



The Newsletter

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

Spring 2021



*River Road Bridge (aka School or Upper Bridge)
Troy, Orleans County, Vermont*

*Photo by Bill & Jenn Caswell, February 8, 2021
See the feature article about this bridge on page 20*

In this issue

Membership.....	2	Missouri Covered Bridge Stamp	8
President's Message	3	LEGO Bridge Model	8
NSPCB Meeting Information	4	World Guide Update	8
Covered Bridge Meetings & Events ..	5	Girl Scout Camp Bridge	9
Bayswater Bridge Repairs	6-7	Covered Bridge News.....	10-19
Western Indiana Tour	7	River Road Bridge Burns	20

The **NSPCB Newsletter** is published quarterly to keep the membership informed of current bridge news and upcoming events.

NSPCB Contacts

President & Newsletter Editor

Bill Caswell
535 2nd NH Tpke
Hillsboro, NH 03244-4601
WSCaswell@yahoo.com

Corresponding Secretary

Robert Watts
126 Merrimac St. Unit 21
Newburyport, MA 01950
508-878-7854
bob1.watts@me.com

Membership Dues and Address Changes

Jennifer Caswell
Membership Chair
535 2nd NH Tpke
Hillsboro, NH 03244-4601

Topics Back Issues

Contact Bill Caswell at the address above

Treasurer

Gloria Smedley
1143 Sage Drive
York, PA 17408

Next Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in early **June**, therefore, anyone wishing to submit articles should send them by **May 15, 2021**. Articles and photos can be emailed to nspcb@yahoo.com or mailed to Bill Caswell at the address above.

We appreciate any information sent in even if we cannot ultimately use it in the *Newsletter*.

NSPCB Website

www.coveredbridgesociety.org

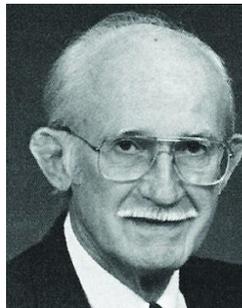
Welcome New Members

Patricia Baron, Veneta, Oregon
Bill Becker, Corvallis, Oregon
Paul Chandler, Belchertown, Massachusetts
Diane Dodge, Prineville, Oregon
Brenda Remillard Frank & Steven Keene, Lewiston, Maine
Jeff Griffen, Columbus, Ohio
Tim Jupp, Portland, Oregon
Vicki Larue & family, Groveport, Ohio
Carrie Myrick, Gresham, Oregon
Warren & Jodi Osborne, Xenia, Ohio
Jeannine Schmeltzer, Sherwood, Oregon
Alan Viewig, Clackamas, Oregon
Deb Warzecha, Carlton, Oregon
Robert Wilder, Saint Joe, Indiana
Diana Wullert, Salem, Oregon

In Memorium

Albert Heierman

Long-time member Albert Heierman, Jr., 95, of Chillicothe, Ohio, passed away unexpectedly on December 8, 2020. Al was born August 12, 1925, in South Bend, Indiana. He is survived by his wife of 65 years, Patricia, a son and daughter, grandchildren and great-grandchildren. Al had been a member of the NSPCB since 1962 and was also a member of other covered bridge societies. He served in the United States Army Corps of Engineers during World War II. After earning his master's degree from Purdue University in Civil Engineering, he moved to Fresno, California to work with the Dam and Canal Construction Division of the US Bureau of Reclamation. He moved to Chillicothe in 1954 to work as engineer during construction of the A-



Plant in Piketon, before accepting a position at Mead Research, where he retired after many years of service. Albert was strongly committed to his family, his faith, and this community. An active member of Calvary Lutheran Church, he served in many leadership positions over the years. He was a founding and active member of the Scioto Society which created and produces the outdoor drama Tecumseh. His love for architecture was shared through designing offices and houses in Chillicothe, including his own home where he and Patricia lived for over 60 years.

*Memorial gifts may be made to
Calvary Lutheran Church's Building Fund,
74 W. Main Street
Chillicothe, Ohio 45601.*

President's Message

I hope that this message finds you healthy and well. We have heard about a few of our members contracting COVID-19 and I am sure there are many others that we are not aware of. Our family went through it as well and were very fortunate that none of us had any serious issues during that time. For those of you who are frontline healthcare workers or first responders, thank you for the work you do putting your health and safety on the line for the rest of us.

In December, I was saddened to learn of the passing of Al Heierman, a member since 1962, the year I was born! He first wrote to me in 2018. I was quite impressed with the precision of his penmanship in those handwritten letters reminding me of the older engineers who mentored me at the beginning of my career. After exchanging more letters, Jenn and I had the pleasure of visiting Al and Patricia at their home in January 2019, a home that he designed 60 years earlier. He was a fascinating man to talk to and lived a very interesting life. I am grateful for the opportunity to spend some time with the Heierman's and to get to know them.

With this issue, we welcome members of the Covered Bridge Society of Oregon. The Society disbanded last December after 40 years. Some of the officers served in their respective positions for much of that time. Two of our long-time members, Bill Cockrell and Jerry Russell, served as leaders of the organization. One of the people taking advantage of our membership offer was Jeannine Schmeltzer who served the group as the secretary treasurer for 35 of those 40 years! Thank you to all who took advantage of the Board's offer of membership. We hope that you will be able to help us include more covered bridge news from the western states.

In the previous issue, I asked for input on bridges whose condition we should be aware of. There were a few responses and I have followed up on them with local officials. Subsequently, there are a couple articles in this issue which were a direct result of your input. Thank you for your help. There are over 1000 covered bridges in the US and Canada to keep track of. We appreciate any help you can offer.

If you had not already heard about it, the cover photo informed you of the tragic loss of the River Road Bridge in Troy, Vermont on February 6th after a snowmobile caught fire inside the bridge. As if the fire wasn't bad enough, just a few days later, the bridge was cut up and hauled away. While we completely agree with the town officials that it needed to be removed from the river promptly, I, along with Steve Miyamoto, vice president of the Vermont Covered Bridge Society and others contacted them stressing the uniqueness of that structure and our desire to see as much preserved as possible. Tim Dansereau from Grāton Associates visited the site and spoke with the selectmen and fire chief/road agent. He asked that they keep the bridge as intact as possible during the move so the extent of damage to the trusses could be assessed to determine which pieces may only be charred and not structurally compromised. He also offered to assist with moving the bridge. Jenn and I shared those same sentiments with the fire chief/road agent when we visited the site on February 8th. Unfortunately, our efforts do not seem to have done any good. I attended Troy's Select Board meeting on February 16th where they were primarily gathering and sharing information to help decide how to proceed. We will stay in touch with the community to see where we can help if they choose to build a new covered bridge.

In closing, please do what you can to stay safe and protect those around you. We will chat again soon.

Bill Caswell

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.



*Coventry Bridge, Orleans County,
Vermont February 8, 2021*

2021 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. Restrictions on public gatherings due to COVID-19 altered the 2020 schedule and we do not yet know how 2021 might be impacted. If you plan to attend a meeting, please check the website (www.coveredbridgesociety.org) or contact Bill Caswell at nspcb@yahoo.com a couple days before the event to inquire if it has been necessary to make any last minute adjustments to the published schedule.

Saturday, March 27 – Zoom meeting. Presentation by Dan Tingley of Timber Restoration Systems. If you wish to attend, please contact Bill Caswell for a link to the meeting. The normal date, March 28, is Palm Sunday.

Sunday, April 25 – 350 Revere Beach Blvd., Revere, Massachusetts.

Sunday, June 27 – Contoocook Railroad Depot, Contoocook, New Hampshire.

Saturday, July 24 – TBD

Sunday, August 22 – Annual Picnic, Beaver Meadow Village Community Room, Waumbec Road, Concord, New Hampshire. Lunch at noon, meeting starting at 1:00 PM

September 18-20 – Covered bridge tour of western Indiana.

Saturday, October 23 – NSPCB Annual Meeting and Dinner, Brigham Hill Barn, North Grafton, Massachusetts. Meal at noon, meeting starting at 1:00 PM.

Meet a Member – Bob Watts

Bob Watts here, NSPCB Corresponding Secretary for the past 12 years. Living in Newburyport, Massachusetts. One reason that I was attracted here, it is the site of one of the earliest Covered Bridges built in the US, crossing the Merrimack River, built by Timothy Palmer in 1790.

I have just retired (2020) from a 37 year career with Nikon Cameras, responsible for sales to retailers covering New England and Upstate New York. I have traveled extensively throughout this region over the decades, taking photographs (I'm guessing over a million) of the beauty of this region.



About 22 years ago, I was in Vermont for business and had a rare day to meander my way home on a blue sky day after a nice snowfall. I left the main highway and searched out a few Covered Bridges in the Randolph area. This was the early days of digital photography and I was able to make a print as soon as I got home. A few days later I made a sales call to the most professional camera store in Boston, EP Levine. Of course I'm showing off the image to all there, and got an immediate reaction from the gentleman running their rental dept., Joseph Conwill. He immediately responded "that's the Johnson Covered Bridge". My response was "whoa, now that's impressive." Joseph suggested I come to a monthly meeting in Framingham, Massachusetts of the National Society for the Preservation of Covered Bridges and I said sure! Turns out, Joseph was considered to be the preeminent authority on Covered Bridges, acknowledged and respected world wide. I went to my first meeting, really enjoyed the group and have been to almost every one since. I then went on a mission to see virtually every Covered Bridge in New England and New York. I have also seen more in Pennsylvania, Maryland, Ohio and Canada. I love that many are hidden away, sometimes hard to find, kind of like adult hide and seek. The process of finding them has rewarded me with other beautiful New England views and people. We all love a good Covered Bridge!

Correction

On page 4 of the Winter issue, there was an error in the address for the NSPCB's covered bridge website. The correct address is abhdemo.com. Interested members can sign up on the website for access to bridge information. Users can also build lists and plan routes using the website. It has been developed to work well on mobile devices to assist while traveling.

Covered Bridge Meetings & Events

For more information on these events from other bridge societies, visit their websites.

- Covered Bridges Conservation Association of New Brunswick, Canada (CBCANB)
 www.facebook.com/groups/CoveredBridgesConservationAssociationNB/
- Indiana Covered Bridge Society (ICBS) www.indianacrossings.net/
- New York State Covered Bridge Society (NYSCBS) www.nycoveredbridges.org/
- Ohio Historic Bridge Association (OHBA)..... oldohiobridges.com/new/
- The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA) www.tbcbspa.com/
- Vermont Covered Bridge Society (VCBS) www.vermontbridges.org/

Due to the COVID-19 situation, meetings could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the meeting is actually taking place with the group hosting the event.

<u>March</u>	Sunday, 21st – 1:30 PM, OHBA Meeting, Ohio History Connection Auditorium, 800 E. 17 th Ave., Exit 111 off of Route 71.
<u>April</u>	Sunday, 11th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania. Sunday, 11th – NYSCBS Annual Dinner at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, New York. Doors open at 11:00 AM, Lunch at noon. Sunday, 18th – 1:00 PM, ICBS Business meeting via Zoom
<u>May</u>	Saturday, 1st – 11:00 AM to 3:00 PM, TBCBSPA 62 nd Anniversary Dinner at Dutch-Way Farm Market & Family Restaurant, 365 Newport Pike, Gap, Lancaster County, Pennsylvania. Sunday, 16th – NYSCBS meeting at the Klyne Esopus Museum, 764 Rte. 9W, Ulster Park, New York Sunday, 16th – 10:00 AM, OHBA Spring Tour, Location TBD.
<u>June</u>	Sunday, 6th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.
<u>July</u>	Saturday, 3rd – TBCBSPA Fundraiser Dinner at Hoss's Steak & Sea House, 100 W. Airport Rd., Lititz, Pennsylvania. Lunch at noon followed by monthly Business Meeting. (20% of dinner cost to be donated to the Society.) Saturday, 17th – NYSCBS meeting, Boonville Erwin Park, 13149 State Rt. 12, Boonville, New York 17 & 18 – ICBS Spring Tour of Decatur and Jennings Counties. Sunday, 18th – 12:00 noon, OHBA Summer Picnic, Salt Creek Covered Bridge, Arch Hill Road, east of Zanesville, Ohio.
<u>August</u>	Sunday, 1st – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania. 7 & 8 – NYSCBS Safari, Perry County, Pennsylvania. 28–30 – TBCBSPA Three-day Safari in Southeast Ohio. (tentative)
<u>September</u>	Sunday, 12th – Noon, TBCBSPA Annual Picnic and meeting at Poole Forge Bridge. Sunday, 19th – OHBA Fall Tour, Location TBD. TBD – ICBS Fall Meeting

Bayswater Covered Bridge Repairs

Submitted by Mark Baladad, Global Marketing Director, Timber Restoration Services

The Bayswater Covered Bridge [also known as Milkish Inlet #1, *World Guide* number NB/55-06-15] was built in 1920, connecting communities in Summerville, New Brunswick which is around the Kingston Peninsula. The bridge has seen its fair share of use over the years. The first intended use was primarily for horse and carriage, and eventually started seeing more use of vehicles.

With the cold weather in the winter, and the humid summers, parts of the bridge began to deteriorate. Over time, the bridge has had patch repairs, but even then, the bridge has started to sag.



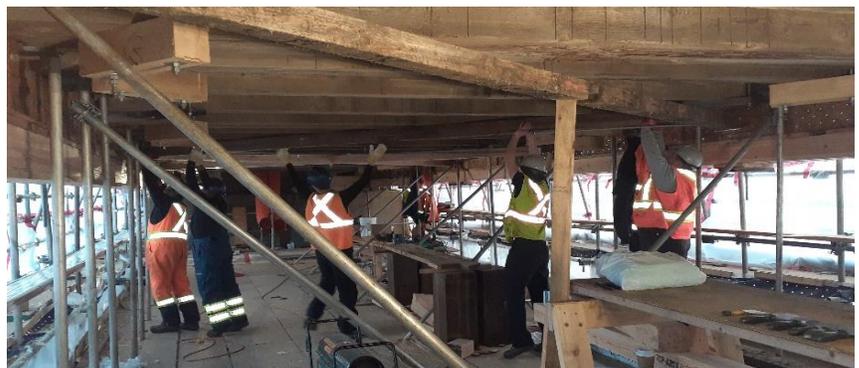
Crew lifting a new floor beam.

Wood Research and Development (WRD) stepped in to restore the 100-year-old bridge, with partner company Timber Restoration Services (TRS) doing the restoration. After doing an inspection using Non-Destructive Testing (NDT), they determined the extent of the internal decay throughout the bridge, the grade and species of the structural elements, the load rating was originally 5 tonnes, and WRD then recommended retrofit solutions, which the client then chose to go with a 30 tonne load rating.

WRD designed the restoration to increase the load rating capacity from 5 to 30 tonnes. Over double what the originally constructed load capacity would have been 100 years ago.

The restoration design included the use of high strength fiber reinforcement (FiRP and shear panels), timber laminations and new tension hanger rods. The new design included the replacement of the floor system as well.

What's great about this project is that WRD designed a lifting beam mechanism to ensure the restoration of the tension tie, or a "hard fix", which means the reinforcement will be fully engaged with dead and live loads. With this design, utilizing the lifting beams, replacing the hanger rods, and providing clamping force, a camber can actually be reinstated in the bridge. Over the years, as the bridge sagged, some of the truss connections were loose. With the reinstatement of camber, the gaps close – reengaging the connections.



Setting a new floor beam in place.

Bayswater Covered Bridge Repairs (continued)

Can you imagine wood lifting wood? The lifting beams were reinforced glulam. Since timber is lighter in weight, the 35m [115 foot] long lifting girders were rolled right onto the bridge, while maintaining the 5 tonne load rating. Concrete and steel would have been way too heavy. These beams were strong enough to lift the total dead weight of the bridge, and also surplus capacity to fight some of the stiffness of the truss, as well as additional load for the scaffolding, the equipment, and the Timber Restoration Services crew.



Large timber beams were inserted to support the bridge during repairs. They were also used to reinstate camber back into the structure.

The project should be done over the next month or so. For more on this, please visit the TRS Facebook page: www.facebook.com/timberrss or the videos on YouTube: <https://youtu.be/D7yAocWnuXA> and <https://youtu.be/AiJ1kLZY6RE>.

Western Indiana Tour

As we all learned last year, planning future events can be challenging and you never know what might happen. We are still hoping that we will be able to hold our rescheduled tour of western Indiana on September 18-20, 2021 with the Indiana Covered Bridge Society. Andy Rebman, Greg McDuffee and Bill Caswell have dusted off the plans that were prepared last year before we had to cancel the trip and are hard at work refining the tour routes, planning meals and arranging accommodations. It is much too early to know what conditions might be like in September so, at this point, we are asking you to save the date and hope for the best. Whether you are a frequent visitor to the area or have never been there, plan to join us to enjoy touring the bridges with others who share your passion for our historic covered bridges. If we are able to proceed forward with this tour, full details will be included in the Summer Newsletter.

The list of bridges to be included in the tour is still being settled. It will primarily include structures in Parke and Putnam Counties plus a few others outside that area such as the Cades Mill Bridge (IN/14-23-02) in Fountain County, Cataract Falls (IN/14-60-01) in Owen County and Irishman Bridge (IN/14-84-01) in Vigo County.



Can You Help the Theodore Burr Covered Bridge Resource Center?

The Theodore Burr Covered Bridge Resource Center is looking for an individual(s) who would like to volunteer to transcribe/type old letters or difficult to read newspaper clippings or documents. You do not need to live in NY state as material can be sent to you via email or US mail. If you would like more information or would like to volunteer to assist the Center in this way, please contact Trish Kane, Collections Curator at bobtrish68@twc.com or feel free to call her at 607-674-9656.

Missouri Covered Bridge Stamp

August 10, 2021 will be the 200th anniversary of Missouri's admission to the Union as the 24th state.



The U.S. Postal Service plans to release a stamp celebrating the event although the actual release date has not yet been announced. The stamp's art is based on a photograph by prominent landscape photographer Charles Gurche featuring the Bollinger Mill State Historic Site in southeast Missouri's Cape Girardeau County. The site includes the four-story mill sitting along the Whitewater River and the Burfordville Covered Bridge (MO/25-16-01), one of four historic covered bridges in Missouri. The mill was burned by the Union army during the Civil War to prevent the supply of flour and meal to the

Confederate army. The site was rebuilt in 1867. The mill and covered bridge are both on the National Register of Historic Places. *Missourinet.com, November 23, 2020. Photo courtesy U.S. Postal Service.*

LEGO Covered Bridge Model?

Did you play with LEGOs as a child? Maybe you still do as an adult? LEGO receives many suggestions for specialized kits to put into production. Some of those ideas are posted on their website to evaluate how much interest there might be. Presently, a covered bridge idea is looking for support.

According to the website, the model shown here "contains 1032 pieces, is 5.7" wide, 5.9" tall, 21.4" long, weighs 46.7 ounces, and sits on a 16x68 footprint. The road is 8 studs wide. The set includes a 6-stud wide truck and driver who can travel across the bridge." The developer stated that "I built it because covered bridges are beautiful, rare, and historical. It would be wonderful to see a covered bridge add some history to a LEGO City display."



You need to create a free LEGO account to support this idea. To learn more about this, visit their website at <https://ideas.lego.com/projects/7028d20a-8c4d-4ce6-a96f-e173601eb209>.

Archives Update

Bill is still sorting through boxes from Dick Roy's house. At this time, we are primarily focusing on the many boxes of *Topics* and publications from other covered bridge societies that Dick had stored on behalf of the NSPCB. The winter has also provided some opportunities to scan more of Dick's substantial photo collection. There is still much more work to do, but we chip away at it as time permits.

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 165, Orleans County, Vermont, delete River Road or School or Upper Bridge, 45-10-03, destroyed by fire.

2022 Calendar

By the time you read this, the deadline for submitting photos for the 2022 calendar will have passed. The calendar committee will begin evaluating the contributions and will announce results as soon as their evaluation is complete. Our calendars have been quite popular in the past and we are looking forward to the next one.

Shoult's or Girl Scout Camp Bridge

OH/35-45-05, Fallsbury Township, Licking County, Ohio.

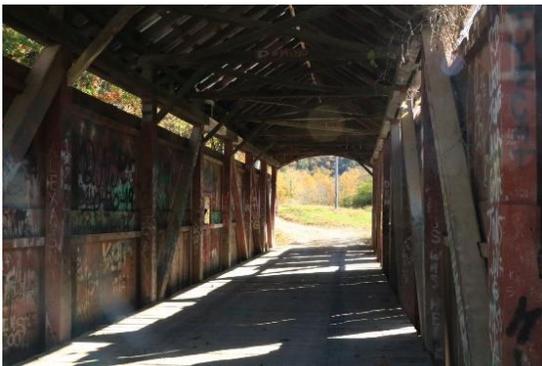
In response to the request for information about bridges in need of attention, new member Jeff Griffen provided the following photos of the Shoult's or Girl Scout Camp Bridge. That was particularly interesting because we had sent a letter to the county commissioners about the condition of this bridge in July 2014. Another letter was sent to the Licking County commissioners about its present condition.

Coincidentally, within a few days of Jeff's receiving email, a post from Mark Grewell, a descendant of the bridge's builders, appeared on Facebook. Mark owns the property around the bridge and provided some history of the area. The bridge was originally built in 1879 by Sampson Shoult's (1805-1886) and his son George (1851-1929). He believes that they had some help from a bridge expert, but he has not yet found the person's name. According to census records, Sampson was born in Pennsylvania and was living in Licking County by the time of the 1850 census.



The valley had been owned by the Shoult's family probably since the 1860's and over multiple generations it was divided and sold off to now where Mark and a cousin are the last two descendants owning 50+ acres. He noted that the bridge was closed for a summer or so for significant repairs in the early 1970's. The rebuild included the installation of I-beams underneath. The original frame was kept and still exists today. Some of the wood discarded during the repair was used for decorations in their cabin. That cabin was vandalized and burned down in the late 1980's.

The Girl Scout Camp name comes from the nearby Camp Walkatomika. Some of the camp's property was donated by his great grandmother Sylvia Baughman who grew up on the property. The original farmhouse burned down in the 1950's and the last family member who lived there was Lester Shoultz who passed away January 21, 1960. Lester never owned a car and rode a horse his whole life.



In the 1990's Mark's father, Ned Grewell, and friends fixed the bridge and repainted it. Several years later a new roof was built, possibly by Fallsbury Township. Vandals continue to tear boards off of the bridge and add their graffiti. Mark's goal is to fix and restore it as his father did in the past. He plans to ask the township for help funding the repair work and adding new signs. He would also like to see security cameras added to 'watch over it'. We hope to stay in touch in case we are able to help with the project. Our letter to the county commissioners also mentioned the Society's program to donate fire retardant.

Use *Smile.Amazon.com* when you Shop Online

Support
National Society For The
Preservation Of Covered
Bridges.

When you shop at smile.amazon.com,
Amazon donates.

[Go to smile.amazon.com](https://smile.amazon.com)

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 November, we received a donation of **\$46.98**. 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 tinyurl.com/nspcb-amazon. If that doesn't work, try the original link – smile.amazon.com/ch/04-6060691

Covered Bridge News California

Honey Run Bridge, Butte County – CA/05-04-01



By the end of 2020, the abutments and concrete piers for the replacement bridge were finished to complete Phase I of the project to rebuild the three-span 1887 Honey Run Bridge which was 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 for the bridge's replacement. Phase II will start around midsummer to construct the trusses and flooring. Phase III will be the siding and roofing. All three phases will cost a total

of about \$2.9 million. Checks and inquiries may be sent to: Honey Run Covered Bridge Association, P.O. Box 5201, Chico, CA 95927. Donations can be made online at <https://hrcoveredbridge.org/donate/>. *Chico Enterprise-Record, December 30, 2020. These photos were taken by Steve Schoonover, a reporter for the Chico Enterprise-Record and reprinted with the newspaper's permission.*



Bridgeport Bridge, Nevada County – CA/05-29-01



Work on the bridge has continued through the winter. John Field's December update noted that the abutments have walls and are mostly backfilled. The January update noted that all four bolster beams at the bottom corners of the bridge were placed along with most of their corresponding bottom chords. The left photo shows the chord at the northwest corner being prepared to place on that bolster beam. The right photo shows bridgewright Tim Andrews using a custom auger to drill bolt holes to fasten those components together. All the work done on the component parts by the project's craftsmen will be coming together in the next couple months to complete the bridge restoration. For more updates and photos, visit <http://southubariverstatepark.org/>. *Photos by Will Truax and John Field.*



Illinois

Long Grove Bridge, Lake County – IL/11-49-A

Long Grove's historic bridge has been struck again by an oversize truck. The Lake County Sheriff's Office says there have been 13 reports of similar crashes since the bridge reopened last August. Witnesses recorded the Prism Health Care Services box truck striking the bridge's housing. The truck was badly damaged, but the bridge does not appear to have sustained any structural damage. The National Bridge Inventory lists a 1925 construction date for this historic metal truss but the National Register application states that it was constructed in 1906 by the Joliet Bridge and Iron Co. This fine example of a pin-connected steel Pratt pony truss was obscured by a wooden covering in the early 1970s causing local residents and media to refer to it as a covered bridge. An accident in July 2018 closed the bridge for two years. During the reconstruction, a steel frame was built over the metal pony truss and the wooden housing was built over the steel frame. *WGN-TV, February 2, 2021 and ABC 7 Chicago, February 3, 2021.*

Indiana

Spencerville Bridge, DeKalb County – IN/14-17-01

Andy Rebman, President of the Indiana Covered Bridge Society, informed us that work has started on



the restoration of this bridge. The flooring has been taken up to make way for new decking. As you can see, there was a lot of dirt and leaves accumulated under those boards! It will need a good sweeping to remove all of that. The old boards look to be in good shape and were delivered to a secure location. The Friends of Spencerville Covered Bridge will use them for fundraising efforts later



this year. On January 18th, the County Commissioners voted to spend \$45,000 to construct new concrete wing walls at both ends of the bridge while it is raised for repairs. The repair project was awarded to R.G. Zachrich Construction of Defiance, Ohio, for \$269,000 and is scheduled to be completed in April. The 1873 bridge has been closed to traffic since October 2018. Fire retardant donated by NSPCB will be applied after the repair work is completed. *Additional news from The Star, January 19, 2021. Photos provided by Don Diehl and Cheri Bushee*

Cades Mill Bridge, Fountain County – IN/14-23-02

Carol Freese, Fountain County Historian, has provided this update on the project.



The Fountain County Art Council/ Historic Committee continues with the conservation project of the 1854 Cades Mill covered bridge which is the oldest covered bridge in the state of Indiana that remains on its original site. A phased plan to address replacing / repairing the lower chords, replace siding as needed, and repainting has been put into place. A letter of intent has been signed with CLR Construction of Bloomington, Indiana who has a long history of covered bridge restoration.

To date, the county has removed several trees that were hanging over the bridge and placed riprap on the north entry. Stabilization was completed in 2020. National Register Listing is pending. A projected starting date is summer of 2021. The estimated cost of \$405,000 will be raised thru private donations, solicitations, and grants. The citizens of Fountain County, Indiana have an appreciation of the historical and economic impact of conserving this bridge. The Fountain County Historical Committee plans to address the conservation of the Wallace covered bridge once Cade's Mil is completed.

All donations are tax deductible and are managed by The Western Indiana Community Foundation, P.O. Box 75, Covington, Indiana 47932. Questions can be addressed to Carol Ann Freese, houselions@att.net or 765-793-2710. *Photo by Greg McDuffee.*

Richland Creek or Plummer Bridge, Greene County – IN/14-28-01

On Sunday, February 7th, the Taylor Township Fire Department was dispatched to the 1883 covered bridge built by Archibald M. Kennedy & Sons. Firefighters said they were quickly able to extinguish a fire that had been set on one of the structural beams. The fire is under investigation. The 1883 bridge is listed on the National Register of Historic Places. *WTWO/WAWV, February 7, 2021. Photo by Bill & Jenn Caswell.*



Indiana (continued)

Bell's Ford Bridge, formerly in Jackson County – IN/14-36-03x



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

The Summer and Fall 2019 editions of this Newsletter reported on 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



(Photo by Christine Ellsworth, September 1994.)

The reconstructed bridge will cross 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 which the county commissioners were expected to accept on January 25th. 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.

Engineer Jim Barker of Bloomington, Indiana has been storing the bridge's salvageable parts and made detailed notes on how to reconstruct it. Actual reconstruction will start late next year, according to County Highway Director Brad Davis, whose department will be the lead agency on the project. 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. Details were initially reported in the Indianapolis Star, June 17, 2019. The recent update was in the Hamilton County Reporter, January 24, 2021.

Irishman Bridge, Vigo County – IN/14-84-01

On December 7th, the Vigo County Indiana Parks and Recreation Department posted a 4½ minute YouTube video about the bridge and its recent repair work. Most of the video was narrated by Greg McDuffee, Vice President of the Indiana Covered Bridge Society. Greg represented both the NSPCB and ICBS at the bridge's dedication in September. The single-span queenpost truss bridge was originally built in 1845 and moved to the park in 1971. You can see the video at <https://youtu.be/SpKGZlny3bl>.



Maryland

Roddy Road Bridge, Frederick County – MD/20-10-02#2

Radio station WFMD reported that the Roddy Road Bridge was closed on January 21st after the headache bar north of the span was damaged by an oversized vehicle. The Frederick County Division of Public Works said that crews repaired the security device and reopened the bridge on the following day. The covered bridge was not damaged.

New Hampshire

Blair Bridge, Campton, Grafton County – NH/29-05-09



Campton Police reported that on December 15, 2020, a box truck drove across the bridge disregarding the posted height and weight limits and damaging 17 wooden braces.

The vehicle left the scene. Fortunately, the bridge is equipped with video cameras and height sensors that send an alert to the authorities when activated. It also sends along a timestamp to help find the footage of the vehicle. Thanks to this system, they identified the company and driver. Charges are anticipated to be filed once the investigation is complete. A similar incident



on November 17th resulted in the driver being arrested and charged with negligent driving, operating without a valid license, criminal mischief, and conduct after an accident (hit and run). Graton Associates repaired the damage on February 1st. *Photos courtesy Campton Police Department and Graton Associates.*

Bement Bridge, Bradford, Merrimack County – NH/29-07-03

Previous issues have described the work occurring at this bridge. Since our last update, the southern abutment has been rebuilt at its new height. The abutment is made of concrete that has been faced with the stones from the former abutment. It appears that the concrete work on the northern abutment is complete. That one will be faced with new granite blocks. The lower chords and a small number of truss timbers have been replaced while some others have had deteriorated sections cut out and new wood spliced in. Work stopped for the winter and will pick up again about the time you receive this issue. *Photos taken in mid-January by Bill & Jenn Caswell.*



Temporarily relocated bridge.



New southern abutment.



New lower chord in place.

Cornish-Windsor Bridge, Cornish, NH & Windsor, VT – NH/29-10-09 & VT/45-14-14

A December 18, 2020 press release from the New Hampshire Department of Transportation (NHDOT) noted that the Department planned to replace several worn deck planks on the New Hampshire end of the bridge starting on January 4, 2021. The bridge was closed to traffic daily from 7 am to 3 pm for the first week to facilitate the replacement of planks at the center of the roadway. During the following four weeks, motorists experienced one-lane of alternating traffic from 7 am to 3 pm as deck planks in each lane were replaced. The bridge was opened to two-lane traffic at the end of each work day. The work was completed in early February. The 1866 Town truss bridge carries about 2,700 vehicles over the Connecticut River each day.



Ohio

Knowlton or Long Bridge, Monroe County – OH/35-56-18

As we have reported in prior Newsletters, plans were in place to restore this bridge with a grant for \$950,000 when the first span collapsed on July 5, 2019. According to a report in the Times-Leader of December 26th, Monroe County officials are hoping to use locally grown and county-owned timber to rebuild the bridge saving the county thousands of dollars on the project. Timber specialist Rudy Christian and Knowlton Covered Bridge Parks Board President Hebert Piatt identified usable timber in a county-owned property in Center Township. They located 115 white oak trees, most of what would be needed. In addition to saving costs, county officials feel that using locally sourced materials will also preserve the historic value of the bridge. The timber will be harvested and stored this winter. Officials are hoping to begin the restoration project sometime in the spring. The three photos here show the progression from a complete bridge to the first span collapsing to its condition as of October 2020.



Jim Smedley Photo



John Diehl Photo



Terry Miller Photo

Jack’s Hollow Bridge, Perry County – OH/35-64-05

After our letter in the Winter *Newsletter* asking for your help in making us aware of bridges in need of



attention, we received these photos taken in December 2020 from new member Jeff Griffen. NSPCB sent letter expressing concerns about this bridge to the Perry County commissioners in July 2014. Apparently, that did not have any impact. Another letter noting our concerns for this structure went out to them in



February. We will keep you posted on any response we receive.

Eakin Mill or Arbaugh Bridge, Vinton County – OH/35-82-07#2

We received these photos from member Jeff Griffen on January 9th showing damage to the bridge’s roof from a tree falling on it. We contacted County Engineer Roy DePue who indicated that the damage



was evaluated and the truss structure was not impacted. The roof systems sustained all the damage. Drawings and specifications for the repair are in place and funding was in place. The repair was planned for last summer, but funds needed to be diverted to essential



services impacted by COVID-19. Funding has again been secured and the repairs should be completed during the 2021 construction season.

Pennsylvania

South Perkasio Bridge, Bucks County – PA/38-09-05

On February 2nd, NSPCB member and Chair of the Perkasio Borough Historical Committee Scott Bomboy, updated us on this project. The Perkasio Borough was awarded a \$100,000 state historic preservation grant for the restoration of the bridge, which was matched with funds raised by the Perkasio Historical Society in 2020. The project is currently in the phase of finalizing an RFP document, contingent upon the ability of qualified contractors to visit the bridge location. The bridge was built in 1832 and saved from demolition in 1959 by the Historical Society, so much of the timber framing is original. *Thanks to Scott Bomboy for the updates. Photo by Jim Smedley.*



Kintersburg Bridge, Indiana County – PA/38-32-05

We received a report that this bridge was in need of some attention. After contacting local officials for more information, we received a nice summary from Ed Patterson, Director of Indiana County Parks & Trails. Mr. Patterson noted that his group assumed maintenance responsibility for the county's covered bridges in 2009. Since then they have applied for grants to the Federal Highway Administration on two different occasions to obtain the estimated \$605,000 necessary to properly restore the bridge. Neither grant request has been successful. In the



meantime they have installed cribbing on each end to help support the structure. This is only intended to be a temporary measure until funding is available. They have also replaced some of the siding and made minor repairs to the trusses. They were informed about the Society's fire retardant program and are interested in participating. *Photos by Greg McDuffee.*



Kochenderfer Bridge, Perry County – PA/38-50-09

We had a report that this bridge was in need of some attention. We have contacted the county commissioners to gather more information. The single-span, 71 foot long bridge crossing Buffalo Creek was built in 1919 and bypassed in 1986. *Photos by Gloria Smedley.*



Vermont

Sanborn or Centre Bridge, Lyndonville, Caledonia County – VT/45-03-05

Sarah Lafferty, President of the Lyndon Area Chamber of Commerce recently provided an update on efforts to preserve this bridge. A local group has formed to work on the project. They obtained a grant from the Vermont Preservation Trust through the Lyndon Historical Society for an assessment of the



bridge. That report is due about the time you receive this *Newsletter*. Once the assessment is complete, the group is likely to continue their efforts to find a public agency or non-profit to take ownership of the structure. By doing this, the bridge will become eligible for additional grants. The report will also provide an estimate of costs to restore the bridge. They have obtained a quote from a local company to replace the abutments and raise the bridge above flood level. In its present location it is often battered by ice flowing downstream. When they have a better understanding of the amount needed to raise and restore the

bridge, they will look at ideas for fundraising. Depending on the COVID status, the Chamber wants to plan a clean-up effort in the spring to improve the lot and view of the bridge. *Photo by Bill Caswell.*

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

Shortly after noon on February 4th, Lyndon Police received a call that two Penske box trucks had driven through the bridge causing some damage. The trucks were located at B&B Towing in Lyndon. The drivers, Michael Giles, 59, of Massachusetts, and FNU Agbortoko Achuo Tabong, 62, of New Hampshire were



each issued \$2,000 tickets. The bridge was not structurally compromised and remained open to traffic. Bill and Jenn visited on February 8th to find that the damage had already been repaired. This bridge has had a number of similar incidents over the past couple years. The most recent one,



on March 23, 2020, was caused by a fully loaded tractor-trailer. That driver was fined \$12,000. The incident before that, on May 16, 2019 caused the bridge to be closed until August 19, 2019 after repairs totaling about \$21,000 were made. *Caledonian-Record, February 5, 2021.*

Depot Bridge, Pittsford, Rutland County – VT/45-11-06

At its January 20th meeting, the Pittsford Select Board discussed the possibility of lowering the advisory speed limit across the bridge, and its weight limit. Presently, the bridge is posted for a 16,000 pound limit and the road has a 35 mph speed limit. They are also considering an engineering study for a rehabilitation project. The bridge is good for now, but they have concerns of the long term impacts of traffic and want to make sure it remains in good repair. The engineering study is expected to cost between \$20,000 and \$30,000. The town will be looking into state and federal historic preservation grants as well as grants from nonprofits and societies dedicated to preserving covered bridges. It was also noted that State House Representative Butch Shaw of Pittsford has been appointed as vice chairman of the House Committee on Transportation. The 1853 Town truss bridge is listed on the National Register of Historic Places. *Rutland Herald, February 5, 2021. Photo by Steve Brown.*



Canada – New Brunswick

Irish River #1 or Vaughan Creek #1 Bridge, Saint John County – NB/55-11-05

The Covered Bridges Conservation Association of New Brunswick (CBCANB) has started a letter writing campaign aimed at saving the Vaughan Creek Covered Bridge in St. Martins from destruction and replacement. The planned replacement was noted in a press release on December 16th. A letter to Ray Boucher, President of the CBCANB provided additional details indicating that the bridge is to be replaced with a two-lane steel bridge. The Government’s letter stated that “the new structure will have a wood housing to mimic a traditional covered bridge’s appearance to preserve the tourism and heritage value to New Brunswick.” There was no mention of any plans to relocate or repurpose the existing bridge. You

can see an article about the bridge replacement from CBC on their website at <https://tinyurl.com/y2945dhz>.



Bill Caswell contacted Bette Ann Chatterton, the mayor of St. Martins, about the plans for the historic bridge if the replacement plan goes forward. Mayor Chatterton indicated that the Village Council is still considering some alternatives and has not yet made a decision.

Although the CBCANB, NSPCB and members of both organizations have sent letters protesting the removal of the heritage structure to local, provincial and federal representatives, it appears that their replacement plan is moving forward. This drawing showing the planned design is being distributed by the Department of Transportation.

We encourage any of you who feel moved to help, to send a letter to one or more of the public officials listed below. If you have visited St. Martins or other covered bridges in New Brunswick, please include a mention of your personal experiences in the area. Postage for a letter to Canada from the US is \$1.20. Thank you.

<p>Member of the Canadian Parliament representing St. Martins</p> <p>Hon. Rob Moore, MP 599 Main Street, Suite 104 Hampton, NB, E5N 6C2 Canada</p> <p>Email: Rob.Moore@parl.gc.ca</p>	<p>NB Legislative Assembly Member representing St. Martins & Minister of Tourism</p> <p>Hon. Tammy Scott-Wallace Minister of Tourism & Culture 77 Wheeler Road Four Corners, NB, E4G 2W5 Canada</p> <p>Email: Tammy.Scott-Wallace@gnb.ca</p>
<p>Premier of New Brunswick</p> <p>Hon. Blaine Higgs Chancery Place P. O. Box 6000 Fredericton, NB E3B 5H1 Canada</p> <p>Email : premier@gnb.ca</p>	<p>NB Minister of Transportation & Infrastructure</p> <p>Hon. Jill Green Minister of Transportation and Infrastructure 215 Main Street, Unit 4 Fredericton, NB E3A 1E1 Canada</p> <p>Email Jill.Green@gnb.ca</p>

New Brunswick (continued)

Hammond River #3 (Smithtown) Bridge, Kings County – NB/55-06-24

In early January we received word that the work reported in the previous issue is now complete. The project replaced floor beams and the wooden decking plus added an epoxy to extend the life of the deck boards. The cedar roof shingles were also to be replaced. The 187-foot (57 meter) long Howe truss bridge was built in 1914. *Photo by Bill Caswell.*



Florenceville Bridge, Carleton County – NB/55-02-06

A December 16 press release from the Department of Transportation and Infrastructure indicated that the department has budgeted \$3.7 million to repair this bridge. No additional details were provided. The bridge includes a 154 foot long (47 meter) Howe truss span on the east end built around 1910 and four steel truss spans.



Québec

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

Pont de l'Original, Abitibi-Témiscamingue Region – QC/61-01-18

On January 14th, the Québec Ministry of Transport announced that this bridge was being closed to all traffic after a recent inspection and a detour route was posted. An article published in *Le Citoyen* on January 22nd provided additional details. The bridge was closed because the abutments are in poor condition. The closure is preventive to keep the structure from deteriorating further. Repair work has not yet been scheduled. This will have an impact on the area as the bridge is part of Route 395, a heavily travelled section of the road connecting Amos and Lebel-sur-Quévillon. The 109-foot-long Town truss structure was built over the Laflamme River in 1942. The closure was due to concerns about the poor condition of the bridge's abutments. Plans for repairs have not yet been announced. *Photo by Simon Pratte.*



Québec (continued)

Pont Leclerc, Abitibi-Témiscamingue Region – QC/61-02-05

Last fall, the MTQ announced that this bridge would be closed between September 17, 2020 and June 22, 2021 for restoration work. However, as of February 5th, it was still open. Pascal conveyed a report from Sylvie Crépeault who noted that some of the timbers have been tagged with either bright green or blue paint. It isn't yet known if these markings indicate timbers to be repaired, replaced or have some other meaning. The 81 foot (25 meter) long bridge was built in 1927. Like most bridges in the area, it uses a variation of the Town truss constructed by the Ministry of Colonization. Photo by *Pascal Conner*.



Pont de St-Edgar, Gaspésie Region – QC/61-10-05

The particularly mild temperature at the beginning of December caused several rivers to overflow in the Gaspé region. During that high water situation, some siding of the bridge was damaged by trees and debris washed downstream. Hopefully the damage will be repaired next summer. The two-span Town variation truss bridge was built in 1938. It is 293 feet (89 meters) long. Photos by *Gérald Arbour*.



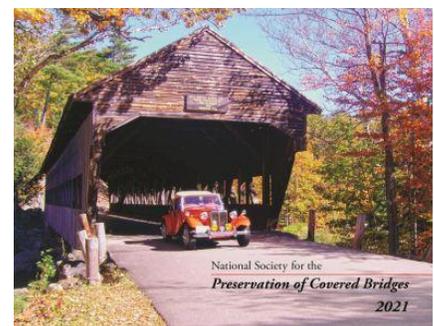
Pont de l'Aigle, Outaouais Region – QC/61-25-11

In the previous issue (page 27), we reported that the 1925 pont de l'Aigle might be relocated to accommodate the route of the future Maniwaki-Témiscamingue highway. The president of the Outaouais Historical Society (SHO), Michel Prévost, is protesting the possible move indicating that the bridge is part of the landscape and moving it would ruin its historic value. The route of the proposed highway has not been settled yet and a preferred alternative runs further to the north which would not require relocation of the bridge. A news item from CHGA-FM Radio that Pascal shared on his blog noted that there aren't any updates on that story, but it did note that the bridge would be closed for repairs to the deck. According to the MTQ website, the bridge was closed for four days, February 1-4 for those repairs. Photo by *Gérald Arbour*.



2021 Calendar – Last Call

Last chance to purchase a 2021 calendar. The price has been reduced to \$10 which includes postage to US and Canadian addresses. Each month of the spiral-bound wall calendar features an 8½" x 11" photo of one or more bridges and their trusses. Captions include brief descriptions of the truss designs. Purchase on-line from our website, www.coveredbridgesociety.org, or send check or money order payable to NSPCB to Jennifer Caswell, 535 2nd NH Tpke., Hillsboro, NH 03244.



The Loss of Vermont's River Road Bridge

Also Known as the School or Upper Bridge

VT/45-10-03, Troy, Orleans County, 1910-2021

According to a Facebook post by the Troy Volunteer Fire Department, they were dispatched to the covered bridge shortly after 11 am on Saturday, February 6th for a report of a snowmobile on fire in the bridge. While in route to the call a Troy Captain on scene reported that the bridge had heavy fire throughout the structure. The Fire Chief requested mutual aid for tankers from the Jay Fire Department and the North Troy Fire Department to supply their engines with water. After knocking down the bulk of the fire, the bridge collapsed into the Missisquoi River. The Vermont State Police Fire Investigation team is investigating.

Fortunately, no one was injured during this tragic event. Police stated that a group of snowmobilers were crossing the bridge when one broke down and caught fire. The operator tried to put it out with snow, but the fire continued to grow out of control. Eventually, the bridge's wooden frame caught fire, too.

The 94-foot-long bridge was reportedly built in 1910 by an unknown builder. It had some unusual characteristics for the area. The Town lattice had three chords per truss rather than the normal four, one at the top and two at the bottom. Its lattice members were pegged with a single treenail where lattice trusses typically have more than one. Although unique in Vermont at the time of its loss, at least two former area covered bridges are believed to have had a similar design. The pont de la Frontière (QC/61-11-03), four miles north in Québec is also very similar.

On February 11th, Desrochers Crane & Excavating cut up and removed the bridge from the river. The trusses were cut away from the lower chords and discarded even though there were likely some timbers which could have been reused. They saved a forty-foot-long section of the floor with its bracing underneath.

At their February 16th Select Board meeting, town officials discussed some options they are evaluating. At that time they were gathering information about both temporary and permanent bridge alternatives. Stay tuned for updates in the next issue.



Troy Volunteer Fire Department Photo



Joseph Conwill Photo of Single Pin Connection



Steve Brown Photo



Paul Chandler Photo



Troy Volunteer Fire Department Photo



Bill & Jenn Caswell Photo