



The Newsletter

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

Spring 2019



Untitled

*Tucked back away on old country roads,
Thus saved by location today's heavy loads,
Colored by weather, spanning river or rill,
Old Covered Bridges serve humbly still.*

*Origin oft dimmed by the passing of years
Will-o-wisp legends recall for to hear
Of their historic background, their age and their might,
Revered Covered Bridges - an inspiring sight.*

Arden P. Titlow, 1957

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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 ...

With regards to the concerns initially expressed to me by our Society's late president David Wright, regarding the historic restoration/rehabilitation of our covered bridges, I would like to offer the following thoughts:

With many of our covered bridges requiring or undergoing significant restoration and/or rehabilitation work, care must be exercised to prevent the destruction of both a bridge's historic aspects of its construction, as well as its physical appearance. Disregarding either can jeopardize not only the historic status of a bridge itself, but also the possibilities of acquiring additional, and much needed, federal, state and local funding for such work.

In the past, some agencies and outside groups have had a tendency to see only the dollars involved and "required" completion dates for a covered bridge project rather than the historic maintenance, restoration or rehabilitation of the structure itself. When federal, state and/or local agencies or groups charged with protecting and preserving these bridges allow situations like this to occur, they have failed in their responsibilities and have rendered the truly historic preservation of these structures to become a secondary consideration at best.



WG#38-06-07 Dreibelbis Station Bridge Berks County, PA
2019 Rehabilitation Project

See the *Covered Bridge News* section for project details.
Photos by Bill Caswell and Brenda Frey

as written, but with the same spirit and intent for which they were originally written as well.

In keeping with the mission of the NSPCB and, if our historic architectural treasures are to survive with their structural and/or aesthetic characteristics intact, then we, as a Society, must advocate for more early stage intervention and input and to strongly urge those in charge of a project to closely adhere to the Secretary of the Interior's *Standards for Rehabilitation* not only

Happy Bridging!

Cover Photo: Pappy Hayes or Boy Scout Bridge, Licking County, Ohio, World Guide #35-45-04
© Larry Cunningham

Summer 2019 Newsletter Deadline ...

The next *Newsletter* is scheduled to be mailed in early **June**, therefore, anyone wishing to submit articles should send them to the Editor by **May 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

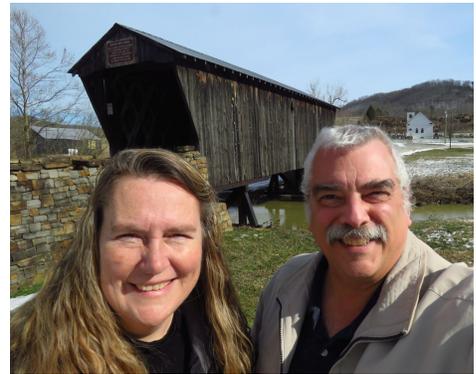
In addition to our efforts to raise awareness of the need to maintain our historic covered bridges and maintain them according to historic preservation principles, part of our mission also includes documenting those bridges. Documentation is a challenging task. I am sure that many of you have heard the quip, "it must be true, I saw it on the Internet," cautioning people to not always believe everything they read. Inaccurate information is not a product of our modern electronic age. It has been around for as long as people have been telling stories and is usually not done intentionally or with any malicious intent.

Our late *Topics* editor, Joseph Conwill had often noted that once an inaccurate piece of information had been put into print, it becomes nearly impossible to correct it. During his time as editor he strived to point out those errors and researched subjects in an effort to avoid building on those inaccuracies himself.

In January, a friend told me about a new book on Alabama's covered bridges by Wil Elrick & Kelly Kazek. So, of course, I needed to order a copy. The book has lots of information and photographs of all sorts of roofed structures throughout the state – historic truss-supported covered bridges past and present as well as a number of privately-owned roofed stringer type bridges – plus a chapter on master builder Horace King and his bridge-building descendants. One of the things that caught my attention was when my friend mentioned a statement on page 33 which is not as certain as the written text implies.

The chapter on Horace King includes the statement that "In Georgia, one King-built bridge survives, the Big Red Oak Creek Covered Bridge." While it would be wonderful to know that one of King's bridges was still standing, according to Thomas L. French, Jr. who has done extensive research on Georgia's covered bridges and authored a book on Horace King, no documentation from that period of time (public records, letters or newspaper articles) has surfaced to support that claim. The 1973 National Register application states that the bridge is "thought to have been built by Horace King." Since then, many sources have credited King with the bridge's construction although definitive proof is still lacking.

Spring is near and meeting season will be underway by the time you receive this issue. The March meeting will include a presentation by Dean Stetson of Newport, NH. The town of Newport will be celebrating the 25th anniversary of construction of the Corbin covered bridge. We are looking forward to participating in that celebration during Columbus Day weekend. This year's April meeting will actually take place in May. Due to scheduling constraints, it ended up being May 4 in Woodstock, Vermont. Vermont's State Architectural Historian, Devon Coleman will offer his presentation on noted bridge builder Nichols Powers. This is the presentation which we originally scheduled for last April but had to cancel due to inclement weather. This year is also the 50th anniversary of the construction of the Middle Bridge in Woodstock. Be sure to visit it when you are in the area.



*Goddard Bridge, Fleming County, Kentucky,
January 22, 2019*

Bill Caswell

Archives Update

by Bill Caswell

Last summer I received a letter from Albert Heierman of Chillicothe, Ohio asking if we would be interested in adding his collection of covered bridge slides, *Topics* and notebooks to our archives. Mr. Heierman, a 93 year-old World War II veteran, has been a NSPCB member since 1957! We made arrangements to pick up the collection during a visit to my Dad in Kentucky in January. Al and his wife Patty welcomed us into their home for an enjoyable visit before gathering up the collection and transporting it to New Hampshire.

Membership

Welcome New Members

Caitrin Higgins, Harwichport, Massachusetts
 Rebecca Hyman, Orlando, Florida
 Scott Kelly, Asheville, North Carolina
 Gabrielle Morosky-Sterling, New Hope,
 Pennsylvania

Ruth O'Loughlin, San Jose, California
 Gail Quast, Rockford, Illinois
 Adrienne Tirey, Milton, New Hampshire

Welcome New Life Members

Todd (#187) & Beth (#188) Clark, Ross, Ohio
 Dr. Philip Caston (#189), Bamberg, Germany
 Chris (#190) & Carol (#191) Fortin, Mexico, New York

Final Crossings

Kenneth Leroy Baker

Kenneth Baker, 92, of La Porte, IN, passed away December 26, 2018. Ken was a graduate of Purdue University, a retired dairy farmer, an accomplished pencil artist and a WWII Army Veteran. In addition, he was a long-time member of the Indiana Covered Bridge Society and served as President for that organization years ago. He also was active in SPOOM, the Society for the Preservation of Old Mills as well as many other organizations.

Beverly Sprague

Member Beverly Sprague, 84, of Rochester, NH, died peacefully Monday morning, November 26, 2018. For several years, Beverly worked as a dietician for numerous food vendors. She loved covered bridges, horses, art, calligraphy, and the Rochester Fair. Should friends choose, memorial donations in her name are encouraged to the Brain Injury Association of New Hampshire, 52 Pleasant Street, Concord, NH 03301 or at <http://www.bianh.org/> to donate online.



Linda Jane Willauer

Linda Willauer, 75, of Fayetteville, NY passed away on Wednesday November 21, 2018. She had two careers, one in elementary education and later in the field of banking. Her other interests included reading, jig saw puzzles, writing and receiving snail mail and visiting covered bridges. She was a member of the National Society Daughters of the American Revolution and the New York State Covered Bridge Society.

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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 October, we received a donation of \$20.59.** 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>

Upcoming NSPCB Meetings & Events ...

2019 Meeting Schedule

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

Sunday, March 24 – Monthly meeting at the Masonic Lodge, 52 North Main St., Boscawen, New Hampshire.

Saturday, May 4 – Norman Williams Public Library, 10 The Green, Woodstock, Vermont. Vermont State Architectural Historian Devin Colman to speak about Nichols Powers. (moved up a week due to a scheduling conflict)

Sunday, June 24 - Contoocook Railroad Depot, Main St., Contoocook, New Hampshire.

July 26-28 – Covered Bridge Tour – New Brunswick. Full within this issue.

Sunday, August 25 - Annual picnic at Beaver Meadow Village at the end of Waumbec St., Concord, New Hampshire. The cookout is at noon and the meeting at 1 pm.

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).

Sunday, March 17 – 1:30 pm, Ohio Historic Bridge Association (OHBA), Spring Meeting at Ohio History Connection Auditorium, 800 E. 17th Ave., Columbus, Ohio.

Saturday, April 6 – 10 am, Vermont Covered Bridge Society Spring Meeting at the meeting room of the Congregational Church just to the north of the church and facing Rt. 7 (North Pleasant Street), Middlebury, Vermont

Sunday, April 7 – 2 pm, Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA), Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania at 2 pm. Program: "Operation Bridge Rescue" a movie documentary about Blenheim Bridge in Schoharie County, NY.

Sunday, April 7 - New York State Covered Bridge Society (NYSCBS) Annual Dinner at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, NY. Doors open at 11 am, Lunch at noon. Presentation of the Marshfield's European Tour.

April 27 & 28 – Indiana Covered Bridge Society (ICBS) Spring Tour of Wabash County. For more information, visit <https://www.indianacrossings.net/meeting-schedule>.

Saturday, May 4 – 10:00 a.m. to 2:30 pm, TBCBSPA, 60th Anniversary Dinner at Shady Maple Smorgasbord, East Earl, Lancaster County, Pennsylvania.

Sunday, May 19 – OHBA Spring Tour. Details to be announced.

May 31 - June 2 – TBCBSPA 3-day Safari in Columbia County, Pennsylvania.

Saturday, June 29 – 11:00 am, Blenheim Bridge Dedication, Blenheim, New York.

Sunday, July 7 – 12 noon, TBCBSPA Annual Picnic at Historic Poole Forge & Covered Bridge Park. Bring a dish to share with 8 to 10 people.

Sunday, July 14 - NYSCBS Meeting at the Hyde Hall Mansion Information Center, Glimmerglass State Park, New York.

July 20 & 21 – ICBS Summer Tour of Fountain and Vermillion Counties. For more information, visit <https://www.indianacrossings.net/meeting-schedule>.

Sunday, July 21 – noon, OHBA, Annual Picnic at the Salt Creek Bridge, on Arch Hill Road, east of Zanesville. Bring a dish to share and your own dishes, silverware, drinks and chairs.

Saturday, August 3 – 7:30pm, Jackson Covered Bridge Dance, Jackson, NH. For more information contact www.jacksonnh.com/event/27/Covered-Bridge-Dance

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 189, MRC de la Vallée-de-la-Gatineau, Québec 61-25-13 Delete Kelly Bridge – lost to fire on January 19, 2019

Eric DeLony Scholarship

The National Society for the Preservation of Covered Bridges invites applications for the Eric DeLony Scholarship. The scholarship honors Eric DeLony (1944-2018), who served as chief of the Historic American Engineering Record (HAER) from 1971 to 2003 and is a noted historic preservationist. Mr. DeLony was particularly interested in the preservation of historic bridges.

The Society established the scholarship program to encourage students to pursue degrees that will lead to a career involving covered bridge preservation, repair and/or restoration. One or more awards may be offered for up to \$1000 each. The applicant must be enrolled in a graduate or undergraduate historic preservation degree program in an accredited institution. Applicants who are not in an historic preservation program, but can demonstrate an interest in historic bridge preservation in their chosen field are also encouraged to apply.

All applications and supporting documents must be received by April 15, 2019 by United States mail or as an electronic file and must be fully completed to be considered. Award decisions recommended by the Scholarship Committee will be confirmed at the Society's executive board meeting in May with awards distributed by July.

2019 Covered Bridge Tour

by Bill Caswell

The 2019 NSPCB Covered Bridge Tour will take place in New Brunswick July 26, 27 and 28 (Friday through Sunday). Full details are in a flyer included with this mailing.

If you are interested in joining us, please plan ahead. American residents will need a valid passport to cross the border. If you live in one of the states which issues Enhanced Driver's Licenses or REAL ID's, those are acceptable for crossing the border. If you plan to use your passport and it will expire any time within 2019, you may want to renew it before the trip. Although it is unlikely to happen, customs agents can deny access if your passport will expire within six months of entry. Also, when crossing the border in either direction, always be friendly and courteous to the customs agents.

Your cell phones may not work in Canada. Please check with your cellular carrier to learn what steps you may need to take if you wish to have phone service after crossing the border.

For those driving their own vehicles, check with your insurance company to make sure you are covered in Canada. Gas costs almost twice as much as in Maine. If you are meeting us in Woodstock, I recommend stopping in Houlton (I-95, exit 302) and filling up whether you need it or not.

You may want to obtain some Canadian cash before you travel. AAA members can get cash from their local branch offices without any additional fees. Many banks charge a service fee for this. For those in the northeast with TD Bank accounts, your ATM card will work at Canadian TD Banks and money is debited according to the current conversion rate. For example, withdrawing \$100 from your account will show as \$75 on your statement.

Keep in mind that Canada uses the metric system. A speed limit of 100 is only 62mph. Temperatures are also reported in Celsius. 20°C is comfortable (68°F) and 30°C is hot (86°F).

I will send occasional emails as details are settled. If you want to be on the email list for updates, send a note to me at nspcb@yahoo.com to let me know you are interested.



*Smithtown or Hammond River #3 Bridge,
Kings County, 55-06-24*

New Brunswick Update

by Bill Caswell



New Brunswick’s elections last fall have resulted in a change of Premier and department ministers. The new Premier, Blaine Higgs, had previously served as a Member of the Legislative Assembly (MLA) from Quispamsis which is near the site of the former French Village covered bridge. You may recall that the covered bridge was dismantled by the Department of Transportation and Infrastructure (DTI) in the fall of 2017 after a contractor who was supposed to be repairing the bridge drove an overloaded excavator well in excess of the posted 13 ton limit onto the bridge and fell through the deck.

A press release sent out on January 17th announced that the new provincial government will be initiating a study of five covered bridges. The results of the review will become the basis for a policy regarding the future of the 54 remaining covered bridges maintained by the DTI. The study will be conducted by Timber Restoration Services, a company which specializes in using engineered wood for new timber construction. The work is expected to take four or five weeks and will cost between \$400,000 and \$440,000.

An article published in the Saint John Telegraph Journal newspaper on January 17, 2019 mentioned the five bridges to be inspected.

- Weldon Creek #3 (Hartley Steeves) near Hillsborough Albert County 55-01-11
- Milkish Inlet #1 (Bayswater) on Route 845 Kings County 55-06-15
- Trout Brook #5 in Moore’s Mills Kings County 55-06-16
- Hammond River #3 (Smithtown) near Hampton Kings County 55-06-24
- Longs Creek #1 near Starkey Queens County 55-09-08

After hearing of this, I composed a letter to Mr. Higgs and the new DTI Minister Bill Oliver supporting the study and stressing the importance of maintaining the historic structures instead of replacing them with steel, concrete or new wood truss bridges. I also mentioned that maintaining the province’s dwindling inventory of historic uncovered wood-truss bridges is just as important as the covered ones. The uncovered bridges don’t receive nearly as much attention as the covered ones and are all-to-often replaced without anyone noticing.

Because of our interest in the process, Jenn & I were invited to participate in a meeting organized by the DTI and Department of Tourism to review the work done on the covered bridge plan so far. The DTI is responsible for 54 covered bridges whether they are in service or not.



They will ultimately develop an individual plan for each covered bridge. The proposed process will evaluate each bridge on a number of criteria and rank them from the most important to preserve to the least. Although we understand the need to prioritize the work with the limited resources available, I fear that this could be used to justify the replacement of some bridges which rank low on the scale.

The ranking is based on a number of factors, heritage value, importance to the community, unique characteristics (such as age, design, truss type, landscape), the authenticity (amount of original historic material), impact of closure (such as length of detour or in some cases, no available detour), # of covered bridges in the area (individuals are less important if there are a bunch of them in the vicinity), proximity to a tourist attraction and the bridge’s potential as a tourist attraction itself.

After the DTI presentation, we were offered time to discuss the plan and methods. Overall, it seems like a good strategy although there are some concerns. For example, I noted that suggesting a bridge is less important if there are others nearby does not seem appropriate since a group nestled together are an attraction themselves. Additional comments were emailed to them after the meeting.

We will keep you updated as things progress.

Theodore Burr Covered Bridge Resource Center

by Trish Kane, Collections Curator

It has been a while since I updated everyone on the progress of the Center so I thought I would share with you some history and also some updates in regard to the Center.

The Theodore Burr Covered Bridge Resource Center is the first of its kind to exist anywhere. It was designed specifically for individuals seriously interested in covered bridge research and officially opened on July 2, 2011. The Center is dedicated to the memory of Richard Donovan, Covered Bridge Extraordinaire and Charlotte Stafford, former town of Oxford Historian. It is open to the public whenever the Library is open. However, serious researchers should contact me to arrange a time to visit the Center. This will ensure the best results for your visit and your time there.

The first collection received by the Center was the Richard Donovan collection which included approximately 20,000 postcards and approximately 1,500 photographs, plus numerous slides. Since that time, we have accepted several collections of various sizes. The late Richard Roy also supported the Center by donating 21 covered bridge models which are part of the Center's permanent collection and currently on display.

We have 288 books in our covered bridge library. Our oldest book is dated 1897 (*The Elements of Bridge Engineering: Prepared by Students of the International Correspondence Schools, Scranton, PA*) and our newest book is dated 2017 (*New Hampshire's Historical Covered Bridges* by Conrad Young. Any duplicate covered bridge books are kept and offered to the public at covered bridge events or via email to covered bridge enthusiasts. If anyone is interested in viewing the list of books for sale, please contact me. The Center has 16 different covered bridge organizations represented via their newsletters. Some of these organizations are still in existence and others are not.

In 2011, Terry Miller, author of many covered bridge books, donated \$5,000 towards the purchase of computer equipment which was a tremendous boost to the Center. We were able to purchase a new computer, software for this computer and two types of scanners.

In 2013, the Center hosted a covered bridge summit which was attended by over thirty individuals from the covered bridge community. The President of the National Society for the Preservation of Covered Bridges and every state covered bridge organization was in attendance except Oregon. We had representatives from Maryland, New York, Ohio, New Hampshire, Pennsylvania, Indiana, Maine and Massachusetts. It was a very successful event and we hope to offer another one soon.

We have had some important visitors to the Center over the years, some covered bridge enthusiasts and some just stopping by to visit the Center. A few worth mentioning are: Christopher Marston, Architect & Project Leader for the National Parks Service, Historic American Engineering Record, of Washington, DC and author of *Covered Bridges and the Birth of American Engineering*; Terry Miller and Ron Knapp, co-authors of *America's Covered Bridges from Kent, Ohio and New Paltz, NY*; Assemblyman Clifford Crouch, Republican member of the NY State Assembly for the 122nd District; and Terry Stark, Mayor for the Village of Oxford. And, of course, many covered bridge enthusiasts from the following states: Florida, Indiana, Maryland, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oregon, Pennsylvania, Vermont and Washington, DC.

The Center has been featured or mentioned in several books and publications over the years. Last summer, Teresa Winchester did a wonderful article on the Center in the *Chenango Star* newspaper from Norwich, NY. Also, Josh Martin did a segment on the Center on WBNG-TV, a Binghamton, NY TV station.

On an average, I respond to approximately 30-34 email inquiries a year regarding research information, information on Theodore Burr or simply information on the Center itself.

The Center is appreciative of those who continue to support the Center by volunteering to assist the Center in various ways. We also appreciate those who support us monetarily on an annual basis. We continue to exist because of your support and generosity. If you have any questions or are interested in supporting the Center by volunteering to help, donating a collection of covered bridge resource material, or making a monetary donation, please feel free to contact me.

Trish Kane, Collections Curator, Theodore Burr Covered Bridge Resource Center

Phone: 607-674-9656 Email: bobtrish68@twc.com

Ohio Covered Bridge Week

State Representative John Patterson of Jefferson, Ashtabula County was one of many sponsors of Senate Bill 86. When the Senate first passed the bill in June of 2017, it was a single sentence long and sought to do one thing: designate May 25 as "Ohio National Missing Children's Day." As it moved to the House, many more items were tacked onto it: 12 new specialty Ohio license plates, designating the late astronaut and politician John Glenn's childhood home in New Concord as a historic site, adding an official state pet (the shelter pet) as well as an official state historical architectural structure (the barn), sixteen stretches of highway and three bridges around the state named in honor of (in most cases) military veterans, fallen service members or first-responders who died in the line of duty and ten additions to the state's calendar. One of those additions was the designation of the second week of October as "Ohio Covered Bridge Week". That week was chosen since it is the week of Ashtabula County' covered bridge festival. The bill passed the House and was signed into law by former Governor John Kasich in December.

2020 Calendar

The deadline for photo entries in the 2020 Calendar competition was February 28th. The Calendar Committee will meet to review the photos which were submitted and choose those to be included in the calendar. By February 20th, a little over 200 photos had been submitted by 12 different photographers. The 2020 calendar will feature covered bridges and builders from California, Illinois, Indiana, Iowa, Maine, Michigan, New Hampshire, New York, Ohio, Pennsylvania, South Carolina, Vermont and West Virginia. The 2021 calendar will feature the various truss types. More details to come in future issues.

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. Checks and inquiries regarding donations may be sent to: Honey Run Covered Bridge Association, P.O. Box 5201, Chico, CA 95927. The "Rebuild the Bridge" website (<https://www.rebuildhrcb.org>) and Facebook page (<https://www.facebook.com/groups/rebuildHRCB/>) include additional information about making donations and purchasing some of the many items they have for sale. The website also includes a contact form if you would like to offer your skills towards the

reconstruction. They are looking for donations/volunteers for design engineering services, construction material, construction services, environmental services, labor, project management and other talents necessary for the project. *(Photo by Bill & Jenn Caswell).*

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

On January 7, 2019, a press release from the South Yuba River State Park announced that work on the bridge was to begin in the Spring of 2019. The contractor, Spectra Company, received a Notice to Proceed and is scheduled to complete the project around the end of 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. It has been closed to foot traffic since 2011. *(Photo by Bill & Jenn Caswell).*



Georgia :

Concord Road/Ruff Mill Bridge, Cobb County - #10-33-02

Even with motion-activated warning signs on both sides of the bridge, oversized vehicles still continue to hit the protective barriers installed at the bridge. The first strike of 2019 was made by a U-Haul truck on January 9. The driver was ticketed and his insurance company charged for repairing the protective barrier. A second incident occurred on January 16th. *(News and Photos from the Cobb County Government Facebook Page, January 9 & 16, 2019.)*



Stone Mountain Bridge, DeKalb County - #10-44-01



The covered bridge in Stone Mountain Park was built in 1893 by Washington W. King, the son of Horace King, a freed African-American slave and well-respected bridge builder in Georgia and Alabama before and after the Civil War. He was the second of three generations of King family bridge builders, who designed and constructed covered bridges all across the southeastern United States. The 151-foot Town lattice truss bridge originally carried College Avenue over the Oconee River in Athens, Georgia and was moved some 60-miles from its original location to its present site in 1965. After having been being damaged by floodwaters and scheduled for replacement, it was partially

disassembled, relocated to the park, re-assembled and re-installed on new cement and granite piers. On January 15th, park officials announced that the board of directors had unanimously approved a request to rename the bridge in honor of Washington King and also intends to nominate it to the National Register of Historic Places. A resolution from the Stone Mountain Memorial Association described the bridge as “one of only four known surviving examples of the work of Washington W. King”, “an excellent example of a Town truss bridge”, and one which “possesses characteristics not found on other historic bridges in Georgia” *(News from various sources. Historic photo taken in 1958 at the bridge’s original location (upper left) by George Gould, NSPCB Archives. Recent photo (lower right) by Bill & Jenn Caswell.)*



Coheelee Creek /Hilton Bridge, Early County - #10-49-02

The 1891 Coheelee Creek Bridge is the southernmost covered bridge in the United States. Tracy Hambrick alerted us that a tree had fallen on it during Hurricane Daniel last October. We contacted the Early County Commissioners and learned that the tree caused substantial damage to the roof trusses and cedar shakes. There is no insurance on the bridge. We have been working with Spencer Mueller, the Early County Administrator to see what funding options might be available for repairs. The 120-foot, 2-span, Modified Queenpost/Kingpost truss bridge was added to the National Register of Historic Places in 1976. *(Photo provided by Kelly Casey.)*

Georgia (continued):

Watson Mill Bridge, Madison & Oglethorpe Counties - #10-97-01 & 10-109-02

On February 24th, the Madison County Sheriff's Office reported that the historic Watson Mill Bridge will be closed until further notice thanks to a DUI-related wreck. The wreck happened inside the bridge and caused structural damage to the bridge the sheriff's office said. It won't be able to be reopened until it can be inspected, repaired and deemed safe for travel once again. The bridge is in Watson Mill State Park and was originally built by Washington W. King in 1885. (*WXIA-TV, February 24, 2019. Photos by Oglethorpe Co. Sheriff David Gabriel and Bill & Jenn Caswell.*)



Indiana :

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

Last issue we reported that the Spencerville Bridge, a 160-foot, 1+span, Smith #4 truss structure built in 1873, was closed to all traffic until further notice. The estimated cost to repair the 146-year-old covered bridge has risen from the original \$150,000 to \$250,000. County Commissioner William Hartman, suggests that the bridge has become a liability for the taxpayers of DeKalb County and stated, "I'm going to really hesitate to spend \$250,000 to repair it ... It wouldn't be hard for me to close that bridge and keep it closed." According to Don Grogg, president of the board of county commissioners, residents do not want the covered bridge to be closed to vehicles permanently. County Councilman Dave Yarde suggested establishment of a fund to receive donations and grants for maintaining the bridge, which was met with agreement between Hartman and bridge supporter Bob Wilder, who stated, "I think there would be widespread support for this idea. We also need to recognize that this is a DeKalb County Bridge, built by DeKalb County, maintained by DeKalb County, and it should remain that way." Wilder added, "There's a high level of trust in our community that you folks will figure out a way to do the right thing for our covered bridge." (*Dave Kurtz article, February 5, 2019, The Star, KPCNews, DeKalb County Highway Department photo.*)



Duck Creek Aqueduct, Franklin County - #14-24-11



The Duck Creek Aqueduct in Metamora is being recognized as one of the 50 significant architectural buildings and sites in the state by the Indiana Architectural Foundation. The structure, which is part of the Whitewater Canal State Historic Site, carries the Whitewater Canal over Duck Creek and is believed to be the only operating wooden aqueduct in the United States. Constructed in the 1840's utilizing a Burr Arch truss, the 60-foot aqueduct earned honors as a National Historic Civil Engineering Landmark in 1992 and National Historic Landmark in 2014. (*Connersville News-Examiner, January 11, 2019. Photo by Bill & Jenn Caswell.*)

Indiana (continued) :

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

A Bedford, Indiana man faces charges after his truck damaged Greene County's only remaining covered bridge. Paul Patton, 52, drove a Freightliner box truck through the bridge around mid-day on January 5th. Patton continued onward after the incident. Sheriff's deputies later caught up with him. They recommended a charge of failure to stop after an accident, a class B misdemeanor. The 122-foot Burr arch bridge was built in 1883 and rehabilitated in 1997. It has a clearance of 13 feet. (*Tribune-Star, January 7, 2019. Photo by Greg McDuffee.*)



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



The Jackson County Commissioners approved a contract from Sullivan Roof and Exterior Cleaning, an Iowa-based company, to clean and treat the roof of common brown rot fungi for \$3,850. The roof, which is made of cedar, also has moss, mildew, lichen and mold. The work will take about two days and be completed in late spring or early summer. The work also will include a wood treatment to help prevent mold. The 434-foot, 3-span, Burr Arch truss bridge, constructed by J.J. Daniels in 1875,

bypassed in 1972, and was added to the National Register of Historic Places in 2007. We also received word in early January that someone had added new graffiti in red paint to the interior and exterior of the bridge. (*Tribtown News, January 18, 2019. Bridge Photo by Bill & Jenn Caswell, Graffiti Photo from the Medora Covered Bridge Friends Facebook Page.*)



Bakers Camp Bridge, Putnam County - #14-67-02

Andy Rebman, president of the Indiana Covered Bridge Society, has informed us that this bridge sustained damage from an oversized vehicle. He visited the bridge and found that one portal was badly damaged although the bridge does not appear to have suffered any structural damage. The 128-foot, single span, Burr Arch truss bridge was built in 1901.



Ripley County Bridges



Ripley County's two remaining covered bridges and a stone bridge are on their way to being listed in the National Register of Historic Places, a designation that brings honor and opportunities for grants for rehabilitation. The Otter Creek Bridge (#14-69-02) is a 112-foot, single span, Howe truss structure built in 1884. The Busching Bridge (#14-69-04) is also a single span, 176-foot, Howe truss structure built the following year. Both were constructed by Thomas Hardman, a local carpenter. (*News from*

IndianaLandmarks.org provided by Jim Crouse. Otter Creek Bridge Photo by Todd Clark.)

Indiana (continued) :

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

Rush County Highway Superintendent Jerry Sitton has informed us that the Offutt's Ford Bridge, a 101-foot, single span, Burr Arch truss structure built in 1884, has been closed after damage from an oversized vehicle. The county does not presently have money available for repair work. The bridge is listed on the National Register of Historic Places. We will share more details as they become available. *(Photo by Greg McDuffee, February 2, 2019.)*



Smith/Ewbank Bridge, Rush County - #14-70-01

Rush County Highway Superintendent Jerry Sitton has informed us that the upcoming project will repair truss members and abutments plus tighten all bolts to bring the load rating up to 10 tons. It will also replace worn flooring, siding and roofing. The 124-foot, single span, Burr Arch truss bridge will receive a new coat of paint and fire retardant. Federal funding is available for this work which is presently in the design stages. The work is expected to take place in 2022. Due to the historical nature of the 142-year-old structure, and its listing on the National Register of Historic Places, a number of studies and engineering guidelines must be met. The cost of the project is \$1.5 million. NSPCB has contacted the State of Indiana and requested to be a consulting party for this project according to Section 106 of the National Historic Preservation Act. *(Photo by Bill & Jenn Caswell.)*



Iowa:

Cedar Bridge, Madison County

Construction of the replacement for the Cedar Bridge which was lost to arson in April 2017 is underway. The trusses for the new structure will be made of steel instead of wood to prevent destruction by fire in the future. The new bridge is expected to be completed in time for the 50th anniversary of Madison County's covered bridge festival in October 2019.

This story also has a very somber note. One of the three teenagers convicted of the arson, Joel Davis, who did not have a criminal record prior to this conviction, stated in court that the fire was set after a long night of heavy drinking with his friends. Joel's family stated that he became withdrawn after his involvement became public. Being known around town as an arsonist overwhelmed him. On September 6, 2018, Joel was found in his car with a self-inflicted gunshot wound. He died five days later. *(Des Moines Register, December 3, 2018 & WQAD-TV, January 13, 2019.)*



Kentucky:

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

We have received word that the Kentucky Transportation Cabinet is looking to get started on the long-awaited repairs to this bridge. Even though 1.2 million dollars was included in Kentucky's 2018-2020 biennial highway construction plan to restore the bridge, disputes over ownership of the structure have delayed progress. A pronounced sag and crumbling abutments make failure a serious concern. Initially, they will work to stabilize the bridge. Years of flood damage to the abutments has left the structure in a precarious position. 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. *(Information from Ginny Reeves of the Buffalo Trace Covered Wooden Bridge Authority, Photo by Bill & Jenn Caswell, January 22, 2019.)*



Minnesota

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

Minnesota's only remaining historic covered bridge fell victim to Mother Nature on February 24th after huge amounts of snow from a winter storm caused the roof to collapse. The bridge was built in 1869 and spans the Zumbro River in the 85-acre Covered Bridge Park. The City of Zumbrota Visitors' Guide published several photos showing the damage including the two included with this article. 2019 marks the 150th-anniversary of the bridge's construction with a celebration scheduled for August 3 and 4. *(Thanks to new member Gail Quast for notifying us of the damage.)*



New York:

Blenheim Bridge, North Blenheim - #32-48-01#2

In the previous issue we noted that a dedication of the newly constructed bridge was planned for this summer. *Wayne Marshfield, President of the New York State Covered Bridge Society*, has learned that the date for that event has changed to June 29, 2019 at 11 am. The event will include guest speakers and the afternoon will be filled with displays, music, food, etc. No other information about the event was available at press time. Wayne has shared the event information with the descendants of Nichols Powers, the builder of the original bridge, and Lancaster County Timber Frames who supplied and cut the timbers and parts for the bridge. *(Photo by Jim & Gloria Smedley.)*



North Carolina:

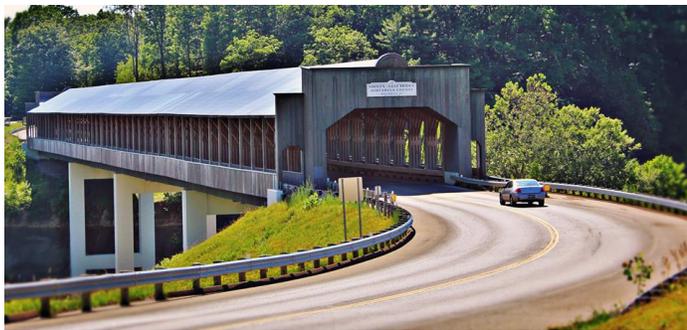
Bunker Hill Bridge, Catawba County - #33-18-01

On April 20, 2018, the Historical Association of Catawba County advertised for bids to repair damage to slopes and an abutment of the Bunker Hill Bridge, the last remaining Haupt truss covered bridge. In late February, Arnold M. Gräton Associates constructed a metal truss and inserted it inside the bridge to support it while working on the abutment and slopes. *(Photos courtesy of the Historical Association of Catawba County.)*



Ohio:

Smolen-Gulf Bridge, Ashtabula County - #35-04-64



The board of county commissioners approved seeking bids to replace siding, damaged by vandals last year, on the nation's longest covered bridge built in 2008. Engineer's estimates to repair the damage to the 613-foot, 4-span, Pratt truss bridge is \$122,000. J.P. Ducro, board of commissioners president, expressed outrage at having to spend tax dollars to address such a problem. "It is despicable that we should be spending taxpayer monies to have to repair damage caused by people destroying public property," Ducro said. In March 2018, vandals kicked out 21

pieces of siding along the walkway on the bridge, causing an undetermined amount of damage, officials have said. All of the siding will be replaced with more secure fasteners as well as heavy-gauge steel wire that will run along the outside of the bridge and be connected to each individual panel. Work is expected to begin in the spring. *(Ashtabula Star-Beacon, January 16, 2019. Photo by Michael Rudnick.)*

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

State authorities are investigating a suspicious fire at the 149-year-old, 120-foot, single span, Long truss covered bridge in Lynchburg, officials said on January 29th. There was no apparent exterior damage to the bridge. Engineers will make the final ruling. The fire was extinguished very quickly. There were no reported injuries. A new bridge bypassed the structure in 1969 and it was closed to traffic. The city of Lynchburg has applied for a \$300,000 grant to work on the bridge supplementing a \$350,000 grant that they have already received. The grant application was not very detailed, stating that the truss needs to be "restored". We will watch this one and offer a letter stating our desire to see it restored according to historic preservation standards. The bridge is listed on the National Register of Historic Places. *(Hillsboro Times-Gazette, January 29, 2019 and David Simmons, President, Ohio Historic Bridge Association. Photo by Bill & Jenn Caswell.)*



Ohio (continued):

Hills Bridge, Washington County - #35-84-24

Bill Caswell contacted Washington County Engineer Roger Wright for an update in this project which was received on February 26th. As mentioned in the previous issue, the Hills (aka Hildreth) Bridge was closed to all traffic two years ago when significant rot was discovered in the lower chords. In addition to replacing the deteriorated members, the county intends to replace the roof and coat it all with fire protection and retardant. They also plan to install LED lighting to discourage vandals and have a paved parking area near the 1881 bridge. The work is currently scheduled for fiscal year 2022. (Photo by Bill & Jenn Caswell.)



Pennsylvania:

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



According to officials, the Pleasantville Bridge, a 139-foot, single span, Burr Arch truss structure, re-opened five days after being damaged by a high-profile truck that hit one of the height-restriction barriers as reported in last quarter's issue. Central Berks Regional Police said the driver of the flatbed truck attempted to cross the bridge but its attached lift assembly hit the height bar and damaged the bridge's abutments. The 1852 bridge, which crosses the Manatawny Creek, has a posted 10 foot, 5 inch clearance. The driver, though not identified by police, stopped and will be cited. (Drew Geary article, November 6, 2018, Reading Eagle. Photo by Bill & Jenn Caswell)

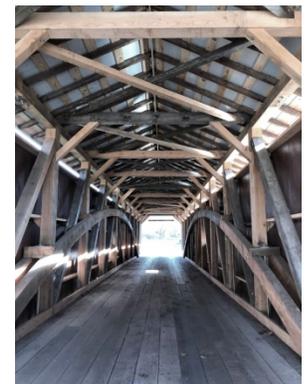
Dreibelbis Station Bridge, Berks County, - #38-06-07

The 150-year old, 190-foot, single span, Burr Arch truss, Dreibelbis Station Bridge is about to undergo a four million dollar rehabilitation beginning in April 2019 and will be closed for an estimated seven months. Funding for the project comes from federal, state and county sources. Lobar Associates of Dillsburg, Pennsylvania will lift the bridge off the abutments, disassemble as necessary to replace bad parts while saving as much of the original wood as possible. The abutments are also being replaced. Although the finished bridge will resemble the original, the wooden floor beams will be replaced with steel girders covered by a new timber deck. This will allow the capacity of the bridge to increase from its current 3-ton limit to a 20-ton limit. And while this method of rehabilitation has been used on multiple timber truss bridges throughout the commonwealth, it will no longer be a truly historic covered bridge. (Thanks to Jim Crouse for forwarding the Reading Eagle article from January 8, 2019.)

Neff's Mill Bridge, Lancaster County - #38-36-22



In the previous issue we mentioned that J. D. Eckman, Inc. had been awarded a contract for rehabilitation of the Pequea No. 7 (Neff's Mill) Bridge with their bid of \$645,267.50. Jim and Gloria Smedley visited the site on January 11 and offered these photos. The work has been completed and the bridge is now open to traffic. Although it may be difficult to see from the photos, but it appears that many of the truss members have been replaced with new timbers.



Pennsylvania (continued):

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

The Allentown City Council accepted an \$80,000 grant to begin work on the 170-foot-long, 1+ span pedestrian-only Burr Arch truss bridge built in 1841. However, the city will not be providing the matching grant. The city's Parks and Recreation head Karen El-Chaar will lead a fund-raising effort to cover the match. The city says it has a year to match the additional \$80,000. To fully restore it about \$1.5 million is needed. Bogert's Bridge is listed on the National Register of Historic Places. (*WFMZ-TV, January 9, 2019.*)



This postcard from the NSPCB Archives shows the bridge ca. 1940's before the additional center supports were added.



Photo by Bill & Jenn Caswell

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

Jim & Gloria Smedley visited the bridge on January 15 and offered these photos of the nearly completed structure. The bridge is essentially complete with only some cosmetic enhancements left to do. Perry County awarded the \$886,848 bridge reconstruction contract to Lycoming Supply of Williamsport.



Bell's Mill Bridge, Westmoreland County - #38-65-01

Part of Bells Mills Road was closed in late January after a portion of the County's last covered bridge was damaged in a hit-and-run. The driver left the scene of the accident without reporting it. A state trooper reported the damage to the county engineer. The span was inspected, and the damage repaired the following week. A few pieces of wooden railing on the South Huntingdon side were ripped off of their supports and an end post that holds up the roof was hit. The county owns the bridge. The bridge was built in 1850 by Daniel McCain and is a 107-foot, single span, Burr Arch truss structure. The county completely rebuilt it in 1988, eight years after it was listed on the National Register of Historic Places. The structure was named for the Bell brothers who operated a nearby gristmill in the 19th century. (*Tribune-Review, January 24 & 28, 2019. Photo by Michael Rudnick.*)



Vermont:

Sanderson Bridge, Rutland County - #45-11-02#2



On January 8th, a truck with a 13 foot, 6 inch high trailer tried to cross the 12 foot clearance Sanderson Bridge, a 132-foot, single span, Town lattice truss structure built in 2003. The original structure dated back to about 1838. The trailer was about four feet inside when the driver heard the roof beams breaking and decided to back out. A passerby noticed the truck turning around in a driveway near the bridge and took a photo of it. That photo was shared with the Brandon Police Department who tracked down the vehicle and cited the driver for the damage and leaving the scene of an accident. The bridge is still open to traffic, but does have structural damage that will need to be repaired. The driver's insurance company will pay for any needed repairs.

(Addison County Independent, January 17, 2019. Photo by Bill & Jenn Caswell.)

Canada:

New Brunswick:

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

On Decemeber 20, 2018, the 118-foot, single span, Howe truss structure bridge built in 1915, which had been closed since fall 2017, was reopened to traffic with a 4 ton weight limit and 2.6 meter (8.5 feet) height restriction. Serge Gagnon, chief bridge engineer for the Department of Transportation & Infrastructure has informed us that the future of the bridge is uncertain at this time. The DTI has been considering a number of options for this bridge. One of the options was to move it and build a new one in its place. Steel beams were added to the truss to strengthen it for the move. At this point we are not sure exactly how this story will evolve. (Photo by Bill & Jenn Caswell, February 19, 2019.)



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 Champagne/Vassan, MRC Vallée-de-l'Or - #61-01-29

The City of Val-d'Or is calling on the provincial government to spruce up the Champagne Bridge in the Vassan area in the summer of 2019. The bridge needs some routine maintenance including a new coat of paint. The 104-foot, single span bridge was built in 1941, six years after colonization of that area. Construction was done by local workers including Hervé Champagne who was a member of one of the village's pioneer families. The bridge features the Québec variation of the Town truss commonly used on covered bridges during the colonization era. It was listed as a heritage structure on December 3, 2001. (*Le Citoyen*, December 4, 2018. Photo by Gérald Arbour, July 2018.)



Québec (continued):

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



December 28, 2018. Photo by Pascal Conner.)

In the Winter Newsletter we mentioned that the community of Notre-Dame-des-Pins commissioned the engineering firm WSP to evaluate the bridge and determine what repairs are needed. The report, received in mid-December, estimated the repairs at \$1.2 million. In addition to the needs of the wooden structure, the report also stated that work should be done on the piers to extend the life of the bridge. The 495-foot, 4-span, structure consists of a variation of the Town lattice truss and was built in 1928. The municipality is applying for a second grant for an additional study and assessment of the bridge. This study, which will be conducted by a specialist in wooden covered bridges and will provide solutions to correct the problem. (*L'Éclaireur Progrès*,

Pont Grandchamp, MRC d'Autray - #61-09-02

The Grandchamp bridge has been closed to traffic since January 7th due to damage from an oversized vehicle. In addition to damaging the bridge, the vehicle tore the protective “headache bar” from its base. It probably occurred on January 3rd. The 113-foot, single span bridge had a 2.6 meter (8.5 feet) and 3-ton limit and a variation of the Town lattice truss. The bridge was built about 1918. (Photo by *Gérald Arbour*.)



Pont Kelly, MRC de la Vallée-de-la-Gatineau - #61-25-13



Another covered bridge has been lost to arson. The Québec provincial police, Sûreté du Québec, were alerted to a fire at the Kelly Bridge in Low around 6pm on January 19th. When they arrived the local fire department was already battling the flames. The fire is of suspicious origin so they will be opening an investigation. The 89 foot (27 meter) long, single span structure had utilized a variation of the Town lattice truss and was built in 1923. It was reported to be the second oldest in the region. Local residents will now need to take a 15 minute detour to get to the other side. (*CHGA Radio*, January 19, 2019. Photo by *Gérald Arbour*.)

LaSarre Heritage Tour

The city of La Sarre has posted a booklet on their website containing a heritage tour of the city. Included among the city's attractions are the Calamité and Leclerc covered bridges, World Guide numbers 61-02-04 and 61-02-05 respectively.

The booklet can be found at <http://www.ville.lasarre.qc.ca/documents/pages/circuit-patrimonial---depliant.pdf>

China:

Buyue Bridge, Fujian Province

On January 31st, Fujian News Broadcasting (福建新闻广播) reported that a suspicious fire consumed the 500 year old Buyue covered bridge in Jian'ou County, Fujian Province, China. Constructed in 1520 and restored many times over the years, the 127.5 meter (418 feet) long bridge had a cantilevered structure composed of piled logs and a magnificent gallery along its full length. (Article provided by Ron Knapp. Photos from Fujian News Broadcasting.)



Taishun Covered Bridge, Jiji, Nantou County, Taiwan

Citizens of Nantou County celebrated the first known wooden covered bridge in Taiwan. The Taishun Bridge is modeled after the centuries-old covered bridges of Taishun County at the southern edge of Zhejiang province in mainland China. The celebration took place on February 23rd officially opening the bridge. Ceremonies symbolized cultural exchanges and cooperation between the residents on both sides of the Taiwan Strait.

The bridge is located on the Qingshui River in the town of Jiji which is near the center of the island of Taiwan. It was started in October 2017 and completed in October 2018 using traditional wooden arch construction. No nails were used and the weight of the three-story center holds the arch in place. The area around the bridge has also been improved and bicycle trails constructed to draw more visitors to the bridge.

Lin Mingxi, the county magistrate of Nantou County, said that as the only wooden arch bridge in Taiwan, "Tai Shun Covered Bridge" reflects the emotion of "one family on both sides" and will become a new historical and cultural landmark of Nantou, which will drive the development of Nantou's local tourism industry.

(Thanks to Ron Knapp for the Wenzhou Daily Newspaper article, February 24, 2019.)



Photo by Zhuang Tong



Photo by Ji Haibo