

The Newsletter

National Society for the Preservation of Covered Bridges, Inc.

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National Society Meeting at the Contoocook Railroad Bridge on June 27, 2010

Front: Bob Salvi, Joe Cohen, Joye Olson, Ken Olson

Back: Ian Tucker, Pres. David W. Wright, Tim Andrews, June Roy, Dick Roy, Bob Watts

2010 Calendar of Events, Dedications, Dinners & Safaris

Sept 9-12 Roann Indiana Covered Bridge Festival

(Date To Be Announced) Matthews Indiana Covered Bridge Festival

Sept 11 & 12th Union County Ohio Covered Bridge Festival

In the Village Park in North Lewisburg, OH

Sept. 12th at 2:00 p.m. The Theodore Burr Covered Bridge Society of PA Meeting

Location: At the Manheim Township Municipal Building

Program: "*Gone but Not Forgotten*" by Jim & Gloria Smedley, which is about the lost covered bridges in Pennsylvania.

Sept 12 @ 11:00 a.m. NYSCBS Annual Picnic, Auction and Meeting

Hamden Town Hall in Hamden, NY

Sept 18-19 Indiana Covered Bridge Society

Tour of Ripley, Jennings & Dearborn Counties

Sept 18-19 Washington & Greene County Covered Bridge Festival in PA

Sept 19 Ohio Historic Bridge Association Tour of Morgan and Noble Counties

No details were available at press time.

Sept 25-26 Pioneers Safari

In southern Vermont and southern NH. Headquarters at the Holiday In Express in Springfield, VT. For more details call George Conn (610) 647-0745 or E-mail him at georgeconn1@verizon.net

Sept 25 at 7:00 p.m. National Society Meeting

At the Holiday Inn, Springfield, VT, part of the Pioneer Safari. Dinner at 6:00 (\$26/person), meeting at 7:00 including presentation by Bill Caswell on past & present covered bridges in the Pioneer Safari tour area.

October 8-10 Columbia/Montour Counties Covered Bridge Festival

At Knoebles Park in Elysburg, PA

October 9-10 Ashtabula County Ohio Covered Bridge Festival

At the Ashtabula County Fairgrounds in Jefferson

October 9-10 Madison County Iowa Covered Bridge Festival

October 10 @ 2:00 p.m. Theodore Burr Society & NYSCBS Meeting

At the Alamo Restaurant in the Knoebles Grove Amusement Park

October 10-19 Parke County Indiana Covered Bridge Festival

(Date to be announced) Bucks County PA Covered bridge Festival

At Tinicum Park on Route 32, Erwinna, PA

2010 Calendar of Events, Dedications, Dinners & Safaris

October 23 10:00 am to 2:00 pm Vermont Covered Bridge Society Meeting
at the Kellog-Hubbard Library Meeting Room, 135 Main St. in Montpelier

October 24 at 12:00 noon National Society Annual Meeting and Dinner
At the French King Restaurant, 129 French King Highway, Erving, MA

November 7 @ 2:00 p.m. Theodore Burr Covered Bridge Society of Pennsylvania
Regular meeting at the Manheim Township building featuring a bake sale. Program will be a presentation of the 2009 documentary "Covered Bridges: Spanning Time", which was produced by Maryland Public Television.

November 14 @ 11:30 a.m. NYSCBS Dinner and Meeting
At the Crystal House, 89 Fisherville Rd., Elmira, NY

November 21 @ 1:30 p.m. Ohio Historic Bridge Association
Annual Meeting and election of officers held at the Hilliard City Services Building, located at the Northwest Parkway just off Main St. Mr. James H. Snell will present a program of old slides taken by the late Marguerite Kyle.

December 11 @ 2:00 p.m. Theodore Burr Covered Bridge Society of Pennsylvania
Annual Christmas Dinner and meeting at the Bird-in-Hand Restaurant. See the Fall issue of "Pennsylvania Crossings" for details.

New Covered Bridge Books

Massachusetts Covered Bridges

Author: John S. Burk

Price: \$21.99

Publisher: Arcadia Publishing

ISBN: 9780738573236

of Pages: 128

'The Covered Bridges of Ohio: A Photo Guide'

It is a travel photo guide book and Art photography book or a technical manual.

Don't get me wrong I think many of the photographs are outstanding, but is not offset printed at 600 dpi.

'The Covered Bridges of Ohio: A Photo Guide' may be ordered now,

just click the link: <http://ohioscoveredbridges.com>

When you check-out enter the discount code '9HLRM8FF' for 10% OFF the suggested retail price of \$30.99

It also can be ordered directly for Amazon.com, however, the discount code won't apply.

If you have a FaceBook page, here is the link to the book page where I post tidbits on covered bridges periodically.

Here is the link to the FB page: <http://facebook.com/ohiocoveredbridges>

Have a great day.

Jack R. Perry, author

The President's Message

Alas, as I pen this President's Message, summer is fast approaching its end, and with it, that season of the year when it is most convenient, and often most comfortable, to visit our remaining Covered Wooden Bridges. Most comfortable is perhaps not the best adjectival phrase to describe the weather many of us have had to suffer through since roughly the end of June, however. Here in Westminster, for example, it has been hot, hot, hot, unbelievably HOT, for the past two months, with not too much in the nature of relief having come our way during this period. From that perspective, the arrival of the fall Season is an event we in our neck of the woods can anticipate with a certain degree of satisfaction. In the latter half of September, not to say the first half of October, it should be cooler; so what, if shortly thereafter, many of us shall find ourselves back in the snow shoveling business.

THE ANNUAL MEETING SUNDAY OCTOBER 24th 2010:

October, as well as offering potentially cooler weather, is also the month of our Annual Meeting, always a happy event, at least in my opinion. This year, as has indeed been the case for or quite a while, the Annual Meeting will be held at the French King Restaurant in Millers Falls, Massachusetts. Elsewhere in the present Newsletter, directions to the French King Restaurant will be furnished for those of you who do not know where it is, as well a list of the menu choices that will be available at the luncheon immediately preceding the formal opening of our meeting.

Directly following this luncheon, Tim Andrews, of Barns and Bridges of New England, will be putting on a program about the restoration of the Gilpin's Falls Covered Bridge in Cecil County, Maryland. I am sure Tim's talk will be of great interest to everyone. Not only is Tim an excellent speaker, but he is as well a Bridgewright of the first order, who employs only traditional methods and materials to carry out whatever repairs are necessary to put the spans he works on back into good order. So, all of you, please come one, please come all!

THE SOCIETY'S BY-LAWS:

The Society's By-Laws were last revised in 1989. Since that time, a few of the Society's procedures have evolved somewhat, Such that certain of the ways in which we have been doing business these past few years no longer perfectly conform to what our By-Laws prescribe. This state of affairs has never seemed to me to constitute anything like a grave crisis requiring urgent remedial action. By-Laws are after all not commandments handed down from the gods on high, but rather guidelines established by us, that is to say, by members of our Society, us that we may conduct our business in an orderly and more or less well understood fashion. We consequently can revise our By-Laws whenever we wish, either formally, or informally, as long as any revisions to them are ratified by majority vote of those members present and voting at a regular or special meeting of the Society.

Be the latter us it may, some time ago, I established a committee to look into the By-Laws question. Recently, I appointed two additional members to this committee. At the Annual Picnic last August, said committee's recommendations respecting amendments and revisions to our By-Laws were presented to the Executive Board, who, after a thorough discussion of them, recommended that they be presented to members of the Society at the Annual Meeting for an up or down vote. In my opinion, the By-Laws committee has worked extremely well, and I therefore hope you will accept the changes they have proposed, and vote in favor of them when the matter comes before you, as indeed it shall.

The President's Message (Continued)**CERTAIN ASPECTS OF PROPER COVERED BRIDGE PRESERVATION:**

To change the subject slightly, I am sometimes asked to comment upon a proposed Covered Bridge restoration project as the project in question is actually being elaborated. Such was recently the case, and though for the moment I am not going to reveal the name of the bridge, some of the comments I made respecting it ought to be of general interest. Certain of the ideas expressed in what was in fact a preamble to a more explicit discussion of a specific restoration scheme, have already seen the light of day in a previous Newsletter, but not all of them have. Besides, the question of how to restore an Historic Wooden Covered Bridge is not in general as well understood today as it ought to be, nor by as many people as would need to understand it for our Covered Spans to receive better treatment than they now frequently get. So, without further ado, here is the text of the above-mentioned preamble:

Despite frequent contemporary assertions to the contrary, a Covered Bridge is not an idea or a notion or a concept. Still less is a Covered Bridge a mathematical construct. A Covered Bridge is rather particular materials arranged in a particular fashion by a particular person for a particular purpose at a particular time.

Given the true nature of Covered Bridges, "Particular Materials" is a phrase that needs to be well understood by anyone wishing to get to the heart of what proper preservation or restoration of an Historic Covered Bridge actually entails.

"Particular Materials" in the case of a Covered Bridge obviously means first of all wood, but it can also mean wrought iron or cast iron.

The word wood, however, unless modified further, is a rather vague term. Even such expressions as "white pine" or "spruce" are still fairly imprecise, though they can be made less so by the inclusion of notations as to grade and finish.

Yet the phrase 'Particular Materials' as is used above means something quite specific. In respect to Covered Bridges, this phrase should be understood to refer to such Covered Bridge components as the kingposts or chord sticks or upper lateral braces which are set in place by the original bridgewright, or one of his crew, at the time the span in question was initially erected. It can, however, also refer to significant later additions, which of course will as well consist of particular materials arranged in a particular fashion by a particular person for a particular purpose at a particular time, complement or reinforce the original structure, thus permitting it to remain in place under perhaps new conditions of service, without having been fundamentally altered. A classic example of such significant later additions is sets of nail and stitch bolt laminated plank arches built up within the confines of a given Covered Bridge so as to increase the latter's load-bearing capacity.

Though specific mention has been made of kingposts, chord sticks, and upper lateral braces, these particular materials must not be considered the only components of significance which serve to make up the fabric of existing Covered Wooden Bridges. Floor joists, stringers, floor plank, nailers, sideboards, roof rafters, roof boards, shingles, and so forth, all of them constitute the particular materials out of which Covered Bridges are fabricated.

All of them are important; none are trivial.

The removal of any one of them, in respect to the authenticity of the structure in question, would amount to a loss, a loss in some instances, deeply to be regretted.

Consider, for example, a Covered Bridge erected by one of the major Covered Bridge builders of the nineteenth century, say a Burr or a Long or a Paddleford. Now by means of your imagination, transport yourself back in time to a period some forty years or so after the bridge of your choice was first constructed. Barring unfortunate circumstances, this span at that stage ought to be quite intact, or at least one can imagine that it might be. Its

The President's Message (continued)

original floor plank, though worn through use, would probably be in place, as likely would its sideboarding and shingled roof. The latter, however, would almost certainly be approaching the end of its useful service life, if it had not got there already.

What one would then be contemplating, unfortunately only in one's imagination, would be a perfectly authentic Burr or Long or paddleford span. No other bridgewright, or construction firm, would have altered this structure in any way. It would reflect in every one of its details the thoughts and decisions of its creator.

At some point in the then not too distant future, however, this bridge of one's choice which one's imagination has conjured up in all its initial detail is going to need repairs. It may also require strengthening, as it could have been built for loads lighter than those which it is now carrying, or which are anticipated for it in the future.

(I am deliberately excluding here the possibility that the bridge in question might be replaced by one of more robust design, certainly the fate of many an ancient Covered Wooden Span.)

It is at this juncture that the subject bridge, originally conceived of and built by Mr. Burr or Mr. Long or Mr. Paddleford, will begin to lose its up to then perfect authenticity.

"Authenticity"? What exactly is it that this term signifies in the context of our remaining Historic Covered Wooden Bridges?

Of course, when one wants to find out what a particular word means, an excellent place to begin is the dictionary.

In Webster's New International Dictionary, edition of 1909, in my opinion the greatest in a long line of superb lexicons published under this rubric, the noun "authenticity" is defined in two ways. The second of these two definitions most directly apply to the preservation or restoration of Historic Covered Wooden Bridges. That second definition in its entirety runs as follows: "Genuineness: the quality of being genuine, or not corrupted from the original". (Underlining mine. D.W.W.)

Given the wording of the previous definition, "Genuineness", which Webster's Dictionary equates to "the quality of being genuine", is obviously at the heart of what constitutes "Authenticity". It is therefore instructive to see what Webster's has to say about "Genuine" as well.

Once again, it is the second definition of the term that most directly speaks to authenticity in Covered Wooden Bridges.

In its entirety, this definition runs as follows: "Actually belonging to, or proceeding from, the reputed source, origin, or author; having the origin or character which it appears or is claimed to have; authentic, not counterfeit, spurious, false, or adulterated; real; true; pure; as, a genuine note or signature is one made by the date, authorship, etc. which it purports or is claimed to have; a genuine production; genuine materials". (Underlining Mr. Webster's)

Returning now to the 'bridge of one's choice which one's imagination has conjured up in all its initial detail', it is easy to see how, at the moment repairs to it are to be affected, that this span will begin progressively to lose its authenticity.

Suppose that the subject bridge's roof has begun to leak. To this problem there are but two solutions: the roof in question can be replaced, or it can be patched. If it is to be replaced, it can either be replaced "in-kind" or by a roof of different design employing perhaps materials different from those made use of originally. If it is replaced "in-kind", the gentlest and certainly the most satisfactory method of restoration, the replaced roof, the NEW roof, will not belong to, id est, be from the hand of, the original author, that is to say, the bridgewright or contractor who set it in place initially. If the replacement roof is of different design exploiting different materials, it will be even more removed from the hand and mind of whoever it was that put up the original roof in the first place.

In a word, in this case an adjective, neither the replaced "in-kind" roof, nor the redesigned one, will be AUTHENTIC.

The President's Message (continued)

Certainly neither will constitute the "particular materials" set in place "by a particular person at a particular time" of which mention was made towards the beginning of the present commentary.

In respect to the possibility of patching the roof in question, from a preservation point of view, such a procedure would have certain advantages, albeit it they might be of fairly short duration; 1) a patched roof would leave some at least of the historic fabric of the original roof in place a bit longer, and 2) the patches themselves would show that the original roof was not quite as original as it might at first seem to be.

An analysis similar to the one which has just been elaborated above could be made respecting any of what might be called the secondary components of an Historic Covered Wooden Bridge, that is to say, of the sideboarding, inside endboarding, roof boards, roof rafters, floor plank, floor joists, and so on and so forth. These components may not be at the heart of what constitutes a Covered Wooden Bridge, namely the trusses, upper and lower lateral bracing systems, and the wind bracing, but they are not of no significance for this reason, either.

As has been remarked previously, removal of ANY of the components of an Historic Covered Wooden Bridge is a genuine loss, and will invariably diminish the authenticity of the structure from which they may have been extracted.

The following two examples clearly illustrate the importance in preservation work of what is rightly called Historic Fabric.

Consider two beds, both of which will contain primary and secondary components of course, one, an eighteenth century creation still in perfect shape, in which, as it happens, George Washington once slept, and the other, an artifact dating from the latter days of the twentieth century, an artifact that beautifully replicates the first. Which one of these two beds could one correctly conclude would have the greater historical significance? and on which of the two, were it to become necessary, would it seem reasonable to expend a considerable sum for repairs?

The second example concerns a fellow who claims to have his great grandfather's axe. He has changed the handle of it three times, and the head of it twice. Does he still have the axe he pretends to have? Obviously not! What he in fact possesses is a recreation at that, of the object that was once his great grandfather's, but which has now gone glimmering.

It should be noted that what can be properly described as the secondary components of a Covered Bridge are not in general removed, when they are removed, because of their insignificance within the structure, but rather, because they have deteriorated or worn beyond the point where they can any longer continue to serve as originally intended. Covered Bridges are after all built up out in the weather, and are regularly subjected to moving live loads, which facts have obvious consequences. One such consequence is that there are now very few 19th or early 20th century Covered Bridges remaining which can accurately be classified as being perfectly authentic; that is to say, which have retained ALL of their historic fabric. The issue that the historical preservationist, AND HIS STRUCTURAL ENGINEER, must therefore focus their attention upon, as they elaborate a Covered Bridge repair or restoration scheme, is how to preserve the maximum amount of historic fabric of a subject span, in place, and functioning more or less as originally intended, whilst at the same time assuring themselves that the bridge in question shall be safe for all its intended loads, once their project has actually been realized. The more significant the span, be it noted, the more crucial this latter principle.

With the hope that I shall be seeing a goodly number of you at the upcoming Annual Meeting, please be assured that I wish each and every one of you,

Much Happy bridging!!!

David W. Wright

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



Covered Spans of Yesteryear

by Bill Caswell

I hope you had an enjoyable summer. We were fortunate enough to get as far as Oklahoma in July to visit relatives that we haven't seen in far too many years. It was great getting reacquainted again. We continued down through Texas before working our way back east. I want to thank those of you who have sent pictures from your own trips. It is especially nice to see the pictures of bridges that have been restored or rehabilitated during the past few years. Many of them will be appearing on the website in the future.

During our vacation we were able to visit the new Moscow, Indiana covered bridge a few days after the second truss had been put into place. For those of you who might be in the area and see this notice in time, the dedication and opening ceremony for the bridge will be on September 25th. After our visit to Moscow, we continued eastward to attend the Ohio Historic Bridge Association's annual picnic at the Salt Creek Bridge. It was good to visit with them again. After lunch there was an interesting presentation about the National Road.

While on the road I saw a newspaper article about a group working to save the Riverside Bridge, an historic steel truss in Ozark, Missouri. The article initially got my attention when it mentioned that the bridge was built to replace a covered bridge. When I looked at the map to locate Ozark, I discovered that it wasn't too far off the path we were to follow the next day on our way to Oklahoma.



Since there isn't much information on covered bridges in Missouri and we would be in the area the next day, I contacted Kris Dyer who is heading the campaign to save the present bridge for more information. She provided this picture of the covered bridge and some information about the area. There are more pictures of both bridges and the surrounding area on the Ozark Main Street website at <http://www.ozarkmainstreet.org/gallery.html>. The covered bridge was adjacent to the Ozark Mill until it was destroyed by a devastating flood in 1909. Soon after, the pin-connected metal Pratt truss was built at that location. In 1922 the 13 year old bridge was relocated about a mile upstream to its current location to make room for a new wider bridge. The metal truss presently carries about 1300 vehicles per day and is being considered for replacement. If you are interested in learning more about the effort to save the metal bridge, visit the group's website at <http://www.facebook.com/saveriversidebridge>.

During the weekend of September 25th and 26th Jenn & I along with George & Tina Conn will be hosting the Pioneer Safari which will visit covered bridges on both sides of the Connecticut River between Saxton's River and North Hartland, VT. For more details, contact me at bill@lostbridges.org.

News of Old Covered Bridges

Connecticut

Comstock Bridge 07-04-01 Built in 1873

On August 31st, construction crews from Barr, Inc. began the process of restoring the old 95 ft. long timber bridge. They will remove it from its site and restore it in a nearby parking lot. The bridge will be moved in separate 30 ft sections, then repaired. The steel I-beams that were under it will also be removed and additional wind bracing will be added to it. The project is estimated to be completed by June 2011. It will cost \$1.1 million, funded by state and federal money. 80% will come from the National Historic Covered Bridge program. The bridge has been closed to traffic since it was bypassed in 1934, but since used as a pedestrian crossing. *Info from The Hartford Courant*

Indiana

Medora Bridge 14-36-04

This 434' 3 span Burr Truss is currently being restored extensively, and is closed off to all visitors, but one can still get good views of it from the bypass bridge and also down along the banks of the East Fork of the White River. It has been bypassed since 1972.

Williams Bridge 14-47-02

Fire slightly damaged the Williams Covered Bridge early on June 18, 2010.

Lawrence County Sheriff Sam Craig said the department received a call at 3:55 a.m. reporting a fire at the bridge.

The department had an officer in the area who, upon arrival, extinguished most of the fire until the Williams Volunteer Fire Department arrived and finished putting it out. The bridge was closed until about 9 a.m. as crews worked to repair the four-foot section of the bridge floor that was damaged in the fire. The 397 ft long Howe Truss will soon be bypassed by a new \$5 million modern bridge, which is well under way. (Credit *The Bedford Times-Mail* and Jim Crouse)

New Hampshire

Pier 29-10-03 and Wright 29-10-04 Railroad Bridges

These two railroad covered bridges were closed for repairs and improvements from August 30 to Sept. 3rd. They are to receive a new sprinkler/fire alarm system, fire retardant paint, and other structural repairs. A Transportation Enhancement Grant was received by the town of Newport, NH for the improvements. They are both on the Sugar River Trail, operated by the New Hampshire Bureau of Trails. You can look at their web site for additional information.

www.nhstateparks.org or look at their Facebook page. *Thanks to Dick & June Roy for the information*

Thompson/West Swanzey Bridge 29-02-04 #2

It is noted that the wooden dam by this bridge was removed in late August or early September, according to an article in the New Hampshire Union Leader dated August 26, 2010. It was called the Homestead Woolen Mill Dam. The covered bridge is also being "stabilized" as part of the project. The present bridge replaced an older one in 1998. *Thanks to Dick & June Roy*

Ohio

Kirker Bridge 35-01-10

Some repairs were done to this bypassed 1890 covered bridge by a group of local citizens which included the Adams County Travel and Visitors Bureau and the Adams County Commissioners. The group raised about \$3525.00 and was able to fund roof repairs and paint for both the roof and siding. Much more money will be needed for a more extensive restoration. It is owned by Adams County.

Harshville Bridge 35-01-02

This Adams County, Ohio bridge will receive \$100,000.00 in federal funds for restoration and repairs, according to state senator George Voinovich, in a June press release.

McClellan Bridge 35-15-02

We found a nice recent photo of this Columbiana County Bridge on Facebook by George Rothlingshofer, which shows it to be in very poor condition. The side view shows about half of the siding boards missing and the lower chord sagging. This 1879 Multiple King Post will soon collapse if nothing is done to stabilize it. It has been abandoned for many years.

News of Old Covered Bridges

Oregon

Most of the Oregon information is from Bill Cockrell and the *Bridge Tender*

Chambers Railroad Bridge 37-20-40

The following is a report from Bill Cockrell:

I am on the committee to see what items and displays to include for the rebuilt Chambers Bridge. When I last visited the site with the engineers, only the concrete piers were in place. The wooden pieces are all in storage. Most of it will be tossed. But some timbers will be resawed and used elsewhere in the bridge.

We will be including a steel pipe frame of a steam engine to let folks have some idea why the bridge was so tall. Also, we will have one or two kiosks with information for visitors. The bridge will be a bike-pedestrian bridge. I think there will be painted cross ties and rails on the decking for visual enjoyment. Obviously, we could not include real cross ties!

Target date is still 2011 at this time. I'll let you know when more information is available.

Mosby Creek Bridge 37-20-27

The 1920 Howe truss has been approved for a \$897,300.00 grant for rehabilitation. *Info from KEZI.com*

Deadwood Bridge 37-20-28

This 1932 Howe Truss has been approved for a \$181,270.00 grant for rehabilitation. *Info from KEZI.com*

Hannah Bridge 37-22-02

Will be getting a \$900,000 rehab including a new roof. It is a 105 ft. Howe truss built in 1936.

Gilkey Bridge 37-22-04

The 1939 bridge is 120 ft. long and is going to have some misc. repairs done along with possibly a new roof.

Hoffman Bridge 37-22-08

This 90 ft. Howe truss was built in 1936. It has been approved for a \$900,000 rehab and a new cedar roof.

Short Bridge 37-22-09

The 105 ft. Howe truss built in 1945 will be getting new roof components and a cedar shake roof.

Pennsylvania

Neff's Mill Bridge 38-36-22

Was damaged by a truck sometime in the middle of August, according to Clint Frackman, in a message to Jim Smedley. The damage didn't seem to be very serious. No other details are available.

Geiger's Bridge 38-39-05

A vehicle struck Geiger's Covered Bridge on Old Packhouse Road in Schnecksville (Lehigh County) on Sept. 2nd, forcing the county's bridge department to close it to all traffic. The 1860 Burr Truss bridge will be closed for repairs for at least three weeks. *Thanks to Scott Wagner & Jim & Gloria Smedley and the Allentown Morning Call*

News of Old Covered Bridges

Vermont

Union Village Bridge 45-09-05

An online news report on July 27th tells us that this 1867 MKP Truss was hit by a truck and damaged. It was closed for about one day.

Waitsfield Village Bridge 45-12-14

Waitsfield, VT – The Town of Waitsfield has received funding in the amount of \$344,000 for the rehabilitation of the Village Covered Bridge in downtown Waitsfield. Part of the funding is a Federal Highway Administration (FHWA) Transportation Enhancement (TE) grant being administered through the Vermont Agency of Transportation (VTrans), Local Transportation Facility (LTF) Group.

The Village Bridge was constructed in 1833 as a multiple king post truss with Burr Arch. It is a 105 feet long, single lane bridge with a sidewalk added to the downstream side as a cantilever structure in the 1930's.

The grant was obtained to evaluate the current condition of the bridge and to address the integrity of the sidewalk, abutments, wingwalls and lateral bracing.

The Town has selected Dubois & King, Inc (D&K). of Randolph, VT as the consultant to oversee the rehabilitation. “The first step is to evaluate existing conditions and determine the best means to repair or rehabilitate the structure” says Robert H. Durfee, P.E., Vice President and Chief Bridge Engineer for D&K.

“Over the years many localized repairs have been made by covered bridge wrights including Milton Graton and Jan Lewandowski” says Evan Detrick, P.E., Project Manager for D&K. ”The Town wants to look at the entire integrity of the bridge and bring all areas up to a good condition”

D&K expects to complete the study and report phase and deliver their findings and recommendations to the Town by October 2010.

(News and photo from Robert Durfee, NSPCB Member, September 9, 2010)



West Dummerston Bridge 45-13-02

The old 280 ft. long Town Truss bridge has had new LED lighting installed recently. The new lights use less electricity and focus more accurately than the old high pressure sodium lamps that they replaced. This is the first covered bridge to use the new LED lighting technology, to our knowledge.

Worrall Bridge 45-13-10

Repairs have been completed on this 1868 Town Truss bridge and it is opened to traffic. It is 83 ft. long and spans the Williams River in Rockingham Township. *Info from “The Bridger”*

News of New Covered Bridges

Indiana

Moscow Bridge IN-70-07 #2

We have been kept up to date on the progress of the new Moscow Covered Bridge in Rush County, Indiana by Jim Crouse. As of Sept 5th, Dan Collom's crew had almost finished the bridge just in time for the grand opening on Sept. 25th. Your editor and Karen Bittinger visited the bridge on Sept. 5th, and found it 99 percent done, with a final coat of paint to be applied and a few other minor things to finish up. Some of the original timber was used in it, but it doesn't appear to be enough to still call it the original structure. Overall, we think this new bridge is an excellent reproduction of the original. *Thanks to Jim Crouse of Ft. Wayne, Indiana*

Massachusetts

Pepperell Bridge 21-09-01 #3

The new long-awaited covered bridge was opened on Sept. 4th with a grand celebration involving community leaders and local residents. Susan Smith, President of the Pepperell Historical Society, was the Master of Ceremonies. Speeches were also given by Peter Shattuck (Highway Superintendent), and State Rep. Robert Hargraves. According to Mr. Hargraves, it took 12 years and \$7.8 million to get the project completed. Former town engineer, Bob Lee, stated that this new bridge is "more authentic" than the former one it replaced.

A covered bridge was built on this site in 1847 and closed in 1958. A new one was built in 1963 (called the "Chester Waterous Bridge"), then removed in 2008. The newest bridge is surrounded by a 3 acre park with a memorial and piece of the original 1847 bridge. *Thanks to Scott Wagner and The Pepperell Free Press*

Vermont

Williamsville Bridge 45-13-05 #2

During the last week of July, the new covered bridge was set in place over the Rock River in the small village of Williamsville, VT. The new bridge, touted as a "replica", replaced a much older one (1870) which had been allowed to deteriorate beyond repair. The new bridge was built on dry land, just a few hundred yards from the river crossing, then after the old one was disassembled, it was carefully rolled into place. A large truck, crane, and small rollers aided in its placement. The rollers had to be adjusted every few feet of travel.

State officials had offered to replace the old wooden bridge with a modern concrete bridge, but local residents wanted a covered bridge, so after much debate, that's what was decided. Large trucks will still have to take a different route just as they have in the past. It is hard to imagine big semi trucks going through this quaint village.

The project cost over \$1 million and was funded entirely by state and federal government money.

Scott Wagner reported that the old bridge was laying at the site in pieces when he last saw it. It is our understanding that the remains will be destroyed, which is a tragedy. *Thanks to Scott Wagner and Vermont Public Radio's web site*

Welcome to Our New Members!

Ian Duncan, Rutland, MA
Tracy Fisher, Blackstone, MA
Jan Reimers, Brookline, NH

EVERYTHING YOU NEED TO KNOW ABOUT COVERED BRIDGES

On a Single Compact Computer Disc

For several years now we have published an ad offering a copy of the World Guide on a computer disc from member Joe Cohen. Until recently it was \$5. At the request of NSPCB Board of Directors the price changed to \$15 with \$10 going to the Society. Joe has kept the price low as a service to the Society.

The disc contains many more files than just the World Guide. The World Guide is included that is an exact copy of the book. However, since that copy cannot be changed a World Guide file in Word format is included so each copy can be updated. That file is updated as more information is received.

It includes several files of changes to the various editions of the World Guide.

It includes a file of Romantic Shelters, i.e. unauthentic bridges. Many changes were made in the latest World Guide that redefined an authentic covered bridge. Those bridges that were reclassified can be found in the Romantic Shelters file.

The disc contains an index to all copies of Covered Bridge Topics. This includes a table of contents for each issue, a list of subjects, a list of authors and photographers, poetry and obituaries. This is kept up to date.

There is a bibliography of known books that pertain to covered bridges.

Also included are large sketches of common truss types.

There are a few more miscellaneous files.

Send a check made out to Joseph Cohen.

From September to March: 210 Wellington F, West Palm Beach, FL 33417-2559

From April to August: 130 Westfield Drive, Holliston, MA 01746-1257

The following items are still available through the Society

Covered Bridge Polo Shirts

A **white Polo Shirt** with a blue NSPCB logo, send \$15.00 plus \$3.95 for shipping and handling. Specify, Medium or Extra Large. Shirts are 100% pre-shrunk cotton. This is a fund raiser for the preservation fund. Buy several as gifts for your family and friends.

Society Arm Patch with N.S.P.C.B. logo 3" arm patch available for \$1.75 + 55 cents P&H.

Please order any of the items above from Mrs. June Roy, 73 Ash Street, Manchester, NH 03104-4906
or E-mail: dickroycb1@comcast.net

Winter 2011 Newsletter Deadline

The next Newsletter is scheduled to be mailed in January. Therefore, anyone wishing to submit photos, articles, etc., should send them to the EDITOR by **December 1, 2010**. In order to save us from a lot of re-typing, please send your articles by e-mail or on a computer disc (no floppies, please), if at all possible. If this isn't possible, then the regular mail will do just fine, as it always has. If you type the information, please use PLAIN WHITE PAPER. If your submissions are extracted from a published newspaper or magazine, or an internet web site, include the source of the information so that we can give proper credit. Send all items to the editor, Brian McKee, 13008 TH60, Upper Sandusky, OH 43351 e-mail bjmckee@gmail.com

We are getting too much news and information from the internet these days and not very much from our members. Maybe this is a sign of the times, but we really need to have more covered bridge news sent to us for the Newsletter. Please remember that we always appreciate any news that is sent in, even if we ultimately can't use it. *THANK YOU!*

Books Available from the Society Store

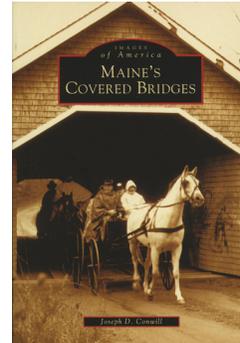
“Covered Bridges of Vermont” by Ed Barna. This is an excellent book depicting all the covered bridges in Vermont in the year 1996. 6x9 soft cover, 216 pgs., Pub: The Countryman Press, ISBN 0-88150-373-8 Postpaid \$17.00

A book by Joseph D. Conwill: The Arcadia Press Images of America Series

“Vermont Covered Bridges”

Pub in 2004, 6.5x9.25 soft cover, 128 pgs., ISBN 0-7385-3598-2

It sells for \$19.99 each plus \$3.00 shipping and handling.



“Life in the Slow Lane” is still available for \$16.95 + \$3.95 Shipping and Handling. This is a hard bound 8.5x11 in. book with 162 pages of excellent photos by many various contributors from all over the country. Publisher: Reiman Publications 1998 ISBN 0-89821-240-5

Books by Andrew Howard

C/B's of Madison County IA, A Guide.....\$6.50

6x9 format paperback, 46 pgs., ISBN 0-940310-07-4

C/B's of Connecticut, A Guide.....\$5.50

6x9 format paperback, 47 pgs., ISBN 0-940310-04-X

C/B's of Virginia, A Guide.....\$6.95

6x9 format paperback, 46 pgs., ISBN 0-940310-08-2

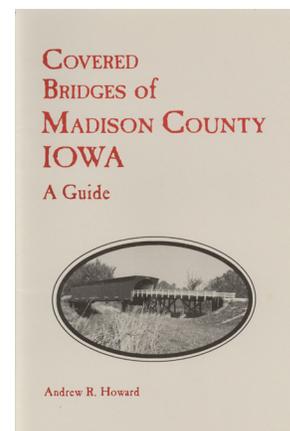
C/B's of Bennington County VT, A Guide.....\$6.50

6x9 format paperback, 49 pgs., ISBN 0-940310-06-6

C/B's of Massachusetts, A Guide\$6.95

6x9 format paperback, 80 pgs., ISBN 0-940310-03-1

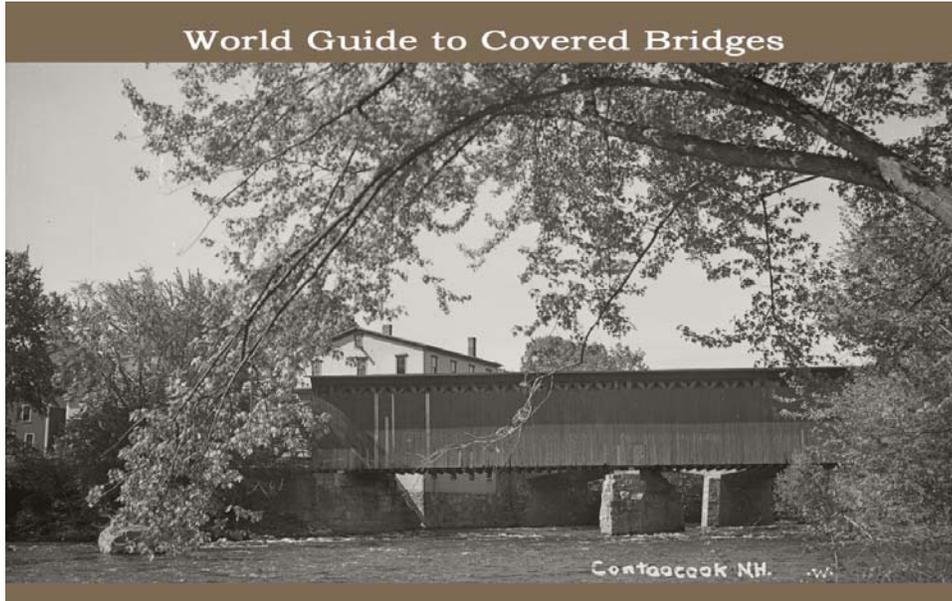
(There is a \$2.00 postage and handling charge for each book)



All the books above should be ordered from Mrs. June Roy, 73 Ash St. #2, Manchester, NH 03104-4906
E-mail address: dickroycb1@comcast.net

There is another excellent book on Vermont covered bridges called **“Spanning Time: Vermont Covered Bridges”**, by Joseph Nelson, who is the President of the Vermont Covered Bridge Society. It is a superb hardbound book containing wonderful color photos, maps and information about each Vermont covered bridge. The book is 7.5 x 9.25 in. and has 271 pages. ISBN 1-881535-25-8 For ordering information contact the author at 2 Sugar Hill Road, Underhill, VT 05489 or on the Web www.vermontbridges.com
(This book isn't available from the society store).

2009 World Guide to Covered Bridges



The long awaited update
to the 1989 Guide.

Order your copy today.

Send this form with your check or
money order made payable to
NSPCB to:

Bill Caswell
535 Second NH Turnpike
Hillsboro, NH 03244

Massachusetts - Essex County						
Number	Township	Stream	Name	Spans	Length	Built Type
Essex County						
21-05-13	Gloucester	Sawyer Pond	Sawyer Pond	1	36'	1983 Town
1.1 miles east of jct US128 on MA133 (Essex Ave), (Exit 14) then 4.6 miles right to 138 Magnolia Ave. N42° 35.483' W070° 43.126'						
Franklin County						
21-06-01	Conway	South River	Burkeville or Conway	1	106'	1870 Howe
7.6 miles northwest of jct I-91 on MA116 (Exit 24), then just left on Poland Rd. At Burkeville. Closed, rebuilt 1999. (NR) N42° 30.473' W072° 42.644'						
21-06-02#2	Greenfield	Green River	Pumping Station	1	94'	1972 Howe
0.7 miles east of jct I-91 on MA2A (Exit 26), then 1.4 miles left on Conway St., 0.8 miles left (past municipal park), 0.1 miles right, 2.7 miles right on Plain Rd. and right on Eunice Williams Dr. Replaced a covered bridge built in 1870. Closed to motor vehicles. N42° 38.782' W072° 37.221'						
21-06-03#2	Colrain	North River	Arthur Smith	1	98'	2006 Burr Arch
1.2 miles southwest of Colrain town green on MA112, then 0.1 miles right on Lyonville Rd. Replaced a covered bridge built in 1870. N42° 40.198' W072° 43.093'						
21-06-04#2	Charlemont	Mill Brook	Bissell	1	92'	1951 Long variation
0.5 miles north of jct MA2 on MA8A. Rebuilt 2009 N42° 37.892' W072° 52.121'						
21-06-11	Ashfield	Creamery Brook	Creamery	1	40'	1985 Modified Queen
1.0 miles east of jct MA112 on MA116, then 1.6 miles left on west side of Creamery Rd. Private. N42° 31.191' W072° 48.036'						
Page 40						

Name _____

Address _____

City, State, Zip _____

Email _____

Number of copies: _____ x \$15 each _____

Add \$4.95 for shipping 1 or 2 books: _____

Total enclosed: _____

Lynette L. Kross 1943-2010

We are saddened to hear of the passing of former Indiana Covered Bridge Society President, Lynette Kross. Mrs. Kross was born in Plymouth, IN on a farm, which was developed into the Swan Lake Golf Course. She graduated from Bethel College with a degree in education and taught 4th grade at Tyner School. Later, she worked on the family's golf course as the Master Gardener. Her interests were covered bridges, light houses, canals, sewing, gardening, and traveling. She married Anthony Kross in 1984. He preceded her in death in 2008. She is survived by a sister, Felicia, and many other close relatives.

She is at rest in the Swedish Cemetery on Union Rd. in Plymouth, IN.

Our most sincere sympathies go out to her family and friends.

Additions to the 2009 World Guide by Bill Caswell

Two additions for the new Moscow and Pepperell bridges

Moscow - 14-70-07#2

- 1.1 miles south of IN244 on CR640W to Moscow, then just left on CR650S. At Moscow.
- 2 span Burr Arch Built 2010 over Flat Rock River.

Pepperell - 21-09-01#3

Groton Street in Pepperell, Mass.

1 span Pratt variation built 2010 over the Nashua River

Corrections to some GPS coordinates. 2 in Ohio, 1 in Indiana:

Armstrong Bridge, #35-30-12, Guernsey County, OH should be N40° 02.21' W081° 35.27'

Spain Creek Bridge, #35-80-02, Union County, OH should be N40° 13.74' W083° 31.38'

Wallace CB #14-23-01, Fountain County, IN should be N39° 59.10' W087° 08.68'

50th ANNIVERSARY ITEMS

We still have a few nice items regarding the commemoration of the 50th Anniversary of the **National Society**

Tote Bag — Has the *National Society for the Preservation of Covered Bridges* emblem in dark blue on front pocket measuring 12 1/2" by 15 1/2" with a top snap and 20" handle straps. Cost: \$15 (includes shipping)

Ornament — It's a 3" round glass maroon ornament with the Society emblem in gold. Cost: \$7.00 (includes shipping)

Pens — Pens have "I love Covered Bridges – N.S.P.C.B." written on them. Cost \$1.25 each (includes shipping)

SPECIAL OFFER!!

You may want to have them all. One of each... tote, ornament and pen will be available for only \$20 including shipping! They are great gifts for family, friends and other bridgers enthusiasts!

PLEASE MAKE CHECKS OR MONEY ORDERS TO N.S.P.C.B., INC. and mail to:

N.S.P.C.B., Inc.

Pauline Prideaux

4856 Spencer Oaks Blvd

Pace, FL 32571

NSPCB ANNUAL DINNER
Sunday, October 24, 2010 at 12:00 noon

This is the Annual Meeting and is being held on October 24th at the French King Restaurant on Route 2 in Millers Falls, MA. See dinner reservations and application below.

The French King Restaurant is located at the east end of the French King Bridge. The well known landmark carries Massachusetts Route 2 over the Connecticut River near Millers Falls, at a very picturesque spot. The dinner will be served at 12:00 noon and meeting will follow at 1:00 P.M.

Our speaker this year is Tim Andrews discussing his restoration of the Gilpins Falls Covered Bridge.

Cut off here or reproduce and send along with your check or money order.

Dinner Reservation coupon for October 24, 2010 annual meeting. To be returned with payment as designated below. **Please return no later than October 19, 2010.**

- _____ Whole Boneless Breast of Chicken
with stuffing and gravy. \$23.95
- _____ Yankee Pot Roast. \$23.95
- _____ Baked Haddock au Gratin. \$23.95
- _____ Fisherman Casserole \$23.95

Name _____

Address _____

Telephone _____

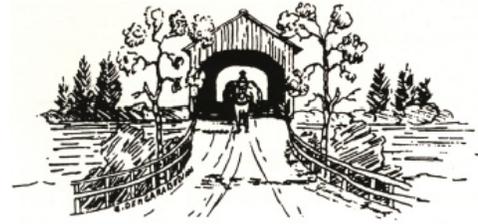
Email Address: _____

Send to:
Bob Watts
21 Hospital Dr.
Medfield, MA 02052
rwatts@nikon.net

Make checks payable to N.S.P.C.B. Inc.

National Society for the Preservation of Covered Bridges

Renewal Notice



If your address label indicates that your membership is expiring, please renew today to continue receiving Society mailings. You can also renew on-line at <http://coveredbridgesociety.org/>. Click on the "Membership Info" link. If you recently sent your renewal form, thank you.

Name: _____

Address: _____

City, State & Zip _____

Optional Information

Your Email address: _____ Spouse's Name: _____

Birthday (month & day) _____ Anniversary (month & day) _____

Membership includes a subscription to *Topics* and the Newsletter. The membership year is from July 1 to June 30.

Individual or Family	Student.....	\$5.00
US Addresses.....	Individual Lifetime	\$350.00
Canadian Addresses	Couple Life.....	\$400.00
Other Countries	Corporate.....	\$1000.00

Membership:..... _____

DONATIONS: (Tax Deductible.)

Portal	Burr Truss	\$50.00
Kingpost Truss	Town Lattice.....	\$100.00
Queenpost Truss.....	Haupt Truss.....	\$150.00
Howe Truss	Whipple Truss.....	\$250.00

Donation:..... _____

Total:..... _____

Do you wish to receive a membership card?..... Yes / No

Make all checks for dues and donations payable to the **N.S.P.C.B. Inc.** and mail to:

Jennifer Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244

Every year, \$1000 is remitted to the Eastman-Thomas-Merritt Fund from optional donations. Please help keep the fund afloat for covered bridge preservation.