



The Newsletter

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

Spring 2024

Grange City Bridge



Fleming County, Kentucky, World Guide Number KY/18-35-05

Photo Courtesy Arnold M. Gräton Associates, January 2024

More information in article on pages 6 and 32.

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

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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, 2024**. 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

Benjamin Dorman, Reading, Pennsylvania
Melinda Elliott, Southbury, Connecticut
Mark Kalinowski, Bernardsville, New Jersey
Scott Manning, Oley, Pennsylvania
Amanda Matlin, Portland, Oregon
Deborah Miller, Derry, New Hampshire
Dr. Sharon Miller, Errol, New Hampshire
David Moul & Beverly Moller, Contoocook, New Hampshire
Sara Roth-Buddock, Emmaus, Pennsylvania
Jacquelyn Fahey Sandell, Cambridge, Massachusetts
Nathan Sornborger, Harwinton, Connecticut
Alan Spera, Hanson, Massachusetts
Christopher Sweet, North Attleboro, Massachusetts

2024 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. If you plan to attend a meeting, please check the NSPCB 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.

Sunday, March 24 – Horace Chase Masonic Lodge, Boscawen, New Hampshire. (In-person & virtual).

Sunday, April 28 – 350 Revere Beach Blvd., Revere, Massachusetts.

Sunday, June 23 – Contoocook Covered Bridge, Contoocook, New Hampshire. Bring your own chairs.

Sunday, July 28 – Perrine's Bridge, New Paltz, New York. Ron Knapp to speak.

Saturday, August 3 – Old Time Fair hosted by the Andover Historical Society, Potter Place Depot, Andover, New Hampshire.

Sunday, August 25 – Annual picnic at Beaver Meadow Village at the end of Waumbec Road, Concord, NH. The cookout is at noon and the meeting at 1 pm.

Sunday, September 22 – Scott Bridge, Townshend, Vermont. Bring your own chairs.

October 12-13 – Warner Fall Foliage Festival, Warner, New Hampshire.

Saturday, October 26 – NSPCB Annual Meeting and Dinner.
Location TBD

President's Message

I hope that this message finds you healthy and well. As I write this in mid-February, we are cruising through one of the mildest winters on record in New Hampshire.

In December, I learned about two bills to be introduced into the New Hampshire House of Representatives when their current session opened on January 3rd. Details of those bills are included in a separate article. I support both of these bills and had the opportunity to testify at the hearing for one of them on February 6th. In the ten years that I have been in this position, that was the first time I had testified at a legislative hearing. We continue following these bills closely and may have other opportunities to participate in the process.

I'm glad that Scott was able to gather enough material to compose the wonderful article about Ohio's Knowlton Bridge for this issue of *Topics*. Those of you who have been with us for a while know that we were following the story of its planned repairs before the two spans collapsed in 2019 and 2020. When we started exploring its history, we found it so interesting that we wanted to share it with the rest of the members.

This *Newsletter*, like the others, includes an abundance of information about covered bridge projects underway or recently completed. A significant challenge that we face each time there are substantial repairs to a bridge is to determine if it is a repaired historic span or if so much of the structural material has been replaced that it should be considered a new bridge. Some cases, such as the Knowlton Bridge, are easy. That will be listed in the next *World Guide* with a 2024 construction date. However, many others are difficult to assess and often the group of people who make those decisions are divided. Such is the case with Zimmerman's Bridge in Schuylkill County, Pennsylvania. When we reviewed the design plans for that project, we saw that they intended to replace an abundance of historic material. However, when looking at the final product, it does not appear that so much was replaced. The decision is generally based on an arbitrarily set value of having 50% of the historic structural timbers remaining. Some projects are designed to go right up to that 50% value so they do not become classified as a new structure. While we can see what was replaced with the most recent project, knowing what is truly original and what may have been replaced in a previous project decades ago is not so obvious. For now, we have decided to leave this one with its original *World Guide* number.

For those who contact us about membership renewals, keep in mind that if there is a renewal notice included within your *Newsletter*, (not to be confused with the gift membership forms sent near the end of the year) your membership is due to expire. If you do not see a renewal reminder, you are all set for this year. We occasionally receive more than one payment from an individual during a year so some of you are already paid ahead a year or two.

Remember, it is up to every one of us to help preserve our historic covered bridges. If you see something that isn't right, say something. Whether it is a bridge in need of repair, excessive graffiti or an oversized vehicle using the bridge, let the proper authorities know about it. Local/County/State government officials need to know that we care about these structures and want them to be around for future generations to enjoy and learn from.

As your editor, I truly appreciate the articles submitted by members that are included with this issue. Please continue to keep us informed of covered bridge news so we can share it with the rest of our members and as you travel to visit our bridges, please share photos with us.



Nelson Hollow Bridge, the oldest covered bridge in New Brunswick, (NB/55-08-08), November 25, 2023

Bill Caswell

In Memoriam

Marie Gilbert

Member Marie Gilbert of Henniker, New Hampshire, passed away on November 16th at age 82. She was born in Jamaica, Long Island, New York on January 10, 1941, and came to Henniker in 1951. On June 6, 1959 she married Peter Gilbert of Henniker. She retired from New England College in 1998 after 26 years. She served on Henniker's Zoning Board and on the Board of Directors of the Henniker Historical Society and Museum for many years. In addition to her husband, she is survived by two sons, four granddaughters, three great-grandchildren and a brother.



Catherine A. Reinoehl

Life member Catherine Reinoehl of Carrollton, Ohio, passed away October 15, 2023 at the Truman House in New Philadelphia, Ohio at age 77. Her late husband, James, was also a life member who joined the NSPCB in 1967. James died on Christmas Eve, 2007. After Catherine passed, we were notified that her will included a \$41,000 donation to the Society. We will be seeking suitable projects for that very generous donation.

Archives Update

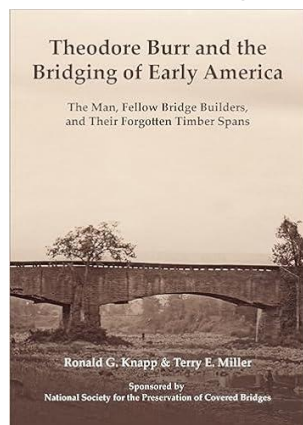
When member Marie Gilbert passed away last November, her husband offered to donate her binders of New Hampshire photos and information to our archives collection. The collection also included a few books which have been added to our books for sale to help with expenses associated with maintaining the archives storage room.

Many of you with covered bridge books in your library probably have copies of at least one of the six books Andrew Howard published. Most of the books were about 8¾" x 6" paperback and 40-50 pages in length. We were contacted by Mr. Howard's daughter and son-in-law offering to donate the remainder of his stock to the NSPCB so they can find their way to good homes. We will be arranging to pick up those items sometime in the spring and have them available at our meetings and events this year.

Theodore Burr and the Bridging of Early America:

The Man, Fellow Bridge Builders, and Their Forgotten Timber Spans

Authors Ron Knapp and Terry Miller have collaborated to create a 500+ page story of Burr's bridge-building career and the aspects of his personal life discovered during their three years of research. They provide a compelling narrative of a very interesting man who lived during an important period of American history.



The NSPCB is proud to sponsor this significant contribution to the history of covered bridge building in America. Proceeds from book sales are being donated to the NSPCB to be used for covered bridge preservation projects.

The book is divided into three parts.

- An introduction to Theodore Burr and family.
- Chronicles of Burr's bridges with individual chapters dedicated to more significant ones.
- Burr's legacy and use of the "Burr Arch-Truss" after his death.

It is available from Amazon in Kindle, softcover and hardcover versions. Search for it on *amazon.com* or scan this QR code for additional details.



SCAN ME

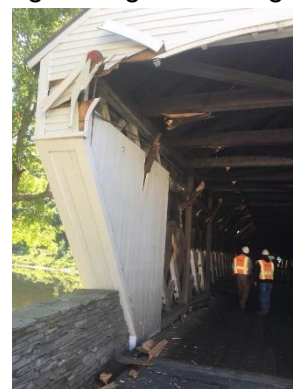
Covered Bridge Legislation

On January 3rd, two bills were introduced into the New Hampshire legislature to help protect the state's remaining historic covered bridges.

House Bill 1217 will allow the state or a municipality to use video monitoring to identify the cause of damage to historic covered bridges. Many of the incidents are hit-and-run so the driver of the vehicle causing the damage is rarely located leaving the local community responsible for the cost of repairs. The bill was proposed by state Rep. Barry Faulkner of Swanzey at the request of Town Administrator Michael Branley who reached out to him about damage done to the town's covered bridges. Faulkner's bill is co-sponsored by a number of other legislators from both parties. This bill received unanimous bipartisan support from the House Criminal Justice and Public Safety Committee with an amendment requiring that signs be installed 100 feet away from the bridges alerting drivers that they are subject to video surveillance. It was approved on February 2nd.

House Bill 1457 establishes penalties for vehicular damage to covered wooden bridges and driving over covered bridges in vehicles that exceed posted limits. Presently, a driver causing damage to a bridge with an oversize vehicle in New Hampshire is subject to a \$62 ticket for "disobeying a traffic control device." They are also responsible for the cost of repairs.

After the Cornish-Windsor Bridge was damaged last spring, Cornish Police Chief Doug Hackett contacted state Rep. Margaret Drye, who represents the towns of Plainfield, Cornish, Newport, Unity and Charlestown. Drye's bill proposes to increase the fine to \$1,000 for a first offense. Motorists can also be charged up to \$2,000 for a first offense if a vehicle "substantially impedes the flow of traffic." This is similar to a law passed in Vermont last year to help protect Lyndonville's bridges. Like the other bill, this one is also co-sponsored by a number of other legislators from both parties. This photo shows damage to the Cornish-Windsor Bridge after an earlier incident in July 2018.



Sometimes that damage isn't obvious or caused by a single incident. For example, in the previous *Newsletter*, we reported that the town of Lyme is seeking funds to repair the Edgell Bridge (NH/29-05-11) which is believed to be suffering from damage by overweight vehicles repeatedly crossing it. The March Town Meeting will include a warrant article to allocate funds to repair the bridge. Repairs are estimated at \$690,000.



The House Transportation Committee held a public hearing for this bill on February 6th. Bill Caswell was at that hearing and testified in favor of the bill along with Rep. Drye, Rep. Faulkner and Chief Hackett.

NSPCB will continue following both bills as they travel through the House and Senate and offer support for them along the way. We welcome any members who are New Hampshire residents to join us in supporting the legislative process.

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.



Restoring Kentucky's Grange City Bridge (KY/17-35-05)

[Editor's note: This summary of the work on the bridge is based on correspondence with Arnold M. Grāton Associates Inc. (AMG) during the winter plus information from a report submitted to the Buffalo Trace Covered Wooden Bridge Development Authority on January 31st. Details of the 2020 stabilization and temporary repairs were included on page 15 of the Fall 2020 Newsletter and page 8 of the Winter 2020/2021 Newsletter. All photos courtesy Arnold M. Grāton Associates.]

The Grange City Covered Bridge has been in need of repair for many years. Arnold Grāton stated that “as we worked on other Kentucky covered bridges, we tried to give Grange City a little much needed help as we were allowed. As many of you know, in 2020, one of the abutments failed badly and we designed a cradle to shore up the bridge. We are now in the process of a full restoration. I am most gratified to have my stepson, Tim Dansereau, who has worked with me for many years, leading the team.”



After considerable deliberation and a better look at the condition of the bridge and abutments, they decided that it was better to not attempt to move it off of the river for the restoration. The existing cradle of heavy steel was supplemented with additional shoring and bracing so the bridge would be secure enough to lift safely.

This photo, taken January 8th, shows how the abutments continued to deteriorate after the bridge was stabilized in the summer of 2020.

The bridge was raised 30” above the abutments to facilitate the work on the structure and excavation of the abutments below. With supports throughout the span, it is no longer in compression leaving structural members relaxed.



These two photos were taken in early December when the siding and decking were removed. The



camber¹ has been restored from -10” to +2.5” and the joinery is now in a corrected position.

(continued on back cover)

¹ Camber is the elevation difference of the slight arch or sag as you travel through the span.

West Montrose Bridge Update

The West Montrose Bridge (ON/59-50-01) is the last remaining historic covered bridge in the Canadian province of Ontario. The two-span Howe truss structure was built over the Grand River in 1881. Detailed information about the project is available at <https://www.engagewr.ca/west-montrose>. Photo by Bob Hamilton.

On February 6th, the proposed design was presented to the Regional Municipality of Waterloo's Planning and Works Committee for approval to move forward with the design. The recommended design was the result of technical studies, evaluation of alternatives and input from three rounds of public engagement in October 2021, June 2022 and November 2023. The following statements were posted on the project's website.



The Recommended Design Concept includes removal of the existing steel Bailey trusses installed in 1959, replacement of deteriorated wooden truss members and bridge elements, and reinforcing select members to accommodate a ten-ton design vehicular live load. The three-ton posted load limit will be maintained. To prevent oversized vehicles from accessing and damaging the bridge, an overhead height restriction bar is proposed on the north approach of the bridge.

The recommended design addresses public concerns such as the need for replacement truss members to be entirely with new wood members. The project team also revised the recommended design to include narrowing the road on the south approach of the bridge by moving the wooden guiderails closer to each other in order to eliminate the need for the height restriction bar on the south approach. Based on the public feedback received, the project team is not recommending a restriction of all motorized vehicles on the bridge at this time.

Following Regional Council approval of the recommended design concept, the Environmental Study Report will be filed for a 30-day review period. Construction is planned to start in Spring 2025 and be complete by Spring 2026 pending Regional Council approval.

According to the document presented at the February 6th meeting, the Region's approved 2024-2033 Transportation Capital Program includes a budget of \$2,565,000 in 2024 and \$3,090,000 in 2025-2026 for the project to be funded from the Investing in Canada Infrastructure Program (ICIP) (71%, \$4,022,200) and the Transportation Capital Reserve (29%, \$1,632,800).

Thank you to Arnold Gräton, Chris Garlick and Bill Caswell who reviewed engineering reports and design alternatives along the way and represented the NSPCB at stakeholder meetings.

Proposed Bylaw Amendment

We were of the understanding that organizations incorporated in Massachusetts must hold their annual meetings within the boundaries of Massachusetts. However, the law governing annual meetings does not state that. Specifics of that law were included in the previous *Newsletter*. Therefore, an amendment to our bylaws is proposed to remove that restriction. Members are welcome to email comments to nspcb@yahoo.com before the proposed amendment is discussed and voted on at the March 24th meeting.

Article X – Meetings

Existing statement:

Section 3. b. The Annual Meeting must be held in Massachusetts.

Proposed amendment:

Section 3. b. The Annual Meeting shall be held at a location to be determined by the Executive Board and announced to the membership at least three months prior to the event.

"Theodore Burr's Two Early 19th Century Schenectady-Scotia Bridges: New Evidence"



Member Ron Knapp will be offering a Zoom presentation for the Schenectady County Historical Society at 7:00 PM on Wednesday, March 20th. The event is free for members of the historical society and \$10 for others. Ron will discuss the book he co-authored with Terry Miller, *Theodore Burr and the Bridging of Early America* focusing on details of the two Schenectady-Scotia Bridges. The book is sponsored by the NSPCB which is receiving royalties from the work. It is available through amazon.com.

If you receive this *Newsletter* before March 20th and are interested in attending the presentation, more details can be found at <https://schenectadyhistorical.org/event/knapp/>.

NSPCB Bridge Phone App Enhancements

Do you have an iPhone?

Are you interested in helping develop the NSPCB's Covered Bridge phone app?

There have been many enhancements since the initial iOS version was made available in the Apple App

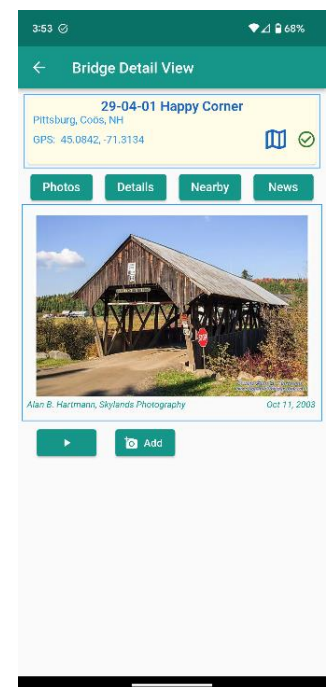


Store such as the ability to add your own photos. However, we cannot submit the latest version for App Store approval without testing. There are a few requirements for testing, but if you're interested, it would be a huge help. Email us at nspcb@yahoo.com or use the Contact option on the website (address below) if you are interested and we will explain the details.

If you haven't used the website or tried the released version of the app yet, please visit www.abhdemo.com and register for access to the website. You will need a valid email address to register and then follow the instructions in the email to use the site. When you sign in for the first time, click "Contact" at the lower right. Identify yourself as an NSPCB member and the site administrators will elevate your account to "Member" status.

The site is open to the public, but some features, such as trip planning, are restricted to members only. Upgrading to member status may take a day or two, it is not an automated process. Member status also allows you to download the phone apps for Apple and Android devices. The phone app has the ability to locate covered bridges near your location and sync the mobile device with updated information from the website.

More details about this benefit to your membership can be found in *Newsletter* articles on page 8 of the Spring 2023 issue and page 13 of the Fall 2023 issue.



“Musician, M.D. and Man on a Mission”

Jim Huey and fellow bluegrass musician Trina Emig were interviewed for a podcast discussing Jim's decades-long quest to visit every covered bridge in America and the film they are making about the journey. In the forty-minute interview, Jim spoke about his introduction to covered bridges in the mid-1960's, anecdotes about finding bridges before the Internet and GPS guidance and his membership in the NSPCB which began in 1966. The podcast notes include a link to the NSPCB website. The podcast titled “Musician, M.D. and Man on a Mission” can be found at:



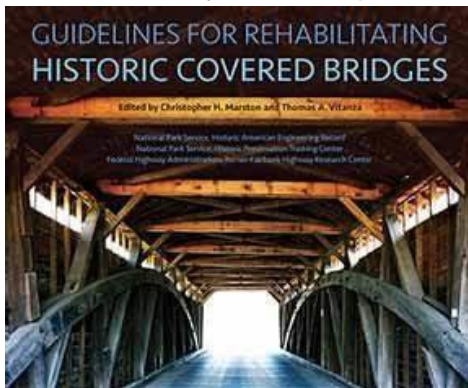
<https://verbaljournalism.substack.com/p/musician-md-and-man-on-a-mission>.

Publications of the National Covered Bridges Recording Project

Last quarter's report on the *Bridging the Gap Between Then and Now: Preservation of Historic Infrastructure* symposium mentioned the publications produced as part of this project conveying the significance of covered bridge preservation and providing guidelines for preferred methods of rehabilitation and restoration. More information about those documents and links to download electronic copies can be found at: <https://www.nps.gov/subjects/heritagedocumentation/ncbrp-publications.htm>

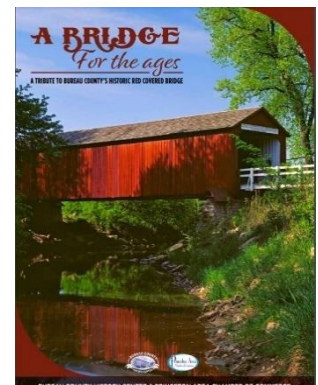
In 2015, the Historic American Engineering Record (HAER) announced the publication of *Covered Bridges and the Birth of American Engineering*, edited by HAER Historian Justine Christianson and HAER Architect Christopher H. Marston. The book examined “the development of wood trusses and covered bridge construction, profiles the pioneering craftsmen and engineers involved, explores the function of trusses in covered bridges, and looks at the preservation and future of these distinctly American bridges.” It is available to download at the link above.

In 2019, they followed up with the *Guidelines for the Rehabilitation for Historic Covered Bridges*, a book which was co-edited by Christopher Marston and Thomas A. Vitanza, Senior Historical Architect, NPS Historic Preservation Training Center. Focusing on rehabilitation of covered bridges, the *Guidelines* examine various parts of the covered bridge and describe recommended and non-recommended treatments. That is followed by eleven rehabilitation case studies (written by the engineers, bridgeworks, and public officials who worked on them). This is an essential resource for engineers, State Historic Preservation Officers, Departments of Transportation, covered bridge owners and preservationists. It is also available to download at the link above. Printed copies of the 2019 *Guidelines* may still be available by contacting Christopher Marston at christopher_marston@nps.gov. More information about the National Covered Bridges Recording Project can be found at: <https://www.nps.gov/subjects/heritagedocumentation/ncbrp.htm>



“A Bridge for the Ages”

The Bureau County, Illinois, Historical Society has collaborated with the Princeton Area Chamber of Commerce to produce a 16-page photo album of the Red Covered Bridge (IL/13-06-01) which was badly damaged in November. All photos along with reminiscences of time spent at the bridge were submitted for publication through the Historical Society's social media platform, Facebook, e-mail or other methods for this commemorative publication. Price is \$14.50 plus \$5 for shipping and handling. For more information and ordering details, visit <https://bureauhistory.org/red-covered-bridge/>.



A Visit to New Brunswick

[The following report is a slightly edited version of a letter sent to New Brunswick's ministers of Transportation and Tourism plus representatives of the Covered Bridges Conservation Association of New Brunswick (CBCANB) and local historic preservation organizations.]

During the weekend after Thanksgiving, Jenn & I made a brief trip to New Brunswick to visit a number of bridges. Those of you who know us, know how much we enjoy visiting New Brunswick and wish we could have stayed longer, but our personal commitments only provided a two-day window of opportunity plus the day on each end to drive from home and back.

With such a short timeframe to work in, we targeted our travel to a few key locations where we know changes have occurred since our last visit in July 2019. Those changes have been both good and bad.

First, the positive. Thanks to the dedication of the CBCANB, especially its president, Ray Boucher, much progress has been made raising awareness of the significance of the province's covered bridges. While I feel that the NSPCB has also helped play a support role here, Ray's persistence and media connections have significantly helped the cause. However, that progress would not be possible without the staff at the Department of Transportation and Infrastructure who were willing to listen to our pleas and work with the preservation community. I, for one, am grateful for the opportunity to have been included in the Department's process for developing a covered bridge plan in 2019.

As a result, many bridges have been repaired and many more are receiving routine maintenance such



as roof and siding repairs which will help extend their service life. Some examples we visited were the Patrick Owens Bridge (NB/55-12-05, left) in Sunbury County where the work was still underway and the MacFarlane Bridge (NB/55-06-13, right) which was completed a while ago. We stopped



at the Starkey Bridge which received roof and siding repairs last summer. There was also evidence that work to replace the approaches damaged by floodwaters in the spring of 2018 had started. More details and photos are included in a separate article about those repairs.

Unfortunately, the trip wasn't all positive. While there are covered bridge societies campaigning for



preservation of the roofed spans, New Brunswick's uncovered wood truss bridges have rapidly disappeared from the landscape. These photos of the Coverdale River #9 Bridge near Parkindale in Albert County show some of the damage caused by an oversize vehicle. The



structure is slated for replacement instead of repair. We were aware of that before leaving home and wanted to make sure we visited the site one last time before it was replaced.

As we continued along route 895, we were surprised to discover that another wood truss bridge a few kilometers away, Pollett River #6, had been replaced since our 2019 visit. We do not know how many

others may have been lost recently and what others are scheduled for replacement. There are very few of them remaining and they are rapidly heading towards extinction. New Brunswick and British Columbia are the only provinces where these structures were commonly constructed. Knowing that they could be gone at any time, we travelled to two other open truss bridges that we had never visited before.



February 2019



November 2023



can be found. However, I do not put all the blame for its present status on DTI. It takes local interest to save an artefact like this and I am not aware of much interest beyond the efforts of the CBCANB and our own communications with DTI.

Being on the verge of collapse has generated more attention. I hope it is not too little, too late. While I understand that the town of Riverview does not have the resources to assume possession of the bridge, government officials and interested citizens should seek out grant opportunities which might still allow for its preservation. The bridge is at a strategic location at the western edge of Riverview and visible to those entering the town along route 112. Ray, who is a resident of Riverview, had previously proposed a plan to use it to welcome visitors to the area. Any hope for this bridge will need to come quickly. One heavy snowstorm or excessively windy day may be all it takes to finish it off.

We now face the sad situation at the William Mitton Bridge in Riverview. Most of you are aware that it is in bad shape, but may not realize the severity of the situation. There are noticeable changes from photos taken weeks or even days apart. The family living near the bridge showed us photos taken 3 days, yes, DAYS, before our visit and changes were visible. While we have been commenting about its continued deterioration for many years, the situation is so bad now that I fear collapse could occur in the near future.

This structure is DTI's responsibility, and something should have been done to stabilize it long ago until a permanent solution



As I mentioned before, preservation efforts rely heavily on local interest to be successful. While I and others outside the region can write letters advocating for the William Mitton Bridge's preservation, local support carries much more weight. This was evident at St. Martins. Even though the historic covered bridge in that community was ultimately removed, public events and petitions organized by the CBCANB and local residents resulted in a new wood truss supported bridge, not the modern bridge with a wooden cover over it that was previously planned. This new structure is Canada's only two-lane covered bridge.

Although the NSPCB is an American organization and our ability to assist from the other side of the border is somewhat limited, I, personally, am eager to continue advocating for the province's covered and uncovered wood truss bridges in any way I can.

"Covered Bridges and Philately: A Brief Overview"

By David K. Foot

[Editor's note: This article was originally written for the most recent annual journal of the Philatelic Specialists Society of Canada. It is being reprinted here with permission.]

I have always been fascinated by covered bridges. Built mostly around the turn of the last century when wood was abundant and industrial steel was the "new" technology, they remind me of slower and quieter times when horse and buggy ruled the roads and postal services were relied on for personal communication. The many different construction designs and picturesque locations provide endless enjoyment in all seasons.

According to the World Guide to Covered Bridges (2021), there were 151 covered bridges standing in Canada (including 89 in Québec and 58 in New Brunswick) and 828 in the US (including 209 in Pennsylvania, 144 in Ohio, 99 in Vermont and 92 in Indiana). Current totals are lower as traditional bridges are lost to floods, fire, trucks, arson, removal and neglect. Both countries have featured covered bridges on their stamp designs. Canada has the longest covered bridge in the world (at 391 meters, built 1901) over the Saint John River at Hartland, NB, which has been featured on stamps from the 1995 bridge issue and the 2019 historic covered bridge series (Figure 1). A stylized bridge was included in the 1994 Canada Day maple trees issue and in the 1996 Christmas issue. Covered bridges have also appeared on Canadian postal stationery and been featured on pictorial postmarks (Figure 2). The US included a covered bridge on the 1952 Centennial of Civil Engineering stamp and subsequently covered bridges have appeared in the 1982 Christmas issue, the 2002 Greetings from America issue (for Indiana), the 2006 Wonders of



Figure 1. The Hartland, NB covered bridge on Canadian stamps.



Figure 2. Canadian covered bridge pictorial postmarks.

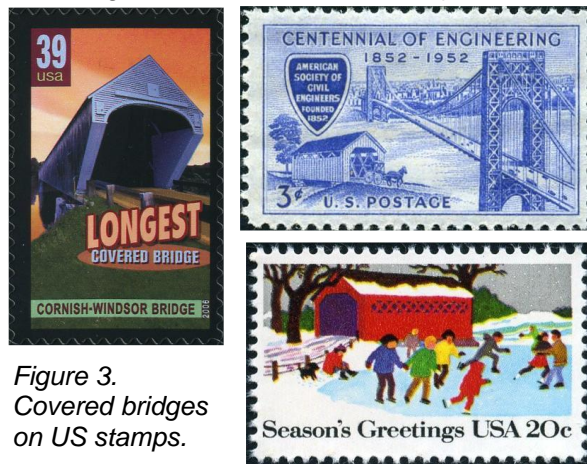


Figure 3. Covered bridges on US stamps.

America issue, a 2013 priority mail stamp, and the 2021 Missouri bicentennial statehood stamp (Figure 3). All of these issues can be combined with first day covers, festival cancels, postal history items, Cinderellas and picture postcards, both old and modern (Figure 4).

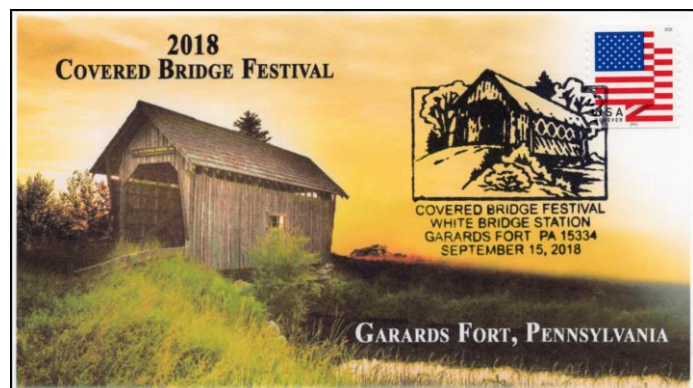


Figure 4. Covered bridge festival cover.



Figure 5. The Kapellbrücke in Luzern, Switzerland.

Covered bridges are not limited to North America. Some of the oldest covered bridges still standing are in Switzerland. Perhaps the most famous of Swiss covered bridges are the Kapellbrücke (Chapel Bridge, built 1333) and Spreuerbrücke (built 1568) in Luzern. The former has been featured on definitive stamps and a 1978 stamp



Figure 6. The covered bridge at Baden on Swiss postal stationary.

celebrating 800 years of the city of Luzern (Figure 5). The latter features on a 2018 Europa issue.

Covered bridges are also pictured on Swiss postal cards. Figure 6 shows the covered bridge over the Limmat River at Baden (built 1810) on a used postal card. Also, a notable feature of the turn-of-the-century period in Europe are attractive Gruss aus (Greetings from) post-cards. Figure 7 displays a Gruss aus Schuls postcard used in 1898 showing the covered bridge at Schuls (now Scuol). Finally, a variety of pictorial postmarks



Figure 7. 1898 Gruss aus Schuls picture postcard with covered bridge.

depicting the covered bridges of many Swiss towns can delight the postal historian (Figures 5 and 8).



Figure 8. Switzerland covered bridge pictorial postmarks.

A 2008 joint issue between Germany and Switzerland depicted the longest covered bridge in Europe (205 meters, built 1803) that crosses the Rhine River border between the two countries (Figure 9). Other European countries have also issued stamps featuring a covered bridge (for example, Liechtenstein in 2013 and 2018).

Covered bridges can also be found in Asia. Japan has a pictorial postmark for the covered footbridge at the Kotchira Shrine. In 2012, Vietnam issued a set of three "roofed" bridges stamps (Figure 10). China has many delightful wooden covered bridges, but they are still being inventoried for Western eyes and have not, to my knowledge, received philatelic recognition apart from one stamp in the 1962 ancient Chinese architecture bridges issue and two stamps in the 1997 architecture series (Figure 11). In summary, covered bridges offer an enjoyable and varied focus for the collector and topical philatelist.



Figure 9. German-Swiss joint issue featuring covered bridge.



Figure 10. Covered bridges on stamps from Vietnam.



Figure 11. Covered bridges on stamps from China.

Covered Bridges in Norway

We have learned about two wooden covered Howe truss bridges in Norway, one historic and the other a modern replica. The first, Finna Bridge, was built over the Finna River in the town of Vågåmo in 1868. Vågåmo is 318 km (198 miles) north of Oslo. It was a wooden Howe truss bridge with a 27.0 m (88.6') clear span, 2.5 m (8.2') wide carriageway and 2.97 m (9'-9") clearance. It served the community for 66 years until being replaced during roadway improvements in 1934. To prepare for construction of the new bridge, temporary abutments were constructed and the span slid 15 meters to one side. The roadway ends were reconnected and reopened to traffic. Traffic was only stopped for five hours during the move.

This photo of the bridge at its original location is part of the Norsk Vegmuseum (Norwegian Road Museum) Collection. It was taken by Christen Lomsdal, divisional engineer in Vågåmo at the time. The photo caption on their website notes that it was taken in 1937, but documents associated with the move were dated 1934. Details of the move were found in an article titled "Flytning av en gammel trebru" ("Moving an old wooden bridge") in "Meddelelser fra Veidirektøren" ("Notices from the Road Director"), Number 1

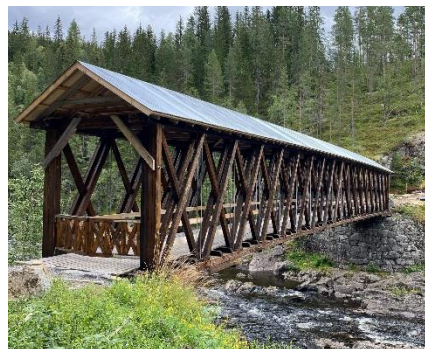


-1934, pages 10-11, also in the Norsk Vegmuseum's collection. The bridge was relocated 138 km (86 miles) to the south and rebuilt as a footbridge over the Mesna River in Lillehammer. Although not clearly visible in the historic photo, only the truss walls are covered by a



pitched roof. The deck is exposed to the elements. The modern photos at the bridge's current location were taken by Karl Ragnar Gjertsen. The bridge is located at N61° 07.150', E10° 28.661'.

The second one, Skolmen Bridge, was a Howe truss structure built in 1877 as part of a new road connecting Torpa to Odnas and the steamship traffic on Randsfjorden Lake according to the informational sign at the bridge. Randsfjorden is Norway's fourth-largest lake. It is about 1¾ miles wide at its widest point and 44 miles from north to south. The bridge was destroyed in April 1940 when the Germans invaded Norway during World War II. A poor replacement was built the following year. Later, a new road was constructed in the area making this one redundant. The road was abandoned in 1957 and bridge demolished. In 2021, craftsmen from Dovre Handverkssenter built a replica on the original abutments using local spruce. It is 41 meters (134.5') long with a clear span of 39 meters (128'). The photos below were posted on their Facebook page as the bridge neared completion in August 2021. It is located at N60° 53.099', E10° 02.428'.



Bring Your Covered Bridge's Story to Life with a Fully-Funded Historical Marker

You have a passion for history. So do we. At the William G. Pomeroy Foundation, one of our main initiatives is helping people celebrate their local history with grants for fully-funded historical markers.

Covered bridges are rare and important community assets that we all cherish. Through markers, we can enhance public education about the significant role these historic relics have played in our communities for generations. What story does the covered bridge in your community have to tell?

As you plan for preservation activities in 2024 and beyond, consider the Pomeroy Foundation's Historic Transportation Marker Grant Program as an opportunity to bring greater attention to your local covered bridge. There are many beneficial reasons for obtaining a marker in your community, including preserving history, educating the public, encouraging pride of place and promoting historic tourism.

Our Historic Transportation marker program invites communities nationwide to showcase their transportation story, recognizing historical facts that occurred by 1945. For your local bridge to qualify, components of the original structure must be extant and the location must be publicly accessible. At the top of every marker is the program emblem, which features a covered bridge.



*Historic Transportation
marker design sample*

You can take steps toward applying right now because the next grant round for the Historic Transportation marker program opens on Friday, March 15. Applicants will have until Friday, April 12 to submit an online letter of intent (LOI) to demonstrate interest in applying for a marker grant. Each qualifying LOI will include information such as proposed marker inscription and a list of primary sources.

The proposed marker inscription must be proven with primary sources to verify historical accuracy. This can be an exciting opportunity to conduct research about your community's covered bridge, adding to the documentation of its history and possibly uncovering important facts that were previously unknown. This work can benefit your local organization and inspire other members to share your bridge's history.



Once you have a marker, it will be time to celebrate! The grant recipient will host a marker dedication ceremony that brings together community members, public officials and guests, while often garnering news coverage for your organization. The marker will provide a permanent point of engagement for area residents and visitors alike to learn more about your community's covered bridge.

To get started on preparing for your marker grant application, go to our website at wgpfoundation.org and review the Historic Transportation program webpage. You can also connect with us by email at info@wgpfoundation.org.

[Editor's Note: This article was submitted by the William G. Pomeroy Foundation. Historic Transportation grants are available to 501(c)(3) organizations, nonprofit academic institutions, and local, state and federal government entities within the United States. If you are interested in having a marker prepared for an historic covered bridge, the NSPCB may be able to help with research or to sponsor the application. Note the covered bridge symbol at the top of the marker.]



Upcoming 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.indianacoveredbridges.org/

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 (TBCBSP) www.tbcbspa.com/

Vermont Covered Bridge Society (VCBS) www.vermontbridges.org/

Events could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the event is actually taking place with the group hosting it.

<u>April</u>	<p>Sunday, 7th – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>Sunday, 14th – NYSCBS Annual Dinner at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, New York. Doors open at 11:00 AM, Lunch at noon.</p> <p>27 & 28 – ICBS Spring Tour in Bartholomew, Brown, and Monroe Counties</p>
<u>May</u>	<p>Saturday, 5th – 11:30 AM to 3:30 PM, TBCBSP Anniversary Dinner at Yoder's Restaurant, 14 South Tower Road, New Holland, Lancaster County, Pennsylvania.</p> <p>Saturday, 18th – TBCBSP Mini Safari to visit bridges in Dauphin, Schuylkill, and Berks counties.</p> <p>Saturday, 18th – OHBA Spring Tour, Location TBD.</p>
<u>June</u>	<p>Sunday, 2nd – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>Saturday, 8th – VCBS Spring Meeting, Charlotte Senior Center, 212 Ferry Rd, Charlotte, Vermont.</p> <p>Sunday, 9th – NYSCBS meeting, Oxford Memorial Library, 9 Fort Hill Park at the Theodore Burr house, Oxford, New York</p> <p>Saturday, 15th – Barrackville, West Virginia, Covered Bridge Festival.</p>
<u>July</u>	<p>Sunday, 7th – TBCBSP Fundraiser meal at Hoss's Steak & Sea House, 3604 Market St., York, Pennsylvania. Lunch at 12:30 PM followed by monthly Business Meeting. A percentage of proceeds will be donated to the TBCBSP Preservation Fund.</p> <p>Sunday, 14th – 1:00 PM, NYSCBS meeting, Edinburgh Historical Society, 8 Tange Road, Edinburg, New York</p> <p>27 & 28 – ICBS Summer Tour in Lake County.</p>
<u>August</u>	<p>Sunday, 4th – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>10-11 – NYSCBS Safari, Lancaster County, Pennsylvania</p>
<u>September</u>	<p>Sunday, 8th – 1:00 PM, NYSCBS virtual meeting.</p> <p>Sunday, 8th – Noon, TBCBSP Annual Picnic and meeting at Poole Forge Bridge.</p> <p>28 & 29 – ICBS Fall Tour in Carroll and Howard Counties.</p>
<u>October</u>	<p>3-6 – Columbia-Montour County (Pennsylvania) Covered Bridge and Arts Festival. See https://itourcolumbiamontour.com/covered-bridge-festival/ for details.</p> <p>Sunday, 13th – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p>

Updates to the *World Guide to Covered Bridges*

For a complete list of changes, please visit the website at www.coveredbridgesociety.org and click on the *World Guide* link.

Page 51, Merrimack County, New Hampshire, update the construction date for the Waterloo Station Bridge, NH/29-07-04, to **1860**.

Page 237, add two previously unlisted bridges in Innlandet County, Norway.

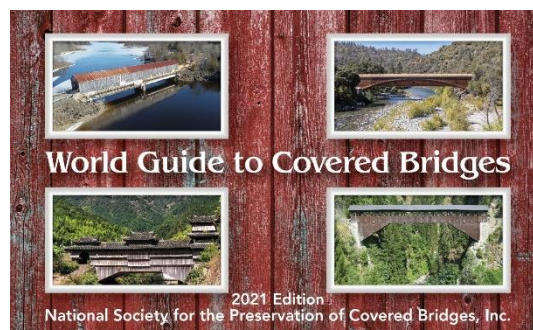
Note: These two bridges are not being assigned World Guide numbers at this time. Our normal pattern is to use the two letter country code, followed by a number representing the first level administrative subdivision, in this case counties, and then a sequential number for each bridge in that county. Norway has reorganized its counties twice in the past four years. Due to this instability, we will not assign numbers yet.

Lillehammer	Mansa River	Finna	1	27.6m, 88.6'	1868 (M1934)	Howe
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From the Lillehammer train station for 400m, then 230m right on Tomtegata, then 800m right on Nordsetervegen, then 600m right on Sigrud Undsets veg then 190m left on Birkebeinervegen, then walk 60m south. N61° 07.150' E010° 28.661'

Dokka	Dokka River	Skolmen	1	41m, 134.5'	2021	Howe
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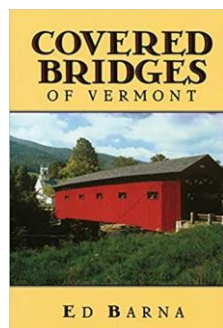
950m north of jct Route 33 on Route 250, then 2nd exit of roundabout to remain on Route 250 for 400m, then 4.1 km right on Route 250 (Lillehammervegen), then 900m left on a gravel drive, then bear left at fork onto a trail for 350m to the bridge site. N60° 53.099' E010° 02.428'



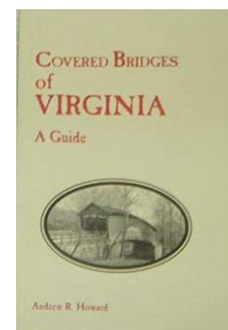
World Guide to Covered Bridges

Copies of the latest *World Guide to Covered Bridges* can be obtained for \$19 per copy for media mail shipping or \$23 each for priority mail shipping to US addresses. To purchase a copy, order through our website or send a check or money order made payable to **NSPCB** to Jenn Caswell, 535 2nd NH Tpke, Hillsboro, NH 03244.

Used Books



We occasionally receive donations that include covered bridge books. While some of the books are added to the Society's permanent collection in the archives in Concord, New Hampshire, others are available for sale. We do not include the list in the *Newsletter* because it often changes and would be outdated before you receive it. There is a list on the website which is updated as new items are received and others are purchased. For more details, visit <https://www.coveredbridgesociety.org/books-used.htm>.



Covered Bridge News

Connecticut

West Cornwall or Hart Bridge, Litchfield County – CT/07-03-02

On January 30th, the Connecticut Department of Transportation issued a press release announcing more than \$9 million dollars in state grants for infrastructure and safety upgrades to ten smaller towns



around Connecticut. One of those projects was an allocation of \$868,000 for a sidewalk to be added to this bridge. The grant is intended to address the safety concern of the two-span bridge being used by pedestrians sharing the space with vehicular traffic



while crossing the Housatonic River. The bridge was built in 1864 and added to the National Register of Historic Places on December 30, 1975. *Photos by Ben Caswell.*

Illinois

Red Bridge, Bureau County – IL/13-06-01

As noted in the late news insert with the *Winter Newsletter*, a tractor-trailer owned by Wynn Logistics significantly exceeding the posted 5-ton weight limit and vertical clearance was driven through the historic



bridge on November 16th causing extensive damage. Member Bill Bowser visited the site with his drone the following day and shared these photos. On December 11th, the Illinois Department of Transportation began efforts to stabilize the structure until a thorough examination of the damage is completed and permanent repairs designed. That process will



likely take several months. The informational sign at the bridge notes that it was part of the Galena Trail connecting Galena and Peoria, originally laid out in 1833. The Bureau County Historical Society has been contacting public officials and campaigning for a proper restoration. The single-span Howe truss bridge



over Big Bureau Creek was built in 1864. It was added to the National Register of Historic Places on April 23, 1975. NSPCB has contacted the Bureau County Historical Society, State Historic Preservation Office and Landmarks Illinois, a nonprofit dedicated to saving historic places and providing grants towards those efforts. We look forward to working



with those groups and the Illinois Department of Transportation as the repair project evolves. *Shaw Local, December 11, 2023. Our Quad Cities.com, January 19, 2023.*

Indiana

Longwood Bridge, Connersville, Fayette County – IN/14-21-01

We have been reporting on this project in the past few *Newsletters*. As noted previously, the single span Burr truss was built by the Kennedy family in 1884 and moved to Roberts Park in Connersville in 1984. On page 17 of the Fall issue, we noted that the work had been delayed. After a 5-month pause, work resumed at the end of December. The new abutments are in place and floor beams were being set in place in late January. *Connersville News Examiner, January 30, 2024. Photo by Greg McDuffee.*



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



For over three years, we have been following the efforts of the Fountain County Art Council Historic Committee to raise the funds needed to have the single-span 1854 Howe truss bridge over Coal Creek repaired. This is Indiana's oldest covered bridge still in its original location. Kurdziel Barker Engineering in Indianapolis was able to prepare a design which will accomplish the needed repairs while staying within the budget available. The project was awarded to Structure Systems Repair Group (SSRG) of Cincinnati, Ohio, a company that specializes in historical structures.

Daniel Kurdziel, Principal, Structural Engineer at Kurdziel Barker Bridge Engineering provided these details of the work to be done. The four corners of the lower chords will be replaced with Douglas Fir and connected to the remainder of the lower chord with a steel splice that JJ Daniels, who built many covered bridges in Indiana, had used. They will be removing the patchwork repairs of previous projects to bring it back closer to its original condition.

The lower chords were originally placed directly on the concrete bearings, which played into its deterioration. A timber bearing block will be placed between the lower chord and concrete to protect the chords from moisture damage. The sag in the bridge will be removed and brought back as close to its original camber as possible. The bridge is leaning and needs to be straightened. They determined that the lateral bracing is not sufficient to protect the structure from cross winds so it will be strengthened plus a steel frame will be added behind the portal to keep the bridge square. A rubber membrane will be added behind the siding to keep moisture away from the trusses once the siding eventually starts to deteriorate. The bridge will remain closed to vehicular traffic. Large stones from a nearby abutment being removed were donated to the project to serve as a vehicular barrier at the portals.

Although the project is now underway, it is not yet fully funded.

At the end of December, the NSPCB contributed \$20,000 to help reduce the gap. More contributions are still needed.

Donation checks should be made out to Western Indiana Community Foundation and sent to them at
P.O. Box 75, Covington, IN 47932

The structure, along with the other two covered bridges in Fountain County, were added to the National Register of Historic Places on May 24, 2021. *Photo by Greg McDuffee.*

Indiana (continued)

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

This is an update to the article on page 16 of the Summer 2021 issue. The Bell's Ford Bridge was the last Post truss covered bridge when it collapsed on January 2, 2006. Salvaged material was stored with an intent of being rebuilt. Unfortunately, the timbers deteriorated over time. Although it was originally 332 feet long, the reconstructed bridge will only be about half that length.

The new bridge will cross Fall Creek in Fishers near Florida Road and 109th Street to connect users of the planned Geist Greenway with the Fall Creek Nature Trail. According to documents released during the design process, "the bridge will receive a more durable roof that mimics the original cedar shake roof and it will be rebuilt with the addition of clear polycarbonate siding modeling the original open-air structure. These features will maintain the historic



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



integrity of the original bridge while accenting and protecting the structural members that make this bridge one-of-a-kind." This new trail bridge is now under construction. Greg McDuffee, vice-president of the Indiana Covered Bridge Society, visited the site on December 21st and provided these photos of the work in progress.



Melcher Bridge, Parke County – IN/14-61-26

On page 15 of the Summer 2022 *Newsletter*, we reported that this bridge was closed when a crack was discovered on the inner arch during a routine maintenance check. The bid documents prepared by VS Engineering of Lafayette, Indiana, show needed repairs to both abutments and the deteriorated ends of the arches where they meet the abutments. The work is to be completed by August 2, 2024. The single-span Burr truss bridge over Leatherwood Creek was built by J. J. Daniels in 1896. Andy Rebman, president of the Indiana Covered Bridge Society, visited the site on December 28th and provided the photos of the work in progress. The photo of the bridge before the work started was taken by Gary Krick on October 17th.



Maryland

Utica Mills Bridge, Frederick County – MD/20-10-01

In the previous *Newsletter*, we reported that the bridge was closed on November 2nd after being damaged by a local tree trimming contractor who wasn't familiar with the area and did not heed the restricted clearance signs. On January 5th, the Frederick County Department of Public Works sent out a news release stating that the bridge was again open to traffic. The bridge was built around 1850 and listed on the National Register of Historic Places on June 23, 1978. Thanks to members Jason Stitt and Paul Limmer for their updates. *Photos of the completed work by Gloria Smedley.*



Michigan

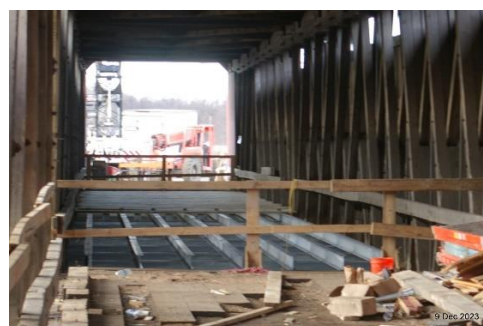
Langley Bridge, St. Joseph County – MI/22-75-01

On page 16 of the previous *Newsletter*, we noted that the bridge was closed on September 11th for a \$3.2 million overhaul by Anlaan Corp. of Grand Haven, Michigan which included replacement of both abutments, the steel beams under the bridge and the wooden roadway deck. The truss components were



November 12, 2023

repaired in 2008. Member Jim Allen visited the site multiple times and provided these photos of the work in progress. On January 12th, officials from the St. Joseph County Road Commission, St. Joseph County Board of Commissioners and the Three Rivers Area Chamber of Commerce braved the cold, strong winds and show flurries to cut the ribbon and officially reopening the bridge to traffic.



December 9, 2023



November 24, 2023

Some outstanding tasks, such as painting the side of the bridge and support beams, will have to wait for warmer weather. They will also be adding a roof over the fisherman's windows.



December 30, 2023

These items will likely require another closure of less than a week. Once the bridge re-opens, the same weight and height restrictions – maximum weight three tons, maximum height 7 feet – will remain in place as they were before construction. About 2,000 vehicles cross the bridge daily. Originally built in 1877, the bridge is named after Centreville pioneer Thomas Langley and his family. *Sturgis Journal, January 10, 2024 and Sturgis Sentinel, January 13, 2024. Photos by Jim Allen.*

New Hampshire & Vermont

Mount Orne Bridge, Coös County, NH & Essex County, VT NH/29-04-08#2 & VT/45-05-03#2

In the previous issue, we reported that the bridge was closed due to damage from what appeared to have been an oversized vehicle driving through it during the overnight hours of November 9 & 10. Arnold M. Grāton Associates was hired to repair the damage which was completed during Christmas week. During the repairs, it was discovered that the bridge also had a lean which was corrected. Before re-opening the bridge, the town of Lancaster wanted bars hung from both portals to alert drivers to the low clearance. Those were added in mid-February. The two-span Howe truss structure over the Connecticut River was built in 1911. It was added to the National Register of Historic Places on December 12, 1976. *Left photo of damage in November by Lancaster Selectman Leon Rideout. Center photo taken December 29th after the repairs and right photo taken February 15th courtesy Arnold M. Grāton Associates.*



New Jersey

Green Sergeants or Sergeantsville Bridge, Hunterdon County – NJ/30-10-01

On page 17 of the previous issue, we reported that New Jersey's only covered bridge was closed for extensive rehabilitation. Details of the project were listed on page 19 of the Fall 2023 *Newsletter*. Member



Sandy Adrion provided these photos and notified us that the work was completed in early January and the bridge opened to traffic. According to the Delaware Township website, a ribbon-cutting ceremony was



planned for January 19th. The bridge was constructed in 1872 by Charles Ogden Holcombe of Lambertville and added to the National Register of Historic Places on November 19, 1974.

New York

Beaverkill or Conklin Bridge, Sullivan County – NY/32-53-02

On January 10th, the Mid-Hudson News reported that the Sullivan County Division of Public Works closed a portion of Campsite Road in the town of Rockland to repair the bridge, which was damaged by a



car accident the previous weekend. No other details were provided. Wayne Marshfield, president of the New York State Covered Bridge Society, visited the site the following day and provided these photos. It appears that the car, unable to properly navigate the curve, struck the truss about 20 feet inside, rebounded and struck the truss on



the opposite side. The single-span Town lattice truss bridge was built over the Beaver Kill in 1865. It was added to the National Register of Historic Places on October 3, 2007.

Ohio

Harpersfield Bridge, Ashtabula County – OH/35-04-19

Our last update on this bridge was on page 22 of the Winter 2022/2023 *Newsletter*. The bridge was completely dismantled so new abutments and piers could be constructed. That has been completed and reconstruction of the wood truss portion of the bridge spanning Grand River is underway. These photos taken by Walter Gunter in mid-December and early February show that the bridge is being reconstructed on a series of steel beams. The lower right photo of a portion of the truss removed shows the deterioration and patchwork repairs leading to the use of new wood in the reconstructed structure.



December 2023



December 2023



February 2024

Dietz Bridge, Franklin County - OH/35-25-03

The bridge, also known as the Bergstresser Bridge, was scheduled to be closed from February 19th to March 4th for roof replacement. The single-span Partridge truss bridge was constructed by the Columbus Bridge Company for \$2,690 in 1887 to help Madison Township farmers cross Little Walnut Creek to reach the Ohio and Erie Canal and railroad in Canal Winchester for shipping. It was added to the National Register of Historic Places on May 3, 1974. *Lancaster Eagle-Gazette, February 14, 2024. Bill Bowser Photo.*



Ohio (continued)

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

The bridge project is moving forward. When we last communicated with Mike Killilea from The Righter



Company in early February, he mentioned that the trusses on the northernmost, and only remaining, span have been rehabilitated. They are shown in these two photos provided by The Righter Company. The crew has begun reconstructing the second span trusses

which will cross the Little Muskingum River.



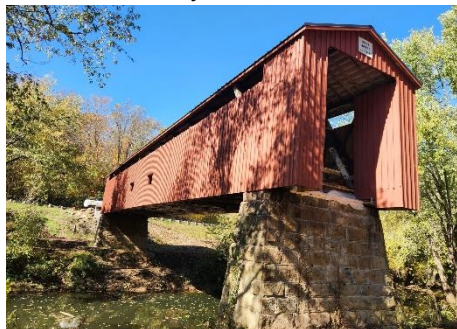
Brubaker Bridge, Preble County – OH/35-68-06

In previous newsletters we reported on the damage incurred when a tractor-trailer attempted to cross the bridge on August 6, 2022. The county approved a \$472,700 contract with The Righter Company of Columbus, Ohio and repairs were underway late last year. On January 30th, the Preble County Engineer's office announced that the work was complete and the bridge reopened to traffic. The single-span Childs truss bridge was built over Sam's Run by Everett S. Sherman in 1887. It was added to the National Register of Historic Places on June 11, 1975. *Photo by Greg McDuffee on February 2, 2024.*



Hills or Hildreth Bridge, Washington County – OH/35-84-24

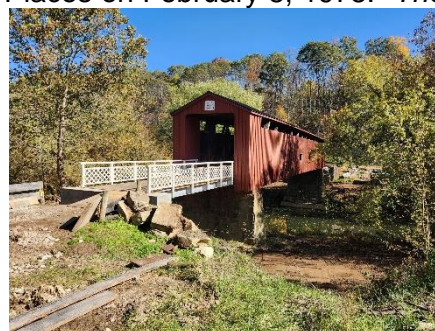
On Tuesday, November 21st, a ribbon-cutting ceremony officially reopened the 1878 bridge over Little



Muskingum River to pedestrian traffic and celebrated a five-year effort to successfully bring it back from deterioration and disrepair. Notable attendees included two County Commissioners; the Newport Township Trustees; the staff of the county engineering department; employees of the county highway department; representatives of the main contractor, The Righter Company of Columbus; and several area residents who had past history with the bridge. Funding for the \$950,000 project was 95% from the federal Transportation Alternatives Program, administered by the Ohio Department of Transportation, and 5% was local money. The work

featured replacement of deteriorated timber members within the lower chord, shear blocks in the lower chord, deteriorated diagonals at lower chord connections, lost and broken sway bracing, tension rods and broken tension rod castings, and miscellaneous repair of deteriorated timber member members. The single-span Howe truss was added to the National Register of Historic Places on February 8, 1978. *The Marietta Times, November 21, 2023. Photos Courtesy of The Righter Company.*

On February 15th, County Engineer Roger Wright attended the County Commissioner's meeting and reported that the bridge had been vandalized. After the completion of the repairs mentioned above, the county installed lights and cameras at the bridge. However, due to limited cell service in the area, the cameras are not very effective. Wright stated that they cleaned up the graffiti as best they could. *The Marietta Times, February 16, 2024.*



Ohio (continued)

Newton Falls or Stedman Bridge, Trumbull County – OH/35-78-01

Last quarter, we reported that repairs to damage done when a vehicle crashed inside the structure on February 10, 2022 were underway. The \$712,000 project was led by Union Industrial Contractors of Ashtabula. A reopening ceremony was held on Saturday, February 17th. The ceremony featured comments from the mayor, a former city manager, former congressman and former mayor of Cleveland Dennis Kucinich, a representative of the county engineer's office and an historic preservationist. The ceremony also included Veterans posting colors from Newton Falls, a recitation of the Pledge of Allegiance and singing of the national anthem. The bridge was built over East Branch Mahoning River in 1831, the oldest covered bridge in Ohio still in its original location. It was added to the National Register of Historic Places on October 16, 1974. *WKBN-TV, February 9, 2024; WFMJ-TV, February 17, 2024; Tribune Chronicle, February 18, 2024.* Left photo by Greg McDuffee. Right photo by Michele Lee Victor.



Montpelier Fairgrounds Bridge, Williams County – OH/35-86-26



The Williams County commissioners are considering limiting access to this bridge at the county fairgrounds due to vandalism issues. The single-span modern Pratt truss bridge over the St. Joseph River was built in 2004. *The Bryan Times,*



January 30, 2024. Photos by Bill & Jenn Caswell (left) and Jim Allen (right).

Oregon

McKee Bridge, Jackson County – OR/37-15-06

For the fifth year, the McKee Bridge Historical Society decorated the bridge for the holidays. This was in preparation for their "Christmas on a Covered Bridge" where visitors enjoy free hot drinks and check out the vendors selling holiday spirit items and treats. The historical society stresses the importance of celebrating and preserving the 106-year-old bridge. The event has become more popular each year. The money raised goes to the society's scholarship fund. After the holiday celebrations, a Jackson County news release noted that the bridge was closed for three days, from January 29th to January 31st for repairs to the deck. The single-span Howe truss bridge was built over the Applegate River in 1917. *KOBI-TV, December 17, 2023. Photos by Clem Ogilby / Best Oregon Tours.*



Pennsylvania

Eberly's Mill or Bitzer's Mill Bridge, Lancaster County – PA/38-36-04#2x

On November 20th, a tractor-trailer attempted to cross this bridge getting stuck partway through. The Albany, Georgia driver of the truck pulling the 13 foot, 4 inch high trailer stated that he did not see the large “10 FT 6 IN” sign on the bridges portal. The following day, PennDOT released a statement saying they are developing a repair plan and the bridge would remain closed for now. The single-span Burr truss bridge was built over the Conestoga River around 1870. Members Paul Limmer and Jim & Gloria Smedley visited the site and provided these photos. *WGAL, November 23, 2023.*



Gloria Smedley Photo



Paul Limmer Photo



Jim Smedley Photo

Bogert's Bridge, Allentown, Lehigh County – PA/38-39-01

The NSPCB received a set of draft plans for the repairs to this bridge in late January. The city is anticipating an advertisement for bids in May. If successful, the repairs could get underway this summer. Construction will be completed in about 6-12 months. The Burr truss bridge over Little Lehigh Creek was built in 1841. It was added to the National Register of Historic Places on December 1, 1980. *Photo by Bill & Jenn Caswell.*



Packsaddle or Doc Miller Bridge, Somerset County – PA/38-56-02

On January 8th, the Somerset County Commissioners closed the bridge after it was damaged during a snowstorm two days earlier. It was later determined that the unspecified damage was caused by a Fairhope Township plow truck. Within a couple of weeks, the bridge was inspected by The EADS Group, the county's engineer. They said that one of the roof support beams was broken. The bridge was repaired and opened to traffic on February 8th. The single-span Multiple King truss bridge was built over Brush Creek in 1870. It was added to the National Register of Historic Places on December 10, 1980. *Daily American, January 14, 2024, Tribune-Democrat, January 23, 2024, and Tribune-Democrat, February 7, 2024. Photo by Margie Gacki.*



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Pennsylvania (continued)

Zimmerman's Bridge, Schuylkill County – PA/38-54-01

On December 20th, Pennsylvania's State Historic Preservation Office posted an article about the recent work on this bridge. The work included removal of steel retrofits installed during an earlier rehabilitation. There were "in-kind repairs, and where necessary, in-kind replacement of deteriorated and damaged members with a goal of arresting continued decline and extend the bridge's useful life. The masonry abutments and wingwalls were repaired and new caps were added to the wingwalls, matching those on the abutments. The exterior was repainted red with white trim. The Burr arch truss is highlighted with white paint on the interior, as it was prior to the rehabilitation." The selected contractor, J.D. Eckman, Inc., secured the truss, lifted it off the abutments, and placed it adjacent to the stream, where they carefully rehabilitated and replaced members in-kind. Once completed, they lifted it back onto its repaired abutments. The single-span Burr truss bridge was built over Lower Little Swatara Creek around 1880. The left photo was taken during the repairs by George Rothlingshofer, the other two were taken by Gloria Smedley in January.



Vermont

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

A full-page report on this project was on page 4 of the Spring 2023 *Newsletter*. In November, the Vermont Agency of Transportation's Covered Bridge Committee invited the NSPCB to review the preliminary design plans for the repair work on this bridge and corresponding engineering report prepared



by DuBois & King. The documents were reviewed and comments sent to the Committee on December 11th. Bill Caswell and other stakeholders attended a meeting of the Committee on February 1st to discuss all comments received. The project is proceeding forward to the final design stage which could be



completed during the summer with advertising for construction in the fall. We also had the opportunity to review an updated National Register nomination form being prepared to document the bridge's story and historic significance more thoroughly. Comments on that document were provided to the author. The original form was prepared in 1974. *Photos by Bill & Jenn Caswell.*

Vermont (continued)

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



We last reported on this bridge on page 26 of the Summer 2023 issue. On February 8th, a yellow box truck drove through and damaged the bridge. The vehicle and its driver, 23-year-old Sereign Diop of Woonsocket, Rhode Island, were located a short time later. He was cited to appear in court in April for leaving the scene of an accident and also issued town ordinance violations for the truck being over the weight and height limits of the bridge. The clearance of the structure is clearly posted near each end and on one side the town has even tried a flashing sign to alert drivers. Most of the incidents are associated with rental trucks and delivery vehicles. *NBC5 Burlington, February 8, 2024. Photo of an earlier incident by Bill & Jenn Caswell.*

Westford or Brown's River Bridge, Chittenden County – VT/45-04-05

On December 28th, the Westford Selectboard discussed a proposal from Miles Jenness of Vermont Heavy Timber for repairs to this single-span Burr truss bridge built over Brown's River in 1837. It is one of the oldest covered bridges in the state. The proposal indicated that all four ends of the arches are severely rotted. Deterioration was also found in the structure's bearing blocks and 24-foot-long bolster beams. Bearing blocks are timbers placed between the abutment and lower chords to protect the lower chords from deterioration. Bolster beams serve a similar purpose and extend a short distance outward from the abutment under the lower chord. Repairing these members will require jacking the bridge up off of the abutments. *Left photo by Bill & Jenn Caswell. Other photos by Miles Jenness.*



Warren or Lincoln Gap Bridge, Washington County – VT/45-12-15

Miles Jenness has informed us that repairs to this bridge described in the previous *Newsletter* have been completed. The single-span Queenpost bridge was built over the Mad River in 1880. It was added to the National Register of Historic Places on August 7, 1974. *Photos by Bill & Jenn Caswell.*



Vermont (continued)

Kingsley or Mill River Bridge, Clarendon, Rutland County – VT/45-11-03



Rehabilitation of this bridge continues. Details of the work were provided in the previous issue. As of early February, Jim Ligon of Alpine Construction notified us that chord and lattice members which needed to be replaced have been completed along with needed repairs to the upper laterals, knee bracing, and a few new roof rafters. The old floor beams were to be replaced soon and likely completed by the time you read this. The crew lost 2½ months of completed temporary work due to the July flood. During the project, the state decided to remove and replace all the

roof sheathing. Alpine has also been asked to install a new sub-deck. The project was originally planned to be completed by the end of February, but due to the flood damage plus additional tasks, that date will need to be extended. The 1870 single-span Town lattice bridge was added to the National Register of Historic Places on February 12, 1974. *Photos by Bill & Jenn Caswell, February 12, 2024.*



Canada – New Brunswick

William Mitton Bridge, Albert County – NB/55-01-22

We have been following the slow, steady decline of this bridge for years now. Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick provided this photo taken during high tide on February 11th. The bridge is owned by the Department of Transportation and Infrastructure (DTI) and has not received any maintenance in many years.



Benton or Eel River #3 Bridge, Carleton and York Counties – NB/55-02-15 & NB/55-15-12

On February 2nd, Richard Ames, New Brunswick's Minister of the Department of Transportation and



Infrastructure announced that work to replace the roof and siding of this bridge was to begin on February 5th. The bridge is expected to remain open to traffic during that time. The single span structure was constructed over Eel River in 1927. It is New Brunswick's only remaining covered bridge



spanning two counties. *Photos by Minister Ames, February 11, 2024.*

New Brunswick (continued)

Hartland Bridge, Carleton County – NB/55-02-07

The world's longest covered bridge was closed for repairs at the end of October. A sag had developed at the east end of the bridge. Crews adjusted the Howe truss to correct that. Posts on Facebook showed that it was re-opened by December 22nd. The bridge is now posted with a 3-ton weight limit. It was previously posted at ten tons. The seven-span bridge was built over the St. John River in 1901 and covered in 1922. On June 23, 1980, it was declared a National Historic Site. *Photo by Bill & Jenn Caswell*



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Starkey or Long Creek #1 Bridge, Queens County – NB/55-09-08

This bridge was closed after its approaches were badly damaged by floodwaters in the spring of 2018. In the Winter 2018/2019 *Newsletter*, page 25, we reported that the DTI was planning to repair it and intended to limit it to only pedestrian traffic. Area residents were advocating for it to be opened to motor vehicle traffic once repairs were completed. When Bill & Jenn Caswell visited last November, the bridge had received a new roof and siding. There was also evidence of some work on new approach spans. By mid-January the bridge was opened to traffic for the first time in nearly six years. *Photos by Bill & Jenn Caswell.*



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 Alphonse-Normandin, Abitibi-Témiscamingue Region – QC/61-01-05

On page 29 of the Fall *Newsletter*, we noted that work on this bridge was to be completed in December. The single-span Québec-style Town truss bridge was built over Rivière Davy in 1950. It was dismantled



during the summer and moved off site for repairs to the trusses. On December 15th, TVA Abitibi-Témiscamingue reported that changes to the design were made along the way and the project will not be complete until next summer. The photo and video included with the report shows that the bridge is now in place on its new, higher abutments with a new roof and siding. A large wooden arch has been added to the truss. Apparently, only the roadway approach work remains. Construction has stopped

for the winter. The project had previously been estimated at \$6.6 million and will now cost more because of the design changes. *Photo by Gérald Arbour.*

Québec (continued)

Pont Armand-Lachaine, Laurentides Region – QC/61-33-05



On December 3rd, the Ministry of Public Security launched an “extreme” severity alert concerning a risk of rupture of the Morier dike on the edge of the Kiamika reservoir. Residents living near the Kiamika and Lièvre rivers, in Chute-Saint-Philippe and Lac-des-Écorces, were evacuated late that evening. The single-span Québec-style Town truss bridge built over the Rivière Kiamika in 1906 stands within the evacuation zone. During the following 11 days government workers stabilized the dike allowing residents to return home. *La Presse*, December 4, 2023 and CTV, December 14, 2023. Photo by Gérald Arbour.

Pont du Sault, Chaudière-Appalaches Region – QC/61-39-01

In the previous issue, we noted that repairs were being made to this bridge. Robert L'Heureux provided this photo showing its new red roof and gray siding. The work was completed in November. The 129' long bridge over Grande Rivière Noire was built in 1943.



Pont Lambert, Center-du-Québec – QC/61-44-08



We last reported on this bridge on page 27 of the Winter 2020/2021 issue when the approaches were repaired and paved. The bridge was closed from November 1st to December 23rd to replace the roof and siding. Also, the metal height restrictor (aka “headache bar”) has been painted to match the siding of the bridge. The single-span structure over Rivière Bulstrode was built in 1948 using the variation of the lattice truss common in Québec. Photo by Gérald Arbour.

Pont Prud'homme, Laurentides Region – QC/61-72-01

On January 2nd, L'Info du Nord published its list of top ten things to keep an eye on during 2024. The first item on the list was the long overdue repairs to this bridge. Although Québec's Ministry of Transport states that this bridge is a priority, another year has passed without any progress. The bridge has been closed due to concerns that repeated flooding year after year have weakened it to the point that it is not even safe for pedestrian traffic. The SOS Pont Prud'homme committee and the Société du Patrimoine SOPABIC (the local heritage and historical society) continue their campaign to see the bridge repaired and re-opened. The single span bridge over Rivière du Diable is supported by the Québec variation of the lattice truss. Photo by Jean-Marie-Savard.



Restoring Kentucky's Grange City Bridge (KY/17-35-05)

(continued from page 6)

By January 13th, the floor was completely removed and additional bracing was added inside the bridge as shown in the right photo.

Temperatures near zero for a few days caused the river to begin freezing which is unusual for the area. That was followed by warmer weather and heavy rain causing the river to rise. This increased concerns about the stability of supports positioned in the water plus the challenges of moving heavy equipment around on the muddy ground.



The left photo from February 1st shows steel beams and cribbing inserted into the structure to support it from the upper chords so the lower chords could be removed to further investigate the condition of the posts and diagonal braces. The chord members showed a sizable amount of decay prompting a recommendation that they be completely replaced. Any of the chord wood that is suitable will be resawed and reused as much as possible.

The end post and lower chord connections at all four corners of the bridge shown at far right are badly deteriorated. Once the lower chord was removed and other joints exposed, the crew discovered that the other post ends were also in poor condition. While many of the vertical posts may need complete replacement, their goal is to save as much original material as possible by splicing new ends onto the posts which are otherwise still in serviceable condition. The upper chords were in generally good condition and only needed a small amount of new material spliced in.

During the inspection, they also found that previous repairs had been done improperly requiring some unplanned corrective action during this project. Now that the needs of the structure are more clearly defined, recommendations have been made to the Covered Bridge Authority and materials have been ordered.

