



The Newsletter

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

* * * *Spring 2014* * * *

Covered Bridge Safety

*Along with the warnings of load over weight,
Some caution was added regarding the forces
That cause covered bridges to tremble and shake;
A plea to all drivers, to please "Walk Your Horses."*

*Yea! Keep a tight rein, be on the alert,
Old dobbin, strange noises, not always endorses,
But you're in control if you practice precaution,
Don't run, race or gallop, but just "Walk Your Horses."*

Arden P. Titlow

In this issue:

Editor's Comments	2
President's Message.....	3
Calendar of Events.....	4-5
Proposed Bylaw Amendment	5
In Memorium.....	6
New Members	7
World Guide Updates.....	8
2014 Eric DeLony Scholarship.....	8
Arson Reduction Incentive.....	9
Final Crossings	9
Sanborn Bridge Update	10
Bridge News.....	11-13
These Bridges Need Our Help	14
Covered Spans of Yesteryear	15
Items for Sale.....	16

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

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Editor's Comments:

As most of you know by now, the National Society for the Preservation of Covered Bridges is saddened by the sudden and unexpected passing of 24-year Society President, David W. Wright shortly after Christmas 2013 at age 73. While I have been a member of the Society for a number of years, I personally knew David for only a relatively short time. I was honored, and flattered, when David offered me the Editorship of this Newsletter shortly thereafter and will make every effort to live up to the confidence he had in me.

David, a graduate of Bard College, was well versed in music composition and only recently did I learn of his graduate studies in Paris under the renowned Nadia Boulanger. His command of the English language served him well as he taught non-English speaking students the language while in France. First and foremost, however, David had a deep love and respect for covered bridges, their builders and for their authentic restoration and preservation, inspired, in large part, by the late Milton Graton, and his friendship with the late Richard Sanders Allen. His efforts to save numerous covered bridges from non-historic reconstructive preservation work by over-zealous engineers, decay or damage, or just simple age and neglect, was unquestionable. While he was not an engineer himself, he was well educated in the understanding of bridge construction and an advisor to the covered bridge recording program undertaken by the Historic American Engineering Record. Well known for strongly disagreeing with non-traditional covered bridge repair, the motive or sincerity behind his comments was irrefutable.

While I believe there are some who may become emboldened by David's passing with regard to non-traditional preservation efforts – they should not. David established a precedent for those succeeding him to follow – that covered bridge preservation be performed accurately and historically so as not to become victim to “demolition through redesign (D. W. Wright).”

Those of us who were fortunate to have known David W. Wright, even briefly, mourn the passing of this covered bridge historian and preservationist.

* * * *

I would also like to welcome Bill Caswell as Society President, and, Karl Olson as Society Vice President, wishing them both the very best in their new positions. I would also ask all members to extend to Bill and Karl the same respect and cooperation afforded to their predecessors.

Rob Mitchell, Newsletter Editor

Summer 2014 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, 2014**. **Please note**, it is requested that your information be typed and include proper credit information (newspaper, magazine, or web site, etc.), or on CD (Microsoft *Word* format, and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050. Thanks!

President's Message

This, my first President's Message, is a difficult one to write. David Wright had served as President of this organization since the fall of 1989. During those 24 years he was an outspoken proponent of preserving, repairing and maintaining the Nation's covered bridges by the strictest historical standards. Because of his unwavering commitment, many bridges that might have fallen victim to, as he put it, "demolition by redesign" continue to maintain their historic status.

I address you now, as the new president of the National Society for the Preservation of Covered Bridges. A position that I have attained, not by my own merit, but as a result of the death of my predecessor. Be that as it may, I assure you that I have put forth a great deal of effort to prepare myself for the position that has been bestowed upon me. To help with this task, I am pleased to announce that Karl Olson of Concord, New Hampshire, will be taking over as vice president. Karl has a long history with the Society and both his parents have been very actively involved for many years. In addition to Karl and I, the Society has a dedicated group of officers and committee members who volunteer a significant amount of their time working behind the scenes. You will be learning more about them in future newsletters.

Some of our members are celebrating wonderful achievements this quarter. Josif Bicja has been honored as New Hampshire's "Young Engineer of the Year." Three other members - Rich Garlipp, Terry Miller and Ron Knapp - have authored books being released in March. Rich's project is discussed in my Covered Spans of Yesteryear article. Terry and Ron have collaborated with photographer A. Chester Ong to produce *America's Covered Bridges*. The 272 page book includes a significant amount of research about the countries covered bridges with beautiful color photos and many historic photographs from the Society's collection. If you order *America's Covered Bridges* on the publisher's website - www.tuttlepublishing.com - you can receive a 30% discount on your order by entering the coupon code **BRIDGE** when you check out.

The Society is presently involved in a number of projects, many of which David has mentioned in the past. We have others that we would like to work on as well. To do this, we will need help from a few more members. More details will be coming in future newsletters. I hope a few of you will find a project that you would like to become involved in. Although some roles within the Society lend themselves to individuals who are able to attend meetings, anyone with access to email or telephone can participate in other ways.

At present, we are heavily involved in the emergency repairs to the Sanborn Bridge in Lyndonville, Vermont. Once the bridge is stable, a fund-raising effort needs to begin to raise money towards moving it from its present location. This is where we need your help. If you have experience in fund-raising or other areas that will help save this bridge, we would appreciate your assistance.

The Moose Brook Bridge, a pony truss which formerly stood on the rail line in Gorham, New Hampshire, was transported and reconstructed at Case Western Reserve University in Cleveland, Ohio, after an arsonist destroyed most of the structure. The reconstructed bridge has been part of a research project on Howe trusses at Case Western. The research project is complete and we are now working to find the bridge a new home back in New Hampshire.

As a result of David's passing, we have been informed that our Society's archives of photographs, books and other materials needs to be removed from its current location within the Butterfield Institute in Westminster, Vermont. We are seeking a new home and expect to have that move completed by the time you read this.

We have also learned that the location where our March meeting was to be held has suffered some damage during the winter and will not be available for the meeting. That had us scrambling to find a new location. Fortunately, we will be able to hold the March 23rd meeting at the Horace Chase Masonic Lodge, 53 North Main St., Boscawen, NH. On the down side, this is very short notice and some of you may not receive this notice in time to make the change of plans.

In the previous newsletter, you saw the announcement of the Eric DeLony Scholarship for college students interested in a career in historic preservation. Not only will this scholarship help someone interested in this type of work, it will introduce many young people to the Society. No organization can continue without new people to pick up where our predecessors have left off. If you have other ideas for promoting our organization to young people, please let us know.

Are there any grade school teachers out there? Or, parents of grade school children? Take note of the "Educational Guide to Covered Bridges in the United States" mentioned elsewhere within this newsletter. Please help us provide our children with the tools necessary to continue preserving our nation's covered bridges after we have moved on.

I am looking forward to the challenges ahead and hope to meet more of you at our upcoming meetings.

Bill Caswell

NSPCB Meeting Schedule - 2014

Sunday, March 23 at 1pm – NOTE LOCATION CHANGE !!

Horace Chase Masonic Lodge, 53 N. Main St., Boscawen, NH

Sunday, April 27 at 1pm Harvard Historical Society Meetinghouse, 215 Still River Road, Harvard, Massachusetts.

Sunday, June 22 at 1pm Contoocook Covered Bridge, Contoocook, NH.

Sunday, July 27 Washington County, PA. Either Ebenezer Bridge in Mingo Creek County Park or the Wyit Sprowls Bridge in East Finley Twp. Park.

Sunday, August 24 Annual picnic. **Note:** Location to be determined. The cookout is at noon and the meeting at 1 pm.

Sunday September 28 To Be Determined

Sunday, October 26 NSPCB Annual Meeting and Dinner. Details to be determined.

Other Covered Bridge Events

Sunday, March 30, 2014 New York State Covered Bridge Society, Dinner meeting at the Spaghetti Warehouse in Syracuse, NY. Ron and Al McGay will host the event.

Sunday, April 6, 2014, 2pm Theodore Burr Society of Pennsylvania, Monthly Meeting & Bake Sale at St. Paul's Episcopal Church, Manheim, PA. Program: "National Park Historic Sites" by Fred Moll

April 26-27, 2014 Indiana Covered Bridge Society, Spring tour of Parke County

Saturday, May 3, 2014, 11am to 3pm Theodore Burr Society of Pennsylvania, Fifty-Fifth Anniversary Dinner at Dutch-Way Farm Market & Family Restaurant Gap, PA, Lancaster County

Sunday, May 4, 2014 New York State Covered Bridge Society, Hyde Hall Covered bridge at Glimmerglass State Park, Cooperstown, NY

May 31-June 1, 2014 Theodore Burr Society of Pennsylvania, Annual Safari, Fairfield County, Ohio

Sunday, June 8, 2014 New York State Covered Bridge Society, Frontenac Covered Bridge Adams, NY Hosted by Gary Beckstead at his covered bridge

Sunday, July 6, 2014, 12 noon Theodore Burr Society of Pennsylvania, Annual Picnic at Historic Poole Forge and Covered Bridge Park

Sunday, July 13, 2014 New York State Covered Bridge Society, Livingston Manor/Van Tran Flat Covered Bridge Rockville, NY Summer Picnic

July 19-20, 2014 Indiana Covered Bridge Society, tour of Greene, Vermillion and Vigo Counties

Sunday, August 3, 2014, time to be announced Theodore Burr Society of Pennsylvania, A Meeting at the Bridge, Shearer's Bridge in Manheim, Lancaster County.

Educational Guide to Covered Bridges in the United States

If you haven't heard, the West Virginia University's Institute for the History of Technology and Industrial Archeology has produced an "Educational Guide to Covered Bridges in the United States" consisting of a printed guide, with 10 units and a bibliography, and a companion interactive CD-ROM. This project is one of several funded by the Federal Highway Administration under the National Historic Covered Bridge Preservation Program.

The objective of this project was to produce an educational guide on the history and preservation of covered bridges in the United States that is suitable for use by teachers of grade levels from kindergarten through the senior year in high school.

The guide is intended to stimulate the students' interest and understanding of the basic "nuts and bolts" engineering aspects of covered bridges, as well as show the role of the covered bridge in transportation history and in the development of U.S. bridge design technology. The primary users of the guide will be history teachers; however, mathematics, science (physics), and English teachers may find certain units useful in their classes.

An online version is available at http://woodcenter.org/covered_bridges_education/Educational-Guide-on-the-History-of-Covered-Bridges-in-the-United-States.pdf. If you are a teacher or would like a printed copy of the guide (3-ring binder) to provide to your local school, please let me know. I only have a few on hand, but can obtain more if there is interest. Bill Caswell, bill@lostbridges.org.

Notice of Proposed Amendment to Bylaws

In accordance with the bylaws, notice is hereby given that the following bylaw amendment will be considered at the regular membership meeting on April 27, 2014 at 1:00pm at the Harvard Historical Society Meetinghouse, 215 Still River Road, Harvard, Massachusetts.

The Executive Board has voted to change Article X, Section 4 regarding the Society's fiscal year.

Current Bylaw: "The fiscal year for the Society shall be from October 1 through September 30."

Proposed Bylaw: The fiscal year for the Society shall be from January 1 through December 31."

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.

David Warren Wright

It is with deep sadness that we begin the New Year by announcing the sudden and untimely passing of David Warren Wright of Westminister, Vermont, President of the National Society for the Preservation of Covered Bridges. David passed away at his home on December 29th.

David had served as the Society's president since the fall of 1989, after two previous years as a member of the board of directors.

As a young man, David studied piano and traveled to Paris, France to advance his skills. At one point, he had the privilege of studying under renowned pianist Nadia Boulanger who taught many of the 20th century's leading composers such as Aaron Copeland and Quincy Jones. He remained in France for nearly two decades until returning home to care for an ill parent.

Prior to joining the board, David had established a reputation as an outspoken proponent of covered bridge preservation using only traditional methods and materials. As chairman of the Committee for an Authentic Restoration of the Cornish-Windsor Covered Bridge connecting New Hampshire and Vermont, he had worked closely with the late Milton Graton to develop a method of strengthening that internationally significant Connecticut River span to meet required traffic loading.

The committee's plan, detailed in a published proposal of 1984, called for sistering the lower portions of the timber lattice trusses of the bridge and adding nail-laminated wooden arches outside the trusses. David was



deeply aggrieved when the New Hampshire and Vermont departments of transportation chose instead to rehabilitate the bridge in 1988 by replacing the lower chords, the central sections of the upper chords, and the floor beams with glued-laminated timber. David thereafter often used his "President's Message" in the Society's newsletter to argue at length for traditional approaches to covered bridge rehabilitation.



Left to right: Christopher Marston, National Park Service; David Wright; and Dario Gasparini, Case Western Reserve University at the charred remains of the Moose Brook Bridge, Gorham, NH, in 2009.

David was gratified by the growth of the Society's Eastman-Thomas-Merritt Fund during his term of office. He urged the Society to use its financial resources to participate actively in covered bridge projects.

He was proud of the Society's partnership with the National Park Service and Case Western Reserve University in rehabilitating a rare Howe pony truss railroad bridge from Gorham, New Hampshire, damaged by arson in 2004. The bridge was removed,

rehabilitated, and reassembled in Ohio in 2010 for structural testing and classroom instruction by engineering professor Dario Gasparini.

Under David's leadership, the Society provided emergency shoring for the imperiled Sanborn Bridge, a Paddleford truss span in Lyndonville, Vermont, previously relocated and stabilized by Milton Graton in 1959. The future of the Sanborn Bridge remained unresolved at David's death.

David Wright was 73 years old. There was no public funeral. A memorial service will be held in the Spring.



Left to right: Bob Watts, David Wright, James Garvin, Donna-Belle Garvin, Richard Roy, June Roy, Joye Olson, Rebecca O'Leary, Bill Caswell, Jenn Caswell at the 2013 annual picnic in Westminister, Vermont.

Welcome to our New Members!!

Michael Holleran, Austin, TX
 Lynn Lesch, Harper Woods, MI
 Timothy Murphy, Roanoke, VA
 Nancy & Matthew Nugent, Bedford, MA
 Jacqueline Payne, Bryan, TX

Sue Ellen Peden, Lusby, MD
 Jay Hart, Georgetown, MA

April, May & June Birthdays

Happy Birthday to the following members. If your birthday is not listed and you would like it to be included next year, please send the information to Membership Chair, Jenn Caswell at nspcb@yahoo.com

John K. Miller April 01	Dora Pieper.....May 28
John Borthwick..... April 03	Rodney H. PetersonMay 29
James Metzger..... April 04	Elna B. Johnson.....June 01
Judy Lowe April 08	Ron PullmanJune 05
Erik Vangsness April 11	Linda LaetzJune 05
Gary A. Krick..... April 13	Theodore Goddard.....June 07
Gloria Smedley..... April 22	James L. Jones.....June 09
Richard C. Schmick..... April 26	Bob WattsJune 09
Arian R. Hall April 28	Woodie Reeves, Jr.....June 11
Donald P. Mudge May ??	Jack Schmidt.....June 14
Rick Bartmas..... May 12	Johnny SelfJune 21
James R. Crouse May 12	Andy RebmanJune 24
Sandy Owen..... May 16	Lyle J. Oberhaus.....June 24
Paulette Oberhaus May 16	Judy WoodJune 25
Mary Ann Waller..... May 19	Vernon A. Tryon.....June 26
Kerry Potts..... May 20	Bob KaneJune 28
Catherine Daniels..... May 24	Jim SmedleyJune 30
Fred McShea..... May 26	
Wilson Van Arsdale..... May 26	

NSPCB Congradulates Josif Bicja - 2014 Young Engineer of the Year

Josif Bicja, P.E., was selected by a jury of his peers from New Hampshire's engineering societies as the 2014 New Hampshire Young Engineer of the Year. Graduating from the University of New Hampshire with a bachelor of science (2003) and a master of science (2006) in civil engineering he maintains professional licensure in New Hampshire and is active in various professional associations including the Structural Engineers of New Hampshire, the National Society for the Preservation of Covered Bridges, Inc., and the Vermont Covered Bridge Society. Bicja's professional experience spans 10 years and includes the design, rehabilitation and inspection of numerous steel and concrete spans as well as covered bridges. He has worked for the departments of transportation for New Hampshire, New York, Massachusetts and Vermont as structural designer, construction inspector and construction administrator, and, is has extensive experience and familiarity with the latest load resistance design methods. He has become a leading technical authority on covered bridges having provided inspection, design, analysis or construction inspection for 13 covered bridges. Bicja has shared this knowledge with the engineering community and the general public through presentations at five local or national conferences. Devoted to his wife and two daughters, Josif spends his evenings "engineering" dollhouses or other toys for his girls. (Thanks to Bill Caswell for the news)

WORLD GUIDE UPDATES

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 56, correct construction date of Copeland Bridge, Saratoga County, New York

32-46-01 Edinburg Beecher Creek Copeland 1 35' **1879** Queen
0.6 miles west of the west end of Batchelerville Bridge (Scanandaga Lake) on CR98, then 0.3 miles right on Military Rd. (CR4) to Edinburg and 0.2 miles right on North Shore Rd. (CR4). Closed, private. (NR) N43° 13.265' W074° 05.978'

Page 58, correct construction date of Ashokan or Turnwood Bridge, Ulster County, New York

32-56-05 Olive Esopus Creek Ashokan or Turnwood 1 62' 1885 (M1930) Town
1.5 miles northeast of NY213 and Olivebridge on NY28A, then 1.0 miles right on Beaverkill Rd. to main gate of New Paltz Campus of NY State Univ, then 0.1 miles right to parking area and walk 0.5 miles south. East of Olivebridge. (NR) N41° 55.673' W074° 11.755'

Page 73, update bridge number and construction date, Charlton Mill Bridge razed and rebuilt, Greene County, Ohio

35-29-16#2 Xenia Massies Creek Charlton Mill 1 119' **2013** Howe
2.2 miles west-southwest of jct OH72 on US42, 0.9 miles right on Charleton Mill Rd. (TR29). 3½ miles southwest of Cedarville. N39° 43.759' W083° 52.219'

Page 134, correct coordinates of Wyt Sprowls Bridge in Washington County, Pennsylvania

38-63-29 East Finley Templeton Fork Wyt Sprowls 1+ 52' 1865 (M1998)
Queen

3 miles north of East Finley on PA231 in East Finley Park. (NR) **N40° 02.30' W080° 24.19**

2014 ERIC DeLONY SCHOLARSHIP

The National Society for the Preservation of Covered Bridges invites applications for the 2014 Eric DeLony Scholarship. The award honors Eric DeLony, 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 this 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.

All applications and supporting documents must be received by April 15, 2014 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.

To Apply:

Download the application from the Society's website at <http://coveredbridgesociety.org/scholarship.html>.

Complete the application form including the required 150-word essay about "The Importance of Preserving our Historic Covered Bridges."

Arrange for a transcript, one personal and two academic letters of recommendation.

Note: Recipients must provide proof of current registration and the previous term's grades.

Applications will be evaluated on 1) the application itself, 2) academic achievement, and 3) past and planned involvement within historic preservation-related fields.

ARSON REDUCTION INCENTIVE

Our covered bridges are lost in a variety of ways, sometimes by natural forces, sometimes by our own choices of demolition, neglect or arson. Over the years, the Society has been very outspoken about the importance of preserving the historic components of bridges during repair and restoration projects. In addition to that, we are also gathering, evaluating and dispersing information regarding methods of protecting our remaining historic bridges from fire, vandalism and oversize vehicles.

Over the past five decades, at least 148 covered bridges have been lost to arson in the United States and Canada, an average of about three per year. In an effort to reduce this average, the Society has decided to offer an incentive to encourage bridge owner's to apply fire retardants to their historic covered bridges. Specifically, to offer a partial reimbursement (\$500 or cost of application, whichever is lesser) for application of a fire retardant acceptable to the Society to an historic covered bridge during the 2014 calendar year. The award will be offered after the bridge owner has provided sufficient documentation that the fire retardant was applied and costs involved. There is a limit of 20 awards available for the 2014 calendar year. Requests for this award should be directed to Bill Caswell, 535 Second NH Tpke, Hillsboro, NH 03244 or sent by email to nspcb@yahoo.com.

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Final Crossings...

Ole J. Haldorson

The Society extends its belated condolences to the family of Ole J. Haldorson who passed away in October of 2013 in Eugene, Oregon. Ole served in the field artillery from 1931 to 1934 stationed in the territory of Hawaii. He became a bridge builder in Lane County, OR until inducted in 1942 serving until the end of the war as a decorated veteran including two Bronze Stars. Returning to civilian life as a bridge foreman, he eventually retired as Bridge Superintendent of Lane County. He was buried with military honors at Lane Memorial Gardens in Eugene in October.

Ole was predeceased by his wife, Ruth, in 1987; and is survived by nieces, nephews and close friends.

An interview with Ole Haldorson and Bill Cockrell, President of the Covered Bridge Society of Oregon, can be found in the Winter 2013 issue of *Topics*.

(Thanks to Bill Caswell and Joseph Conwill)

William & Marjorie Ford

William L. Ford, age 89, of Painted Post, NY, passed away on Monday, September 16, 2013 at Robert Packer Hospital in Sayre, PA. He married Marjorie Pepper on December 24, 1942 and spent 70 wonderful years with Marjorie until her passing on May 30, 2013 at age 88.

Bill was a Marine Corps Veteran of World War II. Upon returning home, he became a fourth generation farmer on his family's land. He was a Corning-Painted Post School District bus driver, retiring as transportation supervisor in 1985 after 29 years of service. In addition, he was owner and operator of Beartown Bottled Gas Company, Hot Spot Restaurant, and he had the original food concession operation at Pinnacle State Park. Bill and Marjorie worked passionately at these businesses together. Bill was an avid woodworker, spending 1600 hours building a meticulous scale model of the homestead dairy barn. Bill & Marjorie had been members since 1963.

Bill and Marjorie are survived by two sons: Larry (Patricia) Ford of Charlotte, NC, and Gary Ford of Painted Post, NY; and a daughter: Betty (Michael) DelGrosso of Painted Post, NY.

Sanborn Covered Bridge Update

The NSPCB and the Vermont Covered Bridge Society have joined forces to see that the bridge is restored. To view photographs of the bridge, and learn more on how you can help with this massive undertaking (restoration, if put out to bid, could cost about \$1.2 million and since the bridge is privately owned, federal and state grant monies are not available) please visit the Society's website at: www.coveredbridgesociety.org/sanborn

After being delayed waiting for additional timbers and hardware, Tim Andrews of Barns and Bridges of New England and his crew have resumed work on the Sanborn covered bridge in Lyndonville, Vermont. The crew has been working in the bitterly cold weather to complete this phase of the project by the end of March.

Recent floodwaters and ice on the river resulted in damage to seven (7) more vertical posts requiring attention in order to safely support the vertical floor load. This picture shows a small section of the lower chord on the upstream side. The exposed treenail shows how badly that timber has been damaged. The steel rod is bolted to stronger sections of the lower chord and provides support for the damaged section. Most of the vertical posts in this area are damaged and will eventually need to be repaired or replaced. New timbers have been added to repair the broken lower chord on the downstream side.

The very cold temperatures have allowed the crew to place cribbing and jacks on the frozen river for additional support while working on repairs. The cribbing is only a temporary measure and must be removed as soon as possible. Ice broken up by spring floodwaters could possibly dislodge or destabilize it. If the cribbing were to fail before repairs are completed, the bridge could be lost.

The bottom downstream chord has been opened with all damaged and decayed material removed and is fast approaching its ultimate repair. Steel straps are being placed across deficient end splices and steel stirrups are being fabricated to support the broken vertical posts.

Working from the Passumpsic River ice, the mid-span area on the downstream side was jacked up an additional 2¼". Properly aligning the lower chord on that side required a 1¾" relocation of the upstream truss. Constant daily inspection is required as changes in the river's ice field can alter each jacking location. The continued cold, although difficult to work in, will allow work to continue on the bridge from the river ice below.

The most severely damaged vertical post has had a section replaced with new wood. Other damaged vertical posts have been supplemented with steel rods to help carry the load until they can be repaired or replaced during a future restoration project.

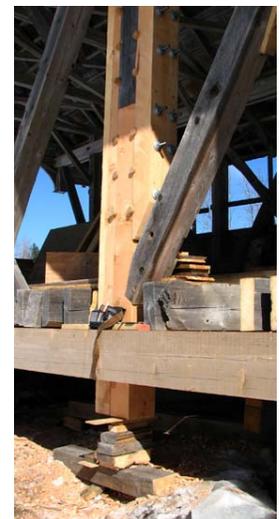


Broken roof braces have been supplemented with new beams. These interim repairs will be more adequately addressed during a future restoration project.

On January 9th, a crew from Yahoo! visited the bridge and prepared a video about the repair work. The video includes interviews with bridge owners Arthur and Jeanne Elliot and Tim Andrews. The video was aired on January 29th. At press time, the video was still available on Yahoo's website.

<http://music.yahoo.com/video/road-trip-lyndonville-vt-165037847.html>

(News from Tim Andrews & Bill Caswell. Photographs by Bill & Jenn Caswell)



Covered Bridge Watch

The Bucks County Covered Bridge Society of Pennsylvania is considering the establishment of a local Covered Bridge Watch. This network of interested citizens and neighbors that frequent the County's covered bridges would keep an eye on the bridges for damage, graffiti, mischief or unsafe conditions, reporting them to the Bucks County Dispatcher at 1-215-348-3524. Such information could also be provided to a Watch Coordinator. Members of the Bridge Watch may also wish to meet at the bridges for clean-up, sprucing-up or possible winter holiday season decorating. For more information contact www.buckcountycbs.org , buckcountycbs@verizon.net or Bucks County Covered Bridge Society, 1622 Ridge Road, Perkasie, PA 18944-2296, 1-215-257-9156 ext. 33.

Covered Bridge Collapses During Restoration

The Stonelick Covered Bridge (WG#35-13-02), located in Clermont County, Ohio, collapsed on February 11th for reasons as yet unknown. The 136-year old, 140-foot, single span Howe Truss bridge has been undergoing restoration since October of 2012. The bridge, being restored and retaining its historic characteristics, is the only covered bridge left in the county. It has been closed since its floor boards were badly damaged by a heavy truck in 2010. According to officials, the entire bridge collapsed leaving half in the Stonelick Creek below and half on the temporary shoring under the bridge. Workers were on the bridge at the time of the collapse but all managed to jump clear and were not injured. Originally scheduled to be completed in late summer (2014) it is now unclear when restoration will be completed. An investigation into the collapse is underway.

(Compiled from article February 11, 2014, The Enquirer (Ohio))

Bridge Repair Slated for 2014

Built in 1972, the Pumping Station Bridge (WG#21-06-02#2) that crossed the Green River in Greenfield, Massachusetts was knocked from its abutments in August 2011 by the remnants of tropical storm Irene. Removed to a nearby parking lot, the 94-foot single span Howe truss with arch bridge has awaited repairs and reconstruction of the abutments, now scheduled to begin in April 2014. The estimated \$899,000 to \$1.7 million dollar project will come from a variety of sources including the Town of Greenfield and FEMA. The Greenfield bridge was built to replace the original 100-year old bridge that was destroyed by arson in 1969. Due to structural deteriorating condition, the bridge was closed to all traffic in 2002. It is anticipated that repairs will be completed by the end of 2014, put back into place, and be open to both vehicular and pedestrian traffic.

(Compiled from articles The Greenfield, MA Recorder December 31, 2013 and Covered Bridge Community News Notes (Massachusetts))

Patience Rewarded for Cullman County Bridge

The only covered bridge existing in Cullman County, Alabama, will finally get its long-awaited and needed renovation. The Clarkson (or Legg) covered bridge (WG#01-22-01) a 250-foot 2-span Town lattice truss bridge built in 1904 and spans the Crooked Creek, has awaited approval and funding from the Alabama Department of Transportation for more a decade. The bridge has been rebuilt several times over its lifetime. Now, listed on the National Register of Historic Places, the \$478,998 renovation project contract has been awarded to Bob Smith Construction and will include replacement of damaged wood and straightening uneven sections of the bridge. The work is expected to take approximately 60 days.

(Compiled from article December 13, 2013, Covered Bridge Community News Notes (Alabama))

California Covered Bridge Saved ... For Now

Humboldt County officials decided to “maintain the current bridge rather than replace it” despite receiving a 100% federally funded grant to do just that. The 66-foot single span Howe truss Brookwood covered bridge (WG#05-12-08) was built in 1969 to cross the Jacoby Creek as access to a small neighborhood and according to residents is part of the ‘cultural landscape’. Although maintained by the county and assessed in 2011 to be in ‘good to fair condition’, timber rot and insect damage have taken their toll. The one-lane bridge rehabilitation is estimated to cost almost \$400,00 with county officials seeking funding sources. For those interested in helping to save this bridge contact: www.facebook.com/brookwood.bridge.

(Compiled from article December 3, 2013, Covered Bridge Community News Notes (California))

Friends of Whites Covered Bridge Vow it will be Rebuilt!

Rebuilding Whites covered bridge across the Flat River in Ionia County, Michigan, will take time, effort and money, and will go well beyond the foreseeable future. But Jeff Christensen of the Friends Rebuilding Whites Bridge Board, said, “We’re going to do what we set out to do, after four months of red tape, meetings, time, sweat, freezing cold, and everything else that had to be accomplished, we are moving forward”. You may recall in previous issues of this *Newsletter*, Whites covered bridge, a 120-foot single span Brown truss structure built in 1867, was senselessly destroyed by arson in the early morning hours of July 7, 2013. It is the Board’s intention to build a replica of the historic bridge although it realizes ‘the canvas will not be original’. Current estimates put the cost of the project between \$300,000 and \$400,000. The Board hopes to raise a quarter of the amount while seeking state and federal grant monies for the balance. The Board is also seeking 501 C3 tax-exempt status. It has also partnered with the Fallasburg Historical Society. Fundraisers and donations have netted more than \$6,000 in a short time and spirits are high. Ionia County lost four crossings in last year’s (2013) floods and with two remaining closed there is a lot of work and little available funding for Whites bridge. The Ionia County Sheriff’s Office declared the burning in July as arson, has posted a \$7,000 reward for information toward those responsible, and, that the investigation is continuing and has not fallen by the wayside. To donate to the rebuilding efforts, visit: www.friendsrebuildingwhitesbridge.org.

(Compiled from Cory Smith article January 21, 2014, The Daily News (Michigan))

Stabilization Funds Approved for Bridgeport Covered Bridge

The California Department of Parks and Recreation (DPR) has budgeted \$220,000 for the stabilization effort, together with an additional \$114,500 in State funds being “matched” with more than \$100,000 from in-kind volunteer hours, for the Bridgeport Covered Bridge (WG#05-29-01) at the South Yuba River State Park (SYRPA) in Nevada County, California. The bridge was built in 1862 and at 233-feet is the longest single-span covered bridge in existence in the United States. The project should be ready to go out for bid in the spring. Once stabilized, an additional \$1.1 million will be required for restoration and rehabilitation will be required. The DPR has already secured \$545,000 in federal grant monies with local fundraising efforts working to raise the required \$62,000 in matching funds. More than \$600,000 is still needed to fully restore and open the Bridgeport Covered Bridge. For more information on how you can help contact: syrpainfo@gmail.com. To donate to the “Save Our Bridge” campaign visit: www.southyubariverstatepark.org.

(Compiled from article January 8, 2014, YubaNet.com (California))

Schuylkill County, Pennsylvania to Restore Rock Covered Bridge

Listed on the National Register of Historic Places in 1978, the 144-year old, 56-foot long single span Rock Covered Bridge (WG#38-54-02) with a Burr Arch truss is set to undergo a National Historic Covered Bridge granted restoration project. It is one of only two bridges still standing in the County. The county is still waiting on the results of a feasibility study, which will determine whether the bridge is to be repaired or replaced, that is currently in the hands of the Pennsylvania Department of Transportation’s hands.

(Compiled from Mark Gilger article, January 9, 2014, The Citizen Standard (Pennsylvania))

Ice Jam in Belvidere, Vermont

The Morgan Covered Bridge (WG#45-08-07) received damage from ice floes on the Lamoille River. The resulting damage to side boards was caused by the ice jam which reached the bottom of the bridge and closed the road nearby as the river overflowed its banks. Morgan Covered Bridge is a single span, Queenpost truss bridge built in 1887 and is 65-feet long. Check out the video (if still posted) at: ireport.cnn.com/docs/DOC-1074545.
(Compiled from article January 12, 2014, CNN IReport, (Vermont))

Winter's Watch on the River

Neighbors and officials are closely watching the Connecticut River near the Cornish-Windsor Covered Bridge (WG#45-14-14#2/#29-10-09#2) that connects Cornish, New Hampshire and Windsor, Vermont as ice jams have reached their highest levels in years. The Town Lattice truss style bridge was built in 1866 with its 2-spans totaling 449-feet. At the highest level in at least a decade, said one person, the river ice reached within a few feet of the underside of the bridge. Another stated the last time the river jammed this high was about 35-years ago when ice chunks were left on Rte. 12A adjacent to the river. Although the river ice has receded, officials continue to keep a wary eye.

(Compiled from Maggie Cassidy article January 2014, Valley News (Vermont))

Maxwell Crossing Bridge Repaired

Patrick Toth of Moore's Mills, New Brunswick, attended the ribbon-cutting ceremony to reopen the Maxwell Crossing Covered Bridge near St. Stephen, New Brunswick, on January 31, 2014. The bridge had been closed after being severely damaged by a speeding car on January 21, 2013. The impact destroyed most of the Howe truss panels on the south side of the bridge. This picture of the damaged section being supported on the frozen river was taken February 1, 2013. Mr. Toth provided the photos for this article.



After the accident, the Ministry of Transportation held a public meeting to discuss the bridge and mentioned the possibility of replacing it with a modern concrete structure. Local citizens signed petitions requesting that the bridge be repaired instead of replaced. With the support of local officials and the Saint Croix Courier newspaper, petitions were presented to the Provincial government in late February. The NSPCB also sent letters to the Transportation and Tourism ministers supporting the residents requests to repair the bridge.

On November 6th, after months of negotiating with the driver's insurance company, MLA (Member of the Legislative Assembly) Curtis Malloch, representing Minister of Transportation Claude Williams and Minister of Tourism and Parks Trevor Holder, announced that the Province had reached an agreement with the insurance company and that the bridge would be repaired. The Department of Transportation included additional funds to further strengthen the bridge. The Douglas Fir timbers used for the repairs were brought cross-country from British Columbia.

A small crowd assembled for the ribbon-cutting ceremony on January 31st. MLA Cutis Malloch and Dennis-Weston LSD (Local Service District) Chair Vern Faulkner cut the ribbon. The Saint Croix Courier article about the ceremony included a picture of Mr. Toth crossing the bridge after it was opened.



These Bridges Need Our Help !!

Major Facelift for Bartram Covered Bridge

Members of the Bartram Bridge Joint Preservation Board, Newtown and Willistown Township's officials announced that the last surviving Delaware County, and one of only fifteen in Chester County, bridge will undergo a number of upgrades and repairs. Built at the time of Abraham Lincoln, and listed on the National Register of Historic Places, the 81-foot, single span, Burr Arch Truss structure was an active highway for farmer's vehicles, wagons and finally automobiles until closed in 1941 by the Pennsylvania Department of Transportation (PennDOT) and bypassed to a new concrete bridge. The bridge was closed in 1970 to pedestrian traffic as well with iron gates installed at both portals to preserve the structure and prevent potential vandalism such as misuse, graffiti and arson. The unique Burr circular support system is still visible through the gates. The slatted entrance portals, too, are said to be the only one of its kind in Pennsylvania. Restoration is to include Cedar shake roof replacement, power wash and repaint the faded red exterior, and installation of decorative LED lighting. The last major restoration took place in 1993. The Bartram Covered Bridge is located in a 1.5 acre public park-like setting allowing for wading, fishing, photography or just a quiet peaceful place to sit on one of the many benches provided.

Restoration is being funded by both Townships. Additional donation funding is being requested, to establish a perpetual fund for the preservation and maintenance of the Bartram Covered Bridge, from local and non-local residents who have fond memories of the bridge. For more information, or to send contributions, contact: Bartram's Bridge Joint Maintenance Fund, c/o Willistown Township, 40 Lloyd Avenue, Malvern, PA 19335

Herr's Mill Covered Bridge At Risk

A 178-foot, 2-span, Burr Arch Truss covered bridge, built in 1891, is in grave danger. The Herr's Mill Covered Bridge (WG#38-36-21) was built in two equal spans, is listed on the National Register of Historic Places and is 40-years the older of only two two-span covered bridges in Lancaster County, Pennsylvania. Paradise Township officials say that the next hurricane may very well take it down. One span is supported on steel beams while the other sags under its own weight atop crumbling foundations. Once owned by Lancaster County, the tired bridge fell into private hands when it was bypassed with a concrete bridge.

The bridge's owner, Brian Kopan, is willing to donate the bridge to anyone prepared to assume responsibility and costs for relocation and repair. However, there is a glitch. In addition to the financial aspect of relocation and restoration, Lancaster County holds a deed restriction prohibiting the sale or donation of the bridge as long as the deed is active. County Commissioners are at odds over the lifting of the deed restriction to whoever provides a suitable plan for relocation, restoration and funding. The immediate need is to relocate the northern span before it 'becomes a great big wooden dam on the creek'. Unfortunately, the Commissioners split views make it an "all or nothing" situation.

For more information contact: Lancaster County Commission Chairman, Mr. Scott Martin, and, Commission Member, Mr. Craig Lehman, Office of the County Commissioners, 150 N. Queen Street, 7th Floor, Suite 715, Lancaster, PA 17603, **and**, Mr. Brian Kopan, Mill Bridge Village & Camp Resort, 101 S. Ronks Road, P. O. Box 6, Ronks, PA 17572

Campaign Underway to Save Bridgeport Covered Bridge

Built in 1862 in Nevada County, California, the Bridgeport Covered Bridge, at 233-feet, is the longest single span wood covered bridge in North America. The Howe and Arch Truss structure at Nyes Crossing was used by miners and pioneers, their wagons and horses, crossing for a \$2 toll was badly damaged by flood waters in 1997, closed to vehicular traffic in 2010 and pedestrian traffic in 2011. The bridge is on the National Register of Historic Places and is a California Registered Historic Landmark #390. Details regarding the bridge construction can be found in the National Park Service's HAER #CA-41. The South Yuba River Park Association has formed the "Save Our Bridge" campaign to repair, restore and re-open the bridge. For more information about the bridge and how you can help please see: www.southyubariverstatepark.org and click on "Save Our Bridge"

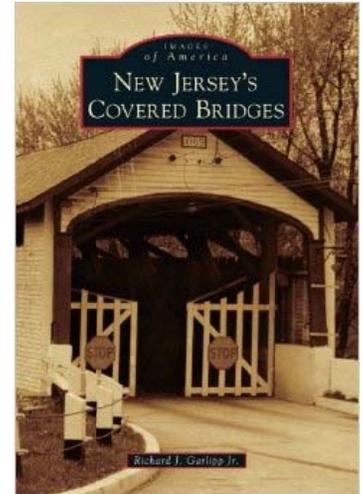


Covered Spans of Yesteryear

by Bill Caswell

In July 2012, the Society held its monthly meeting at the Oxford Memorial Library in Oxford, New York, home of the Theodore Burr Covered Bridge Resource Center. At the meeting, long-time member Rich Garlipp showed us a notebook of material he had been gathering on New Jersey's covered bridges. New Jersey's single remaining example, the Green Sergeants Bridge, only provides a small glimpse into this state's long and interesting covered bridge history.

The volume of information that Rich compiled from his years of research was quite impressive. The meeting attendees all agreed that he should consider putting his research into book form. Having recently finished my book for Arcadia and knowing that they were interested in producing a similar book for New Jersey, I put him in contact with my editor and he took it from there. The Arcadia authors I have met in my travels are not professional writers or photographers. They are more likely to be people with a passion for sharing the history of their community. Preparing a book is a significant undertaking, but the reward of holding the completed product in your hands is worth it all. Do you have research that others would like to know about? Maybe there is a book in your future too. By the time you read this, *New Jersey's Covered Bridges* will be available. I hope you will consider adding a copy to your library.



One of the more interesting looking structures in New Jersey was the Lower Trenton Bridge crossing the Delaware River into Pennsylvania. The 1008 foot long structure was constructed at a cost of \$180,000. The bridge had two 11 foot traveled ways and two sidewalks 4'-6" wide. Erected in 1805, the bridge was designed by Theodore Burr and consisted of five arches each composed of 4 inch pine planks 35 to 80 feet long. The entire bridge was covered with a roof of shingles. Being the first covered bridge connecting the two states, its opening was a celebration attended by both Governor's and other public officials.

The Camden and Amboy Railroad started using one of the lanes for a railroad. Because it was not designed for railroad traffic, horses hauled rail cars across the bridge until it was reinforced to carry locomotives in 1835. Trains and carriages shared the 11 foot wide south roadway until 1848, when it was widened to 16 feet with a separate lane for each. With rail traffic increasing and the ever-present danger of fire on the wooden bridge, it became clear that the railroad needed a separate bridge. Pennsylvania and New Jersey state legislatures granted permission in 1868 for a parallel railroad bridge on southward extensions of the existing stone piers. The two-track iron through truss railroad bridge was built in 1875. The wooden bridge carrying vehicular traffic was rebuilt in iron the following year. This photograph of the bridge is part of Todd Clark's collection.



Information about this bridge was compiled from Norman Brydon's *Of Time, Fire and the River: The Story of New Jersey's Covered Bridges* and research done by Thomas Kipphorn for *Covered Spans of Yesteryear*.

For information about other former covered bridges, visit our website at www.lostbridges.org. If you have information or pictures of the former bridges in your area, please share that with us. There is still a vast amount of territory to cover and any assistance will be greatly appreciated. Email is usually the most effective way to contact me - bill@lostbridges.org.

Books Available from Bill Caswell

Order from Bill Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244, E-mail: bill@lostbridges.org

2009 World Guide to Covered Bridges,\$20.60, includes priority mail postage.

Connecticut & Rhode Island Covered Bridges by Bill Caswell.; Arcadia Press, Images of America Series, 2011, 6.5x9.25 soft cover, 128 pgs.,\$26.00, includes priority mail postage.

**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