



The Newsletter

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

Fall 2019



NSPCB's 2019 Tour Group at the Hampton Luncheon Sponsored by the Covered Bridges Conservation Association of New Brunswick. Photo by Maureen Boone. See the back cover for the list of names.

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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 ...

We are interested in hearing your thoughts on the following questions. These questions have been asked to me and I am sure other of you have been asked as well. With the help from various Society officials and you, I hope to be able to provide responses to these questions in future Newsletter editions –

First – what is the definition of a “true covered bridge”?

Second – how does that differ from an “historic covered bridge”?

Third – what is the difference between a “restored” covered bridge, a “rehabilitated” covered bridge, and a “reconstructed” covered bridge?

Fourth – what is the difference between a “restored” covered bridge vs an “historically restored” covered bridge?

Fifth – when does a “covered bridge”, by definition, cease to be a “covered bridge”?

Sixth – are bridges utilizing steel flooring beams, glue-laminated replacement wood beams, or the addition of piers needed to support them, still considered to be “true covered bridges”?

In addition, are bridges that have been dismantled, relocated, stored, reconstructed at another site still considered to be “true covered bridges”? Recently, a dismantled bridge kept in storage and listed in the World Guide as a covered bridge, was found to be virtually worthless when a reconstruction was undertaken because the condition of the wood members had deteriorated. If a bridge is no longer standing anywhere in an assembled state, should it still be considered a “covered bridge”?

Also, if a bridge, dis-assembled and reconstructed utilizing only part of the components that once made it a bridge, does it still qualify as a covered bridge?

I would like to hear from covered bridge specialists, bridgewrights, historians and members to learn their opinions.

Hope to hear from you...

Happy Bridging!

Winter 2019/2020 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, 2019**. **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

First I need to note the sad news regarding the collapse of the Knowlton Bridge in Monroe County, Ohio. Those of us who have been following this story were not surprised by the outcome. The bridge has needed attention for many years. Money became available, but as is often the case it wasn't enough so the repair project had not yet gotten off the ground. As of this writing, we do not yet know how the story ends. There are rumors that the structure was insured, but we do not know the facts.

I am writing this a day after Jenn & I led an incredible tour of New Brunswick's covered bridges at the end of July. I cannot overstate just how blessed we are to have the opportunity to do the things we do. New Brunswick is close enough to our home in New Hampshire, so we were able to spend four long weekends over the past year traveling there to figure out which bridges to include, visit hotels to select places to stay and negotiate rates, drive potential routes, seek out potential rest stop locations along those routes and possibly the most challenging part, trying to figure out how to fit it all into three days without our guests feeling too rushed.

The time that we put into planning the trip was only partially responsible for its success. Some of the credit also needs to go to Optimum Tours and especially our bus driver Terry. Terry took the time to drive the routes in advance of our trip so he was familiar with our course and all the bridges before transporting us around. That made my job much easier as I didn't need to keep track of all the turns along the way to make sure he was headed in the right direction. Covered bridge tours and safaris usually have at least one "wrong turn" story. Not this time.

Minister Bill Oliver and Serge Gagnon from the Department of Transportation and Infrastructure kept us updated on construction activity which prompted some adjustments during the planning process. And, of course, the weather is a huge factor in an undertaking such as this. Those of you who saw the photos that were being posted on Facebook noticed just how beautiful all three days were. During our multiple visits to Sussex, Terri Lynn and the staff at the Fairway Inn have been fantastic. The attached 1950's style diner was a nice bonus. Thanks also to Ray Boucher for using his media connections to promote our visit. It sure was interesting seeing yourself on the 6 o'clock news. Fortunately it was for positive reasons even though they edited out the preservation and heritage value comments from the interviews and left in the comments about how we like to take photos of the bridges.

Last but most certainly not least, we couldn't do this without all of you who participate in our tours. Even when everything mentioned above goes just right, a group tour still has its challenges. People attend for different reasons and sometimes those reasons conflict. The photographers want the perfect shot, often without others in the picture while the engineers and geocachers want to look around and examine the structure. So, I have to offer a huge thank you to all our attendees, for joining us and for their patience when their interests conflicted with others.

Before closing, a reminder to fill out the reservation form for the annual dinner by the requested deadline if you plan to attend. We look forward to seeing you there.

Finally, I cannot think of a better way to end this message than with the words of one of my predecessors, Marion Bonnet. The response was offered when asked why she and her husband Philippe planned and led tours for the Society in the 1970s and 1980s. I think that it is especially fitting for this year's trip. Have a great fall.

Bill Caswell

"When a group of people arrive, get out of their cars, examine and photograph the bridge, what seems so commonplace to the local residents, becomes impressive. ... The local residents begin to realize that the bridge must be very important and they begin to feel proud of it. They tell their friends and neighbors. This is the beginning of successful preservation, educating people to know the value of the structure, awakening them to its aesthetic and historical worth, as well as its practical function as a means of crossing the stream."

Marion Bonnet,
NSPCB President 1972-1989



*Darlings Island Bridge, Kings County,
New Brunswick*



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.

Membership

Welcome New Members

Kraig Armstrong, Scotia, New York
 Steve & Donna Clark, South Amboy, New Jersey
 Bruce Coolman, Chandler, Arizona
 Joe McCarthy, Gap, Pennsylvania
 Dan Monger, New Haven, Vermont

Issac & Jennifer Sketo, Franklin, Indiana
 Thomas Snyder, Vallejo, California
 Ron Wagner, Pensacola, Florida
 Howard & Chris Wright, Coatesville,
 Pennsylvania

Final Crossings

Bob Hagen



Life member Robert "Bob" Hagen, 94, of Richfield, Minnesota passed away on May 22nd. We believe that Bob had been a member longer than any other current member. He joined the NSPCB in 1952. Bob was a graduate of St. Paul Murray High School and the University of Minnesota. He served in the Naval Air Corp (V5 unit) during World War II and retired from a career in the insurance industry. He leaves three daughters, five grandchildren and a great-grandson.



*Bob Hagen (right) with
 Richard Sanders Allen (left)
 in October 1955.*

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 20, Monroe County, Indiana, add:

14-53-15 Bean Blossom Beanblossom Creek Cedar Ford 1 2019 Burr
 0.2 miles from I-69 exit 120A on IN46, then 0.1 miles right on Monroe St., then 0.2 miles right on E Gourley Pk., then 1.1 miles right on Arlington Rd., then 5.3 miles right at a Y on Maple Grove Rd., where it meets Delap Rd. the bridge is to the right. N39° 15.980' W86° 34.122'

Page 31, Madison County, Iowa, replace the Cedar or Casper Bridge with 15-61-03#3. All details are the same as before except for the construction date of **2019**.

Can You Help?

by Bill Caswell

I often receive requests for information from individuals, the media and public organizations. In many cases, the questions are fairly straightforward and easy to answer, usually with a small amount of research time. However, some are more challenging. I am sharing some of these with the hope that some of our members can offer additional information.

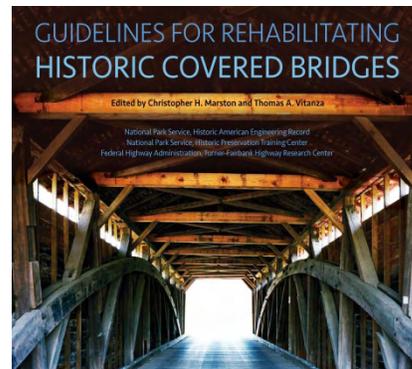
We received an email from a woman in the Atlanta, Georgia area who is looking for a new home for her late father's collection of covered bridge items. If you are in the area and might be interested in either acquiring this collection for yourself or transporting it north to the archives, contact Bill Caswell for more details.

Guidelines for Rehabilitating Historic Covered Bridges

The Historic American Engineering Record (HAER) is pleased to announce the publication of *Guidelines for Rehabilitating Historic Covered Bridges* (2019), edited by Christopher H. Marston, HAER Architect, and Thomas A. Vitanza, Senior Historical Architect, NPS Historic Preservation Training Center (HPTC).

The book represents a final milestone from the Federal Highway Administration (FHWA)-sponsored National Historic Covered Bridge Preservation (NHCBP) Program. HAER and the FHWA's Office of Infrastructure Research and Development have maintained a joint research and technology program for historic covered bridges since 2002. This partnership has also included a variety of initiatives including documentation, engineering studies, National Historic Landmark designations, conferences, a traveling exhibition, and the 2015 book, *Covered Bridges and the Birth of American Engineering*.

At the First National Covered Bridge Conference in Burlington, VT, in 2003, attendees adopted the "Burlington Charter for the Preservation of Historic Covered Bridges." The charter resolved to develop guidelines that adapt the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preservation, Rehabilitation, Restoration, and Reconstruction to historic covered bridges. Focusing on rehabilitation of covered bridges, these Guidelines are organized by function of the structure. Following general principles, chapters examine superstructure, substructure, exterior envelope, site features, and safety/protection systems. The illustrated Guidelines are presented in a two-column format describing recommended and non-recommended treatments.



The book concludes with eleven covered bridge rehabilitation case studies (written by the engineers, bridgeworkers, and public officials who worked on them), comprised of various truss types, locations, rehabilitation issues, and budgets. The Guidelines will be a useful resource for educating engineers, State Historic Preservation Officers (SHPOs), Departments of Transportation (DOTs), bridge owners, preservationists, and residents in maintaining these historic symbols of American engineering for future generations.

HAER is distributing the Guidelines to members of the historic bridge community nationwide. Paper copies may be requested while supplies last, by contacting Christopher H. Marston at christopher_marston@nps.gov. The book is available for download at <https://www.nps.gov/hdp/project/coveredbridges/publications.htm>. (pdf, 12.1 MB)

Additions to the National Register of Historic Places

The Indiana Department of Natural Resources announced that Ripley County's two remaining historic covered bridges and a stone arch bridge were added to the National Register on March 13, 2019. The announcement was in a press release forwarded to us by Jim Crouse. The following content was taken from that press release.

The Busching Covered Bridge has a clear span of 170 feet over Laughery Creek near the entrance to Versailles State Park. The single span Howe truss was constructed atop cut-stone abutments in 1885 by Thomas Hardman. The bridge has board-and-batten siding and a metal roof. Traffic was rerouted from the bridge to modern U.S. 50 in 1930, however, the bridge still carries vehicular traffic from East County Road 25 S into Versailles. The bridge was restored in 2005. The bridge, which connected Versailles to the Ohio River port of Aurora, embodies the importance bridges served to the early development of transportation networks connecting larger communities to each other for transport of goods, trade, and to a lesser extent with the Busching Bridge, settlement.

The Otter Creek Covered Bridge has a clear span of about 113 feet over Otter Creek. The single span Howe truss was constructed atop cut-stone abutments in 1884 by Thomas Hardman. The bridge has vertical plank siding and a metal roof. Traffic was rerouted from the bridge to a new alignment of North County Road 850 W that crosses a new bridge north of the old bridge in 1996, however, the bridge is still accessible to pedestrians.

Upcoming NSPCB Meetings & Events ...

2019 Meeting Schedule

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

Sunday, September 22 – WW&F Railway, 97 Cross Road, Alna, Maine.

Saturday, October 26 – Annual Meeting at the Brigham Hill Community Barn, 37 Wheeler Rd., Grafton, MA.

Other Upcoming Covered Bridge Meetings & Events ...

For more information on other society's events, visit their websites listed in the Internet Resources section of this Newsletter or links from the NSPCB website (www.coveredbridgesociety.org).

September 7 & 8 – New York State Covered Bridge Society (NYSCBS) Safari of Grafton & Merrimack Counties in New Hampshire and Windsor County, Vermont. For more details, visit <https://www.nycoveredbridges.org/meeting-schedule/>.

Sunday, September 8 – 2 pm, Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA) Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program: "Our Society's Year in Review" by President Thomas E. Walczak

Sunday, September 15 – Ohio Historic Bridge Association (OHBA) Fall Tour. Details to be announced.

September 27 - 29 – Union County Ohio Covered Bridge Bluegrass Festival including bridge tours and meals served on the Pottersburg Covered Bridge, 17141 Inskip-Cratty Rd. North Lewisburg, Ohio 43060. For more information call (937) 642-6279 or visit <https://www.dineonacoveredbridge.com/>.

September 28 & 29 – Indiana Covered Bridge Society (ICBS) Fall Tour of Vigo and Greene Counties. For more information, visit <https://www.indianacrossings.net/meeting-schedule>.

October 3-6 – Covered Bridge and Arts Festival, Elysburg, PA. Contact www.itourcolumbiamontour.com for more festival details

Saturday, October 5 – 10 am, Vermont Covered Bridge Society Fall Meeting, Middlebury Methodist Church Annex

Sunday, October 6 & 13 – Covered Bridge Trolley Tour and Cavatelli Dinner, contact: Ashtabula County Visitors Bureau, Ashtabula, OH at (440) 275-3202

October 11 - 20 – Parke County Covered Bridge Festival, Indiana.

Saturday, October 12 – Corbin Bridge Celebration, Newport, New Hampshire. More details elsewhere in this Newsletter.

October 12 & 13 – Ashtabula County Ohio Covered Bridge Festival, Jefferson, Ohio.

Sunday, October 13 – noon, TBCBSPA Fundraiser Dinner – Meet at Hoss's Steak & Sea House, 100 W. Airport Rd., Lititz, Pennsylvania for lunch/dinner followed by the monthly Business Meeting. (20% of dinner cost will be donated to our society.)

Thursday, October 17 – 6:00pm-7:30pm, Dinner on the Houck Covered Bridge, Greencastle, Indiana, organized by the Putnam County Convention and Visitors Bureau. \$60/person. Tickets available at <https://www.eventbrite.com/e/covered-bridge-dinner-october-17th-tickets-62743106320>.

Sunday, November 3 – 2 pm, TBCBSPA Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program: "Covered Bridges of the Conestoga River" by Jim Smedley

Sunday, November 10 – 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 11 AM. Turkey Dinner at 12 Noon followed by the meeting. \$15.00 per person. Checks made out to NYSCBS. Reservations should be in by November 4th.

Sunday, November 17 – 1:30 pm, OHBA Annual Business Meeting, Ohio History Connection Auditorium, 800 E. 17th Ave., Columbus, Ohio.

Saturday, December 14 – 11:00 am to 3 pm, TBCBSPA Dinner, Dutch-Way Family Restaurant, Gap, Lancaster County, Pennsylvania.

Fleming County Kentucky Covered Bridge Week *by Ginny Reeves*

Fleming County, Kentucky Covered Bridge Week was held June 17-22, 2019, and members of the Fleming County Tourism and Fleming County Chamber of Commerce worked together to make it a memorable week and a great opportunity for everyone to enjoy Fleming County's three covered bridges and the Cabin Creek Bridge in neighboring Lewis County. On Monday, Fleming County Tourism and the Hillsboro Homemakers kicked off the week with a flag presentation at the Ringos Mill Bridge by Tammy White, Representative with Woodmen of the World. Tuesday, A "Bridges and Beyond" Tour was held with tours of the Cabin Creek Covered Bridge in neighboring Lewis County and then a tour of the three Fleming County Covered Bridges: The Goddard Covered Bridge, Ringo's Mills Covered Bridge and Grange City Covered Bridge.

On Wednesday, the week was further highlighted by free Admission to the Covered Bridge Museum in Flemingsburg and a reception. At the reception, a Proclamation from Governor Matt Bevin was read, celebrating all of Kentucky's Covered Bridges. In addition, Fleming County Judge Executive, Larry Foxworthy, signed a Proclamation proclaiming Covered Bridge Week in Fleming County.

On Saturday, a large crowd attended " Supper on the Bridge" at the Ringo's Mill Covered Bridge with V and V Catering serving a delicious meal. Austin Tackett provided singing, and Jarrod Fritz delivered some good, down-home story-telling. *(Photos Courtesy Fleming County Tourism and Crystal Ruark.)*



Corbin Covered Bridge Celebration

On Saturday, October 12th, join the Newport Historical Society and the NSPCB as we celebrate the 25th anniversary of the building of the Corbin Covered Bridge. The bridge was built to replace the historic Corbin Bridge built in 1835 which was lost to arson in the spring of 1993. Festivities will take place along Corbin Road just north of the center of Newport, New Hampshire in the open area between the Parlin Field Airport and the bridge. Events include a 5K race, woodsman demonstrations, wagon rides, dinner at the bridge under a tent, railroad and bridge artifacts and exhibits plus the typical festival array of vendors and music.



Annual Meeting, Saturday, October 26

Our annual meeting and election of officers will take place at the Brigham Hill Community Barn as it has the past couple years. The meal will begin at noon and be followed with a presentation from Ron Knapp. Ron will have a new book coming out during the summer, *China's Covered Bridges: Architecture over Water*, which he co-authored with Terry Miller. You may be familiar with their previous work, *America's Covered Bridges: Practical Crossings – Nostalgic Icons*. The presentation will be followed by the business meeting and election of officers for the coming year. A reservation form with all the details has been included in this mailing. Please be sure to return it by the specified date so we can make sure there is enough food to go around and the room is set up properly for the number of guests who will be attending.

Cedar Ford Covered Bridge Dedication

by Andy Rebman

[Editor's note: The bridge has been assigned World Guide number 14-53-15.]

On Sunday, June 9th at 5:00 PM, about 75 people gathered in Monroe County, Indiana north of Bloomington to celebrate an event that has been well over 10 years in the making. We are happy to announce that Indiana's newest authentic covered bridge, Cedar Ford Covered Bridge, is now open to traffic. This bridge originally stood in Shelby County and was rebuilt over the last few months in rural Monroe County.

Sunday's dedication ceremony started with a welcome from Lisa Ridge, the Highway Director for Monroe County. After a few speeches from the County Board of Commissioners and the Monroe County Council, Jim spoke about the history of the Kennedy family and some of the local covered bridge history. Jeremy Boshears also spoke to the history of Monroe County Covered Bridges. Chad Reitmeyer from CLR Inc thanked the various crew members and then Dan Collom spoke for a few minutes as well.

After that, the crowd started to disperse, and the bridge was opened to traffic. We also had some time to talk with both Jim Barker and Dan Collom regarding the project.

This is the first covered bridge in Monroe county in almost 43 years. The McMillan Covered Bridge was arsoned on June 29, 1976 and was the last covered bridge until Sunday. The abutments for the McMillan Covered Bridge are about 200 feet east of the new bridge.



Old Cedar Ford Bridge, Jesse LungerPhoto, NSPCB Archives

The Cedar Ford Covered Bridge was originally built in Shelby County in 1885 by the Kennedy brothers. It was 127 feet long with a Burr Arch. In its new location in Monroe County, it is 125 feet long with a Burr Arch. There are some reused timbers, but unfortunately due to poor storage while the timbers were in Shelby County, only about 10-30% were reused. The rest are new timbers.

Indiana Covered Bridge Society (ICBS) member Jim Barker, P.E., was the engineer on the project with the contractor being CLR Inc. Barker stated, "Preserving a community's history makes the community stronger and better and a more desirable place to live." Dan Collom did the timber framing on the project. The framework was assembled on-site and lifted into place by two cranes. Then the rest of the structure was finished. The road was also rerouted to the bridge before it could be opened to traffic.

[Member Greg McDuffee and his NSPCB t-shirt showed up in a number of photos. Thanks for helping promote us Greg!]



Top & Middle Photos by Andy Rebman



*left to right: ICBS President Andy Rebman, Bridgewright Dan Colom, Project Engineer Jim Barker, ICBS Vice President Greg McDuffee
Photo by Maria Lee*

Blenheim Covered Bridge Dedication

by Bill Caswell



On August 27, 2011, floodwaters generated by the remains of Tropical Storm Irene swept New York's Blenheim Bridge from its abutments and carried it downstream destroying the structure along the way. North Blenheim town officials along with local residents were determined to have this bridge restored to its former glory. Through the years of rebuilding their homes and businesses ravaged by the river that day, they continued to petition FEMA for money to rebuild their bridge.

The original masterpiece was constructed under the leadership of Nichols Powers of Vermont. It, along with the Bridgeport Bridge in northern California, had both claimed the title of the longest single-span covered bridge.



Lancaster County Timber Frames prepared the bridge timbers for the new bridge in its York, Pennsylvania, shop and delivered them to the banks of Schoharie Creek where 3G Construction of New Hampshire led by Stan Graton (left) assembled the structure. It was assembled on dry land and then moved into position over the creek. Economy Paving Company, Inc. of New York was the general contractor handling the road and abutment work. The trusses were raised in mid-November 2017 and the bridge moved onto its new abutments in April 2018. The new bridge is twelve feet higher than the previous one.



On June 29, 2019, area residents, public officials, descendants of Nichols Powers and covered bridge enthusiasts from New York, Pennsylvania, Massachusetts, Vermont and New Hampshire gathered to celebrate the completion of the project. In addition to the local officials involved with the



bridge's reconstruction, the event included guest speakers Stan Graton, New York State Covered Bridge Society President Wayne Marshfield (above, right) and myself. Jenn, with some help from Scott and Sue Wagner, staffed a table with society merchandise in the one-room schoolhouse across the street from the bridge. In addition to selling some items, she signed up two new members.



[The new bridge has been assigned World Guide #32-48-01#2]

Painting of the Stillwater Covered Bridge

by Robin Mitchell

Columbia County Pennsylvania's Stillwater Covered Bridge (#38-19-21) in Stillwater Borough was finally painted on July 25th after a delay of more than a year. Stillwater Bridge is owned and maintained by the Columbia County Covered Bridge Association as are the Shoemaker and Josiah Hess bridges also in Columbia County.

With the services of Styer Crane Service of Turboville, PA, PA Painting & Wallcovering, Inc. of Bloomsburg, PA applied two spray-on coats of water-based red paint to the bridge in one day. Listed on the National Register of Historic Places and for the standards such listing represents, concern has already been expressed to the Association by a local resident regarding the lack of professionalism exhibited by the finished results. There appears to have been little protective care taken for the unpainted surfaces of the bridge, both interior and exterior, as well as for the abutments and nearby areas below and adjacent to the bridge during painting (see the photos below) noting considerable red paint overspray. Other areas seem to have received little or no paint at all.

According to Association President and County Commissioner, Chris Young, the painting project, delayed for nearly a year-and-a-half, was part of a \$10,000 grant from Williams Gas Co. Mr. Young expressed concern that the grant might be withdrawn if not completed as quickly as possible and adding the fire preventive coating No-Char was not applied before painting due to lack of knowledge about the product, insufficient time to include it, and lack of funding. When asked about creek protection from paint overspray, Mr. Young stated that because the paint was water-based no protection of the creek below was required. He also stated that the interior overspray would better protect the floor, and, the abutment overspray was to blend them in with the rest of the bridge. *(Press-Enterprise article July 27, 2019, with interview and photos by NSPCB member Paul Naus, Jr.)*



A ribbon-cutting dedication ceremony is scheduled to be held at 5pm on September 9, 2019 at the bridge. Contact the CCCBAssoc. for more information.

Note: It is not for the Society to criticise work not sanctioned by the Society. The information presented together with these photographs were forwarded to us by a concerned resident and covered bridge enthusiast. If you share similar concerns you are urged to contact Mr. Christopher Young, Commissioner and President of the Columbia County Covered Bridge Association, Inc., 529 Zaner-Rohrsburg Road, Orangeville, PA 17859.

Meeting Reports

Contoocook, New Hampshire, June 23



Long-time members Don & Pauline Prideaux now living in Florida were visiting New England and able to attend. We have not seen them at a meeting since they moved to Florida in 2005. Jim Sindelar, a local engineering professor, attended the meeting to discuss research he has been doing on the truss designs of the nearby Rowell's and Bement bridges. Both bridges are listed in

the World Guide (and often referred to) as Long trusses yet neither actually follow Col. Stephen Long's patented design. The trusses more closely resemble Paddleford designs. President Bill brought copies of the new publication from the National Park Service titled *Guidelines for Rehabilitating Historic Covered Bridges*. Details of that book are included within this *Newsletter*.

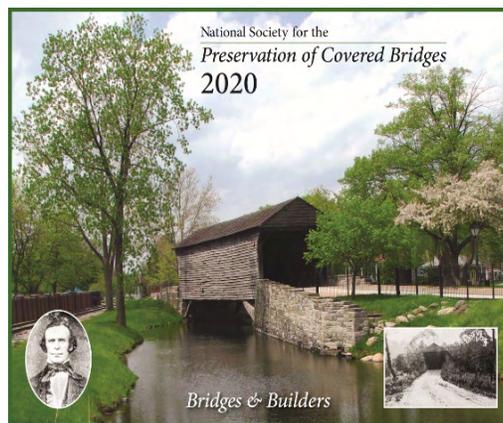


Sussex, New Brunswick, July 26

After the first day of the New Brunswick tour, 22 weary travelers gathered in a meeting room of the Fairway Inn for the monthly July meeting. After introductions, Bill introduced our guest, Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick. Ray discussed the work his organization has been doing since its inception two years ago and handed out New Brunswick covered bridge calendars to all the attendees. After Ray's presentation, we moved on to the regular business and discussed details of the next two days of the tour. Thank you to Treasurer Gloria Smedley for taking minutes during the meeting in the absence of our recording secretary.

2020 Calendar

2020 NSPCB calendars are now available for purchase. This year we are featuring covered bridges and builders from California, Illinois, Indiana, Iowa, Maine, Michigan, New Hampshire, New York, Ohio, Pennsylvania, South Carolina, Vermont and West Virginia. Thank you to the calendar committee members for the time they spent choosing photos out of the over 200 entries received, reviewing proofs of the designs, researching the builders and other contributions. A special thank you to Carol Colaianni for preparing the monthly designs, LJ Place for the cover design, Jenn Caswell for researching publishing options and Arnold & Meg Grāton for offering their home for the group to gather and select the calendar images. Others helping with the project included Scott & Sue Wagner, Bob Watts, Sue Blanchard, Arthur Walsh, Carmela Sciandra, Bob & Betty Pauwels and Bill Caswell. The calendars are available for \$15 by mail and \$10 at our meetings and events.



The 2021 calendar will focus on the various truss types. More details to come in future issues.

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).....<https://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/>

2019 Covered Bridge Tour

by *Bill Caswell*

This year's tour included 31 attendees from Arkansas, Massachusetts, Michigan, Missouri, New Brunswick, New Hampshire, New York, Ohio, Pennsylvania and Vermont. We welcomed our youngest member, Brayden Marshfield, the three month old son of Dave and Stephanie Marshfield. Photos for this article were contributed by Chris & Carol Fortin, Gloria Smedley, Stephanie Marshfield, Martha Stegemoen, Tina Conn, Maureen Boone and Bill & Jenn Caswell. World Guide numbers are listed after the first reference to each bridge.



Oldfield Bridge.

The formal tour was scheduled to begin in Woodstock. Although it was a long distance from most of the bridges we intended to see, the location was chosen because of its proximity to the Hartland Bridge (55-02-07), the World's longest covered bridge. Many of our attendees took advantage of that opportunity to visit Hartland and spend some time exploring the area. It was also suggested that they visit the five-span combination covered wooden bridge and steel truss in Florenceville (55-02-06) plus the Watson Settlement Bridge (19-02-01) just over the border into Maine.

We started with an orientation meeting on Thursday evening where driving directions and nametags were distributed. T-shirts made especially for the tour and souvenir booklets about the bridges we were going to see were also available for purchase.

Friday

The first stop was at Benton (55-02-15 & 55-15-12), the only remaining New Brunswick covered bridge to span to two counties. We took a group photo there and moved on to the World's Largest Axe in Nackawic. At the Smythe Bridge (also known as Mill Settlement, 55-12-03) we met up with Mike Cameron, a reporter from CTV News in Saint John. He interviewed members of the group here and at the next stop, the Hoyt Station Bridge (55-12-02). The news story was supplemented with video of us driving through the two bridges. It was a great opportunity to get the word out. The piece aired on their evening newscasts that night.



Chris & Carol Fortin being interviewed for CTV News

After lunch, we moved on to our last Sunbury County bridge, the Patrick Owens Bridge (55-12-05). This was the first location cleaned up by the League for Rural Renewal in the mid-1970's. Traffic was a bit heavy so we needed to be careful around there. The bridge is unusual in that it has a window running the full length of one side. It is the second longest in the province if you only count Florenceville's one wooden span. While there one of the local residents stopped to welcome us to the area and mentioned that he had heard my interview on CBC Radio on Wednesday morning.



Newlyweds Bob & Catherine Hamilton at the Starkey Bridge

The next stop was the Starkey Bridge (55-09-08) in Queens County. It was closed to traffic after floodwaters damaged the approaches on both sides in the Spring of 2018. The remainder of Friday's stops were in Kings County. First the Centreville Bridge (55-06-02) and then



Group Photo at the Benton Bridge



Our Youngest Traveler, Brayden Marshfield.



Visiting the Centreville Bridge

on to the Oldfield Bridge (55-06-17) which represented New Brunswick on a 25 cent coin celebrating the 125th anniversary of the Canadian nation in 1992. Our final stop for the day was at the Tranton Bridge (55-06-26), 1½ miles from the Fairway Inn in Sussex, our base for the next two days. Although the hotel is a bit dated, the staff is very accommodating and helpful. Our guests also enjoyed the 1950's style diner attached to the hotel. The long day of bridging was followed by the Society's monthly meeting for July. Details on that are in a separate article.

Saturday



Ready for the Bus Ride

On Saturday we met our driver, Terry Fanjoy, from Optimum Tours of Sussex for our tour of Albert County bridges. We started the day with a ride to Fundy National Park to see the Point Wolfe Bridge (55-01-05#2). This is the province's only painted bridge. It was constructed in 1992 after rocks falling from a nearby cliff destroyed the previous covered bridge. After Point Wolfe we made a stop at the park's visitor center and then moved on to the Germantown Lake Bridge (55-01-08), another one which is difficult to photograph from the side. We took a group photo at the Sawmill Creek Bridge (55-01-20). This one was bypassed and has been preserved because of the efforts of a local historic association. The next stop was at Hopewell Rocks where you can witness the nearly 30 foot tide change. We were there at low tide so you could walk on the beach. This was also our lunch stop.



Group at the Sawmill Creek Bridge

The afternoon began with a stop at the Hartly Steeves Bridge (55-01-11). There used to be a nearly identical Harris Steeves Bridge a short distance down the road until the latter bridge was badly damaged by a snow plow. The two were named after the farmers who owned the property used for their construction. Next, we headed to Riverview to see the abandoned William Mitton Bridge (55-01-22). This bridge is said to have come from Kent County in 1942, but I have yet to discover exactly where. The bridge is in rough shape with many holes in the roof and a failing abutment. DTI was notified of the situation.



Group at the Peter Jonah Bridge

Our final covered bridge for the day was the Peter Jonah Bridge (55-01-07) where we took another group photo. New Brunswick used to have an abundance of covered bridges with an unusual "hip-roof" design. This is one of only two which remain. It was moved to its present location in 2013 when Turtle Creek was flooded for Moncton's water supply.

We ended the day by seeing two uncovered wood truss bridges. There used to be an abundance of them, but now they are far more endangered than the covered bridges. On our planning trips, Jenn and I have been seeking out these structures based on a list compiled in 2012. About ¾ of the sites we have visited so far no longer have wood truss bridges. A list that I received from DTI shortly after we returned home shows that only 14 of the 55 uncovered bridges on my 2012 list still remain and one more of them is scheduled to be replaced soon.



Pollett River #6 Bridge

Sunday

Sunday was our third sunny, blue-sky day. Other than being a bit warm for my taste, we couldn't have asked for better weather. Our first stop was to the Moore's Mill Bridge (55-06-16) in Waterford. It is nestled in the trees and difficult to photograph from the side. Next was the nearby Urney Bridge (55-06-19) sitting in a residential neighborhood. After those two, we moved on to a last-minute addition to the trip, the Moosehorn Bridge (55-06-29). I was previously reluctant to add it because I knew that some people would have difficulty getting to it. The



Moosehorn Bridge

We met Silas from Global TV News at the rest stop immediately before the Moosehorn Bridge. He talked to some of the group, took photos of that bridge and then followed us to our next stop, the Bloomfield Bridge (55-06-01), where he interviewed me and took more photos for his story. Although receiving so much attention from the media was awesome, they typically cut out the most important parts of the interview. This piece included my comments about enjoying photographing the bridges and our geocaching members, but cut out the parts about preservation and the engineering significance of the bridges.



Bloomfield Bridge



Lunch at the Pavilion in Hampton

Sunday's lunch was hosted by the Covered Bridges Conservation Association of New Brunswick (CBCANB). This small group prepared an excellent lunch for us at the pavilion on Hampton's Town Square. Tables and chairs were provided by the Town of Hampton. In addition to the CBCANB officers there to welcome us, we were also joined by Hampton's mayor Ken

Chorley; Bill Oliver, Minister of Transportation and Infrastructure and Alaina Lockhart, Member of Parliament representing the area. Alaina is also Canada's Parliamentary Secretary to Small Business and Tourism. Each of them offered a welcome message and spent time chatting with members of our group. While in the area, we also visited the covered bridge exhibit at the nearby Kings County Museum.



Visiting the Kings County Museum



Group at the Hardscrabble Bridge

After lunch we boarded the bus and headed a short distance down the road to the Darlings Island Bridge (55-06-04). This bridge was bypassed a few years ago and stands over a popular local beach and kayak area. Next, we moved on towards the coast to the village of Saint Martins, a location well-known to covered bridge enthusiasts. Before the group scattered around the village, we took a group photo at the Hardscrabble Bridge (55-11-06), a relatively young covered bridge having been built in 1946. There is a spot near the Irish River Bridge (55-11-05) where you can get a photograph of town's two covered bridges and lighthouse-shaped visitor information center together. Of course, that scene is not quite as wonderful as it used to be now that the Bailey bridge bypassing the Irish River Bridge is also in the picture.

After exploring the village and visiting the local ice cream shop, we continued on to the last bridge on the tour. The MacFarlane Bridge (55-06-13) sits in a nice location just south of Sussex. On our way back to the hotel to end our adventure, Terry added a little bonus by taking us on an unscheduled tour of the murals around Sussex. Buildings throughout the downtown area have been painted with scenes from the town's history.

I thank all who joined us and look forward to seeing you again next year. Jenn and I have already been in contact with Andy Rebman and Greg McDuffee from the Indiana Covered Bridge Society for what will probably be a three day trip in and around Parke County. We will share more information as it becomes available.

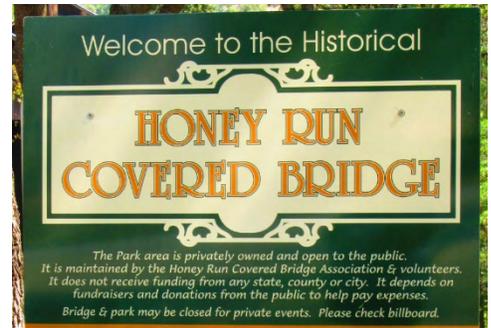
Covered Bridge News ...

California:

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



Efforts are underway to raise money to replace the Honey Run Bridge lost on November 8, 2018 during the devastating Camp Fire in Butte County in northern California. The Honey Run Covered Bridge Association (HRCBA) is a non-profit organization which is leading the fundraising effort. Robert



Catalano, president of the group, says a reconstruction of the historic bridge could be completed in about two years under the nonprofit group’s stewardship. The association has been in talks with Butte County staff to acquire the county-owned right-of-way across Butte Creek where the bridge once stood. Doing so would allow the group to take ownership of the bridge’s estimated \$3 million reconstruction, which Catalano said could be completed in about two years without any direct governmental funding. The association’s plan has been developed following seven months of exploring various reconstruction possibilities—including working with an engineering firm—but it hinges on approval from the Butte County Board of Supervisors to transfer the bridge right-of-way. Catalano said he hopes the board will consider that sometime in September. Numerous fundraisers have taken place with others planned. One of these was the 16th Annual Hot August Day Car Show and Barbeque on August 10th sponsored by the Sierra View Region of the Vintage Chevrolet Club of America. The cars burned in the fire will not be scrapped and organizers plan to post photographs of many of the old cars in their pre-fire condition. (*Chico News & Review and Action News Now, July 11, 2019. Bridge Photo by Bill & Jenn Caswell.*)



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

Work has begun on the restoration of the 1862 Bridgeport Bridge. NSPCB member Tim Andrews has been hired to work on the project with Spectra Historical Construction. The crew started by removing the bridge’s roof and then siding. Once completed, expected in the fall of 2020, it will be 18 inches higher with new shingles, sidings, floor planking, interior trusses and steel tension rods. The left & middle photos were from June and the right one on July 14th. (*Grass Valley Union, June 19, 2019. Photos Courtesy South Yuba River Park Association.*)



Connecticut:

West Cornwall Bridge, Litchfield County - #07-03-02

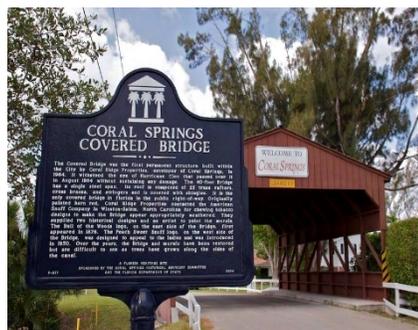
The West Cornwall Covered Bridge was closed to traffic on June 11 after a delivery truck from Dias Transport got stuck in its center. Cornwall Volunteer Fire Co. Chief Fred Scoville said the tires on the truck, which had been headed west, were flattened to allow it to be pulled out of the bridge. *(Republican-American, June 12, 2019.)*



Florida:

Coral Springs Hills Bridge, Broward County - #09-06-A

This structure built over a 40-foot steel span was designed by George Hodapp and constructed by Lewie Mullins and George Porter, all employees of Coral Ridge Properties, in early 1964. It crosses a canal at the entrance to The Hills subdivision with its wooden cover of rafters, cross beams, stringers and braces topped off with a shingled roof. The siding features two painted murals from the American Snuff Company of Winston-Salem, NC. Having survived two hurricanes –



Hurricane Cleo in 1964 and Hurricane Wilma in 2005 – virtually unscathed a 12-foot-high box truck tried unsuccessfully to pass through the 10-foot-high portal openings resulting in significant damage to roof trusses, rafters, bracing and stringers. The driver failed to stop but was located later. The city of Coral Springs is still waiting for the \$119,327 repair costs from the driver’s insurance company. In recognition of its architectural and historical significance to the state of Florida, the bridge was designated a Florida Heritage Site in 2005 with an historical marker. Having been closed to traffic since the accident in September of 2018, the bridge reopened in May. *(South Florida Sun-Sentinel May 3, 2019 – Photos by Jay Kravetz 2018)*

Georgia:

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

While the county was installing the pipe and chain warning system on June 12, the driver of a work van became the 22nd person to hit one of the metal beams protecting the bridge since its \$800,000 renovation was completed in December 2017. On April 23rd, the County Commissioners approved a contract with Detection Engineering Technology, Inc. to install the new system for the bridge at a cost not to exceed \$19,540. The plastic-covered PVC pipes suspended from traffic signal mast arms seem to be doing their job: No one has hit the bridge in the first two weeks. Initially there were issues with the pipes being hit at high speeds and ending up wrapped around the poles. Attempts to stabilize them have led to a “tangled mess” after they are hit. There are also people swerving to the opposite side of the road to avoid them. Neighbors are complaining of the noise made when vehicles hit the pipes. The pipe system on the Smyrna side of the bridge was damaged one day after being installed and is now missing one pipe and two others are damaged. Cobb County officials are happy so far since the bridge has not been struck recently. However, there was a motorcycle accident on July 6th involving a 64-year old female cyclist on a 2011 Harley Davidson Road Glide lost control upon entering the bridge, hitting the guard rail, and was thrown from the bike. She was taken to the hospital with serious injuries. Police are still investigating the crash. *(Atlanta Journal Constitution, June 13 & 30, 2019, Marietta Daily Journal, June 21, 2019 & WSB-TV, July 5, 2019.)*



Indiana:

Black or Pugh's Mill Bridge, Butler County - #35-09-03

In early August, Will Truax shared this photo of the work he is involved with to repair this bridge. The bridge is being jacked up to remove some of the sag in the structure. This will enable them to replace the support bents under the bridge and a compromised bearing block. There will also be some tuning of the truss-rods later.



Spencerville or Coburn Bridge, DeKalb County - #14-17-01



On June 3rd, an estimate for repairs was presented to the County Commissioners. USI Engineers reported that it will cost \$162,000 to replace rotted timbers in the bridge and \$111,000 to replace its deck. The Commissioners have recommended advertising for bids for the structural work and looking to raise donations towards the deck replacement. Additional investigation will be done to determine how much of the deck actually needs to be replaced and which deck boards can be reused. A contract for the repairs could be awarded as soon as July. (*DeKalb County Star, June 3, 2019. DeKalb County Highway Department photo.*)

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

Greene County commissioners are working on a plan to bypass the 1883 Richland Creek / Plummer Covered Bridge. Commissioners are working on applying for a federal aid grant to construct a new bridge. The federal aid grant would cover 80-percent of the project costs leaving the county only responsible for paying for 20-percent. If a new bridge is built, the covered bridge would remain open to foot-traffic only. Presently, many farmers must drive their equipment through downtown Bloomfield to avoid the bridge's 3 ton weight limit. Earlier this year, an oversized box truck damaged the bridge. Those repairs are expected to begin soon. (*WTHI-TV, August 11, 2019.*)

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



(Photo by Andy Rebman)

A year after we thought this project was complete, we have learned that was not the case. An article in the Seymour Tribune of June 11, 2019 noted that work to complete a long-delayed \$1.1 million project is expected to begin in the coming weeks. At a meeting with Indiana Department of Transportation representatives, Jackson County officials presented a list of items which still need to be completed. The list includes repairing the damage to asphalt, correcting topsoil issues, fixing multiple leaks in the roof and more. When it was mentioned that the roof had 11 leaks after it was installed, the contractor's representative responded that the blueprints did not specify that the roof needed to be watertight.

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

The Vigo County Park's Department hopes to begin repairs on Fowler Park's historic covered bridge in August. The bridge's construction date is uncertain as sources list both 1845 and 1867. It was moved to the park in the early 1970's. The parks department is looking for someone who can fix the bridge while maintaining its historic accuracy. To perform the necessary repairs, the W. Keith Ruble Lake will need to be lowered between 5 and 6 feet. They hope it will be repaired by the end of September and ready to go for Fowler Park's Pioneer Days. The bridge is on the National Register of Historic Places. (*Information from mywabashvalley.com, May 29, 2019. and WTHI-TV.com July 2019*)

Indiana (continued):

Reconstruction of the former Bell's Ford Bridge - #14-36-03x

In the previous issue we noted the planned reconstruction of the Bell's Ford Bridge in Hamilton County. The NSPCB and Indiana Covered Bridge Society are both consulting parties to the design of the project. The 332-foot, 2-span, bridge was originally built in Jackson County in 1869 by Robert Pattison and was the last known Post truss covered bridge. The reconstructed bridge will cross Fall Creek at Geist Park at the western edge of Luxhaven. An Indianapolis Star article on June 17th provided much more detail on the project.

Hamilton County officials will place the Bell Ford over Fall Creek near Florida Road and 109th Street to connect users of the planned Geist Greenway with the Fall Creek Nature Trail using a \$2.7 million federal grant. The bridge will be built next to the Florida Road bridge but will be for pedestrians only. It will be about half the length of the original. That means the other half could be placed in another spot in the future, officials said.



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



(Photo by Christine Ellsworth, September 1994.)

Engineer Jim Barker of Bloomington, Indiana has been storing the bridge's salvageable parts and made detailed notes on how to reconstruct it. The money from the Federal Highway Administration's Transportation Alternatives Program won't be available until 2024, but Hamilton County will begin designing the restoration of the bridge and move it from Jackson County before then. The county will contribute about \$1.1 million to the restoration, and the total cost will be \$3.8 million. The bridge could be in place by late summer, 2024.

Medora Bridge, Jackson County - #14-36-04

About 280 people attended the ninth annual dinner on the Medora Bridge hosted by the Friends of the Medora Covered Bridge on August 3rd. J.J. Daniels built the Burr truss bridge in 1875 at a cost of \$18,142. The 430.4-foot bridge was closed in 1973 and added to the National Register of Historic Places in 2007. A restoration project was completed in 2011. Ladonna's Country Cookin' of Salem provided the meal, and The Griffin Family provided the music for the second year. Income from the dinner is used for maintenance of the bridge



site. Security features will be added once electricity is provided to the bridge. The Indiana Covered Bridge Society had their table set up at the event. *(Seymour Tribune, August 6, 2019. Photos by Maria Lee.)*

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

On June 2nd, Greg McDuffee, vice president of the Indiana Covered Bridge Society, sent photos noting that repairs to this bridge are underway. The 101-foot, single span, Burr Arch truss structure was built in 1884 and was closed after damage from an oversized vehicle. According to neighbor Jim Irvine, repairs should be completed by the end of July with a fresh coat of paint as well.



Indiana (continued):

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

The Otter Creek Bridge in western Ripley County lost part of its roof during strong winds in late February. No other structural damage was found. The county decided to replace the entire roof. The 112-foot long bridge along County Road 850 West has been closed to vehicles since 1996, but is still open to pedestrians. Members Bob and Anita Ford visited the bridge in mid-July and offered these photos of the repair work in progress.



Iowa:

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

Construction of the new Cedar Bridge is now complete. The covered bridge was twice lost to arson with the later incident on April 15, 2017. After the fire, it was reported that the third incarnation of the bridge would be constructed with metal trusses to eliminate the potential for another loss due to fire. However, it appears that it was constructed of wood like its predecessors. (News and photo from Bill Bowser.)



Kentucky:

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

On July 9th, the Flemingsburg Gazette reported that “Rapid deterioration of an abutment of the Grange City Covered Bridge, in the wake of spring and summer rains, has led Kentucky State Transportation officials to express concern and seek help in saving the structure.” While it is true that the condition of the bridge’s abutments has gotten much worse in recent months, the situation here is certainly not new. Representatives of the Buffalo Trace Wooden Covered Bridge Authority and NSPCB President Bill Caswell have been contacting local and Commonwealth officials for years about the deteriorating condition of the bridge. A pronounced sag and crumbling abutments make failure a serious concern. We have been concerned about one abutment failing for years and now the other abutment is failing as well. Arnold Grāton was recently awarded a contract to evaluate the structure to determine the extent of repairs needed. The 80-foot, single span, Multiple Kingpost truss bridge was built around 1865 and bypassed in 1968. The bridge is listed on the National Register of Historic Places.



Photo by Bill & Jenn Caswell



Photo by Woodie & Ginny Reeves

Massachusetts:

Upper Sheffield Bridge, Berkshire County - #21-02-01#2

The covered bridge and road approaching it will be closed Mondays through Thursdays from July 22nd until August 15th to replace the roof and restrain the sides. The road and parking area will be open Fridays, Saturdays and Sundays during the construction. (*The Berkshire Edge, July 18, 2019.*)

Michigan:

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

On July 12th, the Rebuild Whites Bridge group posted a statement on their Facebook page announcing the arrival of the first load of timbers for the new bridge. Supplies will continue to arrive until sometime in August and then construction can begin. The contractor is estimating that it will take 8 weeks to assemble the pieces. The former bridge was lost to arson on July 7, 2013. The new bridge will be built on steel beams to support roadway loads, but otherwise it is intended to be a replica of the original structure.

Langley Bridge, St. Joseph County - #22-75-01

On June 4th, the St. Joseph County Board of Commissioners approved a resolution that recommends the road commission keep Langley Covered Bridge open and in use within its current capacity. During the past few years, road commission board members have lamented the frequent maintenance and associated costs of keeping the bridge open to traffic of limited height and weight. It has been suggested that the bridge should be bypassed or just closed leaving drivers to find an alternative route. County administrator Teresa Doehring said that the vote was not required nor is it legally binding. It is estimated that the bridge will need between \$5 million and \$7 million worth of work in the next few years. Building a new bridge could potentially cost twice that much. County officials are seeking grants to help cover the costs. (*Sturgis Journal, June 5, 2019. Photo by Bill & Jenn Caswell.*)



County administrator Teresa Doehring said that the vote was not required nor is it legally binding. It is estimated that the bridge will need between \$5 million and \$7 million worth of work in the next few years. Building a new bridge could potentially cost twice that much. County officials are seeking grants to help cover the costs. (*Sturgis Journal, June 5, 2019. Photo by Bill & Jenn Caswell.*)

Minnesota:

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

Last quarter, we reported that the roof of Minnesota's only historic covered bridge which collapsed on February 24th had been replaced with a temporary roof. Member Bill Bowser visited the site and sent this photo of its present condition. The new permanent roof is expected to be installed on the 1869 structure in October when the city is able to receive suitable rough cut, kiln dried white pine to match the original roof. Insurance coverage on the bridge will cover the costs for reconstructing the roof. 2019 marks the 150th-anniversary of the bridge's construction with a celebration scheduled for August 3rd and 4th.



New Hampshire:

Mount Orne Bridge, Coös County, New Hampshire & Essex County, Vermont - #29-04-08#2 & 45-05-03#2



On July 24th, the Mount Orne Bridge was damaged by an oversized tractor-trailer. The 266-foot-long Howe truss bridge, that was built in 1911, spans the Connecticut River along Route 135 between Lancaster, New Hampshire and Lunenburg, Vermont and is maintained by the towns. A bridge inspection crew from the New Hampshire Department of Transportation checked the bridge and determined that the damage was cosmetic and not structural. The maximum bridge vertical height is posted at 12 feet, 9 inches, but there is another low-hanging, drop-down safety bar that states in read lettering “11 feet, six inches. The driver tried to pass through with 13-foot-high trailer. The driver, Emilio Leal,

51, of Palm Springs, Florida, works for a company named Pro Intermodal, of Doral, Florida. He stopped and backed out of the bridge when he heard the crash. New Hampshire State Police will be charging him with several violations possibly to include driving a truck with a trailer too long for the road and not adhering to bridge height limits. (*Caledonian-Record, July 27, 2019. Photo by Betty Pauwels.*)

Bement Bridge, Merrimack County - #29-07-03

The project to rehabilitate the Bement Bridge was planned to be advertised by NHDOT in April but has been delayed. On July 19th, Town Administrator Karen Hambleton informed us that they are still waiting for an easement and shoreland permission letter to be signed. The project will replace the north abutment with a dry laid stone abutment, rehabilitate the south abutment wingwalls to correct the wingwall bulges, replace the worn deck, replace select floor beams and entire truss lower chord to support a 6-ton live load. Also, truss member repairs and replacements as necessary, installing new knee braces to better brace the truss upper chord and raising the bridge by approximately 6” so stormwater drains away from the bridge deck.



New York:

Downsville Bridge, Delaware County - #32-13-01



Flood waters from the East Branch of the Delaware River inundated Covered Bridge Park home of the Downsville Covered Bridge. Listed on the National Register of Historic Places, the 174-foot, single span structure includes a combination Long and Queenpost truss and was constructed in 1854. Fortunately, no damage to the bridge was reported. (*April 15, 2019 article, The Daily Star.com, photo by Bill & Jenn Caswell.*)

Ohio:

King's Mill Bridge, Marion County - #35-51-21

The King's Mill Covered Bridge was built in 2016 to replace an aging ca.1900 iron bridge. Named after Titus King, whose family settled here in 1830 and built a mill on the Whetstone River that is now known as the Oletangy River. The 190-foot single-span bridge, designed by Smolen Engineering Ltd. and built by R. G. Zachrich Construction, utilizes wooden beams, steel bolts, with many hand-crafted pieces capturing the essence of the historic covered bridge and creating a picturesque setting for artists and photographers alike. It was built out of wood not only for sustainability, aesthetics and ease of repair, but for durability in the Ohio climate. According to designer, John Smolen, "Wood is an excellent material for building bridges, ... it excels ... because it is not harmed by road salt ... it is lighter with a higher strength-to-weight ratio, and is a renewable resource". Funding for the \$3.2 million project was paid for through federal and local bridge replacement funding and from a road fund generated from gas taxes. The bridge incorporates design features from three Union County bridges with a basic structure similar to the Mill Creek Bridge in Delaware county. Asphalt covers the two-lane wooden deck and glue-laminated supports, tongue and groove cedar shingle sides, a metal roof designed to look like shakes, and has steel rods throughout the structure to maintain side tension. (*MarionSta.com June 23, 2019*)

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

In the previous issue, we reported that the project to repair this bridge was delayed when bids were much higher than the estimated cost for the project. Unfortunately, the project became much more complicated after the center span collapsed late in the afternoon of July 5th. The county commissioners were scheduled to meet with the county's insurance provider on July 16th. The three-span 192 foot-long structure over the Little Muskingum River was built in 1887. A 2017 article noted that the bridge "incorporates not only the traditional multiple king post design, but tied timber arches in the middle span, which are unique to the structure." In 2002, the National Park Service completed Historic American Engineering Record (HAER) OH-123 which details the bridge's history. It is listed on the National Register of Historic Places. The bridge was closed to traffic in 1983 and had significant work done in 1996. (*News from numerous sources. Standing Photo by Jim Smedley, Collapsed Photos by John Diehl.*)



Oregon:

Short/Cascadia Bridge, Linn County - #37-22-09#2



The 25th anniversary of the reconstruction of the Linn County's historic covered bridge was held this past June. The 1945 Howe truss bridge's single span stretches 105-feet across the South Santiam River and serves as the entryway into Cascadia State Park. The original bridge was constructed in 1928 and has seen several repair projects including major work in 1951 and a total reconstruction in 1994. It is the sole survivor of at least 14 covered bridges which once crossed the South Fork of the Santiam River and one of the county's few to have a wooden shingle roof. The bridge's history is detailed in the National Park Service's HAER-OR-120. (*Information from various sources; photos from HAER-OR-120.*)



reconstruction in 1994. It is the sole survivor of at least 14 covered bridges which once crossed the South Fork of the Santiam River and one of the county's few to have a wooden shingle roof. The bridge's history is detailed in the National Park Service's HAER-OR-120. (*Information from various sources; photos from HAER-OR-120.*)

Pennsylvania:

Pleasantville Bridge, Berks County - #38-06-01

The 1852 Pleasantville Covered Bridge was closed for a few days for repairs after a garbage truck struck one of the height-restriction barriers. It was the second time within about a week that the barrier was struck by a high-profile vehicle. Trucks have damaged the historic bridge over the Manatawny Creek several times since PennDOT reopened it in 2004 after spending \$2.2 million to rebuild the 126-foot-long span. The posted height restriction of the bridge is 10 feet 5 inches. The history of the bridge can be found in NPS HAER-PA-491. *(The Mercury, July 10, 2019.)*



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

The efforts of the NSPCB and Theodore Burr Covered Bridge Society of Pennsylvania were unable to save the historic Dreibelbis Station Bridge. The project is now underway to dismantle the bridge and reconstruct the walls and roof on a new steel frame. Although it will still look like the historic bridge, the trusses will do little more than support the roof while the steel will support the bridge and carry traffic. Member Anita Ford provided these photos of the work as of June 3rd.



Frankenfield Bridge, Bucks County - #38-09-09

The 1872 Frankenfield Bridge over Tincum Creek was closed after being damaged by a truck on June 4th. Tincum Township Police said officers were called at about 9 p.m. The driver stayed at the scene. The extent of the damage is not known, but the impact caused some structural damage. The bridge was repaired and re-opened on July 8th. *(The Patch, July 9, 2019. Photo by Bill & Jenn Caswell.)*



Kramer Bridge, Columbia County - #38-19-23#2



The photograph, shown here, is the 2019 winner of the Columbia-Montour County Visitor Bureau’s Covered Bridge Photo Contest and was taken by NSPCB member Paul Naus, Jr. of Berwick, PA. Selected from numerous competing entries, Paul’s photo will be made into a puzzle, the ninth installment of the Visitor Bureau’s Limited Edition series, featuring the Kramer Bridge for the first time. Puzzles will be available for purchase beginning in September at the Visitors Bureau Welcome Center, 121 Papermill Road, Bloomsburg, PA. The price is \$15.00 including tax. For more info contact the Bureau at 1.570.784.8279. \$2.00 from every puzzle sold will be donated to the Columbia County Covered Bridge Association. *(Dailyitem.com July 2, 2019)*

Pennsylvania (continued):

Wertz/Red Bridge, Berks County - #38-06-06

Built in 1867 across the Tupehocken Creek connecting Bern and Spring townships, this ancient survivor, a carefully engineered wood-built keeper of history, carries memories of the crossings of horse-drawn wagons and the romance of couples stealing a kiss beneath its roof.

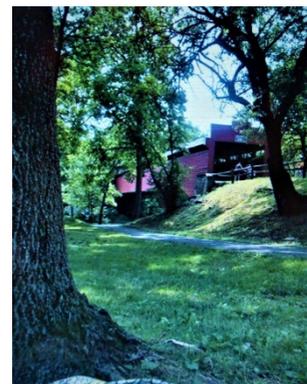
Retired pharmacist, Fred Moll, spoke of his interest in covered bridges began ... his wife’s grandfather lived in the farmhouse at the foot of the bridge. Fifty years ago, Fred and his wife Shirley were married and he has been writing and researching covered bridges ever since. The county’s numerous bridges have been reduced in number by flooding in the late 1800’s, arson and modernization by replacement in the 1900’s. Wooden covered bridges are a marvel of construction and engineering and Wertz/Red Bridge is no exception. The Burr Arch truss was the most common used in Berks County. The wood was well-seasoned and included hemlock for the floor, which was a hard wood that would stand up to the hooves of horses and metal wheels on wagons. The pine or spruce for the sides and truss system were a lighter weight wood and would not warp. When a bridge needed repair or rebuilding, they used as much of the old wood as possible. The Wertz/Red Covered Bridge, covered to protect the floor and truss-work from the elements, has survived for more than 150 years. Fred recounts, “This old covered bridge, and the old farm house at the end of the bridge, make me think of how life was ... Here was a house with no plumbing, no electricity and a wooden bridge built for wagons. Not autos. They provide us with a way of going back, a transport into history.” (*ReadingEagle.com February 21, 2019.*)



*Wertz Bridge w/farm house, ca 1930
Walter Pryse Collection via Fred Moll*



*Wertz Bridge w/farm house ca Nov.16, 2015
Fred Moll Collection*



*Photo by Liz Yeakley
Fennessey June 1, 2019*

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

We have received word from Allentown’s Parks and Recreation head Karen El-Chaar that the Commonwealth of Pennsylvania has awarded them a grant of \$500,000 towards repairs to Bogert’s Bridge. This is excellent news. What is even better is that State Senator Pat Browne allocated an additional \$250,000 for the bridge. Now they need to match an equal amount in matching funds. The total project cost is estimated at just over \$2 million. That includes \$1.65 million for rehabilitation construction, nearly \$200,000 for design and more than \$150,000 for administration and inspection. The project includes repairs to the bridge railing system, approach roadway, timber deck, the superstructure, top and bottom chords, verticals, arches and the roof system. Bogert’s Bridge is listed on the National Register of Historic Places. (*Photo by Bill & Jenn Caswell.*)



Pennsylvania (continued):

Dellville Bridge, Perry County - #38-50-16#2

Perry County dedicated the rebuilt Dellville Covered Bridge during a ceremony on July 11, nearly five years after the bridge was destroyed by fire. No arrests were made in the November 2014 arson of the bridge. The new structure was built by Lycoming Supply of Williamsport, Pennsylvania. The previous covered bridge was built in 1889. Steel I-beams were added for support in the 1950s. The new bridge was constructed on those steel beams. The Historical Society of Perry County raised more than \$11,000 toward the reconstruction project. However, the county's insurance paid for the reconstruction, and the society decided to use the money for other bridges needing repair. The new bridge was designed from a combination of historic plans of the previous bridge and a digital scan of the bridge's charred remains. (*PennLive.com, July 20, 2019. Photo by Clint Frackman.*)



Factory or Horshman Bridge, Union County - #38-60-04

To celebrate its 60th anniversary, the Theodore Burr Society of Pennsylvania scheduled a number of mini-safaris throughout the year to visit a total of 60 covered bridges in Pennsylvania. During a visit to Union County on July 20th, the group discovered that the this bridge had apparently been damaged by an oversized vehicle. The damage would have occurred within the previous week since the bridge was known to be open on the previous weekend. (*Photo by Gloria Smedley, July 20, 2019.*)



Vermont:

Pulp Mill Bridge, Addison County - #45-01-04



At a Middlebury Selectboard meeting on May 28th, members Ed & Irene Barna expressed their concerns about the Pulp Mill Bridge being potentially subjected to oversized vehicles attempting to avoid construction in other parts of town. During her presentation, Irene noted that three other covered bridges in Vermont have recently been damaged by oversized vehicles: Miller's Run Bridge in Lyndonville, the Lincoln Bridge in Woodstock and the Sanderson Bridge in Brandon. The Barna's presented photographs of height barriers used in other parts of the US and Canada to protect their bridges. The pictures included a height barrier in front of the Philippi Bridge in West Virginia which is a two lane structure like the Pulp Mill Bridge.

(*Addison County Independent, June 6, 2019. Photo by Bill & Jenn Caswell.*)

Miller's Run or Bradley Bridge, Caledonia County - #45-03-06#2

The town has awarded the contract for repairs to Winterset, Inc. of Lyndonville. The bridge was damaged by a delivery truck for Upper Valley Produce on May 16th. The 12-foot, 6-inch tall truck went through the bridge, which has a posted clearance of 11 feet, 9 inches. Every roof brace on the west side was broken along with two of the vertical supports. The bridge has been closed to all motor vehicle and pedestrian traffic since the incident. The \$56,175 repair cost is being paid for by the company that owned the truck and its insurance company. (*San Francisco Chronicle, July 19, 2019. Todd Clark Photo.*)



Vermont (continued):

Flint Bridge, Orange County - #45-09-11

Vermont state police say a 28-foot truck ran into the bridge a little after 1 p.m. on Thursday, August 8th. The driver left the scene and was later located in Waterbury. The bridge is closed until an inspection can be done to evaluate the extent of the damage. The driver, Keymoy Vassell, 26, of Peru, New York, was issued tickets for driving too fast and operating a vehicle over the bridge's weight limit. *(WCAX-TV, August 8, 2019)*

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

This bridge in West Woodstock was closed after a truck pulling a trailer with landscaping equipment struck and damaged the interior of the structure on May 15th. The driver pulled over immediately and notified police of the accident. Repair work was scheduled to begin during the week of August 19th. Wright Construction has been contracted for the \$294,000 project to repair 10 cross beams, 15 knee braces, 19 verticals and add new siding at both entrances. The project is slated to be finished by the end of the year. Repair costs will be paid by the driver's and town's insurance companies. *(Vermont Standard, August 15, 2019. Photo by Sarah Pierce.)*



Canada

New Brunswick:

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

Bill & Jenn visited the Quisibis River Bridge in the northwesternmost corner of New Brunswick on May 24th. A temporary bridge has been installed to bypass the bridge after Spring floodwaters damaged the roadway around the covered bridge. The bypassed bridge was built higher elevation to reduce the possibility of future flood damage. The covered bridge has also been raised. It is not certain what will happen to the covered bridge.



Smythe/Mill Settlement/South Oromocto #2 Bridge, Sunbury County - #55-12-03



When Bill & Jenn visited the Smythe Bridge on May 25th, the roof was in the process of being replaced. When we returned during the first day of the Society's covered bridge tour on July 26th, the new roof was complete. The 139' (42 meter) single span bridge was built in 1915. *(Left photo by Bill & Jenn Caswell, Right Photo by Gloria Smedley.)*



Hasty or Petitcodiac River #3 Bridge, Westmoreland County - #55-14-09



Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick reports that repairs to the Hasty Bridge near Salisbury appear to be completed. Steel I-beams have been added for additional support bringing the weight limit up from 5 tons to 10 tons. He provided these recent photos of the bridge.



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 Davy, MRC d'Abitibi - #61-01-U01



Two years after first learning of this bridge, Pascal Conner returned for another visit in July 2019 and took these photos. He found that the three span Town deck truss structure is more decayed than it was before. The bridge has been closed for years and sit on an abandoned road which is no longer maintained. This bridge may not exist for much longer.



Pont John Cook, MRC de Le Haut-Saint-François, Québec - #61-18-04

Mélanie Jobin reports that access to the John Cook Bridge is now barricaded. No other details are known at this time.

Pont McVetty-McKenzie, MRC de Le Haut-Saint-François, Québec - #61-18-08

On August 24 & 25, the bridge will host the sixth annual Nuit du pont couvert (Covered Bridge Night). The night is filled with entertainment from musicians and artists along with food and beverages from local vendors. Events begin at 1 PM on Saturday and will continue into the early hours of Sunday morning.



Pont Galipeault, MRC de Côte-de-Gaspé - #61-23-01



The oldest covered bridge in Gaspésie, the Galipeault Bridge in Grande-Vallée, could soon be classified as a heritage structure. Minister of Culture Nathalie Roy has issued a notice of intent to classify the bridge at the Conseil du patrimoine culturel du Québec. This move should accelerate the request filed by the Municipality of Grande-Vallée in 2012 to classify the bridge as a heritage structure. This certification would allow the Municipality to obtain financial assistance from Québec, which could cover up to 40% of the costs related to the maintenance of the covered bridge. (*Radio Canada, June 29, 2019.*)

Photo by Gérald Arbour.)

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

Last quarter we reported that the Government of Québec advertised a project to “repair the covered bridge.” No other details were provided. The lowest bid of \$645,576.00 was made by Construction Lemay Inc. of St-Édouard-de-Lotbinière. The company’s website includes photos of a number of projects they have worked on, but none were covered bridges. (*Photo by Pascal Conner.*)



Pont Félix-Gabriel-Marchand, MRC de Pontiac - #61-53-01

Les Pavages Chenail, Inc. of St-Rémi, Québec was awarded \$5.1 million to refurbish the 1898 Félix-Gabriel Marchand Bridge. At 499 feet, it is Québec’s longest covered bridge open to traffic. The work will consist of reinforcing the structure, replacing the roof and exterior siding plus repairs to the deck. The project is expected to be complete in the Fall of 2020. Gérald Arbour visited the site in June and took these photos of the work in progress. The bridge was recently featured on the set of covered bridge stamps issued by Canada Post on June 17.



Pont Prud'homme, MRC des Laurentides - #61-72-01

It is common for the road approaching this bridge to be closed during the spring flooding. This year it was closed on April 29th but has not yet re-opened because damage to the structure was discovered during an inspection. It is not yet known how long it will be closed or when repairs might be made. On July 5th, *L'information du Nord* reported that a second inspection by MTQ is planned.



A Few More Scenes from the New Brunswick Tour



Val Stegemoen discussing Geocaching



MacFarlane Bridge



One of the many murals in Sussex

Cover photo:

Thanks to Maureen Boone, Treasurer of the Covered Bridges Conservation Association of New Brunswick (CBCANB) for our cover photo of the tour group during our luncheon in Hampton, New Brunswick on July 28th. The meal was provided by the CBCANB with the location, tables and chairs provided by the Town of Hampton. See the list of societies at the bottom of page 11 if you need help with the abbreviations used below.

- Back row (left to right): Christine Stacey, Transportation Minister Bill Oliver, Bob Hamilton, Bill Forgrave, Karl Young, NYSCBS Newsletter Editor Karen Marshfield, Brayden Marshfield, NYSCBS Recording Secretary Steph Marshfield
- Middle row: Nancy Morrison, CBCANB President Ray Boucher, Hampton Mayor Ken Chorley, Phil LeFebvre, Martha Stegemoen, Catherine Hamilton, Val Stegemoen, Carol Colaianni, NSPCB Director Carmela Sciandra, NSPCB Treasurer Gloria Smedley, Taryn Wherry, VCBS Secretary Sarah Pierce
- Front row standing: Member of Parliament Alaina Lockhart, Tina Conn, John Smolen, NSPCB President Bill Caswell, NSPCB Membership Chair Jenn Caswell, TBCBSPA 1st Vice President Jim Smedley, Judy Szot, TBCBSPA 2nd Vice President Ray Finkelstein, Gloria Finkelstein
- Front row kneeling: NYSCBS President Wayne Marshfield, Chris Fortin, NYSCBS Treasurer Carol Fortin, KC Klingensmith, Bob Griner