge owner's responsibility for providing the workers to apply it properly. Feel free to contact me for more information.

On another note, this Newsletter includes comments regarding the need for GPS's to alert drivers of bridge height and weight restrictions. That technology already exists; drivers just need to use it! A quick Google search lists a number of phone apps available for both Android and iPhone devices to alert drivers of low clearances. There are also GPS units made specifically for oversized vehicles which can alert drivers of roadway restrictions. While I agree that it would be great to be forewarned of restrictions along the recommended route, I also feel very strongly that the GPS is merely a tool and like any other tool, it is up to the operator to use it properly.

It is easy for a driver to blame the GPS for recommending that they take a particular route. And, people who still prefer to navigate by map will be happy to point out these accidents "caused" by the GPS. For what it's worth, the typical state highway map that you pick up at a rest area or AAA office does not list bridge height and weight restrictions either, yet people don't blame those maps for not properly alerting them to a potential hazard. At some point, drivers need to take responsibility for their actions. When we visit my family in West Virginia, we choose not to make the recommended right turn on to Market Street. By looking at the road you can see that one is best left to ATV riders and mountain bikers. It is the driver's responsibility to confirm that the recommended route is suitable for their vehicle, and if not, it is their responsibility to find an appropriate alternative route.

After a truck with a clearly labeled 12'-7" height recently caused thousands of dollars in damage to the Cornish-Windsor Bridge connecting New Hampshire and Vermont, which has a clearly posted 9'-2" clearance, Cornish Police Chief Doug Hackett noted that using the technology does not absolve motorists of responsibility. "Following your GPS doesn't mean you don't have to follow posted signs. You can't use the GPS as an excuse," Hackett said. "At some point, you have to look at the road, look at the signs, look at what's going on around you." (Valley News, July 19, 2018) Bravo! Chief Hackett.



*Starkey Bridge, Queens County,
New Brunswick, July 11, 2018*

Bill Caswell

Archives Update...

The regular archives volunteers have been continuing progress on their projects: Bob Pauwels has finished sorting through the Vermont postcards in the Society's collection and will begin on more material at the end of the summer. Michael Delage is still working on a large collection of slides from the late Dick Roy.

Jim Smedley has scanned a small collection of covered bridge slides donated to us by the West Jersey Chapter of the National Railway Historical Society. The slides were part of a collection of railroad pictures donated to that organization. Most of the photos were taken by the late Francis Palmer of New Jersey with others which appear to be from a different unknown photographer. Most are from Pennsylvania, but other areas are included. Jim has also sent along scanned copies of 1950s era slides from the Roger Small collection which was donated to the Theodore Burr Covered Bridge Society of Pennsylvania a while back. They are all New England slides.

We have also received another small collection of slides and postcards from Elaine Rooker Jack of Kentucky. The slides of covered bridges in the southern states in the early 1970's were taken by her father Edgar Q. Rooker (1934-2014). We will plan to have these scanned later this year.



McDaniel's Bridge, Bedford County, Pennsylvania, #38-05-20, lost to arson on April 3, 1988. Francis Palmer Collection, NSPCB Archives.

Membership ...

Welcome New Members ...

Douglas Biagini, Buffalo Grove, Illinois
 Marian Bishop, Hudson, New York
 Mr. & Mrs. Paul Naus, Berwick, Pennsylvania

Douglas Neiner, Pittsfield, Massachusetts
 Dave O'Brien, Derry, New Hampshire
 Casey Wood, White River Jct., Vermont

The Next Generation...

During the Executive Board Meeting in May, we discussed fostering covered bridge preservation in young people so they grow up with preservation in mind.

Coincidentally, Arnold M. Graton Associates was invited to the Holderness Central School in Holderness, New Hampshire for a presentation on Covered Bridges on June 1, 2018. The invitation was part of an Artist-in-Residence program at the school. They were asked to speak to a group of 30 fifth graders who were constructing their own covered bridges.

Tim Dansereau, who attended this school, gave a presentation including a slide show highlighting local covered bridges and some major restorations. Some of Tim's former teachers were among the audience. In addition to the presentation, the Graton's brought some antique tools that are still used as well as two authentic trusses that Tim and Arnold Graton had built for an academic fair while Tim was in the sixth grade. Tim discussed the history of covered bridges and their rise and fall. There were also discussions with the children on the Civil War and Flood Control with the rise of hydraulic power and the corresponding destruction of bridges. Tim spoke on the importance of the history of covered bridges and the part they played in the lives of all needing to cross a waterway for family, farming and general travel needs.

Tim also talked about the use of mathematics in the design of bridges and the deflection of wood versus steel. Using the small trusses, he explained the construction and major components of the bridges.

The class was quite animated and participated in the discussions.

Updates to the World Guide to Covered Bridges ...

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

- Page 48, Grafton County, New Hampshire, update the directions of 29-05-07#2, the Turkey Jim Bridge
0.8 miles west of jct I-93 on NH49 (Exit 28), then 0.4 miles right at Branch Brook Campground. Ask at office.
- Page 50, Grafton County, New Hampshire, update the directions of 29-05-112, the Squam River Bridge.
2 miles northeast from NH132 on US3, then 0.1 miles right on River St.
- Page 51, Merrimack County, New Hampshire, update the directions of 29-07-08 the Rowell Bridge
2.5 miles west of I-89 (Exit 6) **on NH127, then just right** on Clement Hill Rd
- Page 52, Sullivan County, New Hampshire, update the directions of 29-10-03#2 the Pier Railroad or Chandler Station Bridge
2.4 miles west of jct NH10 and Newport on NH11/103, then 1.2 miles left on north side of Chandler Mill Rd.
- Page 52, Sullivan County, New Hampshire, update the directions of 29-10-04#2 the Wright Railroad Bridge
2.4 miles west of jct NH10 and Newport on NH11/103, then 2.0 miles left on north side of Chandler Mill Rd. to right-of-way access on north side of road, walk 0.4 miles west on abandoned railroad right-of-way. (Part of bicycle trail).
- Page 53, Sullivan County, New Hampshire, update the directions of 29-10-08 the Meriden or Mill Bridge
0.9 miles northwest of NH120 and main intersection in Meriden on **Main St.**, then 0.1 miles left on Colby Hill Rd. Northwest of Meriden.
- Page 53, Sullivan County, New Hampshire, update the directions of 29-10-10 the Blow-Me-Down or Bayliss Bridge
4.0 miles north of the Cornish-Windsor Bridge on NH12A, then 0.4 miles right on Mill Rd.
- Page 109, Columbia County, Pennsylvania, update number of spans of 38-19-33 the Rupert Bridge to account for addition of two stone piers. Steel beams, and not the wood truss, support the deck floor.
38-19-33 Montour Fishing Creek Rupert **1+** 185' 1847 Burr Arch
- Page 140, Chittendon County, update the directions of 45-04-03 the Quinlan or Lower Bridge
0.7 miles east of US7 (opposite SR F-5) **on Church Hill Rd., then fork right 2.3 miles** on Hinesburg Rd., then **3.1** miles right on Spear St. Extension and just left on Lewis Creek Rd. South of East Charlotte.
- Page 140, Essex County, VT & Coös County, NH, update the directions of 45-05-02 the Columbia Bridge
0.3 miles south of Lemington on **VT102** and just east.
- Page 141, Franklin County, update the directions of 45-06-02 the Village or Maple Street or Lower Bridge
0.6 miles **north** of jct VT128 on VT104, then 0.2 miles left on Maple St.
- Page 153, Windsor County, update the directions of 45-14-11 the Bower's or Brownsville Bridge
1.3 miles west of main intersection in Brownsville on VT44, then 0.3 miles right on Bible Hill Rd.
- Page 175, York County, New Brunswick, correct name and update directions of 55-15-06 the **Nackawic** Siding Bridge
3.7 miles (6.0 km) west of jct NB104 on NB585, then 1.9 miles (3.1 km) right on **Nackawic Siding Rd. (Caution: High clearance vehicle needed on Nackawic Siding Road.)** Northwest of Millville.
- Page 186, MRC du Haut-Saint-Laurent, Québec, update directions of 61-27-01 the Powerscourt Bridge
4.6 miles north of US11 at Chateaugay, NY on River St. to Canadian border, continue 1.3 miles (2.1 km) ahead, then 3.2 miles (5.1 km) left on chemin de la 1re-Concession. At Powerscourt.

New Brunswick Report

by Bill Caswell

On July 10, Jenn and I met with Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick (CBCANB) in St. Martins on the province's Fundy Coast. We chose to meet in St. Martins because it is the home of one of the threatened bridges. The Vaughan Creek Bridge (World Guide #55-11-05) has recently been bypassed and there are indications that the Department of Transportation and Infrastructure (DTI) is planning to replace it within the next year. The bridge is very popular with tourists. During our visits here there are always others photographing this very picturesque community.



Ray and the other officers have done a great job getting the word out through media contacts and local officials. The CBCANB held a rally here in early July where they obtained nearly 200 valid signatures on a petition to preserve the bridge. This was much better than expected from a community of about 350 residents. Two more rallies were held on July 29th. Reports of those are in the Bridge News section.

In a short time they have gotten New Brunswick's covered bridges added to the National Trust for Canada's 2018 list of the country's top 10 endangered places. This national organization is devoted to raising awareness of endangered historic places throughout Canada. Coincidentally, the National Trust for Canada's annual conference will be held in the province's capital city, Fredericton, in late October. I am honored to have been invited to speak at this conference.

When asked how we can help, Ray indicated that at this time, letters of support would be the most beneficial. See information about the petition drive above. Please consider sending your own letter of support. While discussing their work at the June NSPCB meeting, the attendees suggested offering them copies of the World Guide to distribute or sell as they see fit. We brought them with us and gave them to Ray after our meeting.

On July 13th, we met with Koral LaVorgna, executive director of the Association Heritage New Brunswick in Fredericton, to discuss the status of the province's covered bridges. The AHNB has been very helpful in raising awareness of the importance of preserving historic buildings within the province and through the efforts of Ray Boucher, they have become more aware of the needs of the historic covered bridges. We look forward to working with Ray and Koral to help preserve these special landmarks.

Covered Bridge Stamps...

The topic for the 2018 EUROPA series of stamps is bridges. Many European nations are issuing stamps in the series and at least three of them show covered bridges. In the last issue, we noted the issue from Liechtenstein featuring the covered bridge over the Rhine connecting Sevelen, Switzerland and Vaduz, Liechtenstein. Member Bob Salvi has provided us with images of two more stamps in the series.



The Swiss stamp features the Spreuerbrücke, one of two wooden pedestrian bridges in Lucerne. The original bridge at this location was constructed in the 13th century. The current bridge was reportedly built to replace one destroyed by a flood in 1566. The bridge includes a series of paintings created from 1616 to 1637 under the direction of painter Kaspar Meglinger. Of the 67 original paintings, 45 are still in existence.

The stamp from Bulgaria shows the covered pedestrian bridge crossing the Osam River at Lovech. The structure, which is probably not a wood-truss supported, was built in 1981-82 to replace a modern bridge at the location. Its design was intended to replicate a former covered bridge completed in 1874 and lost to fire in 1925. The covered walkway includes a number of shops.



Plea For Help in New Brunswick

The covered bridges of New Brunswick once numbered over 300 only 75 short years ago, but now only about 58 remain. Most of the bridges date back to the first half of the 20th century, between 1900 and 1950. Within the past year, two covered bridges have been lost and others are in danger of being lost.

In January, the circa 1930 Bell Bridge (WG#55-12-01) was demolished after blocks of ice flowing down the flood-swollen South Branch of the Oromocto River broke through the siding and damaged the bridge's deck and floor system. In August 2017, the circa 1920 Hammond River No.2 Bridge (WG#55-06-05), which crossed the Hammond River, was dismantled after being severely damaged months earlier by a contractor trying to cross with an over-weight excavator and carrying a load of lumber which broke through the bridge's nearly century-old floor beams, falling into the river below. New Brunswick's covered bridges, considered to be iconic symbols of the past, are important to tourism in the eastern province as well as to its cultural heritage.

The Covered Bridges Conservation Association of New Brunswick asks for your help and has launched a petition to help us save our covered bridges. The collected letters will be added to the petitions collected at strategic locations throughout the province and presented en masse to the leaders of the province's political parties.

If you have not already signed our petition and agree with the following statement, please take a few minutes and send us a letter. Be sure to include the date and your return address on the letter.

The letter should read as follows:

"I am concerned over the loss of our covered bridges and strongly urge the provincial government to declare a moratorium on dismantling any of the remaining covered bridges in New Brunswick until an independent company with timber construction expertise can do a proper assessment on any covered bridge deemed unsafe by DTI staff before destruction proceeds."

Please mail the letter to:

Covered Bridges Conservation Association of New Brunswick
59A Hunter Lake Road, Box #10
Upper Golden Grove, N.B. E2S 3B3 CANADA

Covered Bridge Internet Resources ...

There are many Internet resources available for covered bridge information. Links to the sites listed here and many more can be found on the NSPCB website at <http://coveredbridgesociety.org/>. Click on **Links** on the top banner of any NSPCB web page.

Covered Bridge Resources:

Covered Spans of Yesteryear, www.lostbridges.org – Information on all known covered bridges in the United States and Canada with photographs of many of them.

Dale Travis maintains an extensive list of existing authentic and non-truss-supported covered bridges throughout the United States and Canada – <http://www.dalejtravis.com/cblist/cblistus.htm>

Bridgehunter.com – Information and photos of all types of bridges

The Covered Bridge Experience, <https://www.facebook.com/groups/TheCoveredBridgeExperience/> - A Facebook page with covered bridge news and extensive collection photos.

Covered Bridge Societies:

Covered Bridges Conservation Association of New Brunswick, Canada

.....<https://www.facebook.com/groups/CoveredBridgesConservationAssociationNB/>

Covered Bridge Society of Oregon..... <http://www.covered-bridges.org/>

Indiana Covered Bridge Society..... <https://www.indianacrossings.net/>

New York State Covered Bridge Society..... <http://www.nycoveredbridges.org/>

Ohio Historic Bridge Association..... <http://oldohiobridges.com/new/>

The Theodore Burr Covered Bridge Society of Pennsylvania..... <http://www.tbcbpsa.com/>

Vermont Covered Bridge Society..... <http://www.vermontbridges.com/>

June Meeting ...

The June meeting at the Contoocook Railroad Depot was attended by 24 members. We are grateful to the Contoocook Riverways Association for providing the room for our meeting. Arnold and Meg Graton talked about a visit to a New Hampshire school to talk about the work they do and why it is important to keep the bridges in good repair. We are hoping that we can help arrange more visits like that once school starts up again in the fall.



There was lots of talk about what is going on in New Brunswick and brainstorming ways we can help. Bill Caswell will be meeting with the president of the province's covered bridge society in Saint John on July 10 to discuss the situation.

It was the first opportunity for most to see and purchase 2019 calendars. The calendar committee did an outstanding job this year. Now it time to start planning for 2020.



July Meeting ...

As has often been the case, the July meeting, our annual picnic, was held on a cold rainy afternoon. Fortunately, recording secretary Joye Olson provides us with a nice indoor space to gather which has a covered outdoor area for chef (and membership chair) Jenn Caswell to work her magic on the grill. Meeting discussion included details of Bill & Jenn's trip to New Brunswick, discussion of way to improve organization of items in the storage area of the archives and an update on Alan Hartmann's work on a website for locating bridges near a location. The website is intended to be used on mobile devices when traveling or planning trips to see what is in a particular area. The project is just getting underway and will be a work-in-progress for a while. We appreciate Alan volunteering his time and knowledge to work on this in addition to his full-time job and family commitments. We also had bridge updates from Karl Young's trip to Pennsylvania and Bill & Jenn's New Brunswick trip.

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Do you shop at Amazon? Have you heard of Amazon Smile? It is a program where Amazon contributes 0.5% of your purchases to a non-profit organization. There is no cost to you. In May, we received a donation of \$11.20. That may not sound like much, but every little bit helps. Having more people participate will increase the funds we have available to contribute towards fire retardant and other worthwhile preservation projects.

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

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.

Upcoming NSPCB Meetings & Events ...

September 22 & 23 – Ashtabula County Tour with the New York State Covered Bridge Society. Details in a separate article in this *Newsletter*.

Saturday, October 27 – Annual Meeting at the Brigham Hill Community Barn, 37 Wheeler Rd., Grafton, Massachusetts. Meal at noon, meeting at 1:00.

Other Upcoming Covered Bridge Meetings & Events ...

For more information on other society's events, visit their websites listed elsewhere in this Newsletter.

September

Sunday, September 9, 2018 – 2:00 pm, Theodore Burr Covered Bridge Society of Pennsylvania, Monthly meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program: To be determined.

September 15 & 16, 2018 – Washington & Greene Counties Covered Bridge Festival, at Meadowcroft, Avella, PA, contact www.visitwashingtoncountypa.com or call 724-225-3010 for more info.

Sunday, September 16, 2018 – Ohio Historic Bridge Association Fall Bridge Tour – Details TBA

September 29 thru October 3, 2018 – Model T Covered Bridge Tour, Parke County, Indiana contact <http://coveredbridges.com/events/parke-county-covered-bridges-wallace-garage-model-t-tour>.

Saturday, September 29, 2018 – 10:00 am, Vermont Covered Bridge Society Fall Meeting in the Meeting room adjacent to the Middlebury Congregational Church, 30 North Pleasant St., Middlebury, Vermont. Presentation on Nichols Powers by Devin Colman, Vermont State Architectural Historian.

September 29 & 30, 2018 – Indiana Covered Bridge Society Fall Tour of Gibson, Spencer and Perry Counties, Indiana.

October

October 4-7, 2018 – Columbia-Montour Covered Bridge Festival, Pennsylvania. For more information, visit <https://www.itourcolumbiamontour.com/covered-bridge-festival/>.

October 7, 2018 & October 14, 2018 – Covered Bridge Trolley and Cavatelli Dinner, Geneva, Ohio. For more information call 440-466-8466.

October 12-21, 2018 – Parke County Covered Bridge Festival, Indiana. For more information, visit <http://www.coveredbridges.com/>.

October 13 & 14, 2018 – Ashtabula County (Ohio) Covered Bridge Festival, Jefferson, Ohio. For more information, visit <http://www.coveredbridgefestival.org/Pages/festival.html>.

October 13 & 14, 2018 – Madison County Covered Bridge Festival, Winterset, Iowa. For more information, visit <http://www.madisoncounty.com/covered-bridge-festival/>.

Sunday, October 14, 2018 – Theodore Burr Covered Bridge Society of Pennsylvania Meeting, St Paul's Episcopal Church, 90 S Charlotte St, Manheim, Pennsylvania.

Saturday, October 27, 2018 – Blount County Covered Bridge Festival, Oneonta, Alabama. For more information, visit <https://www.facebook.com/CoveredBridgeFest/>.

November

Sunday, November 4, 2018 – 2:00 pm, Theodore Burr Covered Bridge Society of Pennsylvania, Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program: To be determined

Sunday, November 11, 2018 – Noon – 3:00 pm, New York Covered Bridge Society Harvest Dinner, Hamden Presbyterian Church Hall, 35806 St. Hwy 10, Hamden, New York.

December

Saturday, December 8, 2018 – 11:00 am to 4 pm, Theodore Burr Covered Bridge Society of Pennsylvania Dinner, Dutch-Way Family Restaurant – Myerstown, Pennsylvania.

A Bridge Through Time

by Katherine Libby

One of the best-kept secrets in the state of Missouri is a one-fourth mile walk just beyond a dusty dirt road. Sitting quietly in a secluded spot in the woods, between the towns of Laclede and Meadville, is the Locust Creek Covered Bridge. There is a grandeur and sense of mystery about it, even though time and the highway have passed it by. At first glimpse, you might catch your breath, for it appears to have come out of a dream, surreal, amid a small, dense forest and vegetation, much as it must have been when it was built.

In 1868, during the Reconstruction days following the Civil War, settlers united to dedicate a covered bridge over their largest stream, Locust Creek. They were the same pioneers who had journeyed from all parts of the United States to the green hills of north Missouri due to its rich soil, rolling prairies, plentiful fish, wildlife and fine, untouched timber.

Linn County and the Locust Creek area were settled during a severe depression, which was called the Crash of 1837. With little money in circulation, the early settlers were not affected much by the collapse. They got what they needed by trading with each other and the local Native Americans.

The Linn County court records of the time listed a need for a new bridge to replace a former structure damaged by floodwaters in 1842. It was to be a covered bridge intended to last 15 to 19 years. The bridge was built to span the creek of what was the main road in the area.

The Locust Creek Covered Bridge was a monumental undertaking at the time, not only in its structure but in the restructuring of the community's sense of unity. It was the first time since the Civil War ended that the community had been unified with cause for celebration.

James J. Pershing, brother of Gen. John J. Pershing, gave a vivid account of the event:

“We gathered early,” he wrote, “and it was a day that lingers in one's memory. When night fell, the fiddlers and instrumentalists of the day tuned up, and when the first strains hit the rafters, fours were formed. A mustached caller mounted a keg and called, 'Take your places.' They played on and on and the dancers never wearied of the strains of the 'Devil's Horn Pipe,' 'Ole Dan Tucker,' 'Buffalo Gals,' and as always, the 'Arkansas Traveler,' which received encore after encore, and filled the creekside to the pleasure of the newly settled groups of Missourians.”

“As the night wore on, Old Bill Lavey with his fiddle composed the entire orchestra, and Bill's condition became such that he played the same all night. Some of the boys would get him started on a new tune, but Bill soon dropped back to his old favorite, the 'Arkansas Traveler,' and no finished musician ever played it with more zest and genuine feeling than Bill.”

John J. Pershing, who led the American Expeditionary Forces in World War I, was 8 years old the day his family attended the celebration, and more than once his life path the covered bridge would be entwined. John continued to find reasons to make frequent trips to the covered bridge to hunt, fish or swim. As a young man, he passed through the bridge en route to Trenton, MO to take an exam for West Point. The trip through the bridge that day changed his life, as Pershing became the highest-ranked officer in U.S. military history. Pershing's title, "General of the Armies," was shared only with George Washington, who was posthumously given the honor in 1976.

Other travelers through the bridge shared the latest news, weather and politics. Colorful ads, lacquered and varnished, served as reminders of exciting miracle cures, tobacco, inventions, seeds, wonder products and even coming circus attractions.

With the Roaring '20s fast approaching, automobile and travel fans lobbied for a continuous 3,500 mile transcontinental highway, which would run across the nation from east to west, from Hell's Gate in New York to the Golden Gate in California, following the 40th parallel. It was the birth of the Pike's Peak Ocean-to-Ocean Highway. The Locust Creek Covered Bridge and the dirt road, State Route 8, were on the transcontinental route.



Locust Creek Bridge Painting by Heather Thudium

The town of Laclede brought about an ordinance of its own in relation to the automobiles and other motor vehicles in town. *The Laclede Blade* of 1916 states, "this township is threatened by an overrun of autos - 32 in town, and 45 in the country." Some of these cars, no doubt, probably managed to make it across the bridge at excessive rates of speed pushing 20 mph.

Unfortunately, years of repeat flooding required rechannelizing efforts. By 1922, the bridge was left spanning a dry creek bed. The new stream flowed one-fourth mile to the east of the old. Eventually in 1960, the bridge across the new channel washed out and maintenance of State Route 8 stopped.

In 1968, the state of Missouri received the title to the bridge, and designated it a state historic site. The Missouri State Park Board soon after started restoration of the bridge. Two years later, it was placed on the National Register of Historic Places. A second effort to restore the bridge to its 1914 appearance was completed in 2003.

Of the four remaining covered bridges left in Missouri, it is the longest at 151 feet.

Originally built to span Locust Creek with a life expectancy of 15 to 19 years, it has spanned 150 years as one of the finest examples of pioneer spirit.

In an ever-changing world, the bridge has remained as it once was. It is something our state can proudly proclaim as its own. It is part of our cultural heritage from the past to the present and as part of our heritage to future generations.

The Locust Creek Covered Bridge State Historic Site is maintained by the Missouri Department of Natural Resources, in conjunction with the General John J. Pershing Boyhood Home State Historic Site in Laclede. For more information, visit www.mostateparks.com/locustbridge.htm.

Heather Thudium is a freelance artist specializing in historical and botanical art. Her work has been made into cards, prints and an educational coloring book. We are grateful to her for sending us this article.

IMPORTANT WARNING TO USERS OF GPS AND/OR SIMILAR NAVIGATION APPS:

Concord Road Bridge, Cobb County, GA – Officials there note that some of our modern technology has its drawbacks. Cobb County spokesman Ross Cavitt said that a spike in accidents can be attributed to GPS devices and navigational apps that tend to lead vehicles to their historic bridge **with no height limit warnings** and even though their over-sized vehicles or trailers simply can't fit through, they seem to try anyway. At least five over-height trucks have collided with the headache bar since its installation in December of last year. When accidents do occur and they apprehend the alleged driver, the drivers are cited and charged with the repair costs, but such incidents are taking their overall structural toll on the wooden bridge. In May, officials were installing a radar-sensing, flashing LED warning light sign on the Mableton side of the bridge to alert drivers of the low clearance. In addition, officials are working with navigational app companies to see if they can provide in-app warnings. (Fox News, May 2018) [In July, your editor received information through CobbDOT that mapping providers had no built-in warning mechanisms alerting users of low-clearance bridges. There is a system being tested with one provider in conjunction with the CobbDOT but it is "not in production" yet. (Ross Cavitt, Cobb County Communications, July 2018)] [**Note:** This warning applies to all our covered bridges, no matter where they are located. If you visit a bridge using GPS or any navigational apps please take note of any warning notices through the app vs those physically found at the bridge. Let the Society know if conflicting or lack of notification is evident. Ed.]

Hyde Hall Covered Bridge Exhibit ...

by Bill Caswell

During the September 2017 NSPCB meeting at the Hyde Hall estate in New York's Glimmerglass State Park, the Hyde Hall CEO and Executive Director Jonathan Maney offered us some space within the barn on the property to use for an exhibit related to the covered bridge.

The offer was accepted and a plan was set in motion in cooperation with the Theodore Burr Covered Bridge Resource Center and New York State Covered Bridge Society. In late March 2018, Hyde Hall Historian Doug Kent offered a donation of \$1,800 to fund the exhibit. Unfortunately, Mr. Kent was not able to see the completed project, he passed away a few days after making the donation at age 94. A plaque was made in Mr. Kent's honor and is prominently displayed as part of the exhibit.

Bob & Trish Kane made a number of visits to the site to clean up the barn, add electricity and lighting, prepare historical information plus gather, print and mount photographs. Eight of the eleven photographs in the exhibit are from the Society's Archives with most of them from Richard Sanders Allen's collection.

The exhibit opened to the public on Saturday June 16th. Bill & Jenn Caswell joined Bob & Trish to greet visitors on opening day. Among the day's guests were Hyde Hall's Directors.

If you visit the Hyde Hall Bridge this summer, please continue up to the mansion and view the exhibit which will be in place until October. It is expected to be open to the public during the same hours as the mansion.



Exterior of the Barn



CEO Jonathan Maney Before the Exhibit



Preparing the Exhibit



Some of the Mounted Photographs



Visitors to the Exhibit



Bridge Information

Covered Bridge News ...

Alabama :

Swann Bridge, Blount County - #01-05-05

Surveillance video captured an out of control SUV just moments before crashing into the Swann Covered Bridge. A visitor to the bridge had to jump out of the way as the vehicle crashed into the low wall at the bridge’s entrance and damaged the portal. The bridge is closed until repairs can be made. (WVTM-TV, June 12, 2018. Jim Smedley Photo)



Horton Mill Bridge, Blount County -

#01-05-07



With the public’s help, the Blount County Sheriff’s Department identified two teenagers suspected of damaging a covered bridge. To help combat vandalism, Blount County’s covered bridges have been outfitted with surveillance cameras. One of those cameras captured this photo of the two boys believed to have caused damage to the Horton Mill covered bridge on August 4th. Authorities say it appears they were traveling in a Chevrolet S-10 pickup truck.

California :

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

On Friday, June 8th, the State’s Budget Conference Committee unanimously voted to include the additional \$2.8 million in funding needed to restore the historic Bridgeport Bridge. Construction could begin as early as August 2018 with a projected completion date of May 2019. Upon completion of the construction project, the hundreds of thousands of annual visitors to the Park will be able to cross the Bridgeport Bridge once again since it was closed to foot traffic in 2011. (Press release from the Nevada County Board of Supervisors’ Office. Photo by Bill & Jenn Caswell).



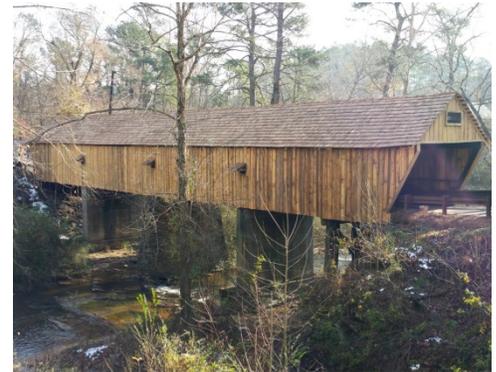
Berta’s Ranch Bridge, Humboldt County - #05-12-02

The Humboldt County Department of Public Works has announced that the bridge is now restricted to passenger vehicles due to structural concerns. The 3-ton weight limit prohibits commercial traffic through the bridge. The single-span queenpost bridge was built in 1936. (KIEM-TV, June 13, 2018. Photo by Bill & Jenn Caswell).

Georgia :

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

It seems like no issue is complete without another story or two on the Concord Road Bridge’s steel “headache bars” keeping another oversized vehicle out of the bridge. On May 31st, a U-Haul truck struck the headache bar. The driver was cited and fined \$800 for repairs to the structure. On June 29th, another U-haul truck was stopped by the bars. Warning lights have been installed at both ends, but that has not deterred the oversized vehicles. The bars have stopped seven vehicles as of the writing of this article. Alfredo Tello, who was prevented from carrying construction equipment through the bridge by the headache bar last April, stated that the bridge is “dangerous” and should be closed to traffic. NSPCB Director and Topics editor Scott Wagner was interviewed for the August 2 Atlanta Journal Constitution article. (Atlanta Journal Constitution, May 31, June 29 and August 2, 2018. Photos provided by Abram Duke, Regional Manager for Suncoast Restoration.)



Illinois:

Long Grove Bridge, Lake County - #11-49-A

A box truck driven by a 30-year-old, crashed into the 40-foot, single span Long Grove Bridge which crosses Buffalo Creek and did not stop. The driver ignored signage, including the 6,000 pound weight limit, and proceeded to take his 15,000 pound empty truck into the bridge. The extent of the damage was not stated but the bridge is now closed and is being assessed. Although the National Bridge Inventory lists a 1925 construction date for this historic metal truss its National Register application states that it was constructed in 1906 by the Joliet Bridge and Iron Co. This fine example of a pin-connected steel Pratt pony truss was obscured by a wooden covering in the early 1970s which causes local residents and media to refer to it as a covered bridge. A ceremony to commemorate the addition of the bridge to the National Register of Historic Places two weeks prior was to have taken place on July 12th but, at the time of this report, it was unclear if the event would be cancelled or rescheduled as a result of the crash damage. (Roads & Bridges Magazine, June 28, 2018 and Chicago Tribune, July 11, 2018)



Indiana :

Metamora Aqueduct, Franklin County - #14-24-11

Work on the Duck Creek Aqueduct which began in late January was completed in May. Details of the work were described in the previous two Newsletters. According to the Whitewater Canal Facebook page, the canal is now open to boat traffic again. (Photo by Bill & Jenn Caswell)



Indiana (continued):



Shieldstown Bridge, Jackson County - #14-36-02

After a delay of a year and a half, work on the Shieldstown Bridge is finally complete. See previous Newsletters for additional details of the project. Dan Collom of Square and Level Construction was hired to do the timber framing work. (Photo by Jeff Shroyer, June 2018)

Mansfield Bridge, Parke County - #14-61-20

The roof of the Mansfield Bridge was damaged when a tree limb fell on it last December. The bridge had remained open after it was damaged. It is now closed for repairs. (WTHI-TV.com, June 7, 2018).



Iowa :

Cedar Bridge, Madison County - #15-61-03#2

The three teens, Alivia Bergman (20), Joel Davis (19) and Alexander Hoff (18) who plead guilty to second degree arson charges for burning the bridge on April 15, 2017 were sentenced to 5 years' probation. Hoff was arrested again in May on another arson charge. (Des Moines Register, June 1, 2018. Photo by KCCI-TV.)



Member Bill Bowser recently visited the area and reported that the charred remains have been removed. Contributions towards the estimated \$719,000 reconstruction costs can be made through a GoFundMe page at <https://www.gofundme.com/rebuildcedarbridge>. Alternatively, checks made out to "Rebuild Cedar Bridge" can be sent to one of these local banks:

- Farmers and Merchants State Bank, 101 W Jefferson Street, Winterset, IA 50273; 515-462-4242
- American State Bank, 809 N John Wayne Drive, Winterset, IA 50273; 515-462-5090
- Union State Bank, 611 IA Hwy 92, Winterset, Iowa 50273; 515-462-1665

Kentucky:

Grange City Bridge, Fleming County - #17-35-05

Last quarter, we reported that Kentucky's 2018-2020 biennial highway construction plan included \$1.2 million to restore the Grange City Bridge in 2019. According to the Buffalo Trace Covered Wooden Bridge Authority, no progress has been made since then. The money was included in the Transportation budget, but the bridge is owned by the Parks Department. Until the two agencies can find a way to work together, the project is in limbo while the pronounced sag and crumbling abutment make failure a serious concern. The bridge was built ca 1865 and bypassed in 1968. (Photo by Bill & Jenn Caswell)



Maine:

Trout Brook Bridge, Lincoln County

Barns & Bridges of New England has completed the project to reconstruct the former Moose Brook Bridge (World Guide #29-04-P1) of Gorham, New Hampshire for the Wiscasset, Waterville & Farmington Railway (WW&F) Museum, a non-profit organization in Alna, Maine. On June 9, Bill Caswell and WW&F President David Buckzowski signed the paperwork transferring ownership of the structure to the railroad. They have since painted it with a stain to match the color formerly used by the structure's original owner, the Boston & Maine Railroad.



WW&F Volunteers assisting with siding.



Bill Caswell & David Buckzowski completing the transfer.

Michigan:

Whites Bridge, Ionia County - #22-34-01

Ever since the landmark bridge was destroyed in an act of arson on July 7, 2013 (Below right), the nonprofit Whites Bridge Historical Society has been fundraising to construct a replica of the covered bridge. Originally constructed in 1869, the Brown truss covered bridge spanned the Flat River in Keene Township. The new bridge will be a covered bridge, but not a replica of the historic one. It will be a modern covered bridge built for all highway loads. Davis Construction from Lansing, Michigan, was the low bidder at \$616,384.89. The bid was



under the Engineers Estimate of \$759,000. Abutment work could begin in August with bridge construction in the fall once timbers arrive. (Rebuild Whites Bridge Facebook page, June 19, 2018.)



Missouri:

Union Bridge, Monroe County - #25-69-02

The Missouri State Parks, which owns and oversees the Union Covered Bridge State Historic Site, awarded a \$647,100 contract to Martin General Contractors of Eolia to replace and reinforce some of the bridge's main structural support beams. Timber framers from Trillium Dell, LLC of Galesburg, Illinois are working on the bridge and posted these photos to their Facebook page on June 28th. On July 2nd, we received an email from Jim Rehard, the Northern Missouri Historic District Supervisor, which indicated that he expected the project to be completed around August 15th.



New Hampshire:

Honeymoon Bridge, Jackson - #29-02-01

One of the state's most photographed covered bridges was damaged and subsequently closed after being struck around 9:30 pm on Saturday, June 30th. Olivia T. Frechette, 18, of Conway, was cited with violation-level charges of speeding and use of a mobile electronic device while driving. The car rolled onto its driver side and came to rest inside the bridge. The vehicle knocked down the portal support on one end and possibly damaged the first timber of the Paddleford truss. State bridge inspectors visited the site and determined that there was no structural damage and re-opened the bridge within a couple days. Frechette was insured and it is expected that the insurance company will cover the damage. (Manchester Union-Leader, July 1 & 3, 2018. Photo courtesy Jackson Chamber of Commerce.)



On July 24th, the bridge was struck again by a 58-year-old driver who tried to take an oversized concrete truck through the bridge that morning ignoring the "3-ton load limit" and "Pasenger Cars Only" signs. Penetrating some 30-feet into the bridge before backing out, damage included 4 broken cross braces to the roof system and to the portal face. Emergency repairs were immediately made to prevent any potential further damage from forecasted high winds. The driver was cited on scene and was issued a \$62.00 summons. He faces the possibility of additional charges pending review by state officials. The NHDOT is developing plans and scheduling for permanent repairs to the nearly 150-year-old structure which will remain closed until further notice. (NHDOT Information Office and Conway Daily

Sun, July 24, 2018, Tom Eastman article)

Bement Bridge, Bradford - #29-07-03

Karl Olson, NSPCB vice president, visited this bridge on June 28th and reported that diamond plate steel is being installed over a portion of the wooden deck. We do not yet know why.



New Hampshire (continued):

Contoocook Railroad Bridge, Contoocook - #29-07-07



Bill Caswell attended a meeting with the New Hampshire Division of Historic Resources (NHDHR) about this bridge on July 20th. NHDHR has received a grant from the state’s Moose Plate program to paint the bridge and make repairs to the cornice which was damaged during last winter. The formula for the paint color was provided by the Boston & Maine Railroad Historical Society. Paint is being donated by a paint dealer in Concord. The project will go out to bid soon with the hope that the work can be done in the fall. The south side and portals (including the sheathed sections inside the portals) will be painted. Since the north wall is not impacted by the sun, it will be left as is to maintain its

historic appearance. To prevent overspray into the bridge or onto the trusses, the paint must be applied by brush or roller. It cannot be sprayed on. The advertisement will be for the lowest qualified bidder. Painters bidding on the project will have to show previous work on historic structures or other similar qualifications. NHDHR is also aware that a new roof will be needed in the near future. Preliminary estimates for that are in the \$75,000 to 90,000 range.

Cornish-Windsor Bridge - #29-10-09 (New Hampshire) & 45-14-14 (Vermont)

On the morning of July 19th, Nizeyimana Silas, 31, of Nashua, New Hampshire drove an oversized box truck through the historic bridge. The truck took out more than 14 roof braces causing thousands of dollars in damage. The 1866 bridge has a posted 9-foot-2-inch clearance and the 2004 International box truck owned by Hudson-RPM Distributors of Nashua is clearly labeled with a 12-foot-7-inch height. Silas was given a summons of failure to obey traffic signals, which carries a \$62 fine. After the incident, DOT engineers inspected the bridge, which was closed for several hours but then reopened to traffic. (Valley News, July 19, 2018. Photos by the Cornish Police Department.)



New York:

Blenheim Bridge, Schoharie County - #32-48-01#2

3G Construction of New Hampshire has completed the replacement for the historic bridge which was swept away by floodwaters in 2011. Details of the project have been included in previous Newsletters. A documentary of the construction was filmed for an episode of PBS’s NOVA. That is likely to air in the fall, possibly in October. Jim & Gloria Smedley provided these photos taken May 21, 2018.



Ohio:

Mohican State Park, Ashland County - #35-03-A

The March rains damaged one side of the bridge when a tree along the bank of Clear Fork gave way and slid into it. Damage was minor and was quickly removed preventing further damage. (Mansfield News Journal, March 2018)



Spain Creek Bridge, Union County - #35-80-02

On June 14, the Columbus Dispatch reported that the Spain Creek bridge, built around 1870, was badly damaged by a box truck the previous afternoon. The bridge, which is posted for 9'-10" clearance was only recently repaired from truck damaged in April or May. (Photo by Andy Rebman).

Parker Bridge -#35-88-03#2 and Swartz Bridge - #35-88-05, Wyandot County

The Righter Company of Columbus, Ohio, has completed work on Wyandot County's two covered bridges, the Parker Bridge built in 1992 (right) and the Swartz Bridge built in 1880 (below). The \$1.2 million project included work on the wood trusses, replacement of damaged pieces, installation of new siding, new roofs and new oak decking. (Update provided by Mike Killilea of The Righter Company on July 30th)



Swartz Bridge photos by Jim & Gloria Smedley, June 10, 2018

Parker Bridge photo courtesy of The Righter Company

Scottown Bridge, Lawrence County - #35-44-05

From 10 a.m. until 1 p.m. on August 18th, the Southern Ohio Amateur Radio Association will set up their gear on Lawrence County's last remaining historical covered bridge at Scottown and contact other hams around Ohio and the world, all without using any electricity. The special event station will mimic emergency conditions which would be used when there is a total communications failure of commercial power, telephone, commercial radio, television, cell phone, and web access. The bridge was built in 1874 and is on the National Register of Historic Places. It is now closed to traffic. Several other amateur radio groups from across Ohio will also be celebrating their own counties' covered bridges at the same time. (Huntington (WV) Herald-Dispatch, August 2, 2018. Photo by Jenn Caswell.)



Oregon:

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

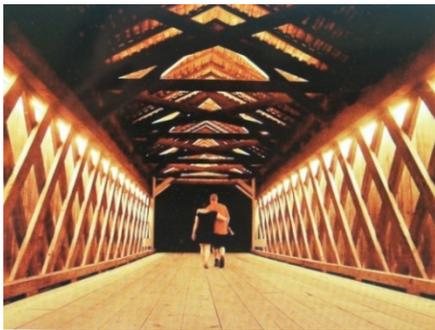
The Irish Bend Covered Bridge will be spruced up in the next couple of years in a \$348,000 project. A federal grant will cover \$312,000 of the cost and Benton County is providing the remaining \$36,000. The grant is being administered through the Oregon Department of Transportation. The project includes installation of a fire sprinkler system, cleaning, fumigation and repairing of the dry rot in the structure plus painting and installation of a new roof. The design work is expected to be completed in August 2019 with construction completed in August 2020. Oregon State University owns the bridge, built in 1954, but the Benton County Natural Areas and Parks Department maintains it, per an agreement signed by OSU and the county when the restored bridge was placed at the west end of Campus Way in 1989. (Corvallis Gazette-Times, June 5, 2018. Photo by Bill & Jenn Caswell.)



Pennsylvania:

Pine Valley Bridge, Bucks County - #38-09-12

For the first time in its history, the Pine Valley Covered Bridge was illuminated Saturday, June 23rd. Its new look celebrated the span's 175th birthday. New Britain Borough, the Chalfont-New Britain Business Alliance and the New Britain Civic Association joined together for the lighting and community celebration. The 81 foot long bridge over Pine Run Creek was added to the National Register of Historic Structures in December 1980. (The Intelligencer, June 26, 2018, photo by Kim Weimer photojournalist).



Waterford Bridge, Erie County - #38-25-04

The 2017-2020 Transportation Improvement Program has allocated \$1,510,000 to repair the Waterford Bridge. The project is expected to advertise on August 30, 2018 with bids opened on October 4, 2018. Details of the project were included in the Summer Newsletter. The work is planned to be completed in the Fall of 2019. Watch the next Newsletter for details of the bid if they are available. (Bill & Jenn Caswell Photo.)



Herr's Mill Bridge - #38-36-21

The Herr's Mill Bridge has been seeking a new home for many years. There are plans in the works to dismantle the bridge and relocate it to Star Barn Village in Elizabethtown, Pennsylvania to be rebuilt there as two separate bridges. Brenda Frey visited the site in late July and heard the good news from the staff of the adjacent campground store. After contacting Star Barn Village, we learned of the project to reconstruct each span of this structure as a separate covered bridge. They are presently working through the paperwork to get the project started. The 178-foot long, 2-span, Burr Arch bridge is on the National Register of Historic Places. The actual date of its original construction varies between information sources but was rebuilt in the latter half of the 19th century. (Bill & Jenn Caswell Photo, November 4, 2017.)



Pennsylvania (continued):

Sheeder's Bridge, Chester County - #38-15-12

The bridge was closed after being struck by a vehicle on June 6th. The teenage driver with a medical condition, caused significant structural damage including several of the bridge's support beams. Officials have yet to determine the full extent of the damage and the bridge will remain closed. Residents in the area are encouraged to seek alternative routes for an "extended period of time", according to police, until repairs are determined and a more comprehensive timetable for repair is made. The bridge was listed on the National Register of Historic Places in 1973. The 1850 bridge was closed after another crash in November 2016 and reopened in July 2017 after receiving a \$450,000 rehabilitation. (MyChesCo, June 6, 2018 and The Phoenixville Patch, June 6, 2018. Photo by Bill & Jenn Caswell)



Bogert's Bridge, Allentown - #38-39-01

The Pennsylvania Historical and Museum Commission awarded the city of Allentown an \$80,000 grant for the rehabilitation of Bogert's Bridge. City officials said the cost of fixing the most critical structural and safety concerns is estimated at \$500,000. The grant will be used to start preparations for the repairs, including permits, plans and inspections. More than 500,000 pedestrians cross Bogert's Bridge over the Little Lehigh Creek each year. It was built in 1841 and is the only remaining covered bridge in the area. (WFMZ Allentown, June 12, 2018. Photo by Bill & Jenn Caswell, April 27, 2018.)



Dellville Bridge, Perry County - #38-50-16

Construction of the new Dellville Bridge is well underway. The historic 1889 bridge was burned by an arsonist in November 2014. The charred timbers were removed and new lumber is being used to construct a replacement covered bridge. Perry County awarded the \$886,848 bridge reconstruction contract to Lycoming Supply of Williamsport. (News from Jim & Gloria Smedley, photo by Michael Rudnick)

Vermont:

Sayres (or Thetford Center) Bridge, Thetford - #45-09-06

Thetford Police are looking for help identifying over-height vehicles which have repeatedly damaged this bridge over the past few months. A storm that closed some Thetford roads last year caused additional drivers to utilize the bridge which has increased the incidents of damage. The most recent incident occurred around 7 a.m. on June 14th and caused damage to both ends of the bridge. So far, damage has only been cosmetic and not structural. The bridge was built around 1839 and has a posted clearance of 10'-6". The town has installed motion activated cameras to collect photographic evidence the next time the bridge is hit. (Valley News, June 15, 2018 and Associated Press, July 7, 2018. Photo Courtesy Thetford Police Department.)



Canada:

New Brunswick:

Quisibis River Bridge #2, Madawaska County - #55-07-05

Another of New Brunswick's covered bridges has been closed to traffic after experiencing flood damage. The Quisibis River Bridge stands at Sainte-Anne-de-Madawaska at the far western edge of the province. Ray Boucher has provided a number of pictures of the bridge. It appears that the only damage is to the tension rods under the bridge. The bridge has a drainage system which helps keep water out of the structure.



Digdequash #3 (or McGuire) Bridge, Charlotte County - #55-03-05

The bridge was inspected by the Department of Transportation and Infrastructure (DT&I) on September 17, 2017 with a number of deficiencies found. An independent consultant inspected the bridge and agreed that it should be closed to traffic. On June 21st, approximately 30-40 persons attended a public meeting with DT&I at Elmsville regarding the Bridge. The bridge frame was found to be out of square (plumb) with the top plates 9 inches downstream of the chords. A number of truss diagonals and counter-diagonals have been found to be twisting. A number of truss timbers have been found to have rot. DT&I's plan is to install a temporary bent while the bridge is restored to safe pedestrian standards. Then, a modular bridge will be installed, bypassing the covered bridge for vehicular traffic. It will be determined whether road realignment will be necessary for the covered bridge or the modular bridge. This may depend on property acquisition issues. If property issues cannot be readily resolved, then the covered bridge would have to be replaced in order to restore traffic over the river.



This is very similar to the deterioration of support for the French Village Bridge where after a year or so of lengthy daily detours made by local residents they were willing to accept ANY bridge and the covered bridge was ultimately torn down. (Report by Patrick Toth. Photo by Bill & Jenn Caswell).

This is very similar to the deterioration of support for the French Village Bridge where after a year or so of lengthy daily detours made by local residents they were willing to accept ANY bridge and the covered bridge was ultimately torn down. (Report by Patrick Toth. Photo by Bill & Jenn Caswell).

Long Creek #1 (or Starkey) Bridge, Queens County - #55-09-08

Floodwaters impacting much of the Saint John River Valley and its tidal tributaries area kept the Starkey Bridge and at least three other covered bridges inaccessible during the end of April and beginning of May. When the water receded, the bridge did not appear to be damaged although the roadway approaches were partially washed out. The approach from Route 10 has been removed and the entrance from the Route 710 side has been barricaded.



(Report and Photo by Bill & Jenn Caswell, July 11, 2018.)

Québec:

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

Pont Levasseur, MRC d'Abitibi-Ouest - #61-02-37

In the Summer of 2014, we received a request to help local citizens have this bridge repaired and opened to traffic after a closure of about four years. We circulated the petition at our meetings and events that summer and sent it off to local officials. a quick look at later Newsletter, it doesn't appear that we followed up on that. Well, the petitions and local assemblies convinced the government to repair the structure. It was reopened to traffic in the spring of 2015. Your actions do make a difference! This photo is from Gérald Arbour's visit in July.



Pont Taschereau, James Bay Municipality - #61-02-39



During a recent visit to the Abitibi region of Québec, Gérald Arbour noted that this bridge appears to have been completely abandoned and continues to deteriorate. Its weight limit was reduced from 12 tons to 5 tons in 1997 and the bridge was completely closed in August 2009. By that time it was primarily used by a local farmer who built his own bridge nearby. Gérald also noted that the trees in the area have been harvested so you are now better able to get a good picture from the side. The 145' long bridge was built in 1939.

Pont Heppell, MRC de La Matapédia - #61-43-02

On July 31st, a report from Simon Pratte was posted stating that this bridge is now open to traffic. It had been closed for about a year. No other details were available. The photo of the bridge while it was closed was taken by Gérald Arbour in October 2017. The 129' long bridge was built in 1909.



Pont François-Gagnon, MRC de Matane - #61-42-06

In late July, Simon Pratte reported that one portal of this bridge had been damaged. The damage is not structural and the bridge is still open to traffic. The 170' long bridge at Saint-René-de-Matane was built in 1942.

NSPCB Promotional Items

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



Water Bottle

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
Water Bottle (25 oz.).....	\$15.00

Polo shirts have the small logo embroidered on the front.

Clothing is available in 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