

The Newsletter

National Society for the Preservation of Covered Bridges, Inc.

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New York's Jay Bridge
175 ft. Howe Truss built in 1857 over the Ausable River (East Branch)

2010 Calendar of Events, Dedications, Dinners & Safaris

June 26th 1:30 P.M. Indiana County (Pennsylvania) Covered Bridge Safari

For details, go to <http://www.lostbridges.org/indiana-co-safari.pdf>

June 27th at Noon National Society Meeting

Location: The Contoocook Railroad Bridge in Hopkinton, NH. Meet at the Pizza Parlor next to the bridge for lunch. The meeting will begin at 1:00.

June 30 National Society Membership Fees Due

Send dues to Jenn Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244

July 11 at 12:00 p.m. New York State Covered Bridge Society Annual Picnic

Location: Blenheim Covered Bridge (Lunch at noon, meeting at 1:00)

July 11 at 12:00 noon Theodore Burr Covered Bridge Society of PA Annual Picnic

Location: At the Poole Forge Covered Bridge Park in Lancaster County. Bring a dish to share and your own tableware & drinks.

July 18 at noon Ohio Historic Bridge Association Annual Picnic

Location: At the Salt Creek Covered Bridge in Muskingum County
Bring a dish to share, your own chairs and tableware

July 24 & 25 Indiana Covered Bridge Society Tour

Location: Montgomery and Putnam Counties

July 25 at 1:00 p.m. National Society Meeting (Tentative)

Check www.coveredbridgesociety.org for more information.

August 1 at 2:00 p.m. Theodore Burr Covered Bridge Society of PA Meeting

Location: The Manheim Township Municipal Building.

Program: "Bridges of the Octorara Valley" by Clint Frackman.

August 8 Time TBA NYSCBS Meeting

Arcade and Attica Railroad Excursion

August 13-15 Oregon Covered Bridge Festival

2000 N. Douglas St., Cottage Grove. OR

August 22 at Noon National Society Annual Picnic

At the Westminster Fire Station, Grout Ave. Westminster, VT

August 28 9:00 a.m. to 5:00 p.m. Fleming County Covered Bridge Festival at The Goddard Bridge

Hwy 32, Fleming Co. KY

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 Union County Ohio Covered Bridge Festival

In Marysville, 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 NYSCBS Annual Picnic and Meeting

Hamden Town Hall in Hamden, NY

Sept 18-19 Indiana Covered Bridge Society

Tour of Ripley & Dearborn Counties

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

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 26 at 1:00 p.m. National Society Meeting

Location to be announced

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 Coverd Bridge Festival

October 10 Theodore Burr Society Meeting

At the Alamo Restaurant in the Knoebles Grove Amusement Park

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

At Tinicum Park on Route 32, Erwinna, PA

October 23 Vermont Covered Bridge Society Meeting

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

The President's Message

Dear Fellow Members, Greetings!

I don't know how the weather has been where you are, but here Westminster, for the past few days, it has been hot, hot, HOT!! All in all, May this year has been quite untypical of what months of May are supposed to be like. In the present instance, the month in question began with temperatures more usually encountered in mid to late June, that is to say, with highs for certain days in the upper 80's or low 90s; next there was a brief return to early spring or late winter, with temperatures on several occasions falling to 25 degrees Fahrenheit at their lowest point, namely just after sunrise, which event gave rise to several most unwelcome hard frosts; finally, and as has been mentioned above, there has lately been a return to mid summer. The high today, for example, for Wednesday, April 26th 2010, in other words, was 97.5 degrees, a temperature more reminiscent of July or August than late May. Needless to say, but I shall say it anyhow, I have not spent much time hugging my woodstove recently, quite the contrary! The principal object of my affection for the moment is my air conditioner.

Well, enough on the subject of the weather, especially since this quarter, there is some rather interesting Covered Bridge news to report.

The Gorham Boxed Pony Truss Bridge: First, a little history. The boxed pony truss bridge that once carried trains on the Berlin Branch of the Boston and Maine Railroad over Moose Brook in Gorham, New Hampshire, was built in 1918. Even though the Boston and Maine continued to erect wooden bridges along their lines long after other railroads had ceased to do so, that is to say, up until just before the outbreak of the First World War, the date of 1918 still comes as rather a shock. Apparently the problem of obtaining steel in sufficient quantities to erect a span of more modern design at a time when our nation was at war, obliged the Boston and Maine to take up the art and science of wooden bridge construction once again, an art and science of which the engineers at the B. and M. were great masters.

Of course, it is also possible that experts from the Federal Railroad Administration, the governmental entity which effectively took control of our railroads during the latter half of the 1914-1918 conflict, decided the matter for the Boston and Maine. What is undeniable is that a boxed pony Howe Truss span requires much less steel, very likely considered a strategic material at the time, than would say a riveted plate girder metal bridge of similar capacity.

In a discussion of the Gorham span, the word, "pony" itself is rather interesting. Webster's New International Dictionary, edition of 1909, defines "pony", used as an adjective, as follows: "Of a size smaller than usual". Several examples of this usage are cited, amongst which is "pony engine", id est, "a small switching locomotive". In addition, Webster's makes mention of an even more specialized application of the term, "pony"; to wit, "Pony Truss, Bridge Building, a truss so low that overhead bracing cannot be used".

The Gorham Boxed Pony Truss Span, as one would expect after having read Webster's, is not possessed of an upper lateral bracing system, and the height of its Howe Trusses is rather modest, about 8 feet 9 inches from the centerline of the bottom chord to the centerline of the top chord.

As has happened to many railroads all across the country, the Berlin Branch of the Boston and Maine was ultimately abandoned. Its rails were consequently torn up, and the former right-of-way was turned into a recreational trail. Snowmobilers made use of this trail in winter, and hikers, bicyclists, off road vehicles, et cetera, made use of it in summer. Travelers along the trail-who wanted to cross Moose Brook did so by means of the

Gorham Boxed Pony Truss Bridge, whose rails had also been removed, but had then been replaced by a rather stout floor.

Unfortunately for the Gorham span, it was set alight by a person or persons unknown on or about May 20th 2004.

Happily, the structure was not a total loss, however, far from it. Though severely damaged, the section of the various timber elements was greatly reduced, the bridge itself did not collapse. To make a rather long story short, ownership of this span was ultimately transferred to the National Society, that is to say, to us, and we shortly thereafter had it removed from its abutments, and placed next to the former right-of-way, now, as has been stated, a recreational trail. D.R.E.D., the New Hampshire Division of Resources and Economic Development, then proceeded to replace the arsoned span with a new steel girder bridge of modern design such that Moose Brook could once again be traversed by users of the trail.

In respect to the metal components of the bridge, cast iron bridge shoes, steel hanger rods, short pieces of angle iron, and bolts, these survived the fire essentially intact, as did the floor joists. The latter, though somewhat eroded by the conflagration, once cleaned up and perhaps resawn, will be reusable. The other timber elements of the trusses, however, because of the loss of section referred to above, are going to have to be replaced.

When the National Society first took possession of the Gorham span, it was the intention of the Society to document what remained of the structure as thoroughly as possible; that is to say, to make measured drawings of it, or to have such drawings made, and of course to take numerous photographs of the bridge in its new, albeit temporary, location. Once the Gorham span had been well documented, the Society envisioned disassembling what remained of the structure, taking great care not to damage either the still servicable floor joists, or any of the metal parts, which, as has already been said, had in general come through the fire quite unscathed. The aforesaid joists and metal parts were then to have been stored somewhere out of Harm's way, until such time as money could be found to reconstruct the span.

Several years passed, yet, for various different reasons, the plan which has just been elaborated above had still to be realized, which fact turned out to have been fortunate.

Enter the Historic American Engineering Record Division of the National Park Service, and Professor Dario Gasparini, P.E., Ph.D., of Case Western Reserve University in Cleveland, Ohio.

In 2002, thanks to funding provided by what was informally and almost universally called the Jeffords Bill, named after former United States Senator James Jeffords of Vermont, the Historic American Engineering Record began a program of documenting 30 outstanding Historic American Covered Wooden Bridges. Subsequently, many additional spans were placed on the list of bridges to be recorded. Because the Gorham Boxed Pony Truss Bridge represented what had once been a fairly common type of span, but a type of span that had ultimately become quite rare, I suggested that H.A.E.R. document this structure as well. My suggestion was taken up, and last summer, Christopher Marston, an Architect at H.A.E.R., and a crew of other experts, also from H.A.E.R., repaired to Gorham, New Hampshire, for the explicit purpose of recording the above mentioned bridge. At some time previous to the H.A.E.R. visit to Gorham, I learned that Professor Dario Gasparini was looking for a Howe Truss span to study and analyze. I had a notion that the Gorham Boxed Pony Truss Bridge might be perfect for his purposes. It was a span that needed to be reconstructed, certainly, but one which was neither too long nor too massive to be brought to his laboratory in Cleveland, Ohio, where Doctor Gasparini could study it at his leisure, inside, and for as long as he wanted. Since the Society owns the bridge entirely, we could make this offer. Materials would have to be purchased so as to replicate the wooden components which

The President's Message (continued)

had been destroyed in the fire, and that would certainly constitute an expense, yet so would shoring a span still in service somewhere, and then preparing said span for whatever tests Professor Gasparini might deem necessary and informative.

Professor Gasparini thought the idea a good one, and so did Christopher Marston.

As details of the project have been worked out, the Gorham Boxed Pony Truss Bridge shall first of all be disassembled by Timothy Andrews, Proprietor of Barns and Bridges of New England, and then the reusable metal parts and floor joists shall be removed to a facility in the Town of Campton, New Hampshire. The necessary timber will be ordered and delivered to this site, whereupon Tim Andrews shall begin replicating the wooden components which were destroyed in the fire, and then reassembling the Trusses. Once one truss has been completely repaired and reassembled, 'Dario Gasparini will pay a visit to the Campton site to have a look at what has been accomplished, and to participate in the reconstruction of the second truss. When both trusses have been completely rebuilt, both shall be transported to Cleveland, Ohio, where they will be installed in Dario Gasparini's laboratory. Professor Gasparini plans to keep both trusses for about a year and a half, subjecting them to quite a number of structural tests, as well as analyzing them thoroughly. Much knowledge of how precisely a Howe Truss responds under various different loads will be obtained as a result of Doctor Gasparini's investigations, and perhaps even some interesting ideas as to how best to restore these structures when—ever that need arises. At the end of Dario Gasparini's studies of the Gorham span, it will be returned to New Hampshire, to a site that has yet to be determined.

Funding for the Gorham Boxed Pony Truss project is being furnished in large measure by H.A.E.R.; that is to say, by a Division of the National Park Service. The Gorham Bridge undertaking therefore boils down to a partnership as between the National Society, Barns and Bridges of New England, Timothy Andrews, Proprietor, the Historic American Engineering Record, a Division of the National Park Service, and Professor Dario Gasparini, of Case Western Reserve University. The end product of this partnership, if I may speak of it that way, will be a beautifully reconstructed Boxed Pony Truss Span set up in a location where it will be protected from the tender mercies of any passing would-be arsonists, and of course where the bridge will be easily accessible to the general public, plus much useful and precise information respecting the behavior of Howe Trusses under load.

Not too bad a result, or at least so it would seem to me.

Happy Bridging!

David W. Wright

David W. Wright, President,

The National Society for the Preservation of Covered Bridges, Incorporated



Covered Spans of Yesteryear

by Bill Caswell

Although it is always interesting to receive new information for the Covered Spans of Yesteryear project, it is particularly exciting to learn about an undocumented bridge right in my own back yard. I recently received an email from Larry Cote of Newport, NH, asking if I was familiar with a short railroad bridge in the Northville (now North Newport) section of town. He included this picture (cropped for this article) along with a post card showing a similar view.

The bridge, which is pictured at the extreme right edge of the photograph, was located next to the crossing of what is now Greenwood Road. The railroad crossing sign is visible on the right edge of the photo. This brings the number of known railroad covered bridges in Newport up to 14. Boston & Maine's right-of-way map of 1914 lists a deck plate girder structure at the location at that time. If you stand where the present rail-trail crosses Oak St. you can imagine this scene as it appeared here in the late 1800's.



Ray Reid, past president of the Newport Historical Society has researched the town's covered bridges and published an interesting article in the town's 1993 Annual Report. It included information about the 19 structures (13 railroad and 6 highway) that were known at the time. Copies are difficult to find, but well worth it if you are able to locate one.

In 1871 & 1872, the Sugar River Railroad built a line through Newport to Claremont and constructed the 14 covered bridges we are now aware of. That line eventually came under the control of the Boston & Maine Railroad. One by one, all of those 1871-1872 structures were replaced. In the early 1900's, new Wright and Pier railroad bridges were built to handle the heavier loads of the day. These were the last wooden bridges built along this line. In later years, the others were replaced with iron and steel structures. Many of those replacement structures are still in place today carrying horses, pedestrians, ATV's and bicycles.

On September 25th and 26th, Jenn & I along with George & Tina Conn will be hosting the Pioneer Safari. During the two days we will be visiting many 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. During the safari, we are planning to visit the two covered railroad bridges in Newport, NH. They are the last two examples of what used to be quite a collection of covered railroad bridges along this section of track.

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.

News of Old Covered Bridges

Maryland

Gilpin's Falls Bridge MD-07-01 (Cecil County) 1860 119' Multi-King w/ arch

Finally, this old covered bridge has been properly restored and the construction equipment has been removed from the site. It is still bypassed and only open to pedestrians. Some very nice photos were sent to us by Bonnie Shultz and Sandy Adrion. (Photo on the right is from Bonnie)



New Hampshire

Mt. Orne Bridge NH-04-08 & VT-05-03

An oversized tractor trailer drove through the Mt. Orne Covered Bridge in Lancaster, NH Wednesday evening, May 26th, causing significant damage to the upper lateral bracing inside the bridge. The bridge has subsequently been closed by the Town of Lancaster on the recommendation of the NHDOT.

Newspaper reports state the truck driver was heading back to his base in California, and was instructed by his dispatcher to take the route over the bridge to Vermont. The truck was empty at the time. The driver, Sergo Niko, of Pacoima, California, was arrested not far from the bridge in Vermont where he had stopped to remove debris from his truck. He was charged with conduct after an accident, failure to display trailer plates, and for the truck being over-height.

The Town of Lancaster, NH owns the bridge. Through their insurance carrier, the New Hampshire Property-Liability Trust, they have hired the consulting engineering firm of Dubois & King, Inc. to evaluate the damage and outline steps to be taken to repair the bridge. "The upper later bracing and some truss chords took some very big hits" says Robert H. Durfee, P.E., Vice President for Dubois & King. "It appears the truck just keep going though the entire bridge, causing damage all along its length" said Durfee. The bridge will remain closed until repairs can be made.

The Mt. Orne Bridge was constructed in 1911 using Howe type trusses. It is a two span structure, with an overall length of 266 feet. It spans the Connecticut River and connects New Hampshire with Vermont.

(Thanks to Robert Durfee, a *National Society* member, for writing and submitting this article)

Ohio

Stonelick/Perintown Bridge 35-13-02 (Clermont County)

Plans were in the works to restore this 140 ft. Howe truss well before a large truck went through it on May 22, 2010, severely damaging several floor beams. The bridge has been closed to all traffic by the engineer's office. It will remain closed until it is restored in 2012 with \$1.2 million in federal funding that was granted, but not yet received. The owner of the suspected truck has been identified and charges are pending at the time of this report. (Thanks to David Guay of Glens Falls, NY for the news)

News of Old Covered Bridges

Oregon

Chambers Railroad Bridge 37-20-40 (Lane County) 1925 78' Howe Truss Coast Fk Willamette River

This rare railroad covered bridge is now stabilized and awaiting disassembly.

Pennsylvania

Erb's Bridge PA-36-34

On March 17, 2010, at 9:36 a.m., the Erb's Bridge was damaged by an oversized semi-truck. Neighbors witnessed the truck crashing through the bridge, then the driver stopped to check his truck and promptly fled the scene. Police identified the driver in the accident as Edgar Zunica, 35, of East Petersburg. They are "considering" filing charges against him. *(Info taken from LancasterOnline.com)*

Pine Grove Bridge PA-36-41 & PA-15-22 #2

On March 1, 2010, this covered bridge crossing the Lancaster and Chester County line was damaged by a large box truck. A witness saw Edwin R. Figueroa, of New Tripoli, damage some overhead beams at each end in the bridge and then leave the scene without reporting the incident to police. The bridge was left open to traffic. It was originally built in 1884 and is a 200 ft. Burr Truss. The new **World Guide** lists it as a "new bridge" since it was extensively rebuilt in 2008 to the tune of \$3.7 million. *(Thanks to Jim Smedley and the Intelligencer Journal for this information)*

Enslow Bridge PA-50-14

On May 8, 2010, a crew of volunteers from the Theodore Burr Covered Bridge Society of Pennsylvania gathered at the bridge to help repair and repaint it. Unfortunately, high winds kept them from doing much painting, but a few repairs were made and they all had fun, anyway. A professional painting company was also doing work on the bridge and continued on with it for several days. We understand that some of the Theodore Burr Society members made another trip a few days later to do more work on it. Some nice photos were sent to us from Bonnie Shultz.



Vermont

Creamery Bridge 45-13-01

The Creamery Bridge is being bypassed with a new concrete bridge just a short distance away, but not close enough that it interferes with photos of the old bridge. The old covered bridge is closed to all but pedestrian traffic. Work on the new bridge was coming along nicely, and it should be open, soon. (Photo by Brian J. McKee)



News of Old Covered Bridges

Vermont

Williamsville 45-13-05#1 and #2

The original Williamsville covered bridge is being replaced with a new replica bridge. The photos show the old and the new bridges. On May 27th, we visited the site to say goodbye to a wonderful old bridge. It was still open to traffic, and although the floor was in terrible condition, we still believe this bridge could have been repaired by a qualified bridgewright. The new bridge is an astonishing copy of the old one. No one was sure just when the old bridge would be removed and the new one set in it's place. Traffic running through the bridge while we were there was extremely heavy. (Photos by Brian J. McKee and Karen S. Bittinger)



Worrall's Bridge 45-13-10

On our visit to see this bridge on May 28th, it was still being restored and there was so much scaffolding around it, that it was almost unrecognizable as a covered bridge. No workers were around at the time. (Photo by Brian J. McKee)



Wisconsin

Cedarburg Bridge 49-46-01

An article was sent to us by Kenneth Mauer of Milwaukee on April 21, 2010 regarding the use of laser and scanning equipment to record the bridge's components in fine detail. The scans show that the 134 year old Town Truss has settled and tilted over the years, which is to be expected. Each wooden element of the bridge was precisely measured and recorded, according to William Kreuger, VP of his company "SiteLine". Hundreds of thousands of measurements were recorded in less than four hours. (*This article was in the Milwaukee Journal Sentinel April 16, 2010*)

Welcome New Members!

Sylvain Raymond 22 Close Ave. #2412 Toronto Ontario M6K 2V4 Canada
Gregg Obst 27 N. Franklin St. Side 1 Fleetwood, PA 19522
Bobby Adair 1100 Snyder Road #47, Mason, OH 45040
Noel Flora 7945 Anthony Hwy., Waynesboro, PA 17268
Sue Ellen Peden PO Box 1816, Lusby, MD 20657
Michael Grayson 1085 Ch. Massawippi, North Hatley, QC J0B 2C0
Robert Sheldon 910 Rainbow Ave., Reading, PA 19605

Fall 2010 Newsletter Deadline

The Newsletter deadline has been moved up a couple of weeks to be on the 1st of the month from now on. The next Newsletter is scheduled to be mailed in June. Therefore, anyone wishing to submit photos, articles, etc., should send them to the EDITOR by **Sept 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 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!*

EVERYTHING YOU NEED TO KNOW ABOUT COVERED BRIDGES

On a Single Compact Computer Disc

World Guide—Romantic Shelters—Index to Topics—Bibliography of all known covered bridge books—Chinese Bridges—and much more for only \$15.00 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

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

Two great books (below) by Joseph D. Conwill: The Arcadia Press Images of America Series

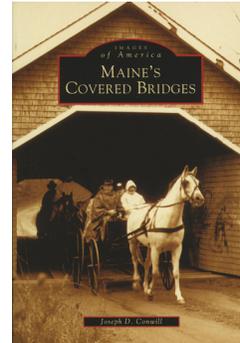
“Vermont Covered Bridges”

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

“Maine’s Covered Bridges”

Pub in 2003 6.5x9.25 soft cover, 128 pgs., ISBN 0-7385-1271-0

They sell 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

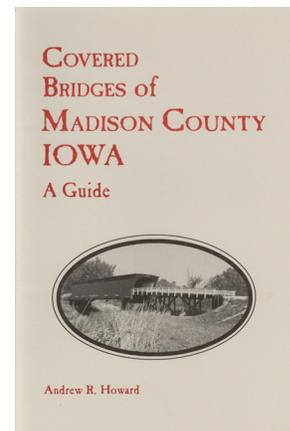
C/B's of Bennington County VT, A Guide.....\$6.50

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

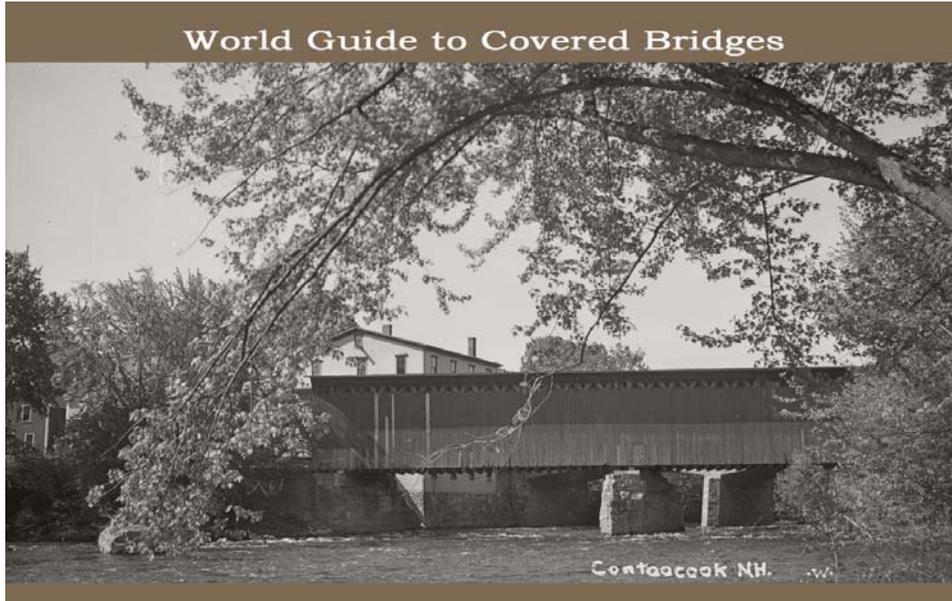
(There is a \$2.00 postage and handling charge for each book)



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° 40.196' 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 _____

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City, State, Zip _____

Email _____

Number of copies: _____ x \$15 each _____

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Total enclosed: _____

Membership Fees are Due!

Please renew your Membership by sending your dues to:

Jenn Caswell
535 Second NH Turnpike
Hillsboro, NH 03244-4601

Individual \$20.00

Student \$5.00

Single Life Membership \$350.00

Family Life Membership (one subscription) \$400.00

Corporate Life Membership \$1000.00

Deadline is June 30th

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