



The Newsletter

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

Winter 2020/2021



Consumed by Wildfire

*The former Great Northern Railway Bridge near Colfax, Washington
was destroyed by a wildfire on September 7, 2020.
See the feature article on page 6.*

In this issue

Membership.....	2	Bridge Rescue in Kentucky.....	8
President's Message	3	Western Indiana Tour.....	9
NSPCB Meeting Information.....	4	News of Members.....	10-11
Covered Bridge Meetings & Events ..	5	Book Review	12
Colfax Bridge Destroyed	6	Help Save Our Bridges.....	13
Goodpasture Bridge Saved.....	7	Covered Bridge News.....	14-27

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

NSPCB Contacts

President

Bill Caswell
535 2nd NH Tpke
Hillsboro, NH 03244-4601
WSCaswell@yahoo.com

Corresponding Secretary

Robert Watts
126 Merrimac St. Unit 21
Newburyport, MA 01950
508-878-7854
bob1.watts@me.com

Membership Dues and Address Changes

Jennifer Caswell
Membership Chair
535 2nd NH Tpke
Hillsboro, NH 03244-4601

Topics Back Issues, \$5 each

Contact Bill Caswell at the address above

Treasurer

Gloria Smedley
1143 Sage Drive
York, PA 17408

Next Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in early **March**, therefore, anyone wishing to submit articles should send them by **February 15, 2021**. Articles and photos can be emailed to nspcb@yahoo.com or mailed to Bill Caswell at the address above.

We appreciate any information sent in even if we cannot ultimately use it in the *Newsletter*.

NSPCB Website

www.coveredbridgesociety.org

Welcome New Members

David Bell, Tacoma, Washington
Spencer Bennett & Linda McGuire, Henniker, New Hampshire
Terry Bodine, Covington, Indiana
Pat and Angie Boggs, Flatwoods, Kentucky
Christopher Garlick, Lake Mary, Florida
Richard Kennett, Pinckney, Michigan
Michael Kent, Newburyport, Massachusetts
Joseph Merkel, East Brunswick, New Jersey
William Miller, Pickerington, Ohio
Gary Riemenschneider, Columbus, Ohio
Debbie Roark, Columbus, Ohio
Karen Stokes, Spring, Texas

Welcome New LIFE Member

#200 Vigo County Parks and Recreation Department,
Terre Haute, Indiana

Meet a Member – John Smolen

[Editor's note: A dinner scheduled in John's honor in November was cancelled due to COVID concerns. Here is an abridged version of comments I planned to offer at that event. To suggest members for future installments, please send an email to nspcb@yahoo.com.]

John Smolen was Ashtabula County, Ohio's county engineer from 1975 until 2002. During that time, he developed creative solutions to maintain the county's bridges with limited resources. His focus on maintaining the historic covered bridges showed others the importance of preserving them which boosted their value as tourist destinations. His new covered bridges added to the tourism appeal. In private industry, John continues to show that new covered bridges with modern designs are a viable design alternative while also promoting tourism in the areas where they are built.



Members of his staff helped plan our Ashtabula County bridge tour in the Fall of 2018. His presence on the tour was a highlight for many of our attendees. He is a gentle, humble man with a wealth of knowledge and experience. At each stop he enlightened us on details of that particular bridge. His presence made the trip much more interesting and enjoyable.

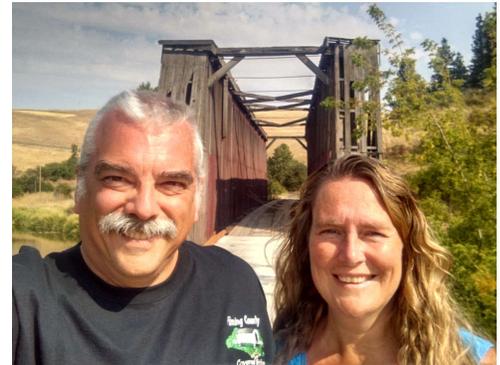
I learned that his "soft-spoken" nature resulted from esophageal cancer. The struggles he faced battling cancer, seem to have given him more drive to live every moment to its fullest. His positive outlook on life is an inspiration to those he comes in contact with.

President's Message

I hope that this message finds you healthy and well. For those of you who are frontline healthcare workers or first responders, thank you for the work you do putting your health and safety on the line for the rest of us.

The loss of any of our historic covered bridge is tragic, but this quarter we lost two of the more unique structures. Unfortunately, due to its remote location in eastern Washington, not many of you likely had the opportunity to visit the former railroad bridge near Colfax. I am grateful that Jenn and I were able to explore the area in the summer of 2017 as we were preparing for the Society's tour of covered bridges in Oregon. Full details on this story are included in a separate article.

Then, on September 25th, Gérald Arbour informed me that the deck truss bridge in western Québec had partially burned in a suspicious fire. This bridge which was probably built in the early 1950's was only rediscovered a few years ago. As a deck truss bridge, the Town truss was under the roadway surface. Due to its remote location in western Québec, very few have visited this site.



Colfax Bridge, Whitman County, Washington August 24, 2017.

In September, Jenn and I made an unscheduled trip to Kentucky to be with my Dad during his final days. After the funeral, we wanted a couple days to ourselves, so we drove up to northeastern Indiana. We had never been to that part of Indiana before and since the Society recently donated fire retardant for the Spencerville Bridge, we wanted to see it along with others in the area. Unbeknownst to us, local residents were setting up for an event happening that day. While there we had the pleasure of meeting Mary Diehl and her husband Don who took this photo of us with Mary. Mary has been a driving force behind the planned repairs to this structure. She grew up near the bridge and her father was also active in preserving the history of the area. Thanks to Cheri Bushee, I have a Spencerville sweatshirt which has been getting plenty of use now that the weather is cooler.



Over the past few months I have spent lots of time going through many boxes of *Topics* and *Newsletters* which have been donated to the Society over the past four decades plus multiple copies of issues kept by Dick Roy during the years he and June were in charge of the mailing. The goal is to pick out the best examples of each issue for the Society's permanent collection. While doing that one can't help but stop and read a few along the way. I was especially affected by some things I wrote in the first couple *Newsletters* after David Wright's passing promoted me into this position. Although we follow a few stories each quarter, there are still many more bridges which are quietly rotting away without anyone noticing. At the time I asked for members to make us aware of those which are in need of repair but have not been on our radar. The following quarter I wrote about the responses to that article. One of them was Kentucky's Grange City Bridge (KY/17-35-05), which seven years later, is finally receiving long overdue repairs. Sadly, some of the others, were not saved. Pennsylvania's Dimmsville Bridge (PA/38-34-02) was on that list. Although there was some local interest in repairing it, the bridge ultimately collapsed on April 11, 2017. That 2013 article is being reprinted in this issue with the hope that some of you will make us aware of other bridges which are in need of help.

Thanksgiving will have already passed by the time you read this, but I hope you are able to make the best of the remaining holidays in this strangest of years. Hanukah, Christmas and New Year's will be very different this time around and we can only hope that 2021 is better.

Do what you can to stay safe and protect those around you. We will chat again soon.

Bill Caswell

2021 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. Restrictions on public gatherings due to COVID-19 altered the 2020 schedule and we do not yet know how 2021 might be impacted. If you plan to attend a meeting, please check the website (www.coveredbridgesociety.org) or contact Bill Caswell at nspcb@yahoo.com a couple days before the event to inquire if it has been necessary to make any last minute adjustments to the published schedule.

Saturday, March 27 – Masonic Lodge, Boscawen, New Hampshire. The normal date, March 28, is Palm Sunday.

Sunday, April 25 – 350 Revere Beach Blvd., Revere, Massachusetts

Sunday, June 27 – Contoocook Railroad Depot, Contoocook, New Hampshire.

Saturday, July 24 – Milhender Room, Haverhill Public Library, 99 Main Street, Haverhill, Massachusetts. Presentation on Haverhill area covered bridges.

Sunday, August 22 – Annual Picnic, Beaver Meadow Village Community Room, Waumbec Road, Concord, New Hampshire. Lunch at noon, meeting starting at 1:00 PM

September 18-20 – Covered bridge tour of western Indiana.

Saturday, October 23 – NSPCB Annual Meeting and Dinner, Brigham Hill Barn, North Grafton, Massachusetts. Meal at noon, meeting starting at 1:00 PM.

August Meeting

Like the July meeting, the August 23rd gathering was a combination of live and virtual. We were joined by new member Kim Chandler who shared her interest in preparing a book on the history of New Hampshire's standing covered bridges. Kim has since entered into an agreement with History Press for the book.



September Meeting

With the strict COVID policies in place in Vermont, we were not able to hold the picnic in Lunenburg as planned. We attempted to skip the picnic and hold a virtual meeting instead. Unforeseen circumstances shortly before the meeting date left us with no one available to run the meeting so it had to be cancelled.

October Meeting

By July we knew that the regular venue for the Annual Dinner was not going to be available and no other location was likely to be found in time to make arrangements and notify all members. Therefore, it was decided that there would be a virtual business meeting on the previously scheduled date without a dinner. After discussing a number of options for handling the election of officers, the members attending the July meeting decided that, if they were willing to continue, the present slate of officers and nominations will continue in their present positions for another year. All of the elected officers were present at the meeting and indicated that they would be willing to serve for another year. This was confirmed at the Zoom meeting on October 24th.



There have been 45 new members this year for a total of 415 members. On October 23rd, 59 reminder letters were sent to those still unpaid. The bridge website (abhdemo.com) will eventually be merged with the main NSPCB website. A link has been added to the main NSPCB website to encourage more people to check it out. Users can build lists and plan routes using the website. It is also usable on mobile devices. For more information, refer to the article on the website in the Summer 2020 *Newsletter*, page 12.

Covered Bridge Meetings & Events

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

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

Due to the COVID-19 situation, meetings could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the meeting is actually taking place with the group hosting the event.

<u>March</u>	<p>Sunday, 7th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p> <p>Sunday, 21st – 1:30 PM, OHBA Meeting, Ohio History Connection Auditorium, 800 E. 17th Ave., Exit 111 off of Route 71.</p>
<u>April</u>	<p>Sunday, 11th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p> <p>Sunday, 11th – NYSCBS Annual Dinner at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, New York. Doors open at 11:00 AM, Lunch at noon.</p> <p>17 & 18 – ICBS Spring Tour of Decatur and Jennings Counties.</p>
<u>May</u>	<p>Saturday, 1st – 11:00 AM to 3:00 PM, TBCBSPA 62nd Anniversary Dinner at Dutch-Way Farm Market & Family Restaurant, 365 Newport Pike, Gap, Lancaster County, Pennsylvania.</p> <p>Sunday, 16th – NYSCBS meeting at the Klyne Esopus Museum, 764 Rte. 9W, Ulster Park, New York</p> <p>Sunday, 16th – 10:00 AM, OHBA Spring Tour, Location TBD.</p> <p>22–24 – TBCBSPA Three-day Safari in Southeast Ohio.</p>
<u>June</u>	<p>Sunday, 6th – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p>
<u>July</u>	<p>Saturday, 3rd – TBCBSPA Fundraiser Dinner at Hoss's Steak & Sea House, 100 W. Airport Rd., Lititz, Pennsylvania. Lunch at noon followed by monthly Business Meeting. (20% of dinner cost to be donated to the Society.)</p> <p>Saturday, 17th – NYSCBS meeting, Boonville Erwin Park, 13149 State Rt. 12, Boonville, New York</p> <p>25 & 26 – ICBS Summer Tour of Hamilton and Marion Counties.</p> <p>Sunday, 18th – 12:00 noon, OHBA Summer Picnic, Salt Creek Covered Bridge, Arch Hill Road, east of Zanesville, Ohio.</p>
<u>August</u>	<p>Sunday, 1st – 2:00 PM, TBCBSPA Monthly Meeting at Manheim Community Farm Show Exhibition Center, 502 Adele Ave., Manheim, Pennsylvania.</p> <p>7 & 8 – NYSCBS Safari, Perry County, Pennsylvania</p>
<u>September</u>	<p>Sunday, 12th – Noon, TBCBSPA Annual Picnic and meeting at Poole Forge Bridge.</p> <p>TBD – ICBS Fall Meeting</p>

Wildfire Destroys Historic Covered Bridge

In the previous issue we presented an article on the dangers of fire to our covered bridges. That danger became very real during this year's wildfire season in the western states. Wildfires in the west are certainly nothing new. They come around every year destroying homes, businesses and sometimes even our cherished covered bridges. Although the fires are very destructive to man-made structures and sometimes even resulting in loss of life, they are often natural occurrences that play a vital role of renewal in the cycle of forest life. However beneficial they may be, the losses are dramatic and substantial.

Two years ago, the deadliest and most destructive fire in California's history, the Camp Fire, claimed 88 lives and 18,804 structures in an area covering nearly 240 square miles over the course of seventeen days. One of those structures was the three-span 1887 Honey Run Covered Bridge. Since then we have been reporting on the remarkable progress towards building a replica of this bridge.

This year we saw the loss of one of the most unusual historic covered bridges. The bridge in Whitman



County, Washington (WA/47-38-01) has been known by many names. Our most recent *World Guide to Covered Bridges* listed it as the Colfax or Road Bridge. The news reports of its loss referred to it as the Manning Bridge or Manning-Rye Bridge and the HAER report from 1995 called it the Harpole Bridge with alternative names of Manning and Curtis Lowe Bridge. The bridge was the oldest covered bridge in Washington State and was unusual in a few ways. The walls completely enclosed the Howe truss which supported the structure. There was no roof, only braces to help secure the walls.

It was thought to have been built after the Great Northern Railway acquired the line from the Spokane & Inland Empire Railway, an electric interurban line, and upgraded it to a steam line for freight use. There were three other similar bridges constructed along the 37-mile branch line running from Spring Valley, Washington, to Colfax, Washington. The segment of the line in this area was abandoned in 1967. In 1969, the bridge was acquired by Curtis and Ruth Lowe, owners of an adjacent farm. Curtis died from leukemia the next year and Ruth continued to run the farm until moving into Colfax in the 1990's. She was very active in her local church and served as a Sunday School teacher. She had the rails removed so the bridge could be used to access her home near the bridge. According to a Facebook post from Colfax resident Dan Codd, before acquiring ownership of the bridge, Ruth would pull herself across the river on a small trolley suspended from a cable near the bridge to her truck parked on the other side.



On September 7th, a wildfire in the area consumed the bridge along with the historic barn and a nearly complete new home near it. The fire covered about 1,000 acres before being brought under control. The present owners, Todd and Kelley Krause, looked for another historic bridge which could be relocated to the site and found the Ash Creek Bridge, a pin-connected steel Baltimore truss bridge which was built over the Klamath River in Siskiyou County, California in 1901. It was dismantled and placed in storage in 2013.

Todd grew up on a dairy farm on the other side of the state and bought the property a few years ago to continue farming in the area. A friend of his noted that if he had not been out helping fight the fire at a neighbor's property, Todd and two of his five sons might have perished.

We are grateful to Patrick Gallagher who provided some of the details and put us in touch with the Krause's. Additional information was obtained from the HAER report and a story reported by Pullman Radio on September 7, 2020. *The top image is a postcard in Oscar Lane's Collection in the NSPCB Archives. The lower two photos were taken by Joseph Conwill on August 22, 1975.*

‘A Treasure of The McKenzie’: Firefighters Recount Saving Goodpasture Bridge

By: Jacob Roberts, KEZI-TV

LEABURG, Ore. – Firefighters who saved the historic Goodpasture Covered Bridge near Vida from the destruction of the Holiday Farm Fire said they hope the structure’s survival serves as inspiration to the community.

Four members of McKenzie Fire and Rescue, as well as a member of the Oregon State Fire Marshal's Office, responded to the bridge on Tuesday, Sept. 8, at the request of Fire Chief Darren Bucich.

Training Capt. David Sherwood was among the five men who responded and said crews began laying hose line and covered the bridge in a protective foam as the flames grew near.

Sherwood said he was initially doubtful about the crew’s ability to protect the 82-year-old structure from the fast-moving wildfire.

“I wasn’t 100% optimistic to be honest,” Sherwood said. “Just because of what I saw in Vida and how fast the fire was moving and the way the fire behavior was. So, for this to be standing today is a real surprise in a way.”

Sherwood credited his team’s quick action and thinking for allowing the bridge to escape the fire’s wrath with only a small burn to a shingle on the roof.

“It is a treasure of the McKenzie. The importance of it I think will ring true for many years to come because it’s standing now. I just hope people can use that as a symbol of inspiration to continue to be in this community,” Sherwood said.

The bridge, built in 1938, spans across the McKenzie River and has become a symbol of the community. The structure is said to be one of the “most frequently photographed” covered bridges and is also the second longest covered bridge in Oregon, second only to Office Bridge in Westfir.

“The efforts that were done in this community were by a team. It wasn’t just individuals. There were monumental efforts done by people from out of district, from Lane County, people from the state, people within our own jurisdiction were doing incredible things,” Sherwood said.

The five people who responded directly to the bridge that afternoon were David Sherwood, Rich Labell, Matt Brooks, Garrett Corbari and Dave Breitenstein.

[Editors Note: This article was originally published by KEZI-TV News of Eugene, Oregon on September 25, 2020 and reprinted with permission. The original article and its associated images can be viewed at <https://www.kezi.com/content/news/Its-a-treasure-of-the-McKenzie-Firefighters-recount-saving-Goodpasture-Bridge-572538271.html>.

On September 8th, there was a report that the Goodpasture (OR/37-20-10) and Belknap (OR/37-20-11#4) bridges were consumed by the Holiday Farm Fire which burned over 176,000 acres. The fire also destroyed the communities of Blue River and Vida. Two days later we received word from the Lane County Oregon Public Works Office indicating that both bridges were still intact at that time. Thank you to Jerry Russell, president of the Covered Bridge Society of Oregon and Jim Crouse for forwarding this information to us.]



*Goodpasture Bridge
Photo by Bob Hamilton*



*Belknap Bridge
Photo by Bill & Jenn Caswell*

Bridge Rescue in Kentucky

Stabilizing the Grange City Bridge (KY/17-35-05) in Fleming County

This is a follow up to the article about the near collapse of this bridge earlier this year. That article appeared on page 15 of the Fall 2020 issue.



During the summer, the Grāton's and their crew inserted a steel beam under the south end of this single-span bridge built around 1867 and bypassed in 1968. The failing abutment had caused the southwest corner to drop about four feet. The beam was placed there to keep it from dropping any more until they could return in the fall to begin the process of raising it back up.



The crew returned to Kentucky at the end of October to further stabilize the structure. Since the bridge was in such a precarious condition, it was not safe to work inside or underneath. Cribbing was set up near each corner to hold steel beams which would be placed across Fox Creek parallel to the bridge. On November 9th, a crane moved that steel into place. Then another set of steel beams was placed across the first two beams over the creek and under each end of the bridge near the abutments. This allowed the team to gently jack up the corners making them level again. This process had to be done very slowly to effectively undo the twisting that occurred over the past few years allowing the timber joints to settle back into their original position.



Once the bridge was supported, come-alongs and cables were added inside to keep the two trusses from spreading any farther apart and preventing additional twisting during the lifting procedure. With the crane slowly and gently lifting the most damaged corner, the crew monitored the progress and took up the slack in the come-alongs as the bridge was transformed back towards its original shape. By the time that corner was raised three feet, the timber joints had settled back into their original positions and all appears to have gone very well. Additional bracing was later added to further support the bridge. Although this bridge still needs much more work, the fact that it has recovered as much as it has is a testament to the quality of work done by the original builder and the skills of the crew determined to save it.

Hopefully, this effort will keep the structure stable until money is available for a complete restoration. The abutments will need to be repaired so it can be placed back on a stable foundation. The lower chord is fractured at the northern end and other work is likely needed. *Photos by Lori Ulrich, Meg Grāton and Greg McDuffee.*



Before lifting



After lifting

Western Indiana Tour

As we all learned this year, planning future events can be challenging and you never know what might happen. We are working with the Indiana Covered Bridge Society to reschedule the tour of western Indiana. We are presently aiming for September 18-20, 2021. This is a week earlier than the 2020 dates to allow a little more room between our event and Parke County’s covered bridge festival. Whether you are a frequent visitor to the area or have never been there, plan to join us to enjoy touring the bridges with others who share your passion for our historic covered bridges. If we are able to proceed forward with this tour, full details will be included in the Spring Newsletter.

The list of bridges to be included in the tour is still being settled. It will primarily include structures in Parke and Putnam Counties plus a few others outside that area such as the Cades Mill Bridge (IN/14-23-02) in Fountain County, Cataract Falls (IN/14-60-01) in Owen County and Irishman Bridge (IN/14-84-01) in Vigo County.

A Reminder for all of Us



Posted at the New Cumberland Bridge in Matthews, Grant County, Indiana (IN/14-27-01)
Photo Courtesy Jim Crouse



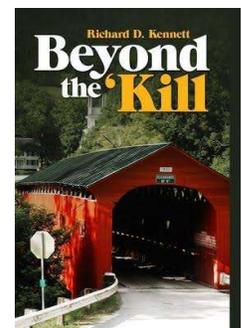
Canadian Covered Bridge Stamp



On November 2nd, Canada Post issued a holiday stamp with a reproduction of Winter Sleigh Ride (circa early 1960s) by Maud Lewis, one of Canada’s most beloved folk artists. According to the stamp’s description on their website, Maud Lewis began her artistic career as a child in Nova Scotia, painting Christmas cards – with winter scenes like the ones on this stamp – and selling them door to door. The stamp pays the basic postage rate for letters within Canada.

Beyond the ‘Kill

Member Richard Kennett has written a different kind of covered bridge story. In his book *Beyond the ‘Kill*, Arlington, Vermont’s Bridge on the Green spanning the Battenkill narrates the fictional story of one young man struggling to overcome his personal challenges and the people that both hinder and help him. The 286 page book can be ordered from Amazon or at <https://www.beyondthekillfiction.com/>. It is available in both hard cover and paperback editions.



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 65, Brown County, Ohio, update status

35-08-23 Huntington-Union Eagle Creek North Pole Road 1 156' 1875 Smith
1.3 miles northeast of Ripley on US62 & 68, then 3.2 miles right on North Pole Rd. (NR) **Closed, bypassed 2019.** N38° 45.00' W083° 46.39'

Page 157, Whitman County, delete Colfax or Road Bridge, 47-38-01, destroyed by wildfire

Member News

Perrine's Covered Bridge: Fiction & Fact

On October 7th, member Ron Knapp offered a presentation via Zoom for the New Paltz Historical Society. "Perrine's Covered Bridge: Fiction & Fact" began with some information about the history of covered bridges in general, then moved on to some early bridges of New York state.



He informed us about changes to the boundaries of the town of New Paltz over the years and how some of the bridges which may have originally been built by the town of New Paltz ended up in different towns. He has spent considerable time examining state and local records in an attempt to determine the construction date of the present Perrine's Bridge. Different sources have listed it as 1822/3, 1834, 1846 and 1850.

Until recently, the bridge's construction had been credited to Benjamin Wood. However, as a result of Knapp's research, we now know that it was more likely built by his son John Rosencrans Wood since Benjamin probably died before the bridge's construction.

Virginia Bridge Presentation

On November 11th, member Doug Turner offered a Zoom presentation to the Camera Club of Richmond, Virginia. Those of you who have copies of our calendars are already aware of Doug's talents as a photographer. The presentation introduced the group of photographers to a brief history of covered bridges, the variety of truss types used and presented examples of different types of bridges – long, short, old, new, roadway, trail, pedestrian and variations in portal designs – through Doug's photographs. His presentation included images of all of Virginia's remaining covered bridges plus many others from his extensive travels throughout the United States and Canada.

New Hampshire Chronicle

On November 4th, WMUR's *New Hampshire Chronicle* show aired an episode on the state's covered bridges. A number of our members were featured on the show and others had their photographs included.

Host Erin Fehlau (upper left) and videographer Chris Shepherd interviewed Arnold & Meg Graton, Tim Dansereau and Steve Brown at the Blair Bridge in Campton and Squam River Bridge in Ashland. They also visited Arnold's workshop. Jim Garvin and Bill & Jenn Caswell were interviewed at the Keniston Bridge in Andover. The show also featured photos from Scott Wagner and Betty Pauwels.



N.H. Preservation Alliance Honors Arnold Grāton

On September 25th, the New Hampshire Preservation Alliance hosted a small gathering to celebrate Arnold Grāton's 2020 Preservation Achievement Award. The event was held outdoors at the Squam River Bridge which was built by the Grāton family in Ashland.

According to the invitation: "Arnold's award is for his outstanding leadership and contributions to the



New Hampshire preservation movement. His work has helped shape public understanding and appreciation for the preservation of historic bridges and other structures in New Hampshire and across the country. Arnold's portfolio features nearly 100 new, restored and repaired bridges as well as significant residential, commercial and institutional landmarks. Grāton is the most experienced covered bridge specialist alive today, and one of most influential timber frame craftsmen in the United States. New Hampshire is extraordinarily fortunate to have Arnold Grāton as a link to the past and a modern day pioneer for the future."

Archives Update

Bill is still sorting through boxes from Dick Roy's house. At this time, we are primarily focusing on the many boxes of *Topics* and publications from other covered bridge societies that Dick had stored on behalf of the NSPCB. Unfortunately, some of them experienced damage from more than 40 years of storage and needed to be recycled. A few copies of each issue are being retained for the Society's permanent archives.

We received collection of slides from Robin & Julie Ruske of South Carolina who were looking to downsize. The photographs were mostly taken during the 1970's and 1980's.

2022 Calendar

Reminder that we are accepting photos for the 2022 NSPCB Calendar until February 28, 2021. As you travel around this winter, watch for opportunities for calendar photos. In past years, some people have only sent in a single photo while others have submitted many. At the July 2020 meeting, it was decided that each individual can submit up to ten recent photos to be considered for the calendar. There had not previously been a limit.

Photos taken during the past year are preferred. As in the past, the committee will be looking for images from a variety of states and seasons, so the calendar presents structures throughout the United States and Canada. Images of bridges which have not yet been featured on one of our calendars will be given preference over those which have already been included. Images showing some of the area surrounding the bridge are preferred over tightly cropped photos. This allows space to insert archival photos or just to appreciate the setting of the structure.

Images should be submitted to Bill Caswell in a digital format at a high enough resolution so it still looks good at 8½" x 11". They can be emailed to nspcb@yahoo.com, transferred through a file sharing service such as Dropbox or mailed on a flash drive, CD or other media. Bill's mailing address is on page 2.

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.



Book Review by David A. Simmons

China's Covered Bridges: Architecture Over Water by Ronald G. Knapp, Terry E. Miller and Liu Jie. Photography by A. Chester Ong, authors, and others. University of Hawaii Press, 2020. 472 pages. \$65.

At times when hostility seems to dominate the national news from China, it's important to remember that, in contrast to Europe and North America, China holds what is likely the world's most extensive collection of covered bridges. But unlike the other two continents, China's family of covered bridges has yet to be completely inventoried. Estimates place the numbers as high as 3,000 standing structures, but it also assumes that this is a mere fraction of what once stood.

Given all the uncertainties about Chinese covered bridges, one could legitimately ask why create a volume dedicated to their history and current status? By placing the bridges we Americans know and love in a world context, it is possible to better understand and appreciate the forces that created and still work to preserve those bridges we admire. Many of us have stewed over how to get a preservation project started for our favorite bridge. The authors devote multiple pages to the images taken by a Chinese photographer with captions explaining the two-year process of creating a new, traditionally built covered bridge in a southeastern province during the early 21st century. How many of us have dreamed of interviewing a historic bridge builder about how and why they built as they did? You can do that in China—and the authors explain the implications of that living tradition—because covered bridge building is still very much alive there, serving a communal and societal need.

The authors bring international perspectives to the volume. Terry Miller, retired ethnomusicologist from Kent State University, and Ron Knapp, emeritus geographer from the State University of New York, New Paltz, will be familiar to most members of NSPCB. Liu Jie, known to his American friends as Jack Lui, is an architecture professor at Shanghai Jiao Tong University who has been instrumental in bringing worldwide notice to the extraordinary wealth of covered bridges in his native country. A. Chester Ong, the book's primary photographer, is based in Hong Kong and has partnered with Ron and Terry on their seminal volume on America's Covered Bridges, Practical Crossings, Nostalgic Icons. All three of the authors, however, also contribute their own photographs. Often, because they include people interacting with the bridges, it makes them the most interesting and informative.

By necessity in discussing the worldwide context of covered bridges, the book includes much on both European and American bridges. This may be the first volume to compare and contrast the structural and cultural components of the Western and Eastern traditions that covered bridges reflect.

To help readers appreciate the role covered bridges play in Chinese culture, the authors devoted a quarter of the volume to discussing the distribution, types and unique structure of China's covered bridges. Along that latter point, it is significant that unlike the Western world, with the small exception of a handful of structures resembling a queenpost, there is no tradition of truss construction in China. There are, however, fascinating elements of folk culture used in the construction and preservation of Chinese covered bridges that, with a little imagination and creativity, could be translated into Western ideas to promote our own bridge projects.

The most substantial portion of the book is devoted to the history and photographs of extant covered bridges in China. The large number of historic images was an unexpected treat in the volume, but the modern photography emphasizes the visually striking landscapes of this vast, geographically diverse country. Distinctive types of bridges are found in the seven provinces featured in the book but few are as memorable, perhaps, as the so-called "wind-and-rain" bridges in the southern provinces. Their log cantilever construction features commanding, multi-story drum towers over the piers and abutments. The pagoda-like rooflines on these towers may be the most identifiably Chinese element of any the bridges. Multiple examples are offered of bridges destroyed by recent floods that were rebuilt by local carpenters, some whose families represent a 200-year family tradition. Remarkably, one bridge included as much as 75% of the original material. We could gain much from a greater appreciation for how the Chinese are able to rebuild following the flooding phenomenon that is impacting more and more of our own bridges.

Studies have shown that the most creative problem solving most often occurs when those working together come from highly diverse backgrounds. China's Covered Bridges can be a starting point for that kind of creativity.

Your Assistance is Needed to Help Save Our Bridges

by Bill Caswell (reprinted from the Summer 2013 Newsletter)

Making the road trip from New Hampshire to Ohio for the Second National Covered Bridge Conference gives one lots of time to think. Combine that with stops at 25 covered bridges, some in a serious need of attention, and it really got me to wondering how the various covered bridge societies could be more effective in preserving these reminders of the past. We are too often losing covered bridges "by choice", that is, not by "acts of God" or other forces beyond our control.

I like to think that I have a good idea of what is going on in the covered bridge community. From my membership in many covered bridge societies plus contacts around the country and Facebook, I tend to stay informed about what is going on in various areas. However, after our trip to Ohio, I realized that our awareness of the condition of our country's covered bridges is still severely lacking. This feeling was accentuated by the loss of the Charlton Mill Bridge in Greene County, Ohio in February. The information I received indicated that the plan to restore it was changed to "replacement" and the bridge quickly razed without allowing the community or historical organizations an opportunity to discuss the matter. As I write this, a similar situation is brewing in Vermont where the Longely Bridge in Montgomery could soon meet a similar fate.

We, the members of the various covered bridge societies, need to put more emphasis on protecting our nation's historic monuments from vandalism, arson and hasty decisions by local officials. We were saddened to see how some of the bridges on our route are being treated by people who have no respect for these ancient relics. Three days after stopping to eat lunch at the graffiti-covered Humpback Bridge (35-82-06) in Vinton County, Ohio, it was set afire and completely destroyed. This problem is not limited to any one region, it is a nationwide issue that desperately needs to be confronted.

By this message, I am asking for your help raising awareness of covered bridges in need of attention. Borrowing a concept from another organization we belong to, I wish to start compiling a "Doomsday List" of the bridges that are the most threatened and do what I can to draw attention to their needs. Not only the ones in danger of collapse but also those which are routinely and grossly defaced.

Similarly, I would like to hear from people who have been successful in reducing the incidents of vandalism of their bridges so I can share those stories with others. How did you accomplish that? What costs were involved? How were funds acquired? How were people motivated to help?

To hope for any amount of success, we need many people to become actively involved. Any information from your area or areas you have recently visited would be greatly appreciated. Email is usually the most effective way to contact me - bill@lostbridges.org but those who prefer to write can send a note to 535 Second NH Turnpike, Hillsboro, NH 03244. Thank you for your help.



*Hilton Bridge, Early County, Georgia
April 24, 2013*



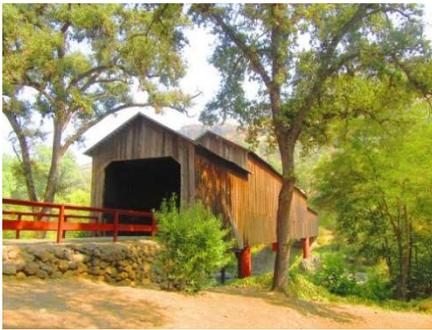
*Humpback Bridge, Vinton County, Ohio
Interior covered in graffiti, June 3, 2013*



*Humpback Bridge, Vinton County, Ohio
After the fire, Bob Twyman Photo*

Covered Bridge News California

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



In early September, about \$5,000 worth of tools and equipment was stolen from a locked trailer owned by Q & D Construction Company of Sparks, Nevada. The company is doing the initial work on the bridge foundation, pillars and abutment. *Chico Enterprise-Record, September 8, 2020*

A groundbreaking ceremony for the construction of the new bridge was held on October 1st, a month shy of the two-year anniversary of the historic bridge's loss during the Camp Fire. There was a stark reminder of that day as the smoke from the North Complex wildfires hung in the air. Work on the bridge's foundation has been going on for several weeks prior to that, but heavy smoke from the wildfires delayed the ceremony. Association president Robert Catalano, who lost his own home in the fire, noted that the association raised nearly \$1 million, to cover planning and building the foundation, permitting and mitigations. He said Phase 2, which includes the bridge floor and structure, should begin in April 2021 and could be completed by the end of summer 2021 if funding is available. The bridge covering should be completed by the end of summer 2022, again, depending on available funds. Those two phases are estimated to cost roughly \$1.6 million, which is still to be raised. The Alm Family Trust donated about an acre of land on the end of the bridge which wasn't previously accessible for a new park so visitors will be able to walk completely across the bridge. *Chico Enterprise-Record, October 2, 2020.*

On November 2nd, the Oroville Mercury-Register reported that phase 1 of the project is nearly complete, construction of the abutments and concrete piers. Checks and inquiries regarding donations may be sent to: Honey Run Covered Bridge Association, P.O. Box 5201, Chico, CA 95927. Donations can be made online at <https://hrccoveredbridge.org/donate/>

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

The September update from John Field noted that the truss "X-Sections" along both sides continued to be placed into their Cast Iron shoes located on the Bottom Chords. Installation of the top chord got underway. Construction of the abutments continued. A large shaded working area was installed in the construction yard so the carpenters could be sheltered from the late summer sun. The first of four 30 foot "staggered step" beams were milled on site and joined (scarfed) with a 46 foot beam to create the northwest end bottom chord assembly. Once all four corner assemblies are constructed, they will be placed on top of the new abutments to hold the bridge up at its new height. A truck load of the new roof and side shakes arrived and were put in secure storage until needed. The new floor stringers and beams were prepared for installation and work began on rehabilitating the original windows and frames from 1862. For more updates and photos, visit <http://southyubariverstatepark.org/>. *Photos by Will Truax and Shirley Moon.*



Re-installing the X-Sections of the Howe truss. September 1, 2020.



Re-installing the X-Sections of the Howe truss. September 1, 2020.



Installing the Top Chord October 23, 2020.

Georgia

Coheelee Creek or Hilton Bridge, Early County – GA/10-49-02



The summer 2019 Newsletter reported that the bridge had been damaged during Hurricane Daniel in October 2018. The 1891 structure is the southernmost covered bridge in the United States. On September 24th, WTVY reported that repairs have been completed. Trees falling on the bridge caved in a portion of the roof and damaged several side panels. \$25,000 dollars was spent to remove the fallen trees and an additional \$125,000 of federal, state, and local money was used to restore the bridge. The 120-foot, 2-span, modified queenpost / kingpost truss bridge was added to the National Register of Historic Places in 1976. Gates were added to the portals in 2017 to keep vandals out. *Photo provided by Kelly Casey.*

Illinois

Thompson Mill Bridge, Shelby County – IL/13-87-01

At some point during the Columbus Day weekend, someone started a fire by burning trash inside the bridge. Cowden Fire Protection District Assistant Chief Jim Allsop said there is a hole three feet around in the floor of the bridge. A couple of beams were also damaged. Although the bridge has been bypassed, it is still maintained by the Illinois Department of Transportation. Lighting and a sprinkler system were installed about 10 years ago. Unfortunately, both were turned off to save money. *Premier Broadcasting, 97.9 FM, October 14, 2020. Photo by Gloria Smedley.*



Indiana

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

Member Mary Diehl informed us that the plan to repair this bridge is moving along quickly. Bids for repairs were opened on October 26th. After a review period, the Star newspaper announced the contract award on November 9th. The project was awarded to R.G. Zachrich Construction of Defiance, Ohio, for \$269,000. Of four bidders for the project, only Zachrich came close to the engineer's estimated cost for the project of \$273,056. The next-closest bid was \$421,908, with two others coming in at more than \$800,000. Repairing the bridge will be a winter project, with a scheduled completion date of April 15, 2021. The 1873 bridge has been closed to traffic since October 2018. Fire retardant donated by NSPCB will be applied after the repair work is completed.

A Classic Car event held near the bridge on September 26th, attracted hundreds of visitors. Area resident Matt Fore took this photo of the event and covered bridge in the foreground with his drone and gave us permission to publish it.



Indiana (continued)

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

As reported in earlier issues, the 1854 Howe-truss bridge is in need of repairs. The bridge is one of Indiana’s oldest and the state’s oldest one still in its original location. The NSPCB has pledged \$10,000 towards this project. The Fountain County Historical Committee (FCHC) is heading up the project and is currently seeking a contractor for the work. Donations to this project can be sent to the Western Indiana Community Foundation, P.O. Box 175, Covington IN 47932. This foundation is supporting many projects, so be sure to specify that your contribution is for the covered bridge project. Donations can be made online at http://wicf-inc.org/endowments_covington.php.



Information from Carol Freese, Fountain County Historian. Photo by Greg McDuffee.

Darlington Bridge, Montgomery County – IN/14-54-01

Renovation work continues on the 1868 Howe truss bridge in western Indiana. The local nonprofit organization Darlington Forever has received funding from the Montgomery County Community Foundation for the next phase of a project to rehabilitate the bridge, which was closed to vehicle traffic in the 1970s. The \$19,700 grant will be used to work on the northern abutment and the approach. The town brought in area covered bridge expert Dan Collom to perform the work. Collom began by working on the trusses, putting on new siding and replacing the roof.



Photo by Greg McDuffee

The project was broken down into phases to help manage the budget. Once this phase of the work is complete, attention will turn to the wooden block floor. It is thought to be the only existing covered bridge with this type of floor. It has been speculated that the floor is an example of Nicholson pavement.

To donate to the project, make a check or money order payable to the Covered Bridge Fund and mail to
 Darlington Covered Bridge Fund,
 P.O. Box 578, Darlington, IN 47940.

This was a system involving end-grain wooden blocks laid like bricks on various types of foundation, with the spaces between them filled with tar. It was patented by Samuel Nicholson on August 8, 1854 and again on August 20, 1867, around the time the Darlington Bridge was under construction.



*Wooden block floor.
 Photo by Greg McDuffee*

On November 9th, the NSPCB Executive Board voted to contribute \$10,000 towards the project. We also informed them of our program for donating fire retardant. Information for this article came from the Crawfordsville Journal Review of October 17, 2020; Michelle Cash, Darlington Town Clerk-Treasurer and the Fall 2003 issue of *Topics*, page 7.

Indiana (continued)

Irishman Bridge, Vigo County – IN/14-84-01

Indiana's third-oldest surviving covered bridge was reopened in a ceremony at Fowler Park on September 18th. The bridge was being restored for the previous 1½ years at a cost of about \$118,000. The single-span queenpost truss bridge was originally built in 1845 and moved to the park in 1971. Its builder, C.W. Bishop, was only known to have built one other covered bridge, the Clinton Bridge in Vermillion County in 1853. One of Bishop's great-grandchildren, Harvey Milner and his wife, Barbara attended the ceremony. New concrete abutments were constructed and covered with stone.



The lower chords and decking were replaced, and it received new siding. The ground was altered so it drains away from the bridge and pavers added near the entry way. The NSPCB donated \$10,000 towards the project. Member Greg McDuffee represented the NSPCB and Indiana Covered Bridge Society at the ceremony. *Terre Haute Tribune-Star, September 18, 2020. Photos provided by Greg McDuffee.*



Adam Grossman (left) and Greg McDuffee (right)

Kentucky

Cabin Creek Bridge, Lewis County – KY/17-68-03

In August, abutter Carrie D. Cox filed documents with the Lewis County Court claiming that the covered bridge is located entirely on her property and requesting that the Commonwealth close it so no visitors are allowed to enter the bridge. After hearing how some visitors to the site have been treated by Ms. Cox, we recommend that anyone traveling to the area stay on the county road and refrain from walking around or inside the structure. We will keep you posted of further developments in this situation.

Maryland

Roddy Road Bridge, Frederick County – MD/20-10-02#2

On September 24th, radio station WFMD reported that Roddy Road near the covered bridge was closed after an oversized vehicle damaged the warning portal. The bridge was not damaged.

Massachusetts

Arthur Smith Bridge, Colrain, Franklin County – MA/21-06-03#2

After a decades-long debate, the Colrain Selectboard voted to re-open the bridge to motor vehicle traffic. The bridge was opened after the town posted height and weight limit signs. The bridge was rebuilt in 2007 but never re-opened to vehicles. The request appeared in June as a citizen's petition on the Annual Town Meeting warrant. However, after significant discussion, the vote was tabled. After reviewing the options and criteria for signage, the petition was reviewed and approved at the August 28th board meeting. The Selectboard is also finalizing a Smith Bridge Use Policy, which would address the use of the bridge and surrounding property for public or private events. *Greenfield Recorder, September 8, 2020. Photo by Bill & Jenn Caswell.*



Michigan

Langley Bridge, St. Joseph County – MI/22-75-01

In the summer issue, we mentioned that the St. Joseph County road commissioners requested \$750,000 toward rehabilitation of the 1887 Howe truss bridge. On October 7th, they learned that the Southwest Bridge Council allocated \$760,000 toward the project. The commissioners previously secured \$750,000 in state funding, thanks largely to state Senator Kim LaSata. The two grants cover \$1.5 million of the projected \$2 million cost. The road commission plans to budget \$300,000 of its own money and secure the balance from St. Joseph County Board of Commissioners through its critical road and bridge fund. The project is planned for summer 2023. Work will include new bridge abutments, beams, structure, wood floor and “all the stuff that doesn’t meet your eye when you look at it from the side.” The bridge itself was rehabilitated in 2008 or 2009 with historic-preservation funds. *Monroe News, October 8, 2020. Photo by Jim Allen.*



New Hampshire

Groveton Bridge, Coös County – NH/29-04-04

In the summer issue we reported that repairs were underway at the 1852 bridge thanks to a \$10,000 Moose Plate grant approved on December 18, 2019. Bob & Betty Pauwels visited the bridge in October and found that the work has been completed. Damaged and deteriorated boards on the portals were replaced and new white paint applied. The bridge was bypassed in 1939 when US Route 3 was reconstructed. *Photo before Repairs (left) by Bill & Jenn Caswell, Center & Right Photos by Betty Pauwels.*



Bement Bridge, Bradford, Merrimack County – NH/29-07-03

Previous issues have described the work occurring at this bridge. On September 17th, the crew from Neil H. Daniels, Inc. of Ascutney, Vermont moved the bridge off its abutments to a temporary location. Work continues to reconstruct the higher abutments. *Photos by Scott Wagner.*



New Hampshire (continued)

Saco River Bridge, Conway, Carroll County – NH/29-02-03#3

The 1890 Paddleford truss bridge was struck by a hit-and-run truck driver on August 29th. The Ryder tractor-trailer truck damaged the portal and a roof brace. The damage was mainly cosmetic. At some point the bridge will be closed for a few hours for repairs. *Conway Daily Sun, September 1, 2020. Photo by Bill & Jenn Caswell.*



Ohio

Bickham Bridge, Logan County – OH/35-46-03



Crews from the Logan County Bridge Department will be finishing repairs on the bridge starting on October 14th. The repairs are to replace damage from a previous accident on the bridge. We contacted the county engineer, Scott Coleman, for more details and he informed us that an oversize box truck went through and took out all of the upper lateral cross bracing. The incident was caught on camera and the company responsible will be billed for the repairs. As is usually the case, the height limit is clearly posted. *Bellefontaine Examiner, October 14, 2020. Photo by Greg McDuffee.*

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

Last year we reported on the collapse of this bridge on July 5, 2019. Plans to repair the structure along with a grant for \$950,000 were in the works at the time of the collapse. Shortly after the Fall *Newsletter* went to the printer, we learned that a second span collapsed on June 17th. Ron Mattox of Woolpert, Inc., an engineering firm hired to design repairs to the bridge, and County Commissioners visited the site to evaluate how much of the historic timber can be used in the new structure. The three-span 192 foot-long structure over the Little Muskingum River was built in 1887. Thanks to Elma Lee Moore for helping fill in the details. The three photos here show the progression from a complete bridge to the first span collapsing to its condition as of October 2020.



Jim Smedley Photo



John Diehl Photo



Terry Miller Photo

Oregon

Unity Bridge, Lane County – OR/37-20-17#2

This bridge near Lowell was closed to traffic throughout much of July and part of August. It was hidden behind covered scaffolding while undergoing repairs and a new paint job from Lane County staff. The bridge was added to the National Register of Historic Places in 1979. *The Register-Guard, August 20, 2020. Photo by Bob Hamilton.*



Pennsylvania

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

On Friday, August 21st, the Berks County Commissioners hosted a ribbon cutting ceremony to celebrate the work done on this bridge. To encourage social distancing, the event was streamed live on the county's Facebook page. The Commissioners were joined by state and federal officials, contractors who worked on the project, members of the Theodore Burr Covered Bridge Society of PA (TBCBSPA) and members of the Dreibelbis family. After the introductory remarks, TBCBSPA Historian and NSPCB member Fred Moll spoke about the history of the area and the bridge. Fred (pictured at right) is a resident of Berks County.



The 168-foot single span Burr truss was built in 1869 and cost about \$5.48 million total to renovate. The project was funded through a National Historic Covered Bridge Preservation Program Grant, the Federal Surface Transportation Program and Berks County. The bridge is listed on the National Register of Historic Places. *Berks Weekly, August 21, 2020. Photos are screenshots from the broadcast of the event.*

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

On September 9th, member and Chair of the Perkasio Borough Historical Committee Scott Bomboy, informed us that the Pennsylvania Historical & Museum Commission has awarded a \$100,000 grant to the Borough for repairs to the 1832 bridge. This is in addition to the more than \$100,000 in donations raised by the Historical Society to match the state grant. In addition, the Save the Bridge coalition of the Borough, the Historical Society and the Bucks County Covered Bridge Society held fundraisers and gathered nearly 2,000 online signatures supporting the project to fully restore the County's oldest covered bridge. If all goes well, an RFP will be issued in October so work can begin during the winter. The project will correct the warping of the structure which has occurred over time, modify the abutments to better support the bridge, repair damaged timbers and add fire retardant. Once the bridge is repaired, the Historical Committee wishes to "turn the bridge into an outdoor museum with kiosks and a web app that tell the history of all Bucks County's covered bridges." *Thanks to Scott Bomboy for the updates. Photo by Jim Smedley.*



Pennsylvania (continued)

Pine Valley Bridge, Bucks County – PA/38-09-12

The single-span Town truss bridge was built in 1842. The report stated that the wooden deck was replaced with steel grates. Kevin Spencer, the county’s Director of Operations, indicated that the deck was replaced because the boards kept coming loose making a maintenance challenge for the county. The bridge carries more than 1,000 cars a day. The project was funded by a \$5 fee that Bucks County began imposing a few years ago on new and renewed vehicle registrations. *WFMZ-TV, September 3, 2020. Photos by Gloria Smedley during the repair project.*



Waterford Bridge, Erie County – PA/38-25-04

To update the report on this bridge included in the previous issue, PennDOT currently has this project tentatively scheduled to go to bid on July 15, 2021 with construction to begin in September 2021 and completion at the end of October 2022. The single-span Town truss bridge was built around 1875. *Photo by Bill & Jenn Caswell.*



Red or Witherspoon Bridge, Franklin County – PA/38-28-02

On October 16th, the Montgomery Township Supervisors reported that an oversized vehicle had badly damaged this bridge. The bridge was closed to traffic. Fortunately, there were security cameras in place. The video is being reviewed to hopefully identify the hit and run driver. This photo was posted on their Facebook page. The 1883 single-span Burr truss bridge is the only one in the county still open to traffic.

Kintersburg Bridge, Indiana County – PA/38-32-05

We had a report that this bridge was in need of some attention. We will contact the county officials to gather more information. *Photos by Greg McDuffee.*



Pennsylvania (continued)

Neff's Mill Bridge, Lancaster County – PA/38-36-22#3

On October 16th, the Theodore Burr Covered Bridge Society of Pennsylvania posted a note on their Facebook page stating that an accident had recently occurred at this bridge damaging one of the arches. One of their members, Tony Abramo, provided photos of the damage. The bridge was closed to traffic after the accident. In 2019, this bridge replaced the historic 1875 structure using some of the timbers from that bridge.



Geiger's Bridge, Lehigh County – PA/38-39-05

In the Spring and Summer 2018 issues, we reported that the Lehigh Valley Transportation Study has awarded \$325,000 to Lehigh County to repair and restore Geiger's Bridge. The bridge was built in 1860 in the North Whitehall Township section of the Trexler Nature Preserve and is on the National Register of Historic Places. According to an email received from PennDOT on October 29th, the project is scheduled to go to bid on July 15, 2021 with work expected to start on October 12, 2021 and be completed by September 2022. PennDOT's description of the project states: "The project will include rehabilitation/repair of the timber bridge components, repair/replace slate roof and roofing boards as directed, redecking of wooden riding boards, clean and paint steel members, scour mitigation as needed, and repair of approach pavement."



Jenn Caswell Photo.

Kochenderfer Bridge, Perry County – PA/38-50-09

We had a report that this bridge was in need of some attention. We will contact the county officials to gather more information. *Photos by Gloria Smedley.*



Shaffer's Bridge, Somerset County – PA/38-56-11

County commissioners said they are seeking a Multimodal Transportation grant to repair this historic bridge which was closed temporarily last year before reopening to small vehicles – those under seven feet tall. The repair costs are estimated at \$200,000. This is the second year in a row that the county has applied for one of these grants for this bridge. The single-span bridge over Ben's Creek was built in 1877 and added to the National Register of Historic Places in 1980. *Johnstown Tribune-Democrat, September 8, 2020. Photo by Bill & Jenn Caswell.*



Pennsylvania (continued)

Zimmerman’s Bridge, Schuylkill County – PA/38-54-01

In the summer issue, we reported that the information received from the Pennsylvania Department of Transportation indicated that the plan to repair this structure was to replace the worst timbers and splice



ones which only had bad sections. However, the engineering plan which we received in early October showed differently. It indicates that about 60% of the structural timbers will be replaced. They are still planning to replace a combination timber and steel floor system which was installed during earlier repairs with an all wood system. This is a



welcome change from the more common plan to replace floor systems with steel beams. According to an email received from PennDOT on October 29th, the project is presently scheduled to go out for bids on July 15, 2021 with the work starting at the end of May 2022 and be completed by November 1, 2022. *Photos by Tim McLaughlin.*

Vermont

Pulp Mill Bridge, Middlebury & Weybridge, Addison County – VT/45-01-04

Early in the morning of October 24th, the Vermont State Police responded to a single motor vehicle crash at the Pulp Mill Bridge. When they arrived, they found Harley Allen, 21, of Bristol, had veered off a side road and crashed into the center truss of the double-barrel bridge. After a trip to the hospital, the driver was charged with driving with a criminally suspended license, negligent operation and suspicion of DUI. The 199 foot long bridge was built in the 1850’s. *The Sun Community News, October 30, 2020. Steve Brown Photo.*



Kingsley Bridge, Rutland County – VT/45-11-03



On October 14th, a white box truck passed through the bridge damaging most of the roof braces. The incident was witnessed by a neighbor who reported it to local authorities. The bridge was closed for a few days until inspected by the Vermont Agency of Transportation (AOT) and re-opened on the 19th. The structure was in need of some repairs prior to the incident and had been posted for 3 tons. A meeting had been held within the past few month with town officials, AOT representatives and residents to discuss repairs. *Rutland Herald, October 15, 2020 and NECN, October 19, 2020. Photo by Bill & Jenn Caswell.*

Vermont (continued)

Morgan Bridge, Belvidere, Lamoille County – VT/45-08-07



In the Fall issue, we reported that this bridge had been closed because some of the decking had deteriorated. Water running down the road and onto the bridge caused the problem. On August 31st, the NSPCB Executive Board voted to match a \$5,000 contribution from the Vermont Covered Bridge Society for repairs to the bridge. Unlike other bridges in the area which are supported by steel beams, the 65 foot long queenpost structure still supports itself as it did when it was first constructed. It was added to the National Register of Historical Places in 1974. *Photos by Steve Miyamoto.*



Dear Members of the NSPCB,

The Belvidere Select board would like to extend our sincere gratitude and heartfelt appreciation for your generous donation to help offset some of the repair cost to the Morgan (covered) Bridge. Though there are many historic buildings in the town, people come from all over looking for the covered bridges. With your support once again Morgan Bridge can be enjoyed by those who wish to experience history in its true fashion. For some, it may be their first time to see and actually drive through a covered bridge. For others, it may be the place to walk or drive down memory lane. And for some of us who use and enjoy the Morgan Bridge on a daily basis, the bridge provides convenient access for daily commute. For all we say thank you.

Sincerely,

Belvidere Select board

Earl Domina, Jr., Chair
 Kevin Leavitt
 Ken Adams, Jr.

Earl H Domina Jr
K. Leavitt
Kenneth Adams Jr.

West Dummerston Bridge, Dummerston, Windham County – VT/45-13-02#2

On the morning of November 12th the Vermont State Police received a call that a box truck had hit the Dummerston covered bridge. Two poles on the top section of the bridge were broken. The box truck was described to have orange/red and green colors on the side of the truck with Pennsylvania license plates. Police are looking for the truck and driver. *Vermont State Police Press Release. Photo by Steve Brown.*



Canada – New Brunswick

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



Timber Restoration Services began work on this bridge on August 24th. The intent is to raise the weight capacity to 30 tons. According to a traffic advisory distributed by the Department of Transportation and Infrastructure, the bridge will be closed to all traffic until October 31st. Drivers will have to take a 17-kilometre detour. The outcome of this project will help determine how they move forward with other weight restricted covered bridges that are vital connections to the local road network. *Photo by Bill & Jenn Caswell.*

Quisibis River #2 Bridge, Madawaska County – NB/55-07-05

Photos posted on Facebook on November 10th showed this bridge getting a new roof. The bridge was bypassed by a Bailey bridge last year after being damaged by ice. The Department of Transportation and Infrastructure confirmed that a new cedar shingle roof was being put on the 1952 Howe truss bridge. *Photo by Bill & Jenn Caswell.*



2020 Work on New Brunswick Covered Bridges

Our contact at the New Brunswick Department of Transportation and Infrastructure provided a list of covered bridges in which more significant work has been done or is planned to be done this year (not including work that would be considered minor maintenance). This is the current plan and will depend on budget and workforce availability. Some of the projects have already been completed.

DTI #	Name	World Guide #	Comments
D390	Digdeguash River #6 (Dumbarton)	NB/55-03-02	Floor beam repair, Housing board replacement, Posts and Railings, Concrete abutment repair, and Signage.
M072	Magaguadavic River #7 (Flume Ridge)	NB/55-03-03	New roof and other repairs at the beginning of the year. See the Summer 2020 <i>Newsletter</i> , page 22 for more details.
G390	Graham Creek (Tom Graham)	NB/55-05-03	Housing repairs.
M366	Milkish Inlet #1 (Bayswater)	NB/55-06-15	Work in progress to increase weight capacity. See the Fall 2020 <i>Newsletter</i> , page 26 for details.
H200	Hammond River #3 (Smithtown)	NB/55-06-24	Replace all floor beams, Replace wood decking, Epoxy wearing surface, Replace cedar roof shingles, and Signage
Q700	Quisibis River #2	NB/55-07-05	Replace cedar roof shingles.
M376	Mill Brook #0.5 (Nelson Hollow)	NB/55-08-08	Some decking and siding replaced. See the Summer 2020 <i>Newsletter</i> , page 22 for more details.
R650	Rusagonis River #2 (Patrick Owens)	NB/55-12-05	Deck replaced in the Spring. See the Summer 2020 <i>Newsletter</i> , page 23 for more details.

Québec

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

Pont Davy, Abitibi - Témiscamingue Region – QC/61-01-U01

We received word from Gérald Arbour that this bridge was the victim of a suspicious fire on September 23rd. The fire was concentrated in the center of the bridge and was extinguished when the structure collapsed into the river. It was built around 1951, but was only “discovered” by the covered bridge community about ten years ago. The two-span bridge was very unusual in that the Town truss was under the roadway surface. The site is in a remote location and has been abandoned for many years. *Photos before the fire by Simon Pratte.*



Pont Leclerc, Abitibi - Témiscamingue Region – QC/61-02-05

In the Summer 2020 issue, we reported on a March 3rd announcement that the Québec government was going to invest \$135,133,000 by 2022 to maintain and improve its road network in the Abitibi-Témiscamingue region. Included among the 61 projects are repairs to this 1927 single-span covered bridge northwest of the town of La Sarre. We have since learned that a major restoration on the bridge began on September 17th and is expected to continue through the winter. The Ministère des Transports du Québec (MTQ) is expecting work to be completed by the end of June 2021. The bridge was badly in need of repair and had been leaning to one side. The travel advisory did not mention a cost for this project. The single-span bridge is 81 foot long and was built in 1927. *Photo by Pascal Conner.*



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

As we reported in the Spring issue, the 1928 bridge was closed to all traffic on February 16, 2018 by the Ministère des Transports du Québec (MTQ). Last June, the engineering firm WSP was contracted to prepare a repair plan which is expected before the end of the year. 80% of the design work was funded through a \$64,000 grant from the Regional Outreach Support Fund (FARR [Fonds d'appui au rayonnement des régions]) of the Ministry of Municipal Affairs and Housing. The Municipality of Notre-Dame-des-Pins paid the remainder. Repairs are expected to cost at least \$2 million. Once complete, the bridge will be open to snowmobile, ATV, bicycle and pedestrian traffic. Mayor Lyne Bourque hopes that everything will be completed by the end of 2021. The municipality will have to pay at least 10% of that cost, a minimum of \$200,000. This is the longest covered bridge in Québec and the second longest in Canada. *EnBeauce.com, October 16, 2020 and L'Éclaireur Progrès, November 5, 2020. Photo by Pascal Conner.*



Québec (continued)

Pont de l'Aigle, Outaouais Region – QC/61-25-11



The pont de l'Aigle has spanned Rivière Désert since 1925. However, the route of the future Maniwaki-Témiscamingue highway could force the MRC to remove it from its original site to move it to a park and "enhance" it. The president of the Outaouais Historical Society (SHO), Michel Prévost, is protesting the possible move indicating that the bridge is part of the landscape and moving it would ruin its historic value. The route of the proposed road has not been settled yet and a preferred alternative runs further to the north which would not require relocation of the bridge. *le Droit, September 4, 2020. Photo by Gérald Arbour.*

Pont Lambert, Center-du-Québec – QC/61-44-08

Gérald Arbour visited the site in September and provided these photos of the work in progress. According to Pascal Conner's website, the first phase of the project began on June 29 and was expected to continue until the end of September. It consisted of replacing the asphalt approaches on both sides. The workers told Gérald that a new request for bids will go out for new decking, siding and roof. Being late in the season, the second phase may not be completed until next year.



Use [Smile.Amazon.com](https://www.smile.amazon.com) when you Shop Online

Support
National Society For The
Preservation Of Covered
Bridges.

When you shop at [smile.amazon.com](https://www.smile.amazon.com),
Amazon donates.

[Go to smile.amazon.com](https://www.smile.amazon.com)

Do you shop at Amazon? Have you heard of Amazon Smile? It is a program where Amazon contributes 0.5% of your purchases to a non-profit organization. There is no cost to you. In August, we received a donation of **\$52.40**. That may not sound like much, but every little bit helps. Having more people participate will increase the funds we have available to contribute towards fire retardant and other worthwhile preservation projects. For more details, go to tinyurl.com/nspcb-amazon. If that doesn't work, try the original link – [smile.amazon.com/ch/04-6060691](https://www.smile.amazon.com/ch/04-6060691)

Introduce a Friend to Covered Bridges

Give a Gift Membership This Holiday Season



Help support preservation of our nation's historic covered bridges while sharing your interests with a friend or relative.

Gift subscriptions will be mailed with a card noting your generosity.



Use the form included with this newsletter or visit the Society website to introduce someone to covered bridge preservation.

NSPCB Holiday Gift Ideas

Share your interest in covered bridges by giving Society items as Christmas presents to friends and family. All income from sales goes towards preservation projects such as donations of fire retardant. This year we have been able to donate fire retardant to the Spencerville Bridge in Indiana, contribute towards a new floor for the Morgan Bridge in Belvidere, Vermont and contribute towards repairs to the Darlington Bridge in Indiana. Thank you for your support!

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

- Fleece Jackets \$55.00
- Fleece Vests \$45.00
- Umbrellas \$15.00
- Short Sleeve Tee Shirts \$15.00
- Long Sleeve Tee Shirts \$22.00
- Short Sleeve Polo Shirts \$30.00
- Crew Neck Sweatshirts \$30.00
- Baseball Cap \$18.00
- Water Bottle (25 oz.) \$15.00

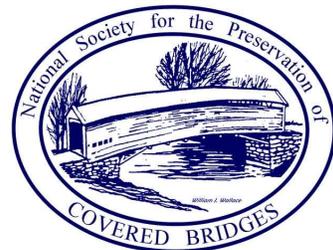
Fleece items, shirts and sweatshirts are available in small, medium, large, XL, 2XL and 3XL.

Note: Items can only be shipped to US addresses.

Send a check or money order made out to **NSPCB** to: Jennifer Caswell, 535 2nd NH Tpke, 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



T-shirts and crew-neck sweatshirts include a small copy of the logo above on the front left and larger copy on the back. Clothing items are navy blue with white logos.

Fleece items and Polo shirts have the small logo embroidered on the front.



Umbrella