



The Newsletter

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

Spring 2020



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About the Cover

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

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The Irishman Bridge, World Guide #IN/14-84-01, originally crossed Honey Creek on Ferree Road northwest of Riley, Vigo County, Indiana. This single span modified queenpost truss structure has a length of 75 feet, or 85 feet including the 5-foot overhang at each end. It is 14 feet wide and 13 feet high. It was built about 1847 by C. W. Bishop. The bridge was moved to its current location in Fowler Park, south of Terre Haute, in 1971 where it crosses a section of a pond and is surrounded by period log structures.

Over the years, the bridge has fallen into disrepair. Adam Grossman, superintendent of the Vigo County Parks & Recreation Department, has been working to raise awareness of the bridge's needs and applying for grants towards the repairs.

As we reported in the previous *Newsletter*, Dan Collom of Square and Level Construction has been hired to repair the structure. Mr. Collom's work on covered bridges is well-known throughout Indiana. Details of the needed repairs were also described in that issue.

On November 15, 2019, Bill and Jenn Caswell, along with Greg McDuffee, vice president of the Indiana Covered Bridge Society, presented the Vigo County Parks & Recreation Department with a donation of \$10,000 towards repairs. In addition to Adam Grossman, the event was attended by the Vigo County Parks and Recreation Department Park Board of Directors. Heather Good, a reporter with WTHI-TV in Terre Haute who has done previous stories on the need to restore the bridge, joined us to capture the event for the evening news broadcast.

Pictured from left to right are Vigo County Parks and Recreation Department directors and staff: Eddy Adams, Secretary/Treasurer; Abby Desborro; Joe Newton, Vice President; Jeff Fisher, President; Adam Grossman, Park Superintendent; Laura Maloney, Natural Resources Programmer and Donna Griffin. Next to Donna is Jenn Caswell, NSPCB Membership Chair; Bill Caswell, NSPCB President and Greg McDuffee, ICBS Vice President. The photo was taken by Heather Good.

Summer 2020 Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in early **June**, therefore, anyone wishing to submit articles should send them by **May 15, 2020**. Articles and photos can be emailed to nspcb@yahoo.com or mailed to Bill

Caswell, 535 2nd NH Tpke, Hillsboro, NH 03244.

Please remember that we appreciate any news or comments sent in even if we can't ultimately use it.

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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 November, we received a donation of \$35.98. 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 tinyurl.com/nspcb-amazon. If that doesn't work, try the original link – smile.amazon.com/ch/04-6060691

President's Message

Those of you who are members of the Covered Bridge Society of Oregon will have received the same sad news as I did. After 40 years of watching over the state's covered bridges, 2020 will be the organization's final year. When the Society was formed, Oregon's covered bridges were much more threatened than they are today. We owe them a huge debt of gratitude for the work that they have done over the past four decades. Because of their efforts, many covered bridges were saved from replacement and received much needed repairs. In some cases, bridges which might otherwise have been removed were relocated and are still accessible. Thank you to all the past and present officers and active members who devoted so much of their time towards this worthy cause.



Narrows Bridge, Parke County, Indiana

In November, Jenn and I spent some quality time with Greg McDuffee, Vice President of the Indiana Covered Bridge Society, traveling around Parke County to work on plans for the Society's September tour. This is the second time we have worked together on preparing a tour and look forward to having many of you join us. Andy Rebman and Greg have been working diligently on planning routes and meals while Jenn and I work on hotel arrangements and other facets. The details we have available so far will be included in an insert to your mailing so we can include aspects finalized after the *Newsletter* deadline. The tour will focus on Parke and Putnam counties although a couple bridges outside those two areas are likely to be included. Jenn and I plan to be back in Parke County in early March to finalize the details with Andy and Greg. A registration form will be included in the Summer mailing and posted on the Society's website. If you wish to be added to my email list for updates as they become available, contact me at nspcb@yahoo.com.

In January, Jenn and I met with Mike Edgecomb, a children's book author who is interested in creating a series of videos highlighting some of New Hampshire's history. His book, *To Fly on a Cloud: New Hampshire*, takes kids between ages 8 and 12 on an educational adventure around the state. Now he is working on creating a series of videos which present the history of New Hampshire and nearby states (including their covered bridges) in a way that is interesting for this age group. If you would like to be involved in this project, please let me know.

In mid-June, leaders from the nation's covered bridge societies will gather in Oxford, New York for our second covered bridge society summit. The gathering is arranged to discuss areas of common interest. This will be the second meeting, following up from our August 2015 gathering. By working together as a group with a common goal, we feel that we can achieve more than any one of us individually. Our thanks to Trish Kane and Andy Rebman for organizing this event.

You may be wondering about the lack of scholarship information so far this year. In a previous issue, we announced that we will be partnering with the Timber Framers Guild to encourage interest in a timber framing career. We have been discussing a variety of options with TFG leadership to determine the best way of combining our efforts in this area. Stay tuned for more details.

Finally, by the time you read this, the deadline for photo entries for the 2021 calendar focusing on the variety of bridge truss types will have passed. The Calendar Committee will meet to review the photos which were submitted and choose those to be included in the calendar. Results will be in the Summer issue.

As you travel around this Spring, remember to keep us informed of any issues which need our attention. We need everyone's help watching over our historic covered bridges.

Bill Caswell

Upcoming NSPCB Meetings & Events

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

Sunday, March 22 – Masonic Lodge, 52 North Main St., Boscawen, New Hampshire.

Sunday April 26 – 350 Revere Beach Blvd., Revere, Massachusetts.

Sunday, June 28 – Contoocook Railroad Depot, Main St., Contoocook, New Hampshire.

Saturday, July 25 – Milhendler Room, Haverhill Public Library, 99 Main St, Haverhill, Massachusetts.

Sunday, August 23 – Annual picnic at Beaver Meadow Village at the end of Waumbec St., Concord, New Hampshire. The cookout is at noon and the meeting at 1 pm.

Saturday-Monday, September 26-28 – Western Indiana Covered Bridge Tour.

Saturday & Sunday, October 10 & 11 – Warner Fall Foliage Festival, Main St., Warner, New Hampshire

Saturday, October 24 – Annual Meeting at the Brigham Hill Community Barn, 37 Wheeler Rd., Grafton, Massachusetts. Dinner at noon, Meeting starting 1:00 PM.

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 11, Kendall County, Illinois, add

13-47-02 Newark creek Stickleback 1 45' 2020 Town
2.3 miles north of IL71 and Newark on Johnson St. (becomes Fox River Rd.), then 0.2 miles right on Fox River Dr., then 0.7 miles left on IL31 (Bridge St. / Millington Rd.), then 1.0 miles right on Finnie Rd. to #9200.

Page 192, MRC de Matane, Québec, add

61-42-05 Saint-Ulric-de-Matane Rivière Blanche 1 81', 25m 1918 Town variation
1.5 miles (2.4 km) southeast of PQ132 bypass and east edge of Saint-Ulric on route Centrale then 0.5 miles (800 m) right on chemin Pont Couvert.

Membership

Welcome New Members

Scott Bomboy, Perkasie, Pennsylvania
Louanne Cooley, Storrs, Connecticut
Victor & Linda Iwanow, Delhi, New York
Scott Kelly, Asheville, North Carolina
Bob MacIsaac, Greenville, Georgia
Karleen O'Connell-Morganstein, Winthrop, Massachusetts
Dean Pariseau, Southbridge, Massachusetts
Ken Parnell, Concord, New Hampshire
Dinesh Rathore, King of Prussia, Pennsylvania
Carla Roy, Strong, Maine
Mary Ruden & Robert Benfield, Seymour, Tennessee
Jim Sindelar, Hopkinton, New Hampshire

Welcome New Life Members

#194 & #195 – Karl & Tina Olson, Concord, New Hampshire
#196 – Barbara Briggs, Newmarket, New Hampshire
#197 – Jeff Shroyer, Canton, Ohio
#198 – William W. Davis, Newark, Illinois

Final Crossings

Miriam Ruth Woolfolk

Miriam Ruth (Lamy) Woolfolk, 93, a life member of the NSPCB died on November 20, 2019 in Lexington, Kentucky. Born on Valentine's Day in Louisville, Kentucky, she moved to Lexington in 1951. Miriam was a lifelong artist and poet. She illustrated "Kentucky Hospitality," a bicentennial cookbook for the Federated Women's Clubs; and created illustrations and notecards for numerous organizations, including the Henry Clay Estate, Mary Todd Lincoln House and Hunt-Morgan House. She wrote "Covered Bridges of Kentucky," a booklet of drawings and information about Kentucky's covered bridges.



She was a member of the Kentucky State Poetry Society for over 40 years, serving as President in 1985, as well as vice president, membership chair and newsletter editor. She edited the Society's poetry journal Pegasus for 21 years. She was also a member of the Lexington Poets and edited their annual booklet "Reaching" for 10 years. Her poems appeared in numerous journals, both at home and abroad. Two of her poems, "Railroad Man's Daughter" and "His Land", were selected for publication in The Kentucky Anthology: Two Hundred Years of Writing in the Bluegrass State, compiled by Wade Hall and published in 2005.

She is survived by a son, two daughters, a stepdaughter, 4 grandchildren, 3 great-grandchildren and many extended family members. She was preceded in death by her beloved husband of 32 years, Patch G. Woolfolk (professor of Animal Sciences at UK); her sister, Audrey Ross Wood; daughter Patty Jones; and stepdaughter Leslie Woolfolk.

Dr. Emory Kemp

We are saddened to learn of the passing of Dr. Emory Kemp on January 20th. Dr. Kemp was born in Chicago on October 1, 1931. He earned his Bachelor of Science degree in Civil Engineering at the University of Illinois in 1952. He went to London in 1953 on a Fulbright Fellowship, where he received a diploma from the Imperial College of Science and Technology in 1955 and a Master of Science degree in engineering from the University of London in 1958. He returned to the University of Illinois to earn his Ph.D. in theoretical and applied mechanics in 1962.



Dr. Kemp went to West Virginia University as an associate professor of civil engineering, specializing in structures and concrete. He then served as chair of the Department of Civil Engineering, established the program in the history of science and technology, and, in 1989, founded the Institute for the History of Technology and Industrial Archaeology (IHTIA). He advised on several early HAER (Historic American Engineering Record) recording projects in West Virginia in the 1970s. Under Dr. Kemp's direction, IHTIA also produced and partnered with HAER on dozens of recording projects in the 1990's and early 2000s. He donated his papers to the WVU West Virginia and Regional History Center so that others may continue his work studying historic engineering structures. He is survived by his wife, Janet Kemp; three children and several grandchildren.

Garth Oscar Towne

Garth Towne of Wild Rose, Wisconsin passed away on January 22, 2020. For more than 60 years he raised pigs on his farm before becoming a dairy farmer. Garth enjoyed baseball and was once scouted by the majors. He ran cross country races and enjoyed bow hunting and trap shooting. He was active in the Future Farmers of America and the local Historical Society. A supervisor in Springwater Township for more than 30 years he spearheaded the construction of the 44-foot Town truss Springwater Volunteer Covered Bridge (WG #WI/49-70-01) in 1997. He was an armchair historian, storyteller, avid checker player, bridge builder and proud husband, father of six and a grandfather. (*Waupaka County Post*)

Covered Bridge Meetings & Events

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

- Covered Bridges Conservation Association of New Brunswick, Canada (CBCANB)
 www.facebook.com/groups/CoveredBridgesConservationAssociationNB/
- Covered Bridge Society of Oregon (CBSO) www.covered-bridges.org/
- Indiana Covered Bridge Society (ICBS) www.indianacrossings.net/
- New York State Covered Bridge Society (NYSCBS) www.nycoveredbridges.org/
- Ohio Historic Bridge Association (OHBA)..... oldohiobridges.com/new/
- The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSPA)..... www.tbcbspa.com/
- Vermont Covered Bridge Society (VCBS) www.vermontbridges.org/

<u>March</u>	Sunday, March 15 – 1:30 PM, OHBA Spring Meeting at Ohio History Connection Auditorium, 800 E. 17th Ave., Columbus, Ohio.
<u>April</u>	<p>Sunday, April 5 – 2:00 PM, TBCBSPA Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program: Conowingo Dam: Power on the Susquehanna a movie documentary about the building of the Conowingo Dam.</p> <p>Sunday, April 19 – NYSCBS Annual Dinner at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, New York. Doors open at 11:00 AM, Lunch at noon.</p> <p>April 25 & 26 – ICBS Spring Tour of Decatur and Jennings Counties.</p>
<u>May</u>	<p>Saturday, May 2 – 11:00 AM to 3:00 PM, TBCBSPA, Anniversary Dinner at Dutch-Way Farm Market & Family Restaurant, Gap, Pennsylvania Lancaster County.</p> <p>Saturday, May 16 – 10:00 AM, VCBS Spring Meeting, Congregational Church Annex, 30 North Pleasant St, Middlebury, Vermont. Robert Durfee of Dubois-King Engineering will speak about the Renovation of the Warren Bridge.</p> <p>Sunday, May 17 – NYSCBS meeting at the Klyne Esopus Museum, 764 Rte. 9W, Ulster Park, New York</p> <p>Sunday, May 17 – 10:00 AM, OHBA Spring Bridge Tour TBA</p>
<u>June</u>	June 6-8 – TBCBSPA 3-day Safari in southeast Ohio.
<u>July</u>	<p>Sunday July 5 – TBCBSPA Fundraiser Dinner at Hoss's Steak & Sea House, 100 W. Airport Rd., Lititz, Pennsylvania. Lunch at noon followed by monthly Business Meeting. (20% of dinner cost to be donated to the Society.)</p> <p>Sunday, July 12 – NYSCBS meeting, Boonville Erwin Park, 13149 State Rt. 12, Boonville, New York</p> <p>Saturday, July 18 – Ashtabula County (Ohio) Covered Bridge Festival will host its first dinner on the Smolen Gulf Covered Bridge. More details at www.coveredbridgefestival.org/.</p> <p>Sunday, July 19 – Noon, OHBA Summer Picnic at Salt Creek Covered Bridge, located east of Zanesville off interstate 70 on Arch Hill Rd. (CR 82). Bring a dish to share, your own silverware, plates, drinks and lawn chair.</p> <p>July 25 & 26 – ICBS Summer Tour of Hamilton and Marion Counties.</p>
<u>August</u>	<p>Saturday, August 1 – 6:30 PM, Dinner on the Medora Covered Bridge. For ticket and updated information, visit www.medoracoveredbridge.com/events.html.</p> <p>Sunday, August 2 – 2:00 PM, TBCBSPA Monthly Meeting at St. Paul's Episcopal Church, Manheim, Pennsylvania. Program: "Past & Present Covered Bridges of Dauphin, Lebanon, Cumberland & York Counties" by Bob Kuether.</p> <p>August 15-16 – NYSCBS Annual Safari, Perry County, Pennsylvania</p>

A Winter Safari For Two ...

By: Rob & Kathy Mitchell

With all the ongoing hustle and bustle preparations leading up to the season's festivities – incessant TV ads trying to separate you from your sanity and your money and traffic to make movement by turtle seem an improvement, I'm sure you get the picture – we looked forward to our visit with family in Maine. Unfortunately we got a phone call the night before letting us know they were all down with bad colds. Having dealt with colds ourselves for the past several weeks we decided that a visit with potential exposure was not a pleasant prospect so we all agreed to try again another time.

We decided to instead take a day trip north and check out a few covered bridges around Swanzey, New Hampshire. Unfortunately, as we drove through north-central Massachusetts into southern NH by way of the more scenic back roads we soon discovered we'd missed a turn and were headed in the wrong direction. After a quick consultation with our trusty map (remember those fold-up paper things?) we soon were again on our way arriving in the Swanzey, NH area in late morning. We attempted to locate the first bridge on our list without success. After stopping for a bit of lunch and letting our dog stretch her legs, we again consulted our trusty map then headed out. Using the basic World Guide directions we soon found ourselves lost again as road names could not be located.

We came across our first bridge almost by accident as the *Cresson / Sawyers Crossing Bridge* (#29-03-05) appeared in front of us. The deep blue of the sky and the white snow cover set the red 2-span bridge off beautifully. The single-lane lattice-truss bridge is posted for 3-tons but we did not notice any height-limit signs at either end. The underside has numerous diagonal cable braces between the lower chords but close examination was not possible due to poor access with snow and ice along the river's banks.

After a short drive, we located the *Coombs Bridge* (#29-03-03) also spanning the Ashuelot River a short distance down a quiet road. Its lattice truss is enclosed with long windows on both sides at the west end and although not painted it has instead acquired a beautiful weathered appearance. Access under the bridge was not possible here either. The bridge, rated for 6-tons did "sing out" with a distinctive floor board rattle and rumble as we drove slowly through. Portal clearance is posted at 8'-3" but appears that the west portal has some very minor damage from an encounter with an over-height vehicle at some point in the recent past.

As the mid-afternoon winter sunlight was beginning to fade we quickly headed for our third bridge, the *Ashuelot / Upper Village Bridge* (#29-03-02), in Winchester, NH. The two-span bridge across the Ashuelot River is an open lattice truss with walkways down either side and is painted white inside and out with red trim. The decorative portals add a picturesque charm to the 174-foot structure with its 9'-6" and 6-ton restrictions well posted. As the afternoon shadows were now getting longer, we decided it was time to start for home.

Having made it a ritual to drive and walk through each bridge we visit, today's bridges were no exception. All three bridges are listed on the National Register of Historic Places and we found the workmanship on each to be amazing realizing the amount of time and the methods used to build them more than 150-years ago. We arrived home after dark and plan to take another "safari" soon to find the other bridges on our list in the near future.



Bucks County Pennsylvania Notes

As a follow-up to the article in the Winter 2019/2020 issue, the seven covered bridges previously noted (see images below and next page) are being refurbished at a cost of about \$2.5 million. The work will be done by Loftus Construction, Inc. of Cinnaminson, New Jersey and Professional Construction Contractors, Inc. of Bethlehem, Pennsylvania following the award of contracts in September. Renovations for each bridge are expected to take two to three months with the entire project estimated to be completed in 15 months. Once home to some 50 covered bridges only 12, built between 1832 and 1874, remain in Bucks County today. Originally built at a time when horse-drawn buggies were the main means of transportation, 10 of the 12 survivors are still open to today's vehicular traffic with the other two in parks. Planned renovations are noted in the previous issue. One of the bridges is currently equipped with surveillance cameras with others under evaluation. *(The Intelligencer, October 2019 via Rob Mitchell)*

(Note: Unless otherwise noted, the following photographs were provided by the Bucks County Covered Bridge Society with 1919 era images from Scott Bomboy on the left and 2019 images by Linn Lisher on the right. Thanks to Rob Mitchell for arranging the photos and captions.)

(Renovation status notes by Bill Wilson, Bucks County Covered Bridge Society February 7, 2020)



Knecht's / Sleifer / Clymer's Bridge
#PA/38-09-02

Expected completion late spring/early summer

< ca. 1919 2019 >



Van Sandt's (Sant's) Bridge
#PA/38-09-03

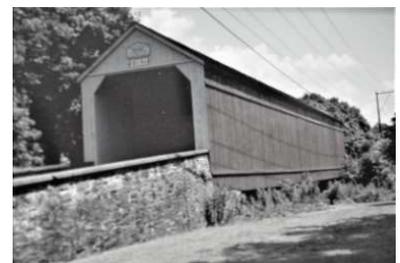
Expected completion late spring/early summer

< 1919 2019 >



Mood's / Branch Bridge
< #PA/38-09-07 #PA/38-09-07#2 >
Renovations complete

< ca. 1919 2019 >

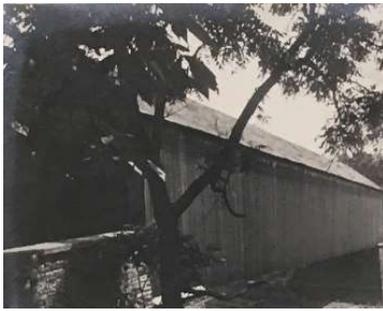


Uhlerstown / Lock 18 / Canal Bridge
#PA/38-09-08

Expected completion late spring/early summer

< ca. 1919 2019 >





Frankenfield Bridge
 #PA/38-09-09
 Expected completion late spring/early summer
 < 1919 2019 >



Cabin Run Bridge
 #PA/38-09-10
 Renovations complete
 < 1919 2019 >



Pine Valley / Iron Hill Bridge
 #PA/38-09-12
 Expected completion late spring/early summer
 < 1919 2019 >



Thoughts on Covered Bridge Protection

by Rob Mitchell

I found myself thinking about the continuing problem of oversized vehicles striking and damaging our covered bridges. I felt that a simple and logical answer must be there but as has been said, the obvious takes longer. I'm sure there have been various suggestions offered by highway officials but as we have seen at the Concord Road Bridge not all of them have been successful. The proposal here may not be the complete answer but represents an idea that might prevent further damage not only to the Concord Road Bridge but other bridges with similar problems as well.

At an appropriate distance as determined by highway officials, locate poles containing photo-electric eyes prior to both of the bridge portals on both sides of the roadway. The eyes would be set at a predetermined height to satisfy safe passage through the bridge including its diagonal braces and be solar powered with a battery back-up. Should an eye detect an obstacle too tall to pass safely through, a system would be activated to produce an audible alarm (horn/bell or similar) and/or illuminate multiple flashing red LED lights alerting the driver and allowing him/her to stop before entering the bridge. In addition, the system might also activate a camera (GoPro or similar) at each end of the bridge to obtain front and rear license plates of offending vehicles when drivers ignore the warnings. The system could also notify local authorities and provide photographic record of the offending vehicle as well as record any resulting damage from the vehicle's passage. All devices (horn/lights/camera) could be tied into a timed shut-off after activation. In addition, these components could be concealed and made virtually undetectable within the wooden portals with the cameras placed in the rafters above. The eyes would always be operational.

The operational theory of the system would be similar to that used on major toll roads to eliminate the need to stop at toll booths but without the extensive overhead support structure. It would also be similar to the system used by stores to deter theft through their doors. Cost for such a system should not be excessive. If any of you have some ideas, write them up and send them along to me. Perhaps one of you might have an idea that officials have not considered.

Archives Update

by Bill Caswell

Michael Delage continues to scan slides in the Society's archives helping us make a digital record of the collection. We received a note from the Ozaukee County Historical Society in Wisconsin. They were cleaning out some stored boxes and found three banker boxes full of round carousel slide holders, full of slides of covered bridges from all over the country. They offered to send them to us free of charge and, of course, I accepted their offer. We have received them and will begin scanning them so they can be added to the archives collection.

We have been contacted by two different families in Kentucky who are looking for a new home for photos taken by their late family members. Coincidentally, both were residents of Kentucky at the time of their passing. Jenn & I hope to pick up these collections during a planned Kentucky trip to visit my father in March. I will update you on that in the Summer *Newsletter*.

We were also contacted by a member in eastern Alabama who is downsizing and needs to find a new home for a collection of covered bridge items. I am working on arrangements to acquire the photographs and newspaper articles for our archives, but there are other items which may interest some of you. If you are interested and would like more details, feel free to email me at WSCaswell@yahoo.com.

Perry County, Pennsylvania Sends Thank You Note

In a letter to Bill Caswell dated November 21, 2019, Mr. Glenn Holliman, President of the Historical Society of Pennsylvania and the Pennsylvania Heritage Foundation expressed his appreciation to the National Society for the Preservation of Covered Bridges for its contribution of the No-Char Preventer



applied to the 1886 Old Red Bridge. The bridge was repaired and painted by members of the Theodore Burr Covered Bridge Society of Pennsylvania, which included NSPCB members Jim & Gloria Smedley, last October. In his letter, Mr. Holliman expressed his gratitude and thanks for



“this tremendous gift of labor, time and funds.” (Photos by Jim & Gloria Smedley.)

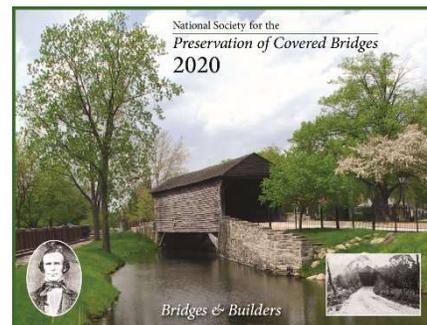
2021 Calendar

This is looking like our best year so far for the calendar contest. The deadline for 2021 calendar photo entries was February 28th. As we went to press, over 300 photos from seventeen different photographers had been submitted. Thank you to all who participated. The Calendar Committee will meet to review the photos which were submitted and choose those to be included in the calendar. The 2021 calendar will focus on the variety of covered bridge truss types. Results will be provided in the Summer issue.

Burr Society Raffle

The Theodore Burr Covered Bridge Society of Pennsylvania is running a 50/50 raffle to raise money for the Society. Tickets are \$1 each. At press time the winner's share of the money was over \$600. The drawing will be held at their Anniversary Dinner on May 2nd. If you wish to purchase tickets, contact Gloria Smedley at GJSmedley@comcast.net.

2020 Calendar



Last call for 2020 calendars. Prices have been reduced to \$8 postpaid. Send a check made out to NSPCB to
Jenn Caswell, 535 2nd NH Tpke,
Hillsboro, NH 03244

Covered Bridge News

Alabama

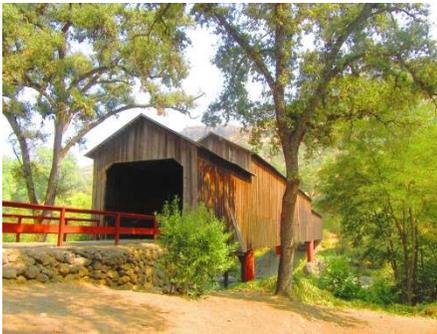
Swann Bridge, Blount County – #AL/01-05-05

Surveillance cameras were installed in all three of Blount County's historic covered bridges after they were rehabilitated a few years ago. After that, incidents of vandalism dropped significantly. Unfortunately, this bridge is again experiencing lots of graffiti. Footage from the cameras is being reviewed by local authorities in an attempt to identify the vandals. (ABC 33/40, January 28, 2020. Photo by Jim & Gloria Smedley.)



California

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



Fundraising to replace the Honey Run Bridge lost on November 8, 2018 during the devastating Camp Fire in Butte County in northern California continues. The Honey Run Covered Bridge Association (HRCBA) is a non-profit organization which is leading the fundraising effort.

On January 2nd, they announced that SPSPG Partners, a consortium of contractors who removed debris in Paradise after the fire, has donated \$225,000 towards the project. The total cost to rebuild the bridge is estimated at \$2.7 million.

The re-building is beginning with construction of a home for the park caretaker. That phase was mostly funded by an \$80,000 grant from the Small Business Administration using local labor. It is expected to be complete by the end of April. They hope to begin construction of the bridge later this year. (Action News Now, Chico, February 21, 2020. Photo by Bill & Jenn Caswell).

Checks and inquiries regarding donations may be sent to: Honey Run Covered Bridge Association, P.O. Box 5201, Chico, CA 95927. For more information visit www.rebuildhrcb.org.

Bridgeport Bridge, Nevada County – #CA/05-29-01

A January press release from the South Yuba River State Park announced that work on the bridge will take longer than originally anticipated. The press release referenced a letter sent to Nevada County Supervisor Sue Hoek from California State Parks and Recreation Department Acting Sierra District Superintendent Matt Green on January 10, 2020. Mr. Green states in the letter that "Although there has been progress in the restoration of the historic bridge, California State Parks regrets to inform you that (the) project will not be completed by this spring, as previously scheduled". He went on to report, "While a revised completion date is not currently available, it is likely that the project will not be finished until the second half of 2020". (Photo by John Field.)



Georgia

Concord Road Bridge, Cobb County – #GA/10-33-02

It has been nearly a year since the last reported incident, but it has happened again. The height barrier standing guard at the approach of this bridge was struck again during the night of February 17th. Cobb County DOT crews repaired the beam on the following morning. In the past, the beam had been hit so many times, the county installed more protective measures, including dangling PVC pipes to warn drivers of the low clearance. *(News and Photo from the Cobb County Government Facebook page, February 17, 2020.)*



White Oak Bridge, Meriwether County – #GA/10-99-01x



The White Oak Bridge Committee, a group within the “Citizens for Action Meriwether”, is working towards reconstruction of the White Oak Bridge which was lost to arson on July 18, 1985. The White Oak Creek Bridge was unusual in that it used a queenpost design instead of the more common Town truss. Their goal is to restore the road using private funds and to restore public access to White Oak Creek by rebuilding the lost bridge

over White Oak Creek. They also wish to place an historic marker at the site of the former covered bridge. *(Photo by Palmer Werner, 1972, NSPCB Archives.)*

For more information, contact the Citizens for Action Meriwether at Whiteoakbridge@outlook.com or 25073 Hwy 85, Gay GA 30218.

Red Oak Creek Bridge, Meriwether County – #GA/10-99-02



Carolyn McKinley of the Meriwether County Chamber of Commerce & Tourism informed us of the Chamber’s 3rd annual “Meriwether Menu” event. She stated that their goal is to elevate the visibility of the covered bridge and its historic significance. The contrast between the elegant table settings and chandeliers hanging from the trusses makes a memorable picture inside the rustic and historic structure. A jazz performer provided the evening’s entertainment. She also provided the photos from the event.



The bridge was reportedly built by Horace King around 1840 although documentation of that is lacking. It was the first covered bridge in Georgia to be placed on the National Register of Historic Places on May 7, 1973. During the flood of July 7, 1994, the water rose several feet inside the structure, as indicated by a high-water mark metal sign, nailed to a truss member inside the downstream side. Extensive repair work was completed on the bridge in March 1999 at a cost of \$176,253.00. The bridge includes a lengthy approach ramp on the east end.

Indiana

Bean Blossom Bridge, Brown County – #IN/14-07-01

The bridge was closed to all traffic in June 2019 after an inspection by the Brown County Highway Department. In addition to some needed repair work, the decision to close was also a result of new weight limit calculations required by the Federal Highway Administration. Built in 1880 by Joseph Balsey, the 60-foot modified Howe truss span crosses Bean Blossom Creek.



According to Diana Biddle, one of the three Brown County Commissioners, each county with a covered bridge receives an annual “allowance” of \$1,850 to help with upkeep and repairs with additional funds from the county’s bridge fund when necessary. A completion date and the exact cost of the work has not been stated but it is hoped that repairs will be made as soon as possible. (*Brown County Democrat, June 4, 2019. Photos by Bill Bowser.*)



Spencerville Bridge, DeKalb County – #IN/14-17-01



The 1873 Spencerville Bridge over the St. Joseph River has been closed since October 2018 after an inspection found rotting timbers under a portion of the span. The Friends of the Spencerville Covered Bridge are ready to begin fundraising efforts to help pay for repairs to the historic structure. County Commissioner Don Grogg said preliminary figures provided in May 2019 estimated \$162,723 would be needed for the structure’s rehabilitation, in addition to \$111,100 that would be needed to purchase a new floor for the bridge. However, that figure will be less, since the commissioners already have purchased wood for the decking, Grogg said.

DeKalb County Historian John Bry has applied for a \$50,000 grant on the county’s behalf to help with the cost of rehabilitation, Grogg said, and the county is awaiting word on whether grant funds will be awarded. Grogg said Bry anticipates a decision on the grant application by May. The county also has \$122,745 in a fund for the bridge-repair project. Commissioners approved of a request to donate old wood removed from the bridge to the Friends group to help with fundraising.

The Friends group will host a fish fry and auction March 27 at the Spencerville Community Club to raise money for the bridge. Supper will be served from 4-7 p.m. for freewill donations, and the auction will begin at 6:30 p.m. Items are being accepted for live and silent auctions. A 5-kilometer race also is being planned for May to support the bridge. Be sure to note that the donation is for the covered bridge. (*The DeKalb County Star, February 4, 2020. Photo by Greg McDuffee.*)

Donation checks should be made out to Eastside Area Community Foundation and sent to them at P.O. Box 395, Butler, IN 46721

Indiana (continued)

Historic covered bridges in Gibson County to be renovated

As mentioned in our Winter *Newsletter*, planning is underway to repair two historic covered bridges in Gibson County. The bridges are long overdue for repairs and plagued by vandalism. The Red Bridge (WG #IN/14-26-01) is a three span Smith truss bridge built in 1875 by William T. Washer. The Wheeling Bridge (WG #IN/14-26-03) is also a Smith truss built by Washer two years later. Both bridges have been bypassed and closed to traffic.

"Unfortunately, some people that go and visit these things, don't think that it's just nice to look, they have to paint inappropriate graffiti on them or actually do physical damage to the structure."

*Chuck Lewis, Superintendent,
Gibson County Highway Department.*

On February 11th, WFIE offered a follow up to their previous story. The Highway Department plans to clean up the bridges and paint over the graffiti. They will also be adding video surveillance equipment to discourage vandalism. The work is being funded by donations through Toyota Motor Manufacturing of Indiana. *(Photos by Bill Bowser.)*



Old Red Bridge



Wheeling Bridge



Wheeling Bridge

Jackson Bridge, Parke County – #IN/14-61-28

The Jackson Bridge sustained heavy damage on the afternoon of January 22, 2020 when a large furniture delivery truck drove across the bridge and damaged or broke several of the upper support beams. Deputies located and arrested driver Michael Dodson, 38, of Indianapolis at a residence near the Parke and Fountain county line. He was charged with leaving the scene of a property damage accident and was taken to the Parke County Jail. The bridge over Sugar Creek was built in 1861 by J.J. Daniels. It is the longest single span covered bridge in Indiana and the oldest Daniels bridge still standing. It was added to the National Register of Historic Places in 1978. After an inspection, the bridge was re-opened to traffic the following day. *(Indianapolis Tribune-Star, January 23, 2020. Photos by Greg McDuffee.)*



Indiana (continued)

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



Greg McDuffee noted that the bridge was recently stabilized by Dan Collum and Co. The intent is to keep it from collapsing during the winter so needed repairs can be started as soon as funding is available. According to an email received from the Fountain County Historical Committee, temporary stabilization was completed December 27 at a cost of \$29,000, which was raised through private donations and a \$1,000 Walmart grant.

The total cost for full restoration of the bridge is estimated at \$150,000. The committee has also submitted applications to have all three of the county's covered bridges added to the National Register of Historic Places. *(Photos by Greg McDuffee, January 12, 2020.)*



At the NSPCB Executive Board meeting on February 22nd, the Board voted to pledge \$10,000 towards this project. The money will become available once construction is ready to begin.

Iowa

Wilkinson Pioneer Park Bridge, Cerro Gordo County – #IA/15-17-A#2



Photo of the Original Covered Bridge by James Crouse (1996)

In October 2019, folks gathered at the Rock Falls Community Center to exchange memories and honor Les and Bette Gravensen who conceived and built a covered bridge at this location 50 years earlier. The idea took shape in 1967 when Les visited Winterset, Iowa to measure and make notes of the 1869 Cutler-Donahue Bridge (WG #IA/15-61-02). The intent was for the new bridge to be a community gathering place. Les, his employee Forest Lair, along with 75 local volunteers worked on the bridge for more than a year-and-a-half. The 50-foot Town truss bridge, with 60-foot long approaches at each end, sat on timber "abutments" crossing a small creek that runs parallel to Shell Rock River. The bridge served as a photographer's backdrop for engagements, family reunions, camping weekends and seasonal artist's paintings.

In 1997 it burned to the ground. The cause of the fire was never determined. Les, then 70-years young, along with his notes and community volunteers rebuilt the bridge in 1998. In 2015, county conservation board members threatened to replace the bridge after it suffered significant damage in a storm rendering it unsafe. Repairs were estimated at \$90,000. Cerro Gordo County chipped in \$30,000 while foundations, businesses and local residents raised the balance and again stepped up to repair their cherished bridge which remains open today. *(Mason City Globe Gazette, October 18 & 19, 2019.)*

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.



Kentucky

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

In December 2019, Arnold and Meg Graton visited the bridge to provide an updated assessment of its condition to the Buffalo Trace Covered Wooden Bridge Authority. Concerns about the continued deterioration of the structure and its abutments have been discussed for more than a decade, but no work has yet been done.

A pronounced sag and crumbling abutments make failure a serious concern. Years of flood damage to the abutments has left the structure in a precarious position. Their report stated that

- The roof has leaked over time causing considerable damage and rot to the top chords and the top of the posts.
- The lower portion of the bridge is also in very poor condition due to the flooding of the bridge over many years.
- Three of four knee braces are missing. These are very important to keep the trusses from wracking.
- Three upper lateral braces are missing. The lateral bracing system does not work with one piece or the wedges missing. So, the lateral bracing system is not functioning.

The 80-foot, single span, Multiple Kingpost truss bridge was built around 1865 and bypassed in 1968. It is listed on the National Register of Historic Places. *(Information and photos courtesy Arnold M. Graton Associates, December 2019.)*



Failing slope & abutment



The bridge has a noticeable sag



Interior of the bridge

Massachusetts

Massachusetts Covered Bridges Featured on *Chronicle* TV Show



#MA/21-06-01) in Conway. The show also featured a number of historic photographs from the Society’s collection. Segments of the show are available on YouTube.

The covered bridges of Massachusetts were the subject of WCVB-TV’s *Chronicle* show of February 12th. The half-hour long show focuses on a single topic, often some part of Massachusetts history and culture. In this episode, host Anthony Everett led viewers on a tour of eight covered bridges throughout the state. Bill Caswell was interviewed at the Burkeville Bridge (WG



Bill’s interview is at <https://www.wcvb.com/article/why-cover-bridges/30901933>.

Michigan

Whites Bridge, Ionia County – #MI/22-34-01x

Nearly seven years after Michigan's oldest original construction covered bridge burned down in an arson fire on July 7, 2013, Whites Bridge is estimated to be rebuilt by July 3, 2020. Construction began last September. Davis Construction was awarded the bid for the approximately \$616,000 project. Most of the funding came from Meijer, the Michigan Department of Transportation Local Bridge Fund and the Michigan Economic Development Corporation. Any additional funds left after construction will go to the historical society and be used for additional costs like repairs, inspection, testing, lighting and security systems on the bridge, and any ongoing costs. The trusses were assembled on land and hoisted into place by cranes. Then workers began assembling the floor bracing and other components. When we went to press (February 23rd), the floor was in place and construction of the roof was well underway.

The bridge is intended to be a replica of the original although enhanced to carry emergency vehicles. The project is running behind schedule due to delays in getting equipment, a need for additional fundraising and cold, wet weather. *(Main story from Michigan Live, January 26, 2020 . Photos by Jim Allen [center] and Bernie Manning [left & right].)*



Minnesota

Zumbrota Bridge, Goodhue County – #MN/23-25-01

Minnesota's only remaining historic covered bridge fell victim to Mother Nature on February 24th after huge amounts of snow from a winter storm caused the roof to collapse. The bridge was built in 1869 and spans the Zumbro River in the 85-acre Covered Bridge Park.

We are happy to share a report from KTTC-TV on December 11th that repairs are complete. The project cost about \$300,000 and area residents were happy that they could end the bridge's 150th anniversary on a positive note. *(Photo by Bill Bowser.)*



Missouri

Union Bridge, Monroe County – #MO/25-69-02



Vandals left graffiti in the historic covered bridge during the afternoon of New Year's Eve. Missouri Park Rangers provided KHQA-TV with photos taken by a surveillance camera at the site. With the help of the public, the suspect responsible for the graffiti was identified. He is a juvenile who resides in the state of Texas. His identity will not be released. Park Rangers are working with law enforcement to obtain restitution for the damage. *(KHQA-TV, January 10, 2020. Photo by Bill & Jenn Caswell.)*

New Hampshire

Jackson or Honeymoon Bridge, Carroll County – #NH/29-02-01

On December 26th, Matthew Wooten, 52, of Bristol, Connecticut, drove a refrigerated box through the bridge damaging the portal and some Christmas lights owned by the Jackson Area Chamber of Commerce. Fortunately, the damage was only cosmetic and not structural. A witness reported the incident to police who located the truck at a nearby business. The driver was issued a traffic control violation for ignoring the posted 3-ton weight limit. (*Conway Daily Sun, December 30, 2019. Jackson Police Department photo.*)



As a side note: this bridge was featured in the opening scene of the Hallmark Channel movie “It’s Beginning To Look A Lot Like Christmas” which aired in December. The bridge was renamed “Riverton” for the film which featured two mayors of two fictional New Hampshire towns (East Riverton and West Riverton) competing for the town with the “Best Christmas Spirit” with the typical Hallmark outcome of them falling in love. According to the Internet Movie Data Base (IMDB) website, the movie was filmed in Vancouver, British Columbia, Canada. An image of the bridge was Photoshopped for the movie. (*Conway Daily Sun, December 24, 2019 article contributed by Rob Mitchell.*)

Squam River Bridge, Grafton County – #NH/29-05-112



Last September, a FedEx box truck struck and damaged several of the bridge’s braces. The 61 foot-long Town truss bridge was constructed by Milton Grāton & Sons in 1990, at a cost of \$200,000 to replace a condemned steel and concrete bridge. Tim Dansereau of Arnold Grāton Associates repaired the structure in February. The company sent along these photos taken before (left) and after (right) the work was done.



North Carolina

Bunker Hill Bridge, Catawba County – #NC/33-18-01

The Bunker Hill Bridge, the last remaining Haupt truss covered bridge, has undergone some recent work to repair damage done by floodwaters in July 2013. The bridge is owned by the Historical Association of Catawba County. Last year, Arnold M. Grāton Associates constructed a metal truss and inserted it inside the bridge to support it while the general contractor, NHM Constructors of Asheville, worked on the abutment and slopes. The Grāton’s covered the new shotcrete¹ abutment with a façade of stone to appear more natural. In December 2019, NHM Constructors of Asheville filed a lawsuit claiming that the Historical Association owes them an additional \$408,000 for the work. The Historical Association indicated that they paid NHM the amount of their bid and additional expenses were not approved. (*Hickory Daily Record, January 26, 2020. Thanks to Arnold M. Grāton Associates for additional information and photos.*)



¹ **shotcrete** – concrete or mortar sprayed pneumatically at high velocity onto a surface, first used in 1914, and typically reinforced by conventional steel rods, mesh or fibers. The visible dry laid stonework façade was added here to hide some of the shotcrete providing a more natural appearance.

Ohio

Fund Raising Event Planned for Ashtabula County, Ohio

Plans are in the works for the first dinner inside the Smolen Gulf Covered Bridge – America’s longest covered bridge – to be held on July 18, 2020 and sponsored by the Ashtabula County Covered Bridge Festival. The schedule includes a social hour with hor d’oeuvres and a Chinese Basket auction, ‘pull-a-cork’ in the Wine Pull, as well as ticket purchase for the Quilt and Christmas Ornament Raffle all while enjoying the music of the Fred Barringer Trio. A barbeque dinner complete with Amish Fry pies for dessert will follow with various speakers and surprises throughout the evening. Proceeds from the event will go to the repair of the façades and portals of the South Denmark Road Covered Bridge (WG #OH/35-04-14) and help fund the Ashtabula County’s Covered Bridge Festival in October. Tickets are \$60 and available on the Ashtabula County Covered Bridge Festival website – <http://www.coveredbridgefestival.org/>



Smolen Gulf Bridge by Andy Rebman



South Denmark Bridge by Scott Wagner



Harpersfield Bridge, Ashtabula County – #OH/35-04-19

The Winter 2019 edition of Bridges and Byways, the journal of the Ohio Historic Bridge Association, reported an update on this project from the Ohio Department of Transportation based on a report by Mary Rody, Architecture Transportation Reviews Manager at the State Historic Preservation Office. In 2016, county engineers proposed replacing the bridge with a new one but were met with strong opposition from various constituents due to the historic nature of the bridge. As a result, a major renovation is now being proposed. The 374-foot structure crosses the Grand River and consists of a 234-foot two-plus span covered wooden Howe truss portion built in 1868 with a single 140-foot open steel Pratt truss span which was added in 1913 after floodwaters washed away the land at the north end of the bridge.

The bridge was bypassed in 1962 and listed on the National Register of Historic Places in 1975. The overall bridge was rehabilitated in 1991-92 which added a walkway on the downstream side. The bridge is load rated at 8-tons/axle with a maximum load weight of 16-tons. The current rehabilitation plans call for:

- a) maintaining the single lane configuration,
- b) removal of the steel truss for off-site rehabilitation and painting before re-installing,
- c) rehabilitating the wooden truss in-place including the addition of steel under-floor support beams,
- d) additional wood and/or steel components to reinforce the wood truss,
- e) addition of pedestrian walkway to the upstream side,
- f) replacement of both abutments, and
- g) replacing the existing 4 steel and 2 concrete piers with new concrete piers.

Estimated overall cost and renovation duration was not stated. *(Photos by Bill & Jenn Caswell.)*



Ohio (continued)

Black or Pugh’s Mill Bridge, Butler County – #OH/35-09-03

The bridge is being preserved in architectural detail thanks to a grant from the W. E. Smith Family Charitable Trust. The Miami University Architecture Department received the \$2,600 grant to pay Brian Andrews, an adjunct professor and architect, to draw up the details of the 1868 bridge on the north side of Oxford. The bridge was built to help local farmers cross Four Mile Creek and get to the Pugh’s Mill complex that included a gristmill and a sawmill, according to the Oxford Museum Association’s website. Originally called the Pugh’s Mill Bridge, it became more commonly known as the Black Bridge to differentiate it from a similar white bridge downstream near state Route 73. The intent is to produce an accurate drawing of the bridge and two buildings on a nearby farm. It is expected to be completed by the end of the spring semester. The trust was established in memory of Ophia Smith, a longtime Oxford resident who wrote books on Oxford history, and her husband, W.E. Smith, a chair of Miami University’s History Department. (*Oxford Observer, January 24, 2020. Photos by Bill Bowser [top] and Bill Eichelberger [bottom].*)



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

County Commissioners have decided to replace the covered bridge which partially collapsed last July. The article did not indicate if the entire bridge was to be replaced, or only the collapsed span. County Engineer Amy Zwick stated that the new span will not be suitable for vehicles. It will be open for pedestrian and, perhaps, bicycles only. Woolpert Inc. is preparing the design. No estimate has been released yet. The county had received a \$900,000 grant from the Ohio Department of Transportation to repair the bridge prior to its collapse. (*Martins Ferry Times Leader, February 4, 2020. Photos by John Diehl.*)



Hune Bridge, Washington County – #OH/35-84-27



The Hune Covered Bridge, built in 1878 is again closed to traffic. A creeping landslip on the southeastern bank of the Little Muskingum River developed between January 5 and 6, following wet weather. The slip affected the Duff Road approach to the bridge. On January 7, the bridge was closed to all vehicular traffic, with metal barricades blocking passage. County Engineer Roger Wright wishes to preserve the county’s covered bridges by getting them off of the highway system. He stated that, “Plans are already underway to bypass the Bell bridge with federal funding in fiscal year 2022.” The failing embankment might accelerate plans for bypassing this bridge. The last significant repairs were in 2007. (*Parkersburg News and Sentinel, January 19, 2020. Photos by Michael Rudnick, February 4, 2020.*)



Pennsylvania

Pleasantville Bridge, Berks County – #PA/38-06-01

The single span, Burr truss structure was closed after an oversized vehicle struck and damaged the one of the height–restriction barriers on January 19th. The vehicle left the scene and police do not yet have any suspects. The 1852 bridge, which crosses the Manatawny Creek, has a posted 10 foot, 5-inch clearance. The bridge was not damaged, but since the height barrier was anchored into the approach, the wall of the approach was damaged. The county hired contractor Mar-Allen Concrete Products Inc. of Ephrata to make repairs. By January 30th, repairs were complete, and the bridge was open to traffic. Reflective tape was added to the barrier to make it more noticeable. The estimated repair cost is \$20,000. *(Reading Eagle, January 30, 2020. Photo by Fred Moll, January 23, 2020.)*



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

This bridge was moved to its present location in 1958 and is now in need of repair. The main concern is that the bridge has begun to lean and is out of plumb, which puts more stress on one corner. Also, the bridge abutments in the park are shorter than the ones when the bridge was on Main Street over Pleasant Spring Creek offering less support at the ends. The bridge’s proximity to the ground has allowed moisture to deteriorate the timbers at the bottom. The group’s goal is to restore the structure according to National Park Service guidelines to preserve as much of its historic integrity as possible. They have been consulting with Arnold Graton for advice on the repairs.

Perkasie Borough, the Bucks County Covered Bridge Society and Perkasie Historical Society are combining efforts to raise funds for and manage the project. The goal was to raise \$100,000 by March 1 in order to qualify for a matching Pennsylvania Historical and Museum Commission Keystone Historic Preservation Construction Grant. At press time (February 23rd), \$97,500 had been received. The bridge is listed on the National Register of Historic Places. More details on this project can be found at savethebridge.com. The NSPCB has pledged to offer a donation towards the project. Details will be in the Summer Newsletter. *(Information from Scott Bomboy.)*



Photos by Bill and Jenn Caswell



Photo by Jean Dolan

Scott Bomboy (center) representing the Bucks County Covered Bridge Society and Bill Caswell (right). The photo was taken by Scott’s wife, Linn Bomboy.

On February 23rd, Free Will Brewing of Perkasie released a special beer in support of the project and hosted a fundraising event. The brewery offered to donate half of the day’s draft beer and can sales towards the bridge repair project. That event was expected to raise the remainder of the needed match money. Bill and Jenn Caswell were at the event which was very well attended. In the photo to the right are Matt Lynch (left) representing the Perkasie Historical Society,



Pennsylvania (continued)

Dreibelbis Station Bridge, Berks County, – #PA/38-06-07



The structural components of the 150-year old, 190-foot, single span, Burr truss bridge have been relocated to the workshop of Lancaster County Timber Frames in York, Pennsylvania. A press release from the company noted that the crew has been fabricating replacement timbers for the pieces which were too badly rotted or damaged to re-use. All of the new parts are being fitted with the original parts that could be saved to ensure that assembly on site will go smoothly. Once the bridge is fitted together and all of the joinery is completed, they will be delivering the timbers back to the original site for assembly and installation on the new abutments this Spring. The company planned to host an open house on February 27th so interested people could get a first hand look at the repair process. *(Photo courtesy Joshua Coleman, Lancaster County Timber Frames Inc.)*

Bogert's Bridge, Lehigh County – #PA/38-39-01

On February 13th, we received an update on this project from Allentown Parks and Recreation director Karen El-Chaar. We had previously mentioned, the Commonwealth of Pennsylvania has committed \$750,000 towards restoration of the 1841 bridge. In addition, the City of Allentown has allotted \$375,000. With those two and other pledges, there is approximately \$1.165 million firmly committed to Bogert's Bridge thus far. Karen is continuing to work on additional grant opportunities as well as private contributions. An estimated \$1.5 million is needed to fully restore the bridge. Bogert's Bridge is listed on the National Register of Historic Places.



Vermont

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

As follow-up to the previous issue, authorities note that although the bridge has been struck several times during its history, the impact of May 16, 2019 produced more damage than any other. Jolene Godfrey drove her Upper Valley Produce delivery truck through the bridge damaging wood braces and both portals then continued on to two additional delivery stops before St. Johnsbury Police caught up with her. She was charged with careless driving and leaving the scene of a crash. Godfrey pleaded not guilty. Godfrey is no longer employed by them. The company's insurance covered the estimated \$21,000 in damages. Repairs were completed and the bridge reopened on August 19th. The NSPCB awarded a Certificate of Appreciation to 4-year-old Dela Stoddard-McGrath for his concern and hand-made sign "Stop! Back up if you're more than 11'9" or 16,000 lbs." which local officials helped him post at the bridge on September 6th. *(Caledonian Record, December 28, 2019, photos by Dana Gray provided by Rob Mitchell)*



Vermont (continued)

Lincoln Bridge, Windsor County – #VT/45-14-13

The Lincoln Bridge, which had been closed since an accident last May, was reopened to traffic in mid-December. A driver hauling a landscaping excavator too tall for the bridge smashed the timbers, but kept going—taking out support beams the entire length of the bridge. The driver was ticketed. The structure had been insured, so the town was able to hire a contractor for the repairs. The 1877 bridge is listed on the National Register of Historic Places. (*WPTZ, December 19, 2019. Photos by Scott Wagner.*)



Canada New Brunswick

Association President Voices Concerns About the Province's Bridges

In an interview with GlobalNews on February 5th, Ray Boucher, president of the Covered Bridges Conservation Association of New Brunswick, voiced concerns over the lack of progress with Department of Transportation and Infrastructure's (DTI) plans to repair the province's covered bridges. In January 2019, the DTI indicated that it was preparing individual management plans for each bridge. The status of those plans is not known. As this time, we are only aware of plans to repair the Bayswater Bridge.

Milkish Inlet #1 or Bayswater Bridge, Kings County – #NB/55-06-15



The New Brunswick Department of Transportation has informed us that they are planning repairs to this bridge during the spring. They have been consulting with Timber Restoration Services with a goal of raising the weight restriction to 30 tons. The outcome of this project will help determine how they move forward for other weight restricted covered bridges that have an important connection to the local road network. (*Photo by Bill & Jenn Caswell.*)

Thornes Brook Bridge, Kings County

The unhooused wood truss bridge over Thornes Brook was replaced in the fall of 2019. It was replaced with a modular steel bridge which was opened to traffic in November. The bridge was built in 1945 and featured a variation of the Burr truss which was once common throughout the province. New Brunswick's unhooused wooden bridges are much more endangered than the covered ones. We believe that there are 14 left which is about one-quarter of the number that existed 20 years ago. (*Photo by Bill & Jenn Caswell.*)



Irish River #1 or Vaughan Creek #1 Bridge, Saint John County – #NB/55-11-05

During the Christmas season, the village of St. Martins placed a Christmas tree inside the Irish River Bridge. This bridge was bypassed and closed traffic in 2017 due to structural concerns after being inspected by the Department of Transportation and Infrastructure. The DTI has not yet determined whether it will be repaired or replaced. More than 200 people attended a tree-lighting ceremony on December 13th. The tree was to remain lit up inside the bridge until sometime between Christmas and New Year's Day. Photos of the bridge and tree by Nicholas Lowe went viral on Facebook and were shared by numerous local and regional media organizations. Unfortunately, we were not able to obtain permission to reprint them before going to press.

Québec

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

Pont du Canton Laas, Abitibi – Témiscamingue Region – #QC/61-01-30x

The pont du Canton Laas was always one of the real challenges for covered bridge enthusiasts attempting to visit all of the historic structures. It was built in a remote portion of northwestern Québec as part of a planned community which never materialized. Other than the occasional intrepid tourist, it was typically only visited by hunters traveling through the area. The bridge decayed over the years until it was only a collapsed pile of timbers. A post on Pascal's blog on February 11th included information that the remains had been washed away during the night of October 10 & 11, 2018. A new footbridge has been constructed at the site and an informational sign tells about the former covered bridge.

Pont Perrault, Chaudière - Appalaches Region – #QC/61-06-01

According to mayor Lyne Bourque, the municipality of Notre-Dame-des-Pins will soon be requesting a \$50,000 grant from the Regional Radiation Support Fund (FARR) of the Ministry of Municipal Affairs and Housing which will be used to prepare renovation plans and specifications for the Pont Perrault spanning the Chaudière River in that community.



The bridge has been closed to all traffic and pedestrians since February 2018. Prior studies have evaluated the needs of the bridge and the results of these studies will be used to prepare plans and specifications. They are targeting to have the bridge open again at the beginning of 2021. The bridge was built in 1929. At 154.5 meters, it is the longest of its kind in Québec and the second longest in Canada. (*EnBeauce.com, November 26, 2019. Photo by Pascal Conner.*)

Pont Caron, Chaudière - Appalaches Region – #QC/61-40-04



Repairs to the Pont Caron were completed in December and it is now open to traffic. A number of structural timbers were replaced and some spliced with new pieces. Headache bars have been added near the portals. The bridge, which used to be gray, has now been painted red. (*Photos by Pascal Conner.*)



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



Last spring, the bridge was closed to motor vehicles. It was completely closed in December after an inspection revealed that the structure had moved. Fencing and concrete blocks now barricade the entrances. The closure has interrupted a snowmobile trail which went through the bridge. The local snowmobile club bypassed the covered bridge by constructing ice bridge over the rivière du Diable nearby. Samantha Saroufim, a spokesperson for the Ministry of Transport, indicated that care will be taken to ensure that repairs preserve the authenticity and heritage value of the bridge. (*L'information du Nord, January 29, 2020. Photo by Gérald Arbour.*)