



The Newsletter

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

Summer 2015

Something to think about ...

“The men who built the Covered Bridge were skilled artisans – little more. The science of modern Engineering hardly was born when the long span was swung into its place. But its designers, with infinite patience, worked with common sense – and with rule of thumb – possibly with a printed manual of carpentry and joinery. But they were generous with materials and they sought always to give over-strength rather than under. Little they knew of the fine science of stresses and of strains.”

-- *Edward Hungerford*
Author, Historian, Editor and Playwright

[Excerpt from the book: *Covered Bridges - Proud Symbols of Colonial Transportation*
© 1946 Edward Hungerford, The Newcomen Society of England American Branch New York,
The Newcomen Address, during The Newcomen Society of England to Northern New England
“1946 Annual Pilgrimage”, July 1946]

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

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Editor's Comments ...

At the Covered Bridge Society meeting held in April at the Harvard (MA) Historical Society a number of duplicate books from the Society's archive were being made available for purchase to those in attendance. Among them, I found a small pamphlet-style publication by Edward Hungerford (see front page of this Newsletter). I found Mr. Hungerford's observations and descriptions to be not only historically interesting, but factually romantic -- often stated in playwright fashion.

While I don't believe Mr. Hungerford had any structural engineering in his background, he seemed to grasp a basic understanding of common place practices employed by the early covered bridge artisans and what made their common sense approaches such valuable lessons.

"Still stands the old covered bridge! At the end of the chief street of the village, at the foot of the hill, it stands. For more than a century it has been spared to aid man in his efforts. Long since, it became part of the warp and the woof of the life in the town Away back in 1822, man first cut its timbers from the virgin oak. Splendid artisans, those men of adze and hatchet, saw and plane ... They raised the frame of the Covered Bridge and they pegged those stout timbers closely together. They floored it and they roofed it and the young bridge looked down upon the old river and laughed at it -- thrust its reflection upon the surface of the water. And has done so ever since!" - *Edward Hungerford* © 1946 (see front page)

The basic philosophy of those early covered bridge builders hasn't changed. We have. We think we can improve upon those early designs built to do a particular job. But I'm not so sure. Look at our "modern and improved" crumbling roads and bridges then ask yourself, why have the old covered bridges lasted so long? It would seem that maybe *they* knew something more than we do!

... Food for thought.

Happy Bridging!!

* * * *

Fall 2015 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, 2015**. **Please note**, it is requested that your information be typed on plain paper and include proper credit information (newspaper, magazine, or web site, etc.), or on CD (Microsoft *Word 2010* format, and sent via U. S. Mail to: Rob Mitchell, NSPCB Newsletter Editor, P. O. Box 375, Marshfield, MA 02050. Thanks! Please, remember that we always appreciate any news or comments sent in even if we can't ultimately use it.

President's Message ...

Greetings and welcome to summer. Many of you will be heading out on vacation or taking trips to explore closer to home. I wish you safe travels and look forward to hearing about the bridges you visit.

Thank you to all who filled out our member survey. I received more responses than I expected. The results are summarized in a separate article. Many good and thought-provoking ideas were submitted. We will be working through them at upcoming meetings. Thank you also to those of you who offered to help. We will be contacting you as opportunities arise. For an all-volunteer organization to survive, volunteers are needed to help share the workload.

Many of the surveys stated that we should include articles from more authors in the Newsletter and Topics. For that to happen, people need to write the articles. We would love to include more authors in our publications. All we need is the material to publish. This issue includes a piece on geocaching that Martha McShea sent with her survey. If any others are moved to compose an article on other facets of our hobby, feel free to send them along. We also want to hear about your bridge trips. Feel free to email stories and pictures to me at nspcb@yahoo.com or put them in an envelope and send them directly to editor Rob Mitchell at the address on page 2.

The surveys also included mention of numerous bridges in need of repair. We will follow up on these and contact local officials for more information. I have already discussed the McClellan Bridge in Columbiana County Ohio with county engineer Bert Dawson. Mr. Dawson has assured me that even though the bridge is in an advanced state of deterioration, the County's intent is to preserve as much of the historic material as possible to maintain its historical significance.

Preservation is not only achieved by the physical repair and restoration of a particular bridge. Preservation can also be accomplished by informing others about methods of protecting the structure from danger. With this issue we are beginning what we hope to be a series of articles on methods of bridge security. If you have been involved in a bridge protection effort or know someone who has, please encourage them to submit an article. We need information on video surveillance, effective height/weight limitation methods, sprinkler systems, fire alarms, graffiti removal, etc.

We aren't often able to celebrate the construction of new covered bridge, but that opportunity is coming in September. Arnold Grāton is presently completing a bridge in Norwich, Connecticut. NSPCB and its members are invited to attend the event when the bridge is pulled into place by oxen. See the full article for more details.

This Summer will also see the reconstruction of the Moose Brook Pony truss bridge in Gorham, New Hampshire. After numerous attempts to contact Railroad officials, we were finally granted a meeting to obtain their input on the project. I attended the meeting in Gorham on May 14th along with representatives of the Gorham Historical Society. As a result of the meeting, we will not be able to construct the bridge at the desired location. Although not ideal, we finally have verbal approval to construct it at the alternate location and can proceed with obtaining Town Planning Board approval and acquiring a building permit. Watch our website and Facebook page for more up-to-date details.

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

You will want to attend our annual meeting in October. Our speaker will be Christopher Marston, architect and project leader for the Historic American Engineering Record (HAER), a part of the National Park Service.

The October meeting is also where officers are elected for the coming year. If you are interested in helping lead this fine organization, please let us know. Many of us currently in leadership positions have been doing them for many years and would welcome some new individuals and the renewed enthusiasm that comes with them. We are embarking on an exciting period of transformation. Your assistance is desired to keep the momentum moving forward.

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

Bill Caswell

Welcome New Members ...

Guy & Janice Labrecque, Gorham, Maine
Brian Knower and Callie Beaton, Gardiner, Massachusetts
Tim Berry, Mont Vernon, New Hampshire
Steve & Gloria Wolfhope, King of Prussia, PA
Bob & Judy Kuether, Steelton, PA
Suzanna Blanchard, Litchfield, NH

Final Crossings ...

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

James Acie Lewis, 69, of St. Louis, Missouri passed away March 20, 2015. James is survived by his beloved, Sharon Ohlemacher of St. Louis, Missouri. James and Sharon are members of a number of covered bridge societies and were regulars on bridge “safaris” when his health allowed. Sharon has kept many of us updated on his health troubles over the years and we offer our condolences to his family and friends.



Chitwood Dedication

On April 27th, a dedication was held for the Chitwood Bridge in Lincoln County, Oregon (WG#37-21-03). In the Spring newsletter we reported on the \$1.4 to \$1.5 million rehabilitation which included repairs to the truss, new stringers, decking, roof, side boards and a fresh coat of red paint. The project was funded by the federal National Historic Covered Bridge Preservation Program of the National Park System and by Lincoln County. Our thanks to Bill Cockrell, President of the Covered Bridge Society of Oregon for the photograph.



NSPCB Facebook Page ...

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

Notes of Interest ...

Please respect our covered bridges and their height and weight restrictions. They are old and should be treated with care. Please read caution signs posted, know how high or heavy your vehicles are before you proceed. Above all, should you witness or be involved with accidental collision, stop. Don’t drive through and cause more damage by knocking it apart. Contact the appropriate authorities and report the incident. These bridges belong to all of us. Take pride in your covered bridge heritage, enjoy their beauty, and drive through them slowly and with respect.

As has happened all too often in the past, our bridges are experiencing damage due to oversized vehicles trying to cross them. We have heard the excuse – “Well the GPS directions said to follow this route”. Let’s be reasonable. We all need to use common sense a little more and rely on electronics a little less. If a bridge sign says 8 feet clearance and your truck or trailer is 8 feet 2 inches it won’t fit! Don’t try to make it fit. Timbers don’t stretch – they break. It may mean a bit longer trip to cross the stream by an alternate route but damaging a covered bridge could mean a permanent detour.

2015 NSPCB Meeting Schedule ...

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

Note that the annual picnic and August meeting have swapped places. The picnic will be in July and August meeting in Gorham, NH.

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

Sunday, July 26, 2015 – Annual picnic at Beaver Meadow Village at the end of Waumbec Street, Concord, NH. The cookout is at noon and the meeting at 1 pm. Hot dogs & hamburgers provided. Bring a salad/side dish/dessert to share.

Sunday, August 23, 2015 – Gorham Town Hall, 20 Park St., Gorham, NH to view progress on the Moose Brook Bridge reconstruction.

Saturday & Sunday, September 26 & 27, 2015 – Fall tour and combined meeting with the Indiana Covered Bridge Society. The tour will cover Rush County and surrounding areas of southeastern Indiana. Full details are in a separate article and on the Society website. Make your hotel reservations soon.

SATURDAY, October 24, 2015 at noon – NSPCB Annual Meeting and Dinner. O'Connor's Restaurant, 1160 W Boylston St, Worcester, Massachusetts. Buffet lunch at noon followed by a presentation and business meeting. We are honored to have Christopher Marston, Project Leader of the National Park Service's Historic American Engineering Record as our speaker. Note the Saturday date. Full details in the Fall newsletter.

Other 2015 Covered Bridge Meetings & Events ...

Sunday, June 14, 2015 - New York State Covered Bridge Society Meeting, Arcade & Attica Railroad, Arcade, NY

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

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

Sunday, July 12, 2015 - New York State Covered Bridge Society Meeting, Carousel Safari, Vestal, NY

Saturday-Sunday, July 18-19, 2015 - Indiana Covered Bridge Society Summer Tour - Location TBA

Sunday, July 19, 2015 - 2:00 pm Theodore Burr Society of Pennsylvania

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

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

Saturday, August 08, 2015 - New York State Covered Bridge Society Meeting, Livingston Manor Covered Bridge Rockland, NY

September 4 – 6, 2015 – Oregon Covered Bridge Festival, Bohemia Park, 10th and Main St, Cottage Grove, OR 97424. For more information, call 541-942-0046

Saturday-Sunday, September 12 – 13, 2015 - New York State Covered Bridge Society Meeting, Covered Bridge and Lighthouse safari. Covered bridges in western Connecticut and Lighthouses on the Hudson River

Sunday, September 13, 2015 – Dedication of new covered bridge in Norwich, CT. See details in separate article.

Sunday, September 13, 2015 - 2:00 pm Theodore Burr Society of Pennsylvania Monthly Meeting at St. Paul's Episcopal Church, Manheim, PA Program: "Covered Bridges of New York State" by Steve Wolfhope

Meeting Summaries ...

January Executive Board Meeting -

Due to a large number of items needing our attention, an executive board meeting was called for January 31st. At the meeting we voted to provide fire retardant for the Moose Brook (29-04-P1#2) & Snyder Brook (29-04-P2) pony truss bridges in New Hampshire. The Snyder Brook Bridge could be the last historic pony truss railroad bridge. The Moose Brook Bridge, which was a victim of arson, will be protected in its new location. We also discussed some future goals for the Society. There was extensive discussion of future goals took place. The ideas offered at that meeting plus input from the member surveys will be discussed in more detail at the next executive board meeting on May 31st and the Contoocook meeting on June 28th. Results of those meetings will be reported in the Fall newsletter.

March Meeting -

The March meeting in Boscawen, NH, was attended by two guests, Guy and Janice Labrecque from Gorham, Maine. They were seeking advice for needed repairs to Babb's Bridge (19-03-01#2) which is near their home. Jim Garvin (formerly of the NH Division of Historical Resources and Tim Andrews of Barns & Bridges of New England offered suggestions for obtaining funding and provided contact information if they had additional questions. The Labrecque's are checking to see what studies have already been done and hopefully will get back to us when there are updates. They joined the Society at the meeting.

After over a year, David Wright's estate is still not settled. David left his house in Westminster, VT to the Society after a life tenancy by his friend Mary Hancock. An attempt to visit the house with an appraiser was scheduled but never occurred. We did not receive confirmation that the date we requested was acceptable to Ms. Hancock until a few hours before the meeting was to take place. A new date will be scheduled. It was reported that No-Char for the Hyde Hall Bridge (32-39-01) in New York's Glimmerglass State park was purchased and delivered at a cost of \$1045.00 (30 gallons). The Park will arrange for application of the fire retardant.



Bob Watts Photo

Last Fall, NSPCB was awarded a grant from the National Park Service for testing covered bridge floor systems using the remains of the Bartonville, Vermont covered bridge (45-13-11) destroyed by Tropical Storm Irene in 2011. There is enough material to construct a Town truss bridge about 40' long. At the completion of the project the Town of Rockingham had planned to use the reconstructed structure in a park or as part of a display near the new bridge. Funding for that was not approved by town residents leaving the project in jeopardy. At the meeting, it was agreed that this sort of scientific research fits within our mission and we voted to allow up to \$38,000.00 (roughly equivalent to the required matching funds for the grant) to be available for completion of the project. However, the appraisal for the remains was higher than expected. That material counts towards the grant match which means that the Society's obligation will be considerably less than the amount approved.

April Meeting

The April meeting was held at the Harvard Historical Society Meetinghouse in Harvard, Massachusetts. Thank you to Denis Wagner of the Harvard Historical Society for making the arrangements and opening up the Society's meetinghouse for the occasion. We were honored to have Terry Miller and Ron Knapp, authors of *America's Covered Bridges: Practical Crossings – Nostalgic Icons* offer a presentation. A short business meeting was held after the presentation.



Bob Watts Photo

Covered Bridges and Geocaching in New Hampshire

By Martha McShea

Geocaching is an outdoor recreational activity, begun in 2000, in which participants use a Global Positioning System (GPS) receiver or mobile device and other navigational techniques to hide and seek containers, called "geocaches" or "caches", anywhere in the world.

We, who Geocache, describe what we do as using multi-billion dollar satellites in the sky to find Tupperware in the woods.

Geocaching and covered bridges have a lot in common. There are geocaches that have been hidden all around the world, and according to our "*World Guide to Covered Bridges*", there are bridges in many countries around the world. There are several million cachers worldwide, now. We need to spur some extra interest in searching for our wonderful covered bridges. Why not tie the two activities together?

A typical Geocache hide is a small waterproof container inside of which is a logbook (paper to sign) and sometimes a pen or pencil. The geocacher writes the date they found it and signs the log with their established code name. After signing the log, the cache must be placed back exactly as the person found it. Some of these containers are called "nanos" and are no bigger than the end of your little finger. (Try finding one of these in the woods. And try getting the log out to sign!) Larger log holders such as plastic Tupperware storage containers or ammunition boxes can also contain items for trading called "swag". These are usually toys or trinkets of little financial value, such as McDonald's toys, coins, small inexpensive collector's items, costume jewelry, magnets, and all sorts of small "things". There are no "dangerous" items allowed, such as weapons, drugs, or even food, which attracts wildlife when the cache has been hidden in the woods.

Geocaching is a family-oriented pastime, appropriate for the young and the young-at-heart. The subject is being taught in many schools now, and is popular with Scouts and other groups. Ratings are given in each online cache description, ranging from 1 to 5, with 1 being the easiest and 5 being the most difficult. Both the hide technique and terrain are rated, so cachers can choose their most comfortable level. Some caches require SCUBA gear or mountain climbing gear and some are accessible by wheelchair. You choose what you want to do before you head out to find anything. There is no cost to join the group, just come up with a Geo-name and go to www.Geocaching.com to join. To become a "premier" member costs \$30 per year and there are added benefits for this level.

Here in New England, favorite places for hiding geocaches include stone walls and covered bridges. There are individual "hides" that are quite easy to find and some of them are very difficult to find. While looking for the bridge cache, for example, seekers are able to find and really study a bridge, inside and out. This attracts many other bridge seekers and provides an opportunity to share with them about the activity. It also instills pride in the hide, as all caches are required to be maintained by the cacher who has placed them (called the "cache owner") for as long as they are in place. Those of us who are involved in both groups, get a chance to really shine! We love to talk about Covered Bridges AND Geocaching! Here in NH, we have run into geocachers from as far away as Australia ... at a covered bridge, in fact.

Currently there is a wonderful Geocache Challenge, involving all covered bridges in the state of New Hampshire that we and many of our friends are working on. A "challenge geocache" requires that cachers meet a geocaching-related qualification or series of tasks before the challenge cache can be logged. Challenge geocaches vary in scope and format. All challenge geocaches must be in the affirmative and require that something be accomplished.

Briefly, here is some of the information given to the cache seeker on the www.Geocaching.com website, for cache "GC1XHWG: The Covered Bridges of New Hampshire".

This particular cache challenge requires that you visit all the covered bridges in New Hampshire. To log the final challenge cache, you must sign the log at each individual bridge cache in the online list. The cache

must be on the bridge or within ½ mile of each of the covered bridges. (*The World Guide to Covered Bridges* is a GREAT help!) You are given a list of the required bridges (54 as of 22 Sept 2009, when the challenge was introduced), what town they are located in, and their approximate coordinates. You just have to go find them. Note: if you are not able to visit all the bridges, you get "credit" for the ones you do visit.

There are many other Covered Bridge Geocaches in other states/countries, too.

- ❖ Philadelphia has a 5 bridge multi-cache called Covered Bridge Tour of Chester County
- ❖ Atlanta has a couple of Covered Bridge traditional caches
- ❖ New Brunswick, Canada has the Nelson Hollow Covered Bridge geocache
- ❖ Montpelier, Vermont has 9 individual, traditional Covered Bridge caches

So you see the two activities are of interest to many people. Both get folks out of the house, into the fresh air, getting exercise and seeing wonderful, fascinating things that you might otherwise not even know are there. You can't help but learn lots of amazing things about our world.

There are frequent Geocaching Events to attend, too, to meet other cachers and have fun and share information. Some events are called CITO events ("Cache In, Trash Out" ... where badly littered outdoor areas are cleaned up). These are work, but very satisfying when you see how much better an outdoor area looks after one of these events. Sometimes, there are events with games and activities for the kids. There are raffles and drawings for Geo-gifts. There are gatherings for Geo-puzzle-solving. Many of the get-togethers are pot luck, so there's usually plenty to eat. There is even a Christmas Cookie Swap and Pot Luck, attended by hundreds of people every year. Fun is had by all.

You are invited to join the worldwide Geocaching group and share your covered bridge expertise. It's a great opportunity to meet many fascinating people with similar interests and make lifelong friends. You are passing all different kinds of caches nearly every time you leave your house anyway. Wouldn't you like to know where and what they are? Get involved. You'll love it.

If there are any questions, please don't hesitate to call Martha or Fred McShea at 603.497.47 36. We would be glad to help.

* * * * *

COVERED BRIDGE FIRES - PRACTICAL PROTECTION AVAILABLE

by Steven M. Sass

August 23, 1993 was a normal Monday, and I took a break from my regular duties and was glancing through the Baltimore Sun newspaper. There, on an inside page of the Maryland Section, was a short story about rebuilding of the Loys Station Covered Bridge in Frederick County Maryland. The story reported on a \$200,000+ contract to repair a 130 year old bridge destroyed in 1991 by an arsonist. As my 'regular duties' involved development of Crestline, a Fire and Environmental Safety Company I had formed just a year earlier - this article set off my alarms!

One of Crestline's main products, NFP, is a non-toxic, inexpensive penetrating and permanent treatment to make wood NON-flammable. I calculated that had this product been applied, the cost would have probably been under \$10,000 and the \$200,000 expense avoided; and an historic structure would have been preserved!

I arranged for a meeting with the Frederick Transportation Department and the invited Dean Fitzgerald and a few others from the local Covered Bridge Society. That meeting went so well, a presentation was arranged for the next public meeting of the Frederick County Commissioners. This eventually allowed for the treatment of that bridge, and two others in Frederick County.

As word spread, especially with the help of articles in *TOPICS*, bridges from Maine to Georgia and Pennsylvania to Oregon were treated. Sometimes, ProtectoWire was added to give an audible alert of shenanigans at a bridge. This was a perfect adjunct to NFP which gives great protection from fire, but needs support in cases of vandalism and excessive efforts by arsonists. Further, while NFP is permanent for interior surfaces, it took the development of another product [PolaSeal EFM] to give EXTERIOR protection, and in fact that product, which contains NFP, gives moisture, water and UV protection and even with rain/snow/sleet and hail, it is effective for 5 full years!

The products doing the protecting - NFP and PolaSeal EFM [both clear] and, S320 Sealer and FireGard [both tinted] have now been used on homes, barns/stables, retail establishments, museums, schools, hotels, and historic properties as diverse as the Reagan Ranch in California, James Madison's home in Virginia, aquarium displays in Florida, Frank Lloyd Wright structures and homes from Massachusetts to India and Mexico. Crestline itself has branched out to fire safety products for locomotives, nuclear power plants and vehicles. The firm has been on TV news shows several times and MUCH of the growth has been due to the protection given to Covered Bridges! So add that as a footnote, to the value of covered bridges!

Let me say a few words about what is involved with treating Covered Bridges, or other sites - maybe your own home or business. Overall, FIRE is certainly a good thing - just imagine what the world would be like if somehow, you woke tomorrow morning and 'fire' would no longer 'work'! Within a year, the population of the earth would fall from about 7 billion to probably just a few million, as transportation, agriculture, fishing, medicine and so much more was no longer possible! Ok, so given we NEED fire, it of course has its bad side when items either accidentally or per warped minds, fire attacks where it is not supposed to be. In this light, Covered Bridges are a prime target, as they are generally far from where people normally can see them, and are made of wood that is often old and very dry. Dozens, maybe hundreds of Covered Bridges have fallen to arsonists who see them as an easy target AND get that extra thrill from knowing their nefarious actions will be widely covered by print and broadcast media. A common plan involves taking a bale of hay to the inside of the bridge, pouring kerosene or other very flammable liquid on the bale and lighting it! By the time smoke and flames are seen pouring out of the bridge, the structure is so engulfed there is little chance to save it!

To avoid this calamity, the bridge authority generally issues a bid request, where, along with a plan to fix any structural or appearance issues with the bridge, the authority directs contractors to plan on:

1. Cleaning the bridge of dirt/leaves/cobwebs etc.
2. Use an airless sprayer to apply NFP to the interior of the bridge
3. Apply PolaSeal EFM to the floor and entrance way to the bridge
4. Apply outside protection to the bridge, by way of 8320 or FireGard if the exterior is to have a color [Haddenfield Red is the most common color] or PolaSeal EFM if the exterior is to have a natural wood look.

Normally, all of the work can be done with the bridge still open to traffic, although traffic may be on one side of the bridge at a time, or limited to 'peak times' only. Considering that today, replacing a Covered bridge will cost about \$500,000, the \$10,000 - \$50,000 for the above work is a pittance. [The actual cost is hard to estimate, as it certainly depends on any structural work that needs to be done, and the size of the bridge, but this gives a feel for the relative magnitude.

Note too that the interior treatment is 1 time and never again, while the exterior, subject to rain/snow and the elements would not be needed for another 5 years, during which time there was protection from fire, water, moisture and UV all per the one treatment!

This article is NOT designed to be a commercial, the idea is to get information to those who are interested in Covered Bridges and fire safety. Use of these types of proven materials is one significant step but it is not the 'be all and end all' - Other issues include:

- Good maintenance on the structure
- Some type of community watch or periodic monitoring
- Systems like 'ProtectoWire', even smoke detectors, if that is all that can be funded, that allow electronic notification when heat or flames are attacking the structure
- Support, funding and training of fire personnel in the area. A periodic dry run, by the area fire department, is an excellent idea.

NO SYSTEM IS PERFECT, do not assume that everything will be fine if only 'x' is done! Feel free to contact me with any questions or issues you have. I have become a real advocate of fire safety everywhere!

For more information, Steve can be contacted at CRESTLN@EROLS.COM, 410-764-2444 or toll free at 888-EMC-RELY.

Covered Bridges Treated with NFP, Fire Retardant

NAME	World Guide #	Location	DATE	CONTRACTOR/or Architect
Connecticut				
Comstock	07-04-01#2	East Hampton	2011	Barr Inc.
Georgia				
Elder's Mill	10-108-01	Watkinsville	1998	Oconee County
Indiana				
Busching	14-69-04	Versailles	1998	Indiana Park Service
Guilford	14-15-01#2	Guilford	1998	Dearborn Historic Society
Holton	14-69-02	Ripley Co.	1998	Ripley Historic Society
Moscow	14-70-07#2	Rush County	2002	?
Offut	14-70-02	Rush County.	1996	Larry Sterling
Potter	14-29-01	Nobelsville	1998	Indiana Transport. Dept.
Smith	14-70-01	Rush County	1996	Larry Sterling
Maine				
Bennett	19-09-03	Lincoln Plantation	2005	Barns and Bridges
Porter-Parsonsfeld	19-09-05	Porter	1999	Reed Company
Watson Settlement	19-02-01	Littleton	2004	VT Protective Coatings
Maryland				
Gilpins Falls	20-07-01	Cecil County	2010	???
Jericho	20-03-02	Baltimore Co.	2002	Brawner Construction
Loys Station	20-10-03#2	Frederick County	1993	Fitzgerald's Heavy Timber Const.
Roddy Road	20-10-02	Frederick County	1994	Fitzgerald's Heavy Timber Const.
Utica Mills	20-10-01	Frederick County	1998	Fitzgerald's Heavy Timber Const.
Massachusetts				
Arthur Smith	21-06-03#2	Colrain	1994	Phil Sherborne
Conway	21-06-01	Conway	1995	F. Keitner/ReastonP
Gilbertville	21-08-04	Gilbertville	Summer 2010	E. T & L Corporation
Green River	21-06-02#2	Greenfield	2014	E. T & L Corporation
Pepperell	21-09-01#3	Pepperell	2010	S & R Corporation
Upper Sheffield	21-02-01#2	Sheffield	Oct. 1998	Wright Construction
New Hampshire				
Ashuelot	29-03-02	Winchester	1998	Limerick Steeple Jacks
Blair	29-05-09	Campton	2014	A.M. Graton
Blow Me Down	29-10-10	Cornish	2002	3 G Construction
Bump	29-05-08#2	Campton	2009	3 G Construction
Carlton	29-03-07	Swanzy	Fall 1997	Wright Construction
Contoocook Rail Road	29-07-07#2	Hopkinton	1995	NSPCB
Contoocook Rail Road	29-07-07#2	Hopkinton	1998	AM Graton / 3 G Construction
Coombs	29-03-03	Winchester	2002	3 G Construction
Corbin	29-10-05#2	Newport	1995	A.M. Graton
Hancock-Greenfield	29-06-02#2	Hancock-Greenfield	2002-03	3 G Construction
Moose Brook	29-04-P01#2	Gorham	2015	Gorham Historical Society
Pier	29-10-03#2	Newport	2010	Wright Construction
Saco River	29-02-03#3	Conway	2002-03	3 G Construction
Slate	29-03-06#2	Swanzy	2000	Wright Construction
Smith	29-05-10#2	Plymouth	2000	3 G Construction

Covered Bridges Treated with NFP, Fire Retardant (continued...)

New Hampshire

Snyder Brook	29-04-P02	Randolph	Summer 2015	NH Trails Bureau
Squam	29-05-112	Ashland	2002	3 G Construction
Swiftwater	29-05-02	Bath	1999	Wright Construction
Wright	29-10-04#2	Newport	2010	Wright Construction
Cornish Windsor	29-10-09#2 / 45-14-14#2	NH / VT	1995	A.M. Graton / 3-G Construction

New York

Buskirk	32-42-02#2	Buskirk	2005	Alpine / W.W.Patenalde & Sons
Hyde Hall	32-39-01	Glimmerglass State Park	2015	NY State Parks
Rexleigh	32-58-03#2	Rexleigh	2007	Alpine / W.W.Patenalde & Sons

Ohio

Black	35-09-03	Oxford	2002	?
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Pennsylvania

Bedford		Hustontown	2004	Kee-ta Quay Construction
Bowman Construction		Messiah College	2008	Fitzgerald's Heavy Timber
Colvin #12	38-05-24	Bedford	?	Joseph Lehman Inc.
Glessner	38-56-08	Somerset	1998	?
Hall's Mill #6	38-05-15#2	Everett	?	Joseph Lehman Inc.
Herline #42	38-05-11#2	Bedford	?	Joseph Lehman Inc.
Hewitt	38-05-26	Chaneyville	?	Lone Pine Construction
Jackson Mill #16	38-05-25	Breezewood	?	Joseph Lehman Inc.
Longdon	38-63-22	Washington	2004	Longdon Construction
New Baltimore	38-56-09#2	Somerset	1998	Gregori Construction
Ryot	38-05-17#2	Ryot / Dunning Creek	1995	Upon this Bridge
Sawhill	38-63-34	Taylorstown	2005	Lone Pine Construction
Schellsburg	38-05-24?	Schellsburg	1997	Lone Pine Construction
Snooks #9	38-05-23	Fishertown	2011	Kee Ta Quay Construction

Vermont

Bartonsville [new]	45-13-11#2	Rockingham	2012	VT Protective Coatings
Brown	45-11-09	Shrewsbury	2015	VT Protective Coatings
Cooley	45-11-07	Pittsford	2003	VT Protective Coatings
Creamery	45-13-01	Brattleboro	2007	Catamount Environmental
Creamery	45-06-09	Montgomery	2009	Alpine / VT Protective Coatings
Gifford	45-09-03	Randolph	2008	VT Protective Coatings
Hutchins	45-06-07	Montgomery	2009	Alpine / VT Protective Coatings
Poland	45-08-02	Cambridge	2004	Alpine / VT Protective Coatings
Pulp Mill	45-01-04#2	Weybridge	2012	Alpine Construction L.L.C.
Quinlan	45-04-03	Charlotte	2013	VT Protective Coatings
Salisbury-Cornwall	45-01-01	Cornwall	2008	Alpine / VT Protective Coatings
Sayres	45-09-06	Thetford	2007	Alpine / VT Protective Coatings
Stoughton	45-14-04	Weathersfield	2008	VT Protective Coatings
Taftsville	45-14-12	Woodstock	2013	Alpine / VT Protective Coatings
Union Village	45-09-05	Thetford	2002	VT Protective Coatings
West Dummerston	45-13-02#2	West Dummerston	1997	?
Willard	45-14-02	Hartland	2009	VT Protective Coatings
Williamsville	45-13-05#2	Newfane	2010	Alpine / W.W.Patenalde & Sons
Worrall	45-13-10	Rockingham	2013	VT Protective Coatings

Unofficial data as of April 2015. Please send updates and corrections to CRESTLINE INDUSTRIES INC.
crestln@erols.com

Covered Bridge Happenings ...

A New Covered Bridge Being Built in Connecticut

Arnold M. Grāton Associates Inc., is building a new 60' Town lattice covered bridge for Richard Perry at his home on Wawecus Hill Road in Norwich, Connecticut. We have seen several articles on the bridge in *The Day* (New London) and *Norwich Bulletin* plus Arnold Grāton & Meg Dansereau have been providing regular updates.

Mr. Perry is overseeing what might be considered the most enduring property renovation in the recent history of Norwich, Connecticut, culminating a 25-year old dream, and after taking a year to be approved and permitted by the city. Perry contracted with Arnold M. Grāton Associates, Inc. to build an authentic 60-foot long, 18-foot wide 19th century covered bridge on his Norwich horse farm. Perry was quoted as saying "It is a preservation effort, and it is an effort to leave behind some legacy to future generations ... These bridges are not often rebuilt ..." and this would be "... a great opportunity to build a covered bridge in the same manner it would have been built 150 years ago, ..." Perry added that Arnold Grāton, 78 years young, has 50 years of experience in covered bridge rehabilitation and construction.

Grāton, with his crew, is building the Town Lattice Truss bridge, named for a design technique patented by Ithiel Town who was among the first generation of American architects, using the same materials that would have been available in Town's day. Adding to that, the bridge is being constructed without concrete, metal nails or any other resources available to today's modern contractor, making the project both grueling and impressive. The trusses are constructed of hemlock and assembled using 600 wooden trunnels turned from white oak, some measuring 24" in length. Nineteenth century techniques were used to raise the trusses to vertical. Floor and roof trusswork are being added. When ready, the bridge will be positioned about 90-feet away at the bridge abutments on 4' diameter wooden rollers. The abutments consist of huge granite blocks, weighing about 300-tons and collected from old foundations all over Maine and New Hampshire, all fitted into place without mortar, with 4-feet of supporting stone and material beneath the water line.



According to Grāton, this is the seventeenth new bridge his firm has constructed, the largest being a 365-foot bridge in California, having also restored 50 or 60 old bridges. Grāton says he sees these bridges as engineering that has survived for centuries and not just romantic throwbacks to simpler times. The bridges themselves served as his models when learning his construction techniques. He said, "You mostly just copy what the old timers did. ... If it didn't work, it wouldn't still be here."; adding, the function of covered bridges is simple, "It's like your house. You keep the roof tight, and it will last forever."

The structure will be pulled across Gardner Brook with a team of oxen, setting the bridge into place on the abutments during the weekend of September 12 & 13. Mr. Perry would like to share this building experience with folks who are interested and is inviting Society members to attend.

If you wish to visit the site, please contact Mr. Perry by email at Richard.Perry@jud.ct.gov or home phone [860-889-9850](tel:860-889-9850). Or, contact Arnold Grāton & Meg Dansereau at AMGraton@gmail.com.

Covered Bridge Recognized For Preservation

The Blair Covered Bridge (WG#29-05-09) in Compton, New Hampshire, a 2-span, 293-foot Long and Arch Truss bridge that spans the Pemigewasset River and built in 1869, is one of several historic North Country projects honored by the New Hampshire Preservation Alliance. This statewide organization encourages the protection and revival of historic structures to stimulate local economies and strengthen community interest. It was recently restored by Arnold M. Grāton Associates Inc.

(Compiled from a © 2015 AP May article (New Hampshire))

Historic Preservation Trust of Lancaster County Releases its 2015 Watch List

Lancaster County Pennsylvania released its 2015 Watch List of Most Threatened Historic Properties which includes the Herr's Mill Covered Bridge (WG#38-36-21) in Paradise, Pennsylvania. Built in 1891, it is the only double-span bridge in Lancaster County with its Burr Arch Truss spanning 178-feet across the Pequea Creek. It was listed on the National Register of Historic Places in 1980. Efforts to preserve the dilapidated structure began in 2011 gathering both professional and financial backing for the project which requires the bridge to be raised several feet to prevent water back up on the Pequea Creek which has a history of flooding or moved to another location. The current owner has no plans for the bridge and has offered to give the bridge to any nonprofit that is willing to care for it either at its present location or a new location. In 2014, fire might have destroyed the historic structure had an observant neighbor spotted a fire in the middle of the bridge. Responding firefighters put out the flames in short order. The cause of the fire was believed to have been a faulty electrical outlet inside the bridge. The bridge was bypassed and is no longer used for traffic.

(Compiled from articles by Lancaster Online and Lancaster County Preservation Trust (Pennsylvania))

Vermont Covered Bridge Preserved

Indiana's Vermont Covered Bridge (WG#14-34-01) was saved through the efforts of the late president of the Howard County Historical Society who proposed moving the bridge from the town of Vermont to Highland Park in Kokomo when it was threatened with destruction in 1957 with plans to flood the valley for the Kokomo Reservoir. The last remaining Smith Truss bridge in Indiana, the 98-foot single span bridge was moved in 1958 at a cost of \$3,500 having survived floods, at least one arson attempt and a reckless delivery driver. In 1992, the relocated bridge received a new shake roof and a coat of red paint in 2004. The bridge is open for pedestrian traffic during the summer months.

(Compiled from May 2015 article City of Kokomo, Department of Parks and Recreation (Indiana))

Dellville Covered Bridge Arson Still A Mystery

Six months after the fire which destroyed the Dellville Covered Bridge (WG#38-30-16), a 2-span, 174-foot-long, Double Burr Arch Truss bridge built in 1889, and one of 14 historic covered bridges in Perry County, Pennsylvania, authorities are no closer to apprehending those responsible. The bridge, or what's left of it, stands in ruin, an eyesore to residents of the community. Perry County commissioners hope to keep the arches and trusses from the late 1800's and to use about \$1 million of insurance money to rebuild the bridge. The insurance company is still conducting its investigation and has not released any money. Until they do, the bridge's fate is in the hands of county commissioners who all say expending taxpayer money to rebuild it is not an option. If you would like to donate to the historical society's "Phoenix Initiative", please send your check to: Phoenix Initiative, P. O. Box 81, Newport, PA 17074.



Jim & Gloria Smedley Photo

(Compiled from ABC27 News May 2015 article (Pennsylvania))

Like a Phoenix, White's Covered Bridge to Rise from the Ashes

In April of this year, the White's Bridge Historical Society announced that it had raised more than half a million dollars through donations and a matching grant commitment by the Michigan Department of Transportation to replicate White's Covered Bridge (WG#22-34-01) destroyed by arson in 2013 – the perpetrator still at large. Until that time, the single span, 116-foot Brown Truss bridge was built in 1869 across the Flat River and was the oldest covered bridge in Michigan still in use. The Society, now working on the design, hopes to begin the bidding process this fall with construction beginning in 2016.

(Compiled from WKZO and WILX articles April 2015 (Michigan))

Oversized Vehicle Blamed For Covered Bridge Damage

Authorities in Hopkinton, New Hampshire said that they believe that the upper bracing damage of the Rowell Covered Bridge (WG#29-07-08) in April was caused by an oversized box trailer. The Rowell Bridge is a single span, 167-foot-long Long and Arch Truss Bridge built in 1853 by Horace Childs of Henniker, New Hampshire and crosses the Contoocook River. The bridge has both a weight limit of 6-tons and a height restriction of 9-feet 9-inches. The highway department said that most box trailer style vehicles are about 13-feet in height. Listed on the National Register of Historic Places, the bridge will remain closed until damages have been repaired.

(Compiled from April article from AP and the Concord Monitor (New Hampshire))

Mull Road Covered Bridge Gets A Makeover

Sandusky County Park District officials hope the major makeover to the county's only remaining covered bridge will be completed in July. The Mull Road Covered Bridge (WG#45-13-04) was built in 1842 with its single 104-foot Town Lattice Truss spanning East Branch of the Wolf Creek. In a joint effort, new beams, roof and siding are part of the \$330,000 project begun in 2013 by Ballville Township and the Ohio Department of Transportation. The bridge was listed on the National Register of Historic Places in 1974 and is one of the last remaining covered bridges in northwestern Ohio.

(Compiled from April 2015 Article, News Messenger (Ohio))

Douglas County To Restore Three Covered Bridges

March 2015 saw the beginning of the Douglas County Covered Bridge Restoration Project which will include the Neal Lane Covered Bridge (WG#37-10-07) - a 42-foot-long single Kingpost Truss span across Myrtle Creek built in 1929, the Cavitt Creek Bridge (WG#37-10-06) – a 70-foot-long single Howe Truss span across Little River built in 1943, and, the Rochester Bridge (WG#37-10-04) – an 80-foot-long single Howe Truss span across the Calapooya Creek. The \$2.2 million project includes the replacement of roof and siding as well as replacement of other structural components while maintaining the original look of the structures. Cody Smith, Engineer for the Douglas County Public Works Department said, "They're a great monument to the ingenuity and craftsmanship of folks from the bygone era."

(Compiled from March 2015 Article, KPIC Live (Oregon))

Rehabilitation Project for Vermont Bridge On Hold

Plans to rehabilitate the Green River Covered Bridge (WG#45-13-04) in Guilford, Vermont because mandatory state regulatory reviews have not yet been completed. Although funding, close to \$500,000, has been retained from grants, and hopes of completion in 2015 were high, the selectboard felt that getting the job done right was top priority and may have to push the project out to next year. The bridge has been restricted to a 4-ton weight limit, just half of its designed load limit, causing numerous local access problems for residents and school scheduling. Rehabilitation is to include new decking and a variety of other structural repairs. The Green River Covered Bridge is a 104-foot single span Town Lattice Truss built in 1870 and crosses the Green River.

(Compiled from May 2015 Article, the Reformer (Vermont))

Car Overturns Inside Covered Bridge

The Kauffman's Distillery Covered Bridge (WG#38-36-32#2) near Manheim in Lancaster County, Pennsylvania was the scene in May 2015 of a rather unique accident. A car, containing two international visitors, who were not injured, crashed and overturned inside the Kauffman's Distillery Covered Bridge in the afternoon of May 16th. Manheim police Sgt. Kristopher Keller said "I've seen crashes on that bridge before, but I've never seen one where the vehicle flipped over ..." It is believed that the vehicle may have struck part of the span and overturned. The country of origin of the two occupants was not immediately known. The Kauffman's Distillery Bridge is a 96-foot-long, single Burr Arch Truss built in 1874 and spans the Big Chikiswalungo Creek.

(Compiled from May 2015 Article, Lancaster OnLine (Pennsylvania))

Another Oversized Truck vs Covered Bridge

While causing only minor damage to the Baumgardner Covered Bridge (WG#38-36-25#2) in May, it points out the lack of common sense by some members of the driving public. The box truck, in addition to being too tall and getting stuck in the overhead cross members, the vehicle was reportedly 20,000 over the bridge's load weight limit. A large tow truck was required to remove the pinned truck from the interior of the bridge. The driver of the truck and the truck's owner may be charged with a number of traffic offenses following an investigation by the state police. Baumgardner Bridge is a 117-foot single Burr Arch Truss spanning the Pequea Creek and was built in 1997. Lancaster County, Pennsylvania official who were called in to inspect the bridge after the incident determined that the damage was minor and that the bridge could remain open.

(Compiled from May article, Lancaster OnLine (Pennsylvania))

Scipio Covered Bridge Restoration Begins in May

The historic Scipio Covered Bridge (WG#14-40-01)) will undergo a \$550,000 restoration project that is to begin in May 2015 which will include roof and siding replacement, a new deck, abutment stonework and a fresh coat of paint to become a pedestrian bridge and tourist attraction and bypassed with a new 3-span concrete bridge. The Scipio Bridge – a 148-foot-long single Howe Truss span across the Sand Creek – was built in 1886 and has been in declining condition over the last several years. Described as "structurally deficient" noting the poor condition of the deck a load weight restriction of 5-tons was imposed. In 1984, after several semis and large farm equipment ignored the restrictions, the deck deteriorated more quickly requiring steel beams installed underneath to prevent the structure from demolition. According to historic documents, the bridge was originally envisioned as a crossing for the Madison & Indianapolis Railroad, but the company abandoned its plans to relocate a train car shop in Scipio by the time the bridge opened in 1887. The bridge was placed on the National Register of Historic Places in 2001.

(Compiled from May 2015 Article, The Republic (Indiana))

Dedication Ceremony planned for Stark Covered Bridge

Celebration of the rehabilitation of the Stark Covered Bridge (WG#29-04-05) spanning the Ammoonsuc River and listed on the National Register of Historic Places is scheduled to take place on June 27, 2015. The bridge – a 138-foot-long Paddleford and Arch Truss span was built between 1853 and 1862 depending on whose records are used. The \$1.4 million project comprised of federal, state and local monies, stipulated that as much of the original timbers as possible be used in the rehabilitation. Suffering from insect damage and rot, new wood and steel reinforcement beams have been added underneath increasing the weight load limit by 50% to 15-tons. The bridge remains popular with photographers as the most photographed landmark second only to the former Old Man of the Mountain. Dedication will be in memory of longtime Stark Selectman James Eich who passed away in 2013.



Bill Caswell Photo

The grand opening celebration will be on Saturday, June 27th at 5:00 pm. Festivities will include a ribbon cutting ceremony, a walk-through of the bridge, food, music, and dancing. If you have any other questions, you can contact the Town at (603) 636-2118 or e-mail them at starktownof@myfairpoint.net

(Compiled from AP article and information from Jason Ross, Project Engineer (New Hampshire))

Frankenmuth Covered Bridge Re-Opens

The bridge that spans the Cass River between the Bavarian Inn Restaurant and the Bavarian Inn Lodge re-opened in May 2015 after two months of renovations. After 35 years and more than 4 million vehicle crossings, the Holz Brücke Covered Bridge (WG#22-73-02) – a 3 span, 239-foot-long Town Lattice Truss bridge – received a new roof and a new floor deck. The deck timbers were placed with 7,200 8-inch nails securing them to the floor's framework. The original bridge, built in 1980, took New Hampshire craftsmen nearly two years to construct using structural framing timbers from Oregon, locally-sourced 3-foot-long roof shingles and 16-foot-long 4 x 8's for the deck planking.

(Compiled from May 2015 Articles, The Elkhart Truth and MLive (Michigan))

Burning Motorcycle Causes Minor Damage

The Langley Covered Bridge (WG#22-75-01) – a 282-foot-long 3-span Howe Truss built across the St. Joseph's River in 1887 – received only minor cosmetic damage to its roof when one of two motorcycles passing through the bridge caught fire and was abandoned by its driver and escaping with the other cyclist. Sheriff's deputies and firefighters quickly took care of the fire saving the historic structure.

Compiled from May 2015 Article MLive (Michigan))



Bill Caswell Photo

[Ed. Note: Having been asked on several occasions about what happened regarding Mood's Covered Bridge in Bucks County, Pennsylvania after the original bridge was arsoned in 2004, I therefore offer the following:

Mood's Covered Bridge - its Aftermath ...

The bridge was closed for repairs, caused by an oversized trash truck, the night the historic bridge went up in flames. There was no traffic, there were no storms, and there were no electrical wires nearby. Conclusion – arson. Six young men, most of them churchgoing college students with honor-roll grades and unlimited futures, had those futures forever changed when they poured gasoline and set fire to the 130-year-old bridge, the pride of an Upper Bucks County community, and which was scheduled for repair in two weeks.

Upon turning themselves in, all six were charged with arson and conspiracy. The judge, who said “You acted as one, and in my opinion, you should all be sentenced as one” issued sentences to the six men (four age 20, two age 21) ranging from 18 days to 23 months followed by five years’ probation. In addition, each must pay \$66,666 toward the cost of rebuilding the bridge, and, each man must perform 1,000 hours of community service in the area. The judge further said you will each remember this fire “every time you fill out a job application” as each are now labeled convicted felons which might block or limit their entry into many professions for the rest of their lives.

A videotaped meeting of citizens and public officials held in Perkasie expressed their outrage and explained what the loss of the bridge meant to the community. Expressing their guilt and regret, the six men requested the videotape be shown in schools, churches and other places, so as to deter others from making similar mistakes and was so ordered by the judge.

In 2008, Mood's Bridge was rebuilt with steel beams supporting the deck, but the history is gone forever. Mood's Covered Bridge is listed in the National Society for the Preservation of Covered Bridges World Guide as #38-09-07#2, a single, 100-foot-long Town Lattice Truss bridge spanning the Perkiomen Creek. Bucks County commissioners agreed, during the judge's sentencing, to take ownership of the new bridge that was built by the Pennsylvania Department of Transportation and will be insured on the county's insurance policy with the township picking up the annual premium. The county now owns seven of the fourteen covered bridges found within its boundaries.

(Compiled from December 2014 Article, Philly.com (Pennsylvania))

Unknown Driver Ruins Romantic Structure

Nearby residents in Bend, Oregon found their covered bridge, Rock-O-The-Range (#37-09-A), destroyed, with the driver responsible still unknown. The 42-foot single span structure was built in 1963 with its stringer style construction spanning the Swalley Creek. Recognized by the Covered Bridge Society of Oregon, the bridge is the only wooden covered bridge east of the Cascades. Privately owned and located on a neighborhood lane, the bridge is maintained by local residents and does not meet Deschutes County Road Department standards to be maintained by the county. The bridge has been damaged three times in the past year. It is believed that an oversized vehicle, possibly red in color and exceeding the 7'-6" clearance, was responsible for the extensive damage. Because the bridge is privately owned and uninsured, rebuilding of the structure will be the responsibility of the neighbors. The bridge is recognized as a Romantic Shelter by the National Society for the Preservation of Covered Bridges, Inc. Romantic Shelters, many built within the last century, are considered newer, usually smaller, non-authentic and generally serve as entrances to businesses, developments, or to create beauty spots or picnic areas, or as just a means “to cross the river to grandma's house”. While not recognized as traditional covered bridges they nevertheless have been cataloged and identified as very interesting covered bridges.

(Compiled from May 2015 article in The Bulletin (Oregon))

Summary of Survey Results

Thank you to everyone who participated in our membership survey. We appreciate you taking the time to inform us on your thoughts. We are grateful for Nan Burgess-Whitman, a marketing specialist, who volunteered to review the 86 membership surveys received before the newsletter deadline and prepare this summary.

General:

Most members answering were over the age of 50 and have been members for decades. Many initially heard about the NSPCB via family, friends or postcards that were tacked to inside of bridges. There seems to be a general interest in having more publicity; there were good suggestions around marketing materials becoming more available at different historic or tourist sites, more visuals on website and Facebook, more in-depth coverage of history, engineering, stories and in-progress events. For the newsletter, a desire to include more images of bridges, tour sites, stories and history. The NSPCB should become the “go to” authority on covered bridge information (technical or educational).

Specific Questions: Summary

Why did you become a member?

- Most heard about and became interested from other people, family or friends
- Saw Postcards stapled on bridges
- Through parents, had memories of them teaching about Covered Bridges
- Interested in photographing
- Interested in history, story and information
- Interest in restoration in general, preservation
- Publications
- As a tourist, became interested, intrigued

Covered Bridges identified as in need of repair:

- Dimmsville, PA, 38-34-02
- Downsville Bridge, Delaware Co., NY, 32-13-01
- Grange City Bridge, Hillsboro, Fleming Co., KY, 17-35-05
- McClellan Bridge, Columbia County, OH, 35-15-02
- Millbrook Bridge, Ulster Co, NY, 32-56-06
- Old Ironsides, Rutland, MA, 21-14-L
- Randall Bridge, Lyndonville, VT, 45-03-07
- Rollins Farm Box Pony, Rollinsford NH, 29-09-P01
- Sulphite Railroad, Franklin Falls, NH, 29-07-09
- Waterford Bridge, Waterford, PA, 38-25-04
- Whites Bridge, Ada, Michigan

Ideas on how to raise awareness

- Increase social media presence (most have not gone to Facebook page)
- Trade shows, conferences, festivals
- Publicize photos, TV stations, cable stations, tell the stories
- Library mailings, brochures
- Information at other historic building sites
- Info booths at tourism stops, restaurants

- Connect with other societies (preservation, historical or like-minded groups) and piggy-back off their publicity.
- Establish partnerships with tourism, government sponsorships, travel sites
- Partner with geo-caching
- Getting young people involved: Scouts, education
- Become the “go to” expert or resource for bridge history, preservation, the first to consult for anyone interested in Covered Bridges for whatever reason

Information desired in newsletter

- Illustrations, photos are most popular
- More on covered bridge activity, repairs in progress, engineering news/topics
- Bridge tour routes, personal stories of trips and tours
- Where Covered Bridge festivals and events are being held and when
- Meeting minutes/regional information

Would like to see change/more detail of in newsletter

- Letters to Editor, questions section
- Color
- Personal Stories, narrations
- Items for sale (souvenirs)

Would like to see on Website

- More photos, more history to tie into photos
- Link photos to second level of information on bridges, projects
- Maps, sites listings
- What other societies are doing
- Member generated content, pictures of travels, stories
- Videos, walking tour
- Tour routes
- Email submissions/contact
- Our own photo albums, what we have been involved in

How Can You (as a Member) Get Involved?

- Willing to table an event, volunteer at festivals, other assistance at local level
- Willing to help with newsletter, photos or Facebook
- Host a regional meeting

Thank you to those who offered to help. We look forward to working with you.

Locksley Covered Bridge

On Tuesday, June 16th, the East Goshen Pennsylvania Board of Supervisors was to vote on a proposal to only maintain the road surface of the Locksley Covered Bridge (38-15-A).

Neighborhood residents are planning to attend the meeting to voice their concerns.



Photo by George Conn, 2002

Reconstruction of the Moose Brook Pony Truss Bridge Gorham, New Hampshire

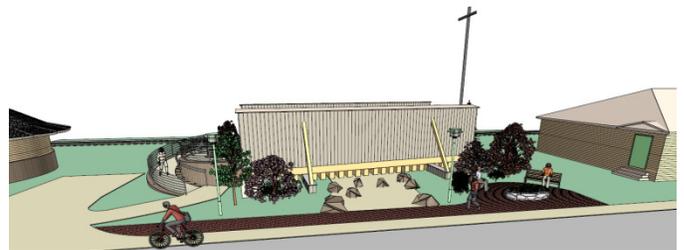
By Bill Caswell

The Society's project to reconstruct the Moose Brook Pony truss bridge in Gorham, New Hampshire is underway. For the background of this project, see the article in the Winter 2014-2015 Newsletter. New timbers for the floor system arrived in Gorham in late March. Members of the Gorham Historical Society applied fire retardant and stained the timbers in a color similar to the creosote that would have been used on the original bridge.

On May 14th, Reuben Rajala, president of the Gorham Historical Society, Tim Sappington, GHS vice-president and I met with officials from the St. Lawrence and Atlantic Railroad. We had been trying to arrange that meeting since last summer and finally got them out to review the site. At that meeting, we were informed that the site we had chosen for the bridge was not acceptable to them. Since they own the land, we had no option except to move to our alternate location. The alternate location, between the railroad depot and town library, next to a railroad snow plow, is a smaller area which has the potential to be transformed into an attractive little park setting around the bridge. Tim Sappington, the architect for the project, is preparing drawings for a town Planning Board meeting in mid-June.

The Park Service grant provided us with \$110,000 towards rebuilding the bridge. It is up to us and the Gorham Historical Society to provide a 20% match to the grant or \$22,000. That match can be in the form of donated time and materials. If you are asking yourself, "How can I help?", here are some volunteer opportunities that can contribute towards the matching funds:

- Helping design the interpretive panels which will be placed along the bridge to tell its story to visitors. If you are interested, we can provide you with details and pictures.
- If you are in the area, there will be volunteer opportunities at the job site such as landscaping at the end of the project. If you might be interested in hands-on work, email me at nspcb@yahoo.com and I will keep you updated when opportunities are planned.



There are some great people in Gorham excited about this project and eager to help. However, even with their generosity, we will still need to purchase some items for the project such as material for the park setting around the bridge. That might require additional funding beyond the Park Service grant. If you are able to help with a donation, please send a check made out to NSPCB to me at 535 2nd NH Tpke, Hillsboro, NH 03244. Be sure to note that it is for the Gorham Bridge Project.

Our Recent Trip to Pennsylvania by Bill Caswell

After a long tough winter, it was great to get out on the road again. In early May, Jenn and I headed off to southeastern Pennsylvania to attend the Theodore Burr Covered Bridge Society's annual safari. This year's itinerary was to visit all 15 covered bridges in Chester County, Pennsylvania. The Burr Safaris are great opportunities to get caught up with old friends and meet some new ones. They are always well organized and well attended. This year was no exception. Nearly 50 people participated in the Saturday portion of the tour to 10 of the county's 15 covered bridges.

For me, the most exciting part of the tour was finally being able to see the two bridges within the Laurels Preserve, a part of the Brandywine Conservancy. Typically, these two bridges, Speakman #2 or Mary Ann Pyle (38-15-06) and Hayes Clark (38-15-07#2) are only accessible to members of the Conservancy. Both bridges were originally built in the 1880's on what was known as McCorkles Rock Road, a public road. Beginning in 1916, Robert J. Kleberg Jr. became heavily involved in ranching as president of King Ranch, Inc. in Texas and Buck & Doe Run Valley Farms at Coatesville, PA. The bridges became privately owned around this time. The original Hayes Clark Bridge was lost to arson in 1963. A replica was built on the old abutments during the summer of 1971. In the 1980s, the owners of the 5,367-acre Buck & Doe Run Valley Farms property donated conservation easements to the Conservancy. Thanks to Michael Chorazy of the Burr Society and organizer of the safari for arranging this opportunity to visit the site.

On Sunday, we ventured off on our own to explore the central portion of the state. The first stop was at Ramp's Bridge (38-21-11), the last covered bridge in Cumberland County and then St. Mary's Bridge (38-31-01), the last covered bridge in Huntingdon County. St. Mary's is one of only four Howe trusses in a state with over 200 entries in the *World Guide*. The bridge appears to be well-cared for. It was on the main road until Route 522 was relocated to the west to pass between the bridge and St. Mary's church.

If you find yourself in that part of the state, there are six bridges close together in Perry County: New Germantown (38-50-11), Mount Pleasant (38-50-12), Book's (38-50-13#2), Enslow (38-50-14), Bistline (38-50-03) and Adair's (38-50-04#2). All six appeared to be in good condition.

The New Germantown and Mount Pleasant bridges have Multiple Kingpost trusses supplemented with a Queenpost-type angled support while the other four are more typical Burr Arch trusses.

The Enslow Bridge includes concrete ramps on one side to bypass the bridge. Is this for large farm vehicles? During our 2013 visit, Jenn couldn't resist the temptation to ford the stream. This year, the water was deeper and we were in a lower vehicle so, thankfully,



Line of vehicles participating in the Theodore Burr Covered bridge Society Safari of Chester County, Pennsylvania.



Hayes Clark Bridge, Chester County, PA



St. Mary's Bridge with St. Mary's Church,



Mount Pleasant Bridge

she didn't venture into the water again.

Our last stop on Sunday was the Academia or Pomeroy Bridge (38-34-01) built by James M. Groninger in 1902 to replace an earlier bridge (not known if covered) that was damaged by ice and flood in March, 1901. The bridge is now owned by the Juniata County Historical Society. The bridge was bypassed in 1962 by a new concrete structure about 360' downstream. It received extensive repairs in 2009. A park with information about the area was added at that time.

Monday's agenda was to explore some new territory by visiting 8 bridges that we had not seen before. We began the day in Snyder County. All three of the county's bridges are Burr trusses. Our first stop was at the Gross Bridge (38-55-03). This structure originally stood a mile northwest of its present location. It was relocated to its present park-like setting in 1981. The Beavertown Bridge (38-55-02) was built in 1870 and bypassed in 1979. The Aline Bridge (38-55-04) was bypassed in 1982 and is a bit overgrown. Take a short walk along the road to be rewarded with a nice photo opportunity.

We continued on through Northumberland County to the Keefer Station Bridge (38-49-02) a Burr truss built by George W. Keefer in 1888 for \$882.

The Lewisburg Penitentiary Bridge (38-60-05) is an interesting spot to visit. Half of the bridge is privately owned and half is on the federal penitentiary grounds with a fence in the middle of the bridge. On the penitentiary side, there is a picnic table along the stream. It's a great place to pause for lunch.

The last two stops for the day were in Lycoming County. Both the Cogan House or Buckhorn Bridge (38-41-02) and Buttonwood Bridge (38-41-01) seem to be in good condition. The Buckhorn Bridge is in a nice setting at the end of a dead end road. The Buttonwood Bridge is on a road bypassed by Route 15 and is visible from the northbound side of the highway.

Tuesday was our day to go home with three bridges to visit before heading for New Hampshire. The Hillsgrove Bridge (38-57-02) and Forksville Bridge (38-57-01) are similar Burr-truss structures built by Sadler Rogers in 1850. If you are looking for souvenirs of your visit to the area, be sure to visit the Forksville General Store at the end of the bridge. They have many covered bridge-related items to choose from.

The last bridge on our tour was Luther Mills or Knapp's Bridge (38-08-01) in Bradford County only a few miles from the New York state line. It sits more than thirty feet above the stream.

We had beautiful weather for the entire trip and enjoyed our opportunity to get away for a few days. We look forward to hearing about your summer travels. Please email your story to Bill Caswell or postal mail to Rob Mitchell. Our addresses are on page 2.



Enslow Bridge



Aline Bridge



Lewisburg Penitentiary Bridge



Luther Mills Bridge

**Indiana Covered Bridge Society &
National Society for the Preservation of Covered Bridges
Fall Weekend in Southeastern Indiana.
September 25 - 27, 2015**

Base of operations:

Hampton Inn, 2075 North Michigan Ave., Greensburg, Indiana, 47240



Schedule

Friday, September 25th, 2015

For those who will be in the area on Friday, we will be meeting at the Aqueduct Covered Bridge in Metamora to spend the afternoon exploring historic Metamora.

- 1:00 PM** Aqueduct Covered Bridge and the historic Metamora Village on Friday afternoon.
- 5:30 PM** Evening Dinner at the Brau Haus in Oldenburg. Reservations are for 5:30 PM.
- 8: 00 PM** Gathering at Hampton Inn for fellowship and introductions.

Saturday, September 26th, 2015
Rush County Bridges

- 8: 30 AM** Gather at Hampton Inn parking lot
- 9:00 AM** Start the day's tour
- Homer/Mud Creek Bridge (14-70-09)
 - Smith Bridge (14-70-01)
 - Drive by the home of Archibald Kennedy, patriarch of the bridge building family
 - Norris Bridge (14-70-08)
 - Offutt's Ford Bridge (14-70-02)
 - Forsythe Bridge (14-70-04)
 - Moscow Bridge (14-70-07#2)
- 5:00 PM** Dinner, presentation and business meeting in the conference center at the Greensburg Hampton Inn. See insert for dinner reservation form.

Sunday, September 27th, 2015

- 8:30 AM** Gather at Hampton Inn
- 9:00 AM** Start the day's tour
- Westport Bridge (14-16-01) Decatur County
 - James Bridge (14-40-02) Jennings County
 - Scipio Bridge (14-40-01) Jennings County
 - New Brownsville Bridge (14-03-08) Bartholomew County
 - Ramp Creek Bridge (14-07-02) Brown County

See hotel details and reservation form on the flyer included with this newsletter.

The Society Bookstore ...

Order from the Society website or send a check or money order to:
 Bill Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244,
 E-mail: wscaswell@yahoo.com

Note: Books can only be shipped to US addresses.

America's Covered Bridges by Ron Knapp & Terry Miller

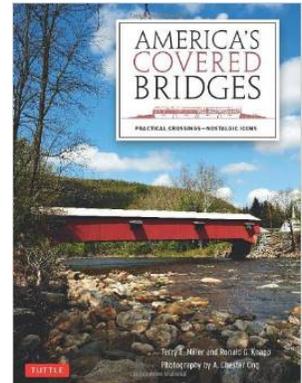
\$36.00, autographed copies, postpaid.

2009 World Guide to Covered Bridges

\$19.95, includes priority mail postage.

Connecticut & Rhode Island Covered Bridges

\$26.00, for an autographed copy, includes priority mail postage.



New Item Mugs, Anyone?

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

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



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

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

*If you don't already have one,
 Order yours, today!*

