

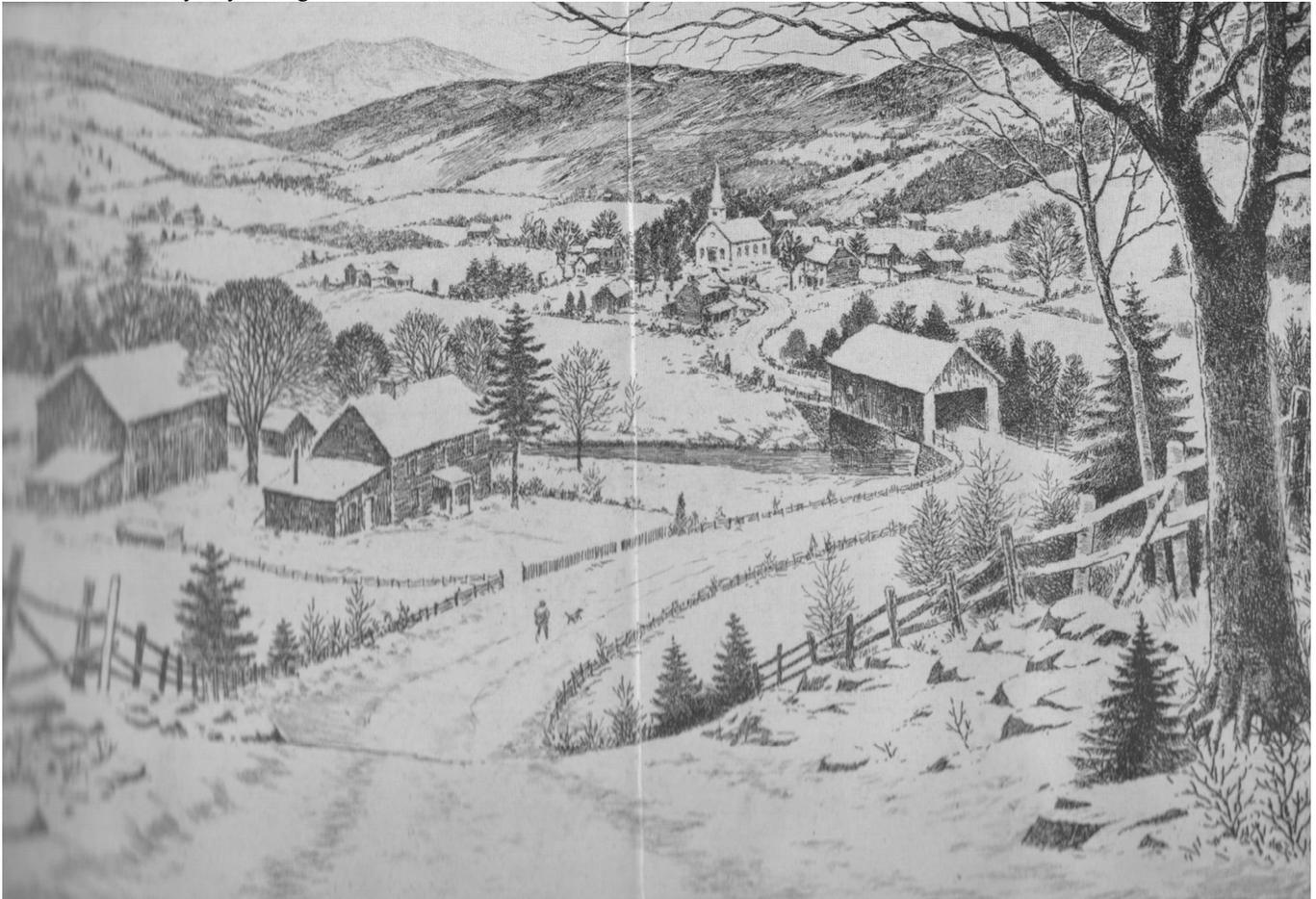


The Newsletter

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

Winter 2018-2019

“Across the Valley” by George A. Bradshaw



Season's Greetings and Best Wishes to All !!

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

NSPCB Contacts

President

Bill Caswell
535 Second NH Turnpike
Hillsboro, New Hampshire
03244-4601
WSCaswell@yahoo.com

Corresponding Secretary

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

Membership Dues and Address Changes

Jennifer Caswell
Membership Chair
535 Second NH Turnpike
Hillsboro, New Hampshire
03244-4601

Topics Back Issues, \$5 each

Bill Caswell
535 Second NH Turnpike
Hillsboro, New Hampshire
03244-4601
WSCaswell@yahoo.com

Treasurer

Gloria Smedley
4 Gamewell Garth
Nottingham, MD 21236

Newsletter Editor

Rob Mitchell
P. O. Box 375
Marshfield, MA 02050-0375

Editor's Comments ...

As a follow-up to last quarter's issue about traditional Pennsylvania Barn Red Paint I offer the following based on several member's responses and the writings of the late Eric Sloane. To begin, the traditional "barn red" is not the bright fire-engine red we often see today. A number of fanciful theories exist of how this traditional paint came to be ranging from "barns are red so a farmer's cows can find their way home" (but cattle are colorblind to the colors red and green!) to "copying Scandinavian farmers who painted their properties in rusty hues so they would appear to be made of brick, a material they considered to be a sign of wealth". It seems that Virginia farmers were the first to become paint-conscious and as there were no paint companies until sometime in the 1860's, many of the early barns and covered bridges, especially in New England, remained unpainted.

Farmers began to experiment and made their own protective paints soon discovering that linseed oil, an orange-colored oil derived from the seeds of the flax plant, would protect and seal the wood. Others discovered that a mix of readily available components – the red iron oxide found in the soil provided the deep dark reddish color, combined with lime and skimmed milk, created a plastic-like coating which dried and hardened quickly and lasted for years. While some farmers took advantage of Indian lore combining farm stock blood from a recent slaughter with milk, the mixture proved to be good only for cupboards and interior decoration and not for large surfaces nor outdoor use. Later, linseed oil was added to the outside mix to provide the soaking quality needed to penetrate and preserve the wood. Farmers also soon discovered that the homemade red colored paint also soaked up the sun's rays and kept their barns warmer in the winter, as well as, helped kill fungi, moss and mold year round.

Since covered bridges were often referred to as "barns over rivers" red soon became their chosen color. The recipe for this coating was: 4lbs. or ½ gallon skimmed milk, 6oz. lime, 4oz linseed oil or neat's-foot (cow's hoof glue), and 1½ lbs. of color (iron oxide). For outside painting, add an additional 2oz. slacked lime, oil and turpentine. Because it was considered unnecessary to paint the "right wood in the right place," old-timers often sneered at a neighbor's newly painted barn, accusing them of copying the "superstitious Germans of Pennsylvania." Thus, the traditional American "barn red" paint came into being through function and utility, rather than décor or superstition, and continues to be a tradition still used today on America's barns and covered bridges.

(My thanks to: John D'Aloia, Bill Caswell, Fred Moll, Jim Smedley and the late Eric Sloane)

Happy Bridging!

Spring 2019 Newsletter Deadline ...

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

President's Message

First, I will apologize for the length of this note. There is so much to report this quarter I wasn't able to fit it into a single page.

This quarter has been an exciting time for us although it ends on a somber note. While we hope that all of our historic covered bridges will be kept in good repair and remain for future generations to explore and learn from, there are those which really leave an impact when you see them. Such was the case last year when Jenn and I had the opportunity to visit northern California. California doesn't have many covered bridges, but the few it does have are certainly special places to visit.

The Camp Fire which began devastating Butte County on November 8, consumed thousands of homes and claimed dozens of lives with many more people still unaccounted for. Those tragic losses included the iconic Honey Run Bridge. According to the Historic American Engineering Record (HAER) documentation (2002), the Honey Run Bridge was probably constructed in 1886. It was described as the best preserved of four surviving examples of Pratt-type wood covered bridges in the United States. The Honey Run Covered Bridge Association has already started a campaign to rebuild the bridge. Like the recently reconstructed Blenheim Bridge, the historic structure is gone forever, but building a replica can go a long way towards healing a devastated community.

Early American Life magazine published an excellent article on covered bridge preservation in their October edition. Along with the article, they very generously offered us free advertising space inside the front cover. Some of the new members listed in this issue are the direct result of that article and advertisement.

Fifty of us gathered in Ashtabula County, Ohio for two days of touring and fellowship. It was a wonderful time. I have much more to say on that topic in a separate article.

In October, I had the honor of speaking at the National Trust for Canada's annual conference in Fredericton. The recent losses of two historic covered bridges and closure of others has gotten the attention of the historic preservation community. As a result, the Association Heritage New Brunswick hosted this session to draw national attention to the situation. More details are included in my New Brunswick Update elsewhere in this issue.

As I have mentioned before, we are always looking for projects to get involved in. If you are aware of an historic covered bridge that needs our help, either through volunteer work or financial assistance, please let me know. When grants become available, there is usually a need to raise matching funds or maybe a need to help fund an engineering study. We may also be able to help with protection in the way of fire retardant. We can donate the material and it is the bridge owner's responsibility for providing the workers to apply it properly. Feel free to contact me for more information.

In February, I was invited to help Canada Post with research for a series of covered bridge stamps to be issued in 2019. Sorry to say that I am not at liberty to divulge any more information until the issue is publicly announced. It has been challenging to keep it confidential this long. However, since the stamps were mentioned in a preview of the 2019 program on page 15 of the October/November 2018 issue of their *Details* magazine, I figured I could at least mention that they are coming. Stay tuned for more details. The official announcement is likely to come near the end of the year.

As I write this note during the Thanksgiving weekend, I am thinking of all the things that I am thankful for, especially those of you who volunteer your time to contribute to our organization and the various other covered bridge societies as officers and serve on committees. I know that many of you are like Jenn and I and need to fit that extra commitment in while still working a full-time job. We have certainly been blessed with some wonderful people eager to help. As a nationwide organization, we cannot always keep on top of all the local issues which might be going on. I would also ask that if you live in an area with a state or regional covered bridge society, please consider helping them as well. There are a couple who could really use some assistance.

For many years, the Covered Bridge Society of Oregon was led by Bill Cockrell who co-founded the organization in 1978. After 40 years of service to that group, Bill is ready to enjoy a well-earned retirement. I am



*Windsor Mills Bridge, Ashtabula County,
Ohio, September 22, 2018*

not aware of him asking for help, but I am sure that Jerry Russell would appreciate some assistance from those of you interested in west coast bridges. For more information about that organization and how you might be able to help, contact the Society at 24595 SW Neill Rd., Sherwood, OR 97140 or call (503) 628-1906.

The Vermont Covered Bridge Society is presently experiencing a resurgence thanks to some who have become more involved. I am thankful that Melanie Schropp was able to take over my role as newsletter editor so I could focus on NSPCB duties. Also, Steve Miyamoto has developed the society's social media presence to bring in younger people. Even with their efforts, their meetings, which have excellent speakers, are not very well attended. The present officers are mostly the same people who formed the group in 2000 and they are ready for the next generation to take over. If you feel a calling to become more involved in Vermont bridge preservation, you can contact them at PO Box 267, Jericho, VT 05465-0267 or email vermontcoveredbridgesociety@gmail.com

When David Wright passed away in December 2013, he left his house in Westminster, Vermont to the Society. This was complicated by a life tenancy for a friend of his. Although the life tenant never occupied the house, we could not sell the property without her approval. A challenge to the will and other legal complications over the years plus the cost of insuring the vacant property was significant burden on our finances. We are thankful that the life tenant finally agreed to sell the property and on November 20th, I signed the paperwork to transfer ownership to a woman who is eager to restore the home and live in it. After all the fees associated with the sale were deducted and five years of legal fees, insurance payments and engineering inspections were factored in, the Society gained about \$23,000 from David's donation. We are looking forward to finding a suitable use for that money.

As I near the end of this message, I want to share a highlight of our summer. Jenn and I spent ten days exploring the Midwest with Jim & Gloria Smedley. Our nearly 3,000-mile journey took us to 22 covered bridges, five state capitols and a variety of other places within Minnesota, Iowa, Kansas, Missouri, Illinois and Wisconsin. It was a marvelous experience that we will be reminiscing about for years to come. Gloria's selfie stick enabled her to capture a number of group photos during the adventure and keep our Facebook friends updated on our whereabouts.



*Left: Wisconsin's Chequamegon Bridge, World Guide #49-51-01
Right: Roseman Bridge in Madison County, Iowa, WG #15-61-07*

In closing, I wish you all a wonderful Christmas and holiday season. We look forward to seeing you in 2019.

Bill Caswell

Membership

Welcome New Members

Geraldine Bethune, Spring, Texas
Marian V. Bishop, Hudson, New York
Pat Bourassa, Newbury, New Hampshire
Jane Carroll, Williamsburg, Virginia
Rebecca Gau, Elcho, Wisconsin
Garrett Greek, Indiana, Pennsylvania
Matt Heinz, Laconia, New Hampshire
Carol Holdraker, Webster, New York
Chris Johnson, Penacook, New Hampshire

James & Barbara Parker, Canfield, Ohio
Jon Pearson, Webster, New Hampshire
Geraldine Pierro, Bluffton, South Carolina
Karen Ranz, Wilmington, Ohio
Tracy Risley, Ashtabula, Ohio
April Sinclair, Concord, New Hampshire
John C. Warner, Wilmington, Massachusetts
Dave Weaver, Charlestown, New Hampshire

Welcome New Life Member

Robert Hagen, Richfield, Minnesota

Honey Run Bridge Consumed by Wildfire

As of this writing, northern California's Camp Fire has destroyed thousands of homes and claimed over 80 lives in Butte County. On November 8, the historic Honey Run Bridge (05-04-01) also fell victim to the flames.

The bridge was known for its three separate roof lines, the center section was five feet higher than the end sections. The original northern span was a Kingpost truss with the center span a modified Pratt truss which was more common in iron and steel bridges than wooden ones.

Research of Butte County newspapers, county road and engineering and other public records show that the Honey Run (Carr Hill) Bridge was built by the American Bridge and Building Company of San Francisco in 1886 and opened to the public in January 1887. It was covered in 1901 to protect the structure and flooring. Previous stories of the demise of this bridge in 1894 by being washed away may refer to another location. As well as the story that in May 1895, three school children attempting to ford the creek in a light wagon were swept downstream and drowned may also refer to another location. The new bridge was constructed as a result of this incident.

This bridge was included in the 1955 film "Friendly Persuasion" starring Gary Cooper, Dorothy McGuire, and Anthony Perkins. In 1965 the bridge was damaged by a panel truck and slated for replacement. Following the incident, the county bypassed Carr Hill Road and built a new steel bridge upstream. The southern span was rebuilt with funds raised by local residents who formed the Honey Run Covered Bridge Association, and together with a significant donation from the Larwin Corporation in 1972, rehabilitated and re-opened the bridge to pedestrian traffic only. Until the fire, the bridge was protected within the Honey Run Covered Bridge County Park and served as a pedestrian footbridge.

Plans are already underway to build a replica of the bridge. A replica would serve as a tribute to the people who died in the blaze and represent a sign of healing for the sister cities of Chico and Paradise, according to Chico resident Tyler Colwell. "We hope to make the bridge a monument to those who lost their lives in the Camp Fire and a symbol of strength and unity between the communities of Chico and Paradise," Colwell said Thursday.

(Thanks to NPS HAER report, Wikipedia, Honey Run Covered Bridge Assoc., SFGate, Redding Record Searchlight, November 16, 2018, Jim Crouse and Bill Caswell)

Website Improvements

At the Annual Meeting, Member Alan Hartmann updated the group on the work he is doing to upgrade the Society's website. He started the process in response to a Newsletter article earlier in the year looking for help developing a phone app to help people locate covered bridges. Instead of a phone app, we are now approaching it as a website which can determine the users location and locate covered bridges near them. The visitor can also request information on bridges near a particular town to help plan trips. The website can connect to Google maps to provide driving directions. In addition to having the ability to find a bridge at a particular location, search functions are available to look for a specific bridge by name or a partial name. Alan, who works full-time, is volunteering his time for this project and works on it when he can. He could use some help in some areas to speed up progress. If you have experience with any of the following technologies and are able to help, please contact Bill Caswell at nspcb@yahoo.com and he will put you in contact with Alan. Help is needed with Apache web server software, Windows 2016 Server & Amazon Lightsail, PHP, Javascript / JQuery, Bootstrap, PostgreSQL and Google Maps API.



Jenn Caswell Photos, August 2017



After the fire.

Historic Bridge Preservationist Eric DeLony (1944-2018)

[Editor's note: This obituary compiled by the National Park Service has been edited slightly to fit this space.]

Eric N. DeLony, who served as Chief of the National Park Service's Historic American Engineering Record (HAER) from 1987 to 2003, died on October 23, 2018, after a long struggle with Alzheimer's disease. Over his career, Eric became known as a pioneer in historic bridge documentation and preservation and one of the nation's leading experts in historic bridges. In recognition of his achievements, Eric was the recipient of the 2000 General Tools Award, the highest honor bestowed by the Society for Industrial Archeology.

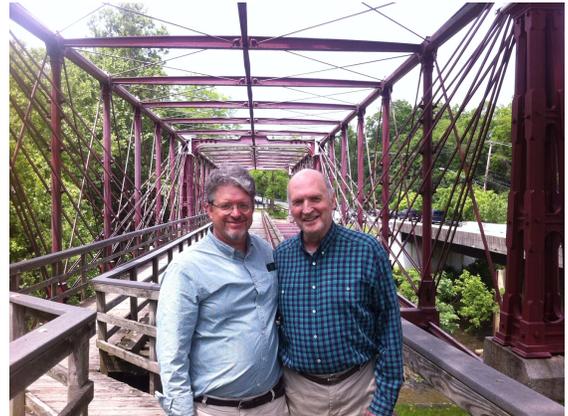
Eric graduated from Ohio State University in 1968. After completing his Master's in Historic Preservation at Columbia University, Eric was hired as HAER's first full-time employee in 1971. HAER began recording a variety of bridges and other industrial structure types as part of state inventories and themed surveys. These included surveys of the Baltimore & Ohio and Erie railroads, Paterson and Lowell mill towns, and later mining, steel, power, and maritime-related sites, among others. Eric also helped initiate "SWAT teams" to record endangered structures prior to demolition. By 1987, Eric DeLony had been promoted to Chief of HAER.

In collaboration with Emory Kemp of West Virginia University, Eric began developing the HAER Historic Bridge Program in 1973, which would become the first comprehensive national program to identify and protect historic bridges. Through Eric's efforts, HAER developed partnerships with the National Trust for Historic Preservation (NTHP), the Advisory Council on Historic Preservation (ACHP), and state historic preservation offices (SHPOs). The first goal of the program was to promote comprehensive historic bridge inventories in each state. When inventories were required by law in 1987, Eric's initiative became a catalyst in making highway bridges the first class of historic structures to be nationally evaluated.

After the preliminary state bridge inventories were completed, HAER partnered with state departments of transportation (DOTs) to undertake HAER summer documentation projects that would more intensively document representative bridges, with the first taking place in Ohio in 1986. Using funding from a variety of partners like the Federal Highway Administration (FHWA), DOTs, and historic groups, HAER recording teams collaborated with national and local experts to produce large-format photographs, histories, and drawings of hundreds of historic bridges in Arkansas, Illinois, Iowa, Massachusetts, New York, Ohio, Oregon, Pennsylvania, Texas, and Washington, from 1987-2001. Eric also worked with engineering professors such as Dario Gasparini at Case Western, Stephen Buonopane at Bucknell, and Ben Schafer at Johns Hopkins to hire students to compile detailed engineering analyses of a variety of historic bridge types, going beyond traditional architectural history reports. In appreciation of Eric's initiatives, the White House and ACHP presented HAER's Historic Bridge Program with a National Historic Preservation Award in 1992.

In addition to the nation's highway bridges, the historic roads and bridges in the National Park system were also deteriorating from neglect and overuse. HAER developed a pilot project in the National Capital Region of the National Park Service (NPS) in 1988 to survey the historic and significant transportation-related structures and designed landscapes at various NPS units. With support from FHWA and NPS, this program expanded in 1989 and continued until 2002 to document the roads and bridges of large western national parks, national battlefields, and eastern parkways. HAER also partnered with New York and Connecticut to record several historic local parkways. The drawings of these projects are compiled in *America's National Park Roads and Parkways: Drawings from the Historic American Engineering Record* (Baltimore: Johns Hopkins, 2004).

Eric DeLony was also influential in HAER's involvement with a third major initiative involving FHWA and historic bridges. Realizing that covered bridges were a beloved but endangered resource, Vermont Senator James Jeffords proposed legislation to save them. The resulting National Historic Covered Bridge Preservation (NHCBP)



Eric DeLony (right) with Christopher Marston of the NPS at the Bollman Truss Bridge in Savage, Maryland, taken by MaryAnn Naber in 2014.

Program was established by FHWA in 1998 as part of the TEA-21 transportation bill. HAER received research funding beginning in 2002 to document the nation's most significant covered bridges, as well as developing other educational initiatives including engineering studies, a traveling exhibition, national conferences, and National Historic Landmark nominations. With the benefit of continued FHWA support, HAER Project Leader Christopher Marston has continued Eric's vision and is in the process of finalizing several research projects. These include the 2015 publication *Covered Bridges and the Birth of American Engineering*, co-edited with Justine Christianson, and dedicated to Eric DeLony. *Rehabilitation Guidelines for Historic Covered Bridges* will be published later in 2018.

Not satisfied to just record historic bridges, Eric was also determined to see as many bridges as possible saved and preserved. Some of the projects that Eric championed included: the 1828 Blaine S-Bridge and the 1868 Zoarville Station Bridge in Ohio; the 1869 Henszey's Bridge in Pennsylvania; and the 1858 Aldrich Change Bridge in New York. As Ohio DOT's Tom Barrett reflected, "Through Eric's encouragement, I feel that the historic bridge inventory in Ohio has stabilized and improved in many ways. We strive to explore all plausible alternatives to demolition and find ways to educate everyone on proper rehabilitation and design solutions. Hard-fought successes here and nationwide in bridge preservation will always be a part of Eric's legacy."

Eric's advocacy extended beyond bridges to roads as well. As Preserving the Historic Road conference founder Paul Daniel Marriott stated, "Eric appreciated that roads and bridges were intertwined. He was one of the first people to acknowledge that historic research and advocacy [were needed] for historic roads. Eric DeLony was instrumental in establishing the historic roads movement."

After retiring to Santa Fe, New Mexico, in 2003, Eric became a bridge preservation consultant. Maintaining "The Pontists" email list, he advocated for various bridge preservation causes and initiatives, and continued to write and teach.

An avid collector of rare books, technical reports, and images of historic bridges, Eric donated his collection to two prestigious archives. The "Eric DeLony Collection of the History of Bridges and Bridge Construction" was established in 2010 at The Huntington Library in San Marino, Calif. In 2013, the Linda Hall Library in Kansas City, Missouri received the "Eric N. DeLony Engineering & Bridge Collection."

After health issues removed him from public life, Eric continued to receive various honors acknowledging his legacy. Beginning in 2014, the National Society for the Preservation of Covered Bridges established the Eric DeLony Scholarship, an annual prize awarded to a college student interested in historic preservation. Eric was also a recipient of the 2016 Othmar H. Amman Award for Lifetime Achievement from The Bridgehunter's Chronicles.

Eric DeLony was truly a pioneer in the world of historic bridge documentation, preservation, and advocacy. The 3,000+ bridges in the HAER Collection at the Library of Congress, and hundreds of examples of preserved historic bridges across the country are all a testament to his lifelong determination and passion for saving historic bridges.

Eric DeLony Scholarship

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

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

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

August Meeting

The August meeting was hosted by Director Carmela Sciandra in Revere Beach, Massachusetts. The recently released October issue of Early American Life magazine featuring a covered bridge preservation article and donated full-page NSPCB ad was available for attendees to view.. Karl Young discussed his trip to the southeastern states and provided a summary of his observations at each of the covered bridges that he visited.



Annual Meeting

The NSPCB Annual Meeting took place on Saturday October 27th at the Brigham Hill Community Barn in North Grafton, Massachusetts, with thirty-six members and guests from six states in attendance. In addition to having plenty of room to accommodate our group, the Barn also includes a state-of-the-art audio-visual system for our guest speaker and business meeting.

The wonderful meal was followed by an enjoyable presentation from Jim Barker. Jim, a structural engineer with more than forty years of experience, spoke about a number of topics including the covered bridge deck research project done in cooperation with the National Park Service and various other projects that he was involved with.



After the presentation, we moved into the business meeting with election of officers. Thank you to all our officers and committee members for their willingness to volunteer their time to promote the NSPCB and make sure that all the business needs of this organization run smoothly. Robert Hagen of Richfield, Minnesota, who has been paying annual dues since 1952, was granted an honorary life membership. During President Bill's "Year in Review" presentation, he presented Recording Secretary Joye Olson with a plaque in appreciation of her many years of service to the Society.



Thank you to our volunteers who prepared and served the meal this year: Jenn Caswell, Bob & Betty Pauwels, Dianne Brunt, Jackie O'Leary, Kaylee Brunt and Kendra Brunt. Photos by Bob Watts and Bill Caswell.



Upcoming NSPCB Meetings & Events ...

2019 Meeting Schedule

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

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

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

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

July 26-28 – Covered Bridge Tour – New Brunswick. Full details in the Spring issue.

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

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

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

Other Upcoming Covered Bridge Meetings & Events ...

For more information on other society's events, visit their websites listed in previous Newsletters or links from the NSPCB website.

Sunday, March 3 – 2 pm, Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA), Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania Sunday, 2 pm Program: "Cruising from Amsterdam to Budapest" by Ray Finkelstein

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

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

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

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

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

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

Saturday, June 8 – Blenheim Bridge Dedication, Blenheim, New York. More details in the Spring issue.

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 Meeting at the Hyde Hall Mansion Information Center, Glimmerglass State Park, New York.

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

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 - New York State Covered Bridge Society Meeting at a location to be determined.

September 7 & 8 - New York State Covered Bridge Society Safari of Grafton & Merrimack Counties in New Hampshire and Windsor County, Vermont.

New Brunswick Update

by Bill Caswell

During the summer I was invited to speak at the National Trust for Canada’s annual preservation conference in Fredericton, New Brunswick. The conference is attended by historic preservation professionals, educators and government employees throughout Canada. With all the attention recently focused on the fate of New Brunswick’s covered bridges, the conference organizers opted to include a session dedicated to the topic.



I was to share the stage with two others, Dan Tingley, a timber engineer who has built wooden bridges all over the world and Serge Gagnon, the Executive Director of Engineering Services and Chief Engineer of the New Brunswick Department of Transportation and Infrastructure (DTI). All three of our presentations complimented each other nicely.

Stating that historic preservation is important to this audience is merely preaching to the choir. Why are the area’s bridges significant and worth saving? And, how do you convince those outside the preservation community of that? I started by letting them know what is unusual or unique about New Brunswick’s bridges such as the variation of the Burr truss which is fairly common there but not outside of their area. Or, the two remaining bridges with “hip” or “cottage-style” roof designs similar to the one in Elizabethtown, Tennessee. I stressed the need to not only watch over the covered bridges, but the uncovered wood truss bridges which are disappearing at an even faster rate yet.

I then spoke about various methods for preserving the bridges using mostly examples within the province. In America, there are a number of instances where bridges taken out of service are left to deteriorate. However, New Brunswick’s bypassed and relocated covered bridges are still maintained by the DTI and generally appear to be in good condition. I finished with examples of how routine maintenance can significantly extend the life of the bridge with images of what happens when that maintenance isn’t done.

Dan Tingley showed how new timber bridges are becoming more popular in certain parts of the world and stressed the need for young engineers to be taught timber design as part of the regular curriculum along with steel and concrete design. Serge Gagnon discussed how DTI’s mandate to provide a safe and efficient transportation system often conflicts with the desire to preserve historic structures. His challenge is to maintain a roadway network for all users including those larger vehicles which cannot pass through the covered bridges.

After the session, I was approached by some of the attendees from New Brunswick and Québec who didn’t realize that Canada’s covered bridges were almost exclusively within those two provinces. A gentleman from West Montrose, Ontario who regularly rides his bicycle through its covered bridge was surprised to hear that it is the province’s ONLY historic covered bridge. Reports of our presentations were published on page 2 of the local newspaper and broadcast throughout the nation by Radio Canada.

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Do you shop at Amazon? Have you heard of Amazon Smile? It is a program where Amazon contributes 0.5% of your purchases to a non-profit organization. There is no cost to you. **In October, we received a donation of \$20.59.** That may not sound like much, but every little bit helps. Having more people participate will increase the funds we have available to contribute towards fire retardant and other worthwhile preservation projects.

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

2019 Covered Bridge Tour

by Bill Caswell

With all the attention being focused on New Brunswick right now, we had a number of requests to visit their covered bridges in 2019. Many of those who suggested visiting this area have never been to New Brunswick and are excited to travel in new territory. Jenn and I made some time to visit potential hotels and restaurants during our last visit in an attempt to locate a base for the tour. I was also able to bounce some ideas off of Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick (CBCANB) while in Fredericton in October.

Details are still being worked out, but it looks like we will be planning a three-day trip, July 26, 27 and 28 (Friday through Sunday). We will likely be based in the Sussex area. This is where the densest concentration of bridges is.

No trip to New Brunswick would be complete without a visit to the world's longest covered bridge in Hartland. Unfortunately, Hartland is about 2½ hours from Sussex. Since Hartland is near the Maine border it would be on the way home for anyone who drives from the States. To incorporate it into the tour along with others in the area, we may stay in Sussex Friday and Saturday nights and then head westward on Sunday to visit bridges on the way to Hartland spending Sunday night somewhere nearby. For those who are flying, the Fredericton airport may be a good choice. Air Canada has regular flights from various US cities which go through Toronto to Fredericton.

If you are interested in joining us, please plan ahead. You will need a valid passport to cross the border. If you have a passport and it will expire any time within 2018, you may want to renew it before the trip. Customs agents can deny access if your passport will expire within six months of entry. 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 you cross the border.

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



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

Trout Brook Bridge Update

On September 8, the Trout Brook Bridge was moved from its construction location at the Wiscasset, Waterville & Farmington Railway office about 3 miles to its ultimate location over Trout Brook in Alna, Maine. The bridge was painted red to match the colors of its initial owner, the Boston & Maine Railroad. Now that this bridge is in place, it has been given a new World Guide number – 19-08-P06.

The bridge was built by Barns & Bridges of New England with help from WW&F volunteers. The project was funded by a grant from the National Park Service. The railway plans to extend its track towards the bridge in 2019 and could finish the track by the fall.

Photos courtesy WW&F



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 3, Butte County

05-04-01 Delete Honey Run Covered Bridge - lost to Camp Fire blaze November 8, 2018

Page 12, Knox County, update coordinates

13-48-01#2 Wolf Bridge, **N40° 51.394' W090° 06.603'**

Page 36, Lincoln County, add Trout Brook Bridge

19-08-P06 Alna Trout Brook Trout Brook 1 40' 2018 Boxed Howe Pony
7.8 miles north of jct of US 1 on ME218 to crossing of railroad right-of-way near intersection of Peaslee Road. Then 1000 feet left along the Wiscasset, Waterville & Farmington Railway right-of-way. N44° 06.21' W069° 37.07'

Page 57, Schoharie County, add the new Blenheim Bridge

32-48-01#2 Blenheim Schoharie Creek Blenheim 1 228' 2018 Burr
0.3 miles east of CR31 and North Blenheim on NY30, then 0.1 miles right on bypassed section of NY30. N42° 28.32' W074° 26.50'

2020 Calendar

Work is beginning on the 2020 Calendar. Since the “Bridges & Builders” concept was so well received this year, we will do that for next year as well. If you would like to submit photos, please email them to Bill Caswell at nspcb@yahoo.com or send on a CD/DVD. Photos can also be accepted through Dropbox or other cloud sharing services. Contact Bill if you wish to use one of those options. The bridges we are looking for are:

California..... Galen Clark (1814-1910)..... Wawona Bridge
 Illinois..... Jacob Allaman (1811-1868) Allaman or Eames Bridge
 Indiana Kennedy family many choices
 Iowa Harvey Jones and/or George Foster..... Hogback, Holliwell or Roseman Bridges
 Maine Hiram York (1828-1897)..... Sunday River Bridge
 Michigan..... Joshua Ackley (1804-1881)..... Ackley / Greenfield Village Bridge
 New Hampshire Charles Babbitt (1849-1924) Columbia or Mount Orne Bridges
 New York..... John Davidson (1815-1875) Beaverkill or Van Tran Flat Bridges
 Ohio Robert Smith (1833-1898)..... Rinard Bridge
 Pennsylvania..... David S. Stoner (1807-1861)..... Sach’s Bridge
 South Carolina Charles Irwin Willis (1878-1966)..... Campbell Bridge
 Vermont..... Jewett Brothers Comstock, Hutchins or West Hill Bridges
 West Virginia..... E.P. & A.P. Smith..... Indian Creek

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

Ashtabula County Tour *by Bill Caswell*

On September 22 & 23, 2018, the NSPCB and New York State Covered Bridge Society joined together to host a tour of Ashtabula County, Ohio's covered bridges. Fifty people from eleven different states congregated in northeastern Ohio for our annual covered bridge tour. Similar to last year's Oregon trip, a tour bus was rented for those who preferred to not drive themselves. In fact, there was so much interest in purchasing seats on the bus, a second vehicle was necessary to accommodate all those who wished to enjoy the ride while someone else did the driving. In addition to the NSPCB and NYSCBS, the group included officers and/or members of the Theodore Burr Covered Bridge Society of Pennsylvania, Indiana Covered Bridge Society and Ohio Historic Bridge Association.

The attendee's diverse interests included photography, timber design, engineering and geocaching. We are grateful to Kevin Grippi of Smolen Engineering for coordinating the meal and speaker arrangements plus other tasks where we needed a local contact. Thanks to Bob & Betty Pauwels for helping with preparations on Friday and always being there when we need them. Thanks to Jenn for driving the second vehicle and her assistance during the planning and execution of the trip. And, thank you to all who attended. Your interest in joining us year after year makes all the work necessary to organize one of these adventures worthwhile.

The event started on Friday evening, September 21st with the Society's monthly meeting and orientation for the weekend's agenda. It was a great time of fellowship with friends who we only see at these events and meeting first-time attendees.

Saturday morning was gloomy with the threat of rain. We were fortunate that it never got any worse and we spent most of the day under overcast skies. The dreary weather didn't dampen the spirits of the travelers at all.

We were privileged to have a special guest with us as we visited each bridge. John Smolen, who was Ashtabula's county engineer for nearly 30 years before retiring to start his own engineering company, joined us for the entire two days. John was instrumental in preserving the county's historic covered bridges in the 1980's and 1990's plus constructed a number of new covered bridges. He enjoyed sharing his knowledge of the bridges and answering our questions at each stop.

Saturday started at the grandest of Ashtabula County's historic bridges, Harpersfield built in 1868. This bridge features a steel truss at one end which was added to fill a void after floodwaters washed away the land at one end of the bridge. Next was the Mechanicsville Road Bridge (1867). This one has been bypassed, but is still open to light traffic. This was followed by the 1874 Riverdale Road Bridge and the Windsor Mills Bridge (1867) which towers high over Phelps Creek.

Saturday's lunch, like all the meals was arranged by Kevin Grippi of Smolen Engineering. The meal was prepared by local Amish women and enjoyed by all. No one left hungry. Lunch was followed by a very informative presentation by Mike Killilia, vice president of The Righter Company of Columbus, Ohio. Mike showed images of some of the more interesting projects that they have worked on.



35-04-25 - Windsor Mills Bridge



35-04-06 - Middle Road Bridge



Saturday's Amish Lunch



35-04-16 - Doyle Road Bridge (1876)



Phil teaches about geocaching



35-04-62 - Giddings Road Bridge



The Smolen-Gulf and Riverview Bridges



35-04-03 - Olin Bridge built in 1873

After lunch, we moved on to the South Denmark Bridge (1868) which has also been bypassed. This was the location of our group photo on Saturday. Then we moved on to the newer Caine Road Bridge (1986). The Graham Road Bridge (1867) was moved off the road to a nearby field where it can be visited and used for special events such as weddings. The final stop for the day was the Root Road Bridge (1868), the only one we needed to bypass because the clearance was too low for the tour bus.

After a brief stop back at the hotel, John Smolen had pizzas delivered to Ashtabula’s Lakeshore Park. We had dinner overlooking Lake Erie. Ginger Whitehead, executive director of the Covered Bridge Festival talked about the festival and importance of the bridges in the area. After watching an amazing sunset over the lake we headed to the hotel to rest up for Sunday.

Sunday was a beautiful bright, sunny and crisp fall day. The tour began with a visit to the Creek Road Bridge followed by the Middle Road Bridge (1868). Thirdly, the newer State Road Bridge (1983) and then the historic Benetka Road Bridge (c1900).

Sunday’s lunch was bean soup at the Olin Covered Bridge Museum. The soup was prepared in a large cast iron pot over an open flame on the museum grounds. The meal included a presentation on Ashtabula’s current and former covered bridges by local author and historian Carl Feather. During the lunch stop, tour members took time to explore the nearby Olin Bridge (1873).

The afternoon brought us to the nation’s longest covered bridge, the 613-foot Smolen-Gulf Bridge completed in 2008 along with its smaller, yet still impressive, Riverview Bridge built in 2016. The afternoon continued with two more newer bridges, the Giddings Road Bridge (1995) and Netcher Road Bridge (1999). Our final historic bridge was the Doyle Road Bridge built in 1868.

After a stop at the hotel, the group visited the Liberty Street Bridge built in 2014 and then moved on to our dinner location, the Winery at Spring Hill in Geneva. They offered a wonderful meal and had wine samples available for those who were interested. After dinner, John Smolen addressed the group to announce a planned covered bridge pavilion and then thanked everyone for attending.



35-04-14 – Saturday’s group photo was taken at the South Denmark Road Bridge was built in 1868.

More Ashtabula County Tour Photos



Jenn Caswell with Bob & Betty Pauwels preparing snack bags for the tour guests on Friday evening.



Author Carl Feather talking to the group during Sunday's lunch at the Olin Museum.



The folks at the Olin Covered Bridge Museum prepared a wonderful bean soup lunch for us.



35-04-12 - The Benetka Road Bridge was built around 1900.



John Smolen sharing his knowledge with Betty Pauwels and Bill Maupin.



35-04-58 - The State Road Bridge was built in 1983.



35-04-58 - The State Road Bridge was built in 1983.



35-04-05 - The Creek Road Bridge (construction date uncertain).



35-04-06 - The Middle Road Bridge was built in 1868.



Sunday's group photo with the Smolen-Gulf and Riverview Bridges in the background.



Mike Killilia, vice president, The Righter Company, offered a very informative presentation on the challenges of rehabilitating timber covered bridges after Saturday's lunch.



Four Society presidents. (L to R Tom Walczak, Theodore Burr CB Society of Pennsylvania; Wayne Marshfield, New York State CB Society; Andy Rebman, Indiana CB Society; Bill Caswell, NSPCB.

More Ashtabula County Tour Photos



35-04-05 - The Creek Road Bridge (construction date uncertain).



35-04-09 - The Root Road Bridge was built in 1868.



35-04-13 - The Graham Road Bridge was built in 1867 (Moved in 1971).



35-04-61 - The Caine Road Bridge was built in 1986.



35-04-14 - Jenn Caswell and Karl Olson chatting with John Smolen at the South Denmark Road Bridge.



35-04-25 - The Warner Hollow or Windsor Mills Bridge was built in 1867.



35-04-22 - The Riverdale Road Bridge was built in 1874.



35-04-19 - The Harpersfield Bridge was built in 1868.



35-04-25 - The view from inside the Warner Hollow or Windsor Mills Bridge was built in 1867.



35-04-63 - Netcher Bridge built in 1999.



35-04-18 - The Mechanicsville Bridge was built in 1867.



35-04-03 - The Olin or Dewey Road Bridge was built in 1873.

Covered Bridge News

California:

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

Repairs to this bridge were planned for late summer, but will likely not begin until spring 2019. Upon completion of the construction project, the hundreds of thousands of annual visitors to the Park will be able to cross the Bridgeport Bridge once again since it was closed to foot traffic in 2011. *(Press release from the Nevada County Board of Supervisors' Office. Photo by Bill & Jenn Caswell).* [ed.note: This bridge appeared in the Hallmark movie "The Christmas Card" (2006)]



Connecticut :

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



The iconic West Cornwall covered bridge on Route 128 was closed to cars and pedestrians to allow for repairs to the 1864 structure on September 4th and has now reopened. The nearly \$1.4 million project was awarded to Mohawk



Northeast, Inc. and was scheduled to be completed November 10, 2018. According to the Connecticut State Highway Dept., work included replacement of some damaged members inside and the wooden decking. Steel beams reinforce the underside of the bridge. The replaced steelwork is being painted red to match. Additional catch basins are being installed to improve roadway runoff and the approaches at both ends are being redone. Most of the work was completed between April and September 2018. *(Andrew Howard, November 10, 2018 and NBC News, October 2, 2018. Photos by Bill & Jenn Caswell.)*

Georgia :

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



Even with motion-activated warning signs on both sides of the bridge, oversized vehicles still continue to hit the protective barriers installed at the bridge. The 9th strike this year came from a senior citizen van on October 1st. Eight of the nine drivers have been charged to repair the bar; one was a hit-and-run collision. The beams



were hit so many times that they were twisted and difficult to re-attach. On October 24th, Cobb County crews completely replaced the structures on both sides of the bridge. The estimated \$3,000 cost of the beam replacement was almost entirely covered by an insurance payout from a dump truck strike on September 4. The new bars were struck by hit and run vehicles on November 9 and 26, the 10th and 11th incidents this year. *(Atlanta Journal-Constitution, October 2, 24, November 9 & 27, 2018. Photos provided by Abram Duke, Regional Manager for Suncoast Restoration.)*

Illinois:

Long Grove Bridge, Lake County - #11-49-A

Earlier we reported on the damage to the housing erected over this historic steel truss bridge. It was caused by a rented box truck just two weeks before the ceremony commemorating its addition to the National Register of Historic Places. The bridge was closed for two months while officials determined how to proceed. The damaged housing was removed and the bridge re-opened to traffic on September 14th. Vertical wooden posts and two horizontal beams have been left in place to serve as temporary clearance bars. The bridge still has a posted clearance of 10 feet, 6 inches with a 6,000-pound limit. The "nostalgic covering" was added in 1972 to help preserve the bridge and limit traffic from heavy vehicles. (*Daily Herald, September 13, 2018*)

Indiana :

New Brownsville Bridge, Bartholomew County - #14-03-08

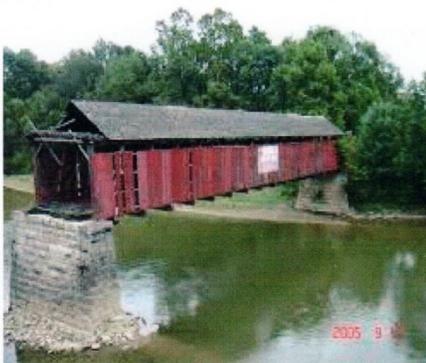
The Bartholomew County commissioners will pay Southern Roofing Inc. \$62,900 to replace the wood shake shingle roof on the bridge. They will need to coordinate with the Columbus Parks and Recreation Department to find a time when the bridge can be closed that does not interfere with park activities, Bartholomew County Highway engineer Danny Hollander said. The state of Indiana has set aside about \$30,000 for the historic covered bridge project and the rest of the cost will be paid out of Bartholomew County's cumulative bridge fund. (*The Republic, November 13, 2018.*)

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

The Spencerville Covered Bridge is closed to traffic until further notice, DeKalb County Highway Superintendent Ben Parker said Monday. Parker told DeKalb County commissioners that an inspection found several timbers in its trusses are rotten or soft due to moisture. "I have no idea what this is going to cost" to make repairs, Parker said. (*DeKalb County Highway Department photo.*)



Bell's Ford Bridge, Jackson County - #14-36-03x



The latest interest for reconstructing the former Bell's Ford Bridge has come from Hamilton County officials. 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 intent is that this would be a partnership between the two counties, but Hamilton County would assume all of the costs. According to a press release in November, Jackson County commissioners gave their approval to prepare paperwork to give the bridge's remains to Hamilton County. In exchange, Hamilton County will donate \$25,000 to help restore the Hall

Round Barn (which suffered a partial roof collapse in October) in Jackson County. Hamilton County officials said the Bell Ford Bridge would keep its name and be featured in Potter's Bridge Park with other restored covered bridges. (*WBIW News, November 14, 2018 and Seymour Tribune, September 20, 2018.*)

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

County Highway Superintendent Jerry Sitton said that state officials approved a repair on the First Covered Bridge located on CR 150N. The project will be undertaken in 2022 and as Sitton explained that due to the historical nature of the structure a number of studies and engineering guidelines must be met. The cost of the project is \$1.5 million. (*Rushville Republican, November 23, 2018.*)

Iowa :

Cedar Bridge, Madison County - #15-61-03#2

Estimates to replace the arsoned Cedar Bridge were initially around \$600,000. The new bridge will be covered steel structure, not wooden, to make it more fireproof. Due to the recent increase in steel prices, the estimate increased to \$720,000. The money was raised and construction began on November 27th. The intent is to have the project completed by October 2019 in time for the 50th anniversary of Madison County's covered bridge festival. (*WeAreIowa.com, November 27, 2018. Photo by KCCI-TV.*)



Kentucky:

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

Flooding during the summer has washed away more material from the bridge's abutment. Even though 1.2 million dollars has been included in Kentucky's 2018-2020 biennial highway construction plan to restore the bridge. The money was included in the Transportation budget, but the bridge is owned by the Parks Department. Until the two agencies can find a way to work together, the project is in limbo while the pronounced sag and crumbling abutment make failure a serious concern. The bridge was built ca 1865 and bypassed in 1968. (*Photo by Bill & Jenn Caswell*)



Beech Fork (Mount Zion) Bridge, Washington County - #17-115-01



The Washington County Fiscal Court hosted a celebration for this historic covered bridge on the afternoon of Wednesday, November 7, 2018. The structure underwent an extensive restoration project by Arnold M. Graton Associates which was completed in December 2017. The 210-foot-long span is the longest covered wooden bridge in Kentucky, and one of 12 surviving in the commonwealth. These photos sent to us



by Senator Jimmy Higdon show Washington County Judge John Settles at the event.

According to comments on the Senator's Facebook page, the bridge has been equipped with video cameras which have already helped identify and prosecute graffiti artists visiting the bridge.

Massachusetts:

Pepperell /Chester H. Waterous Bridge, Middlesex County - #21-09-01#3

Someone spray-painted words and symbols on the Pepperell Covered Bridge and Nashua River Rail Trail. After a resident e-mailed the Pepperell Police Department reporting the vandalism on the bridge, police went to the scene on October 1st to investigate. On October 29th, member Sue Blanchard took matters in her own hands and worked on cleaning up some of the graffiti. The photos show one side before and after Sue's work. (*Boston Globe, October 5, 2018. Photos by Sue Blanchard.*)



Massachusetts (continued):

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

A funny thing happened back in September of 1969 when 9-year-old Thom Reed rode across this bridge with his family. After crossing, a bright light rose out of the Housatonic River and he remembers being taken from the car to a large hanger-like building and observing insect-like creatures walking around. Shortly thereafter, he was back in the car, with everyone now in different seats. What he thought lasted only a few minutes had in fact been nearly two hours. One cannot think this youngster to be imagining all this as dozens of Berkshire residents had called the local radio station to report unusual lights and loud noises. Several said they spotted saucer-like aircraft hovering in the sky. Whether you believe in UFO's or not there was a considerable consensus that a notable event had occurred that night. In 2015 the Great Barrington Historical Society voted to recognize the encounter as an



“official historic event”. In 2017, a granite marker was erected at a newly created park to commemorate it. Unfortunately, although permission had been obtained from the Town, it appears that the monument and park were improperly placed on Town-owned land in violation of a Town ordinance prohibiting such things. As a result, it would seem that the UFO park is caught



up in a rather earthly dispute. (Brian Brenner, *Engineering News-Record* – June 2018)

Michigan:

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



County Commissioners are debating whether or not the Langley Bridge should be closed or remain open to traffic. A recent engineering study has determined that it can be used as-is for about two more years. The county is presently waiting to hear if a \$7 million grant application to construct a new bridge is approved or not. If approved, the covered bridge will continue as a pedestrian crossing. The bridge is presently posted for a 3 ton limit so fire trucks and buses are not

able to cross. The detour around the bridge is less than a mile. One of the concerns about closing the bridge is that it will be used for events and a large wedding could easily exceed the 3 ton limit. (*Sturgis Journal, October 19, 2018.*)

Missouri:

Union Bridge, Monroe County - #25-69-02

The Missouri State Parks, which owns and oversees the Union Covered Bridge State Historic Site, awarded a \$647,100 contract to Martin General Contractors of Eolia to replace and reinforce some of the bridge's main structural support beams. Timber framers from Trillium Dell, LLC of Galesburg, Illinois worked on the bridge replacing deteriorated lower chords and some truss members. They have been finishing work on restoring the camber in the bridge. On November 5th, we received an email from Jim Rehard, the Northern Missouri Historic District Supervisor, which indicated that he expected the project to be completed by the time you read this. Graffiti was removed and the bridge treated with an anti-graffiti coating which will make it easier to clean in the future. A Protecto-wire system has been added for fire protection. Surveillance cameras will be installed to reduce the potential for vandalism in the area. *(Photos by Bill & Jenn Caswell on September 1, 2018.)*



New Hampshire:

Belmont, Belknap County

Two pedestrian covered bridges have been erected on the Belmont Village Rail Spur Trail across the Tioga River. Of concern was the interaction of people, horses and cattle along the trail. Various schemes have been proposed to address this matter by the Belmont Conservation Commission but George Corliss may have the best idea, and most cost effective solution to protect the bridges – “Eliminate the fences, don’t allow horses, and erect two rugged posts 14” apart.” *(Laconia Daily Sun – April 2018)*

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

The New Hampshire Department of Transportation reported that this bridge, which was just repaired from a vehicle strike on June 30, was damaged again by a fifth-wheel camper on Saturday, November 3rd. State bridge inspectors visited the site and determined that there was no structural damage. The cosmetic damage to the portal will be repaired soon. *(NHDOT photo.)*



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

A while back, VP Karl Olson reported that diamond plate steel had been installed over part of the decking of the Bement Bridge. Bill Caswell contacted the Bradford Town Administrator who informed us that there were a couple of planks lifting up and in need of replacement. The Road Agent couldn’t locate any appropriate planking so he laid the steel plates down as a temporary fix. The Bement Bridge will be rehabilitated through the NH Bridge Program next year. The project, being designed by Hoyle, Tanner Associates of Manchester, NH, will include replacement of the failing north abutment,, repairs to the south abutment, a new bridge deck and repairs necessary to restore the 6 ton weight limit. The bridge will also be raised 6 inches. *(Photo by Scott Wagner.)*



New Hampshire (continued):

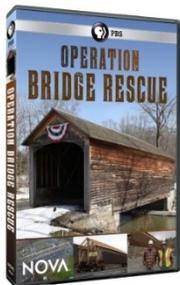
Rowell Bridge, Merrimack County - #29-07-08

After receiving a message from a local resident that the Rowell Bridge had been closed after suffering damage from a truck, Bill Caswell contacted the Town Administrator for more information. He confirmed that they believe the damage, consisting of about a dozen broken roof braces on the downstream side, was caused by a truck. The police checked local businesses but didn't find the truck that caused the damage. The Town plans to repair the bridge once roadway construction in the area is completed. *(Bill Caswell Photo)*



New York:

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



On October 3rd, PBS aired 'Operation Bridge Rescue', a documentary following the efforts of bridgewrights and engineers to rebuild and move the new Blenheim Bridge into place, exploring themes of heritage, engineering history and how covered bridges relate to community identity. The show also traveled to southeast China to investigate woven timber arch beam bridge technology and how the Chinese approach the preservation of bridge building knowledge. A DVD of the show is available from PBS. A dedication of the bridge is planned for June 8, 2019. *(Photo by Jim & Gloria Smedley.)*



Ohio:

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



In the Fall 2017 Newsletter, we mentioned plans to move this bridge back to Fairfield County where it was originally constructed in 1875. It was moved to its present location in 1986. The property owner has donated it back to Fairfield County which plans to dismantle it and reconstruct it behind Forest Rose School, near Ohio University-Lancaster. The funding is to be shared by Fairfield County Parks and Friends of Lancaster Sensory Trail. A 2018 feasibility study concluded the cost would be around \$406,600 to dismantle and move the bridge. Currently, only \$250,000 is available for the relocation. Parks Director Todd Younkin will continue to search for the additional \$156,000 needed. The bridge also has some structural deficiencies including about 20 percent decay of its truss members which will increase

the total cost to make it safe again. To donate to the Mary Ruffner Covered Bridge Project, contact the Fairfield County Park District at 740-681-7249. *(Lancaster-Eagle Gazette, August 7, 2018. Photo by Steve Wolfhope.)*

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

The Hills (aka Hildreth) Bridge was closed to all traffic two years ago when significant rot was discovered in the lower chords. Washington County has received a federal grant to repair the bridge and the work will probably be scheduled in the 2020 fiscal year. The federal government will pay 95 percent of the cost, which is estimated to be between \$700,000 and \$750,000. In addition to the needed repairs, the county intends to replace the roof and coat it all with fire protection and retardant. They also plan to install LED lightning to discourage vandals and have a paved parking area near the 1881 bridge. *(Parkersburg News and Sentinel, October 22, 2018. Photo by Bill & Jenn Caswell.)*



Pennsylvania:

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



The Pleasantville covered bridge in Oley Township is closed indefinitely after a high-profile truck hit one of the height-restriction barriers. Central Berks Regional police said that the accident occurred about 10 a.m. Wednesday. The driver of a flatbed truck attempted to cross the historic wooden span, but an attached lift hit the height bar, damaging the bridge's abutments. The driver stopped and will be cited, said police, who did not identify the driver. The 1852 bridge, which crosses the Manatawny Creek, has a posted 10 foot, 5 inch clearance. *(Reading Eagle, November 2, 2018. Photo by Bill & Jenn Caswell)*

Hall/Sheeder's Bridge, Chester County - #38-15-12

The bridge has reopened following a four month closure due to vehicle damage. It was closed after being struck by a vehicle on June 6th. The teenage driver with a medical condition, caused significant structural damage including several of the bridge's support beams. The 102 foot-long bridge was originally built in 1850 and was reconstructed in 1996. MyChesCo, October 7, 2018. *(MyChesCo, October 7, 2018. Photo by Bill & Jenn Caswell)*



Waterford Bridge, Erie County - #38-25-04

The 2017-2020 Transportation Improvement Program has allocated \$1,510,000 to repair the Waterford Bridge. Details of the project were included in the Summer Newsletter. The project was expected to advertise near the end of the summer, but a later inspection of the abutments determined that there was more work needed that originally anticipated. That increased the project estimate to \$2.4 million. PennDOT is looking for additional funding so they can advertise the project. *(Thanks to project manager Tom Alcorn. Photo by Bill & Jenn Caswell.)*



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

On April 18, 2018, the Lancaster County Commissioners announced that J. D. Eckman, Inc. had been awarded a contract for rehabilitation of the Pequea No. 7 (Neff's Mill) Bridge with their bid of \$645,267.50 to be funded by liquid fuels taxes. A notice on the West Lampeter Township website stated that work began on June 11 and was to take approximately six months to complete. A photo posted on Twitter and Facebook on October 23rd showed the north truss of the bridge being lowered onto its abutments.

Seigríst's Mill/Moore Mill Bridge, Lancaster County - #38-36-37#2

This bridge sustained minor damage from flooding in Lancaster County in late August. This photo was taken by Bill Caswell on September 9 after the water receded.



Pennsylvania (continued):

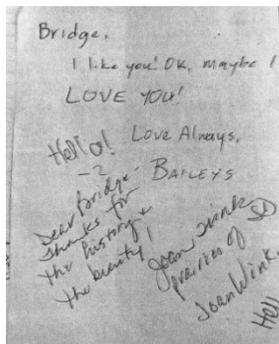
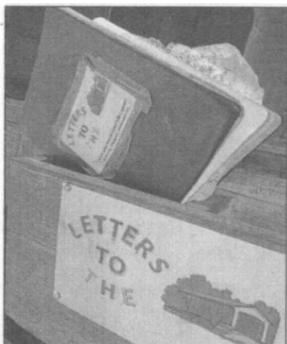
Herr's Mill Bridge, Lancaster County - 38-36-21

The Herr's Mill Bridge has been seeking a new home for many years. It has been dismantled and relocated to Star Barn Village in Elizabethtown to be rebuilt there as two separate bridges. Bob & Anita Ford have visited the site multiple times since the dismantling started and provided these photos from their visit on September 14. The 178-foot long, 2-span, Burr Arch bridge is on the National Register of Historic Places. The actual date of its original construction varies between information sources but was rebuilt in the latter half of the 19th century. Intentions for reconstruction include one span near Star Barn Village scheduled for opening in April 2019. The other span is to be used by a private railroad nearby with completion scheduled in about three years. (Thanks to Bob & Anita Ford, Jim Crouse and Thomas Kiphorn. Additional photos by Pat Tabor)



Thomas Mill Bridge, Philadelphia County - #38-51-01

In the twilight of a June evening some years ago, a runner out for his evening run along the Wissahicken Trail outside Philadelphia, spotted a gold envelope between the interior boards of the historic Thomas Mill Covered



Bridge addressed to "Valley Green's red covered bridge." Curious, he opened it. The letter inside began, "Where is your place?" - "... where you go to feel like the fullest and the best version of yourself?" ... "My



place is here, at this bridge ..." The author of the letter said that the bridge was where she had come many times as a child to play and explore and then later, after losing a close friend in a senseless hit-and-run accident. After each visit to the quiet of the bridge she left "feeling OK" and that she'd come home." The letter continued, speaking of The June Project which had been formed as a way for individuals to say goodbye and to honor places that meant a lot - including the old covered bridge. The runner located the letter's author, now moved away, to learn more about the June Project and encouraged others to leave their messages at the bridge. Letters from others began to pour in and were placed in a box inside the shelter of the bridge's ancient timbers. Letters to the bridge became numerous notebooks each filled with heartwarming odes to a bridge and its surroundings that changed constantly yet remained unchanged. He left his own note dealing with his life's conflicts following a devastating bicycle accident and today, still goes there "to escape the noise in the world, and in my own head." Many years have passed now but it's amazing to see how one place, the old covered bridge, could mean so much to so many. (Thanks to Ms. Pat Tabor and The Philadelphia Inquirer commentary, September 6, 2018)

Pennsylvania (continued):

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

Construction of the new Dellville Bridge is well underway. The historic 1889 bridge was burned by an arsonist in November 2014. The charred timbers were removed and new lumber is being used to construct a replacement covered bridge. Perry County awarded the \$886,848 bridge reconstruction contract to Lycoming Supply of Williamsport. *(News from Jim & Gloria Smedley, photo by Bob & Anita Ford, September 28, 2018)*



Canada:

New Brunswick:

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

In June, we reported that a public hearing was to be held to determine the fate of this bridge. After that hearing, the Department of Transportation and Infrastructure announced that the 118-foot long bridge built in 1915 would be repaired. Although the area is now fenced off and construction equipment sits on the south side of the bridge, people familiar with the area stated that no work is actually being done. *(Photo by Bill & Jenn Caswell.)*



Bayswater or Milkish Inlet #1 Bridge, Kings County - #55-06-15



The Milkish Creek covered bridge on the Kingston Peninsula has fallen into a state of disrepair, and the province's solution has been to restrict the height and weight of vehicles that are allowed to pass. Even though the bridge's actual clearance is 4.2 meters (13.8 feet), an iron bar has been placed in front of it with a 2.6 meter (8.5 feet) clearance. The weight limit was reduced from 15 tons to 5 tons. Residents are concerned that the new restriction will prohibit an ambulance or fire truck from reaching them. M.L.A. Bill Oliver fielded complaints about the bridge's condition yesterday saying the condition of covered bridges is costing the province of New Brunswick too much. Constituents have asked him why

the bridge was allowed to deteriorate to that point in the first place. The Milkish Creek Covered Bridge is one of many covered bridges in southern N.B. in need of major repairs and some have been removed as a result. Residents hope the proper repairs will be done to insure that bridge is both safe and accessible as soon as possible. *(CTV Atlantic, October 17, 2018. Photo by Bill & Jenn Caswell, July 12, 2018.)*

Long Creek #1 (or Starkey) Bridge, Queens County - #55-09-08

Floodwaters impacting much of the Saint John River Valley and its tidal tributaries kept the Starkey Bridge and at least three other covered bridges inaccessible during the end of April and beginning of May. The bridge was not damaged, but the approaches were. The latest word is that the approaches will be repaired and the Department of Transportation and Infrastructure intends to limit it to only pedestrian traffic. *(Report and Photo by Bill & Jenn Caswell.)*



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 Grassy Narrow, Abitibi-Témiscamingue - #61-70-12x

The central span of this uncovered wood truss bridge was covered between the time it was constructed around 1950 until 1958. In 1958 the siding was removed due to concerns that the wind would damage the whole structure. The southwest portion of the structure was burned on July 18, 1983 and again on May 23, 2015. A section of the northeast portion collapsed in 2010 and a second span collapsed sometime before 2016. The remains of the structure are still sitting in the water. On September 24th, Radio Canada announced that the ruins will be dismantled and removed in 2019. The municipality of Moffet has commissioned a study to investigate the feasibility of constructing a new bridge at that location. (1953 photo from the Richard E. Roy Collection, August 2018 photo by Simon Pratte.)



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



The Prud'homme Bridge opened to traffic on November 11, 1918. The community of Brébeuf is celebrating its 100 years with three events. A road race was held on August 4th, along with the "Artists in the Meadow" creating works about the bridge. On September 2nd, there was a "Centennial Market" at the park adjacent to the bridge where local artisans and farmers were invited to offer their products. Finally, on November 10th, there was to be a celebration at the community hall with dinner, music and an exhibit of the works of the "Artists in the Meadow". (*L'Information du Nord Mont-Tremblant*,

August 2, 2018. Photo by Bill & Jenn Caswell.)

Pont Émery-Sicard, MRC d'Abitibi - #61-01-22

This bridge was damaged by oversized vehicles in December 2015 and again in April 2016. As a result, the weight limit was reduced to 5 tons, but the damage was not repaired. After nearly three years, the bridge has finally been repaired. (Photo by Julien Bouchard, October 2018.)



Québec (continued):

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



The community of Notre-Dame-des-Pins has commissioned the engineering firm WSP to evaluate the bridge and determine what repairs are needed. The bridge is owned by the Ministry of Transport, but the community chooses to fund repairs when it can. The study cost \$53,853 and should be completed by the time you read this. We look forward to offering more details in the Spring *Newsletter*. The covered bridge has been completely closed since last February. The MTQ had noted problems with the bridge structure requiring major renovations. Built in 1927, the Perreault Bridge is the longest covered bridge in Québec at 495 feet. It was closed to vehicle traffic in 1969 and all

traffic in 1998. It reopened for pedestrians, cyclists and snowmobilers in 2003 after nearly one million dollars of restoration work. (Photo by Pascal Conner.)

Pont de la Chute Neigette, MRC de Rimouski-Neigette -61-58-03

In the Spring and Summer issues, we discussed the relocation of Pont de la Chute Neigette to make way for a new bridge. The 70 ton structure has become an interpretive center with a small park. On September 23rd, the Corporation du patrimoine de Saint-Anaclet (Saint-Anaclet Heritage Corporation) hosted a celebration for the official opening of the bridge. More than 60 people attended the event including the mayor of Saint-Anaclet-de-Lessard (Photos by Gérald Arbour.)



Viet Nam:

Japanese Covered Bridge

Anyone traveling to see Viet Nam must include a visit to the Japanese Covered Bridge or Cau Chua Pagoda (Cau Nhat Ban in Vietnamese) in Hoi An. The original Vietnamese name of this bridge is “Lai Vien Kieu” and is considered to belong to the Japanese community of Hoi An. Originally opened in 1719 by Nguyen Phuc Lord who carved three Chinese symbols above the portal. The bridge also features sculptures of two dogs and two monkeys representing the Chinese years in which many Japanese Emperors were born and the year of the dog - when construction began, and the year of the monkey - when construction was completed. In 1986, the Japanese Covered Bridge underwent renovation work which restored the arch which had been flattened to allow the passage of automobiles. The bridge stands today as a symbol of Hoi An, a riverside town in the Central Part, and is one of their most famous tourist attractions.



