



The Newsletter

*of the National Society for the
Preservation of Covered Bridges*

Summer 2014

The Old Covered Bridge

In a simpler time of by-gone days a master builder
gave shape to my wooden beams in orderly rows
across the chasm with water below.

Long did I stand straight and strong
as many a wanderer passed along safe and dry.

I've seen the years both come and go
while spanning this stream since decades ago.

Now I sit idly by;
quiet, neglected, and mostly forgotten.

Time has moved on

but if you pause and look closely

you may see if only briefly

how it was so long ago.

Thanks to NSPCB member, Wyndel Eiland, Madison, AL

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In this issue -

Editor's Comments	2	Bridge Happenings	8-13
President's Message	3-4	Covered Spans of Yesteryear	14
Calendars of Events	5-6	Birthday & Anniversary Wishes	15
World Guide Updates	6	Items For Sale	16
NSPCB Archive Site	7		

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

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Editor's Comments:

I would like to begin by offering my thanks to Wyndel Eiland, the author of the front page poem. My idea behind this format stems from my introduction into poetry many years ago and hope you all are enjoying the bits of prose offered thus far. I am sure there are many of you out there that have either written a few stanzas yourselves or perhaps have a favorite poem about covered bridges that you would like to share with our members. I welcome and encourage submissions of poetic verse from the members for possible use in future issues of this Newsletter. (Please be sure to note any copyrights and/or sources for obtaining permission for use. Thanks)

I had planned to begin a series of articles regarding the various methods of fire protection for our covered bridges, however, as some of the data I had requested arrived a bit late and required some clarification before presenting it for publication. I hope to be able to begin presenting that information in future issues of the Newsletter. Some suggested methods include such measures as “No-Char” coatings, “Protecto-wire” alarms, sprinkler systems, surveillance cameras, etc. While no one method is considered correct, the various methods will be presented so as to provide suggestions to appropriate authorities for them to investigate as to which individual or combination of methods may be best suited for their particular situation and available funding resources.

In an effort to present different articles in the Newsletter in a more organized and pleasing format, I am experiencing a bit of “computeritis” as my skills at such are still in a learning mode. With help from the previous Newsletter editor, I hope to be able to present a more appealing Newsletter in the near future. If members have any suggestions regarding what they might like to see in the Newsletter, please let me know at the address shown below and we’ll take it under advisement.

Fall 2014 Newsletter Deadline

The next Newsletter is scheduled to be mailed in September. Therefore, anyone wishing to submit articles should send them to the Editor by **August 15, 2014**. **Please note**, it is requested that your information be typed and include proper credit information (newspaper, magazine, or web site, etc.), or on CD (Microsoft *Word* format, and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050. Thanks!

President's Message ...

With the start of summer comes vacation season, I look forward to hearing about your travels. As you visit covered bridges, please note their condition and report that to us. I am not expecting an in-depth analysis of the bridge, but merely your thoughts on whether it appears to be in sound condition or if it needs some attention.

Summer also means that it may be time to renew your membership. Please check the address label on your Topics/Newsletter envelope to see if you are due for renewal. If you are due, please fill out the renewal form and send it along with your check, or take advantage on the on-line renewal option on the Society's website – www.coveredbridgesociety.org.

There are slightly under 400 members of this fine organization. Nearly all of us can take some role in the effort to preserve our historic covered bridges. Some already do. Some of you are able to attend meetings and are actively involved in the operation of the Society. Some of you are bridgewrights and engineers involved in repairing and restoring covered bridges. Some of you are government officials working to preserve the covered bridges in your area. Some of you are involved in local campaigns to raise money for restoration or repairs. If you do not fall into one of these categories, what you can do to help? In future newsletters, I wish to include information about covered bridge projects that are in the planning, design and construction phases. Presently, I am only aware of a few, mostly in the New Hampshire and Vermont area where I live. I am asking for your help to make the list more complete and to keep it up-to-date. By publishing that information, we can raise awareness of projects that you, the membership, can become involved in.

If you live near a project in the planning and design stages, I am urging you to attend a public meeting to learn about the project and voice your desire to have the bridge repaired in an historic manner. If you don't live nearby, send a letter to express your interest in the historic preservation of the structure. Encourage your family, friends and co-workers to do the same. There are no guarantees, but I can cite plenty of examples where public interest has made a difference.

* The new covered bridge in Bartonville, Vermont exists because the local community wanted it and they worked hard to reach that goal after their former covered bridge was destroyed by floodwaters.

* A year and a half ago, the Maxwell Crossing Bridge near St. Stephen, New Brunswick was severely damaged by an out-of-control car. The Department of Transportation was considering an option to replace it with a modern bridge. This bridge may still exist because the local residents made their wishes known at public meetings, signed petitions and wrote letters to their local and provincial officials. Not only was the covered span repaired, but additional funding was provided to strengthen it.

* Because of the Society's efforts, the Sanborn Bridge in Lyndonville, Vermont, a prime example of a Paddleford truss, received emergency repairs during the past winter. As a result, it is in a better position to survive until money can be raised for its complete restoration.

* In April, the covered bridge at Bridgeport, California, moved one step closer to receiving funding for repairs. You cannot underestimate the role that the area's residents played in that decision. I know some members, myself included, sent letters to state assembly members encouraging them to approve the funds. We don't know how much influence our letters had on that decision, but maybe we made a difference.

As I write this, there are five covered bridges currently closed to traffic in the Abitibi area of Québec. Some are not scheduled to be repaired or reopened in the near future. One of them, Pont l'Arche-de-Noé (WG#61-01-26) is in danger of being demolished. The roof of Pont des Souvenirs (WG#61-02-33) is leaking which is causing damage to the upper chord. Gilles Bergeron, a resident of

Authier-Nord has started a petition to repair the Levasseur Bridge (WG#61-02-37) which was closed in 2011. We are asking for your help in getting this bridge repaired and opened to traffic. A copy of the petition is available on the Society's website at www.coveredbridgesociety.org. Click on the "How Can You Help" link. You can print the form, gather a few signatures and mail it to Mr. Bergeron. If you have visited this area, plan to visit someday or just want to help see the Abitibi bridges repaired, please send a letter with your petition to Mr. Gilles Bergeron, 292 Rang 8, Authier-Nord, Quebec J0Z 1E0 CANADA.

In other news, we have successfully relocated the Society's archives to its new home near Penacook, New Hampshire. See the article in this newsletter for more details.

A decision regarding the scholarship we offered to an Historic Preservation student is to be made during the May 24th Board meeting. If details are available by press time, they will be included. If not, watch for an announcement on the Society's website and Facebook page.

Make a note on your calendar to attend the Society's Annual Meeting on **Saturday, October 25, 2014** at O'Connor's Restaurant, 1160 W. Boylston Street, Worcester, Massachusetts. The meeting will be on **Saturday** this year because the restaurant is not open on Sunday's. More details and a reservation form will follow in the Fall Newsletter. I have invited Arnold Graton and Tim Dansereau to speak about a recent project they have worked on. Arnold Graton has been building and restoring covered bridges for more than 50 years. Tim Dansereau has worked for Arnold for many years and has gained a great deal of knowledge and experience.

I wish you all safe travels this summer.

Bill Caswell

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Proposed By-Law Update

The June meeting will include a vote on a proposed by-law change:

Addition of Article XIII – Conflict of Interest

No director, officer, trustee, or employee of the National Society for the Preservation of Covered Bridges, Inc., shall engage in a pecuniary benefit transaction with the Society unless the requirements of the Society's current Conflict of Interest Policy have been met.

Consequently, it will be necessary to renumber the following two articles

Article XIII – Amendments will become Article XIV

Article XIV – Parliamentary Authority will become Article XV

Traffic Advisory!!

New Brunswick Public Advisories & Alerts has issued the following notice dated 23 May 2014:

St. Martins (GNB) – The Hardscrabble Covered Bridge (WG#55-11-06), located on Vaughn Creek Road in the Village of St. Martins, will be closed to traffic for about eight weeks beginning May 27. The Department of Transportation and infrastructure will be carrying out repairs to the structure.

2014 NSPCB meeting schedule

Sunday, June 22 at 1pm Contoocook Covered Bridge, Contoocook, NH. Meeting inside the covered bridge. Bring your own chair.

Sunday, July 27 at 1pm Washington County, PA.. Meeting at the “Parkview Pavilion” near the Wyt Sprowls Bridge in East Finley Park. From I-70, take exit 6 and follow signs to Claysville. At Claysville, turn right onto PA 231 south for 6.2 miles. There is a small sign for the park at a sharp curve in the road where you will turn right onto Templeton Run Road. The bridge is about a half-mile ahead on Templeton Run Road. The nearby pavilion is reserved for the Society for the entire day. It contains a barbeque grill and 2 or 3 picnic tables. Tom Walczak is planning to lead a mini safari after the meeting for anyone interested in exploring the area.

Sunday, August 24 Annual Picnic at the home of Cheryl Krumenacker, 284 North Bend Drive, Manchester, NH. Lunch at noon, meeting at 1:00. Hamburgers provided, bring a side dish or dessert to share.

Sunday September 28 at 1pm Fall meeting will be hosted by Carmela Sciandra at her home, 201 Russell Farm Road, Lunenburg, VT.

Saturday, October 25 NSPCB Annual Meeting and Dinner, O'Connor's Restaurant, 1160 W Boylston St, Worcester, Massachusetts.. Buffet lunch at noon, meeting at 1:00. More details and a reservation form will be included in the Fall newsletter.

Other Covered Bridge Events

Sunday, July 6, 2014, 12 noon Theodore Burr Society of Pennsylvania, Annual Picnic at Historic Poole Forge and Covered Bridge Park

Sunday, July 13, 2014 New York State Covered Bridge Society, Livingston Manor/Van Tran Flat Covered Bridge Rockville, NY Summer Picnic

Sunday, July 20, 2014 at 12 noon Ohio Historic Bridge Association, Summer Picnic at the Salt Creek Covered Bridge in Muskingum Co. We are having a folklorist present several stories about covered bridges. Please bring your own table service and a covered-dish to share with the group. Also, we recommend that you bring a folding chair.

Sunday, August 3, 2014, time to be announced Theodore Burr Society of Pennsylvania, A Meeting at the Bridge, Shearer's Bridge in Manheim, Lancaster County.

Sunday, August 10, 2014 New York State Covered Bridge Society, Newfield Covered Bridge Newfield, NY Picnic

Sunday, September 7, 2014, 2pm Theodore Burr Society of Pennsylvania, Monthly Meeting at St. Paul's Episcopal Church, Manheim, PA

September (dates not yet confirmed) Ohio Historic Bridge Association Fall Tour.

September 13-14, New York State Covered Bridge Society, 2014 Safari tentative Columbia County, PA

Sunday, October 12, 2014, 2pm Theodore Burr Society of Pennsylvania, Monthly Meeting and Auction at St. Paul's Episcopal Church, Manheim, PA

Sunday, October 12, 2014 New York State Covered Bridge Society, Hamden Covered Bridge, Hamden, NY

Sunday, November 2, 2014, 2pm Theodore Burr Society of Pennsylvania, Monthly Meeting & Bake Sale at St. Paul's Episcopal Church, Manheim, PA

Sunday, November 9, 2014 New York State Covered Bridge Society, Harvest Dinner, Oxford Memorial Library, Oxford, NY

Saturday, December 13, 2014, 11am to 3pm Theodore Burr Society of Pennsylvania, Annual Christmas Dinner and Party at Dutch-Way Farm Market and Family Restaurant, Gap, PA, (Lancaster County)

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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 12, update directions of Thompson Mill Bridge in Shelby County, Illinois. The bridge is east of IL 128, not west.

13-87-01 Dry Point Kaskaskia River Thompson Mill 1 105' 1868 Howe
2.4 miles **east** of IL128 and Cowden on CR11, then 0.9 miles left on west side of bypassed section of unnamed road. East-northeast of Cowden. Closed. (NR) N39° 15.50' W088° 49.12'

Page 31, correct spelling of bridge name in Madison County, Iowa

15-61-02 Union ditch Cutler or **Donahoe** 1 79' 1871 Town
0.8 miles south of jct IA169/IA92 on Business Route 169, then 0.8 miles left on East Court Ave and 0.3 miles right on 9th St. to City Park entrance. South-southeast of Winterset. Closed. (NR) N41° 19.869' W094° 00.293'

Page 73, add a new bridge in Yellow Springs, Greene County, Ohio, built by R.G. Zachrich Construction.

35-29-109 Yellow Springs trail Richard P. Eastman or Hyde Road 1 77' 2014
Howe
1.6 miles south of US68 at Yellow Springs on Corry St., then just left on Hyde Road.

Page 90, correct coordinates of Newton Falls Bridge in Trumbull County, Ohio

35-78-01 Newton Newton Falls or Stedman East Branch Mahoning River 1+ 117' 1831 Town
1.2 miles southeast of jct OH5 on OH534 (E. Broad St.), then 0.1 miles left and right on Arlington St., Newton Falls. (NR) **N41° 11.28' W080° 58.31'**

Page 172, delete Canaan River #1 Bridge in Queens County, New Brunswick, 55-09-02. The bridge washed away April 16, 2014

The New NSPCB Archives

By Bill & Jenn Caswell

For many years, the Society’s archives of photographs, books and other material had been stored in the basement of the public library in Westminister, Vermont. This arrangement was made by David Wright who was also on the library’s Board of Directors. After David’s passing, the library informed us that the archives needed to be relocated. Members of the Executive Board researched and visited a number of locations before we ultimately settled on a location at 2 Whitney Ave. near Penacook, just north of Concord,



New Hampshire.

On March 21st, with the help of Staving Artists Movers, we relocated the Society’s belongings to its new location. Dick & June Roy, Karl Olson and Joye Olson met us in Penacook to help arrange items in the new room as the movers brought them in.



The new location is almost twice the size of the room in Westminister. It is divided into two separate spaces. The front half of the room has the file cabinets containing the Richard Sanders Allen photograph collection along with some other smaller collections. Dick Roy built three new book shelves for the room to hold books, slides and post cards.

The rear portion of the room contains the flat file drawer, more file cabinets for future expansion, a desk and (presently) all the boxes of loose material from Westminister.



We have been spending our days off organizing and inventorying the collection. Once the room is ready for visitors, we will share more details about how

researchers will be able to access the information contained within the room.

Ribbon-Cutting Ceremony for Lancaster County Bridge

On Thursday, March 20, 2014 Commissioners of Lancaster County, Pennsylvania held a ceremony to officially re-open the Pinetown Road Covered Bridge (WG#38-36-05) most recently damaged by flooding in 2011. Originally built in 1867, this 135-foot single span structure crosses the Conestoga River supported by a Burr Arch truss. In 1972, flood waters from Hurricane Agnes virtually destroyed the bridge which was rebuilt and raised by the Amish community in 1973. In 2011, the 15 inch rainfall from Tropical Storm Lee again damaged the bridge and shifting it off its abutments. After salvaging the bridge from the water and was placed in a nearby meadow to await disassembly and restoration. Working with the Federal Emergency Management Agency (FEMA) funds were secured to restore the historic bridge. Restoration costs totaled almost \$800,000 which also included raising the completed bridge another 2-feet on its abutments.

(Compiled from article Lancaster Online.News, March 17, 2014 (Pennsylvania))

Bridgeport Covered Bridge – One Step Closer

In April 2014, the California State Assembly Budget Sub-Committee on Resources and Transportation voted 4-0 to approve \$1 million to fully fund restoration of the South Yuba River Park's Bridgeport Covered Bridge (WG#05-29-01) in 2014-2015. The Nevada County bridge was built in 1862 with a Howe and Arch truss spanning the South Fork Yuba River with a single 233-foot span making it the longest single-span historic covered bridge in the nation. The Blenheim Covered Bridge (WG#32-48-01) in New York held that distinction at 228-feet until it was destroyed by flood waters in 2011.

The following are excerpts from NSPCB President Bill Caswell's April 16, 2014 letter of support for the restoration project: "The Bridgeport Covered Bridge in South Yuba River State Park is an important symbol of California's Gold Rush era. ... This bridge is a significant link to our past not only for the residents of Nevada County, but throughout the nation. The Bridgeport Covered Bridge is presently the longest single-span historic covered bridge in the country. ... In its weakened state, the Bridgeport Bridge could meet the same fate [as the Blenheim Bridge]. If California's drought were to end with any significant rainfall, the river under the bridge could rise enough to damage or even wash away this historic structure. ... The fate of Bridgeport, a symbol of California's historic legacy, and a significant engineering accomplishment to the world, is now in your hands."

Phase I, funded and scheduled to take place in 2014, should provide basic stabilization work to protect the span from catastrophic failure. Nevada City City Council Manager, Robert Bergman, applauded the Committee's decision saying, "This bridge needs to be protected now because once it's lost, it's gone forever." Nevada County Supervisor, Hank Weston, recognized the success of the joint support with the City of Grass Valley, Nevada City, Truckee, South Yuba River Citizens League (SYRCL), South Yuba River Park Association (SYRPA), and the community. 'We carried out the community's wishes to save the Bridgeport Covered Bridge.'

(Compiled from SYRCL News Release April 2014 and NSPCB President's letter April 16, 2014 (California))

Transport Québec Closes Bridge Due to Structural Concerns

The mayors of two West Quebec towns are fighting to re-open Pont Félix-Gabriel-Marchand (61-53-01) after the province shut it down on May 6th over concerns it was unstable. The red covered bridge has linked the towns of Fort-Coulonge and Mansfield-et-Pontefract since 1898. Kathleen Belec, the mayor of Mansfield-et-Pontefract, said the bridge attracts tourists. "It brings in a lot. During the summer I know it's over thousands of dollars for our restaurants, for our gas, for hunting and fishing. People stop here on the way and take pictures," she said.

(CBC News, May 7, 2014 (Québec))

Covered Bridge Takes A Ride

On Wednesday, April 17, 2014, the Canaan River #1 Bridge (WG#55-09-02), a 168-foot Howe truss covered bridge built in 1927 in Queens County, New Brunswick, took an unexpected 2-hour journey down the Canaan River when flood waters lifted the bridge off its abutments. Traveling largely intact, the bridge eventually came to rest against a pier of the Trans-Canada Highway bridge about 13 miles (20 km) down-river. Quite the event for locals and bridge enthusiasts, a video can be found on line. While it appears that this piece of history has been lost, no word has been given as to plans to possibly salvage, return or restore the 87-year-old covered bridge. As of May 29th, the remains of the covered bridge were still in the river under the highway bridge.

Eleanor Guillemette, an area resident, took the top photo shortly before the bridge was carried away. She took the bottom photo while the bridge was on its journey downstream.

(Compiled from CBC News articles of April 17 and May 29, 2014 (New Brunswick, Canada))



Bridge Collapse Still Under Investigation

The Stonelick covered bridge (WG#35-13-02) which collapsed in February of this year (See Spring Newsletter) was closed in 2010 due to an overweight truck which damaged the floor beams. Smollen Engineering, at the request of the Clermont County Engineer's Office, stated that there was a height difference between the two trusses which caused a slight lean upstream. Additional statements indicated that there were no lateral (or diagonal) braces installed at the time of the collapse, that together contributed to the accident. A corporate spokesperson for the Righter Company, contractors for the reconstruction project, disagreed with Smollen's assessment stating that neither point caused the resultant collapse. Righter Company's spokesperson added, "This has never happened before and we really don't know the cause. Everyone is taking their time trying to figure out exactly what happened." While the collapse exposed some previously undetected wood rot, Clermont County officials do completed with re-opening still scheduled for later this year.

(Compiled from Kieth BieryColick Article, Community Press, April 17, 2014 (Ohio))

Bridge to be Renovated This Year

Federal grants awarded to the Oregon Department of Transportation have been earmarked for the renovation of the Mosby Creek covered bridge (WG#37-20-27) and four other bridges. The funds were provided by the National Historic Covered Bridge Protection Program and will be used to replace decking, diagonal bracing, floor beams, a new roof and repainting. Tension rods will also be adjusted to keep the 90-foot Howe truss in alignment. Built in 1920 over the Mosby Creek near Cottage Grove, Oregon, renovation work to the single span bridge will be in accordance with Oregon's State Historical Preservation Office standards. Listed on the National Register of Historic Places, the Mosby Creek covered bridge is the oldest in Lane County. It is anticipated that the bridge will be closed from April through September of this year.

(Compiled from Jon Stinnett Article, Cottage Grove Sentinel, March 5, 2014 (Oregon))

Covered Bridge with a Ghost?

According to a legend that dates back some 50 plus years, the Gold Brook (or Emily's) covered bridge (WG#45-08-12) has a ghost, or not depending with whom you speak. The old-timers of the area say the ghost inhabited a bridge down the road, but, when the roof of that bridge was transferred to this bridge, the legend, and the ghost, followed. However, there is no historical data to support the legend. Neighbors to the bridge have been working with the Town of Stowe to provide a bit of long-overdue TLC for the old bridge, a small 49-foot single-span with a Howe truss which dates back to 1844. Together, interpretive signage should be completed and installed by the fall. In addition, increased police presence and possible installation of a street light should help to discourage those exhibiting bad behavior at the bridge both during the day and late night. Below the bridge is a nice swimming hole and a place to pan for gold. The bridge is a popular local attraction receiving many admirers year 'round and neighbors wish only that visitors be respectful of both the bridge and the surrounding homes. *[Ed. Note: Courtesy by all visitors to all bridges should not have to be requested. These bridges, in most cases, belong to all of us and collectively we need to be respectful of their antiquity, as architectural examples of our heritage, and to those who reside nearby.]*

(Compiled from local citizen comments March 31, 2014 (Vermont))

New Look for an Old Bridge

The Hoffman covered bridge (WG#37-22-08) has recently seen a major rehabilitation as its 90-foot Howe truss crosses the Crabtree Creek in a single span. The asphalt covering of the deck has been removed and was replaced with wooden decking allowing for faster air-dry of the timbers and less possibility of dry rot. New needle beams under the bridge were also replaced together with new steel tension rods helping to strengthen the old structure. Epoxy was pumped into timber cracks preventing the entry of water and insects thus strengthening the beam and increasing timber life. A new roof, including rafters, nailers, bracing, and cedar shingles replaced the old sheet metal covering. And finally, new siding boards painted white completes the make-over. Outside, new guard rails and posts along the approach spans to the bridge, and new signs noting the 15-ton load limit.

(Thanks to Bill Cockrell article in The Bridge Tender (Oregon))

Another Truck – Another Damaged Bridge

A 37-year-old driver of a 13-foot high tractor trailer employed for only a week and making a delivery for a New Jersey nursery, plowed through the 10-foot height limit sign and through the Rapps Dam covered bridge (WG#38-15-14) on Tuesday April 29, 2014 leaving a trail of splintered and broken wood behind. According to police, debris from the bridge including dedication plaque, was still lodged on the truck when it stopped on the other side. The 122-foot Double Burr Arch truss bridge that spans French Creek was built in 1866. In 1978, the bridge was reconstructed. Then in 2011, the historic bridge underwent a \$1.5 million renovation and restoration which included a cedar shake roof, redwood siding, decking and replacement of the 106-foot steel beams which now support the structure. East Packard Township Manager, Kimberly Morett, called the damage “heartbreaking” stating that the bridge is a source of pride for the community. The bridge is now closed indefinitely with damage costs still undetermined.

On June 2nd the driver was charged with criminal mischief and risking a catastrophe, both felonies because of the amount of damage. Cpl. Ben Martin of the East Pikeland Township police estimated the damage, conservatively, at \$500,000.

(Compiled from Philadelphia Inquirer articles, April 30 & June 3, 2014 (Pennsylvania))

County Owns the Bridge but Who Owns the Road?

A dispute between a property owner and Lincoln County, OR officials has placed the rehabilitation project for the North Fork Yachats River covered bridge (WG#37-21-08) on temporary hold. At stake - \$700,000 in federal funding for this structure, one of five covered bridges in Lincoln County, and listed on the National Register of Historic Places. Located crossing the North Fork Yachats River, it is the road's right-of-way which is the cause of the problem. Lincoln County officials contend that some evidence indicates the roadway north of the bridge belongs to the county through sources such as commissioner journal records, bridge and maintenance records, historical maps and history of use. Sufficient survey documentation establishes the road although there is no specific order accepting it into the county road system. The property owner who owns acreage on both sides of the bridge claims no official documentation of the county's ownership of a 175-foot long by 60-foot wide abandoned logging road north of the bridge, no record of maintenance by the county on the roadway north of the bridge, nor any document of 'clear title' to the roadway exists. The property owner, having once offered to donate a portion of land to the county to allow work on the bridge and to create a public park on both sides of the bridge, stated that the county made no move to accept the offer insisting instead on a course of jurisdiction. The timber structure received new piers and footings when it was rebuilt 25 years ago by the county and was paid for with taxpayer dollars.

According to an April 11, 2014 newspaper article, Lincoln County has decided to "legalize" a small portion of the North Fork Yachats River Road in order to repair the historic bridge, citing examples of county maintenance during the last 30-years and "sufficient documentation for the establishment of the road" supporting that decision. The county also argued that a county road must have been there or the bridge would not have been built. County Legal Council said they would have a formal order for the "legalization" later this month for the Board of Commissioners to approve.

(Compiled from News-Times articles March 21, 2014 and April 11, 2014 (Oregon) – Thanks to members Bill Cockrell and Joseph Conwill)

Whites Bridge Historical Society Update

As most of you will recall, Whites Bridge (WG#22-34-01) was lost to arson in July of 2013. The Whites Bridge Historical Society (WBHS) was formed to raise awareness and the effort being expended to construct a replica of the historic bridge. ECO Demolition, hired by WBHS to remove the charred remains from the Flat River, donated their labor and equipment saving taxpayers almost \$24,000! The WBHS has also applied for 501(c)(3) status which it expects to receive shortly. Vice Chairman, Tom Byle, a civil engineer, was job supervisor for the rebuilding of the Ada Covered Bridge and was instrumental in getting the Ionia County Road Commission to request funding for this rebuild project. Sharon Nunnelee, a professional grantwriter/fundraiser who raised almost \$7 million for, and is recently retired from, the West Michigan Trails and Greenways Coalition, has been retained for the restoration project. For more information visit their website at: www.WhiteBridgeHistoricalSociety.org.

(Thanks to Nancy Stroosnyder, Treasurer, WBHS and Bill Caswell (Michigan))

Waggoners Bridge in Need of Repair

In 1947, Perry County Pennsylvania Commissioners agreed by a formal Resolution to keep and maintain Waggoners Bridge as a relic and memorial for the Historical Society. Maintenance has been deferred by the County since around 1990 and now the bridge is in danger of collapse. Please join the Historical Society of Perry County in urging the current County Commissioners to honor that 1947 pledge and repair this magnificent structure by signing our e-petition at www.PerryHeritage.com/waggoners.html.

(Submitted to the Society Facebook page (Pennsylvania))

McKee Bridge Restoration Delayed

Restoration plans for the McKee Covered Bridge (WG#37-15-06) which were completed last year and approved was scheduled to go out for bid in April of this year. Oregon Department of Transportation, who is administering the project, has not received sufficient funding for the estimated costs and would not put the project out to bid without them. A state Transportation Enhancement Fund has approved the McKee Bridge Historical Society (MBHS) to apply for an additional \$62,000 grant with a 10% local match, the results of which should be known shortly. On the positive side, County Engineers have determined that the repairs to the bridge approach could be accomplished for \$3,200 allowing the applying of \$6,200 toward the matching fund for the grant. The approach work is not covered by the Federal grant. Current bid documents call for fire retardant on the roof. Estimates to apply retardant on the siding and structural members range between \$20,000 and \$30,000 and would require the MBHS to obtain a grant for the entire amount.

(Compiled from McKee Bridge Historical Society, Robert Van Heuit-President, May 26, 2014 (Oregon))

Dimmsville Bridge in Need of Repair

The Dimmsville Bridge is near Millerstown, Juniata County, PA. One of the abutments has failed and the bridge is in danger of collapse.

(Submitted to the Society Facebook page (Pennsylvania))



Passing of L.K. Patton

We have learned of the passing of Dr. Lewis Kay (L.K.) Patton on May 23rd. Dr. Patton was born Nov. 18, 1932 in Lima (Allen County), Ohio, the only child of the late Edgar Armon Patton and the late Betty Eva (Oberdier) Patton. He had been a resident of Fort Thomas, KY, since 1959.

"L.K." Patton was president (since 1959) of L.K. Patton Enterprises, Inc., which included an advertising/public relations agency, a printing company, a record company and two music publishing firms. After nearly 25 years, he retired as the Commercial Art/Art and Printing Instructor at Great Oaks, Diamond Oaks Career Development Campus, in Greater Cincinnati. In addition, he once owned and managed six locations of Vogue Cosmetology College of Hair Design in Greater Cincinnati and Las Vegas. L.K. was also an accomplished singer and musician. He performed with the Cincinnati Summer Opera and the Cincinnati Symphony Orchestra (and is heard on a Dave Brubeck album with the Symphony). He was also heard coast-to-coast as a freelance radio-TV announcer and had earned membership in the International Platform Association. He was a well-known national speaker on three topics; superstitions, Kentucky legends and Kentucky Covered Bridges.

Covered bridge enthusiasts knew Dr. Patton as a founder of the former Kentucky Covered Bridge Association (in 1964) and served as its executive director for 38 years. He was a member of several covered bridge organizations across the nation.

(Submitted by member Melissa Jurgensen)

Five-Year Restoration Project Completed

Arnold Graton completed the \$1.2 million restoration project of the Cabin Creek covered bridge (WG#17-68-03) in March of this year and passed its final inspection. Graton said he hoped that the 114' single span Multiple Kingpost truss bridge built in 1873 would be open for small vehicle traffic. The bridge was closed to vehicle and pedestrian traffic in 1983 as a result of storm damage and deteriorated further after flooding. Restoration plans for the state's 13 covered bridges began in the 1990's with only three remaining unrestored. Funding for the restoration project was provided by a transportation enhancement program. Graton stated, "We've enjoyed our time in Kentucky and being given the opportunity to restore the Cabin Creek Covered Bridge."

(Compiled from article, March 10, 2014, Lexington Herald Leader, via members Miriam Woolfolk and Joseph Conwill (Kentucky))

Green River Covered Bridge Relocated for Repairs, Greenfield, MA

A flood event, resulting from Tropical Storm Irene, severely scoured and settled the east abutment causing uneven settlement of the truss end bearings and racking and distortion of the bridge superstructure. Several of the main timber elements of the bridge were broken. The 93-foot-long, single-span bridge uses Howe truss framing and had a cantilevered sidewalk. The damaged bridge was closed to all traffic.

The Town of Greenfield contracted with DuBois & King of Bedford and Laconia, New Hampshire, an engineering firm with a specialty in covered bridges, to oversee emergency repairs to the bridge and to complete the rehabilitation design. Managing the project is Robert H. Durfee, P.E., a nationally recognized covered bridge expert and Vice President for the engineering firm.

The first task after the flood was to jack up and stabilize the bridge on the existing abutments to prevent further damage and to save it from another flood while the rehabilitation design work proceeded. Repairs were designed for the roof framing, upper and lower lateral bracing, timber trusses, board siding, and bearings. Both abutments are to be removed and replaced with concrete abutments and wingwalls. The east abutment will be raised 2 feet to enable greater capacity of the bridge to pass future floodwaters without damage.

Before construction, workers temporarily moved the bridge to the east bank, for replacement of the abutments and to allow greater access to the bridge for repairs. The time-lapse video represents the 4-hour removal of the Green River Covered Bridge. Construction will proceed throughout the summer and the rehabilitated bridge is scheduled to reopen in the fall of 2014.

(Contributed by Sawyer Sutton of DuBois & King, Randolph, VT)



Thanks to all our contributors, you are our best sources for updating our covered bridge information. Editor



Covered Spans of Yesteryear

by Bill Caswell

During my years of researching bridges for Covered Spans of Yesteryear, there have been many puzzles to solve. While preparing for the presentation I offered at the Society's April meeting, I did some digging to find information on a bridge that has intrigued me since the early days of my research. Now, I wouldn't say I have put lots of time into trying to discover the background behind this particular bridge over the years. My free time is quite limited, so if a lead isn't showing some hint of forward progress, I will move on to another item. Such was the case with the Old Red Bridge in Millville, Massachusetts.

My attraction to this particular bridge is due to its unusual appearance, with the oval rounding of the portal and the tall rounded opening of the pedestrian walkway that was included as part of the design, not an afterthought as in many other bridges. Pictures of this structure are not uncommon, although the ones I have seen so far were all taken in the 1940's after it was restricted to pedestrian use only. I am looking forward to someday seeing pictures of it while it was used for vehicle traffic. It has been mentioned in various publications, but details are always lacking. The Historic American Building Survey visited the bridge in 1941. The online record of their visit includes four photos but only the same little tidbits of information available in other sources.



The breakthrough happened when I discovered the proper spelling of the bridge's alternate name. For anyone living in the area or familiar with Millville's history, the rest of this story is probably common knowledge and they would wonder why others didn't see the obvious answer. The bridge has variously been listed as Bannigan Heights or Bannigon or Bannigor, but never by its proper spelling, Banigan.

In the 1840's, Joseph Banigan's family immigrated from Ireland after that country's potato famine and settled in Providence, Rhode Island. Banigan only spent a short time in school before starting work in a factory at age nine. In his late teens, he was apprenticed to a jeweler. After turning 21, he went to work for a company making rubber bottle stoppers and quickly rose into a management position there. He expanded the business from bottle stoppers to the manufacture of rubber shoes which exponentially increased sales. Banigan made trips to Brazil to arrange for the direct import of rubber to his factories thus reducing his material costs and further increasing his profits.

In 1882, Banigan needed to expand the factory in Woonsocket, Rhode Island. After not receiving the support he expected from the city, he built a new factory just over the state line in Millville. Along with the new factory on the north side of the Blackstone River, he built housing and a school for his workers on the south side of the river, an area that became known as Banigan City. The covered bridge was constructed to provide access to the factory from the worker's homes.



During the Great Depression, the Millville factory closed and a significant number of residents moved away to look for work. The abandoned buildings stood until the late 1940's when some of the structures, including the bridge and schoolhouse were razed. The photos in this article are from the George Pease Collection in the Society's archives.

For information about other former covered bridges, visit our website at www.lostbridges.org. If you have information or pictures of the former bridges in your area, please share that with us. There is still a vast amount of territory to cover and any assistance will be greatly appreciated. Email is usually the most effective way to contact me - bill@lostbridges.org.

Members Birthdays and Anniversaries ...

Birthdays:

Anniversaries:

July

06 Diane Dodge
 06 Lynea Bowdish
 07 William Ford
 8 Ed DeHaven
 13 Charles R. Nurse
 20 Bob & Trish Kane
 20 Joseph Cohen
 22 June Roy
 22 Lou Zabbia
 23 Barbara J. Zahniser
 24 Connie L. Wickert
 24 Ed & Judy Lowe
 27 Veria Huffaker
 28 Dick Roy
 30 Irving Butler
 31 Jordan B. Tuller

August

01 Irene Mele
 01 James A. Lewis
 01 Lauren Liebrecht
 01 Paula Liebrecht
 08 Clyde Bradley
 10 Becky L. Mosholder
 10 Thomas A. Carpenter
 12 Albert E. Heierman, Jr.
 13 Howard Rogers
 14 Jim Royer
 14 Robert H. Lorenz
 15 Joan M. Williams
 17 Robert W. Pieper
 17 Walter Daniels
 18 Ed & Irene Barna
 18 Josif Bicja
 21 June Tryon
 21 Milton R. Cannan
 22 Ed Bartman
 22 Phil Williams
 23 Ed Johnson
 27 Carol J. Olver
 27 Jenn Caswell
 28 Patricia Bode
 30 Ada Jeffery
 30 Robert B. McPherson

September

03 James A. Kendall
 05 Bill Baldwin
 07 Martha Yee
 08 Thomas Bode
 09 Tom Walczak
 10 William Freisleben
 11 Charles Tabor
 11 Cheryl M. Lilly
 13 Carmela Sciandra
 14 Andrea Bogue
 18 John Laetz
 19 Kenneth Cook
 20 Barbara McCauley
 20 Janet Eiland
 20 Joann Coombs
 22 Pat Tabor
 24 Bruna Cavaglia
 26 Ross Wood
 28 Richard Garlipp
 29 Jean Holley

July

05 William & Ada Jeffery
 08 Bill & Anita Baldwin
 07 Andy & Melinda Rebman
 12 Bill & Jenn Caswell
 15 Linda & Donald Bradshaw
 21 Barbara & James McCauley

August

04 Barbara & Jim Rowley
 04 David Roberts & Lynea Bowdish
 07 James & Lise Kendell
 08 Frank & Annette Leuver
 10 Woodie & Ginny Reeves
 15 Connie & Ray Wickert
 16 Robin & Julie Ruske
 16 William & Mary Freisleben
 17 Thomas & Suzanne Beale
 19 George & Sandy Owen
 22 Maxine & Phil Williams
 24 Johnny & Mary Sue Self
 26 George & Dianne Murray
 27 Vernon & June Tryon
 29 Donna & James Brach

September

04 Donald & Pauline Prideaux
 07 Pat & Charles Tabor
 10 H. Gordon & Priscilla O'Reilly
 14 Kerry & Kathleen Potts
 15 Lou & Mary Zabbia
 20 Roger & Phyllis Grover

Congratulations and Best Wishes!

Books Available from Bill Caswell

Order from Bill Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244, E-mail: bill@lostbridges.org

2009 World Guide to Covered Bridges,\$19.95, includes priority mail postage.

Connecticut & Rhode Island Covered Bridges by Bill Caswell; Arcadia Press, Images of America Series, 2011, 6.5x9.25 soft cover, 128 pgs.,\$26.00, includes priority mail postage.

Everything You Need To Know About Covered Bridges
On a Single Compact Disc

This disc contains a PDF copy of the World Guide as it was published in 2009. However, since that copy cannot be changed, a World Guide file in Word format is included so each copy can be updated. That file is updated as more information is received.

The CD also includes:

- Several files of changes to the various editions of the World Guide.
- A file of Romantic Shelters, i.e. unauthentic bridges. Many changes were made in the latest World Guide that redefined an authentic covered bridge. Those bridges that were reclassified can be found in the Romantic Shelters file.
- An index to all copies of Covered Bridge Topics. Including an up-to-date table of contents for each issue, a list of subjects, a list of authors and photographers, poetry and obituaries.
- A bibliography of known books that pertain to covered bridges.
- Large sketches of common truss types, and
- A few more miscellaneous files.

Send a check for \$15 made out to Joseph Cohen. \$10 from each sale goes towards the Society's bridge preservation efforts.

From September to March: 210 Wellington F, West Palm Beach, FL 33417-2559

From April to August: 130 Westfield Drive, Holliston, MA 01746-1257

There is another excellent book on Vermont covered bridges called “**Spanning Time: Vermont Covered Bridges**”, by Joseph Nelson, who is the President of the Vermont Covered Bridge Society. It is a superb hardbound book containing wonderful color photos, maps and information about each Vermont covered bridge. The book is 7.5 x 9.25 in. and has 271 pages. ISBN 1-881535-25-8 For ordering information contact the author at 2 Sugar Hill Road, Underhill, VT 05489 or on the Web www.vermontbridges.com (This book isn't available from the society store).

Order from Mrs. June Roy, 73 Ash St. #2, Manchester, NH 03104-4906, E-mail: dickroycb1@comcast.net

Covered Bridges of Vermont by Ed Barna, 6x9 soft cover, 216 pgs. Postpaid, \$17.00

Vermont Covered Bridges by Joseph D. Conwill; Arcadia Press, Images of America Series, 2004, 6.5x9.25 soft cover, 128 pgs..... \$19.99 each plus \$3.00 shipping and handling.

Books by Andrew Howard

All books, 6"x9" paperback

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C/B's of Connecticut, A Guide, 47 pgs..... \$5.50 plus \$2.00 postage and handling

C/B's of Virginia, A Guide, 46 pgs..... \$6.95 plus \$2.00 postage and handling

C/B's of Bennington County VT, A Guide, 49 pgs..... \$6.50 plus \$2.00 postage and handling

C/B's of Massachusetts, A Guide, 80 pgs \$6.95 plus \$2.00 postage and handling