



The Newsletter

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

Spring 2013

The Covered Bridge

*Some part of life becomes oblivion;
Something with roots deep buried in the heart
Of simple folk is lost, as one by one,
These pioneers of other days depart.
Only the country folk, whose careless tread
Endears a dusty road, can ever know
The peaceful, clattering joy of rude planks spread
Above a drowsy creek that gleams below.*

*Here was a refuge from the sudden showers
That swept like moving music field and wood,
And here cool, tunneled dark when sultry hours
Danced with white feet beyond the bridge's hood. ...
Yet there are soulless men whose hand and brain
Tear down what time will never give again.*

Anderson M. Scruggs

From the book "The Covered Bridge" by Herbert Wheaton Congdon
Copyright © 1941 Herbert Wheaton Congdon
Vermont Books, Middlebury, VT – Fourth Edition, Reprinted 1975

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In this issue:

Editor's Comments	2
President's Message.....	3
Calendar of Events.....	4
Covered Bridge News and Updates	5-8
Covered Spans of Yesteryear.....	9
Items for Sale.....	10,11
Renewal Notice.....	12

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

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Editor's Comments:

As I begin my duties as Editor of this Newsletter I would first like to wish all of you the very best for the new year. I would also like to thank my predecessor for his invaluable help and assistance in preparing this issue and offer my apologies in advance for any errors resulting from my lack of computer skills as well as some interminable software glitches. Hopefully, all will be resolved shortly. Until then, and in view of an unreliable e-mail, I will ask that all submittals and questions continue to be addressed to me via U. S. Mail at: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050. *Thanks!*

As a bit of background, my mother was an NSPCB member and tweaked my interest years ago. My father was a pilot and we saw many of PA, NJ, and NY bridges both from the ground and the air. My wife and I now travel NE photographing the region's bridges.

As a result of various articles and comments which have appeared in *Topics* and this Newsletter regarding the work performed on Wright's Bridge (29-10-04#2) during 2010/2011, as Editor, I find it necessary to make a few comments of clarification ... To begin, the article which appeared in the Spring 2012 issue of *Topics* began as a report noting my observations at Wright's Bridge, my comments regarding the work performed based on what I saw and information I had learned, and not to accuse nor make any such implications to that end. My sole intent was to pass along the information as related to the plight of covered bridge so-called "restoration" projects as have been addressed by our Society President, Mr. David Wright, on more than one occasion and not for the publication it ultimately became. I wrote what I felt and those in charge at the Society felt my report to be sufficiently accurate and worthy to justify its publication. Apparently, however, those comments and observations struck a nerve and put some folks on the defensive. For the record, I did not contact the engineering firm in charge for answers to questions I had as from past experiences, asking about specific details was tantamount to 'asking the fox to close the henhouse door' as their answers tend to be notably biased, as the response article in the Fall 2012 issue of *Topics* has clearly demonstrated. In August 2012, however, I initiated an 11-page document of correspondence with the engineer explaining my position, reasons for my comments, addressed disagreement with distorted, misleading, misrepresented and totally incorrect statements presented in his article, and asked specific clarifications to claims and statements expressed in his article. Unfortunately, no response has been received to date. In an earlier phone conversation I did have with the engineer following publication of the Spring 2012 article, I suggested that without comments such as exemplified in the article we fail to allow such criticism to truly benefit or refine both ourselves or our work. It is the observations of we, the so-called lay persons, that can perhaps best influence the level of complacency exhibited by those responsible for such projects as the Wright's Bridge by letting them know that actions they take might well be questioned, so as to possibly encourage a more historic execution of future restorations for the benefit of all.

The thousands of Federal dollars spent to register, record and document so as to protect our historic architectural structures for posterity, together with the countless thousands of additional Federal dollars spent for their repair, maintenance and preservation, especially in our present economy, demand that the execution of those endeavors be performed correctly. If Federally funded repairs made to Federally designated historic structures are to be made in accordance with Federally mandated guidelines so as to protect the historic aspect and character of that structure while restoring its soundness, then, it is my personal opinion, that those responsible for the protection of the Wright's Railroad Bridge failed in their understood responsibilities resulting in an extremely rare and uniquely historic structure being sadly diminished.

That being said, I encourage members to record and pass along their observations, good or bad, on any such covered bridge projects they encounter. Ed.

Happy Bridging!!

Summer 2013 Newsletter Deadline

The next Newsletter is scheduled to be mailed in June. Therefore, anyone wishing to submit articles should send them to the Editor by **May 15, 2013**. **Please note** that due to some nagging computer software problems, it is requested that your information be typed on PLAIN WHITE PAPER and include 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. Thanks! Please, remember that we always appreciate any news or comments sent in even if we can't ultimately use it.

President's Message

Just a short message this quarter, due to the press of much other business.

I don't know how the weather is where all of you live, but here in Westminster, at least recently, it's beginning to look as if spring can't be too far away. Several weeks ago, we did have quite a bit of snow - I measured about 9 inches here in my yard - but nothing like the amount our local weathermen had been predicting. Elsewhere, however, snow depths were considerably greater. Boston got roughly 2 feet of it. Some towns in Connecticut got even more. One place down there received about 40 inches of it. What all of us in the northeast did experience was high winds. Even here in the Village of Westminster, where the snow was light, there was drifting, and in those areas where several feet of it fell, the drifts must have been impressive indeed.

But I digress. I began by talking about Spring, a happy subject, and about some of the signs that Spring is at long last approaching. One of the more telling, or so it would seem to me, is that, as I look out my window today, that is to say on Thursday, February 28th, I see many bare patches of ground. True, there are no robins yet, and no green grass, but bare ground this time of year usually means that the weather is about to break. I certainly hope so. I don't know about the rest of you, but I've had all the winter I want for this year. Besides, with the end of winter, the Covered Bridge visiting season will soon be upon us, always a good thing.

As mentioned above, my Message this quarter shall be quite brief. In it, I do want to note several important matters, however. The first concerns two splendid collections of Covered Bridge photographs which the Society has recently received. One, the Carl B. Cranmer collection, consists of a series of black-and-white negatives, the vast majority of them having been taken by some sort of a 4 x 5 view camera. These photographs were shot in the early 1940's, were exactly and precisely exposed, and are as sharp as tacks. I shall undoubtedly have more to say about these photographs in subsequent President's Messages.

The second group of photographs, the Palmer Werner Collection, consists of a series of colored 35mm slides. Mr. Werner was a professional photographer, and consequently, his pictures of Covered Bridges are on a very high level, both technically and artistically. It should almost go without saying, but I shall say it anyway, his photographs, and those of Mr. Cranmer, constitute important additions to the archives of the Society.

Finally, and for those of you who are planning to attend, do not forget that the Second National Covered Bridge Conference is scheduled to begin June 5th, and will run through June 8th. It is to be held in Dayton, Ohio. (Please see the Summer 2013 issue of the Newsletter for further details.) If you have not yet made your reservations regarding registration, etcetera, now would be an ideal time to do so.

Happy Bridging!!!

David W. Wright

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NSPCB Facebook Page

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

2013 NSPCB Meeting Schedule

Sunday, March 24 at 1pm Horace Chase Masonic Lodge, 53 North Main St., Boscawen, NH.

Saturday, April 27 at 1pm National Heritage Museum, 33 Marrett Road (At the intersection of Route 2A and Massachusetts Avenue), Lexington, Massachusetts. **Note the Saturday date.**

Sunday, June 23 at 1pm Contoocook Covered Bridge, Contoocook, New Hampshire.

Sunday, July 28 at 1pm Gilpins Falls Bridge, Route 237, North East, Maryland. Tim Andrews will discuss the work he did on that bridge.

Sunday, August 25 Annual picnic at the Fire Station in Picnic, Westminster, Vermont. Join us for lunch at noon and the meeting at 1 pm.

Sunday September 22 TBA

Sunday, October 27 NSPCB Annual Meeting and Dinner, time TBA. Old Mill Restaurant, 69 State Road East, Westminster, Massachusetts. www.1761oldmill.com

Other Upcoming Covered Bridge Meetings & Events

Sunday, April 7 Theodore Burr Covered Bridge Society of Pennsylvania, St. Paul's Episcopal Church, 90 S. Charlotte Street, Manheim, PA. Bake Sale & Meeting at 2:00 pm, "Covered Bridges of Adams County, Past & Present" by Olive Jones.

Sunday, April 14 New York State Covered Bridge Society meeting at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, NY

Saturday & Sunday, April 20 - 21 Indiana Covered Bridge Society tour of Adams and Dekalb Counties

Saturday, April 27 Vermont Covered Bridge Society, Bartonsville Grange, Upper Bartonsville Road, Bartonsville, VT at 10:00. Susan Hammond will speak about the old and new Bartonsville bridges.

Saturday, May 4 Theodore Burr Covered Bridge Society of Pennsylvania, Dutch-Way Farm Market Restaurant, Gap, PA 11:00am to 3:00pm. Fifty-fourth Anniversary Dinner.

Sunday, May 19 New York State Covered Bridge Society meeting, 107 Michigan Hollow Rd., Spencer, NY

Saturday & Sunday, June 1 - 2 Theodore Burr Covered Bridge Society of Pennsylvania annual safari in Northumberland, Montour, Union and Snyder Counties.

Wednesday thru Saturday, June 5 - 8 Second National Covered Bridge Conference, Crowne Plaza Dayton Hotel, Dayton, OH ([See more information next page](#))

Sunday, June 9 New York State Covered Bridge Society meeting, Halls Mills Covered Bridge at noon.

Wednesday thru Saturday, June 19 - 22 Elizabethton Covered Bridge Festival, Elizabethton, TN

Saturday, July 7 Theodore Burr Covered Bridge Society of Pennsylvania annual picnic, Pool Forge Covered Bridge at noon

The Second National Covered Bridge Conference to be held at the Crowne Plaza Dayton Hotel in Dayton, Ohio June 5 – 8, 2013 is sponsored by the Federal Highway Administration's National Historic Covered Bridge Preservation Program (NHCBP). It is co-sponsored by National Park Service's American Engineering Record and the USDA Forest Service, Forest Products Laboratory and the event follows ten years after the First National Covered Bridge Conference in Burlington, VT.

The Second National Conference will follow up on several themes: reviewing several of the NHCBP-funded research and rehabilitation projects, exploring best practices for rehabilitation, and revisiting the Burlington Charter for the Preservation of Covered Bridges. Also to be discussed, the continuing threats and challenges to covered bridges, most recently illustrated by the flooding in New England from tropical storms Irene and Lee in 2011. These natural disasters resulted in the loss of the Blenheim Bridge, a National Historic Landmark, and damage to several others.

The Dayton Conference will feature presentations from some of the leading covered bridge engineers, scholars, and builders from across the country. Participants will experience timber framing demonstrations, attend a reception at the historic Engineers Club of Dayton, and enjoy dinner at the Preble County Historical Society. For more information, contact David A. Simmons, Ohio Historical Society, 800 E. 17th Avenue, Columbus, OH 43211-24745. Telephone: 1-614-297-2365 or email: dsimmons@ohiohistory.org, or, register today at: <http://ncptt.nps.gov/second-national-covered-bridges-conference/> and help celebrate our nation's covered bridge heritage.

[Thanks to Bill Caswell and Christopher Marston for this update]

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Covered Bridge News and Updates

139-Year Old Bridge Damaged in Hit-and-Run

The last covered bridge in New Jersey was damaged in February 2013 when a Canadian truck driver drove his Freight-Liner through the bridge damaging an internal support beam and then driving off. The Green Sargeant's covered bridge (WG#30-10-01) near Sargeantsville, NJ, an 84-foot, single span, Queenpost truss, was built in 1872 and named after Richard Green Sargeant who operated the nearby mills. Found in Hunterdon County, it is the only survivor of the estimated 75 bridges once found throughout New Jersey built between 1825 and 1875. It originally spanned the Witchey Oak stream, now the Wickecheoke Creek, and was built on the abutments of a former 1790 bridge of unknown design. Following major damage in a 1960 accident, the local residents gained national attention with their "Save the link with the past" campaign overturning a county decision to tear the bridge down. (The bridge was also saved from destruction in 1932 and 1982) Authorities say it is 'a tough old bridge'. Fortunately, the Canadian driver involved with the accident was found a short distance away by police who charged him with "careless driving".

[Compiled from articles –

Valerie Champagne February 2013, New Jersey Newsroom, and, The Hunterdon Democrat (New Jersey)]

Berks County Covered Bridge Closed for Repair

Both the Wertz covered bridge (WG#38-06-06) near Reading, PA, also known as the Red Bridge, together with the Union Canal Trail, are temporarily closed. The 1867, 218-foot, single span Burr Arch truss bridge, which crosses both the trail and the Tulpehocken Creek, will remain closed until at least mid-April while crews replace the roof and repaint the siding. This is the first significant work performed on the bridge since the mid-1980's. Chris Stress, Deputy Director of County Parks said, "We will finish the project before our population of little brown bats return to the bridge in April".

[Compiled from February 2013 article Reading Eagle (Pennsylvania)]

Vandals Damage Ohio Covered Bridge

The Jon Bright #2 covered bridge (WG#35-23-10) located on the Lancaster Campus of Ohio University, was damaged by an arsonist on January 15th of this year. According to Lancaster Police, a passer-by on the Lancaster Bike Trail spotted the fire shortly before 6am and attempted to extinguish the blaze before calling 911. While a complete inspection of the bridge has not yet been made to determine the full extent of the damage, it is known that the fire was started underneath, damaging support posts and creating two large holes in the decking. Originally built in 1881 spanning the Poplar Creek near Carroll, the 75-foot, single span bridge was moved to the campus in 1988 for preservation and listed on the National Register of Historic Places. The inverted bowstring construction is unique with no other such bridge known to exist. The bridge, one of 18 covered bridges in Fairfield County, together share construction featuring mostly original materials. Current preliminary estimates set the damage in the vicinity of \$20,000.

[Compiled from article January 16, 2013 Lancaster-Eagle Gazette (Ohio). Thanks to Bill Caswell-Hillsboro, NH]

According to a WBNS-TV10 update February 13, 2013 – Ohio University officials said work to repair the fire damaged bridge has begun and will take about a month to complete. No arrests have yet been made.

Cabin Creek Covered Bridge Restoration Begins

The Cabin Creek covered bridge (WG#17-68-03) near Tollesboro, KY has begun its long-awaited \$1.2 million design/build restoration this week. Work to the 114-foot, single span, multiple Kingpost truss bridge is being undertaken by Arnold M. Graton, LLC of Ashland, NH and could take up to a year and a half, completing the restoration project which actually began almost 20 years ago. The Cabin Creek bridge is one of only 13 in the State of Kentucky. An interesting side-note found that the original builder, William Henderson, in 1873 is buried near the bridge site. [Ed. It is hoped that a **detailed** photographic record be completed by either Arnold M. Graton, LLC and/or a nearby NSPCB member for the Society's archival records. Perhaps, too, the Society could obtain a set of "As Built" construction drawings of the new bridge.] [Compiled from Christy Hoots article January 8, 2013 The Independent Ledger (Kentucky)]

North Fork Yachats River Covered Bridge to get Makeover in 2014

Officials for Lincoln County said that the scheduled \$660,000 makeover for the North Fork Yachats River covered bridge (WG#37-21-08) near Yachats, OR is set for 2014. The majority of the funding will come from a Federal National Historic Covered Bridge Preservation grant. Originally built in 1938, the 42-foot, single span, Howe truss bridge received significant county work in 1989 including roof, trusses and siding. [Ed. Let's hope they keep on track with Dept. of the Interior's Federal Guidelines for such projects and hope that before work begins, a **detailed** photographic record be completed for the Society's archival records. The Society would also like to obtain a set of "As Built" construction drawings.] [Compiled from Larry Conrad article January 15, 2013 Sluslaw News (Oregon)]

Charlton Mill Covered Bridge to be Replaced

According to various sources in Xenia Township, the Charlton Mill covered bridge (WG#35-29-16) near Cedarville, OH, a 119-foot, single span, Howe Truss bridge built in 1883, is to be replaced with a modern replica. According to Mr. John Smolen of Smolen Engineering, designers of the new bridge - "Due to the deteriorated condition of the bridge it had been closed for safety concerns. After an in-depth inspection and analysis it was realized that most of the historic timber was deteriorated or fractured and would need to be replaced." ... "The new authentic bridge is the same span and is one lane like the original ... designed to the HL93 loading standard which is required by code." ... "As part of the contract, all good historic timber will be salvaged for use on Greene County's other covered bridges." While Mr. Smolen's reputation lends great credibility to this decision, it is a sad day for the covered bridge world when any modern design deprives us of the ability to appreciate the workmanship of the 19th century. [Ed. Before work begins, it is hoped that a **detailed** photographic record be completed for the Society's archival records. The Society would also like to obtain a set of "As Built" construction drawings of the new bridge.]

[Compiled from Email's provided by Bill Caswell, Hillsboro, NH, February 2103 – contributors to this article included: Robert Sheldon, James Crouse, B. J. McKee, Terry E. Miller, and, John W. Smolen (Ohio)] – See Article Following Page

Fixing Ohio Covered Bridge “Insult To Taxpayers”

“When towns in every county in every state need infrastructure improvements and updates, it’s frustrating to see half a million dollars being spent on a bridge that serves no clear transportation purpose ... It’s an insult to taxpayers” said Tom Reed (R-NY) as he “blasted” the Department of Transportation’s decision to spend \$520,000 on Ohio’s historic Charlton Mill covered bridge. Xenia Township trustee, Jim Reed, seems to agree calling the “...use of transportation funds to fix historic properties – a waste”. However, the *Dayton Daily News* quotes Sen. Sherrod Brown (D-OH) last summer as saying the use of federal funds to repair the covered bridge as an “important historical landmark to the community; and, reported that the Ohio Department of Transportation views it as ‘a cultural resource and work of art’.

[Compiled from Pete Kasperowicz February 19, 2013 article, The Hill’s Floor Action Blog (Ohio) Thanks to Bill Caswell]

Horton Mill Covered Bridge Restoration

According to Blount County, Alabama engineer Gary White, the restoration of the Horton Mill covered bridge (WG#01-05-07) should be completed by the end of February. The Horton Mill covered bridge - a 203-foot, 2-span, Town Lattice Truss - was built in 1934 and stands 70 feet above the Calvert Prong northeast of Oneonta. Listed on the National Register of Historic Places, it the first covered bridge in southeastern United States to be added, and, is the highest covered bridge spanning a U. S. waterway.

[Compiled from Joe Songer article January 29, 2013(Alabama)]

Quinlan Covered Bridge Closed for Rehabilitation

According to the Vermont Agency of Transportation, the Quinlin covered bridge (WG#45-04-03) near East Charlotte, VT an 1849 single span bridge crossing Lewis Creek in Chittenden County, will be closed from the first week in March through late July for some much needed rehabilitation. In 1985, steel floor beams were added to allow school buses, at 17 tons, and the infrequent fire truck, at 24 tons, to cross. However, deteriorating timber and joint wear of the Multiple Kingpost with Burr Arch truss of this 86-foot-long bridge, has concerned officials since continued crossings by town maintenance trucks could “damage the bridge’s structural integrity.” Listed in 1974 on the National Register of Historic Places, repair of the bridge must conform to both Federal Highway Administration and the Vermont Historic Covered Bridge Plan of Vermont’s Agency of Transportation and consultant Mark Colgan of Vanasse Hangen Brustlin, Inc. in N. Ferrisburgh has designed the structure’s rehabilitation ‘to fit the needs of the agency and the historic preservation requirements.’

[Compiled from Dorothy Pellett, article in the Burlington Free Press February 22, 2013(Vermont) Thanks to Bill Caswell]

Future Uncertain for Charlotte County, New Brunswick Bridge

While government officials are assessing damage, described as ‘significant’, and that repair plans are being made for the 103-year old Maxwell Crossing/Dennis Stream #3 covered bridge in St. Stephens, no one is saying - when. The 64-foot bridge (WG#55-03-04), a single span Howe truss, was damaged in a rather strange accident in January when a car veered through the side and became wedged, trapping two people inside, and requiring the jaws of life to extricate them. The Charlotte County bridge is one of seven in the county and one of some 61 found throughout New Brunswick Province.

[Compiled from CBC News article, January 24, 2013 (N.Brunswick – Canada)]

New Covered Bridge Book – Fleming County, Kentucky

Melissa Jurgensen is planning a book entitled “Through Their Eyes: The Covered Bridges of Fleming County, Kentucky”. She hopes to begin in April of this year and hopes to focus on photographs, history and stories from locals. In addition to her own research, she hopes to collect stories from Fleming County locals and to obtain photographs anyone has taken through the years. Melissa is the author of several covered bridge books in Kentucky beginning with Harrison County. She is completing her book on Bourbon County now and expects to follow up with both Fleming and Mason Counties. Anyone wishing to share stories and/or photographs from Fleming or Mason County areas may contact Melissa Jurgensen, 2278 Harrods Pointe Trace, Lexington, KY 40514 , or, email her at mcj_1104@yahoo.com.

[Compiled from Christy Hoots January 31, 2013 article Christy.Hoots@Lee.net (Kentucky)]

Antelope Creek Bridge Re-Listed on Historic Register

The Antelope Creek covered bridge (WG#37-15-02) is a 58-foot, single span, Queenpost truss bridge that was moved to Eagle Point in 1987. The bridge had been listed on the National Register of Historic Places in 1979 but lost that status in April 1988 after ‘subsequent modifications’, which included the addition of arched windows on both sides, changed the historic character after the move. As a result, the city removed the windows and restored the bridge to a state, as consistent as possible to its historic origin. The National Park Service, who maintains the National Register, in a call to the State Historic Preservation Office in early January 2013, advised that they agreed to relist the bridge on the National Register. In commemoration of the historic status of the bridge, the city expects to install a bronze plaque on the bridge.

[Compiled from Bill Miller January 2013 article, Medford Mail Tribune (Oregon)]

New Bartonsville Covered Bridge Opens

In January 2013, the rebuilt Bartonsville covered bridge (WG#45-13-11#2) was opened to traffic and celebrated at a ribbon-cutting ceremony by more than 100 people in the 13th Vermont air. The original 151-foot Town Lattice truss bridge built in 1870 by Sanford Granger of Bellows Falls, VT was washed away in the fierce flood waters of the Williams River caused by 10” of rain that fell in one day from Tropical Storm Irene 17-months ago in August 2011. After the washing away of the bridge became a 20-second YouTube sensation, caught on video by Bartonsville resident Susan Hammond, a fundraising campaign was undertaken that raised more than \$60,000 in support of the rebuilding project. Vermont Governor Peter Shumlin said “This bridge shows the commitment of this community to rebuild Vermont better than how Irene found us. This community came together in a way that does not always happen in America.” All those who worked to bring a covered bridge back to Bartonsville were recognized at the opening ceremonies – Clough Harbour & Associates of Albany, NY – Design Engineers, Cold River Bridges of Walpole, NH – construction crews, contributors from around the world; town employees, and, all the local residents who made sure their covered bridge would ‘return’. The new bridge is 168 feet long, 17 feet longer than the original; a few inches wider and taller; it is made of Southern Pine and Douglas Fir in lieu of native pine and Hemlock; it is modeled to replicate the former structure, but, with variations, is bigger and stronger than the 1870 bridge to accommodate modern traffic. It is somewhat ironic knowing that the 1870 bridge was the result of a yet earlier bridge also washed out by flood waters. U. S. Representative Peter Welch said “We had a job to do,” and we did it ‘The Vermont way.’ “The people of Bartonsville insisted that the bridge be rebuilt,” Ms. Hammond stated, “I remember growing up how when we went over the bridge it felt like I was coming home, now it really feels like I am coming home again.”

[Compiled from articles by Susan Smallheer January 27, 2013 The Rutland Herald; and, Howard Weiss-Tisman January 28, 2013 The Brattleboro Reformer (Vermont)] Thanks to Bill Caswell and the Newsletter Editor.



[Photos by Bill Caswell]

Covered Spans of Yesteryear

by Bill Caswell



The core of the NSPCB Archives are the tens of thousands of photographs, slides, newspaper clippings and notes donated to the Society by Richard Sanders Allen. However, there are a number of other smaller collections that are worthy of note. They are labors of love assembled by people dedicated to documenting and organizing their love of covered bridges.

One such collection belonged to Palmer Werner, a professional photographer in Michigan. We are fortunate that Werner's family offered a summary of his life when they donated the collection. Palmer Werner was born in Liberty, Ohio in August 1911. He and his sister were placed in an orphanage in Toledo, Ohio when he was five. He left the orphanage at fourteen to work in construction in Chicago. He later worked in Montgomery Ward's photo studio until joining the US Army in 1944. During WWII, Werner was captured and spent seven months as a prisoner-of-war in Mecklenburg, Germany. While on active duty he earned seven medals, a Bronze Star, a Purple Heart, a Unit Citation, a Presidential Citation and a combat infantry badge. In November 1945 he was discharged and opened Palmer Werner Photography in Detroit. He received a Master Photographer Certification in 1953 and spent the majority of his career in the field of commercial/industrial photography. He was a Life Member of the Detroit and National Chapters of Professional Photographer Associations, VFW, American Legion and Disabled American Vets. He married in 1959 and immediately inherited three children, who he treated as his own. Having dropped out of school to work, he decided to complete his high school education as an Octogenarian and received his Diploma at 88. "Werner," as he preferred to be called by his friends, died in a tragic automobile accident in May 2002.

The collection includes a number of photo albums organized by state and ordered by World Guide number with each photo meticulously annotated with details of the bridge. The bulk of the photos date from the 1960s and 1970s and cover the entire country.

Sometimes a photo captures a special moment in a bridge's history. The first photograph here is the former Sharpville Bridge over Chaplin River in Washington County, Kentucky. The bridge was built in 1853 or 1854 by Stephen Stone. It was abandoned in 1939 when it was bypassed by a concrete bridge about a half mile away. The bridge was condemned in 1945 yet remained open while receiving little maintenance for its remaining 30 years. In 1971 an attempt was made to raise funds to restore the bridge. The money was not raised in time to obtain the funding. This photograph was taken in June 1973 only days before the bridge collapsed on June 21st.

The second photo is an interesting shot of the former and current Bump Bridges in Campton, New Hampshire, taken in the Fall of 1972. The original bridge was built in 1877. After it was discovered that all of the bottom framing was rotten and nothing could be repaired, the Town contracted with Arnold Gratton in 1972 to build the current structure.



**Everything You Need To Know About Covered Bridges
On a Single Compact Disc**

This disc contains a PDF copy of the World Guide as it was published in 2009. 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.

The CD also includes:

- Several files of changes to the various editions of the World Guide.
- 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.
- An index to all copies of Covered Bridge Topics. Including an up-to-date table of contents for each issue, a list of subjects, a list of authors and photographers, poetry and obituaries.
- A bibliography of known books that pertain to covered bridges.
- Large sketches of common truss types, and
- A few more miscellaneous files.

Send a check for \$15 made out to Joseph Cohen. \$10 from each sale goes towards the Society's bridge preservation efforts.

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

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

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).

Books Available from the Society Store

Order from Mrs. June Roy, 73 Ash St. #2, Manchester, NH 03104-4906, E-mail: dickroycb1@comcast.net

Covered Bridges of Vermont by Ed Barna, 6x9 soft cover, 216 pgs. Postpaid, \$17.00

Vermont Covered Bridges by Joseph D. Conwill, Arcadia Press, Images of America Series, 2004, 6.5x9.25 soft cover, 128 pgs. \$19.99 each plus \$3.00 shipping and handling.

Books by Andrew Howard

All books, 6"x9" paperback

C/B's of Madison County IA, A Guide, 46 pgs..... \$6.50 plus \$2.00 postage and handling

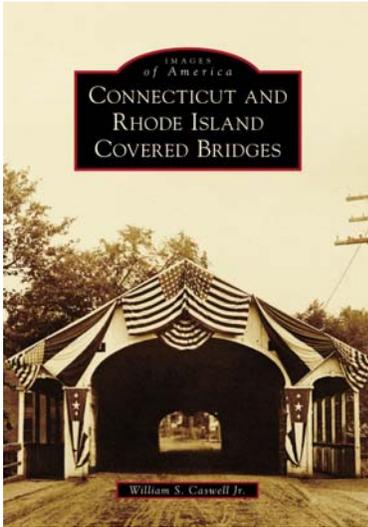
C/B's of Connecticut, A Guide, 47 pgs \$5.50 plus \$2.00 postage and handling

C/B's of Virginia, A Guide, 46 pgs \$6.95 plus \$2.00 postage and handling

C/B's of Bennington County VT, A Guide, 49 pgs \$6.50 plus \$2.00 postage and handling

C/B's of Massachusetts, A Guide, 80 pgs..... \$6.95 plus \$2.00 postage and handling

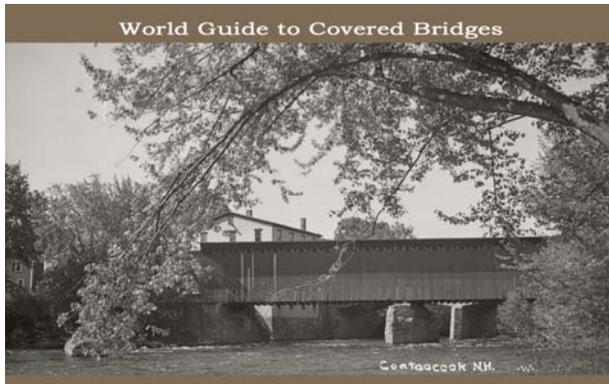
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