



The Newsletter

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

Spring 2018

Bogert's Bridge

Believed to be by former NSPCB member
Lorraine E. Mitchell (1919-2010)

Pleasant it is to take the road
That winds itself from town,
Then rolls along across the fields,
And up the hills and down.

To the valley where the river
Flows calmly from the ridge,
And passes, peacefully serene,
Beneath the covered bridge.

Have you followed such a highway
With the treasure 'round the bend,
And rumbled through its shelt'ring arch –
Say not the joy will end!

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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 ...

Welcome everyone to Spring 2018!

Remember how we all worried about Y2K? It would seem we have survived the first years of the 21st century OK, but what about our covered bridges? At the height of the covered bridge era, in the mid to late 1800's, there were more than 10,000 covered bridges, both highway and railroad types, across the country. By the year 2000, that number had dwindled to a mere 828 still standing with some 511 of them listed on the National Register of Historic Places. By December 2017, some 69 covered bridges had been lost – 28 rebuilt with new materials, 16 to arson or other fires, 10 to flooding, 6 to collapse, 4 removed/replaced with non-covered structures, 4 to tornado and wind, and 1 to unknown causes. However, we also added 73 new covered bridges increasing the overall total to 832 but the number found on the National Register dropped to 481. In 2002, the National Park Service selected 50 National Register bridges for consideration to National Historic Landmark status and many are still pending. From that list of 50, 12 have already been eliminated due to structural collapse, physical relocation, or a result of extensive damage caused by arson. It is with sadness, and perhaps the most troubling, that the remaining 9 were eliminated due to extensive modifications - use of glue-laminated members, steel under-floor support beams, or, excessive removal of original historic fabric - while undergoing their "restoration" or "rehabilitation" in a less than truly historic manner. Taking a page from our late president David Wright's playbook, **historic** preservation **must** be made a top priority – not time, not money, not bullying from special interest groups, societies, consulting engineers or contractors. Where federal dollars are involved, hold those in charge to be fully accountable and insist they follow the guidelines established by the Department of the Interior's Section 106 Guidelines for Rehabilitation, not only in actual execution of the work, but in the spirit and intent for which the guidelines were originally written. Efforts must be made to seek out those technically qualified and willing to perform truly **historic** preservation work. According to a recent National Park Service report, one bridge in New England, a unique, one-of-a-kind rarity more than 100-years old, was eliminated from National Historic Landmark consideration in 2012 because the bridge had been "... extensively modified in recent years." This type of loss is detrimental to not only the covered bridge community but to historians, engineers, architects, scholars, and perhaps most of all, the public. The public has a right to see those hard-to-come-by funds utilized for not just preservation, but for the **historic** preservation, of our forefathers history and heritage. We, as the National Society for the Preservation of Covered Bridges, together with all its members, must strive to see that our bridges are treated as the historic treasures they are, to make officials aware of their historic importance, and to get involved with federal, state and local authorities whenever such rehabilitation projects are being considered. Treasure our covered bridges and help to preserve our covered bridge heritage!

Happy Bridging!

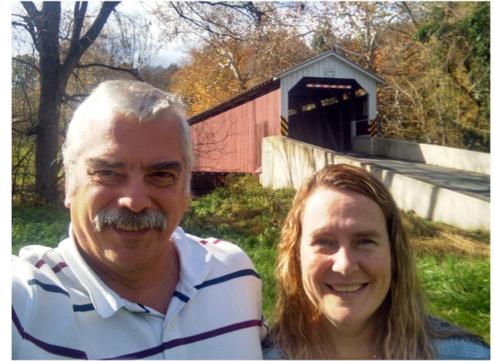
(The editor wishes to thank Bill Caswell for the statistical data provided)

Summer 2018 Newsletter Deadline ...

The next Newsletter is scheduled to be mailed in early June, therefore, anyone wishing to submit articles should send them to the Editor by **May 15, 2018**. **Please note:** it is requested that your information be typed or printed on plain white paper, including proper credit information (newspaper, magazine, or web site, etc.), and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050 or emailed to nspcb@yahoo.com. Please, remember that we always appreciate any news or comments sent in even if we can't ultimately use it. Thanks!

President's Message ...

This has been a rather tumultuous quarter which served to further demonstrate the reason we exist. Since our last issue, two historic bridges in New Brunswick have been demolished by the Department of Transportation and Infrastructure. One probably could have been saved while the other, requiring a hasty solution, did not include the opportunity of time to react and evaluate the situation. The French Village Bridge was a terrible and possibly unnecessary loss. Its demolition was prompted by a combination of poor judgement by the construction worker who seriously damaged the bridge by attempting to cross it with his overweight vehicle which crashed through the floor, the government officials who appeared to be inactive for so many months and not making any effort to repair the bridge plus the frustration of local residents who had to travel a lengthy detour for many months. In the end, the government offered to replace the bridge and the weary residents, seeing a hope that they would be able to cross at this point again, agreed.



*Baumgardners Bridge,
Lancaster County, Pennsylvania*

The Bell Bridge was an entirely different situation. Warm weather and heavy rains wreaked havoc throughout the northeastern American states and eastern Canadian provinces. Warm water flowing into frozen rivers set large volumes of ice adrift. The Bell Bridge was consequently battered by the water and ice. When the water receded, the structure was seriously damaged. This is certainly nothing new as nature has been claiming bridges for as long as people have been building them. The problem here was the response to the situation and how it was ultimately handled. There is no argument that the situation needed to be resolved quickly. The only other access for the residents of Juvenile Settlement was a rugged woods road only passable by four-wheel drive vehicles. The decision was immediate; the bridge was to be removed and a replacement constructed. Construction equipment was brought in and the bridge was quickly demolished. Residents were upset at seeing their beloved historic bridge treated so harshly and furious when they saw some of the wood being burned by the workers to stay warm while they were prohibited from taking any pieces as souvenirs.

What could we have done here? How could we have made this terrible situation a bit more bearable? While I agree that the circumstances needed to be addressed promptly, the problem is that little consideration was given to the historic significance of the structure. It doesn't appear that there was any thought of dismantling the bridge for possible reconstruction at a new location or even salvaging any timbers which could have been used to repair other covered bridges. This is where we come in. Getting the word out and expressing the importance of preserving whatever can be saved so people think about those options when faced with a situation that needs an immediate resolution. It's about changing the way people think. Making preservation a habit, not an afterthought or something that we need to be reminded of. It takes years to change a culture. We have come a long way, but much more work still needs to be done.

At the Executive Board meeting in January, we discussed ways of reaching our children so they grow up thinking about historic preservation. A committee was formed to look into this and work on ways to express our mission to the next generation of public officials and community leaders. We need the help of people who can make presentations to history classes and educators who can incorporate these ideas into their lesson plans. Is there an opportunity for you to help here? Lessons about covered bridges have been developed for school-age children, but we need people to help implement them.

Another thought for reaching children was a covered bridge coloring book. Nothing elaborate, just a few pages, which we could hand out to children at schools or public events. Do you have an artistic talent which could help us bring that idea to fruition?

If you can help with any of these undertakings, please contact me and I will put you in touch with the others.

Bill Caswell

Archives Update

The regular archives volunteers have been continuing progress on their projects: Bob & Betty Pauwels sorting through donated postcards and Michael Delage scanning slide collections of Christine Ellsworth.

Last quarter we reported that David Kimmerly of Lansdale, Pennsylvania, offered us a collection of about 750 slides taken by William Cook (1902-1999), who lived near Doylestown, Pennsylvania. Most of the pictures are from the early 1960's. Mr. Cook took the photos around 1959. He worked as a carpenter until he was in his 80s and died in the late 1990s at the age of 97. Jim Smedley has scanned the collection for the NSPCB and the Theodore Burr Covered Bridge Society of Pennsylvania archives. Bill & Jenn visited the Smedley's in December and transported the slides to the NSPCB Archives room.

On February 12th, Bill & Jenn traveled to Shelburne, Massachusetts to visit Carolyn Wheeler and pick up a collection of photo albums and books belonging to the late Alberta Dwyer, a school teacher in Shelburne. Mrs. Dwyer was a well-known expert on local covered bridges who offered presentations on the subject in the 1960's. On October 31, 1932, she married Max Dwyer who worked on what is now the Wheel-View Farm which, at the time, belonged to Stanley and Maude Reynolds, Mrs. Wheeler's grandparents. The Spring 2010 *Topics* included an article on the covered bridges of Colrain, Massachusetts, where Joseph Conwill stated that the "best history of Colrain's bridges is Alberta Dwyer's" which was published in the Winter 1965 issue of the Connecticut River Valley Covered Bridge Society's *Bulletin*. Alberta died on March 27, 1971 at the age of 67. After her death, her husband, Max, donated her photo albums and scrap books to the local historical society. Recently, the historical society determined that since the material didn't specifically pertain to Shelburne, it was offered back to Carolyn Wheeler, the present owner of the farm where the Dwyer's lived. Mrs. Wheeler, in turn, offered it to us.

Shelburne

Shelburne Historical Society
will meet Thursday at 7:30 p.m.
at the Community Room at Shelburne Falls. Mrs. Alberta Dwyer will show slides and speak on "Covered Bridges of yesterday and today" and other historical subjects. The public is welcome.

Greenfield, Massachusetts,
Recorder Gazette,
March 23, 1965, Page 11

Covered Bridge Internet Resources ...

There are many Internet resources available for covered bridge information. Links to the sites listed here and many more can be found on the NSPCB website at <http://coveredbridgesociety.org/>. Click on **Links** on the top banner of any NSPCB web page.

Covered Bridge Resources:

- Covered Spans of Yesteryear, www.lostbridges.org – Information on all known covered bridges in the United States and Canada with photographs of many of them.
- Dale Travis maintains an extensive list of existing authentic and non-truss-supported covered bridges throughout the United States and Canada – <http://www.dalejtravis.com/cblist/cblistus.htm>
- Bridgehunter.com – Information and photos of all types of bridges
- The Covered Bridge Experience, <https://www.facebook.com/groups/TheCoveredBridgeExperience/> - A Facebook page with covered bridge news and extensive collection photos of many existing covered bridges throughout the United States.

Covered Bridge Societies:

- Indiana Covered Bridge Society - <https://www.indianacrossings.net/>
- New York State Covered Bridge Society - <http://www.nycoveredbridges.org/>
- Ohio Historic Bridge Association - <http://oldohiobridges.com/ohba.htm>
- Covered Bridge Society of Oregon - <http://www.covered-bridges.org/>
- The Theodore Burr Covered Bridge Society of Pennsylvania - <http://www.tbcbpsa.com/>
- Vermont Covered Bridge Society - <http://www.vermontbridges.com/>

Membership

Welcome New Members ...

Michael Larrabee, Bridgton, Maine
Jennifer Risley, Beach Park, Illinois

Jonathan Giannini, Ambler, Pennsylvania

Final Crossings...

Johnny Esau



Johnny Esau of Marlboro, Vermont passed away on January 9, 2018 after a graceful, courageous battle with Acute Myeloid Leukemia. Johnny was born on September 4, 1950 in New York City, the son of John W. and Norma (Bonelli) Esau. In the Fall of 1975 he married his best friend, Joanne Sehnal. Johnny was a teacher at elementary schools in Marlboro and Reading, Vermont. He sang with the Blanche Moyses Chorale and later joined the Brattleboro Music Center Chorus. He was also a member of the Marlboro Fire Department.

While at the Marlboro Elementary School he coordinated the building of a covered bridge. Johnny was a regular at the Vermont Covered Bridge Society meetings until illness kept him away. He was known for his enthusiastic personality and will be greatly missed.

In honor of Johnny we share the family's wishes asking that you please give the gift of your time or your resources to a family that is caring for a loved one with Cancer. A Mass of Christian Burial took place on Saturday, January 27, 2018 at St. Anthony's Parish in White River Junction.



Phil Wentzel

We have received word that Phil Wentzel passed away in early February, shortly before his 90th birthday. Philip Martin Wentzel was born on February 22, 1928 in São Paulo, Brazil. He was the son of Roy A. and Ethel L. (Lake) Wentzel. Phil followed in his father's footsteps and worked as a civil engineer for the Maine Department of Transportation. He and his father had both been members of the Society. Roy died in 1985. Father and son were both interested in covered bridges and had provided information from their research into the DOT's historic records for Topics articles since the 1950's. A memorial service will be held in the Spring.

Updates 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 and click on the World Guide link.

Page 168, Kings County, New Brunswick, delete 55-06-05, bridge demolished after damage from oversized vehicle.

55-06-05

French Village or Hammond River #2

Page 173, Sunbury County, New Brunswick, delete 55-12-01, bridge demolished after damage from flood.

55-12-01

Bell or South Oromocto River #3

Upcoming NSPCB Meetings & Events ...

2018 Meeting Schedule

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

Sunday, March 25 at 1pm – Horace Chase Masonic Lodge, 53 N Main St, Boscawen, NH.

Saturday, April 14 at 11am – Joint meeting with the Vermont Covered Bridge Society at Quechee Public Library, 1957 Main Street, Quechee, VT 05059. Vermont State Architectural Historian Devin Colman to speak about Nichols Powers.

Sunday, June 24 at 1pm - Contoocook Railroad Depot, Main St., Contoocook, NH.

Sunday, July 22 at 1pm - Annual picnic at Beaver Meadow Village at the end of Waumbec St., Concord, NH. The cookout is at noon and the meeting at 1 pm.

Sunday, August 26 at 1pm – Hosted by Carmela Sciandra at 350 Revere Beach Blvd, Revere, MA

September 22 & 23 – Ashtabula County Tour with the New York State Covered Bridge Society. Details in a separate article.

Saturday, October 27 – Annual Meeting at the Brigham Hill Community Barn, 37 Wheeler Rd., Grafton, MA.

Other Upcoming Covered Bridge Meetings & Events ...

Sunday, March 4, 2018 – 2:00 PM, Theodore Burr Covered bridge Society of Pennsylvania, Monthly Meeting at St. Paul's Episcopal Church, Manheim, PA. Program: To be determined

Saturday, March 17, 2018 – 11:00 AM, Celebration of the restoration of the Ashokan covered bridge (WG#32-56-05) at the Ashokan Center, 477 Beaverkill Rd, Olivebridge, NY 12461. Presentation, lunch, music and visit to the bridge.

Saturday, March 17, 2018 – 3:00 PM to 5:00 PM, New Brunswick Covered Bridges Preservation Assoc. Meeting, Sobey's Community Room 138 Main Street Sussex, NB

Sunday, March 18, 2018 – Ohio Historic Bridge Assoc., Spring Meeting, Ohio History Connection Auditorium, 800 E. 17th Avenue, Columbus, OH (Exit 111 off Rt. 71). Speaker: Terry Miller: "American Trusses, Early-20th-Century Trusses, and Modern Wooden Bridges in Europe"

Sunday, April 8, 2018 – 2:00 PM, Theodore Burr Covered Bridge Society of Pennsylvania, Monthly Meeting at St. Paul's Episcopal Church, Manheim, PA. Program: To be determined

Sunday, April 8, 2018 – 11:00 AM, New York State Covered Bridge Society dinner, Spaghetti Warehouse, Syracuse, NY

Saturday, April 21, 2018 – Celebration of the restoration of the Beech Fork covered bridge, Washington County, Kentucky. Additional details are not yet available.

April 28 & 29, 2018 – Indiana Covered Bridge Society spring tour of Adams and DeKalb counties. Visit <https://www.indianacrossings.net/meeting-schedule> for more details.

Saturday, May 5, 2018 – Theodore Burr Covered Bridge Society of Pennsylvania 59th Anniversary Dinner at Dutch-Way Farm Market and Family Restaurant, Gap, Lancaster County, PA

May 12 – 20, 2018 – "See Pennsylvania's Covered Bridges" Week

June 9-10, 2018 – Theodore Burr Covered Bridge Society of Pennsylvania Safari in Preble and Greene counties of western Ohio. Visit their website for more details - <http://www.tbcbspa.com/>.

Sunday, June 10, 2018 – 11:00 AM, New York State Covered Bridge Society meeting, Newfield Fire Department, Newfield, NY

Sunday, July 1, 2018 – Theodore Burr Covered Bridge Society of Pennsylvania Annual Picnic at the historic Poole Forge & Covered Bridge Park. Gather at 12 noon, picnic lunch and meeting shortly thereafter. Everyone bring a dish to share with 8 to 10 people.

Sunday, July 28 & 29, 2018 – Indiana Covered Bridge Society summer tour of Montgomery and northern Parke counties. Visit <https://www.indianacrossings.net/meeting-schedule> for more details.

Bell Bridge (1931 - 2018)

Warm weather and heavy rain on January 13th caused significant snow melt and flooding throughout the northeastern American states and eastern Canada. The rising water broke up the ice on frozen rivers which flowed downstream causing ice jams and backing up the rivers. This article was compiled from various articles published by CTV Atlantic, CBC Radio-Canada, and, The Canadian Press.

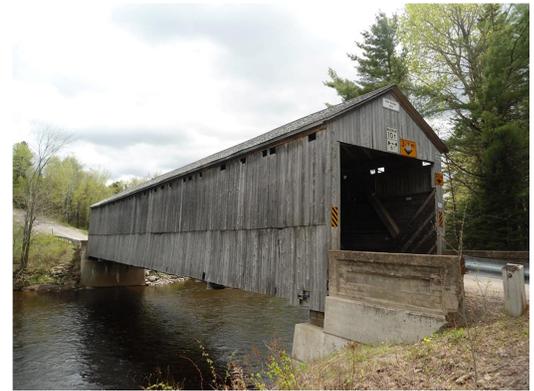
The Bell Bridge, formally known as South Oromocto River #3, fell victim to the ice and water. The 126 foot-long (39 meters) Howe truss bridge was believed to have been built in 1931 although 1930 and 1932 dates have also been reported. Pictures taken early in the afternoon showed water and ice inside the bridge. Photos posted to the “Covered Bridges New Brunswick” Facebook page after the water receded show the bridge still standing, but battered with chunks of ice inside the bridge. DOT engineers visited the site on Monday, January 15 and promptly condemned the structure. Bill Fraser, Minister of Transportation, announced that the bridge will be quickly replaced.

Within two days, excavators arrived on the scene and construction crews began tearing the 87-year old bridge apart. They were assisted by workers with chainsaws as residents, historians and craftsman watched, devastated by the government’s speed to dismantle the historic structure. Local resident Debbie McCann had been trying to save a portion of the bridge for the local historical society and said, “By saving the entrance and the exit and a portion in between, tear it apart, put it on the local historical site where there are a number of other historical structures located, with signs and everything still on it. But unfortunately, we are too late.” In an email, the Department of Transportation and Infrastructure (DTI) assured them that “Everything will be salvaged from the site. Once parts have been removed, staff will determine what, if anything, can be rescued.” During demolition, construction workers burned the wood in barrels to stay warm further angering community residents. DTI later apologized to the community adding that the burning of such materials will be discouraged in the future.

The DTI saved a variety of items from the bridge including signs and some wood which will be stored at one of their depots until the Department of Tourism Heritage and Culture can determine a suitable way to commemorate the bridge. A local craftsman who repurposes wood said, there are stories in vintage wood – history, of the hundreds of names carved into the wood over the life of the now-destroyed bridge. “If it’s at all possible, it shouldn’t be tossed” said Tim Cressman, owner of Elwood’s Wood Lab in Saint John.

Since the only other access to the community of Juvenile Settlement was a rugged woods road, the provincial government contracted the owner of a large pickup truck to shuttle stranded residents over the detour which was more than an hour long. DTI brought in crews from other parts of the province to restore access to the community. Minister Fraser noted that they had a steel structure available for the site so they did not have to wait to order one. The temporary bridge was opened to traffic on February 7th.

New Brunswick had about 340 covered bridges in the early 1940’s, today that number is only 58.



Clarence Ball Photo



Lora Howe Photo After Water Receded



Clarence Ball Photo After Demolition



Shane Fowler Photo of New Temporary Bridge

Additional Photos of the Former Bell Bridge



Left to Right: Josh Worden Photo During Flooding, and Nick-Moore (CTV Atlantic) Photo of Demolition

January Executive Board Meeting

During this meeting, we primarily concentrated on reviewing numerous projects which have been suggested over the past year to choose ones to focus on. The projects we will focus on during 2018 are:

- Assist the Rollinsford (NH) Historical Society in their efforts to save the Rollins Farm pony truss bridge (WG #29-09-P01) - Details on this are included in a separate article.
- Establish “Work Days” to remove brush, leaves & debris from inside and around selected bridges.
- Assist the New York State Covered Bridge Society with an exhibit in Glimmerglass State Park, the site of the Hyde Hall Covered Bridge. Trish Kane and Donna Freeland will meet with Hyde Hall administration for more details on what they would like to have and evaluate the space available.
- Covered bridge phone app - Details on this are included in a separate article.
- Working with children to teach them about covered bridges and the importance of preserving them. Items related to this included:
 - A children’s book about Covered Bridges
 - Covered bridge coloring book – nothing elaborate, just a few pages which could be handed out to kids at events and to school groups.
 - Talks at elementary schools –Visit schools to speak about local bridge history or possibly arrange a field trip to a covered bridge.



Wertz's Red Bridge Celebrates 150th Birthday

by Fred J. Moll

On October 1, 2017 a birthday party was given for Wertz's Red Bridge during the annual Berks County Heritage Festival held just outside of Reading, Berks County, PA. It was the 150th anniversary of the existence of the bridge. Happy Birthday was sung to the bridge and a cake with a photograph of the bridge on top of it was enjoyed by all.

On December 14, 2017 state representative Barry J. Jozwiak read and presented a citation from the House of Representatives marking the event to Cathy L. Wegener, recreational and cultural program manager of the Heritage Center. The Heritage Center includes the Gruber Wagon Works, the Union Canal Museum, Melcher's Mill, the Deppen Cemetery, Wertz's Red Bridge, an old farm house, a gift shop and food area, and the Red Bridge picnic area. Wertz's Red Bridge is the longest single-span covered bridge in Pennsylvania.



Covered Bridge Phone App

A number of meetings have included discussion of a covered bridge phone app. The main purpose of the app would be to help find covered bridges and learn something about them while helping promote our organization.

Some of the essential features could include:

- Ability to identify covered bridges near the person's present position on both a map and list.
- Ability to search a specific area for bridges in that area and provide search results in both list and map form.
- Ability to search for bridges by name or other basic criteria (river name, truss type, etc.)
- When selecting a bridge from the map or list, the app should display basic information about the structure (river crossed, truss type, length, construction date...) and a photo
- Ability to provide driving directions to a selected bridge from the user's location (tie into google Maps or other similar app?)
- A help screen with basic bridge terminology and information about our organization including membership info.
- Once at the bridge, be able to insert comments about the visit.

Some of the less essential features could be

- Ability for the user to replace the stock photo with one of their own
- Track which bridges they have visited and be able to provide them with a list
- When a bridge appears in a search, somehow identify whether or not they have visited it before.
- If they have visited the bridge before, be able to provide the date of their last visit and any comments they inserted.
- Ability to share their visit to Facebook, Instagram, etc.
- Ability to create a "wish list" of bridges to be visited on a future trip.

If you have experience in phone application development (Android, iOS or both) and would like to help, please contact Bill Caswell. Contact information is shown on page 2.

Is it Shenck's, Shenk's, Schenk's or Schenck's?

by Bill Caswell

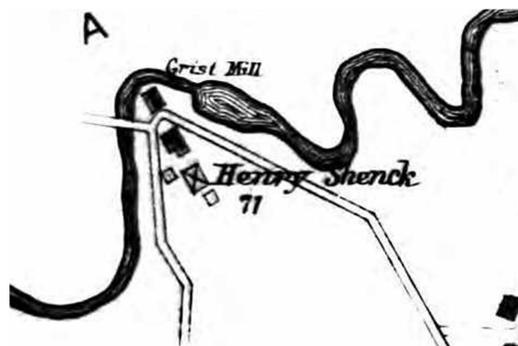
The Shenck's Mill Bridge (WG #38-36-30) in Lancaster County, Pennsylvania has been in the news in recent months after multiple incidents of damage caused by oversized vehicles. Those articles referred to it as the Schenk's Mill Bridge. This has raised the question of how to correctly spell the name. A search of the Internet offers at least four choices: Shenck's, Shenk's, Schenk's or Schenck's

The 2009 *World Guide* lists it as Shenck's Mill Bridge, but earlier *World Guide's* recorded it as Shenk's. The current listing was probably changed due to the proximity of Shenck Road, just east of the bridge.

The 1860 census of East Hempfield Twp. has a Henry Shenck, a miller, age 41, with wife Mary and some children. An 1899 tax map of East Hempfield Twp. shows the Shenck Grist Mill at the east side of the bridge. Another source we found, the 1903 *Biographical Annals of Lancaster County, Pennsylvania*, mentioned the "Shenk" Mill in one of its biographies.

Henry Shenck, the miller, and his wife Mary are buried in the Landisville Mennonite Cemetery. While those who have done genealogical research will agree that census records and other early documents are notorious for misspelling names, I found various vital records for Henry's children and grandchildren which consistently record the family name as Shenck even though searches through 1850 & 1860 census records, gravestones and an 1857 Lancaster city directory indicate that the majority of others in Lancaster County at the time the bridge was built spelled the name without any c's.

I have not yet found any information on Henry's parents to see if he was the first one to use this spelling.



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amazonsmile

Do you shop at Amazon? Have you heard of Amazon Smile? It is a program where Amazon contributes 0.5% of your purchases to a non-profit organization. There is no cost to you. In February, we received a donation of \$20.60. That may not sound like much, but every little bit helps. Having more people participate will increase the funds we have available to contribute towards fire retardant and other worthwhile preservation projects.

For more details, go to <http://tinyurl.com/nspcb-amazon>. If that doesn't work, try the original link - <https://smile.amazon.com/ch/04-6060691>

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.

NSPCB and NYSCBS Ashtabula County, Ohio Tour

Saturday and Sunday, September 22 & 23, 2018

Planning for the 2018 covered bridge tour is well underway. This year’s trip to Ashtabula County will be a joint adventure with the New York State Covered Bridge Society and is destined to be another memorable outing. We are grateful to our friends and members at Smolen Engineering for volunteering to organize the weekend.



Root Road Bridge (1868)



Doyle Road Bridge (1883)

Although many of the details are still being worked out, in addition to visiting the county’s covered bridges, they are looking to include a visit to the Olin Covered Bridge Museum (possible lunch stop), a boxed dinner at one of the historic covered bridges with a speaker, a visit with the county engineer and a special breakfast on one of the mornings. We will be using a charter bus with tour guide Betty Morrison, former director of Ashtabula County’s Covered Bridge Festival.



Benetka Road Bridge (c1900)



Middle Road Bridge (1868)

The base of operations: Ramada Austinburg/Ashtabula,

1860 Ashtabula-Austinburg Rd, Austinburg, Ohio. The group rate is \$89.99 per night which comes to \$105.96 after taxes. To make a reservation, call the hotel directly at 440-275-2711. Wait for the menu options to finish and a hotel clerk answers. Mention that you are with the covered bridge society to get the group rate.

Ashtabula County Bridges: The tour routes have not yet been established. Here is a list of the county’s bridges which could be on the tour (with construction dates):

Benetka Road.....(c1900)	Middle Road..... (1868)	Root Road..... (1868)
Caine Road..... (1986)	Mullen or Doyle Road.. (1876)	Smolen - Gulf..... (2008)
Creek Road(1880)	Netcher Road..... (1999)	South Denmark Road ... (1868)
Giddings Road(1995)	Olins or Dewey Road ... (1873)	State Road..... (1983)
Graham Road.....(1867)	Riverdale Road..... (1874)	Windsor Mills..... (1867)
Harpersfield(1868)	Riverview (2016)	West Liberty (2011)
Mechanicsville.....(1867)		

To be added to the mailing list for future updates, contact Bill Caswell at nspcb@yahoo.com or leave a message at 603-478-1484 or mail a note to 535 Second NH Tpke., Hillsboro, NH 03244.

Photos by Steve Wolfhope, and Bill & Jenn Caswell.



Harpersfield Bridge

Rollins Farm Bridge

We were recently contacted by the Rollinsford (NH) Historical Society which has concerns about the Rollins Farm pony truss bridge (WG #29-09-P1) in Rollinsford, New Hampshire. The first bridge at this location was built by the Boston & Maine Railroad to avoid a potentially dangerous at-grade crossing when the line was constructed around 1842. It was lengthened in 1891 to accommodate the addition of a second track. According to the 1995 National Register application, construction of the present bridge was begun on November 11, 1929. The new three truss bridge, made use of creosote-treated timber, except for the floor planks and truss box sheathing. The job was completed on December 16, for an estimated cost of \$1376.



Richard E. Roy Collection, NSPCB Archives



The Rollins Farm Bridge is eligible for the National Register under Criterion C for significance in engineering. It retains integrity of location, design, setting, materials, workmanship, feeling, and association for its date of last construction, 1929. A modified Howe type, it is believed to be the sole overhead boxed pony truss bridge in the United States. The National Register application was prepared by the Rollinsford Historical Society. Although the bridge is eligible for inclusion in the National Register, the railroad's objection has kept it off the list.

After being contacted for advice and support by Chris Benedetto, chairman of the historical committee in Rollinsford, Will Truax visited the site on January 14, 2018 to evaluate the current condition of the structure. Will reported his findings at the Executive Board Meeting on January 21st. According to his report:

Despite the state of neglect and the vandalism it has suffered the superstructure of this Wooden Pony Truss Bridge is seemingly in no immediate danger of failure being that most all of the structural elements in the trusswork are heavily treated with Coal Tar Creosote. While there is no question that the three trusses are suffering degradation for lack of the now missing Weather-Boarding, this is wrought more of the intense day long sun it now endures which seems to be resulting in migration of the coal tars to the surfaces facing the sun. The intensity of the sun is also exacerbating the surface checking. Checks that are now catching water like never intended and is a growing danger as much for the freeze thaw cycle it introduces to the wood, as it is for the potential fungal bloom it may someday foster.



The flooring is an advanced state of failure and is at a point where it is almost unsafe for foot traffic. It is beginning to fall away in sections and this will draw the attention of the Railroad which will come to see this as a nuisance to the tracks below. And as more and more falls away, with the attention this demands of the railroad they will likely see the growing holes in the floor as a growing liability issue. This might well result in their coming to see the bridge itself as a liability issue and has the potential to convince them that removal is in their best interest.



Will continued by mentioning that the overgrown status of the former road would make access to the site by fire or police vehicles very difficult. Since the bridge appears to be structurally sound, he recommended that the floor and cladding be replaced to protect the truss elements and fire retardant applied to them to provide additional protection from vandals.

He further recommended that Clement Road Extension be improved to allow access by the Fire and Police Departments and by people interested in this last of its kind structure. Removable bollards should be installed to deter access by vehicles other than emergency responders.

Any attempt to save this bridge will face a number of challenges.

- The bridge's owner, currently believed to be Pan Am Railways, would have to agree to any work on the structure. We also have to consider the possibility that raising awareness of the needs of this site could cause them to demolish the bridge and replace it with a new prefabricated structure.
- Current owners of the land around the bridge would need to allow use of the property for passage to and from the structure, plus staging area for the work.
- Money for the project would need to be raised.

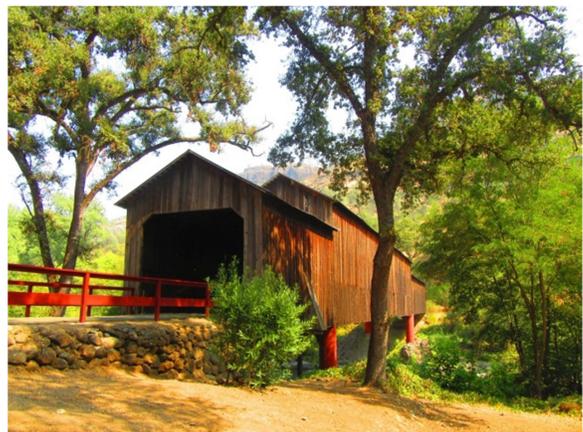
We have notified the Rollinsford Historical Society that we are interested in helping them with this project where we can.

Covered Bridge News ...

California :

Honey Run Bridge, Butte County - 05-04-01

In 1940, a historical marker located at the bridge and placed by the Native Daughters of the Golden West dates the bridge to 1894. However, research completed in 2017 by the Butte County newspapers together with county road and engineering and other public records show the Honey Run Covered Bridge was actually built in 1886 and opened to the public in January 1887. Originally an uncovered structure, it was covered in 1901 to protect the structure and flooring. No county records support the 1894 date but it is believed that the date originated from a series of stories of a bridge collapse due to flooding. A new monument was donated by the Native Daughters of the Golden West, the Honey Run Covered Bridge Association, John Rudderow and Paradise E. Vitus Clampus. The old monument will be displayed at the Colman Memorial Museum in Centerville at a later date. (News from Enterprise-Record August, 20, 2017. Jenn Caswell Photo)



California (continued):

Bridgeport Bridge, Nevada County - 05-29-01

Despite revised estimates that have increased the cost for the renovation of the historic Bridgeport Covered Bridge from \$1.3 million to \$3.9 million, the Save Our Bridge Committee remains committed to see the project through to completion. Built in 1862, this 233 foot, single span is North America's longest single span covered bridge. Engineering and architectural plans are in the final stages of preparation.



Work may begin as early as August 2018, more than seven and a half years after it was closed to the public. However, there is serious concern that the project will give us a replica of the beloved 155-year-old structure.

According to a press release from the county CEO's office, "reconstruction will include raising the bridge 18 inches to allow for higher river levels, and hidden new structural elements to ensure the future integrity of the bridge." The project also includes replacement of some of the existing interior support structures, roof, wall and other failing structural elements — in other words, a substantial portion of the bridge. The bridge will retain its historic appearance

because the contractor on the job will have to follow the Secretary of the Interior's historic replacement standards, creating a structure that looks like the existing one.

August may also be an optimistic start date. Before construction can begin, approvals are required from the Office of Historic Preservation and the Federal Highway Administration, and a qualified contractor will have to be selected, who will then have 12 months to finish the job.

The Union.com website January 28, 2018. Photo by Bill & Jenn Caswell.

Georgia :

Concord Road Bridge, Cobb County - 10-33-02

Work on the Concord Road Bridge is complete and it was opened to traffic on December 15th. Suncoast Restoration and Waterproofing of Norcross, Georgia, was contracted for the project which included the addition of four internal steel frames to stiffen the bridge. These frames, painted to match the interior

wood, will help stabilize the bridge and better protect it from future vehicle damage. After being contacted by NSPCB president, Bill Caswell, Cobb County modified the contract for the project to include application of fire retardant to the structure. (Information and photos provided by Abram Duke, Regional Manager for Suncoast.)



Since it re-opened to traffic, the bridge and the steel "headache bars" intended to protect it have been struck twice by oversized vehicles. The latest collision occurred on January 26th, three days after the Cobb County Commission voted to pay for enhanced warning signs. One of the new signs is intended to use radar to measure the height of oncoming vehicles, and to issue warnings to those that are too tall. The \$1,500 repair bill will be charged to the trucking company responsible for the collision. (Atlanta Journal Constitution, January 26 and February 6, 2018.)

Indiana :

Shieldstown Bridge, Jackson County - 14-36-02

After a delay of a year and a half, work on the Shieldstown Bridge is moving along quickly. By the end of December the structural work was mostly complete and new siding was being added. The project is expected to be complete by the time this issue is published. Dan Collom of Square and Level Construction was hired to do the timber framing work. (Information and photo from Andy Rebman, December 21, 2017)



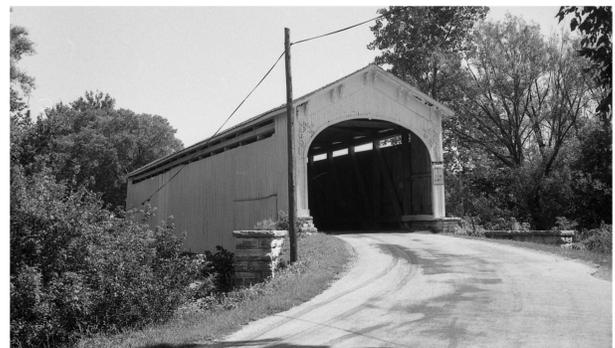
Metamora Aqueduct, Metamora - 14-24-11

Work on the Duck Creek Aqueduct began in late January. Details of the project are not yet known although a number of photos of the reconstruction (including the ones shown here) have been posted on the Whitewater Canal State Historic Site Facebook page. They show workers jacking up the bridge and removing the floor.



Cedar Ford Bridge, Monroe County (formerly in Shelby County) - 14-73-01

In the Winter 2016/2017 Newsletter, we reported that parts from the dismantled 1885 Cedar Ford Bridge are to be rebuilt in Monroe County. On January 6th, Bloomington's Herald Times noted that the project will begin in the spring. The bridge will cross Beanblossom Creek in northern Monroe County. The parts have been in storage since county officials acquired them from Shelby County in 1975. The \$1.6 million project will use as much of the historic trusses as possible with a new roof and siding. Because of deterioration during storage only about 10% of the wood from the original bridge can be used. (Compiled from various news articles).



*Cedar Ford Bridge at its Original Location.
Richard Sanders Allen Collection, NSPCB Archives*

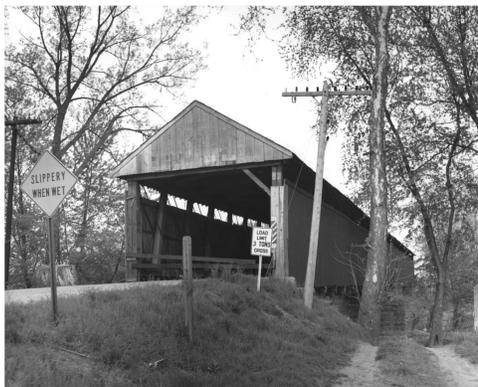
Indiana (continued):

Mansfield Bridge, Parke County - 14-61-20

According to the Parke County Sheriff's Office, a large limb went through the roof at the Mansfield Bridge on December 13th. The bridge was closed until the damage could be inspected. (Photos by Andy Rebman, December 21, 2017)



Bell Ford Bridge, in Storage in Greene County - 14-36-03



At least part of the 1869 Bell Ford Bridge could find a new home at the Jackson County Fairgrounds in the near future. The east span of the bridge has been in storage since it collapsed in early January 2006. The west span of the bridge had collapsed during a winter storm in February 1999. John Schafstall, a member of the Jackson County Fair board, had approached county commissioners about the possibility of rebuilding 80 or 90 feet of the bridge at the fairgrounds east of Brownstown. He said he's just exploring the feasibility of such a project and that no site at the fairgrounds has been selected. The bridge, listed on the National Register of Historic Places in 2005, is in storage in Greene County, where it was taken for possible restoration by Jim Barker of Bloomington. Barker is an engineer who specializes in restoring historic

structures, especially covered bridges. Seymour Tribune, February 13, 2018. NSPCB Archives Photo.

Iowa :

Cedar Bridge, Madison County - 15-61-03#2



On December 19th, the Iowa Department of Cultural Affairs announced that the Madison County Chamber of Commerce would receive \$275,770 towards rebuilding the Cedar Bridge in Winterset, which was a victim of arson on April 15, 2017. The total project is expected to cost \$597,076. The grant is part of the department's Iowa Great Places program. The original structure was built in 1883 and burned down in 2002. Investigators determined the fire to be arson, but no arrests were made. The 2004 replica of the 130-foot bridge cost \$772,824.

On December 4, 2017, Alivia Bergmann, 19, admitted in court that she took part in the arson, along with Alex Hoff and Joel Davis. She pleaded guilty to second-degree arson and will testify against Hoff and Davis plus pay restitution for the damages. Joel Davis, 18, of Norwalk pleaded guilty to second-degree arson on February 5, 2018. Alexander Hoff, 17, of West Des Moines was originally charged with first-degree arson, but the charge was changed to second-degree arson and criminal mischief. His trial has been moved to Pottawattamie County on March 27th. (Des Moines Register, December 5 and 19, 2017 and February 5, 2018. KCCI-TV Photo)

Kentucky:

Beech Fork Bridge, Washington County - 17-115-01

The two-year long restoration of the Beech Fork Bridge by Arnold Grāton Associates was completed on Christmas Day. To maintain as much historic material as possible and meet the increased weight limit required by the Commonwealth, additional wood was secured to the 150 year old floor joists and wooden corbels were added to the top of the arch timbers. Repairs were made to the ends of the arches and flood damaged abutments were repaired. At some point, the original decking was supplemented by a second layer. When the top layer was removed, the ancient floorboards were still in excellent condition and reused. They show some wear from wagon and early motorized vehicle traffic. The fire retardant was applied along with new siding and new metal roof.



*Bill & Jenn Caswell Photo
December 10, 2017*



*Arnold Grāton Associates Photo
December 21, 2017*



*One of the corbels added to strengthen the arch.
Bill & Jenn Caswell Photo*

Dover Bridge, Mason County - 17-81-01

Heavy rainfall during the night of July 22-23, 2017 caused significant damage throughout Mason County. During the flooding, the steel beams supporting the Dover Covered Bridge, each weighing 12,000 pounds, were washed away. The bridge was shifted about two feet and left in a precarious position on its damaged abutments. It appears that the truss has twisted and there is likely some damage to truss joints. During the second week of February, Arnold Grāton Associates started work to stabilize the bridge. The project will not return the covered bridge back to its original condition, but will stabilize it until a long-term restoration plan can be developed. (News from Arnold Grāton Associates.)



*Arnold Grāton Associates Photo
February 2018*

Grange City Bridge, Fleming County - 17-35-05

State and county officials met at the Grange City bridge on February 1



to discuss strategies to help save and preserve it. The Kentucky Department of Parks owns all covered bridges which are not open to traffic. There is \$1.2 million in federal funding earmarked for the bridge in the Kentucky Department of Transportation's six-year-road plan. The plan is complicated by the fact that the DOT doesn't technically own the bridge and the parks department doesn't have any funding for it. The federal funds require a 20% state match before being released, and no one knows where the extra money will come from. The DOT District Engineer stated that the bridge isn't in imminent danger while others pointed out that the pronounced sag and crumbling abutment make failure a serious concern. News from the Flemingsburg Gazette, February 14, 2018. Photo by Bill & Jenn Caswell.

Michigan:

Whites Bridge, Ionia County - 22-34-01

On December 15th, the Rebuild Whites Bridge group released the following statement: “We are approaching the end of the year feeling pretty good. We should have sufficient funds to build the replica. Paul Spitzley, Ionia County Highway Engineer, has submitted the revised plans, specifications and estimate to MDOT. We are just waiting for the folks at MDOT to tell us what bid letting the project will be in.”



Langley Bridge, St. Joseph County - 22-75-01

Chris Minger, St. Joseph County Road Commission Manager emphatically stated in a recent interview, “The decision is to keep it – no ifs, ands or buts.” At their December meeting, the Road Commission continued discussion of the future of the Langley Bridge. Minger said inspectors are compiling reports and the road commission did not yet have that information. Public hearings on the topic are expected. (WKLM Radio, December 22, 2017. Photo by Jenn Caswell.)

New York:

Blenheim Bridge, Schoharie County - 32-48-01#2

3G Construction of New Hampshire is assembling the bridge on dry land and will move it – whole – into position over the creek. Economy Paving Company, Inc. of New York is the general contractor who is handling the road and abutment work. The trusses were raised in mid-November. (Wayne & Karen Marshfield Photo, December 23, 2017).



Ohio:

Parker Bridge -35-88-03#2 and Swartz Bridge -35-88-05, Wyandot County

Righter Company of Columbus, Ohio, continues work on Wyandot County’s two covered bridges, the Parker Bridge built in 1992 (below) and the Swartz Bridge built in 1880 (right). The \$1.2 million project is still on track to be completed in the spring. The rehabilitation of each bridge will include work on the wood trusses, replacement of damaged pieces, installation of new siding, new roofs and new floors. The Swartz Bridge will also receive a new foundation. Update and photos provided by Brad Nadolson of The Righter Company.



Swartz Bridge (top) and Parker Bridge (bottom)



Parker Bridge, January 17, 2018

Ohio (continued):

Eldean Bridge, Miami County - 35-55-01

Miami County commissioners approved a contract for design services for surveillance systems at the county jail, incarceration facility, engineer's office and county garage, and the Eldean Covered Bridge. The proposal from Heapy Engineering listed a cost of \$29,700 for the entire project. (Piqua Daily Call, December 21, 2017. Bill Caswell Photo.)



Ohio Covered Bridge Week

State Representative John Patterson, D-Jefferson, recently introduced legislation to designate the second week of October as "Ohio Covered Bridge Week." This designation would coincide with the Ashtabula Covered Bridge Festival, celebrated in Jefferson during the same week. Ohio Covered Bridge Week would recognize the importance of our state's historic covered bridges and raise awareness for the need to ensure their preservation," he said in a prepared statement. "These bridges represent more than a century and a half of Ohio history—a history worth preserving and protecting for future generations to enjoy." The bill is awaiting committee assignment in the Ohio House, where it will receive its initial hearings. (Ashtabula Star-Bacon, January 30, 2018)

Pennsylvania:

Loux Bridge, Bucks County - 38-09-11

On August 1, 2017, an oversized vehicle traveled through the Loux Bridge causing significant damage to the roof system and tearing off one of the portals. Lancaster County Timber Frames of York, Pennsylvania has completed the repairs and the bridge has reopened. (Photo by Bob & Anita Ford, November 16, 2017.)



Little Gap Bridge, Carbon County - 38-13-02



On October 30, 2017, the headache bar at the Little Gap Bridge was severely damaged when it was hit at a speed in excess of 50 mph causing the steel bar to spin around, break the chains and two out of three brackets, according to officials. Damage to the bar, which weighs several hundred pounds, is estimated at \$1,000. The 92 foot-long, single span Burr Arch Truss was built over Aquashicola Creek in 1850. The steel height restrictive headache bars were installed to prevent over-height vehicles from going through the bridge and destroying structural members. This was the second incident in 18 months. Officials are seeking the public's help to locate the person, or persons, responsible.

(Times News, Tronline.com, November 3, 2017. Photo by Bill Caswell.)

Geiger's Bridge, Lehigh County - 38-39-05

The Lehigh Valley Transportation Study has awarded \$325,000 to Lehigh County to repair and restore Geiger's Bridge. The bridge was built in 1860 in the North Whitehall Township section of the Trexler Nature Preserve. County officials said gaps in the bridge's floor make it dangerous for vehicles and hikers. The county requested \$400,000 for the project, which will cost \$1.95 million. (The Morning Call, December 19, 2017. Jenn Caswell Photo.)



Pennsylvania (continued):

Eshleman's Mill Bridge, Lancaster County - 38-36-20#2

Two people were taken to a hospital after a crash just after 9 p.m. on December 20th involving two vehicles inside Eshleman's Mill bridge in Paradise Township. Andrzej Baruk, 65, of Lititz, failed to yield for an oncoming SUV driven by John W. Robinson, 81, of Paradise. Baruk's car overturned, went over the top of Robinson's SUV and hit one of the bridge's roof beams. Baruk was cited for failing to drive at a safe speed. The bridge did not sustain any major structural damage but will be inspected by county officials. A contractor will evaluate the bridge and give a quote to repair it. Although the damage is minor, some damaged timbers will likely need to be replaced. (Lancaster Online, December 20, 2017 and PennLive, January 10, 2018. Bill Caswell Photo.)



Shenck's Mill Bridge, Lancaster County - 38-36-30

The Shenck's Mill Bridge was closed for the third time in five months after being damaged by another oversized truck. On New Year's Eve, an Arizona man driving an 18-wheel tractor-trailer got stuck inside the bridge. The roadway approaching the bridge is clearly posted with four ton and 10'-6" restrictions. It was open again shortly afterwards. Note that the name is often spelled Schenk's. See the article discussing the bridge's name. (Photo by Bill & Jenn Caswell.)

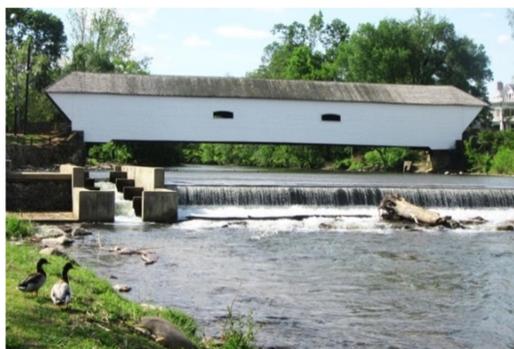
Keefer's Mill Bridge, Montour County - 38-47-03

On December 12th, WNEP-TV reported that vandals had attacked the Keefer Mill Bridge – a 75 foot single span Burr Arch Truss bridge across the Chillisquaque Creek that was built in 1853 - causing hundreds of dollars in damage. The wooden 7'-0" height clearance bars at the portals and one of the square portal facades were damaged. Some repairs have been made, but the remaining work is expected to be completed in the spring. (Bill Caswell photo)



Tennessee:

Elizabethton Bridge, Elizabethton- 42-10-01



The Covered Bridge in downtown Elizabethton has stood for 135 years, but late last year it was determined the bridge was leaning a bit toward the upstream. City Manager Jerome Kitchens said the city was alerted to the problem by a citizen who lives close to the bridge. The city hired the Mattern and Craig engineering firm to confirm the bridge was safe and no emergency action was required. If repairs are needed, Mattern and Craig's report will contain an action plan for short and long-term repair and maintenance tasks. The report will also provide a baseline for future repairs and maintenance. Mattern and Craig's inspectors would be assisted by a historic timber structure contractor from Timber Works of Interest. The cost of the study would be \$25,200. The city's Engineering Department would fund \$7,000 of the amount, with the rest coming from the General Fund balance. (Johnson City Press, February 6, 2018.)

The Covered Bridge in downtown Elizabethton has stood for 135 years, but late last year it was determined the bridge was leaning a bit toward the upstream. City Manager Jerome Kitchens said the city was alerted to the problem by a citizen who lives close to the bridge. The city hired the Mattern and Craig engineering firm to confirm the bridge was safe and no emergency action was required. If repairs are needed, Mattern and Craig's report will contain an action plan for short and long-term repair and maintenance tasks. The report will also provide a baseline for future repairs and maintenance. Mattern and Craig's inspectors would be assisted by a historic timber structure contractor from Timber Works of Interest. The cost of the study

Vermont:

East Fairfield Bridge, Franklin County- 45-06-03

On December 14, a Ford F-350 driven by Michael Bevins got stuck while attempting to cross the covered bridge at East Fairfield. The road was closed temporarily so the truck could be removed. Damage to the 1865 bridge was limited to a few exterior boards and it is still open to traffic. The town is getting an estimate for repairs.



Silk Road Bridge, Bennington- 45-02-04

On January 22nd, the Bennington Select Board was expected to approve the highway fund budget for fiscal year 2019. That budget includes \$50,000 to set aside for repairs to the town's covered bridges as needed. They are already planning to replace the roof on the Silk Road Bridge. (Bennington Banner, January 19, 2018. Bill Caswell Photo.)



West Virginia:

Carrollton Bridge, Barbour County - 48-01-02

After being partially burned by an arsonist on August 10, 2017 the Carrollton covered bridge was reopened to traffic on September 14. The 1856 covered bridge's concrete deck was repaved so it could carry traffic again. State transportation officials are presently preparing plans to reconstruct the bridge. According to Ahmed Mongi of the West Virginia Department of Transportation, they intend to reuse any timbers which can be recycled. Mr. Mongi provided these photos showing the damage.



New Brunswick :

Hartland Bridge, Carleton County - 55-02-07

On January 10, 2018, Radio-Canada reported that the province of New Brunswick announced a \$670 million investment towards a number of major bridge projects over the next five years.



One of the bridges on the list was the covered bridge at Hartland, the longest covered bridge in the world. No details of the project were mentioned. Photo by Bill & Jenn Caswell

New Brunswick (continued) :

McGuire Bridge, Charlotte County - 55-03-05

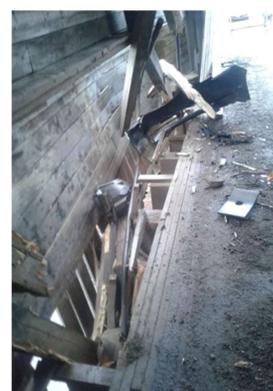


The McGuire Bridge was closed unexpectedly in the fall of 2017. Initial concerns were that the bridge could meet the same fate as the recently demolished Hammond River Bridge. This was fueled by the lack of response from the Department of Transportation regarding the reason for the closure. A group called the Friends of McGuire Covered Bridge has formed to campaign for it to be repaired and reopened to traffic. We have not received any updates on the status of this bridge this quarter nor have there been any updates posted to the group's Facebook page. (Photo by Bill & Jenn Caswell).

Plumsweep Bridge, Kings County - 55-06-18



The New Brunswick Department of Transportation is investigating damage to the Plumsweep Bridge after a car ran into the side of it on January 12th. The 78 foot-long structure was built over the Kennebecasis River in 1910. "Crews are on the scene assessing damage so we can determine the repairs needed. Once that determination is made, we will be better able to estimate when it will reopen," wrote Jeremy Trevors, a spokesperson with the DOT, in an email to Canada's Global News. Residents of the surrounding area fear that if this bridge can't be repaired, it may be torn down just like other bridges across the province. (Photos by Clarence Ball.)



Québec:

Cowansville Bridge, MRC de Brome-Missisquoi - 61-45-02



On December 15th, *Le Guide de Cowansville* reported that the covered bridge in that town was damaged that morning after being struck by an oversized vehicle. The bridge had wooden "headache bars" to alert drivers of the low clearance. Those were completely destroyed by the passing truck. The bridge is posted for 2.70 meters (8'-10") and a 3 ton weight limit.

On December 19th, *Le Journal de Montréal* reported that the driver has been arrested and charged with the hit and run incident. The bridge was closed until an assessment of the damage could be done. (Photo by Gérald Arbour, January 2018.)

Heppell Bridge, MRC de La Matapédia - 61-43-02

Heppell Bridge was closed after being damaged by floodwaters last spring. Contractors have recently completed a \$2.4 million repair project. Since the road to the bridge is not maintained in the winter, the bridge will be re-open to traffic once the snow melts. (Reported by Radio-Canada on February 16, 2018. Photo by Gérald Arbour.)



Québec (continued):

Pont Félix-Gabriel-Marchand, MRC de Pontiac - 61-53-01



On January 15th, André Fortin, Member of Parliament for Pontiac and Minister of Transport, Sustainable Mobility and Transportation Electrification announced that a \$5.1 million contract has been granted to Les Pavages Chenail, Inc. of St-Rémi, Québec for the refurbishment of the Félix-Gabriel Marchand Bridge. At 499 feet, it is Québec's longest covered bridge open to traffic. The bridge was built in 1898. Work will begin as soon as the site preparation is complete. The work will consist of reinforcing the structure, replacing the roof and exterior siding plus repairs to the deck. The project will take about two years to complete. (News from Radio-Canada and Cision, January 15, 2018. Photo by Gérald Arbour.)

Pont de la Chute Neigette, Saint-Anaclet-de-Lessard, MRC de Rimouski-Neigette -61-58-03

On September 12, 2017, the covered bridge at Saint-Anaclet-de-Lessard was moved to make way for a new modern bridge. The 70 ton structure will be placed at a nearby location to become an interpretive center with a small park. Gérald Arbour visited the site in late October and noted that repairs are being made before the bridge is moved to its new location. The new roadway bridge was expected to be completed before winter. The project is led by the Corporation du patrimoine de Saint-Anaclet (Saint-Anaclet Heritage Corporation). (News and photo from Gérald Arbour.)



Romania:

The 18th century covered bridge at Coşbuc, in northeastern Romania, is another step closer to being repaired. Last summer we reported that the Romanian Minister of Culture, Ioan Vulpescu, visited the bridge and assured Coşbuc Mayor Ioan Pavelea that the bridge will be repaired. Unfortunately, two months after that visit, Minister Vulpescu was replaced and hope for promised funds faded. In mid-December, Mayor Pavelea took matters into his own hands and found 35,000 lei (about \$9,000 US) in the local budget to replace the bridge's roof. Much more work still needs to be done here. The most significant problem is the broken and rotted lower chords on the west end. At least the new roof will reduce the rate of deterioration. The bridge is on Romania's List of Historical Monuments maintained by the Ministry of Culture and National Heritage, the equivalent of America's National Register of Historic Places. (Reported in Mesagerul de Bistrița-Năsăud, December 22, 2017. News article submitted by Catalin Petcu. Photos from Ioan Pavelea's Facebook page)



Holes in the roof before repairs.



Broken lower chord at the west end of the bridge.



Public officials visiting the bridge on April 28, 2017.

NSPCB Promotional Items

Show your support for the Society with these items.
All income from sales goes towards preservation projects such as donations of fire retardant.



Water Bottle



Baseball Cap Design

All items are navy blue with the design in white.
Prices include shipping charges.

Short Sleeve Tee Shirts.....	\$15.00
Short Sleeve Polo Shirts	\$30.00
Crew Neck Sweatshirts.....	\$30.00
Hooded Sweatshirts	\$40.00
Full Zip Hooded Sweatshirts.....	\$50.00
Baseball Cap	\$18.00
Water Bottle (25 oz.).....	\$15.00

Polo shirts have the small logo embroidered on the front.

Baseball caps have a similar design embroidered on the front.

T-shirts and crew-neck sweatshirts include the front and back designs.

Hooded sweatshirts only have the small logo on the front.

Clothing is available in medium, large, XL, 2XL and 3XL.
Note: Medium t-shirts are presently out of stock. Sorry for the inconvenience.
All items are navy blue with the design in white.

Note: Items can only be shipped to US addresses.

Send a check or money order made out to **NSPCB** to:
Jennifer Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244,
Credit card orders can be processed on our website by using PayPal -
<http://coveredbridgesociety.org/promotions.htm>
Have questions? E-mail Bill at wscaswell@yahoo.com