



# The Newsletter

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

Spring 2015

## *Our Old Covered Bridge*

*Not far from home there stands a bridge  
And town folks boast and say  
"It's stood for over a hundred years  
And it's just as straight today."*

*They talk of how the bridge was built  
For oxen carts and teams  
And how long wooden pegs were used  
To hold the massive beams.*

*Now engineers who know have said  
It soon must be torn down,  
And they will build a modern one  
To connect us with Old Town.*

*But we are going to miss it,  
We know that very well,  
And they'll never build its equal  
From what the old folks tell.*

*By Joanne Stormann*

*[Written of the Old  
Town Bridge -  
Stillwater, Maine]*



(Our thanks to Bill Caswell for discovering this poem, and others, in a scrapbook found in the NSPCB Archives. Photo by Harry A. Packard from the Richard Roy Collection.)

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

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### *Editor's Comments ...*

*It's 20° outside and doing something different - it's snowing ... again! I'm convinced that this blanket of white will not disappear until summer. As winter is usually bad for most of us, this year, we here in the northeast, especially those of us along the coast, have faced record-breaking snowfalls, arctic temperatures, blizzards and destructive ocean tides. Boston has been snowbound, the transit system came to a standstill, seawalls have collapsed along the coast and many structures already have been, or are near collapse, due to the heavy snows.*

*We at the Society, ask you our members, wherever you live, to visit, if you can safely, the covered bridges in your area to check on their condition. As our bridges get older every year, the threat of damage due to extremes in winter weather increases. And although many bridges can withstand an entire winter season of snow, receiving that amount all in a month's time can be devastating. Further, with snow melt comes possible flooding issues. If you discover dangerous situations, please notify the Society.*

*Despite the snow we see now, spring IS coming ... REALLY!! As the soft colors of spring begin to emerge, pick a bridge, take a few photos and write a short story or poem about it. Then send it along to the Newsletter editor. Who knows, you might find yourself in print!*

*We are pleased to announce a new item for sale in our bookstore and hope you will consider adding one to your collection as well as support a Society project. Look for it in the Society Bookstore section in this issue of the Newsletter.*

*I hope you are enjoying the Newsletter and welcome your comments, criticisms and suggestions.*

*Happy Bridging!!*

\* \* \* \*

### **Summer 2015 Newsletter Deadline**

The next Newsletter is scheduled to be mailed in June. Therefore, anyone wishing to submit articles should send them to the Editor by **May 15, 2015**. **Please note**, it is requested that your information be typed on plain paper and include proper credit information (newspaper, magazine, or web site, etc.), or on CD (Microsoft Word 2010 format, and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050. Thanks! Please, remember that we always appreciate any news or comments sent in even if we can't ultimately use it.

## *President's Message ...*

Why did you join the National Society for the Preservation of Covered Bridges?

Why are you still a member?

When you joined, you probably had an expectation of what the Society is all about. We are interested in learning more about those expectations and why you are a member. There are many different facets to this interest of ours. Although our name states our primary purpose as preserving our remaining historic covered bridges, each of you has your own reasons for being a member and continuing to remain members year after year. Whatever the reason, we are grateful that you are a part of our mission.

Our meetings are attended by a small number of people dedicated to seeing the Society succeed and grow. We may not all agree on the best way to get there, but we all agree that we have a duty to make our presence known and raise awareness of the needs of our covered bridges. I expect that there are others of you who would participate if you lived closer to our meeting locations.

Don't let distance stop you from contributing. If you have thoughts on how we could be more effective in our mission or ways we could enhance your membership, we encourage you to share them with us. However, keep in mind that you should also be willing to help implement those ideas.

At our executive board meeting in January, we discussed goals for the Society. What do we want to accomplish? What is important to us? How do we want to be perceived? These aren't questions that are to be taken lightly and the answers are not simple ones. One thing we know is that we do not know our audience.

If you haven't already seen it, you will be soon receiving a questionnaire that will help us learn more about our Society's members. I encourage you to take advantage of this opportunity to share your thoughts. Of course, you are welcome to contact us at any time, but filling out the survey will help us identify trends within the group. I am not the type of person to encourage change solely for the sake of change. However, for an organization to survive, it needs to be certain that it is meeting the needs and expectations of its members.

I hope to see many of you at our meeting in Harvard, Massachusetts in April. We will be honored to have a presentation by Terry Miller and Ron Knapp, authors of *America's Covered Bridges: Practical Crossings – Nostalgic Icons*. If you don't have a copy of their book, I highly recommend picking one up. There will be books available at the meeting. The authors look forward to meeting you and autographing copies of the book.

This spring will see the reconstruction of the Moose Brook Pony truss bridge in Gorham, New Hampshire. Winter lasts a long time in that part of the state, but it will pass eventually. New timber has been ordered and will likely arrive before you read this. Dennis Tupik has graciously offered an indoor storage area to apply fire retardant and stain to the timbers so they are ready for construction once the snow has cleared. Watch our website and Facebook page to see the progress. [As you may recall from previous articles, this former Boston & Maine Railroad Bridge (WG#29-04-P01) was badly damaged by arson in Spring 2004 – See Winter 2014 Newsletter, page 17. – Ed.]

I hope you will be able to join us for our joint tour with the Indiana Covered Bridge Society in September. More details are included in a separate article.

I have some great news to share for those who are interested in researching our covered bridges. Jim Smedley has volunteered to scan old copies of *Topics*. Once complete, we will be offering searchable digital copies of *Topics* on CDs to our members. Jim has already completed the first 20 years. We will be able to offer those issues soon.

We have lots of work ahead of us and will be able to accomplish great things with everyone's help.

*Bill Caswell*

## *Welcome New Members ...*

Deborah Forward – Hanover, New Hampshire

Wayne Gover – Portland, Oregon

Lynn & Dawn Lloyd – Mesquite, Texas

Rau Imaging, Inc. – Wildwood, Missouri

## *Final Crossings ...*

**Ed. Note:** The Society offers its sincere condolences to the family.

The Society notes the passing of Jerry Herbert Cate, 76, of Farmington, NH on Tuesday, December 30, 2014. He was an avid fisherman and loved to hunt and camp. His later years found him photographing wildlife and most of the covered bridges in the United States.

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## *NSPCB Facebook Page ...*

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

## *Notes of Interest ...*

As has happened all too often in the past, our bridges are experiencing damage due to oversized vehicles trying to cross them. We have heard the excuse – “Well the GPS directions said to follow this route”. Let’s be reasonable. We all need to use common sense a little more and rely on electronics a little less. If a bridge sign says 8 feet clearance and your truck or trailer is 8 feet 2 inches it won’t fit! Don’t try to make it fit. Timbers don’t stretch – they break. It may mean a bit longer trip to cross the stream by an alternate route but damaging a covered bridge could result in a permanent detour. Please respect our covered bridges and their height and weight restrictions. They are old and should be treated with care. Please read caution signs posted, know how high or heavy your vehicles are before you proceed. Above all, should you witness or be involved with accidental collision, stop. Don’t drive through and cause more damage by knocking it apart. Contact the appropriate authorities and report the incident. These bridges belong to all of us. Take pride in your covered bridge heritage, enjoy their beauty, and drive through them slowly and safely.

## *2015 Eric DeLony Scholarship ...*

The National Society for the Preservation of Covered Bridges invites applications for the 2015 Eric DeLony Scholarship. The award honors Eric DeLony, who served as chief of the Historic American Engineering Record (HAER) from 1971 to 2003 and is a noted historic preservationist. Mr. DeLony was particularly interested in the preservation of historic bridges.

The Society established this program to encourage students to pursue degrees that will lead to a career involving covered bridge preservation, repair and/or restoration. One or more awards may be offered for up to \$1000 each. The applicant must be enrolled in a graduate or undergraduate historic preservation degree program in an accredited institution.

All applications and supporting documents must be received by April 15, 2015 by United States mail or as an electronic file and must be fully completed to be considered. Award decisions recommended by the Scholarship Committee will be confirmed at the Society's executive board meeting in May with awards distributed by July.

### **To Apply ...**

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

Complete the application form including the required 150-word essay about "The Importance of Preserving our Historic Covered Bridges." Also arrange for a transcript together with one personal and two academic letters of recommendation. Recipients must provide proof of current registration and the previous term's grades. Applications will be evaluated on

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

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## *Update to the World Guide to Covered Bridges*

This section lists updates since the previous newsletter. For a complete list of changes, please visit the website at [www.coveredbridgesociety.org](http://www.coveredbridgesociety.org) and click on the World Guide link.

Page 112 update Cox Farm Bridge, Greene County, Pennsylvania, Bridge replaced.

**38-30-25#3** Lippencott or Cox Farm Bridge in Morgan Twp. crossing Ruff Creek, 1 span Kingpost truss, 32', built 2013

2.0 miles northwest of jct. PA 188 on PA 21, then just left on Woodies Road (T568). West-northwest of Lippencott. Replaced a covered bridge built in 1943. N39° 56.59' W080° 07.55'

## ***2015 NSPCB Meeting Schedule ...***

All meetings begin at **1:00 pm** unless otherwise noted.

**Sunday, March 22, 2015** – Horace Chase Masonic Lodge, 53 North Main Street, Boscawen, NH.

**Sunday, April 26, 2015** – Harvard Historical Society Meetinghouse, 215 Still River Road, Harvard, MA. Presentation by Terry Miller and Ron Knapp, authors of *America's Covered Bridges: Practical Crossings, Nostalgic Icons*. (See further information following the meeting notices.)

**Sunday, June 28, 2015** – Contoocook Covered Bridge, Contoocook, NH.

**Sunday, July 26, 2015** – Gorham Town Hall, Gorham, NH to view progress on the Moose Brook Bridge reconstruction.

**Sunday, August 23, 2015** – Annual picnic at Beaver Meadow Village at the end of Waumbec Street, Concord, NH. The cookout is at noon and the meeting at 1 pm. Hot dogs and hamburgers provided, bring a dish to share.

**Saturday & Sunday, September 26 & 27, 2015** – Fall tour and combined meeting with the Indiana Covered Bridge Society. The tour will cover Rush County and surrounding areas of southeastern Indiana. Full details on page 8. Visit the Society website for updates.

**Saturday, October 24, 2015 at noon** – NSPCB Annual Meeting and Dinner at O'Connor's Restaurant, 1160 W. Boylston Street, Worcester, MA. Buffet lunch at noon, meeting at 1:00 pm. More details to follow. Be sure to note the SATURDAY date.

## ***Other Upcoming Covered Bridge Meetings & Events ...***

**Saturday, March 21, 2015** – 1:00 pm, Covered Bridge Society of Oregon quarterly meeting at the home of Jerry and Barbara Russell, 4730 Dalke Court NE, Salem Oregon.

**Sunday, April 12, 2015 at 2 pm** - Theodore Burr Society of Pennsylvania, Monthly meeting & Bake Sale at St. Paul's Episcopal Church, Manheim, PA. Program: "Owning a Covered Bridge" by Chris Young, Columbia County Commissioner & President of Columbia County Covered Bridge Association.

**Sunday, April 12, 2015** – New York State Covered Bridge Society meeting, Spaghetti Warehouse, Syracuse, NY

**Saturday-Sunday, April 25-26, 2015** – Indiana Covered Bridge Society Spring Tour – Location TBA.

**Saturday, May 2, 2015** - 10:00 am Vermont Covered Bridge Society meeting, Pittsford Congregational Church basement, 121 Village Green on the east side of US Route 7, Pittsford, VT. Following the meeting, the Pittsford Historical Society will present a program "Pittsford, the Pittsford Area" with the Society's pictures and background on their covered bridges.

**Saturday & Sunday, May 2 & 3, 2015** – 2:00 pm, Theodore Burr Society of Pennsylvania, Annual Safari – Chester County, PA. They will visit all 15 covered bridges in Chester County.

**May 9-17, 2015** – 55<sup>th</sup> Annual See Pennsylvania's Covered Bridges Week. Pennsylvania's new Governor, Tom Wolf, will sign a Proclamation for the nine day inclusive promotion inviting residents and tourists to visit some of the 211 authentic covered bridges in Pennsylvania

**Saturday, May 16, 2015** – 11:00 am – 3:00 pm, Theodore Burr Society of Pennsylvania 56<sup>th</sup> Anniversary Dinner at Dutch-way Farm Market and Restaurant, Gap, PA.

**Sunday, May 17, 2015** – New York State Covered Bridge Society meeting, Oxford Memorial Library, Oxford, NY

**Sunday, June 07, 2015** – 2:00 pm, Theodore Burr Society of Pennsylvania monthly meeting at St. Paul's Episcopal Church, Manheim, PA. Program: "Covered Bridges of Lehigh Valley, Past & Present" by Ray Finklestein.

## *Other Upcoming Covered Bridge Meetings & Events , cont'd ...*

**Saturday, June 13, 2015** – Ribbon-cutting at the restored McKee Covered Bridge in Jackson County, Oregon. Check the McKee Bridge Historical Society's website for details as they become available - <http://www.mckeehistoricalcoveredbridge.org/events.html>.

**Sunday, June 14, 2015** – New York State Covered Bridge Society meeting, Arcade & Attica Railroad, Arcade, NY

**Saturday, June 20, 2015** – 1:00 pm, Covered Bridge Society of Oregon quarterly meeting at the home of Jerry and Barbara Russell, 4730 Dalke Court NE, Salem, OR.

**Sunday, July 05, 2015** – 2:00 pm, Theodore Burr Society of Pennsylvania Annual Picnic at Historic Poole Forge and Covered Bridge Park. Gather at 12:00 noon, picnic lunch and meeting shortly thereafter. Everyone bring a dish to share with 8 to 10 people.

**Sunday, July 12, 2015** – New York State Covered Bridge Society meeting and Carousal Safari, Vestal, NY.

**Saturday-Sunday, July 18-19, 2015** – Indiana Covered Bridge Society Spring Tour – Location TBA.

**Saturday, August 01, 2015** – Dinner on Medora Covered Bridge. Enjoy a delicious dinner with entertainment while sitting inside an historic covered bridge built in 1875. Sponsored by the Friends of the Medora Covered Bridge. Medora Covered Bridge, State Highway 235, Medora, IN. Phone: 1-812-966-2491.

**Sunday, August 02, 2015** – 2:00 pm, Theodore Burr Society of Pennsylvania monthly meeting at Discover Lancaster Visitors Center, 501 Greenfield Road, Lancaster, PA 17601. Program: "Pennsylvania's Covered Bridges: Design, Designers, and Distribution" by Ben and June Evans.

**Saturday, August 08, 2015** – New York State Covered Bridge Society meeting, Livingston Manor Covered Bridge, Rockland, NY.

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## *Don't Miss this Opportunity ...*

If you are able to be in north-central Massachusetts on Sunday April 26th you won't want to miss this opportunity. Not only is the meeting at a fascinating location, but we will also be honored to have Terry Miller and Ron Knapp, authors of *America's Covered Bridges: Practical Crossings – Nostalgic Icons* as our speakers. This book has been heralded as one of the finest on the subject and for good reason. It is packed with interesting information about covered bridges supplemented with Chester Ong's superb photography. In addition to Chester's marvelous photos, the book includes many photos from the NSPCB archives. Copies of the book will be available at the meeting. The authors will sign all copies, including ones you may have already purchased.

Terry Miller began visiting covered bridges with his father, Max Miller, in 1953 and has since visited bridges throughout the United States, Canada, Europe, and China. Ron Knapp is a historical-cultural geographer at State University of New York at New Paltz, where he taught from 1968 to 2001. For the past forty-five years his research has focused on China's frontier history and architecture, with many books on the subject.

Those who attended our previous meetings at the Harvard Historical Society Meetinghouse can attest to the wonders of the site. The building contains a superb collection of local items that you will be able to view after the meeting.

The meetinghouse is located at 215 Still River Road, Harvard, Massachusetts. The presentation will begin at 1:00 pm and will be followed by a short business meeting. Our meetings are open to the public. We look forward to seeing you.

### *The 2015 ICBS / NSPCB Fall Tour ...*

Plans for the Fall tour of southeastern Indiana are well underway. Andy Rebman, President of the Indiana Covered Bridge Society has been doing the bulk of the planning. If you wish to be on the mailing list for updates, please contact Bill Caswell. Contact information is on page 2.

We have arranged for a group rate of \$82/night at the Hampton Inn, 2075 North Michigan Avenue, Greensburg.

If you expect to be arriving early, you are welcome to visit Metamora with us on Friday. See the enclosed flyer for more information.



#### **Friday, September 18th, 2015**

Aqueduct/Duck Creek Aqueduct Covered Bridge (14-24-11) in Metamora, Franklin County.

The Metamora Historic District



#### **Saturday, September 19th, 2015 (Rush County)**

Homer/Mud Creek Covered Bridge (14-70-09)

Smith Covered Bridge (14-70-01)

The Kennedy House northeast of Rushville. Home of Archibald Kennedy, patriarch of the bridge-building family.

Norris Covered Bridge (14-70-08)

Offutt's Ford Covered Bridge (14-70-02)

Forsythe Covered Bridge (14-70-04)

Moscow Covered Bridge (14-70-07#2)

Evening dinner with presentation by Jim Barker, engineer for the rebuilding of the Moscow Covered Bridge.



#### **Sunday, September 20th, 2015**

Westport Covered Bridge (14-16-01) in Decatur County

James Covered Bridge (14-40-02) in Jennings County

Scipio Covered Bridge (14-40-01) in Jennings County

New Brownsville Covered Bridge (14-03-08) Bartholomew County

Ramp Creek Covered Bridge (14-07-02) in Brown County



## *Covered Bridge Happenings ...*

### **Bridgeport Bridge Being Repaired**

California's Bridgeport Bridge, (WG#05-29-01) located in Nevada County and crossing the South Fork Yuba River, is now receiving repairs necessary to keep it in place for future generations. Last June, after a successful campaign by the Save Our Bridge Committee, with the help and support of local and state officials plus many other organizations, Governor Jerry Brown allocated \$1.31 million for the restoration of the state landmark.

After the loss of New York's Blenheim Bridge in August 2011, Bridgeport is now the longest single span covered bridge in the United States at 233 feet. This bridge was built in 1862 to replace an earlier one washed out by heavy rain. Constructed as a Howe truss with an arch, the siding was designed to accentuate the bridge's arch. It was closed to traffic in 1972 and is now part of South Yuba River State Park at Bridgeport in Nevada County.

Doug Moon, Chair of the Save Our Bridge Committee informed us that the stabilization work is close to complete as the steel structure that will "cradle" the bridge is almost in place. As soon as the stabilization work is complete, the assessment work will begin. That is expected to be completed by the end of June 2015. At that point they will know the extent of the repairs needed to restore the iconic bridge and be able to move forward with designing the repairs, obtaining necessary permits and accomplishing the restoration.

The entire process will take a number of years, probably being completed in 2018 or 2019. The goal is to restore the bridge as close to original conditions as possible and have it safe for visitors to walk across, the association stated. John Field, Publicity Chair of the South Yuba River Park Association offered us many photos of the work in progress. The two with this article were taken on February 4, 2015. The right photo shows a steel beam under the bridge where the suspension cable support tower would eventually be placed. The left photo shows the placement of one of the steel towers which will hold suspension cables to support the structure during repairs.



## Baker's Camp Bridge Repairs

Baker's Camp, or Hill, Covered Bridge (WG#14-67-02) in Putnam County, Indiana, has received a \$1.225 million restoration. The bridge was constructed over the Big Walnut Creek by Joseph J. Daniels in 1901. Work began on the 128 foot, single span, Burr Arch truss bridge during the week of August 11, 2014 and is expected to be completed in late February 2015. During the repairs, steel I-beams were laid across the bridge for support..

The work was done by Dan Collom's Square & Level Construction Company of Rosedale, Indiana.



Mr. Collom has nearly 40 years of experience building and repairing covered bridges. We will be able to view some of his work when we visit the reconstructed Moscow Bridge during our Fall tour.

Member Ed Bartman visited the bridge during January and sent the photographs for this article. The left photo was taken on January 2<sup>nd</sup> and the right one on January 31<sup>st</sup>. During a conversation with Dan Collom on February 11<sup>th</sup> he noted that the structural work is complete with roof and siding likely to be completed by the time you read this.

## Houck Bridge Vandalized

The Houck Covered Bridge (WG#14-67-11) in Putnam County, Indiana, was vandalized during the night of February 25/26. The historic bridge was refurbished last year at a cost of \$1.7 million and reopened in August. The bridge was built in 1880 and recently bypassed. It was restored for pedestrian use.

The Putnam County Convention & Visitor Bureau has planned to use the retired structure for several upcoming events including weddings. Catered lunches and dinners also were planned for the bridge located about 45 miles west of Indianapolis.

The bridge has been closed until repairs can be made and graffiti removed.

## Hurrah! McKee Bridge is Restored!

By Bob Van Heuit, President McKee Bridge Historical Society

The restoration of McKee Bridge was completed in the middle of February. The bridge is now open to pedestrians who can better observe the beautiful Applegate River from within the bridge. The 98 year old bridge has had a face lift, structural repairs and improvements that will extend the bridge's life for a considerable number of years.

The restoration effort began after an inspection of the bridge by Oregon Bridge Engineering Company (OBEC) in the fall of 2011 found that a portion of the north truss that supported the bridge had begun to fail. After meetings with OBEC, Jackson County Engineering (the County), McKee Bridge Historical Society (MBHS) and the Oregon Department of Transportation (ODOT), it was decided to apply to the federal government for a grant to restore the bridge. In August of 2012, the Federal Government awarded a grant to Jackson County (the owner of the bridge) in the amount of \$547,048. MBHS agreed to raise the required \$56,202 in matching funds. MBHS raised the matching fund with major assistance from Preserve Oregon – a grant for \$20,000 – and from the Kinsman Foundation – a grant for \$10,000. The remainder was raised with contributions mostly from local friends of McKee Bridge. By the end of 2013, MBHS had the necessary funds in hand to proceed with the restoration. When the final plans were completed, it was found that the total cost exceeded the total amount of funds that were available. MBHS and the County frantically looked for potential additional funding and found that the Oregon Transportation Enhancement Fund might provide additional funds. A successful application for a \$62,000 grant was made and MBHS was able to raise the \$6,200 in required matching funds in short order.



*Photos provided by Bob Van Heuit*

### More on the McKee Bridge

According to Bob Van Heuit, "Vehicles last drove over McKee Bridge in 1956." The bridge was built in 1917 for \$6,300, using a Howe truss design popular in railroad bridges, on land donated by "Deb" McKee. It is the fourth oldest in Oregon and at 45 feet above the water, is the highest. Its span is 120 feet from abutment to abutment, only 4 feet shorter than the state's longest covered bridge.

The massive I-beam structure seen in the above picture provided support for the structure during repairs. The ends rested on the abutments. Steel rods were suspended from the beam through the floorboards to support the bridge from below. The repairs were done by MOWAT Construction Co., one of the very few companies certified by the Oregon D.O.T. to work on wooden bridges. Construction began last October and ended in February.

There will be an official ribbon-cutting ceremony on June 13, the Society's annual McKee Bridge Day. There will be food and souvenirs available to raise money towards the next inspection. To get to the McKee Bridge, take Highway 238 to Ruch and turn south on Upper Applegate Road. After eight and a half miles, turn left at the McKee Bridge Restaurant (now closed). The covered bridge and the U.S. Forest Service picnic area are just beyond.

For more information on the McKee Bridge Historical Society, visit [www.mckeehistoricalcoveredbridge.org](http://www.mckeehistoricalcoveredbridge.org).

## More Oregon News

**Chitwood Bridge** (WG#37-21-03) Lincoln County: In late August 2014 a crane placed a 45,000 pound, 90-foot, single lane temporary bridge alongside the Chitwood Bridge to allow restoration work. In late January 2015 the Chitwood Bridge was reopened to traffic having completed its \$1.4 to \$1.5 million rehabilitation including repairs to the truss, new stringers, decking, roof, side boards and a fresh coat of red paint. The project was funded by the federal National Historic Covered Bridge Preservation Program of the National Park System and by Lincoln County. Although consideration to increase the weight limit was given, the 15 ton limit remains. Extensive structural repair – needle beams, lower chord members, approaches, frame and cedar covering – was last undertaken in 1984. The bridge, a 96-foot Howe Truss built in 1926, was listed on the National Register of Historic Places in 1979.

**Mosby Creek Bridge** (WG#37-20-27) Lane County: 2015 saw the completion and reopening of the Mosby Creek Bridge. Rehabilitation work included new decking, new glue-laminated and pressure treated needle beams, siding and portal boards, roofing, railings and a fresh coat of white paint. The bridge also has a “post-tensioning” system to help support the structure and traffic. The bridge, a 90-foot Howe Truss built in 1920, is the oldest covered bridge in Lane County.

**Larwood Bridge** (WG#37-22-06) Linn County: The completion and reopening of the Larwood Bridge occurred in December 2014. The rehabilitation work had been delayed as inspections found decay in the bottom chords of the truss which required more extensive dis-assembly and timber replacement than originally anticipated. The bridge has a 15 ton load limit. Built in 1939 to replace an old covered bridge at the same site, the bridge is 105-foot Howe Truss spanning the Crabtree Creek.

**North River Yachats Bridge** (WG#37-21-08) Lincoln County: December 2014 saw the completion and reopening of this bridge following a complete rehabilitation which included a new roof, new needle beams, floor bracing, decking, siding and guard rails. As you may recall in previous issues of the *Newsletter* there was a great deal of controversy between property owners and State and Local authorities. Apparently resolved, work proceeded on the 75 year old structure funded by federal, state and local agencies. The bridge is a 42-foot, single Howe Truss span built in 1938.

(Thanks to Bill Cockrell and Joseph Conwill. Photos by Bill Cockrell)



Chitwood Bridge



Larwood Bridge



Mosby Creek Bridge



North Fork Yachats Bridge

## **Dunbar Bridge Damaged**

Although not specifically stated as the cause, it appears that damage to another covered bridge due to drivers heeding GPS directions was reported to authorities in Putnam County, Indiana in February 2015. The Dunbar Covered Bridge (WG#14-67-07) sustained damage to one portal and some interior cross bracing. The 174-foot, 2-span, Burr Arch truss bridge, built in 1880, has been the victim of similar incidents on multiple occasions. One reader of the news article noted, "These bridges are part of our county's history. They are beautiful, nostalgic pieces that make our county unique."

(Compiled from Jared Jernagan article, Greencastle Banner-Graphic, February 20, 2015 (Indiana))

## **County Commissioners Approve Restoration Project**

Greene County commissioners in Ohio recently approved to advertise and receive bids to restore Xenia Township's Stevenson Road Covered Bridge (WG#35-29-15). The 95-foot 1877 single span Smith Truss bridge crossing Massie's Creek has been closed since 2005 when it was bypassed. Funding will come from federal funds through the National Historical Covered Bridge Preservation Program and through local county funds. County Engineer, Bob Geyer, stated that "Greene County will be preserving history" and "I think it's important to save transportation history." Restoration will be aesthetic and structural and will include removal of all rotted beams, siding, roof, and decking. Restoration of the Stevenson Road bridge follows the similar restoration of the West Engle Mill Road Bridge (WG#35-29-03) and precedes the anticipated restoration of the Ballard Road Bridge in 2017. The intent is to restore the bridge to as close to its original condition as possible. When completed, it will remain an historical display open to pedestrian traffic only. The total estimated cost is approximately \$660,000. Work is expected to begin in the spring of 2015.

(Compiled from Nathan Pilling article, Xenia Gazette, December 29, 2014 (Ohio))

## **Repair Project Set to Begin for Indiana Bridge**

A \$1 million restoration project is set to begin this spring on the Shieldstown Covered Bridge (WG#14-36-02) which spans the East Fork, White River in Brownstown Township, Indiana. Built in 1876, the 331-foot, two span Burr Arch Truss bridge has been closed to traffic since 1980. Located in rural Jackson County, work will include replacing rotted beams and roof, repairing abutments and pier as well as constructing a parking lot for visitors. In order to maintain historical integrity the project will utilize white oak, yellow pine and yellow poplar. Completion is expected in the fall of 2016.

(Compiled from article, © AP All Rights Reserved, January 12, 2015 (Indiana))

## **Cambridge City Park Landmark Gets Makeover**

Restoration work was begun in the fall of 2014 to the Armstrong Covered Bridge (WG#35-30-12) built in 1849 and moved to its present location in Cambridge City Park in 1966. Simulated dark-colored cedar shingle roof will replace a tin roof, itself an earlier replacement for the original, with side boards, cross-braces and beams being replaced as needed. No foundation work for the 76-foot single span Multiple Kingpost Truss is planned and will retain the steel braces below the bridge. The bridge, built by Abraham Armstrong, was originally constructed to cross the Salt Creek near Clio, northeast of Cambridge in Jefferson Township and was moved to Cambridge City Park for its preservation. The expected total federal, state and local cost of \$200,000 will be shared by federal, state and local agencies. Work is expected to be completed by late spring 2015.

(Compiled from Dan Davis article, The Daily Jefferson, July 20, 2014(Ohio))

## **Lehigh County Fines Driver for Overweight Load**

In December 2014, a driver of a local tanker pleaded guilty to various accounts of criminal mischief and a bridge weight violation after surrendering to police. The driver, crossed the historic Wehr's Covered Bridge (WG#38-39-02), a 138-foot, single span, Double Burr Arch Truss bridge, built in 1841, and spanning the Jordan Creek in South Whitehall Township, with a 76,360 lb. fuel tanker far exceeding the bridge's 20,000 lb. load limit. Although the driver was released on bail, he was ordered to pay restitution in the amount of \$9,250. \$1000 to cover damage to the bridge and the overweight fine of \$8,250. According to the news account, the driver was taking this alternate route as his regular route was closed for construction. Fortunately, bridge damage was minimal.

(Compiled from article, December 23, 2014, Land Line Magazine (Pennsylvania))

## **Funds Sought for Covered Bridge Restoration**

Guilford Vermont Town Officials are seeking \$550,000 to implement long-planned renovations to the Green River Covered Bridge (WG#45-13-04), a 104-foot, single span, Town Lattice Truss bridge spanning the Green River, and built in 1870. The bridge, listed on the National Register of Historic Places, re-opened last October following wing-wall and abutment work. At that time, the load limit was reduced from 8-tons to 4-tons allowing only passenger cars and light trucks to cross. Proposed renovations include a new roof, decking, and increasing the load limit to 8-tons to allow town utility trucks, brush trucks and ambulances to cross. It was noted that Guilford's larger fire trucks would still be restricted from crossing the bridge. While various options remain on the discussion table, including bypassing the bridge altogether and building a new one, or, increasing the load limit to 20-tons, the latter carrying an estimated \$20 million price tag, Selectboard Chairman Dick Clark stated that "This is the quickest, most viable option." Should the remaining funding (\$235,000) be acquired, the project could proceed as early as this summer (2015).

(Compiled from Michael Faher article, November 2014, Brattleboro Reformer (Vermont))

## **Surveillance Cameras to Protect Minnesota's Only Covered Bridge**

Zumbrota City Council is proceeding with the installation of surveillance cameras to protect the state's only covered bridge, the Zumbrota Bridge (WG#23-25-01), a 116-foot single span bridge built in 1869. The truss is a variation of the Town Lattice. The bridge has been moved several times, once in 1932, then again in 1970, and once more to its current location in 1997. The cameras will observe both the inside and outside of the structure. Cost for the equipment was approximately \$3,100 with a \$60 monthly fee for internet and backup services.

(Compiled from Tawny Michels article, November 2014, Zumbro News-Record (Minnesota))

## **Tree Removed to Protect Covered Bridge**

The New Germantown Bridge (WG#38-50-11), a 75-foot, single span, with a combination Multiple Kingpost and Queenpost Truss was built in 1891 across Sherman's Creek. A 100-foot sycamore tree had grown next to the bridge and now leaned precariously toward the structure. In an effort to reduce the possibility of damage due to the increasing level of harsh storms, the decades-old tree was removed in a five hour operation by Stumps and More of Blain in conjunction with Stitzer Crane Service's 60-ton crane. The frozen ground and cold weather allowed the crane to be driven into the field next to the bridge for the tree's removal. The weight of the tree, removed in three large pieces, was estimated at something in excess of 45,000 lbs. Officials had determined that the massive bulk of the tree could have crushed the 125 year old bridge if it had fallen.

(Compiled from Sara Landis article, January 31, 2015, Perry County Times (Pennsylvania))

*Thanks to all contributors !!*

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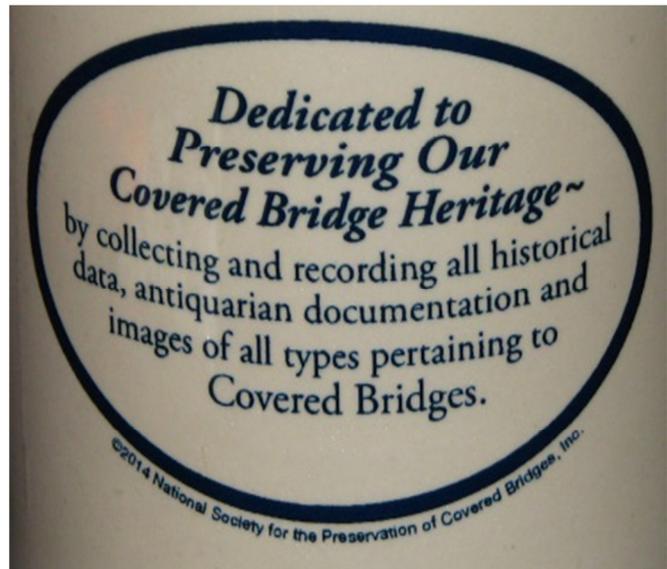
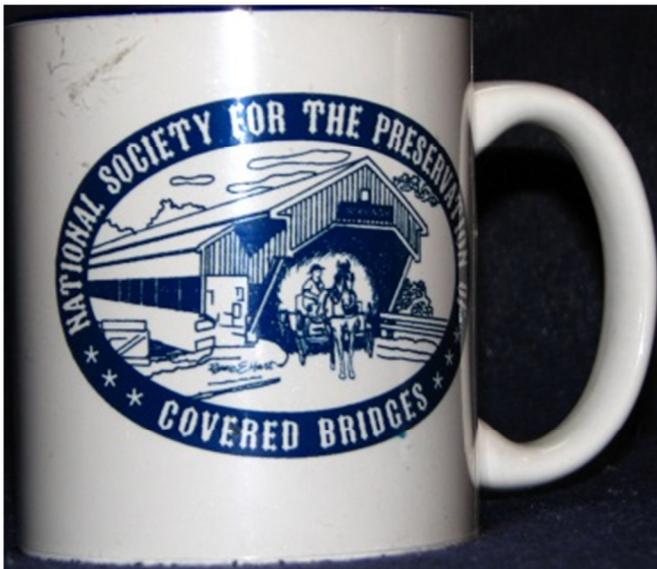
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## *The Society Bookstore ...*

### *New Item ..... Mugs, Anyone?*

Do you enjoy a hot cup of coffee or tea as you read the latest Society news in *Topics* or the Newsletter? Would you like to help support one of the Society's current ongoing restoration projects but weren't sure how? Why not do both?



The National Society for the Preservation of Covered Bridges recently commissioned Mr. Bruce E. Hart of Hart Design Studio on Cape Cod, Massachusetts to design artwork for a new Society mug. The 11 oz. two-tone ceramic mug, both dishwasher and microwave safe, features a bright white exterior with a rich royal blue interior. On the mug, also in rich royal blue, a NSPCB logo can be found on one side while an abbreviated Society mission statement is found on the other side.

Proceeds from the sale of these mugs will help support the restoration efforts for the Moose Brook Pony-Truss Bridge located in Gorham, New Hampshire. [Find additional information about this bridge in the Winter 2014/2015 issue of the Newsletter.]

Mugs are \$10.00 each (in person) or \$15.00 (\$10 + \$5 postage) each (by mail). For orders of three (3) or more – contact Bill Caswell for actual postage costs. Send mail orders to Bill Caswell, 535 Second NH Tpke, Hillsboro, NH 03244.

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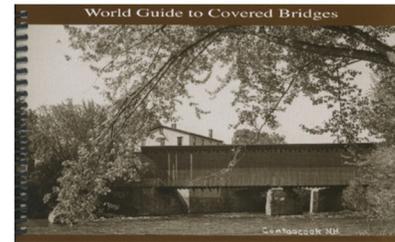
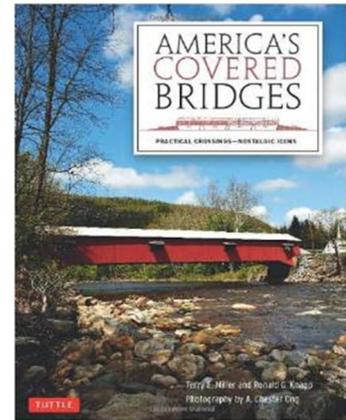
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**Covered Bridges of Vermont** by Ed Barna, 6 x 9 soft cover, 216 pages. .... Postpaid, \$17.00

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#### Books by Andrew Howard

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- C/B's of Bennington County VT, A Guide, 49 pages ..... \$6.50 plus \$2.00 postage and handling
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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](http://www.vermontbridges.com)  
 (This book isn't available from the society store).