



The Newsletter

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

Winter 2017/2018

The Covered Bridge Exposed

by: Jeffrey Zygmunt, October 2017

In wintertime one hundred years ago
New Hampshire country people couldn't go
across a covered bridge upon a sleigh
because the cover kept the snow away,
and runners under sleighs won't glide on wood.
Thus covered bridge protection was too good
for northern farmers driving horse-drawn sleighs,
a practical concern on winter days.
So clever yankees found a remedy:
they carried snow inside resourcefully
and spread it on the dry, protected deck
so sleighs could make an unimpeded trek.
Thus bridges covered to forestall decay
endured the winter's snowfall anyway.

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Editor's Comments ...

What can be more relaxing than watching a gentle snow blanket the countryside in a veil of white? Why watching a horse-drawn sleigh on the road as it nears a country covered bridge, of course! This is the peaceful and picturesque image we often envision that is most closely associated with the season at hand, especially for those of us in New England. But with those images of serenity, we must also think about what dangers the season brings as well. Our covered bridges are getting up in years, as they say. The snow, ice, wind and the potential for debris-strewn high water challenges their survival more and more every year – in addition to the uncaring drivers or firebugs that are always present.

I urge all fellow members to check up on the bridges near you this winter season, note any situations that may be threatening and report them to the local authorities AND to the Society. These bridges are priceless and belong to all of us and their survival might well depend on a warning you might raise. Being members of the Society you already share your concern and expressed your appreciation for these historic structures for which all of us extend a sincere *thank you!* But we must always remain vigilant and not let our guard down.

Our Annual Dinner/Meeting at Brigham Hill Community Barn in North Grafton, MA on October 28th was enjoyed by the 40 members who attended with a wonderful visual presentation by Terry Lively on covered bridges of West Virginia which followed the delicious dinner and prior to the business meeting headed by Society President, Bill Caswell. (See page 6 for more Annual Meeting information.) We welcome and congratulate all new Society officers, directors and appointees.

To all of you, however you may celebrate, enjoy and be safe ...

Happy Bridging and, Happy Holidays everyone!

About the Cover ...

The poem on the cover of this issue was sent to Bill Caswell after a conversation he had with author Jeffrey Zygmunt at the Warner, NH, Fall Foliage Festival in early October. We never know how sharing our passion for covered bridge preservation might inspire others. We are grateful to Mr. Zygmunt for allowing us to share his work with our members.

Jeffrey Zygmunt is the author of non-fiction, fiction and poetry books, including the two books *White Mountain Poems* and *More White Mountain Poems*, which celebrate New Hampshire's White Mountains. More information is available on his website at jeffrezygmunt.com.

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

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Spring 2018 Newsletter Deadline ...

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

President's Message ...

I am deeply saddened to have to report another loss within our community. Two months after losing Joseph Conwill our *Topics* editor for the past 25 years, I have to inform you of Dick Roy's passing. Dick suffered from Alzheimer's for many years, although we saw his condition deteriorate much more rapidly during the past year. My article in the current *Topics* was written last June and intended to celebrate his half century of service. When I asked Joseph to include the article in the Winter edition, I had no idea that by the time you received it both of these great men would be gone. This has been a particularly difficult time for me. Dick & Joseph were the two people who were most influential in fostering my interest in covered bridge history. Like many others, I frequently went to them for advice and information. I have many fond memories of time spent at Dick's house going through photographs to enhance the information on the Covered Spans of Yesteryear website, sharing stories of visits to bridges and working on his computer when it was acting up. I will miss them both deeply.



*Mosby Creek Bridge,
Lane Co., Oregon
Photo by David Schwartzkopf*

On a happier note, we had an excellent trip to Oregon. The details are included in a separate article. Unfortunately, a number of people who wanted to participate were not able to join us. We are looking forward to seeing them on next year's trip to Ashtabula County. I received some exciting news that the New York State Covered Bridge Society will be joining us. I am looking forward to working with them to plan the routes and stops. More details on that will be in the Spring Newsletter. If you have suggestions for future trips, please let me know. My intent with these trips is not only to gather together to visit the bridges, but to travel beyond our northern New England base to interact with members in other parts of the country.

We have a number of bridges in dire need of repair and I am sure that the ones we are aware of are only a small sample of those needing our help. If you are aware of a bridge in trouble, let us know and contact the local officials to let them know about your concerns. During the past couple months I have written letters to public officials regarding the Grange City Bridge in Kentucky, the Pittsburg-Clarksville Bridge in New Hampshire and New Brunswick's McGuire Bridge. So far there has not been any response to any of those letters. In the past, I have also expressed concern for the failed arch which has resulted in a significant sag of the covered bridge in Milton, West Virginia. Terry Lively, our speaker at the annual dinner, mentioned that the state Division of Highways is aware of the problem and money for repairs may be available through a recently approved highway fund.

Limiting this issue to 24 pages was a challenge so I won't continue this letter any more. However you choose to celebrate the upcoming holidays, Jenn & I wish you and your family good health and happiness.

Bill Caswell

Archives Update

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

Bill and Jenn Caswell travelled to Rangeley, Maine, to visit Joseph Conwill's widow Nancy. While there, they picked up the Society's computer, printer and scanner that Joseph had been using for the past decade to scan thousands of slides, negatives and photos from our Archives. The items were delivered to the Archives room in Concord, New Hampshire, where they will be available to future researchers.

David Kimmerly of Lansdale, Pennsylvania, offered us a collection of about 750 slides taken by William Cook, who lived near Doylestown, Pennsylvania. Mr. Cook took the photos around 1959. He worked as a carpenter until he was in his 80s and died in the late 1990s at the age of 97. Jim Smedley is scanning the collection for the Theodore Burr Covered Bridge Society of Pennsylvania and will pass them along to us when that is complete.

Richard E. "Dick" Roy

January 28, 1934 – September 17, 2017

Excerpted from the Manchester Union Leader, September 19, 2017

Richard "Dick" Roy, 83, a lifelong resident of Manchester, New Hampshire, died September 17, 2017 at Villa Crest Nursing Center after a long battle with Alzheimer's disease. He was born on July 28, 1934 to Lena (Soucy) and Emile Roy. Dick graduated from Bishop Bradley High School in 1954 later serving in the US Navy from 1954 - 1956 on the USS Cambria and the USS Gwin during the Korean War.

Dick married June, his wife of 59 years in 1958, and worked at Ferretti's Supermarket and Stop and Shop as a Manager of the Meat Department. He volunteered for many organizations including the Jaycees, Fix It Program, Maple Leaf Health Care, and The National Society for the Preservation of Covered Bridges. Dick served as a Director or Vice President of the NSPCB for 36 consecutive years before "retiring" in 2016. In addition to covered bridges, Dick's other hobbies included photography, stamp and postcard collecting, and his true passion woodworking. You could always find Dick in his workshop making or fixing something for a family member or friend which he truly enjoyed doing.



In addition to his wife, Dick was survived by his daughters, Cheryl Hetzel Krumenacker and her husband David of Manchester, NH and Karen Capen of Pembroke, NH; two grandchildren, three great-grandchildren, several step-grandchildren and nieces and nephews. He is predeceased by his parents Lena and Emile Roy; brothers Ronald, Raymond and Reginald Roy; and son-in-law Norman Capen.

The family would like to thank the nurses and staff of Villa Crest Nursing Center for the exceptional care they provided Dick this past year.

Membership

Welcome New Members ...

Dr. Amber Albert, Newton, North Carolina
Ira Allen, Lawrenceville, Georgia
Robert Brock, Jr., Annapolis, Maryland
Nathan and Lori-Ann Corriveau, Taunton,
Massachusetts
Matthew Haldiman, Dublin, Ohio

Andy Lickfold, Hitchin, Herts, United
Kingdom
Steve Miyamoto, Essex Junction, Vermont
Clem Ogilby, Sweet Home, Oregon
Wayne Shilts, Sweet Home, Oregon
David Wray, Ottawa, Ontario

Our apologies to Richard Capen, Jr. for misspelling his name in the last Newsletter.

Is This Your Calling?

Do you enjoy historic research? Do you enjoy writing? Maybe you are the person we are looking for. *Covered Bridge Topics* has been published since 1944 and has been the official publication of our organization since 1952. It has taken various forms over the years as each editor has left their mark. We are looking for the next editor to carry on from here.

During Joseph Conwill's tenure, the journal spotlighted many of the remarkable photographs of the Society's archives with historical notes when the information was available. There are still many more photos available to select for future issues and many more stories to tell.

Upcoming NSPCB Meetings & Events ...

2018 Meeting Schedule

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

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

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

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

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

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

September 22 & 23 – Ashtabula County Tour. Base of operations at the Ramada Inn, 1860 Ashtabula-Austinburg Rd, Austinburg, OH 44010. A block of rooms will be available for \$89.99/night plus taxes. Tour guide will be Betty Morrison, former director of Ashtabula County's Covered Bridge Festival.

Late October - NSPCB Annual Meeting and Dinner. Location TBD

Other Upcoming Covered Bridge Meetings & Events ...

Saturday, December 9, 2017 – Theodore Burr Covered bridge Society of Pennsylvania, Annual Christmas Dinner at Dutch-Way Farm Market & Family Restaurant, Gap, Lancaster County, PA 11 a.m. to 3 p.m.

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

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

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

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

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 77, Montgomery County, Ohio, update truss types

35-57-03 Feedwire Bridge **Smith**

35-57-36 Jasper Road Bridge **Smith**

Page 78, Muskingum County, Ohio, update truss type

35-60-31 Salt Creek Bridge **Smith**

Page 116, Lancaster County, Pennsylvania, update coordinates

38-36-05 Pinetown Road Bridge **N40° 06.339', W076° 114.895'**

Page 117, Lancaster County, Pennsylvania, update coordinates

38-36-15 Buck Hill Bridge **N40° 07.926', W076° 18.039'**

Annual Meeting

The NSPCB Annual Meeting took place on Saturday October 28th at a new location, the Brigham Hill Community Barn in North Grafton, Massachusetts, with forty members and guests from six states in attendance. In addition to having plenty of room to accommodate our group, the Barn also includes a state-of-the-art audio-visual system for our guest speaker and business meeting.

During the meal we viewed a slide show provided by Joseph Conwill's widow Nancy. The images and anecdotes afforded the group a rare glimpse into the private life of our late *Topics* editor.

The wonderful meal was followed by an enjoyable presentation from our speaker, Terry Lively. Terry, a retiree from the West Virginia Division of Highways, shared photos and information about the state's remaining covered bridges plus excerpts from a DVD she produced on the subject.

After the presentation, we moved into the business meeting with election of officers. Thank you to all our officers and committee members for their willingness to volunteer their time to promote the NSPCB and make sure that all the business needs of this organization run smoothly.

Thank you to our volunteers who prepared and served the meal this year: Jenn Caswell, Bob & Betty Pauwels, Dianne Brunt, Jackie O'Leary, Becca O'Leary, Greg Call and Kaylee Brunt. Photos by Bob Watts and Bill Caswell.



September Meeting

The staff of Hyde Hall Mansion near Cooperstown, NY, invited us to their facility for our September meeting. The mansion is part of Glimmerglass State Park along with the Hyde Hall covered bridge, the oldest covered bridge in the country. The meeting was attended by 28 members and guests from six states. Jonathan Maney, Hyde Hall's Executive Director & CEO offered a space to set up a covered bridge exhibit. NSPCB will be working with the New York State Covered Bridge Society and Theodore Burr Covered Bridge Resource Center to prepare the exhibit. Photo by Betty Pauwels.



Moose Brook Bridge Project Update

by Bill Caswell

The project to reconstruct the Moose Brook Bridge (formerly WG #29-04-P1) in Maine is now well underway. The bridge components were delivered to the Wiscasset, Waterville & Farmington Railway (WW&F) Museum, a non-profit organization in Alna, Maine, on October 5 and construction began immediately.

The bridge was constructed on the Boston & Maine Railroad's Berlin Branch just west of Gorham, New Hampshire in 1918. When the rail line was abandoned, the bridge continued its service carrying a multi-use rail trail across Moose Brook. In May 2004, the bridge burned in a fire that was believed to have been arson. The State of New Hampshire donated the charred remains to the NSPCB with the hope that the bridge could be reconstructed.

Through the efforts of the late David Wright, Christopher Marston of the National Park Service (NPS) and Tim Andrews of Barns & Bridges of New England, the bridge found a new purpose as a test subject for Howe truss research by Prof. Dario Gasparini of Case Western Reserve University (CWRU). With the help of a NPS grant, the usable truss components along with new timbers were transported to CWRU in Cleveland, Ohio, where they were reconstructed and used for a variety of tests.



Joseph D. Conwill Photo
November 29, 1985.



Proposed bridge location
in Alna, Maine.

with WW&F Director Jason Lamontagne. They walked the right-of-way to the proposed bridge location. It looked like an ideal location. The WW&F is also a non-profit historic preservation organization who will take good care of the bridge once it is completed. The narrow gauge rail line originally operated from 1894 until 1933. After abandonment, rails and ties were removed leaving only the right-of-way. WW&F has done a remarkable job of rebuilding a portion of the line and is eager to reconstruct this bridge to provide for the expansion of their operation.

Negotiations with the WW&F and NPS resulted in a Memorandum of Understanding and this long-awaited project was finally ready to get underway. The disassembled bridge was transported from Gorham to



Trusses almost ready to stand up. Photo
courtesy Will Truax, November 18, 2017

At the completion of the testing, the trusses were returned to Gorham where we had planned to reconstruct the bridge as an exhibit at the location of the Gorham Historical Society (GHS). Unfortunately, the efforts of Bill Caswell, GHS President Reuben Rajala and GHS Vice President Tim Sappington were no match for the regulations, requirements and challenges to that plan presented by the nearby St. Lawrence and Atlantic Railway. Two other locations near Gorham, including the bridge's original location, were proposed and ruled out due to lengthy approval and permitting processes.

In February 2017, Bill Caswell was contacted by the WW&F Railway who was in need of a bridge to allow expansion of its line across Trout Brook. Once winter had passed, Bill and Jenn traveled to Alna to meet



Unloading the Bridge in Maine.

the WW&F facility on October 5th. NSPCB will fulfill its agreement with the National Park Service by having Barns and Bridges of New England reconstruct the bridge near the railway office at 97 Cross Road in Alna, Maine. Once site work is completed, the WW&F will relocate the structure to its ultimate location over Trout Brook.

Most of the funding for this project was provided by a grant from the National Park Service. NSPCB, the Gorham Historical Society and WW&F have all contributed money and volunteer hours towards the work done so far. WW&F is presently undergoing a fundraising campaign to cover its portion of the project costs. For more information, visit <https://fundrazr.com/NarrowBridgeAhead>.

On tour with Senator Woodburn

by Bill Caswell

On September 28th, Jenn & I were invited to participate in a tour of northern New Hampshire covered bridges led by state senator Jeff Woodburn. The group also included State Historic Preservation Officer Elizabeth Muzzey; Laura Black, Special Projects & Compliance Specialist for the N.H. Division of Historical Resources and Shelly Angers, Public Information Officer for the N.H. Department of Cultural Resources. The goal was to meet with local citizens and officials to discuss matters related to the area's historic covered bridges.

The tour began with a hike to the Sentinel Pine Bridge in Flume Gorge State Park. The bridge was named for the Sentinel Pine, a tall tree which once stood near the bridge's location. The tree was blown down during the 1938 hurricane. A sixty foot piece of the tree was cut out and made into a crossing, forty feet above the river, by the Society for the Protection of New Hampshire Forests (SPNHF). Additional trees lost during the storm were used to complete the footbridge. SPNHF maintained the structure until it was transferred to the State in 1948. At this stop, we were joined by Tony & Tina from Texas who were spending the day visiting covered bridges in New Hampshire and Maine on their way to Nova Scotia.

Tony & Tina followed us to our next stop at Clark's Trading Post to visit the nation's only covered railroad bridge (WG #29-05-14) which still carries railroad traffic. The bridge was originally built in Barre, Vermont in 1904. Service on the line ended in 1960 and the bridge sat abandoned until brothers Ed and Murray Clark purchased it, dismantled it and brought it North Woodstock for their railroad. The Howe-truss bridge was reconstructed on dry land and then the completed structure was moved to its present location over the Pemigewasset River. The Clark family very generously offered us a train ride to the bridge where they shared stories of its reconstruction. The bridge is well cared for, much appreciated and an integral part of their operation.



At this point we bid farewell to our new friends from Texas as they continued on their journey eastward. We traveled to the Swiftwater Bridge (WG #29-05-02) in Bath. There was no one to greet us at the 1849 Paddleford-truss bridge. That may have been related to us being about 40 minutes behind schedule at this stop. The next stop at New Hampshire's oldest covered bridge in Woodsville (WG #29-05-04) was also lacking any local residents. However, being the state's oldest covered bridge, it was a good opportunity to discuss the importance of preserving as much of the historic material as possible when repairing covered bridges or any other historic structure.

Our next stop was the recently restored Bath Village Bridge (WG #29-05-03) although we never actually got to the bridge. The adjacent Bath Village Store had recently reopened under new ownership and the senator took the opportunity to discuss the venture with the store's new owners.



We moved on to the Mount Orne Bridge (WG #29-04-08 & 45-05-03) spanning the Connecticut River between Lancaster, New Hampshire and Lunenburg, Vermont, where we were joined by a number of residents from both sides of the river. This bridge has been damaged multiple times in recent years by oversized vehicles. I suggested that "headache bars" should be added along the approaches to reduce the potential of an oversize vehicle getting to the bridge.

Our next stop was at Stark, one of the most photographed covered bridges in the state. The Stark Bridge (WG #29-04-05) received extensive repairs in 2015. This bridge has been worked on many times over the years and most of the historic timbers have likely been replaced. It has been supported by steel beams since 1954 with the truss only carrying its own weight and the roof. Even the walkways are tied into the steel beams under the roadway. During the 2015 work, the Paddleford truss was reconfigured so it is correct for a two span structure.

On tour with Senator Woodburn (continued)

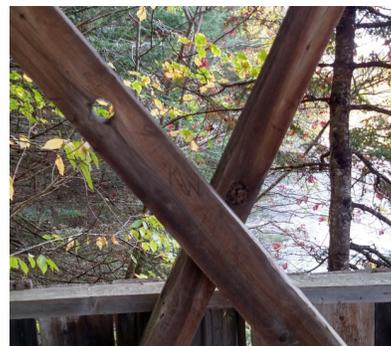


After Stark we made an unscheduled stop at the Groveton Bridge (WG #29-04-04). This 126 foot long Paddleford truss bridge was bypassed when U.S. Route 3 was reconstructed in 1939. The bridge needs some attention such as replacing missing boards and a new coat of paint. This might be a good candidate for a Society and community volunteer work day. I will contact local officials about that.

The Columbia Bridge (WG #29-04-07 & 45-05-02) which spans the Connecticut River between Columbia, New Hampshire and Lemington, Vermont was the most interesting stop for me. We were greeted by brothers Gerald and Francis Gray, both in their 80's. They shared stories of their childhood growing up near the bridge. Their father, Everett Gray, worked as a laborer during the construction of the bridge in 1911-1912. One of the brothers still lives in the house near the bridge and maintains the area around it while the other one traveled from his home in Iowa to attend our visit. Other family members take care of routine maintenance around the bridge such as picking up trash and scrubbing off offensive graffiti.



Our final stop was in Pittsburg, the northernmost town in the state. The Pittsburg-Clarksville Bridge (WG #29-04-03) is the northernmost covered crossing of the Connecticut River. We discovered that this bridge has some serious structural issues. Deformation of the downstream truss has caused failure of at least one of the roof braces and at least two of the trunnels connecting the diagonal braces of the downstream truss on the east end. The diagonal braces at the easternmost end of that truss are about nine inches out of alignment. The deformation is also noticeable in the arch on the upstream side. Underneath the bridge, we could see that the arch connection on the upstream side of the eastern abutment has been braced, but the downstream one now appears to have failed. I sent letters expressing our concern to officials in both Pittsburg and Clarksville.



This section of the downstream truss of the Pittsburg-Clarksville Bridge is about nine inches out of alignment. Note that the trunnel which used to connect these two truss members has been sheared off.

Group photos by Shelly Angers, others by Bill & Jenn Caswell.



Note the bend in the upstream truss.



Note the warping of the floor due to truss deformation.

NSPCB Oregon Tour

by Bill Caswell

Oregon photos in this article and following pages were taken by Jim & Gloria Smedley, Wayne Marshfield, David Schwartzkopf, Bob Hamilton, Tina Conn and Bill & Jenn Caswell.

In late August, thirty members and guests from eleven states enjoyed three wonderful days exploring the covered bridges of central Oregon. An event like this requires a substantial amount of coordination, planning and organization. When Jenn & I journeyed to Oregon in January to scout out potential routes, hotels and restaurants, it quickly became evident that the City of Cottage Grove was the most interested in hosting our group. Many people helped along the way, but I must single out the efforts of Linda Norris from Travel Lane County and Richard Meyers, Cottage Grove City Manager. Linda and others at Travel Lane County were involved in all aspects of the planning process from start to finish which was a great help as we planned this event from the other side of the country. Richard was instrumental in organizing the Saturday evening dinner event on the Chambers Bridge and generously offered transportation to and from the hotel to alleviate the potential parking challenges at the bridge location.



Although it is their duty to promote their respective businesses, we also appreciate all the help offered by Joi Whitney, Sales Manager of Village Green Resort and Clem Ogilby, Owner of Best Oregon Tours. Joi was helpful at every step of the planning process making sure that our stay went as smoothly as possible. Clem's interest in transporting our group went beyond a business opportunity. He worked in the historic preservation field in New England for many years before moving west and becoming a tour operator. He joined the Society during the tour and also signed up his friend Wayne Shilts. More about Wayne later.

I am grateful to those of you who were able to join us on this adventure. I know that being able to participate on this trip was a challenge for some and for a few it was an opportunity to visit Oregon for the first time. Unfortunately, there were many others who wished to join us, but for various reasons were not able to attend.

During the planning process, we were asked to consider options for those who would prefer to leave the driving to someone else. Clem was great to work with and seemed like the perfect fit for our group. He was eager to make sure we accomplished our goals with the tour while also suggesting other options from his many years of experience leading groups throughout the area. Half of the group chose the bus option which also benefitted us by reducing the number of vehicles in the caravan and simplifying the parking challenges. Also, since most of Oregon's covered bridges are designed for large, heavy vehicles, the small bus was able to travel through all the bridges open to traffic.



On Friday evening, Linda Norris from Travel Lane County joined Bill & Jenn in the lobby of the Village Green Resort to welcome tour attendees and get everyone oriented.



The Olson's contributed the cowbell to signal everyone that it was time to move on to the next stop.

Being one of Oregon's most photographed bridges and the second longest in the state, the Goodpasture Bridge (WG #37-20-10) was a great place to begin our tour. It was named for the Goodpasture family who lived nearby. Like many others we would see on our trip, the bridge was designed by the state highway department and built by Lane County workers. This was also our introduction to the effects of wildfires raging throughout the forested portion of the state. The smell of smoke was prevalent during much of our tour.

The next stop was the Earnest Bridge (WG #37-20-35) which appeared in the movie *Shenandoah*, filmed in the Mohawk Valley during the mid-1960s. The movie company altered the bridge to reflect Civil War architecture, and then restored it back to the original condition in 1965. The Wendling Bridge (WG #37-20-36) was named for George Wendling, director of the Booth-Kelly Lumber Company, who established a post office here in the 1890s. Like many others in the county, the 60 foot long chords were created from a single timber.

After the Wendling Bridge, we returned to Cottage Grove for lunch and then onto the bridges in that area. The Stewart Bridge (WG #37-20-28) had seen its share of hardship over the years. Heavy rains from the "Christmas Flood" of 1964 swelled Mosby Creek to the point where the forces cracked the lower chords of the bridge. In early 1969, a heavy snowstorm dropped over three feet of snow on most of the Willamette Valley collapsing the roof. The bridge was bypassed in the mid-1980s and restored in the early 1990's. When Jenn & I visited in January we were able to walk onto the bridge, but when we returned with the group in August, we



Stewart Bridge

found a fence sealing off the entrance.

The Dorena Bridge (WG #37-20-23#2) was bypassed by a concrete span in 1974 and sat abandoned for over two decades. The aging structure deteriorated and was targeted by vandals. The weight of over nine inches of asphalt decking was causing the structure to sag. The approach spans rotted and holes in the roof caused decay inside the bridge. The area had to be closed for safety reasons. Federal funding in 1996 provided for the restoration of the bridge. The Currin Bridge (WG #37-20-22#2) is one of the state's older ones. It was built by county workers under the supervision of brothers Miller and Walter Sorenson after bids for its construction were higher than estimated.

Our final stop for Saturday's bus tour was also our group photo location, the Mosby Creek Bridge (WG #37-20-27), Lane County's oldest covered bridge having been built in 1920. Mosby Creek was named for pioneer David Mosby who settled in the area in 1853 and staked a claim to 1,600 acres east of the present city of Cottage Grove. After the group photo, we returned to Village Green to prepare for the evening's activities.



Jim Smedley and Steve Wolfhope looking for that perfect shot at the Currin Bridge.



The City of Cottage Grove graciously offered us the opportunity to enjoy dinner on the rebuilt Chambers Bridge (WG #37-20-40#2). The thought that went into creating this replica of the 1925 railroad bridge shows Cottage Grove's dedication to preserving its covered bridges. By the time the city was able to acquire the original structure, it was too badly deteriorated to restore. The new bridge includes some timbers from the original structure along with many informational panels detailing the history of the bridge and railroad. There are even simulated rails through the bridge and the interior wall includes a metal representation of a train passing through.

We were honored to share the meal with the city's mayor, city manager and city councilors along with representatives from Travel Lane County with their families. The evening included a catered dinner of barbecue chicken and brisket followed by presentations about the city's covered bridges and history of this

particular bridge. Truly a memorable occasion. The Chambers group photo comes to us courtesy of Travel Lane County.

Sunday started off with a stop at the 1938 Pengra Bridge (WG #37-20-15#2). This structure has the longest known timbers for an existing covered bridge. The lower chords are 16" x 18" x 126 feet. They were cut by the Booth-Kelly Lumber Company east of Springfield. Since the 18" timbers were too large to run through the mill, they were rough-hewn in the woods, transported to the site and finished there. The shorter upper chord is a single 96 foot long timber. Next was the Unity Bridge (WG #37-20-17#2) and onto Lowell.

By the time we reached Lowell, the air was thick with smoke from a forest fire about ten miles away. In 1953, the Lowell Bridge (WG #37-20-18) was raised 6 feet to keep it above the flooding to be created by the Dexter Dam. The bridge carried heavy truck traffic until being bypassed in 1981. It was rehabilitated in 2005. At that time informational signs were added to tell the story of the Lowell Bridge and Oregon covered bridges in general.



Pengra Bridge



Parvin Bridge

A couple days before we arrived in Oregon, we learned that the Office Bridge (WG #37-20-39) was closed for a roofing project. Although the bus could not drive through, we were still able to walk through it. The Office Bridge was built to connect a lumber mill and its office, giving it its name. At 180 feet, it is Oregon's longest span. Being constructed for logging trucks, the truss members are substantial. A covered walkway was included for the safety of workers walking between the office and lumber mill. The company-owned town, including the bridge, was sold to an investment company in 1977. Lane County acquired the property through tax foreclosure in 1992 and restored the bridge. We finished the day at the Parvin Bridge (WG #37-20-19#2) and then onto the Coyote Creek Bridge (WG #37-20-02).



Monday's Group at the Weddle Bridge

Our August business meeting was held at the Village Green Resort on Sunday evening. After the business meeting concluded, Colleen Murray and Jenn Caswell were treated to a surprise birthday party.

On Monday, we left Lane County and headed north through Linn and Marion counties. The Crawfordsville Bridge (WG #37-22-15#2) was built in 1932 and bypassed in 1963. Next was another of the highlights of the trip, the Weddle Bridge (WG #37-22-05). Wayne Shilts, a retired Forest Service engineer, and his dog Manny joined us for the day. Wayne was involved in the project to relocate the Weddle Bridge to its present location in a park in Sweet Home in 1989. While at the bridge, he told us about the relocation project and offered gifts made from salvaged wood. We were also thankful to the city of Sweet Home for opening the gates so we could explore the inside.

Next was the Hoffman Bridge (WG #37-22-08) where you can still see the adze marks in the upper chords where workers shaped the timbers by hand in 1936. We lucked out and had beautiful weather for our lunch in the park adjacent to the Larwood Bridge (WG #37-22-06#2). After enjoying our rest break, it was on to the nearly identical looking Hannah Bridge (WG #37-22-02). These two were both built from the Highway Department's standard plans for a 105' long covered bridge.

The Shimanek Bridge (WG #37-22-03#2) stands out as Linn County's only red bridge. The forces of nature have surely taken their toll at this location. The present structure was built in 1966 as the fifth covered bridge at this location. While stopped here, we met a couple on vacation from Romania who were visiting covered bridges and waterfalls in the area with their son. Our next stop was at another replacement bridge, the Stayton-Jordan Bridge (WG #37-24-02#2). It was built by a group of volunteers in 1998 after the historic bridge was lost in a fire ignited by its Christmas lights in December 1994.



Shimanek Bridge

The final bridge on our three-day tour was also the state's oldest one still open to traffic. The Gallon House Bridge (WG #37-24-01) was constructed in 1916. The Gallon House was the location where Silverton residents could purchase gallons of "white lightning" whiskey which was not allowed to be sold in town. There was one more stop before heading back to our base in Cottage Grove. Our bus driver Clem recommended a visit to the Willamette Valley Pie Company. The group enjoyed a variety of pastries made with local berries and other fruits before the hour-long ride back to the hotel.



Greeting the Romanian couple at the Shimanek Bridge.



Tina Stockbridge and Shannon Morris at the Lowell Bridge. (Optical illusion, she wasn't really in the trash can.)



Enjoying the bus ride.



Enjoying our photo op.



We had a surprise birthday party for Jenn Caswell and Colleen Murray after Sunday's business meeting.

Photos by Jim & Gloria Smedley, Bob Hamilton, David Schwartzkopf, Wayne Marshfield and Bill & Jenn Caswell



Group photos at the Mosby Creek Bridge (left) and Lowell Bridge (right).



Informational Panels at Lowell Bridge



Coyote Creek Bridge



Currin Bridge



Office Bridge.



Weddle Bridge



Gallon House Bridge



Earnest Bridge



Larwood Bridge.



Wendling Bridge.

Warner, NH Fall Foliage Festival

By Bill Caswell



On Columbus Day weekend, NSPCB set up a booth at the Warner (New Hampshire) Fall Foliage Festival. We were joined by local author Conrad Young who offered copies of his new book containing eleven watercolors of New Hampshire covered bridges. Conrad donated a portion of the sales to the Society. Rainy weather on Sunday kept the crowds to a minimum, but we still had the opportunity to speak to many people about historic preservation. On Saturday, we were visited by a pair of llamas out on a walk around town.



Sunday's guest was Jameson, a three month old Irish wolfhound who attracted lots of attention as walked along Main Street sporting one of our Oregon tour t-shirts.

Thank you to the volunteers who helped: Bob & Betty Pauwels, Conrad & Penny Young, Kaylee Brunt, Joye Olson, Jackie O'Leary and Bill & Jenn Caswell. Main Street Book Ends offers us a prime location in their parking lot on Main Street and only asks for a donation towards maintenance of the Jim Mitchell Community Park, the park adjacent to our booth. Members at the annual meeting voted to donate \$100 towards the parks maintenance.

News from the States & Provinces...

Alabama:

Blount County Bridges - 01-05-05, 01-05-07, 01-05-12

Blount County officials have seen a "...dramatic drop in vandalism as well as other illicit activity..." since the installation of camera surveillance on, under and around the county's three covered bridges. Cameras are monitored 24/7/365 at the Blount County 9-1-1 Center. According to Caleb Branch, the Center's director, the cameras allow them to check out suspicious activity on or near the bridges. County Commissioner Chair Chris Green said "We think it has been a great deterrent ..." and that the cameras have exceeded their expectations for the \$25,000 expenditure approved for the project. Signs posted at the bridges let visitors know they are on camera. Green went on to say it's all worth it, and, that the bridges are important landmarks in our community. (Elanie Yuill, ABC 33/40.com, November 2017)

California :

Freeman's Crossing or Oregon Creek, Yuba County - 05-58-01

During a routine inspection, it was discovered that the ends of the bottom chords were badly rotted. The bridge



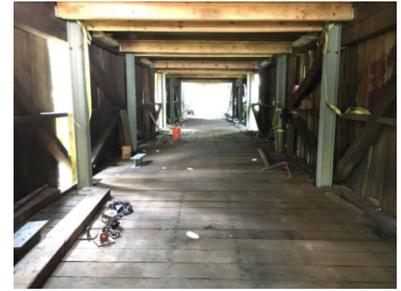
was closed to vehicle and pedestrian traffic. The lower chords of the bridge had been more than 80 feet long and cut from a single tree. Unfortunately, it was not feasible to locate another timber of this size so the lower chords will be replaced with laminated timber members. Other historic components of the truss system will be reused. The



reconstruction includes new floor decking, new siding and a new roof. By the end of October, only the roof work remained to be completed. (Information from Tim Young, Asst. Director, Yuba County Public Works. Photos from Jim Smedley's visit in September 2014.)

Georgia :***Concord Bridge, Cobb County - 10-33-02***

Cobb County is in the middle of an \$803,000 project to repair the Historic Concord Covered Bridge. The work, being done by Suncoast Restoration and Waterproofing, is expected to be completed by mid-December. The project involves cleaning and repairing exterior siding and roofing, repairs to one of the bridge supports, signage improvements, and new guard rails.



The biggest change is the addition of four internal steel frames to stiffen the bridge. These frames, painted to match the interior wood, will help stabilize the bridge and better protect it from future vehicle damage. Vehicle damage has been one of the largest challenges for the bridge, which has around 10,000 cars driving through its 7-foot clearance each day. (Information from the “Friends of the Concord Covered Bridge” web site, <http://concordcoveredbridge.org>. Photos from an October 4, 2017 post on the Cobb County DOT Facebook page.)

Illinois :***Long Grove Bridge, Lake County - 13-49-A***

On November 14th, Long Grove Village Trustees voted unanimously to spend nearly \$78,000 for repairs to the Long Grove Bridge. That money would only be a Band-Aid to defer a more extensive renovation estimated at \$850,000. While not considered as a true wood-truss covered bridge, the wooden housing was constructed in 1972 to cover the historical 1925 pin-connected steel Pratt pony truss, believed to be the last such bridge of its type in Lake County. Members of the Historic Downtown Long Grove Business Association have submitted an application for the National Historic Register to add another level of protection if officials ever wanted to demolish the one-lane span that carries Robert Parker Coffin Road over the Buffalo Creek. (Chicago Tribune, November 15, 2017.)

Indiana :***Shieldstown Bridge, Jackson County - 14-36-02***

Work, which had been stalled since early 2016, is now back on track. In early 2015, contractor Duncan Robertson was awarded the \$1.1 million contract to rehabilitate the 141-year-old 355-foot-long covered bridge. The work was supposed to be completed by July 31, 2016. The new target is the fall of 2018. The project initially stalled when nearly 70% of the wood failed to meet specifications. Much of it was too green to use and many other pieces were badly cracked or bowed. New wood was ordered. Andy Rebman, president of the Indiana Covered Bridge Society reported that work is underway again. Dan Collom of Square and Level Construction is doing the timber work. One of the lower chords had split so Dan needed to fabricate a metal bracket to secure it before they could jack up the other end of the bridge. He plans to work as much as he can during the winter with the hope of having the project completed by Spring 2018. (Information from The Seymour Tribune, November 16, 2017, Greg McDuffie Photo.)



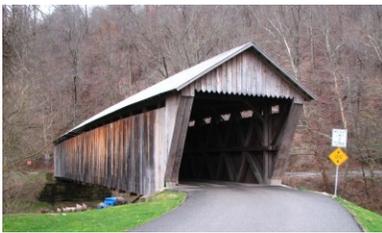
Iowa :***Cedar Bridge, Madison County - 15-61-03#2***

Three teens are charged with arson for setting the fire that destroyed the Cedar Covered Bridge north of Winterset, on Saturday, April 15, 2017. The Madison County Covered Bridge Preservation Association, a nonprofit 501(c)(3), welcomes donations to help fund the rebuilding. Checks can be made out to “Rebuild Cedar Bridge” and mailed or hand-delivered to any of three local banks:



- Farmers and Merchants State Bank, 101 W Jefferson Street, Winterset, IA 50273; 515-462-4242
- American State Bank, 809 N John Wayne Drive, Winterset, IA 50273; 515-462-5090
- Union State Bank, 611 IA Hwy 92, Winterset, Iowa 50273; 515-462-1665

For more information go to the Rebuild Cedar Bridge Facebook page or www.madisoncountyhistory.com. According to an October 16th news article from KCCI-TV, the committee has raised nearly \$200,000. They hope to gain a matching grant in order to have the \$550,000 needed to rebuild the bridge. (KCCI-TV Photo.)

Kentucky:***Bennett Mill Bridge, Greenup County - 17-45-01#2***

New autumn decorations have been donated to Bennett’s Mill Bridge by a neighbor who hoped to restore faith to the community after thieves took decorations a local family placed there. The Greenup County Sheriff’s office has charged two who stole decorations from the bridge. A spokesman for the office said a 30-year-old man faces a misdemeanor count of theft by unlawful taking. On a separate occasion, a juvenile stole pumpkins from the bridge and faces the same charges. Both were caught on video by cameras posted on the bridge. Law enforcement was also aided by comments posted to the department’s Facebook page. The sheriff’s spokesman

said they knew the suspect’s names within an hour of posting the incident. The bridge was built by brothers B.F. and Parmaly Bennett in 1855 to allow customers on the west side of Tygarts Creek to reach their mill, which ground grain and sawed timber. (The Daily Independent, October 20, 2017. Bill Caswell Photo)

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

Work is nearly complete on the restoration of the Beech Fork Bridge by Arnold Gräton Associates. As of mid-November, the truss and abutment work is complete and a new metal roof has been added. Repairs have been made to the ends of the arches and new siding is being installed. Work is on track to be completed near the end of the year. (Photos courtesy Arnold Gräton Associates.)

***Dover Bridge, Mason County - 17-81-01***

Heavy rainfall during the night of July 22-23 caused significant damage throughout Mason County. During the flooding, the steel beams supporting the Dover Covered Bridge were washed away. The bridge was shifted about two feet and left in a precarious position. It appears that the truss has twisted and there is likely some damage to truss joints. Mason County officials have contracted with Arnold Gräton Associates to stabilize the bridge until additional funding is available for full repairs. (News from Arnold Gräton Associates.)



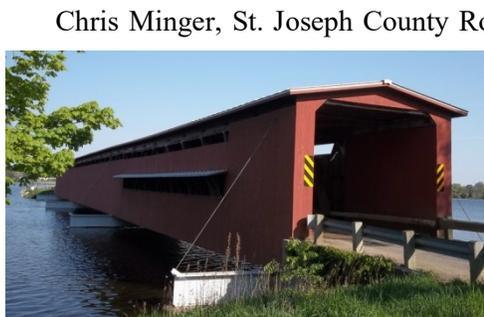
*Maysville Ledger Independent
Photo, July 23, 2017*

Michigan:

Whites Bridge, Ionia County - 22-34-01

Michigan Sen. Mike Nofs, R-Battle Creek, secured a \$350,000 Michigan Enhancement Grant towards rebuilding the historic Whites Bridge. Ever since the landmark was destroyed by an arsonist on July 7, 2013, the nonprofit Whites Bridge Historical Society has been fundraising to construct a replica of the covered bridge. Originally constructed in 1869, the Brown truss bridge spanned the Flat River in Keene Township. Another \$75,000-\$100,000 is needed for the project, which will hopefully be acquired by the local bridge fund, said Tom Byle, assistant director of engineering on the Kent County Road Commission. (Michigan Live, September 5, 2017.)

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



Chris Minger, St. Joseph County Road Commission Manager emphatically stated in a recent interview, “The decision is to keep it – no ifs, ands or buts.” Built in 1887, the 282-foot, 3-span, Howe truss bridge crosses the St. Joseph River is faced with two options: to attempt to find funding for a much needed major structural upgrade, or, to close the bridge to all but pedestrian traffic and build a new bridge at almost the same location. Primary obstacles to rehab are obvious – money and age. The benefit of a new bridge would not only preserve the historic covered bridge but the proximity of the new bridge would help to reduce the prospects of vandalism. Areas for parking would be available for pedestrians and visitors at both ends of the

bridge. (Rick Cordes, Three Rivers Commercial-News, October 2017. Photo by Jenn Caswell.)

New York:

Ashokan Center Bridge, Ulster County - 32-56-05

The work on the Ashokan Bridge is complete. Both lower chords and just over half of the floor joists were severely damaged by flooding and insects. In addition to replacing these timbers, the bridge has been raised a few inches to reduce the potential for future water damage. The work was done by Arnold Gräton Associates. A celebration of the restoration is planned for March 17, 2018. (News and photo from Arnold Gräton Associates.)



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



Lancaster County Timber Frames has been carving the bridge timbers for the new Blenheim Bridge in its York, Pennsylvania, shop and delivering them to the banks of the Schoharie Creek. 3G Construction of New Hampshire will assemble the bridge on the banks and move it – whole – into position over the creek. Economy Paving Company, Inc. of New York is the general contractor



who is handling the road and abutment work. The trusses were raised in mid-November. News compiled from various sources. (Photos courtesy Lancaster County Timber Frames and Bill Caswell.)

Ohio:***Root Bridge, Washington County - 35-84-08***

The Root Covered Bridge is one of only ten remaining in Washington County. The single 65-foot Long truss span across the Little Hocking River was designed and built by Rolla Merydith in 1878. Merydith also built the Harra Bridge (WG #35-84-11) across the South Branch, Wolf Creek, and the Gallagher's Ford Bridge (WG #35-84-27) across the Little Muskingum River, both located in Washington County. The Root Covered Bridge was placed on the National Register of Historic Places in 1975 and is currently under the ownership and care of the Root Covered Bridge Society of the Decatur Community Association. A permanent historical marker was unveiled in July 2017 which included a celebration and picnic on the bridge. (Parkersburg News and Sentinel, July 2017. Photo by Bill & Jenn Caswell.)

***Salt Creek Bridge, Muskingum County - 35-60-31***

The Ohio Historic Bridge Association (OHBA) owes its founding to the Salt Creek Bridge, an 87-foot single span built in 1876 across the Salt Creek by Thomas Fisher. According to the NSPCB World Guide, the structure is listed as a Warren Truss. It is one of three Warren trusses listed in the World Guide, the other two being the Feedwire Bridge (WG #35-57-03) and Jasper Road Bridge (WG #35-57-36). Both were built in Greene County and relocated to Montgomery County in 1948 and 1964 respectively. However, according to David A. Simmons, President of the OHBA, there is a question of whether or not the three bridges are actually Smith trusses, or variations of same, as the two tension diagonals of the center panel do not meet - a characteristic found in the Warren Truss design. In research carried out by Terry Miller and Miriam Wood, the truss built by Fisher, which he called his "Plan #3", follows the overall configuration of the Smith Truss. Smith's 1869 patent emphasized the use of compression diagonals in the end panels while Fisher eliminated them



Salt Creek Bridge
Photo by Bill & Jenn Caswell

completely thus possibly averting an infringement on Smith's patents which did not expire until 1884 and 1886. (Thanks to David A. Simmons, President, Ohio Historic Bridge Association Fall 2017 Newsletter)

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

Righter Company of Columbus, Ohio, has received contracts totaling about \$1.2 million to repair both covered bridges in Wyandot County. A majority of the funds will be provided by the Federal Transportation Alternative Program. The Parker Bridge was built in 1992 to replace the historic bridge lost to fire. The Swartz Bridge, built in 1879, is a Howe truss design which spans 96 feet over the Sandusky River. The rehabilitation of each bridge will include work on the wood trusses, replacement of damaged pieces, installation of new siding, new roofs and new floors. The Swartz Bridge will also receive a new foundation. Both projects are expected to be completed in April 2018. (News and photos provided by Brad Nadolson of The Righter Company on October 18, 2017.)



Parker Bridge



Swartz Bridge

Ohio (continued):

Mull Bridge, Sandusky County - 35-72-01

The 99-foot, Town Lattice truss span sustained minor damage from the fast moving current of Wolf Creek after 4” of rain fell in July causing the creek to overflow its banks. The bridge was built in 1842 by the Henry Mull family to provide access to the Mull mill. In 2016, Sandusky County officials unveiled the newly renovated bridge which included a new roof, siding and replacement of several bridge support beams. The \$340,000 project funding was supplied with an 80% grant from the Ohio Department of Transportation and 20% from the Sandusky County Park District, Ballville Township and the County. Mull Bridge is the only covered bridge remaining in the county. (Daniel Carson, The News-Messenger, July 2017)

Oregon:

Gilkey Bridge, Linn County - 37-22-04



Restoration of the Gilkey Covered Bridge in Scio by Delta Construction of Eugene is nearing completion. Two large cranes lifted the covered bridge’s timber truss system from the roadway back onto its abutments. The project includes installing new pressure-treated timber bottom truss chords; epoxy repairs to existing top timber chords; adding steel side plates on existing top timber chords to increase strength; installing a new timber roof truss, structural members and cedar shingle roofing; installing a new timber deck and historic timber guard rail; new timber siding; paint; and new bridge approach spans. The project is funded by the Oregon Department of Transportation’s local bridge program. The bridge’s capacity will be

increased from 6 tons to 40 tons. Work is expected to be completed in November. (Albany Democrat-Herald article sent by Clem Ogilby and Wayne Shilts. Jim Smedley Photo.)

Pennsylvania:

Martin’s Mill Bridge, Franklin County - 38-28-01

Prompted by continued acts of vandalism, the Antrim Township park committee has recommended the purchase of a security-camera system for the historic Martin’s Mill Bridge. Ideally, they would like cameras in all parks and are campaigning for Martin’s Mill first to protect the \$1.1 million renovation it received two years ago. At 205 feet, it is the longest Town Lattice truss bridge in Pennsylvania. The committee has a \$5,400 quote for a six-camera system with digital-video recording. Electricity and internet service would have to be extended to the bridge, and the township would have to work out a system of monitoring the recordings. (Herald-Mail Media-Sep 27, 2017. Photo from Theodore Burr Covered Bridge Society Facebook Page.)



Kauffman's Distillery Bridge, Lancaster County - 38-36-32#2

West Sun Hill Road in Penn Township was closed for several hours on October 12th after a box truck struck the Kauffman’s Distillery Bridge. The incident took place around 11 a.m. A bridge inspection team was called to examine the structural integrity of the span following the crash, according to Northern Lancaster County Regional police. The bridge later re-opened to traffic. (Lancaster Online, October 12, 2017. Photos by Bill Caswell, November 5, 2017.)



Pennsylvania (continued):

Thomas Ford Bridge, Indiana County – 38-32-06#2

In August, an oversized truck entered the bridge and damaged the siding on the gable ends. The longest of the county’s four covered bridges (75 feet), the span was constructed in 1879 and rebuilt in 1998. Employees of the Indiana County Parks and Trails, are repairing the structure. (Indiana Gazette, September 14, 2017.)



Herr’s Mill Bridge, Lancaster County – 38-36-21



The privately owned historic Herr’s Mill covered bridge is available for sale for only \$1. And if it doesn't get sold, it may not survive. The 178- foot long, 2-span, Burr Arch bridge is on the National Register of Historic Places and sits in a newly defined 100-year flood plain and needs to be relocated. The actual date of its original building varies between information sources but was rebuilt in the latter half of the 19th century. It lost its roof in 1955 during Hurricane Hazel, went through

renovations and repairs in the 1970s and was even struck by arsonists in 2014. (PennLive, September 12, 2017. Bill Caswell Photo, November 4, 2017.)

Shenk’s Mill Bridge, Lancaster County – 38-36-30

The Shenk’s Mill Bridge was closed for the second time in less than a month after being damaged by another oversized truck. The township was waiting on an inspection to determine when it can reopen. The bridge was open to traffic when Bill & Jenn Caswell visited on November 4th. There appear to have been recent repairs to the roof braces. (East Hempfield Township Police Department, September 18, 2017. Photo by Bill & Jenn Caswell.)



Loux Bridge, Bucks County – 38-09-11

On August 1, 2017, an oversized vehicle traveled through the Loux Bridge causing significant damage to the roof system and tearing off one of the portals. The bridge has been closed pending repairs. Repair work is expected to begin after Thanksgiving. Lancaster County Timber Frames will be doing the repairs. Photo by Bob & Anita Ford on November 16, 2017.

Vermont:

Longley Bridge, Montgomery County- 45-06-08#2

Work on the new Longley covered bridge in Montgomery is complete and the bridge was opened to traffic on November 6. The first to drive across were Stanley and Lucinda Longley whose nearby farm has been in the family for over 150 years. Jim Ligon shared the left photo on October 9th and the right one of the Longley’s driving through on November 6th.



Vermont (continued):

Taftsville Bridge, Windsor County - 45-14-12



An eyewitness told police that at about 3 p.m. on September 6, a man driving a black truck towed a white camper across the 189-foot Taftsville Covered Bridge, clearing the Quechee side but smashing into the bottom part of the roof structure while exiting on the Route 4 side of the Ottauquechee River. The man reportedly stopped and got out of his truck to inspect the damage to both the bridge and his camper, which had its roof peeled back by the force of the impact. Woodstock Police responded immediately after a call from a passerby, but the truck had already left the scene — and the damage — behind. (Valley News, September 8, 2017)

West Virginia:

Carrollton Bridge, Barbour County - 48-01-02

After being partially burned by an arsonist on August 10, the Carrollton covered bridge was reopened to traffic on September 14. The 1856 covered bridge’s concrete deck was repaved so it could carry traffic again. The sides and roof are presently missing. State transportation officials will plan for complete repairs. (WAJR, September 15, 2017.)



Québec:

Pont du Collège, St-Onésime-d’Ixworth , MRC de Kamouraska - 61-32-02



The repair work on the roof of the Saint-Onésime covered bridge, damaged last winter, has been completed. The work involved the complete replacement of the rafters and roof covering. The nearly \$66,000 project was done by Kamco Construction. (LePlacoteaux.com, October 2, 2017 and Blogue sur les ponts couverts, October 17, 2017. Photo by Simon Pratte, July 2017.)

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

A suspicious fire closed the Cowansville covered bridge. The fire originated at the base of the structure around 4:45 in the morning of August 30th. The fire was quickly controlled, preventing more serious damage to the 1870 bridge. The Sûreté du Québec initiated an investigation. (La Voix de l’Est, August 31, 2017. Bill Caswell Photo.)



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



On September 12, 2017, the covered bridge at Saint-Anaclet-de-Lessard was moved off of its abutments to make way for a new modern bridge. The article states that it was constructed in 1898 while the World Guide has it listed as 1933. The bridge is primarily used by local farmers and is not suitable for modern equipment. The 97-foot long bridge is presently sitting alongside the road. The 70 ton structure will be moved to a nearby location where it will be become an interpretive center with a small park. The project is led by the Corporation du patrimoine de Saint-Anaclet (Saint-Anaclet Heritage Corporation). (TVA Nouvelles, September 12, 2017. Photo by Gérald Arbour.)

*Québec (continued) :****Pont Painchaud, St-Félicien (St-Méthode) - 61-60-16***

Pont Painchaud was a privately-owned bridge built over the Rivière Ticouapé in 1943 to replace an earlier bridge. In the Spring of 2008, it was moved to a nearby field with the intention of being restored and reconstructed at a new location. Fund raisers were held and some money raised, but the effort seems to have lost momentum. Now, nine years later, the bridge still sits in the field and is being taken over by the vegetation. Its future does not look promising. (News and Photos by Pascal Connor, August 2017.)

*New Brunswick :****McGuire Bridge, Charlotte County - 55-03-05***

The McGuire Bridge has been closed unexpectedly. Initial concerns, fueled by the lack of response from the Department of Transportation regarding the reason for the closure, were that the bridge could meet the same fate as the recently demolished Hammond River Bridge. A group called the Friends of McGuire Covered Bridge has formed to campaign for it to be repaired and reopened to traffic. After these concerns were presented to Transportation officials, local legislators and reporters, Transportation Minister Bill Fraser issued a statement that the bridge was to be repaired, not replaced. The group met on November 14th to determine how to proceed. (Information from the Friends of McGuire Covered Bridge Facebook page and November 10 Saint Croix Courier. Photo by Bill & Jenn Caswell.)

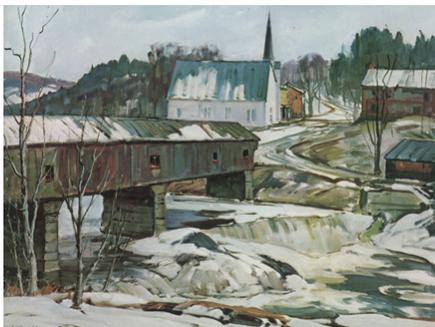
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Hammond #2 Bridge/French Village, Kings County - 55-06-05

In October 2016, an excavator being used by a contractor for the Department of Transportation, attempted to cross the bridge and fell through the floor. In the Summer 2017 Newsletter, we reported that New Brunswick's Transportation Minister Bill Fraser announced that, due to the substantial wood rot found in the bridge, it was to be removed. That removal is now complete, the historic bridge is gone forever. (Photo by Clarence Ball before the demolition started.)

***Fund Raiser with Aldro T. Hibbard***

Aldro T. Hibbard (1886-1972), the painter of this Bath Village Covered Bridge scene “spent his summers in Rockport, MA playing baseball, and his winters in Jamaica, VT painting,” says his granddaughter, Marrin Hibbard Robinson. One of the few plein air artists who relished the cold, Hibbard was fascinated by the light and shadows that played across the snow, the waters, and the mountains of New England.



Bath Village Bridge, Bath, NH
by Aldro T. Hibbard

Prints of the bridge depicted here, are being sold at www.townshendvt.org and also on facebook at www.facebook.com/townshendvthistory. This is a fundraiser to **Save the Stone Arch Bridges of Townshend, VT**, a project of the Townshend Historical Society. A recent restoration of the Putney, Vermont stone arch bridge cost \$275,000, so lots of help is needed. For more information call Heidi Clawson at 802 874-4585 and leave a message or email heidibackdoor2@gmail.com.

NSPCB Promotional Items

Show your support for the Society with these items.

All income from sales goes towards preservation projects such as donations of fire retardant.



Water Bottle



Baseball Cap Design

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

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

Shirts and sweatshirts are available in medium, large, XL, 2XL and 3XL.

All items are navy blue with the design in white.

Note: Items can only be shipped to US addresses.

Polo shirts have the small logo embroidered on the front.

Baseball caps have a similar design embroidered on the front.

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

Hooded sweatshirts only have the small logo on the front.

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