



The Newsletter

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

Fall 2024

Sanborn or Centre Bridge Dismantled



VT/45-03-05, Lyndonville, Vermont

Photo by Bill Caswell, August 15, 2024. See article on back cover.

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The **NSPCB Newsletter** is published quarterly to keep the membership informed of current bridge news and upcoming events.

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Next Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in early **December**, therefore, anyone wishing to submit articles should send them by **November 15, 2024**. Articles and photos can be emailed to nspcb@yahoo.com or mailed to Bill Caswell at the address above.

We appreciate any information sent in even if we cannot ultimately use it in the *Newsletter*.

NSPCB Website

www.coveredbridgesociety.org

Welcome New Members

Arthur & Susan Bacon, Columbia, Illinois
Aline Bevacqua, Boscawen, New Hampshire
Gwenn Carney, Walden, New York
Richard Egy, North Ridgeville, Ohio
Daniella Hodges, Spout Spring, Virginia
Malcolm Phelps, Winchester, New Hampshire
Scott Scribner, Brandon, Vermont
Robert Stewen, Mahwah, New Jersey

Welcome New Life Members

#217 – Stephen Gerbracht, Erie, Pennsylvania

2024 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. If you plan to attend a meeting, please check the NSPCB website (www.coveredbridgesociety.org) or contact Bill Caswell at nspcb@yahoo.com a couple days before the event to inquire if it has been necessary to make any last minute adjustments to the published schedule.

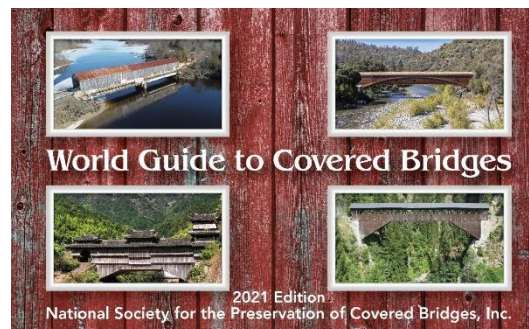
Sunday, September 22 – Scott Bridge, Townshend, Vermont. Bring your own chairs.

October 12-13 – Warner Fall Foliage Festival, Warner, New Hampshire.

Saturday, October 26 – NSPCB Annual Meeting and Dinner, Brigham Hill Barn, North Grafton, MA. Meal at noon, meeting starting at 1:00 PM.

World Guide to Covered Bridges

Copies of the latest *World Guide to Covered Bridges* can be obtained for \$19 per copy for media mail shipping or \$23 each for priority mail shipping to US addresses. To purchase a copy, order through our website or send a check or money order made payable to **NSPCB** to Jenn Caswell, 535 2nd NH Tpke, Hillsboro, NH 03244.



President's Message

I hope that this message finds you healthy and well. As I write this in early August, we have had a warmer than normal summer here in New Hampshire. I am not a big fan of heat and humidity so I am looking forward to the cooler, drier fall months.

The Fall publications are typically mailed around the first of September. However, our middle daughter Jacquelynn is getting married on August 31st so we prepared the Fall mailing a week early this year. That gives you an extra week to send in your reservation form for the annual meeting on Saturday, October 26th. We are excited to have Scott Bomboy as our speaker this year. More information about that is on page 8.

Philip Caston, an engineering professor from Germany, traveled to New England with a 3D scanner during August. I was fortunate enough to be able to join him on some of the days as he traveled around northwestern Maine, northern New Hampshire and northeastern Vermont scanning Paddleford truss bridges. More about that in a separate article.



*Round Island Lighthouse,
Pascagoula, Mississippi*

By the time you read this, the 2025 calendar will be at the printer or possibly even completed. We are hoping to have them available for sale at the meeting on August 25th.

For the second July in a row, parts of Vermont experienced significant flood damage from heavy rain. Along with all the destruction to private property, the Sanborn Bridge in Lyndonville, which already had some problems, suffered additional damage. The span is Vermont's last remaining large Paddleford truss bridge. Some of you may recall that the Society made a considerable contribution towards repairs a decade ago when broken chord members had it on the verge of collapse. More recently, we offered a contribution during last year's fundraising campaign. Details of the recent work are on the back cover.

Remember, it is up to every one of us to help preserve our historic covered bridges. If you see something that isn't right, say something. Whether it is a bridge in need of repair, excessive graffiti or an oversized vehicle using the bridge, let the proper authorities know about it. Local/County/State government officials need to know that we care about these structures and want them to be around for future generations to enjoy and learn from.

Thank you to all of you who help spread the word about covered bridge history and preservation. Please continue to keep us informed of covered bridge news so we can share it with the rest of our members and as you travel to visit our bridges, please share photos with us.

Bill Caswell

Archives Update

In June we received a box of photo albums, books and postcards belonging to John and Dorothy Ross of New York. John passed away in November 2017 at age 93 and Dorothy passed away in February 2023, also age 93. The items were donated by their daughters Nancy Moores and Pat Gillespie.

On June 17th, Val & Martha Stegemoen picked up two photo albums, two postcard albums and a small box containing NSPCB publications and handwritten travel & research notes belonging to the late Kathleen A. (Kennedy) Small (1918-2003). These items were donated by her granddaughter, Brenda Sullivan. Many of the photographs include Mrs. Small standing in front of or inside bridges in New Hampshire and Vermont in the early 1960s. This sample from the collection was taken on August 17, 1961 at the former covered railroad bridge in Bennington, New Hampshire (NH/29-06-03x). The bridge burned in April 1965.



Paddleford Truss Study

Philip Caston, a life member and engineering professor in Germany, offered to spend his sabbatical documenting some historic covered bridges in northern New England. This effort was occurring at the same time this issue was being completed. There will be additional details in the Winter *Newsletter*. While discussing potential sabbatical topics a year ago, we ultimately decided to focus on Paddleford truss structures to learn more about this regional design and variations among some of the remaining structures.



Philip arrived on August 5th with a LiDAR (Light Detection and Ranging) scanner to create 3D digital models of as many Paddleford truss bridges as time and weather allow between August 6th and 21st. The scanner picks up millions of data points within a few minutes and also takes photos which can be incorporated into the 3D views. Multiple scans are done within a bridge and then later combined into a single digital 3D model. The goal is to create digital models of multiple bridges that we can use to compare the trusses of each bridge. The data is accurate enough to be able to measure the dimensions of the timbers and could also be used to create engineering drawings of some of the features. This photo was taken under the Bement Bridge (NH/29-07-03).

On the first day, August 6th, Philip and Bill Caswell scanned the 1853 Rowell Bridge (NH/29-07-08) in West Hopkinton, New Hampshire and the 1854 Bement Bridge a few miles away in Bradford. That was more of a practice run so Bill could get familiar with the equipment and process of setting it up at various locations. Neither of those bridges are supported by Paddleford trusses although their designs do include some similar features. Philip followed that with a day of scanning the 1870 Swift River Bridge (NH/29-02-05#2) in Conway, NH. He made a total of thirteen scans inside, outside and under the bridge.



On the 8th, Philip and Bill spent a beautiful summer day focusing on Maine's 1876 Porter-Parsonfield Bridge (above, ME/19-09-05). One scan was done under the bridge, others outside at each end and many more inside moving the scanner about thirty feet along the center of the bridge each time. Paper control points were taped to the truss and floor throughout the bridge to be used later to connect the scans into a single model. Philip was at the 1869 Durgin Bridge (left photo, NH/29-02-07) in



Sandwich, NH on Friday the 9th and went to Pittsburg on the 10th to scan the 1869 Happy Corner (NH/29-04-01) and 1876 Clarksville (right photo, NH/29-04-03) bridges. The Clarksville Bridge is in poor condition with a failing abutment



which has caused deformation of the trusses. On Sunday the 11th, he scanned Lyndonville, Vermont's Sanborn Bridge (VT/45-03-05) before it was removed from the river.

On August 14th, Bill joined him again to scan two more New Hampshire bridges: the 1862 Mechanic



Street Bridge (left, NH/29-04-06) in Lancaster and the 1852 Groveton Bridge (right, NH/29-04-04) on the village of the same name.

There are a few more planned for his remaining days in the area. Once he returns to Germany, he will



begin processing the scans to acquire more detailed information about the bridges. More details about this project will be included in future *Newsletters*.

Harrisburg Covered Bridge Plaque Restoration

by Mary Ruden maryruden.com

The Harrisburg Covered Bridge (World Guide #TN/42-78-01) was closed for about two weeks in June to replace the structure's roof with cedar shingles. A bronze plaque placed by the Daughters of the American Revolution (DAR) in 1972 that was attached on the inside of the roof beam was removed and restored by sculptor Mary Ruden. Mary has restored monuments throughout the region and has taken several awards for historic preservation. The plaque also needed a better way to attach it back to the old wood beam. She and her assistant Robert Benfield designed a bracket to re-attach the plaque that would be made like one from the 1800's, as the bridge was built in 1875. A local blacksmith, Chase McSpadden, who specializes in blacksmithing with historical context took on the hand crafting of the bracket. Chase teaches blacksmithing at the historic Ramsey House in Knoxville, Tennessee, and is a member of Artist Blacksmith's Association of North America.



The DAR plaque marks the effort of the local chapters of the Sevierville, Tennessee DAR that restored the bridge in 1972 when it was in major disrepair. There is also a Tennessee Historical Commission marker



that stands on the path to the bridge on Old Covered Bridge Road and Harrisburg Road, marker number 1C 55, and another marker in front of the bridge telling of the federal grant to restore the bridge that was completed in 2005. The 1875 Harrisburg Covered Bridge is unique in Tennessee as it is one of the few original covered bridges that has traffic on it. It is a queen



post truss design and crosses the East Fork of Little Pigeon River. A full history of the bridge was published in "The Mountain Press" on June 14 in an article by the Sevier county historian. A rededication ceremony is planned for August by the local DAR.

[Editor's Note: The single-span queenpost bridge was constructed over the East Fork of Little Pigeon River in 1875. It was added to the National Register of Historic Places on June 10, 1975.]

7th Annual *Love Your Covered Bridges Days* Celebrated in New Brunswick

Submitted by Sherry Little, Association Heritage New Brunswick

Association Heritage New Brunswick (AHNB) hosted its 7th Annual *Love Your Covered Bridges Days* between July 26th and August 5th. The program, which began as a call to action to save New Brunswick's covered bridges began around the time the entire network of bridges was placed on The National Trust for Canada's Top 10 Endangered Places List. Since then, many bridges have received much-needed maintenance under a strategic plan implemented by the Government of New Brunswick.



Once conservation measures were put in place, rather than dismantle the program, the organizers of Love Your Covered Bridges Days felt it important to not only continue, but also expand, the event and rebrand it as a celebration. Increasing the number of days to explore the bridges, revamping the photo contest and acquiring the sponsorship of three New Brunswick entities – Fundy Maple, Excellence NB and Covered Bridge Potato Chips – all helped elevate the numbers attending this year's festival.

As in previous years, communities with a covered bridge are encouraged to host an event that showcases their unique history and culture. This year, the response was exceptional. Over the course of eleven days, a variety of events were held at five covered bridges throughout the province:

- **Sawmill Creek Covered Bridge, Albert County:** Dedication of a plaque laid by the Canadian Society for Civil Engineering commemorating “the remarkable engineering and construction abilities of the early settlers of New Brunswick at the turn of the 20th century”, followed by local entertainment. Organizer: Dawne McLean, Albert County Historical Society
- **Nelson Hollow Covered Bridge, Northumberland County:** A free barbeque with guest speakers, including author and former MLA Morris Green and MLA Mike Dawson. Organizer: Frank McKeil, Rural Community of Upper Miramichi
- **Kennebecasis River #7.5, Kings County:** Free digital professional photo taken at the bridge. Organizer: Erin Sweet, Butternut Valley Rural Community
- **Turtle Creek Covered Bridge, Albert County:** Taste-testing, hosted by one of this year's sponsors, Fundy Maple. Amazing scones covered in maple butter - yum, yum!! Organizer: Janet Clouston, Albert County Museum
- **Hartland Covered Bridge, Carleton County:** The 9th Annual Farmers' Market. 150+ vendors and 14 food eateries in and near the longest covered bridge in the world. Organizer: Town of Hartland

In addition to the organizers of bridge events, as well as our sponsors and those who donated New Brunswick products and services to the photo contest grand prize gift basket, AHNB also wishes to thank Steve Mackin for providing his photo of the Bamford-Colpitts Bridge for this year's poster, and Ray Boucher, the Covered Bridges Conservation Association of New Brunswick, and Kissing Bridges Publications for their various contributions to this year's Love Your Covered Bridges Days.



Sawmill Creek Bridge



*LYCBD planning committee members
Lawren Campbell, Janet Clouston & Sherry Little*



Erin Jeffries, AHNB Built Heritage Officer, at the Nelson Hollow Bridge

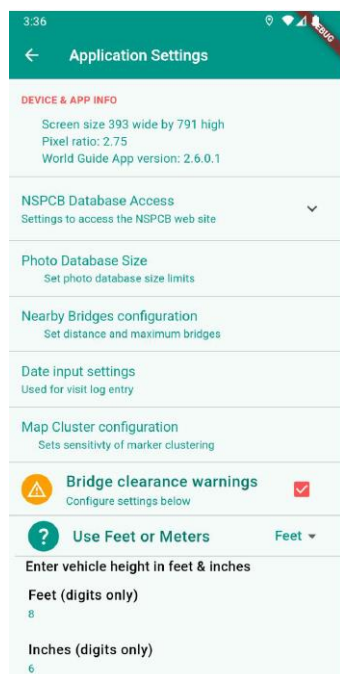
NSPCB “Covered Bridge Guide” Phone App Enhancements

To make the purpose of our phone app more descriptive to those unfamiliar with NSPCB or the *World Guide to Covered Bridges*, it has been renamed to “Covered Bridge Guide.” This new update is already available to Android users. The Apple version takes longer to get through the approval process and will hopefully also be available soon.

Thank you to all who use the app and those who go the extra step and test drive pre-release versions. The following enhancements are now available because of the feedback you have provided.

Bridge clearance data has been added where it is known. If you find an entry for a bridge open to traffic which does not have this information, please let us know the posted clearance so it can be added. If the bridge has multiple clearances posted, please include all the information.

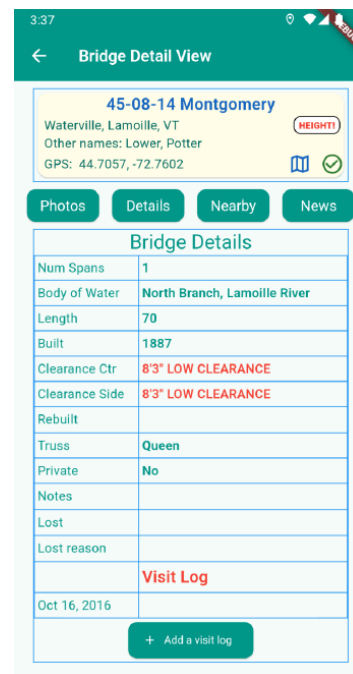
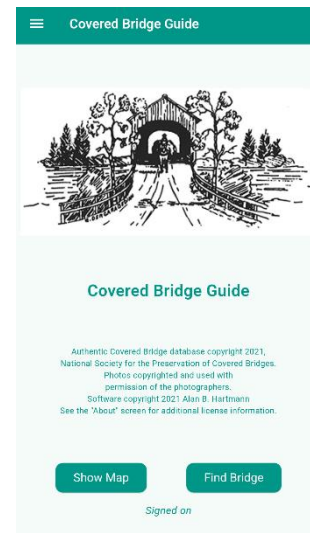
You can now store a vehicle height in either feet & inches or meters within your account settings. After that information is added, bridge detail pages will display an alert if its clearance is less than your selected height.



If you haven't used the website or tried the released version of the app yet, please visit www.abhdemo.com and register for access to the website. You will need a valid email address to register and then follow the instructions in the email to use the site. When you sign in for the first time, click "Contact" at the lower right. Identify yourself as an NSPCB member and the site administrators will elevate your account to "Member" status.

The site is open to the public, but some features, such as trip planning, are restricted to members only. Upgrading to member status may take a day or two, it is not an automated process. Members can download the phone apps for Apple and Android devices. The phone app can locate covered bridges near your location and sync the mobile device with updated information from the website.

More details about this benefit to your membership can be found in *Newsletter* articles on page 8 of the Spring 2023 issue, page 13 of the Fall 2023 issue and page 8 of the Spring 2024 issue.



2026 NSPCB Calendar Photos

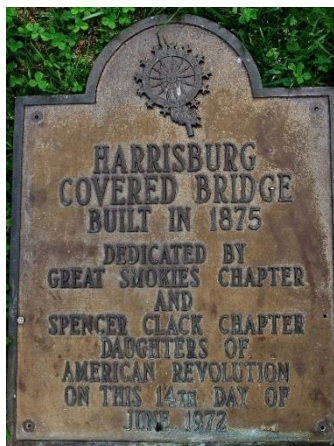
Images are being accepted for the 2026 calendar until February 28, 2025. As you travel around this fall and winter, watch for opportunities for calendar photos and pick out your best ones from throughout the year. Each individual can submit up to ten recent photos to be considered for the calendar.

Photos taken during the past year are preferred. The committee looks for images from a variety of states and seasons, so the calendar presents structures throughout the United States and Canada. Bridges which have not yet been featured on one of our calendars may have preference over those included in previous years. Images with area surrounding the bridge are preferred over tightly cropped photos. This allows space to insert archival photos or just to appreciate the setting of the structure.

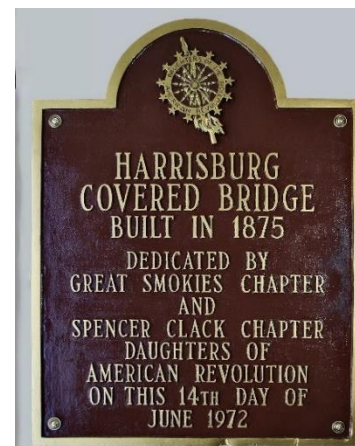
Images should be submitted to Bill Caswell in a digital format at a high enough resolution so it still looks good at 8½" x 11". They can be emailed to nspcb@yahoo.com, transferred through a file sharing service such as Dropbox or mailed on a flash drive, CD or other media. Bill's mailing address is on page 2.

News of Members

Mary Ruden



In addition to her interest in covered bridges, Mary Ruden is also an artist, sculptor and does restoration work on historic artifacts. While the roof was being replaced on the Harrisburg Bridge (TN/42-78-01) in Sevier County, Tennessee, Mary was restoring the plaque posted at the bridge by the Great Smokies Chapter and the Spencer Clack Chapter of the Daughters of the American Revolution in June 1972 after they had raised funds for repairs necessary to keep the bridge open to traffic. Additional information about that project is in a separate article.



Leo Maslan

Life member Leo Maslan was the guest speaker at the Cornish Historical Society's first meeting of the year with a packed house. Leo is a Cornish resident with decades of experience repairing covered bridges from all over the country. He discussed the history of the four covered bridges in this New Hampshire town, details of some of the repair work he has done and a few humorous anecdotes. He discussed his part in rebuilding the Corbin Bridge in Newport, New Hampshire after the historic covered bridge burned in 1993. His son, then one-year-old, Fritz, was the first to go through the newly finished bridge. The talk included a display of artwork, books, a slideshow of local and national bridges and a replica of the historic Cornish-Windsor bridge. The bridge model previously belonged to the Connecticut River Museum in Essex, Connecticut. It was offered to the town in 2021 and now resides at the Town Hall.

Mohamad Hussein

In October, Mohamad Hussein will be offering a presentation at the American Society of Civil Engineers (ASCE) National Convention titled "Bridges as Civil Engineering Heritage and Cultural Icons in



Numismatics and Philately." The description reads in part, "The development of civil engineering, money, and mail are at the core of the development of civilization. Bridges, coins, paper money, and stamps all share the basic utilitarian purpose as tools of communication which make a functioning society possible. As physical objects, they are beautiful and fascinating masterworks of art and technology." Mohamad has over 40 years of experience as an engineer and has been heavily involved in ASCE

committees. The presentation will also discuss his research on the history, design, and making of the 1952 ASCE stamp.

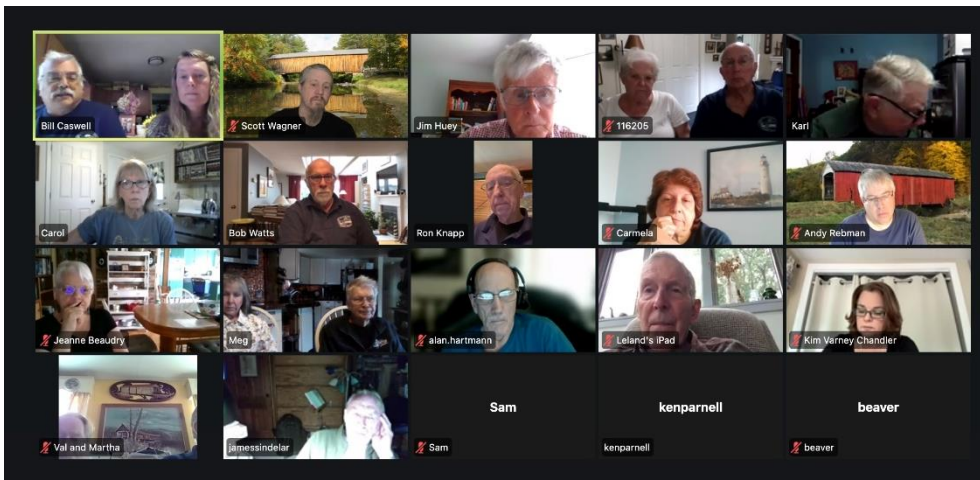
Annual Meeting

The annual meeting on Saturday, October 26, 2024 at the Brigham Hill Community Barn, North Grafton, Massachusetts will feature Scott Bomboy of Perkasio, Pennsylvania, as our speaker. Scott is the author of *The Lost Covered Bridges of Montgomery County* and *Wooden Treasures: The Story of Bucks County's Covered Bridges*. He is chair of the Bucks County Covered Bridge Society and an advocate for restoration of the South Perkasio Bridge (PA/38-09-05). In his journalism career, he received five Edward R. Murrow awards in television, and he currently is the editor-in-chief of the National Constitution Center. He will be discussing early efforts to preserve covered bridges by people such as Henry Ford, Electra Webb (of Vermont's Shelburne Museum) and Rosalie Wells, who promoted preservation in addition to authoring *Covered Bridges in America* in 1931. He will also discuss bridge preservation efforts in Pennsylvania in the late 1950s.



June Meeting

The June meeting was planned to be at the Contoocook Railroad Covered Bridge in Contoocook, New Hampshire. Unfortunately, due to a severe thunderstorm and tornado watch posted for the area, the decision was made to have a Zoom meeting instead.



July Meeting

The July meeting was held at Perrine's Bridge in Ulster County, New York with 22 people in attendance. Our speaker, Ron Knapp, was ill and not able to attend in person so he offered his summary of the bridge's history via telephone. A number of local residents attended and shared stories about their connection to the bridge. Gwenn Carney told us about her grandfather, Elmer Carney, and his involvement with the restoration of the bridge in 1968. Marilyn and Jim O'Leary (pictured below) noted that they were married on the bridge 47 years ago. Members of the Woodcrest Bruderhof Community were also in attendance. The community works closely with the county Department of Public Works to monitor the condition of the bridge as well as to carry out minor repairs. There was a discussion about the significant amount of graffiti inside the structure and providing fire retardant. Bill Caswell and Ron Knapp will work on preparing a request for fire retardant and discuss the abundance of graffiti with county officials. Photos by Bob Watts.



Covered Bridge Legislation

On January 3rd, two bills were introduced into the New Hampshire legislature to help protect the state's remaining historic covered bridges.

House Bill 1457-FN will increase the fines for motorists who damage covered bridges to \$1,000 for a first offense. The current fine is \$62. House Bill 1217 will allow municipalities and the state to install cameras near covered bridges "to identify the cause of damage to historic covered bridges," to hold motorists who harm them accountable. Additional details can be found in the article on page 5 of the Spring 2024 *Newsletter*.

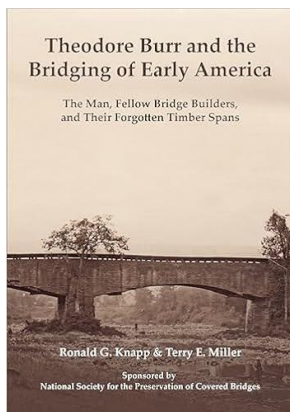


Both bills were approved by the House and Senate with little debate although the bill allowing cameras was amended to state that if cameras are installed at a covered bridge, there must be signs alerting people about that. Both were signed into law by Governor Chris Sununu on July 3rd. The video law will go into effect on September 1st and the fine increases will begin on January 1, 2025.

Theodore Burr and the Bridging of Early America:

The Man, Fellow Bridge Builders, and Their Forgotten Timber Spans

Authors Ron Knapp and Terry Miller collaborated to create a 500+ page story of Burr's bridge-building career and aspects of his personal life discovered during their three years of research. They provide a compelling narrative of a very interesting man who lived during an important period of American history.



The NSPCB is proud to sponsor this significant contribution to the history of covered bridge building in America. Proceeds from book sales are being donated to the NSPCB to be used for covered bridge preservation projects.

The book is divided into three parts.

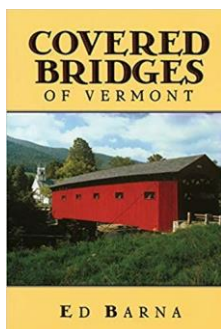
- An introduction to Theodore Burr and family.
- Chronicles of Burr's bridges with individual chapters dedicated to more significant ones.
- Burr's legacy and use of the "Burr Arch-Truss" after his death.

It is available from Amazon in Kindle, softcover and hardcover versions. Search for it on amazon.com or scan this QR code for additional details.



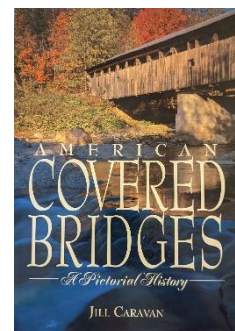
SCAN ME

Used Books



We occasionally receive donations that include covered bridge books. While some of the books are added to the Society's permanent collection in the archives in Concord, New Hampshire, others are available for sale. We do not include the list in the *Newsletter* because it often changes and would be outdated before you receive it. There is a list on the website which is updated as new items are received and others are purchased. For more details, visit

<https://www.coveredbridgesociety.org/books-used.htm>.



Upcoming Covered Bridge Meetings & Events

For more information on these events from other bridge societies, visit their websites.

Covered Bridges Conservation Association of New Brunswick, Canada (CBCANB)

..... www.facebook.com/groups/CoveredBridgesConservationAssociationNB/

Indiana Covered Bridge Society (ICBS) www.indianacoveredbridges.org/

New York State Covered Bridge Society (NYSCBS) www.nycoveredbridges.org/

Ohio Historic Bridge Association (OHBA)..... oldohiobridges.com/new/

The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSP) www.tbcbspa.com/

Vermont Covered Bridge Society (VCBS) www.vermontbridges.org/

Events could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the event is actually taking place with the group hosting it.

<u>September</u>	<p>Sunday, 8th – 1:00 PM, NYSCBS virtual meeting with timber framer Jan Lewandoski as the guest speaker.</p> <p>Sunday, 8th – Noon, TBCBSP Annual Picnic and meeting at Poole Forge Bridge.</p> <p>Saturday, 21st – OHBA Fall Tour, TBA.</p> <p>Saturday, 28th – 10:00 AM, VCBS Fall Meeting, Warren Town Hall, Rt 100, Warren, Vermont</p> <p>28 & 29 – ICBS Fall Tour in Carroll and Howard Counties.</p>
<u>October</u>	<p>3-6 – Columbia-Montour County (Pennsylvania) Covered Bridge and Arts Festival. See https://itourcolumbiamontour.com/covered-bridge-festival/ for details.</p> <p>11 & 12 – Euharlee (Georgia) Covered Bridge Fall Festival. For more information, visit https://www.facebook.com/EuharleeCoveredBridgeFallFestival/.</p> <p>11-20 – Parke County (Indiana) Covered Bridge Festival. Events at various locations. See https://www.coveredbridges.com/covered-bridge-festival for details.</p> <p>Saturday, 12th – Blount County (Alabama) Covered Bridge Festival in Oneonta. See http://facebook.com/CoveredBridgeFest for more details.</p> <p>12 & 13 – Ashtabula County (Ohio) Covered Bridge Festival. Events at various locations. See https://coveredbridgefestival.org/festival for details.</p> <p>12 & 13 – Madison County (Iowa) Covered Bridge Festival. Events at various locations. See https://www.exploremadisoncounty.com/covered_bridge_festival/ for details.</p> <p>Sunday, 13th – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p>
<u>November</u>	<p>Sunday, 3rd – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>Sunday, 10th – NYSCBS Annual Dinner and Meeting with Christmas card exchange at the Hamden Community Hall (behind the church) 35806 St. Hwy 10, Hamden, New York. Doors open at 11:00 AM, Turkey Dinner at noon, meeting after dinner.</p> <p>Sunday, 19th – 1:30 PM, OHBA Annual Business Meeting, Ohio History Connection, 800 E. 17th Ave, Columbus, Ohio, (Exit 111 off Route I-71). Cardinal Room, 3rd Floor.</p>
<u>December</u>	<p>Sunday, 8th – 11:30 AM to 3:30 PM, TBCBSP Christmas Dinner at Yoder's Restaurant, 14 South Tower Road, New Holland, Lancaster County, Pennsylvania.</p>

Covered Bridge News

California

Honey Run Bridge, Butte County – CA/05-04-01x

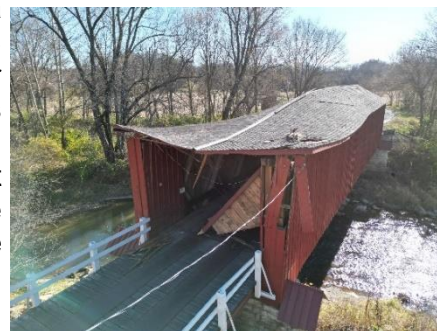
On Sunday, June 2nd, the Honey Run Covered Bridge Association hosted its 59th annual pancake breakfast fundraiser. They expect this one to be the last “bridgeless” breakfast fundraiser. The iconic bridge was lost in the 2018 Camp Fire and after six years of fundraising, applying for grants and a large boost from an insurance settlement, enough money is available to complete the reconstruction. Fundraisers continue to provide for future for maintenance of the structure. Parts of the bridge were constructed offsite and delivered in late June where crews have started assembling them. The middle of the three spans was nearing completion as we went to press and was expected to be hoisted onto its piers soon. At the beginning of August, the Park Fire, California’s 5th largest wildfire on record, was only about four miles from the site and town of Chico. If that doesn’t interfere with the construction, the bridge is expected to be completed by the end of the year and the park will re-open with a grand opening celebration. *Action News Now, June 26, 2024 and August 9, 2024 and Enterprise Record, July 21, 2024. Photo posted on the Action News Now Facebook page, August 9, 2024.*



Illinois

Red Bridge, Bureau County – IL/13-06-01

We previously reported that the bridge was severely damaged by a tractor-trailer on November 16, 2023. A crew from the Illinois Department of Transportation installed temporary shoring in December to stabilize the roof until a permanent fix can be made. The DOT's District 3 Program Development bureau will lead the repair and restoration efforts. We checked in with Landmarks Illinois, a nonprofit dedicated to saving historic places, in early August for an update. The DOT is still working on determining the best approach to repairs. The single-span Howe truss bridge over Big Bureau Creek was built in 1864. It was added to the National Register of Historic Places on April 23, 1975. *Photo by Bill Bowser.*



Little Mary's River Bridge, Randolph County – IL/13-79-01

On page 16 of the Fall 2023 *Newsletter*, we reported that a storm tore the roof off of this bridge near



Chester on July 1, 2023. After being exposed to the elements for the past year, repairs will begin sometime this fall. Samron Midwest Contracting from Murphysboro, Illinois, was recently awarded a contract for \$311,702 by the Illinois Department of Transportation for the repair work. In addition to replacing the roof, they will also be adding a fire suppression and security system. The bridge was built by Wilhelm Misselhorn (1819-1868), a German immigrant, in 1854 and remained active for traffic through 1930. The bridge and surrounding land was transferred from the county to the state in 1936 to preserve it

and make it a picnic area. It was added to the National Register of Historic Places on December 31, 1974. *WSIL-TV, August 2, 2024. Photo by Jim Crouse before the storm damage.*

Indiana

Adams Mill Bridge, Carroll County – IN/14-08-01

Lancaster or Beard Bridge, Carroll County – IN/14-08-02

On page 14 of the Summer *Newsletter*, we mentioned that a request for a donation of fire retardant for these two bridges was approved at the April meeting in Revere Beach. The fire retardant was applied during the week of July 8th by Thomas Hazelgrove Painting of Rossville, Indiana. Thank you to all who contribute donations enabling us to continue providing fire retardant for historic covered bridges. The Adams Mill Bridge is a single-span Howe truss with arch built over North Fork, Wildcat Creek. It was added to the National Register of Historic Places on January 11, 1996. The Lancaster Bridge is a single-span Howe truss crossing Wildcat Creek. Both bridges were built in 1872. *Carroll County Comet*, July 24, 2024. *Photos by Donnie Shockley.*



Cades Mill Bridge, Fountain County – IN/14-23-02

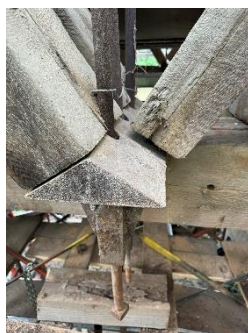
Restoration of the bridge is underway by Structure Systems Repair Group (SSRG) of Cincinnati, Ohio, a company specializing in historical structures. Details of the project were included on page 19 of the Spring 2024 *Newsletter*. At the end of July, we received an update from the project engineer, Daniel Kurdziel of Kurdziel Barker Engineering. Replacement of the lower chords is going well; however, termite damage was discovered at the south end. (right photo) Damaged sections were cut out and the reconstructed south lower chords are in place. At the time, the contractor was working on the siding. “It is very unusual to see a Howe truss without parts of its lower chord, so I was sure to take some pictures of the lower chord casting, which is very rare to see.” (center photo) The single-span 1854 Howe truss bridge over Coal Creek, along with the other two covered bridges in Fountain County, were added to the National Register of Historic Places on May 24, 2021.

Although the project is now underway, it is not yet fully funded.

Donation checks should be made out to Western Indiana Community Foundation and sent to them at P.O. Box 75, Covington, IN 47932



Courtesy Fountain County Art Council



Courtesy Kurdziel Barker Engineering



Damaged section of lower chord. Courtesy Kurdziel Barker Engineering

Indiana (continued)

Bell's Ford Bridge, Hamilton County

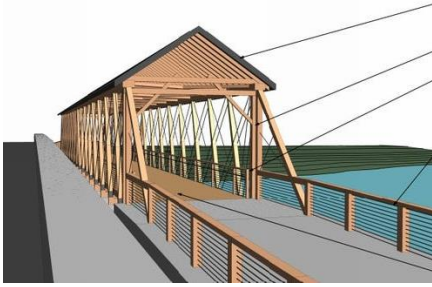


Diagram of reconstructed Bell Ford Covered Bridge Courtesy Hamilton County Parks and Recreation

On page 20 of the Spring 2024 *Newsletter*, we reported that the piers and abutments were under construction in preparation for the rebuilding of the Bell's Ford Bridge. At the time it collapsed, it was the last remaining Post truss covered bridge. Material salvaged from the collapse is being used to create a new version of the structure. Due to deterioration of the timbers, this rendition of the bridge will be about half the length of the original. The new bridge will cross Fall Creek in Fishers near Florida Road and 109th Street to make the connection of the new Geist Greenway with the Fall Creek Nature Trail.

On July 13th, the Seymour Tribune reported that "construction crews are in the final stages of putting the bridge together —

using original and replacement pieces — next to the Fishers AgriPark parking lot, less than a quarter mile from the bridge's future home spanning Fall Creek at Geist Park." Matt Lee, the bridge program engineer for Hamilton County Highway Department, stated that the new span will include almost 90 percent original iron castings from the 1860s. Many of them were damaged when the structure collapsed and needed to be straightened. About 40% of the trusses will be timbers from the original bridge. The bridge was originally planned to be moved to its ultimate destination in September, but the project is ahead of schedule so it could be moved in August. The project will cost about \$7.5 million. Nearly \$3 million of that is federal funding. *The Seymour Tribune, July 13, 2024. Right photo by Greg McDuffee.*



Greg McDuffee Photo, August 9, 2024



One of the iron & wood connections. Courtesy Kurdziel Barker Engineering

Melcher Bridge, Parke County – IN/14-61-26

On page 15 of the previous *Newsletter*, we reported that the abutments of this bridge had deteriorated to the point where they need to be replaced. The design work is being done by VS Engineering. Once complete, reconstruction of the abutments will get underway. The single-span Burr truss bridge over Leatherwood Creek was built by J. J. Daniels in 1896. *Photos courtesy Kurdziel Barker Engineering.*



Indiana (continued)

Edna Collings Bridge, Putnam County – IN/14-67-06

Construction on nearby US Route 36 is causing some drivers to ignore the official detour and instead travel over some narrow gravel roads in Putnam County. This has resulted in incidents of oversize vehicles exceeding the posted 6 ton weight limit crossing this bridge causing damage. The Putnam County Highway Department tried to restrict that by placing concrete barriers at the ends of the bridge so vehicles would need to zig-zag around them to get to the bridge. They were placed so that tractor-trailers could not make the turns. Unfortunately, someone moved them out of the way at least once so far and the county needed to put them back in place. The single-span Burr truss bridge was built over Little Walnut Creek in 1922.



Edna Collings is one of three covered bridges that will soon be seeing upgrades, as the commissioners approved a combined \$190,000 in repairs and improvements to three of its nine historic covered bridges. A new roof will be installed here for \$50,692.94. The Rolling Stone Bridge will also receive a new roof at a cost of \$65,496.24. Both of them have had issues with timber rot caused by leaks in the roof. The Houck Bridge will have new purlins and roofing installed at a cost of \$73,830.42. It has had problems with roofing coming off ever since it was rehabilitated and bypassed 10 years ago. The siding will be replaced with rough-sawn, kiln-dried wood and the entire span repainted. All three bids were awarded to Energy Conservation Solutions. *Greencastle Banner Graphic, August 12, 2024. Photo by Bill & Jenn Caswell.*

Smith or Ewbank Bridge, Rush County – IN/14-70-01

We started following this project in 2019. The most recent article was on page 15 of the Fall 2021



Newsletter. The project is now underway. According to project engineer Daniel Kurdziel, it is getting new arch ends and the lower chords are being repaired. Two cranes worked in tandem to move the bridge from its abutments to dry land on July 22nd so contractors have better access to do the repairs. The single-



span Burr truss bridge over Flat Rock River was built in 1877. It was added to the National Register of Historic Places on February 2, 1983. *Photo before repairs by Bill & Jenn Caswell. Photos during repairs by Greg McDuffee.*



Kentucky

Ringos Mill Bridge, Fleming County – KY/17-35-04

The work on this bridge described in last quarter's Newsletter is now underway. The floor was removed and a steel truss inserted to support the structure while working on the bottom chords. As is often the case once the hidden area become exposed, it was discovered that those bottom chords were in worse shape than anticipated. Some sections were salvageable while others needed to be replaced with new timbers. Shear blocks between the chord timbers are being refitted. Camber has been restored from a 4.5" sag to a positive 5".



Photos Courtesy Arnold M. Grāton Associates.

Grange City Bridge, Fleming County, Kentucky – KY/17-35-05

Work is continuing on the restoration of this bridge. Last quarter, we reported that the lower chords had been rebuilt. The remaining truss work is now complete along with a new roof. With the superstructure complete, work is now underway to reconstruct the failed abutments and wing walls. The single-span multiple kingpost span was built over Fox Creek around 1867. It was added to the National Register of Historic Places on March 26, 1976. *Photos by Greg McDuffee, July 29, 2024.*



Goddard Bridge, Fleming County – KY/17-35-06

In early July the bridge was damaged when a box truck passed through it. Every knee brace was broken or compromised and one tie beam was badly damaged.

Since Arnold M. Grāton Associates is already in the area working on the Grange City and Ringos Mills bridges, they offered to repair the Goddard Bridge at no cost. The single-span Town truss bridge was originally built in 1864 and moved to its present location in 1932. It was listed on the National Register of Historic Places on August 22, 1975. The bridge was



bypassed in 1998 and remains open to traffic. *Exterior photo by Woodie & Ginny Reeves. Interior photo courtesy Arnold M. Grāton Associates.*

Michigan

Langley Bridge, St. Joseph County – MI/22-75-01



On August 17th, the Three Rivers Area Chamber of Commerce was to host its eleventh annual “Discover the Treasures of St. Joseph County” event on the bridge. The inaugural “Treasures” event also took place on the bridge in 2013. The evening was to include dinner inside the bridge, music, pontoon rides, professional photography outside the bridge and a wine pull. “We try to highlight treasures that are in our county and inform people what we do have here,” Chamber of Commerce director Christy Trammell said. “The covered bridge is, truly, a treasure. People travel from all over to visit it, and now, for only the second time ever, you can have dinner inside it.” The three span Howe truss structure was built over the St. Joseph River in 1887. *Sturgis Journal, August 6, 2024. Photo by Jim Allen.*

New Hampshire

Cresson or Sawyer's Crossing Bridge, Cheshire County – NH/29-03-05

The bridge was closed to traffic during the daytime hours of June 5-7 and June 10-11 for maintenance work. The town contracted with GDS Landmark Group to complete the work on the bridge's deck and make cosmetic repairs. The two-span Town lattice truss bridge was built over the Ashuelot River in 1859. It was added to the National Register of Historic Places on November 14, 1978. *Keene Sentinel, June 4, 2024. Photo courtesy town of Swanzey.*



Edgell Bridge, Grafton County – NH/29-05-11

As noted in the previous *Newsletter*, on April 22nd the NSPCB launched a fundraising campaign to help the town of Lyme raise the estimated \$690,000 for repairs to the 1885 single-span Town lattice truss bridge over Clay Brook. The project was featured in the Society's NH Gives campaign which was promoted on the local TV station by an interview with Bill Caswell. The 24-hour event raised \$2,825. The Society also has a web page with more details about the project and a link to make donations. At press time, \$2,500 had been donated through the website. In addition to those two sources, another \$2,100 had been donated by checks sent directly to the NSPCB. Those donations plus \$10,000 from the NSPCB totaled \$17,425. A check for that amount was to be delivered to the town offices around the time this issue was at the printer. The single-span Town lattice over Clay Brook was built by Walter Piper (1861-1913) who lived in Lyme at the time. *Photo by Bill and Jenn Caswell.*



Ohio

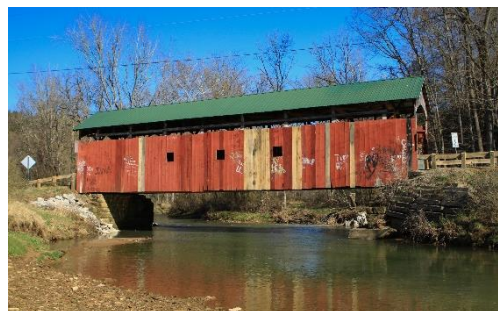
Harpersfield Bridge, Ashtabula County

Although the project wasn't quite complete, the rebuilt bridge opened to traffic on May 24th so it could be used as a detour when the intersection of routes 534 and 307 was closed for construction. An official opening ceremony occurred on Saturday, August 3rd. Doug Miller and David Simmons (center photo), president and vice president of the Ohio Historic Bridge Association, were on hand for the festivities. *Star Beacon, May 24, 2024. Left and center photos by Michele Lee Victor, right photo by Patrick Toth.*

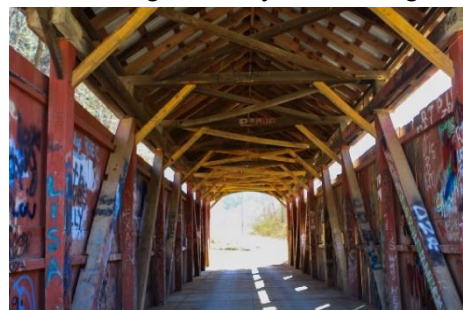


Girl Scout Camp Bridge or Shoults, Licking County – OH/35-45-05

On Friday, July 12, 2024, descendants of the Shoults family who once farmed nearby, cut the ribbon to officially reopen the newly restored bridge honoring their ancestors' legacy. The bridge was built to cross Wakatomika Creek by Samuel Miller in 1879 for \$4.69 per lineal foot. In the 1890s, G. W. Shoults repaired it for \$48. This may have prompted the Shoults name being applied to the span. Last year a young garbage truck operator mistakenly drove his vehicle, significantly exceeding the



5-ton weight limit, over the bridge damaging roof components, leaving debris scattered and the bridge unsafe. The Licking County Engineer's Office hired Darrin Stanson, a seasoned restorer at Early American Builders, to assess the damage and plan the restoration. "It's always harder to fix a damaged bridge than to build a new one," Stanson said. "But there's something incredibly rewarding about preserving the past." *Newark Advocate, July 20, 2024. Photos by Jeff Griffen.*



Knowlton or Long Bridge, Monroe County – OH/35-56-18

We have been following the work in progress here through the past few issues. These photos from Monroe County Commissioner Mitchell Schumacher were taken on August 9th. He found that bridge was nearly complete with most of the equipment and scaffolding removed. The crew informed him that they will finish it the following week. They cleaned up graffiti which appeared before the project was completed.

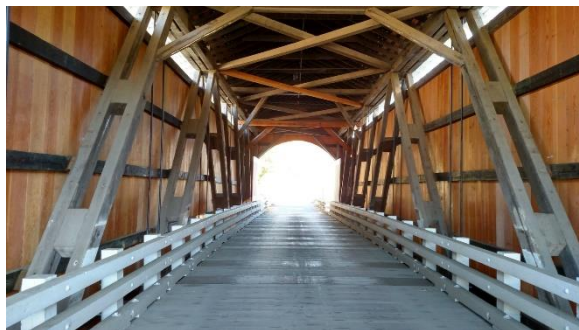


Oregon

Mosby Creek Bridge, Lane County – OR/37-20-27



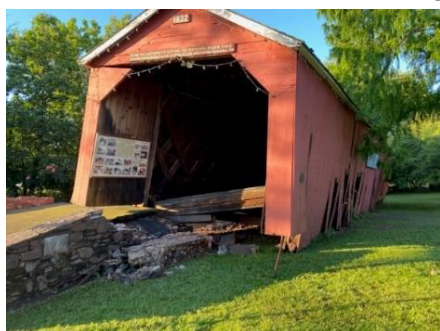
The single-span Howe truss bridge was closed from 7 am to 4:30 pm every Monday through Thursday (except on the Fourth of July) between July 1 and August 5, 2024 while crews were working on scaffolding to repaint the bridge. The span was built over Mosby Creek in 1920 and added to the National Register of Historic Places on November 29, 1979. *KVAL-TV, June 24, 2024. Photos by Bill & Jenn Caswell.*



KVAL-TV, June 24, 2024. Photos by Bill & Jenn Caswell.

Pennsylvania

South Perkaspie Bridge, Bucks County – PA/38-09-05



We last reported on this bridge on page 23 of the Fall 2023 *Newsletter*. Perkaspie Borough solicited proposals for engineering and design consultation services for the rehabilitation of the 1832 bridge located in Lenape Park. Proposals were due by August 20th. The majority of the funding for this project will be coming from FEMA. The single-span Town truss bridge originally crossed Pleasant Spring Creek on South Main St in Perkaspie before being relocated to the park in 1958. It was added to the National Register of Historic Places on December 1, 1980. *Photos courtesy of Scott Bomboy and Bill & Jenn Caswell.*



Photos courtesy of Scott Bomboy and Bill & Jenn Caswell.

Esther Furnace Bridge, Columbia County – PA/38-19-20

The County Commissioners approved a project to rehab the bridge but did not specify any details. The Columbia-Montour Visitors Bureau noted that they also intend to create a place for large vehicles to turn around prior to the bridge. This will be beneficial to campers visiting Lake Glory Campground. The two-span queenpost truss bridge was built over North Branch Roaring Creek in 1882. It was added to the National Register of Historic Places on November 29, 1979. *Photo by Michael Rudnick.*



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.



Pennsylvania (continued)

Waterford or Niemeyer Road Bridge, Erie County – PA/38-25-04

In last winter's *Newsletter*, page 21, we reported that the 85-foot-long Town lattice truss structure built in 1875 was to be dismantled for repairs off-site during the winter and then reconstructed this year. Work this year includes the construction of new abutments, beams and decking. When completed, the bridge



will be repainted in traditional barn red and will be posted with a 15-ton weight limit, according to the Pennsylvania Department of Transportation. It was closed to traffic in May 2011 due to safety concerns. The work was contracted to Chivers Construction Company, of Fairview, PA, at a cost of \$3,473,690 and funded in part by the Bipartisan Infrastructure Law (BIL). On August 5th,



Ryan Minor, an engineer for Herbert, Rowland & Grubic, Inc. indicated that the project is on track to be completed this year. The bridge was listed on the National Register of Historic Places on September 17, 1980. *GoErie.com*, March 12, 2024 and *The Corry Journal*, March 28, 2024. Photos before the reconstruction by Paul Chandler.

Martin's Mill or Shindle Bridge, Franklin County – PA/38-28-01

Greencastle-Antrim High School students Alfredo Castillo, Ana Ortizshaemaker and Gage Clevenger cleaned debris from the cracks of Martin's Mill Bridge during the second annual G-A Gives Back Day on June 5th. The students picked up trash, cleaned out cobwebs and knocked down wasp nests, while upstream another team was tidying up the park in preparation for the bridge's 175th birthday celebration. The celebration concluded with a ribbon-cutting ceremony on Friday, July 26th. They also unveiled new signs detailing the



bridge's history. The 1849 bridge which is normally closed to traffic, was open for a rare drive-thru from 8 to 11 a.m. Saturday, July 27. The two-span Town lattice truss bridge crosses Conococheague Creek. It was added to the National Register of Historic Places on February 15, 1974. *Echo-Pilot*, June 10, 2024 and July 26, 2024. Photos by Gloria Smedley.



Schlicher's Bridge, Lehigh County – PA/38-39-06#2

The single-span Burr truss bridge was closed for a short time after an oversize truck broke one of the



room beams. The bridge was inspected by PennDOT and reopened with repairs planned for a later date. Almost 800 cars and trucks drive across the bridge every day. It is the main way people get to the Lehigh Valley Zoo although there are nearby alternate routes which do not pass through the bridge. The span over Jordan Creek was constructed in 2014 using some of the wood from the 1882 bridge



which stood there before. *WFMZ-TV*, June 24, 2024. Photos by Mark Kalinowski.

Pennsylvania (continued)

Eberly's Mill or Bitzer's Mill Bridge, Lancaster County – PA/38-36-04#2x

On November 20, 2023, a tractor-trailer attempted to cross this bridge getting stuck partway through. The Albany, Georgia driver pulling a 13 foot, 4 inch high trailer stated that he did not see the large “10 FT 6 IN” sign on the bridge’s portal. The following day, PennDOT released a statement saying they are developing a repair plan and the bridge would remain closed. Wayne and Karen Marshfield visited the site during the summer and found that it was being repaired. It was closed to motor vehicle traffic while horse and buggy traffic could continue to pass through. The single-span Burr truss bridge was built over the Conestoga River around 1870. *New York State Covered Bridge Society Newsletter, July 2024.*



Gloria Smedley Photo



Paul Limmer Photo



Jim Smedley Photo

Lower Humbert or Faidley Bridge, Somerset County – PA/38-56-12

In the previous issue, we reported that Somerset County was awarded a grant of \$244,801 to help repair this bridge. The Tribune-Democrat article quoted county engineer Andy Fedorko stating, “While the



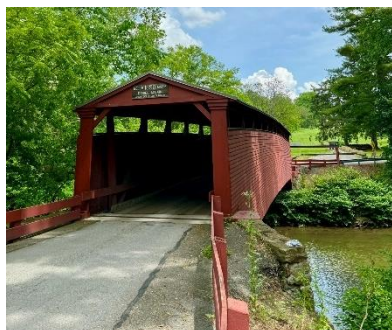
bridge deck over which vehicles travel remains structurally sound, that's not the case for the separate wooden supports for the truss system.” The goal is to have the project advertised for bids in late winter this year or early spring 2025 so that the project can get underway next May. The spring construction date was set because the detour includes roads that are not suitable for general traffic during the winter. The single-span bridge over Laurel Hill Creek was built in 1891 and added



to the National Register of Historic Places on December 10, 1980. *WTAJ, March 26, 2024. The Tribune-Democrat, July 26, 2024. Photos by Todd Clark.*

Bell's Mill or Sewickley Bridge, Westmoreland County – PA/38-65-01

Westmoreland County crews promptly repaired cosmetic damage caused when a pickup pulling a long flatbed trailer struck the entrance of the bridge. A nearby resident shared images of the vehicle captured by his Ring camera with county officials and state police. The bridge was temporarily closed to traffic to allow for inspection and repairs and reopened shortly after. The bridge has posted clearance height of 6'-6" and multiple signs on both sides to alert drivers. Township officials are hoping to obtain state funds to install an additional height limit warning sign with a flashing light. The single-span Burr truss structure was built over Sewickley Creek in 1850 and added to the National Register of Historic Places on June 27, 1980. *TribLive, July 3, 2024. Photo by Mark Kalinowski.*



Vermont

Schoolhouse Bridge, Caledonia County – VT/45-03-03



We received a report from Devin Coleman of the State Historic Preservation Office that the storms on July 11th and July 30th in the Northeast Kingdom damaged the Sanborn and Schoolhouse Bridges in Lyndonville. Miles Jenness of Vermont Heavy Timber visited this site on August 5th and provided these photos of the damage. The bridge experienced extensive damage to the side walkway after being pummeled with trees, roots, and neighborhood detritus during the July 11th flood. The bridge was built over the South Wheelock Branch of the Passumpsic River in 1879.



Miller's Run or Bradley Bridge, Lyndonville, Caledonia County – VT/45-03-06#2

On page 26 of the Summer 2023 *Newsletter*, we mentioned that the Town of Lyndon had decided to construct steel beam barriers (what we often refer to as “headache bars”) at each end of the bridge. This is the result of the repeated damage caused by oversize vehicles. The 11'-9" clearance of the structure is clearly posted near each end and on one side the Town has even tried a flashing sign to alert drivers. Most of the incidents are associated with rental trucks and delivery vehicles.



The effort has been delayed due to the difficulty finding a contractor able to do the work. On July 4th, the Caledonian Record reported that Techno Metal Post of Montpelier has submitted a \$17,660 estimate to install foundations for the barriers. That would

exceed the \$30,000 set aside for the project. Based on public input, the Select Board is likely to continue with the project even though it will cost more than initially expected. Caledonian Record, July 4, 2024. Photo of an earlier incident by Bill & Jenn Caswell.

Kingsley or Mill River Bridge, Rutland County – VT/45-11-03

After being closed since May of last year, repairs are complete and the bridge was opened to traffic on July 4th. Details of the repairs were included in an article on page 8 of the Summer *Newsletter*. According to the Agency of Transportation, the project was estimated to cost \$2,730,270. A



Grand Reopening and Ribbon cutting Celebration for the 1870 Town truss span took place on Thursday, July 25th. The event was organized by neighbors, the Clarendon Historical Society, and Vermont Covered Bridge Society. Ribbon cuttings occurred on both sides of the bridge with comments offered by Sen. Brian Collamore and other elected officials. The north end photo at the left was courtesy of Okemo Valley Regional Chamber of Commerce. The south end photo was taken by Stan Talstra. The bridge was added to the National Register of Historic Places on February 12, 1974. News from the Rutland Herald, July 26, 2024.



Vermont (continued)

Hall or Osgood Bridge, Windham County – VT/45-13-07#2

Worrall Bridge, Windham County – VT/45-13-10



The Rockingham Select Board agreed to two contracts with Daniels Construction Co. of Ascutney for work on these two bridges. The Worrall Bridge was damaged during last July's flooding. The repairs estimated at \$80,000 will be covered by FEMA. Most of the work will be to repair and replace the vertical siding damaged by floodwaters. Much of the cost is associated with erecting scaffolding to do the work. The single-span Town lattice truss bridge over Williams River was built by Sanford Granger in 1868. It was added to the National Register of Historic Places on July 16, 1973. The

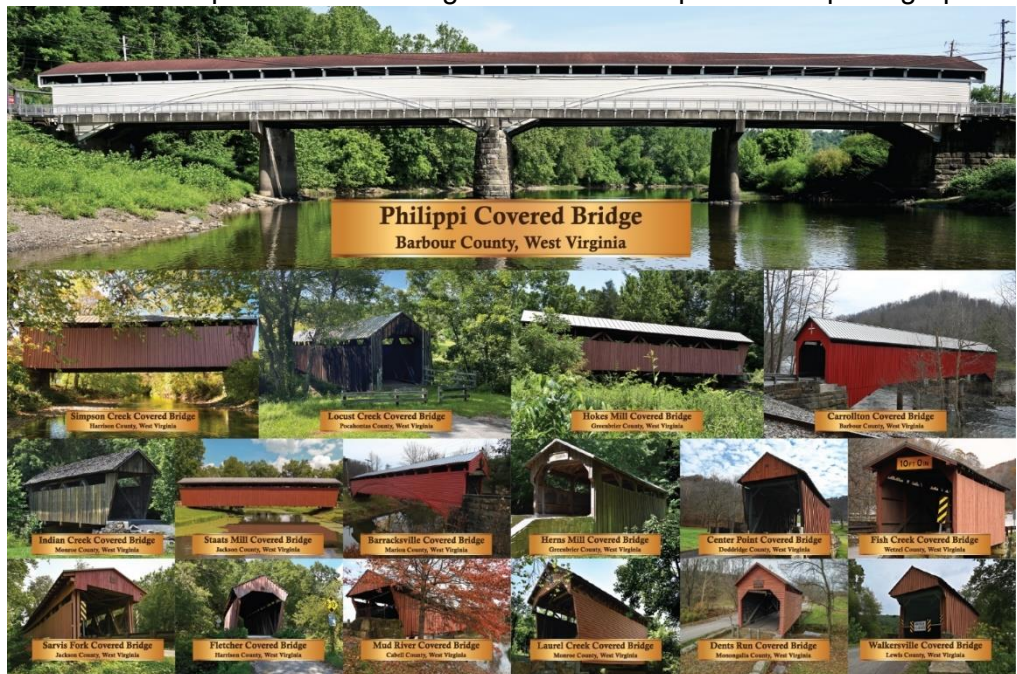
Hall Bridge was damaged by an unknown motor vehicle. Photos of that damage were included on page 23 of last quarter's *Newsletter*. The town's insurance company is covering the \$5,000 needed for repairs there. The single-span Town lattice truss bridge over Saxtons River was built by Graton Associates in 1982 to replace an earlier covered bridge which collapsed under the weight of an overweight truck. The work is likely to start in late August or early September. *Brattleboro Reformer*, May 24, 2024. *Worrall Bridge Photos by Ken Parnell.*



West Virginia

Free Poster of West Virginia Covered Bridges

The West Virginia Department of Transportation is offering a downloadable poster with photographs of 17 covered bridges around the state. Each photo also has a caption with the name of the bridge and its county. 16 of the bridges take up smaller panels on the poster. The Philippi Bridge (WV/48-01-01), which spans 286 feet across the Tygart River in Barbour County, takes a prominent position in the top center of the poster. The Civil War-era bridge, with its iconic double arches, is a local landmark and remains in use today as part of U.S. Route 250. The poster can be downloaded at the WVDOT website:



https://transportation.wv.gov/communications/Pages/Covered_Bridges_Photos.aspx.

Canada – New Brunswick

Germantown Lake or Shepody River #3 Bridge, Albert County – NB/55-01-08



In the previous *Newsletter*, we noted that this 1903 span over the Shepody River might see some work this summer because of erosion at the abutments and a leaky roof. In late June, Ray Boucher, President of the Covered Bridges



Conservation Association of New Brunswick, mentioned that it was closed to traffic so the work may be underway. *Photo by Bill & Jenn Caswell.*



William Mitton Bridge, Albert County – NB/55-01-22

We have been following the slow, steady decline of this bridge for years now. Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick continues to work with the Department of Transportation and Infrastructure (DTI) and local officials trying to save the bridge before it collapses into the Branch of Turtle Creek. The origin of this Burr truss structure is not known, but it is believed to have been moved to this location in 1942. *Photo by Ray Boucher, August 9, 2024.*

Hartland Bridge, Carleton County – NB/55-02-07

According to the Department of Transportation and Infrastructure the bridge was closed to traffic from July 22 to 27 to prepare for installing staging to do roof repairs. The actual repairs will take place later in the summer. The work needed to be completed before Hartland's "Big Bridge Fest" on August 5th. The bridge was closed for that event which featured over 150 vendors throughout the structure and historic photos along the walls. Entertainment, antique vehicles and activities for the children were available outside the bridge. The seven-span Howe truss bridge was built over the St. John River in 1901 and covered in 1922. On June 23, 1980, it was declared a National Historic Site. *Telegraph-Journal, July 19, 2024. Photo by Bill & Jenn Caswell.*



New Brunswick (continued)

Wheaton or Tantramar River #2 Bridge, Westmorland County – NB/55-14-13



The single-span bridge was closed on July 11th after a recent investigation raised concerns about its structural condition. A representative of the Department of Transportation and Infrastructure (DTI) indicated that “there is currently no timeline” for reopening the bridge. DTI plans to make a thorough inspection of the 1916 structure to determine what work needs to be done. Holes in the roof and broken roof braces are only part of the problem. More concerning is the condition of the cross braces underneath the bridge.

According to Tantramar Heritage Trust, there were once seven covered bridges in Sackville Parish, five of which crossed the Tantramar River. Only the Wheaton Bridge remains. Memramcook-Tantramar MLA Megan Mitton has been advocating for the DTI to take action promptly to repair the structure since it closed. Not seeing any progress, on August 6th she sent a letter expressing her concerns to DTI Minister Richard Ames. A few days later, Andrew Black, the Mayor of the Municipality of Tantramar, did the same noting that the bridge is not just a transportation route but a cultural symbol within the community. *Information from CTV Atlantic News, July 23, 2024, MLA Mitton’s Facebook page and the Town of Sackville’s website. Photos by Bill & Jenn Caswell.*



Ontario

West Montrose Bridge, Waterloo County – ON/59-50-01

On February 21st, the Waterloo Regional Council approved the plan for repairs to the bridge. Details of that work were included on page 5 of the Winter 2023/2024 *Newsletter*. Tony Dowling has informed us that the environmental study is supposed to be complete, and they hope to prequalify contractors soon. They have removed most of the wainscoting in the bridge (except splash panels at the ends), exposing the Baileys and the wooden trusses. Informational signs have been installed inside the bridge (with graphics) showing what’s going to be done and what it will look like when finished. The work is expected to begin in the Spring of 2025 and be completed in one year. For more information on this project, visit the Region’s website at <https://www.engagewr.ca/west-montrose>. *Photos by Gloria Smedley.*



Québec

We are grateful to Pascal Conner whose *Blogue sur les ponts couverts* (pontscouverts.com/blogue/) provides most of the Québec news each quarter. Unless otherwise noted, all Québec articles were derived from that website.

Pont McVetty-McKenzie, Cantons de l'Est – QC/61-18-08

In the previous *Newsletter*, we reported that the bridge had been barricaded for safety reasons on April 3rd. A group of residents unhappy with the closure formed and is challenging that decision of the mayor and municipal council. On July 30th, *La Tribune* published a Notice of Intent to Classify a Heritage Property posted by Mathieu Lacombe, Minister of Culture and Communications. The notice said in part (translated from the French), "The McVetty-McKenzie Covered Bridge is of heritage interest for its historical value. This type of structure has played an important role in the history of land use and the economic development of Quebec's regions, particularly by providing access to colonization lands and allowing the marketing of agricultural and forestry products. ... The bridge is also of heritage interest for its social value. Since its closure to traffic in 1979, it has become an anchor for the people of the Township of Lingwick. A rest area was first set up to enhance the bridge. In 1991, the structure took its current name to commemorate its builders. Over the years, and since the early 1980s, a variety of events have taken place not only around, but also inside the structure. These activities are sometimes organized, sometimes more spontaneous, which is a testament to the attachment and pride of the Lingwick community, as well as its desire to preserve the bridge, beyond its original function." It was built over Rivière au Saumon using the variation of Town's lattice truss common in Québec. *Photos by Bill & Jenn Caswell.*



Pont Davitt or Monaghan, Centre-du-Québec – QC/61-21-01

The Village Québécois d'Antan in Drummondville is a historical village and living museum depicting life in Québec during the 19th century. The village contains 70 historic buildings relocated to the site including the covered bridge which was originally constructed over Rivière aux Brochets at Stanbridge East in 1878. The single-span Howe truss bridge was disassembled in 1983 and reconstructed at the village about 1½ hours north of its original location. This season, the village is adding a new attraction, The Village Parallèle. Four evenings each week, the covered bridge will be converted into a



time machine with the help of video and light projections, soundtracks and other multimedia technologies developed by Moment Factory of Montreal. Once visitors pass through the bridge to the historic buildings, the daytime costumed guides are replaced with a nighttime multimedia walking tour. *Daytime photo by Pascal Conner. Nighttime image courtesy Village québécois d'antan.*



Québec (continued)

Pont des Défricheurs, Chaudière-Appalaches Region – QC/61-47-02

Richard Pélissier visited this bridge in July and noted that the graffiti inside the bridge has been cleaned up. Some of that is visible in the left photo from Gérald Arbour taken in May 2022. Some missing siding



has also been replaced. We are glad to see the bridge being cared for. The single-span structure uses the variation of the lattice truss common in Québec. It was built over Rivière Noire Nord-Ouest in 1936. The bridge was given the name Pont des Défricheurs (Bridge of the



Pioneers) in honor of the pioneers who settled the area in 1911. *Right photo by Pascal Conner.*

Pont Prud'homme, Laurentides Region – QC/61-72-01

On May 22nd, a procession took to the road to travel the twelve kilometers that has separated the two shores of the Rivière du Diable since the bridge was closed on May 21, 2019. Nearly forty vehicles including tractors with their machinery, trucks pulling snowmobiles, cars and motorcycles, were escorted by the police officers of the Sûreté du Québec protesting the lack of progress of repairing the bridge during the past five years. The event included remarks from Marc L'Heureux, mayor of Brebeuf; Pascal De Bellefeuille, Vice President of the Chamber of Commerce of Grand Mont-Tremblant and Réjeanne Prud'homme, spokesperson for SOS Pont Prud'homme. The bridge was constructed over Rivière du Diable in six weeks in 1918 at a cost of \$6,000 *Photos Courtesy SOS Pont Prud'homme.*



Additional Sanborn Bridge Photos, August 15 & 16, 2024



Left to right: Two local residents with Philip Caston and Director Carmela Sciandra. First truss being set down. Second truss lifted from the river. Philip Caston and Jeanne Beaudry. Photos by Philip Caston, Jeanne Beaudry and Bill Caswell

Dismantling of the Sanborn or Centre Bridge, Lyndonville, Vermont

Floodwaters caused by heavy rain on July 11th caused significant damage to the bridge including



shifting it along its abutments. Bill Caswell visited the site on August 8th and took the photos at left and right. When looking through the bridge, there was a visible curve where the span had been bent by the force of the water and debris. The north abutment was in poor condition before the flooding and was even worse afterwards causing a twist in the structure with the north end leaning downstream. The bridge needed to be taken off the abutments before the situation worsened.



The Town requested proposals for the removal and contracted with Vermont Heavy Timber (VHT) of



Huntington, to stabilize the span before the remnants of tropical storm Debby arrived. VHT owner Miles Jennes stated that on August 8th they installed three helical piers to serve as anchors upstream of the bridge on both sides of the river. Each pier was cabled to multiple locations on the structure. They also created a bowstring truss within the bridge to resist further bowing of the structure. All of the siding was removed to reduce the pressure of the water on the bridge if the Passumpsic River flooded again. Fortunately, Debby did not cause additional damage.

A crane was brought in on August 15th to dismantle the bridge. After the decking and subfloor was



removed, the roof was separated into five sections and each section carefully removed and set aside. A raised platform was constructed near the south end to store the bridge parts above flood and snow levels. The trusses were to be picked up and laid down on the platform and then the roof sections reassembled over the timbers to



protect them through the winter. The siding was deemed scrap and will be disposed of at a biomass plant.

In earlier Newsletters, we mentioned that a \$2.2 million project funded mostly by grants and donations was already being designed to remove the structure, restore it and place it back on new, higher abutments reducing the potential for future damage. That project, still in the design phase, will need to be adjusted for the new conditions and is still anticipated to go to bid during the winter with construction next spring. A two-acre town-owned property at the south end of the bridge is planned to become Sanborn Covered Bridge Park.



According to an August 4th article in the Caledonian Record, on July 30th, an engineering firm, offered a presentation to the town's Hazard Mitigation Committee on 14 potential flood fixes for downtown Lyndon. One of their recommendations was to permanently remove the bridge along with fill from its southern approach. The study will be discussed at the Committee's meeting the week of August 19th. It is not yet known if that will have any impact on the planned restoration project.

The single-span Paddleford truss bridge was built on Center Street in Lyndonville in the late 1860s or early 1870s. It was moved to its present location in 1960 and was added to the National Register of Historic Places on June 20, 1974. *Thank you to Miles Jennes of VHT and Nicole Gratton of the Preservation Trust of Vermont for project details. Photos by Philip Caston and Bill Caswell. For more information on the project visit, https://www.lyndonvt.org/?page_id=3107*