



The Newsletter

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

Summer 2019

Old Landmarks

By: Gail Redheffer Stull

(via Mrs. Martin S. Brandt, Elizabethtown, PA –
reprinted from *Portals*, TBCBSofPA, March 1967)

*The world goes on with noise and clatter
Old landmarks down - what does it matter?
A bulldozer here, an axe blade there
A covered bridge - then empty air!!*

*It's down with the old and up with the new!
Progress we must with our hullabaloo,
An old wagonshed, an ancient tree
Make feeble sounds against the powers that be.*

*If flavor of wine be counted by year
Must the tree that bears fruit be without reverence?
Must conceit be so great that we leave our sons
Only unmellowed things we ourselves have done?
Can we not blend the new with the beauty of old
And leave them a heritage twofold?*

[Note – The following are comments by the editor of *Portals* which accompanied the original printing of this poem: The editor of *Portals* felt this poem expressed ... the thoughts of those who revere the historic efforts of those who carved out of the wilderness a wonderful and beautiful new world for our benefit. ... Let us always treasure our historic landmarks and protect them so that those who follow us will know that those magnificent pioneers once inhabited our land. VHW Portals ed.]

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

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Editor's Comments ...

Recently I learned of a change being considered for the new upcoming World Guide listing which I find disturbing. We, as a society, promote the historical preservation of our covered bridges as well as their rehabilitation and restoration. Is historical preservation to extend only to the physical structures themselves? Or does it extend to preserving the aspects of their historical identity as well?

Many of our covered bridges were built simply to cross a stream or river and given the name of the man who built the bridge, the stream or river over which it crossed, or the town in which the bridge was located. As time went by, mills, farms or other businesses were to be found alongside the bridge and the bridge's name was often changed to suit. Over the years, many of our bridges have changed their names more than once to reflect the various individuals or businesses located nearby. Today, many of those individuals, farms or businesses no longer exist – their names relegated to the memories “old-time-locals” and ancient historic documents found languishing, if at all, in virtually forgotten town records or libraries. But what about the stalwart wooden covered bridge? It still stands in the same place. It still crosses the same stream or river as it has for the last hundred years or so. In other words, it hasn't changed. It's still the same bridge that was originally built ... only the name has been changed to suit those who are here today.

We want our covered bridges to be rehabilitated, restored, and preserved in a truly historic manner - the way the original builders would have intended. Should we not, therefore, also maintain the history of our remaining bridges themselves by listing *all* the names in the World Guide by which they have been known during their life? Old photos or postcards don't provide the newer bridge identities nor the World Guide numbers, only the bridge names in use at the time those images were created, many long before the society existed. Having recently completed a photographic historical book about my hometown, photographs, sometimes more than a hundred years old, often described a location by the name of a hill. Over the last hundred years, the hill had changed names, sometimes more than once, for one reason or another, making identification of the location today quite difficult. Locals sometimes knew or recalled the hill's old historical name(s) but the current residents, such as myself, were at a loss. As a result, today, without a simple historical reference to the previous names, a considerable amount of valuable, and often needless, research time was expended.

The old names are not archaic, as has been suggested – they serve a very important and useful purpose in identification and are just as historically valuable as the bridges themselves. It is, therefore, the opinion of this editor that this valuable part of historic documentation should not be eliminated from the individual bridge entries of the World Guide.

Happy Bridging!

Fall 2019 Newsletter Deadline ...

The next *Newsletter* is scheduled to be mailed in early **September**, therefore, anyone wishing to submit articles should send them to the Editor by **August 15, 2019**. **Please note:** It is requested that your information be typed or printed on plain white paper, including proper credit information (newspaper, magazine, or web site, etc.), and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050 or emailed to nspcb@yahoo.com. Please remember that we always appreciate any news or comments sent in even if we can't ultimately use it. Thanks!

President's Message

By the time you read this, we will be almost ready for our July tour of New Brunswick. If you are planning to join us, please send in your reservation form as soon as possible. While this issue is at the printer, Jenn and I will be making one last visit to the province to drive the three routes and confirm parking arrangements, rest stops and meal locations. The trip will be here before you know it. I also want to thank Ray Boucher for the work he has done arranging for the Sunday lunch event and for his advice as we have been planning this trip.

As you will see from the meeting reports, we were fortunate enough to have speakers for both our March and April meetings. Interesting speakers make the meetings much more appealing for everyone and encourages more people to attend. However, to do this we need suggestions for future speakers and people willing to offer presentations. If you have ideas for future speakers and/or meeting locations, please let us know. It isn't too early to start planning the 2020 calendar.

We recently received a letter from the City of Allentown, Pennsylvania to help support repairs to Bogert's Covered Bridge. They have applied for a \$1 million grant to help fund the project. If they are awarded this grant, they will need to provide an equal amount of matching funds. We discussed this at the Board meeting and composed a letter noting that we cannot specify an exact amount that the Society would wish to donate until we have a better understanding of the work to be done. Before making a commitment, we want to make sure that the project follows the guidelines set forth in the U.S. Department of the Interior's Standards for the Treatment of Historic Properties and the Burlington Charter for the Preservation of Historic Covered Bridges.

At the beginning of May, Terry and Sara Miller from Ohio and Philip Caston from Germany embarked on a ten day tour of covered bridges in Québec, Vermont and New Hampshire. I was fortunate enough to be able to join them for the day they covered northeastern Vermont. Although the weather was not very pleasant during most of their visit to the area, our day together was just perfect – sunny and low 70's. It was good to get out again after the long winter. Dr. Caston is helping us with updating European entries for the upcoming *World Guide to Covered Bridges*. He and the Millers are planning another tour this summer and by the end of that they will have visited nearly every historic covered bridge in Europe.

I will keep this note short to allow more room for the abundance of news filling the remaining pages.

Bill Caswell

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

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 February, we received a donation of \$49.70 and an additional \$24.49 in May.** That may not sound like much, but every little bit helps. Having more people participate will increase the funds we have available to contribute towards fire retardant and other worthwhile preservation projects.

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



NSPCB Facebook Page ...

To help spread the word about our mission, the National Society for the Preservation of Covered Bridges, Inc. has a Facebook page. The page is used for sharing current bridge related news and Society meeting information. If you use Facebook, visit us at <http://www.facebook.com/nspcb>. "Like" our page and share it with your friends.



Salmon River Bridge, Sussex, New Brunswick

Membership

Welcome New Members

Douglas Chamberlain, Hooksett, New Hampshire
Janine Hall, Jonesboro, Georgia
Jerry Horowitz, Eugene, Oregon

Eric Morris, Weldon Springs, Missouri
Michele Victor, Chardon, Ohio
Edward Wortmann, Elmont, New York

Welcome New Life Member

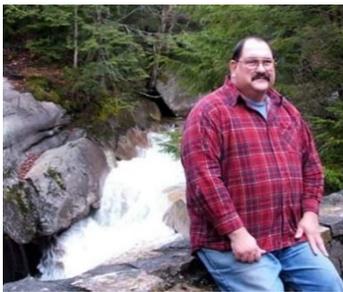
Bonnie Shultz, Windsor, Pennsylvania (Life Member #192)

Final Crossings

Andrew Howard

Andrew R. Howard, Sr., 93, ended a rich, loving, and joyous life on Monday, December 10, 2018 in the comfort of his home. Born in Queens Village, Long Island, New York, he was the son of Andrew Howard and Katherine (Haberern) Howard. In 1944 he was drafted in to the US Army Air Corps and served in the Army, Air Force and reserves until 1952. Andrew's interest in covered bridges began on a family vacation in Maine. He joined the NSPCB in 1967 and later became a life member. He went on to write several books on covered bridges, acting as author, photographer and printer. His most popular book was the *Covered Bridges of Madison County, Iowa: A Guide*. Andrew married Muriel R. Litke in 1957 whom he met at Bethany Lutheran Church. Andrew leaves his wife, Muriel, a son and two daughters.

Kingman Wylie



Kingman Wylie, 60, of Lyndeborough, New Hampshire, passed away on Tuesday, April 2, 2019, two days before his 61st birthday. At the age of 18, he joined his local fire department and served there for 20 years before retiring due to an injury. Later, Kingman was an entertainer, working as a dunk tank clown and a traveling carny for many years. He was a member of the Lyndeborough Artillery and participated in Civil War reenactments in Lyndeborough. Kingman joined the NSPCB in 2014 although his interest in covered bridges began long before that. He is survived by his partner for the past 14 years, Dianne Brunt, three children and three step-children including our membership chair, Jenn Caswell.

Eric DeLony Scholarship...

The scholarship committee has selected this year's recipient of the Eric DeLony Scholarship. The \$1,000 award recommended by the committee was approved by the Executive Board at their meeting on May 19th. The committee selected Brenna Whitney of Derry, New Hampshire, a junior at Roger Williams University in Rhode Island. Brenna is majoring in architecture with a minor in structural engineering. Brenna's interest in architecture and engineering coupled with letters from her professors describing her desire to learn and take on new challenges impressed both the Scholarship Committee and Executive Board who felt that she is someone we would like to support and encourage. In addition to the cash award, Brenna, who is currently an NSPCB member, will have her membership extended by two years.

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 117, Lancaster County, delete 38-36-22#2 Neff's Mill Bridge and replace it with 38-36-22#3 constructed in 2019

Upcoming NSPCB Meetings & Events ...

2019 Meeting Schedule

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

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

July 26-28 – Covered Bridge Tour – New Brunswick.

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

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

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

Other Upcoming Covered Bridge Meetings & Events ...

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

May 31 – June 2 – Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA) 3-day Safari in Columbia County, Pennsylvania.

June 17-22 – Fleming County, Kentucky Covered Bridge Week.

Saturday, June 29 – Blenheim Bridge Dedication, Blenheim, New York. No further details available at press time.

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

Sunday, July 14 – New York State Covered Bridge Society (NYSCBS) Meeting at the Hyde Hall Mansion Information Center, Glimmerglass State Park, New York.

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

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

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

Sunday, August 4 – 2 pm, TBCBSPA Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program: "Covered Bridges of the Midwest" by Gloria Smedley

Sunday, August 11 – NYSCBS Meeting at a location to be determined.

Sunday, September 1 – Swanzey, (NH) Covered Bridge Half Marathon and Ididarun 10K, contact huskycrosscountry06@gmail.com for more information

September 7 & 8 – NYSCBS Safari of Grafton & Merrimack Counties in New Hampshire and Windsor County, Vermont.

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

Sunday, September 15 – OHBA Fall Tour. Details to be announced.

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

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

Friday, October 5 & Sunday October 7 – Covered Bridge Bus Tour, see nine Columbia and Montour County covered bridges during an approximately 3-hour tour. For more information contact Columbia County Visitors Bureau at Tel. 1.570.784.8279

Archives Update

by Bill Caswell

Last summer I was contacted by Elaine Jack whose father, Edgar Q. Rooker, was a covered bridge enthusiast in the 1970's. Elaine remembers going on "covered bridge trips" as a kid, and detouring by covered bridges on any trip they took. She sent us her father's covered bridge slides for our archives. Although our archives contain a wealth of information, it is particularly lacking material from the southern states. Michael Delage scanned that batch of slides so we can review them more easily. I received the scans in March and have only just begun to look through them. It didn't take long to start finding images of former bridges which we have documented, but until now, had no photographs. Elaine contacted me again in April to let me know that additional material was on its way. I look forward to seeing what treasures are in there.

When editor Rob Mitchell mailed the CD containing this Newsletter to me, he also included donations to the archives from his mother's collection. Rob had previously donated other materials and we appreciate his sharing his mother's collection with us. There were numerous newspaper and magazine articles which will be added our archive of information.

When she passed, Jeanne Hickam of Cape Coral, Florida donated a collection of material to the Railroad Museum of South Florida in Fort Myers. While reviewing that material, president Mike Mulligan found a quantity of covered bridge material. In the summer and fall 2017 Newsletters, we noted that Mr. Mulligan had forwarded that material to us. He has now completed sorting through the collection and we recently received a final envelope of covered bridge photographs for our collection. Unfortunately, most of the photos are undated and glued to paper pages. We will scan them for the archives. Ms. Hickam passed away in January 2011.

In May, Bob Watts picked up a collection of photo albums and negatives from the daughter of the Honorable Monte Basbas. He and his wife Audrey joined the NSPCB in 1995. He was a Hall of Fame athlete at Manchester Central High, and graduated from Kimball Union Academy and Dartmouth College. He served in the Air Force during WWII and obtained his law degree from Boston University Law School after the war. Monte was elected mayor of Newton, Massachusetts from 1965 until being appointed a District Court judge in 1972, a position he held until retiring in 1990. Judge Basbas passed away on May 25, 2013.

New Covered Bridge Documentary

Delaware Valley University in Doylestown, Pennsylvania has issued a press release announcing the first showing of a new video documentary on "The Covered Bridges of Bucks County." The event took place on Friday, May 3rd in the Life Sciences Building auditorium. "The project allowed students from the University's public history major to partner with students from the media and communication program," said Assistant Professor of History and Public Policy Dr. Craig Stutman. "The result of their combined effort is a great new film that showcases the history and beauty of Bucks County's iconic covered bridges. We're looking forward to sharing this new film with the community."

The 20-minute film includes interviews with covered bridge experts and more than 10 local covered bridges. "Creating this documentary allowed students from the media and communication program to apply their video skills to a real-world project," said Doug McCambridge, a faculty member from the media and communication program. "Students from the public history major were also able to conduct interviews and go through the process of making stories from local history engaging. This experience will be valuable for students from both of these majors as they go out into their future careers. We look forward to sharing this film and, providing more opportunities for our majors to work together in the future to provide relevant, real-world experience for the students." The video is available on YouTube at <https://youtu.be/QRa7Cm739nQ>.

2020 Calendar

The deadline for photo entries in the 2020 Calendar competition was February 28th. The Calendar Committee met to review the 200 photos submitted and chose those to be included in the calendar. The 2020 calendar will feature covered bridges and builders from California, Illinois, Indiana, Iowa, Maine, Michigan, New Hampshire, New York, Ohio, Pennsylvania, South Carolina, Vermont and West Virginia. The 2021 calendar will feature the various truss types. More details to come in future issues.

Can You Help?

by Bill Caswell

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

This first item was sent through our Facebook page. Stephan Cohen of Provincetown, Massachusetts, is looking for information about Althea Boxell who “created the most amazing set of scrapbooks on Provincetown's history.” I found many references to Althea Boxell submitting information and/or photos for *Topics*, but no biographical information. The earliest submission from her was in 1963 and she seemed to have a fondness for the small privately-owned wooden bridges. She ran ads for selling postcards for many years. In 1985, the Society purchased her remaining stock of post cards (possibly due to illness or old age since she passed in 1988) and continued running the ad until 1989. If you have any information on Ms. Boxell, please contact me and I can put you in touch with Mr. Cohen.

The next request is from Jennifer Jaquith who is looking for information on Thomas Casey who may have built the Casey Bridge in Moretown, Vermont for a genealogy project. The bridge was located on Rt. 100 in Moretown over the Mad River. Articles in the Spring 1950 *Vermont Life* magazine (pages 18-19) and September 1950 *Topics* (page 5) describe the razing of the bridge but do not offer any insight into its construction. The *Vermont Life* article described how Town officials sprayed kerosene throughout the interior, but when the structure still refused to catch fire, kindling wood was added to fuel the flames. Eventually the old wood caught fire and collapsed into the river. They were happy that the fire raged on consuming most of the structure so little cleanup was necessary. My how times have changed.

Heather Rhoades, Ward 5 Councilwoman in Bedford, Ohio, is looking to add a covered bridge in their park system replacing one which was lost to decay and time many decades ago. She is looking for an historic covered bridge which is available to relocate to the area for pedestrian use. If anyone is aware of one which could be relocated to northeastern Ohio, please let me know and I will give you her contact information.

Corbin Covered Bridge Celebration

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



Fleming County, Kentucky Covered Bridge Week

June 16-22 has been designated as Fleming County Covered Bridge Week. County Judge/Executive Larry H. Foxworthy will be offering the official proclamation. For more information or tickets for the events listed below, please call the Fleming County Covered Bridge Museum at 606-845-1223. Festivities for the week will include:

Tuesday, June 18 – Bridges & Beyond tour – visit 4 of the area's covered bridges and the Fleming County Covered Bridge Museum. The tour includes a small lunch. \$20 per person.

Wednesday, June 19 – Reception at the Fleming County Covered Bridge Museum. Free and open to the public.

Saturday, June 22 – Supper on the Ringos Mill Bridge including storytelling and live music. \$25 per person.

Tickets must be reserved in advance

Fire Retardant Donation

Our covered bridges are lost in a variety of ways, sometimes by natural forces and sometimes by our own choices of demolition, neglect or arson. Over the years, the Society has been very outspoken about the importance of preserving the historic components of bridges during repair and restoration projects. In addition to that, we are also raising awareness of incidents of vandalism and oversized vehicles. Over the past five decades, at least 148 covered bridges have been lost to arson in the United States and Canada, an average of about three per year.

In an effort to reduce this average, the Society offers an incentive to encourage bridge owner's to apply fire retardants to their historic covered bridges. We received a request for fire retardant for the Poole Forge Bridge in Lancaster County, Pennsylvania. The Executive Board reviewed the request and voted to approve the \$725 to purchase and deliver the necessary amount of NoChar to the site. The bridge owners have agreed to apply the material with guidance from the distributor.



Note that the fire retardant is applied to the truss members and needs to soak into the wood to be effective. Therefore, it cannot be applied to painted surfaces. The Society's offer is only for the purchase of materials, it is the bridge owner's responsibility to arrange for proper application of the product. To submit a request for consideration, please email us at nspcb@yahoo.com. For more information about this program, visit our website at <http://www.coveredbridgesociety.org/arson.htm>. Photo by Tim McLaughlin.

New Canadian Postage Stamps

by Bill Caswell

In last winter's President's Message, I mentioned that I had been offered the opportunity to be part of the group designing a set of five covered bridges stamps for Canada Post but could not go into detail until the designs were made public. Well, that has now happened and the stamp issue is being publicized on Canada Post's website. The set of five stamps will be issued in both booklet and sheet form with the first day of issue in Hartland, New Brunswick on June 17th. After that they will be available in post offices throughout the country. Those of you outside of Canada who would like to order copies of the stamps can obtain them through Canada Post's website at <https://www.canadapost.ca/shop/stamps/by-year/2019/historic-covered-bridges.jsf>

Having been a stamp collector myself during childhood and into my young adult years, it was a very exciting opportunity. After the five bridges I recommended were approved, my role was primarily research, fact checking and proofreading the designs as they evolved. The actual stamps will be larger than the image shown here.

The five bridges in the set are:

- The Hartland Covered Bridge (New Brunswick), the world's longest covered bridge.
- The Powerscourt Bridge (Québec), the last remaining McCallum truss bridge.
- The Félix-Gabriel-Marchand Bridge (Québec), the longest covered bridge in Québec.
- The West Montrose Bridge (Ontario), the last remaining historic covered bridge in the province.
- The Ashnola No.1 Bridge (British Columbia), the last remaining historic covered bridge in the province.



Meeting Reports

Boscawen, New Hampshire, March 24

Our first public meeting of 2019 was held on March 24th at the Horace Chase Masonic Lodge, in Boscawen, New Hampshire. The meeting featured guest speaker Dean Stetson of Newport, New Hampshire. Dean offered a presentation about the Corbin Covered Bridge in Newport which was constructed in 1994 to replace the historic bridge which was lost to arson the previous year. The town of Newport will be celebrating the 25th anniversary of the rebuild in October.

Woodstock, Vermont, May 4

Due to scheduling conflicts, the April meeting occurred on May 4th at the Norman Williams Public Library in Woodstock, Vermont. Our speaker was Devin Colman, Vermont State Architectural Historian who discussed his research on bridge builder, Nichols Powers. The meeting was held in Woodstock to celebrate the Middle Covered Bridge built 50 years ago by Milton, Arnold and Stanley Graton. The group visited the bridge after the meeting. Arnold Graton was able to join us for the celebration of his work. Thanks to the Norman Williams Public Library for the use of their meeting room and equipment. Devin's presentation was recorded by Woodstock Community Television and will air for local residents at a later date.



Executive Board Meeting, Concord, New Hampshire, May 19

The Board had many items to discuss at this meeting which occupied much of the afternoon. Some of the items of general interest included:

- Review of the images for the Society's 2020 calendar which were prepared by Carol Colaianni. Comments were sent back to Carol. We expect to have the calendar available during the summer.
- The Board confirmed the Scholarship Committee's recommendation for this year's Eric DeLony award. There may be changes coming for the 2020 award. Stay tuned for details later this year.
- Bill Caswell presented a draft copy of an NSPCB Operations Manual he has been working on. The booklet describes all the processes, contacts and general information about the business end of the Society. Some of those processes include details of printing and preparing the quarterly mailings, annual reports which need to be prepared for the Commonwealth of Massachusetts and State of New Hampshire, insurance policies, contacts for meeting locations and a host of other details. This will significantly shorten the amount of time necessary for new officers to get up to speed on the work done by the officers.



Annual Meeting Speaker Confirmed

Ron Knapp has accepted our offer to speak at our annual meeting on October 26th. Ron will have a new book coming out during the summer, *China's Covered Bridges: Architecture over Water*, which he co-authored with Terry Miller. You may be familiar with their previous work, *America's Covered Bridges: Practical Crossings – Nostalgic Icons*.

2019 Covered Bridge Tour

by Bill Caswell

The 2019 NSPCB Covered Bridge Tour is fast approaching. If you wish to join our excursion across New Brunswick July 26-28 (Friday through Sunday), please fill out the enclosed registration form and return it to us as soon as possible. Don't forget to include the registration amount with the form. It includes your admission to Hopewell Rocks, the Kings County Museum and Fundy National Park. Having the fees collected in advance and being able to enter each site as a group will speed up the admission process immensely.

We are excited to announce that the Covered Bridges Conservation Association of New Brunswick has invited us to join them for lunch at the Hampton Town Pavilion, in the Town Square on Sunday, July 28th. This will be during our stop in Hampton to visit the covered bridge exhibit at the King's County Museum. They will be providing us with sandwiches, fruit & veggie trays plus sweets and beverages at no charge to the group. The Town of Hampton has reserved the pavilion for us and has offered tables & chairs for the event. We have heard that Bill Oliver, Minister of the Department of Transportation and Infrastructure, and the Mayor of Hampton may be joining us at that event.



Tynemouth Creek Bridge, 55-11-04

American residents will need a valid passport to cross the border. If you live in one of the states which issues Enhanced Driver's Licenses or REAL ID's, those are acceptable for crossing the border. When crossing the border in either direction, always be friendly and courteous to the customs agents.

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

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

Your cell phones may not work in Canada. Please check with your cellular carrier to learn what steps you may need to take if you wish to have phone service after crossing the border. Keep in mind that Canada uses the metric system. A speed limit of 100 is only 62 mph. Temperatures are also reported in degrees Celsius. 20°C is comfortable (68°F) and 30°C is hot (86°F). New Brunswick is in the Atlantic Time Zone. Set your clocks and watches ahead one hour as you enter the province and set them back one hour when you return to the states.

To be on the email list for updates, send a note to me at nspcb@yahoo.com to let me know you are interested.

New Brunswick Update

by Bill Caswell

On March 13, Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick (CBCANB) and some of their members were accompanied by the president of Association Heritage New Brunswick at a meeting with Transportation Minister Bill Oliver and members of his department to present their petition and position paper. A director from the Department of Tourism Heritage and Culture was also in attendance. They were well received. Mr. Oliver was impressed with the position paper and has agreed to put the petition before the legislature. Both Ray and Minister Oliver were featured in a documentary on the province's covered bridges and river ferries produced by Rogers TV. That video can be found on YouTube.

We will keep you updated as things progress.

World Guide Comments

by Bill Caswell

After reading the editor's comments, I feel it necessary, as the head of the committee working on the new World Guide, to offer some clarification. His opening statement takes a comment offered by another Society member and states that it is being considered by the committee. While this is not untrue, I feel that it is misleading. The committee has received numerous comments and suggestions from users of the Guide. Some of those suggestions are in direct conflict with others. EVERY comment and suggestion we receive is reviewed, evaluated and considered by the committee as we work towards producing the best product possible.

The points raised in Rob's editorial are only the tip of the iceberg when it comes to the myriad of matters that arise each time a new World Guide is prepared. Time to work through the many opinions and sometimes conflicting requests from the book's users are partially responsible for the long intervals between editions.

Some have stated that we should not even publish a paper version. While I accept that there is less demand for paper books than when the previous edition was produced 10 years ago, there is still plenty of interest from people, myself included, who want to have a book in their hands while traveling or conveniently accessible on a bookshelf without having to go to the computer to read it. Or, maybe the next edition can be available in a downloadable format? Another person felt that it would be nice to have the ability to define a selection of bridges and print what you need for a particular trip or research need. Do we keep the traditional format or print at 8½"x11"?

There are many variations of truss types and differing comments about how a particular bridge should be listed. Trying to fit that information into the small space available doesn't always give an accurate picture of the bridge. After all, not all bridges can be pigeon-holed into one of the standard truss types listed in the Guide's introductory section. That is clearly evidenced by the exhaustive study undertaken by David Simmons and Bill Bowser in the current issue of *Topics*. If you can fill 14 pages with the details of a single bridge's truss, how much space would you need to explain the rest of them?

Then there is the question of bridge numbering. There have been requests to modify the numbering system which prompts others to respond that doing so will wreak havoc with historical references to the bridges. Why should the bridges continue to be listed by county? Many people are not familiar with the counties of the U.S. states and Canadian provinces and have suggested that the bridges should be arranged differently. There are apps and websites which can help you locate the bridges nearest to you or another bridge, but how do you effectively provide that functionality in book form?

The driving directions listed in the Guide assume starting points at the nearest town, Interstate highway exit or prominent intersection. They aren't very helpful if you are travelling from a different direction or from another nearby bridge. GPS coordinates were added to the previous edition to assist with locating the bridges.

We have had requests to include in-depth documentation of repairs made to the bridges over the years and photographs of each entry. In 2003, Trish Kane and I conceived the Covered Spans of Yesteryear project to fill that void. While that is helpful, I am sure many of you will agree that it would be nice to have a printed reference book that you can access without a computer, tablet or smart phone.

While there is definitely a need to include additional details of each bridge, one thing that we must all keep in mind is the purpose of this book. The *World Guide to Covered Bridges* is merely an index of currently standing covered wood truss bridges to provide people with basic information and to help them locate the bridges while traveling. It was never intended to be "The Encyclopedia of Covered Bridges." Is there a need for such a compendium of information? Absolutely! Who among you will lead the charge to create it?

Covered Bridge Resources:

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

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

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

The Covered Bridge Experience, <https://www.facebook.com/groups/TheCoveredBridgeExperience/> - A Facebook page with covered bridge news and photos of many existing covered bridges throughout the United States.

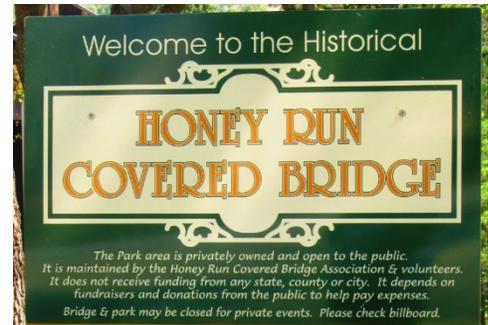
Covered Bridge News ...

California:

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



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



Honey Run Covered Bridge Association, P.O. Box 5201, Chico, CA 95927. The "Rebuild the Bridge" website (<https://www.rebuildhrcb.org>) and Facebook page (<https://www.facebook.com/groups/rebuildHRCB/>) include additional information about making donations and purchasing some of the many items they have for sale. The website also includes a contact form if you would like to offer your skills towards the reconstruction. They are looking for donations/volunteers for design engineering services, construction material, construction services, environmental services, labor, project management and other talents necessary for the project. (Photo by Bill & Jenn Caswell).

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

A press release from the South Yuba River Park Association informed us that Three Forks Bakery and Brewery and Wheyward Girl Creamery, both of Nevada City, sponsored an event to raise funds for the Save Our Bridge Campaign, whose sole purpose is to restore the historic Bridgeport Covered Bridge and to celebrate the anticipated re-opening of the Bridge to the public next year. Three Forks hosted the sold-out event on the evening of May 21st when the Brewery is typically closed to the public. A gathering of donors enjoyed a very intimate beer and cheese pairing with Three Forks Brew Master David Cowie introducing each brew, explaining why it paired nicely with the selected cheese. Wheyward Girl owner Barbara Jenness gave the story behind each of the paired cheeses. The funds raised from this event will go towards the Grand Re-Opening Celebrations being planned when the Bridge restoration is complete in 2020.



Georgia:

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

The 1891 Coheelee Creek Bridge is the southernmost covered bridge in the United States. On May 7th, the Early County News reported that storm debris and trees which damaged the bridge during Hurricane Daniel last October have been removed. County Administrator Spencer Mueller has been investigating funding options to repair the bridge. The 120-foot, 2-span, Modified Queenpost/Kingpost truss bridge was added to the National Register of Historic Places in 1976. (Photo provided by Kelly Casey.)

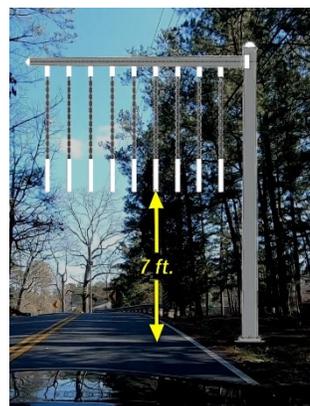


Concord Road Bridge, Cobb County - #10-33-02



Even with motion-activated warning signs on both sides of the Concord Road Bridge (also known as the Ruff Mill Bridge or Nickajack Creek Bridge), oversized vehicles continue to hit the protective barriers installed at the bridge. The second and third strikes of 2019 occurred within three days of each other. On March 18th, Cobb County DOT officials responded to a U-Haul truck striking the barrier. They reset the metal beams and officers cited the driver. The road reopened 21 minutes after crash. On March 21st, a small bus struck the barrier.

Another motorist photographed the incident before the driver backed out and left the scene. Police are looking for that driver. After that incident, Cobb County officials stated, "In the coming weeks, we hope to have some exciting news about a new method designed to keep over-height vehicles off that section of Concord Road." (*Atlanta Journal-Constitution, March 18 & 21, 2019. Photos from the Cobb County Government Facebook page.*)



On April 9, the steel barrier was struck again. A U-Haul truck, was spotted by neighbors and left before police arrived. The neighbors were able to give the police a license plate number. The barrier was reset. Since the protective steel barriers were first installed in 2017 the bridge has been hit 18 times! Despite the barriers, added signs and warning signals, some drivers still don't get the message. (CBS46 News – April 11, 2019) Cobb County Government issued a press release that day announcing a plan to add a new warning device that they hope will get people's attention. It will be a mast arm with PVC pipes hanging from chains. The hope is that a driver hitting the pipes will be alerted by the noise of the impact. At a cost of \$19,500, the mast arm has been approved by the Board of Commissioners.

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



In the previous issue, we reported that the Watson Mill Bridge (also known as the Carlton Bridge) had been closed after a DUI related accident inside the bridge. On February 28th, the Athens Banner-Herald reported that repairs were underway and the bridge would be repaired and opened again soon. Engineers examined the bridge and determined that two support posts were damaged in the wreck. The estimated costs for the work, including replacing the two 8-foot support posts, is projected at \$3,800. The bridge is 229 feet long and crosses the South Fork River at the borders of

Madison and Oglethorpe counties. The driver who damaged the bridge was not only charged with DUI, but with littering and having an open container of alcohol. (*Photo by Bill & Jenn Caswell.*)

Indiana:

Ramp Creek Bridge, Brown County - #14-07-02



The north entrance into Brown County State Park on State Road 46, east of Nashville, will be closed until May 9 to make needed repairs to the park's historic covered bridge. The historic Ramp Creek Covered Bridge is the only surviving "double-barreled" covered bridge in Indiana and one of only six in the United States, has been closed for repairs. It was originally built in Putnam County in 1838 and was moved to its current location, spanning the north fork of Salt Creek, by the Indiana State Highway Commission in 1932. The newspaper article did not specify what type of work was being done. (*WBIW-radio, April 8, 2019. Photo by Bill & Jenn Caswell.*)

Westport Bridge, Decatur County - #14-16-01

Decatur County Highway Superintendent Mark Mohr recently discussed the declining condition of the Westport Covered Bridge with the Decatur County Commissioners. He estimated that 20% of the wooden siding is rotting away. It is estimated that replacing the siding will cost nearly \$38,000. He intends to replace it with aluminum or vinyl siding. When asked about the potential historical impact of this, he responded that since the project is locally funded, some of the historical concerns could be bypassed. "I hate to say it, but sometimes common sense is more important than the historical concerns," he said. Ideally, they would like to see the work completed before the Westport Covered Bridge Festival scheduled for June 8.



(*Greensburg Daily News, April 3, 2019. Greg McDuffee Photo.*)

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

Last issue we reported that the Spencerville Bridge, a 160-foot, 1+span, Smith #4 truss structure built in 1873, was closed to all traffic last October. County Commissioner William Hartman, suggests that the bridge has become a liability for the taxpayers of DeKalb County and stated, "I'm going to really hesitate to spend \$250,000 to repair it ... It wouldn't be hard for me to close that bridge and keep it closed." Preliminary plans for repairs should be delivered to the county by May 17th. The engineers also will give a recommendation on the safety of using the covered bridge for the annual Supper on the Bridge event in August — before repairs are complete. An early report recommended replacing about 20 feet of support timbers due to the rotten wood and the entire bridge deck due to tripping hazards. An original estimate placed the cost of repairs at \$125,000 to \$250,000, but USI later raised its estimate to \$250,000. A more precise figure will be part of the coming report. (*DeKalb County Star, April 22, 2019 & Greater Fort Wayne Business Weekly, May 15, 2019. DeKalb County Highway Department photo.*)



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



On April 10th, Bill Caswell received a letter from the Indiana Department of Transportation inviting the NSPCB to be a consulting party to a project to reconstruct the Bell's Ford Bridge, formerly of Jackson County, Indiana, as part of a new pedestrian trail in Hamilton County. The 332-foot, 2-span, bridge was originally built in 1869 by Robert Pattison during a transition period from wood to steel bridges. The remains have been in storage since the eastern span collapsed on January 2, 2006. The bridge formerly spanned the East Fork White River between Seymour and Cortland. High winds destroyed the western span on February 27, 1999. This was the last Post truss bridge. The proposal indicates that the reconstructed bridge will cross Fall Creek at Geist Park at the western edge of Luxhaven. *(Photo by Christine Ellsworth, September 1994.)*

New Monroe County Bridge

The former Cedar Ford Bridge was moved to the Shelby County Fairgrounds in January 1975. Sometime in the late 1970s or early 1980s the structure was dismantled and put into storage on Fairground property. In 2008 it was to be rebuilt on Old Maple Grove Road in Monroe County to replace the McMillan Covered Bridge (14-53-01) which was lost to arson in 1976. The bridge was moved to storage in Monroe County until funding became available for that project. During its many years in storage, much of the original wood deteriorated and was found to be unusable. Only a small portion of the original Cedar Ford timbers will be included in the new structure. The 127 foot long bridge was placed on its abutments near the location of the former McMillan Bridge on March 22, 2019. *(Photo by Andy Rebman, March 23, 2019.)*



Bridgeton Bridge, Parke County - 14-61-04x

In the Summer 2018 issue, we reported that a jury found Jesse Payne guilty of three counts of arson for burning



the Jeffries Ford Bridge in 2002, the Bridgeton Bridge in 2005 and attempting to burn the Mansfield Bridge on the same night as Bridgeton. He was sentenced to 90 years in prison (20 years for each charge plus 30 years as an habitual offender). Payne appealed the decision by reason of insanity. The judge reviewed the evidence and upheld the original decision including his 90-year sentence. *(The Indiana Lawyer, May 15, 2018.)*

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

Rush County Highway Superintendent Jerry Sitton has informed us that the Offutt's Ford Bridge, a 101-foot, single span, Burr Arch truss structure built in 1884, has been closed after damage from an oversized vehicle. A contract has been awarded for the repairs which are expected to be completed later this summer. *(Information from Bonnie Money, Senior Bridge Engineer, USI Consultants via Jim Crouse. Photo by Greg McDuffee, February 2, 2019.)*



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

The Otter Creek Bridge in western Ripley County lost part of its roof during strong winds in late February. No structural damage was found. The 112-foot long bridge along County Road 850 West has been closed to vehicles since 1996, but is still open to pedestrians. The county highway department accepted bids from companies interested in repairing the bridge. At their May 20 meeting, the county commissioners voted unanimously to approve two appropriations: One for \$22,400 to help cover the \$25,000 insurance deductible, and \$10,000 to cover the remainder of the deductible as well as additional money that is not covered by insurance. The roof is expected to be replaced within a few weeks. *Country Radio 99.3, March 15, 2019 and Versailles Republican, May 23, 2019. Photos Courtesy of Tom Hoffman.*



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

In the previous Newsletter, we reported that work is planned for this bridge. According to a letter dated March 18, 2019, that Bill Caswell received from the Indiana Department of transportation,



“The primary purpose for this project is to rehabilitate the Smith Covered Bridge. The Smith Covered Bridge is a single lane, Burr Arch truss bridge constructed by the Kennedy Family builders in 1877. Repairs were made to the bridge in 1996, which included adding steel splices to structural members to reopen the bridge and maintain its 10-ton load limit. Since then deterioration has caused the bridge’s load to be reduced to 3-tons for safety reasons. The goals of the proposed project include making repairs to damaged areas and strengthening the structure to safely carry traffic up to 10 tons.” NSPCB, along with the Indiana Covered Bridge Society, have become consulting parties to the design process. Bill

responded to the letter by expressing the Society’s interest in maintaining as much of the bridge’s historic structural material as possible. We will keep you updated on progress. The \$1.5 million project is expected to go to construction in 2022. *(Photo by Bill & Jenn Caswell.)*

Iowa:

Cedar Bridge Replacement, Madison County

Construction of a replacement for the Cedar Bridge is nearly complete. The covered bridge was twice lost to arson with the later incident on April 15, 2017. After the fire, it was reported that the third incarnation of the bridge would be constructed with metal trusses to eliminate the potential for another loss due to fire. *(News and photo from KCCI-TV, April 26, 2019.)*



Kentucky:

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

The latest update on this continuing saga is that the repairs could begin after July. Ginny Reeves received that word from her state representative. Although we have heard statements like this before, we are hopeful that the repairs will be made before the bridge collapses. A pronounced sag and crumbling abutments make failure a serious concern. We had been concerned about one abutment failing and received this photo from Ginny taken March 31st showing that the other abutment is failing as well. The 80-foot, single span, Multiple Kingpost truss bridge was built around 1865 and bypassed in 1968. The bridge is listed on the National Register of Historic Places. (*Information from Ginny Reeves of the Buffalo Trace Covered Wooden Bridge Authority.*)



Photo by Bill & Jenn Caswell



Photo by Woodie & Ginny Reeves

Massachusetts:

Arthur Smith Bridge, Franklin County - #21-06-03#2

The historic covered bridge at this location was closed to traffic in 1981 and removed from its abutments in 1991 and placed between two corn fields at the end of Lyonsville Road. By the time it was rebuilt in 2006, the historic structure had deteriorated so badly that only a few token timbers could be reused. The new bridge was only opened for pedestrian traffic.



Now, residents are requesting that it be opened to vehicular traffic. The police chief, fire chief and highway superintendent all say the bridge should not be open to vehicles for safety and enforcement reasons. At a selectboard meeting, the police chief cited inefficient resources to enforce regulations and difficulty seeing oncoming traffic on Foundry Village Road when exiting. The fire chief noted that the structure is not tall nor strong enough to carry emergency vehicles. He added that if it were reopened, the town may lose federal aid, according to an assessment by the State Department of Transportation Bridge Engineer. Colrain Historical Society board members support the opening of the bridge to vehicular traffic. At the Town Meeting, residents opposed opening it to traffic, but did express an interest in landscaping around the bridge and renting it out for gatherings. (*Greenfield Recorder, March 22, 2019 & May 8, 2019. Photo by Bill & Jenn Caswell.*)

Michigan:

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

On April 15th, the Rebuild Whites Bridge group posted the following statement on their Facebook page: “Our shop drawings are complete and are in final review!”

Minnesota:

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



Last quarter, we reported that the roof of Minnesota's only historic covered bridge collapsed on February 24th after receiving a large amount of snow from a winter storm. The 1869 bridge spans the Zumbro River in the 85-acre Covered Bridge Park. The City of Zumbrota Visitors' Guide published several photos showing



the damage including the two included with this article. A temporary roof was installed in early May. Due to the bridge's listing on the National Register of Historic Places, by the Minnesota Historical Preservation Office is overseeing the repairs. The new permanent roof is expected to be installed in October when the city is able to receive suitable rough cut, kiln dried white pine to match the original roof. Insurance coverage on the bridge will cover the costs for reconstructing the roof. 2019 marks the 150th-anniversary of the bridge's construction with a celebration scheduled for August 3rd and 4th. (*Updates from City Administrator Neil Jensen on April 15th and FOX-47 News, May 13, 2019.*)

New Hampshire:

Jackson or Honeymoon Bridge, Carroll County - #29-02-01



On Tuesday, February 12, 2019, a Massachusetts man was arrested after leading a Conway officer on a chase that ended in Bartlett. The incident started after the police officer observed him driving a commercial box truck through the covered bridge in Jackson in violation of the bridge's 3-ton weight limit. After initially stopping, the driver and truck fled the scene. The officer followed him through Jackson and Bartlett, at times exceeding safe speeds during a snowstorm, until the vehicle eventually stopped. (*Conway Daily Sun, February 13, 2019.*)

The bridge will be closed for nine weeks, March 25 until May 23, 2019, for planned repairs including the full replacement of the wooden bridge deck. In addition to replacing the bridge deck timbers, a NHDOT bridge maintenance crew will make repairs to areas on each end of the 143-year old bridge. The lights and electrical system on the bridge will also be upgraded. The bridge will remain open to pedestrian traffic, although periodic closures of the sidewalk will be necessary. *NHDOT Press Release, March 5, 2019.*

Whittier or Bearcamp Bridge, Carroll County - #29-02-08

The long-awaited project to move the Whittier Bridge back over the Bearcamp River is finally on the horizon. The project is on NHDOT's schedule to advertise for bids on April 15th. The bridge has been closed to vehicular traffic since 1989. It was closed to all traffic and each portal boarded up in 2006 due to continued deterioration. Rehabilitation of this historic bridge has occurred via three Phases: during Phase 1, the bridge was moved off the abutments in 2008 and stabilized on the ground at the south approach. During Phase 2 deteriorated or broken structure items were replaced, a new metal roof was installed and a fire retardant coating was applied. Phase 3, the current project, will rehabilitate the bridge abutments and the bridge will be replaced on them.



New Hampshire (continued):

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

The project to rehabilitate the Bement Bridge was planned to be advertised by NHDOT in April but has been delayed. On May 14th, Town Administrator Karen Hambleton informed us that they are still waiting for an easement and shoreland permission letter to be signed. The project will replace the north abutment with a dry laid stone abutment, rehabilitate the south abutment wingwalls to correct the wingwall bulges, replace the worn deck, replace select floor beams and entire truss lower chord to support a 6-ton live load to meet RSA 234:27 which states: "No funds shall be expended unless such bridge may be rehabilitated to a carrying capacity of at least 6 tons". Also, truss member repairs and replacements as necessary, installing new knee braces to better brace the truss upper chord and raising the bridge by approximately 6" so stormwater drains away from the bridge deck.



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

There has been lots of activity around the world's oldest covered railroad bridge lately. The Contoocook Riverway Association assisted the NH Division of Historical Resources with new stone dust at the south entrance as well as stone fill for the sink hole on the north entrance. The bridge is also receiving a new coat of paint. Capital Paint & Wallpaper Company donated the paint which was color matched to the deep red used by the Boston & Maine Railroad. Some repairs to the roof will also be included. A grant from the state's Conservation & Heritage License Plate Program, more commonly referred to as the Moose Plate Program, funded the project. (Photos by Bill Caswell, April 27, 2019.)



Drewsville or Prentiss Bridge, Sullivan County - #29-10-07

Thanks to Jill Edelmann, Cultural Resources Manager at NHDOT for forwarding an email from the Town of Langdon regarding graffiti on the Prentiss Bridge. The vandal spray painted numerous vulgar and obscene text and images on the floor and walls of the bridge. The Town is seeking advice on the best method of removing the graffiti.



New York:

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

In the previous issue we noted that a dedication of the newly constructed bridge was set for June 29, 2019 at 11 am. The event will include guest speakers and the afternoon will be filled with displays, music, food, etc. No other information about the event has been provided. We are planning on setting up a booth at the event. (Photo by Jim & Gloria Smedley.)

Ohio:

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

Last quarter we reported that the city of Lynchburg has applied for a \$300,000 grant to work on the bridge supplementing a \$350,000 grant that they have already received. We have not been able to obtain any additional information on this project. *(Photo by Bill & Jenn Caswell.)*



Knowlton or Long Bridge, Monroe County - #35-26-18

In the Spring 2017 issue, we reported that Woolpert, an engineering firm with offices in 14 states, was hired by Monroe County to rehabilitate two historic covered bridges, and has been assisting the Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) with a project to help preserve and protect historic covered bridges throughout Ohio.



Rehabilitation of the first of the two Monroe County projects, the Foraker Covered Bridge, was completed in late October 2016. The Knowlton project has run into a snag as the only bid submitted was about 40% over the \$900,000 estimate. That bid will be rejected and the county will reassess the plans to see if modifications can be made. The 2017 article noted that the bridge “incorporates not only the traditional king post design, but tied timber arches in the middle span, which are unique to the structure.” *(The Times Leader, May 14, 2019. Photo by Jim Smedley)*

Mary Ruffner Bridge, Perry County - #35-64-84

The Fairfield County Historical Parks Commission needs your help to raise \$250,000 to relocate and reconstruct the historic Mary Ruffner bridge from its current location on a Perry County Farm. The commission plans to put the bridge on over Fetters Run near Forest Rose School. The Mary Ruffner Bridge is owned by George Cenky and currently sits on private property over a small lake that can be seen from State Route 13, just southeast of Thornville. The 84-foot bridge was built in 1875 was originally positioned over Little Rushcreek on Gun Barrel Road. Cenky is donating the bridge back to the county. The plan is to reconstruct it behind Forest Rose School as an extension of the Lancaster Sensory Trail. *(Lancaster Eagle-Gazette, June 6, 2017)*



Pennsylvania:



South Perkasié Bridge, Bucks County - #38-09-05

The oldest covered bridge in Bucks County is in need of repair. The borough of Perkasié is applying for grants and planning fundraisers to raise the close to \$150,000 to restore the structure built in 1832. In 1958, Perkasié voted to demolish it and put in a newer one for heavier traffic. A group of people raised money to save it and relocate it across town. *WFMZ-TV, March 5, 2019.*

Pennsylvania (continued):

*Pine Grove Forge or Little Britain Bridge,
Chester & Lancaster Counties -
#38-15-22 / #38-36-41*

The bridge was closed on March 22nd after damage to its roof was discovered. State officials do not expect that it will take long to repair. The two-span bridge was originally built in 1884. It is listed on the National Register of Historic Places. *(LancasterOnline, March 22, 2019. Photo by Bill & Jenn Caswell.)*



*Stillwater Bridge, Columbia County -
#38-19-21*

The Columbia-Montour County Visitors Bureau advises that the painting of the re-sided Stillwater Bridge is scheduled for this summer. The bridge was to have been painted last year but due to a scheduling conflict with the painting contractor it was delayed until this year. It is unknown if the bridge has been treated with NoChar or other fire retardant. *(Thanks to member Paul Naus, Jr. Photo by Bill & Jenn Caswell.)*

Former Herr’s Mill Bridge, Lancaster County - formerly #38-36-21

One span of Lancaster County’s Herr’s Mill Bridge has been reconstructed at the Star Barn Village in Elizabethtown, Pennsylvania. The bridge was opened to the public on April 22, 2019 for an event at the venue. The remaining span is planned to be reconstructed in a couple years. The bridge was built on a steel frame using the historic timbers from the Herr’s Mill Bridge. The construction photo was extracted from a video taken by Greg Kelton. Photos of the completed bridge were taken by Jim & Gloria Smedley.

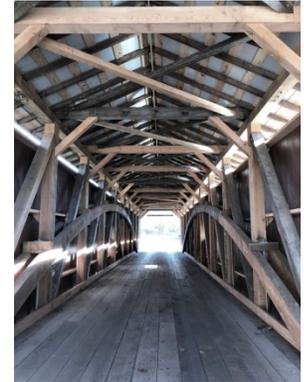


Pennsylvania (continued):

Neff's Mill or Bowman's Bridge, Lancaster County - #38-36-22#3



It appears that the recent work on this bridge has resulted in the majority of the truss system has been replaced with new material. Although there are no hard and fast rules about what constitutes an historic repair or replacement, we generally make that call based on whether or not at least half of the historic material is still present. That does not appear to be the case here so this will be listed as a new bridge. J. D. Eckman, Inc.



was awarded the contract with their bid of \$645,267.50. The first covered bridge at this location was built in 1824. It was replaced by a new bridge in 1875. The present structure is now the third covered bridge at this location replacing the 1875 structure. *(Information and photos from Jim & Gloria Smedley.)*

New Dellville Bridge, Perry County



A public meeting was held on April 23 to determine what should be done with nearly \$11,000 in funds donated by the public to build the new Dellville Covered Bridge. After a fire destroyed the historic bridge in November 2014, money was raised through



gun raffles, donations, and the sale of other items by individuals and groups, such as the Historical Society of Perry County. Ultimately, none of that money was needed because the county's insurance covered the full costs of rebuilding the bridge. At the meeting, it was determined that the funds will be put towards other historical structures in the county. State police ruled the fire an arson, but a suspect was never caught. Reconstruction was delayed until nearly two years later, when the county finally received insurance money on the bridge and awarded the contract to Lycoming Supply of Williamsport. After several contract, process and material changes, the project got underway in 2018. *(PennLive, April 20, 2019. Photos by Jim & Gloria Smedley.)*

Vermont:

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



A Texas truck driver who police said hit and damaged the bridge by driving his tractor-trailer through it on January 8th failed to appear in court on March 4th. Charleston M. Antwine, 25, of Wake Village, Texas, was scheduled to be arraigned in Rutland criminal court on a misdemeanor charge of leaving the scene of a crash that caused property damage. Antwine will be sent a judicial summons to come to court March 18 instead. He would have received a \$300 fine and restitution for any uninsured damage. By skipping the court date, he could face up to two years in jail. *(Rutland Herald, March 13, 2019. Photo by Bill & Jenn Caswell.)*

Vermont (continued):

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

Police are investigating damage caused to this bridge by a delivery truck for Upper Valley Produce on May 16th. Every roof brace on the west side was broken along with two of the vertical supports. The bridge has been closed to all motor vehicle and pedestrian traffic until further notice. The bridge was built in 1995 to replace the historic covered bridge from 1865. The truck driver, Jolene Godfrey, 43, of White River Junction, drove a 12-foot, 6-inch tall truck through a covered bridge with a posted clearance of 11 feet, 9 inches. A neighbor recorded a video of the truck going through the bridge. The truck didn't hesitate but continued onto its next stop. St. Johnsbury Police found the driver clearing wood off the top of the truck at the loading dock of one of her delivery stops. She was cited for criminal charges of careless and negligent operation and leaving the scene of an accident. Additionally, she was ticketed for a height of vehicle violation. Once her employer was informed of the incident, she was ordered to pull over and wait for another driver. She was fired on the spot. A state bridge inspector determined that the bridge was safe for pedestrian travel. Vehicles will not be allowed through until significant repair work is complete. (*Caledonian Record, May 17, 2019.*)



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

Officials have closed the Lincoln Covered Bridge in West Woodstock after a truck pulling a trailer with landscaping equipment that exceeded the ten foot height limit struck and damaged the interior of the structure on May 15th. The driver pulled over immediately and notified police of the accident. His and the town's insurance companies will work out the costs for the repairs. Although the bridge still appears to be structurally sound, it is closed to traffic until repairs can be made to the roof supports. (*Valley News, May 16, 2019. Photo by Bill & Jenn Caswell, May 4, 2019.*)



Canada

New Brunswick:

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

In the Fall 2018 issue, we reported that the Quisibis River Bridge in Sainte-Anne-de-Madawaska in the remote northwestern corner of the province was damaged in the spring 2018 floods. We have since learned that a Bailey Bridge has been put in place to bypass the covered bridge. (*Photo by Marcel Martin.*)



Smythe /South Oromoco River #2 Bridge, Sunbury County - #55-12-03

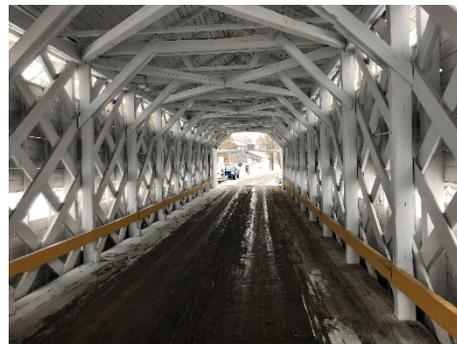
We have learned that the Smythe Bridge, also known as Mill Settlement or South Oromoco River #2, is receiving a new roof. The 139' long (42 meter) single span bridge was built in 1915 and is one of the bridges we plan to visit during our July tour.

Québec:

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

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

In the previous issue we noted that the Grandchamp bridge had been closed to traffic since January 7th due to damage from an oversized vehicle. In addition to damaging the bridge, the vehicle tore the protective “headache bar” from its base. Pascal Conner visited the area in March and discovered that the bridge and protective barrier have been repaired. He posted these photos on his blog on March 31st. The bridge was built about 1918.



Pont Bordeleau, MRC de Mékinac - #61-13-03

The Bordeleau bridge has been closed to traffic since October 2017. In the summer of 2018, the municipality passed a resolution asking the Quebec Ministry of Transport (MTQ) to undertake work to restore it. There was no response until the beginning of April when a heritage assessment of the 1932 structure was filed. On May 31st, MTQ representatives will meet with regional mayors to discuss the fate of the bridge. (*L'Hebdo*, May 14, 2019. Photo by Simon Pratte.)



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

According to the Government of Quebec's electronic tendering system, the Caron bridge in Val-Alain will soon be restored. Bids for the project were due by May 17. No details of the work were listed in the announcement, but the project was in the \$500,000 to \$999,999 category. The bridge is currently open to traffic. (*Photo by Pascal Conner.*)

Covered Bridge Societies:

- Covered Bridges Conservation Association of New Brunswick, Canada
..... <https://www.facebook.com/groups/CoveredBridgesConservationAssociationNB/>
- Covered Bridge Society of Oregon..... <http://www.covered-bridges.org/>
- Indiana Covered Bridge Society<https://www.indianacrossings.net/>
- New York State Covered Bridge Society.....<http://www.nycoveredbridges.org/>
- Ohio Historic Bridge Association <http://oldohiobridges.com/new/> (Note new address)
- The Theodore Burr Covered Bridge Society of Pennsylvania <http://www.tbcbspa.com/>
- Vermont Covered Bridge Society<http://www.vermontbridges.com/>