

July, August, September - Summer 2008

Newsletter

National Society for the Preservation of Covered Bridges, Incorporated



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SOCIETY MEETINGS

Sunday, August 24 at 12:15 pm, N.S.P.C.B. Annual Picnic at the fire house in Westminster, Vermont. The fire house is on Grout Avenue, which runs eastward off Main Street in the middle of the village, and is clearly marked.

Sunday, September 28th, 2008 at 1:00 pm, in the Contoocook Covered Railroad Bridge in the Village of Contoocook, New Hampshire. Program to be announced. Come one, come all and be surprised. Those of you who like pizza, come at noon and have some at the adjoining pizzeria.

Sunday, October 19th, 2008 at 12:00 noon, N.S.P.C.B. Annual Meeting at the French King Restaurant on Route 2 in Millers Falls, MA. (or more information, see page 13)

NEWSLETTER DATES

The next newsletter is scheduled to be mailed in late September, 2008. Therefore, anyone wishing to submit photos, articles, etc., should send them by **September 15, 2008**. Whenever possible, please send submissions ready for publication via email or on disc.

If submissions are extracted from published newspaper or magazine articles, please include source information (such as name of publication, date, etc.) so that proper credit may be given.

Send submissions to:

Lynn Martin Graton
7 Luneau CT, Northfield, NH 03276

email: ljmgraton@verizon.net

THANK YOU!

PRESIDENT'S MESSAGE

As a rule, when it comes time to draft the President's Message for the summer issue of the *Newsletter*, I find myself torn between two conflicting desires: on the one hand, I want to be outside, putting in my rather large vegetable garden, or at the very least, tending to it, and on the other, I am anxious to get down to writing my part of the Society's *Newsletter*. Today, however, I am very happy to be where I am, that is to say, seated at my typewriter. Outside, you see, it is hot, very HOT. A few minutes ago, I had a look at the thermometer, and the temperature it was then registering was a cool, crisp, refreshing, 98 degrees Fahrenheit. My garden can jolly well wait till another day.

Be the above as it may, since there is much business to tend to this quarter, I had best get at it.

Colonel Wilbar M. Hoxie, P.E.:

Sometime after the first of the year, Colonel Wilbar M. Hoxie, one of our long time and much esteemed members, as well as a Vice President of the Society, fell and broke his hip. He is currently at the Bear Hill Nursing Center, 11 North Street, Stoneham, Massachusetts, 02180. I am sure he would enjoy hearing from his many friends in the Covered Bridge Community, some of whom may not yet have learned of his accident.

For those of you who do not know Colonel Hoxie, and incidentally, the rank of Colonel comes from his almost fifty years of service in the Army Corps of Engineers, by way of introduction, let me say that he has often been instrumental in saving historic Covered Wooden Bridges from misguided repairs. He has also supported the construction of new covered spans, provided that the spans in question were framed in a traditional manner, and erected by a Master Bridgewright. For instance, he collaborated off and on over a period of quite a few years with Milton and Arnold Graton.

To cite but a single example of this marvelously fruitful collaboration, Colonel Hoxie is the engineer of record for the New England College Covered Bridge in Henniker, New Hampshire, a span erected by Arnold Graton in 1972. More recently, in I believe 1994, Colonel Hoxie authored a report on the dry stone abutments which had supported the original Corbin Covered Bridge in Newport, New Hampshire. As many of you will probably remember, that span, along with two others in New Hampshire, was arsoned in 1993. Though several of the engineering firms that were attempting to secure a contract for design of a new Corbin Covered Bridge had advocated removal of these abutments, Colonel Hoxie demonstrated that they, that is to say the abutments, were in fact perfectly sound, and could quite easily support both a new covered bridge and heavier loads. He thus helped to preserve two important historic artifacts which otherwise would have been lost forever.

Once Colonel Hoxie has recovered from his mid winter misadventure, the National Society hopes to enlist his aid in making measured drawings of what remains of the Gorham, New Hampshire boxed pony truss railroad bridge, another span that has been subjected to the tender mercies of an arsonist. Get well, Colonel H. There's work to be done, and we need you to help us do it!!!

Sought, a New Membership Chairman: After many years of service to the Society as Membership Chairman, Pauline Prideau has decided to retire from this post. She will be sorely missed. Those of you who attended the fiftieth anniversary celebrations of the Society will undoubtedly remember how well that event was organized. Pauline, and Don, her husband, had a great deal to do with the success of those festivities.

Both were willing to put their shoulders to various wheels when needed, and consequently, things which could so easily have gone wrong, didn't. The superb safari that took place after our luncheon was entirely worked out by Pauline and Don. Many trips to the area beforehand, and much thought as to details was how it was done.

Pauline brought a similar energy and attention to the job of Membership Chairman, and the Society owes her a huge debt of gratitude for having done so. Now, however, the Society needs to find someone else to take her place. Membership Chairman is an extremely important position, as to a large extent, the success or failure of the Society depends upon the number of members the Society can attract, and once attracted, keep. So, if anyone out there in the Covered Bridge community should find time hanging a bit heavily on his hands and would like to do something to help support our historic Covered Bridges, please give me a call at 1-802-722-4040, or write to me at Post Office Box 171, Westminster, Vermont 05158-0171.

Chinese Covered Wooden Bridges:

Ronald G. Knapp's book, *Chinese Bridges, Living Architecture From China's Past*, with magnificent photographs by A. Chester Ong, is now published and can be ordered by members. I could not recommend this book more highly than I do.

Though readers of the *Newsletter* are probably more interested in Covered Wooden Bridges than in other types of spans, no one I think will fail to be impressed by the great artistry of the Chinese bridge builders, whether the spans erected by them be of stone or wood, or open or covered. There are of course numerous Covered Wooden Bridges in China – a complete inventory of them has yet to be compiled – and happily, these structures figure prominently in Ron Knapp's book. Readers of the latter work, and I hope this will soon include many of you, will quickly learn that Chinese Covered Bridges are quite unlike our own, but are nevertheless extremely beautiful. Of the all wooden structures, there are three types: stringer bridges, cantilevered bridges, and finally, woven timber arch or rainbow bridges. Numerous spans of each type have been photographed by A. Chester Ong, and his beautiful portraits of these structures grace many of the pages of Ron Knapp's book.

In the context of the publication of Ron Knapp's book, it is interesting to note that here in the west, some knowledge of the existence of Chinese Covered Wooden Bridges dates from as long ago as the early 1930s. Jonathan Parker Snow and Robert Fletcher, in their classic paper entitled, "A History of the Development of Wooden Bridges," include excerpts from a letter written by Fugl Meyer, a civil engineer who at the time was Manager of the Free Port of Copenhagen in Denmark. A section of Mr. Meyer's letter, slightly abridged, runs as follows:

"The Chinese character, '*chiao*', denoted a bridge, contains in its components, the idea of a lofty wooden construction. ... (This) character was formed about 1003 B.C. ... From Confucian annals ... it is known that in a number of Asiatic countries wooden pontoon bridges of considerable length were in regular use before 600 B.C. At that early date, there were a number of communities with a fairly high civilization in the part of Central Asia that now (1933) form the western border of China. Because the turbulent and wide mountain streams in this territory made all inter communication difficult, Nature made the inhabitants bridge builders long before written records of their kingdoms began. A number of interesting wooden cantilever and suspension bridges are still to be found in these regions. (Underlining mine.) ... Chinese bridges are generally the principal gathering place for the inhabitants of the neighboring town, and therefore, they are often covered with a roof or are fitted with supports for a light roof of bamboo matting as a protection against the sun and rain."

The Bagley Covered Bridge:

The Bagley Covered Bridge, which once stood in Warner, New Hampshire, has found a new home. When this span was removed from its abutments in December of 1966, it was the hope of Milton Graton, who had purchased the structure from the Town of Warner for the magnificent sum of one dollar, that someday, he would be able to restore this noble edifice and to reinstall it over a stream at a location where it could continue to be useful. He of course would have preferred that this location be in New Hampshire, but alas, after some forty years of trying, when Wayne Yonce of Franklin, North Carolina, offered to give the span a new home down south, Arnold Graton agreed to take him up on it. (Milton Graton, alas, passed away on March 15th, 1994. The whole story of his involvement with the Bagley Covered Bridge has been very well told by Milton himself in his wonderful book, *The Last of the Covered Bridge Builders*, (please see pages 55-58 of that work for all the details.) The Bagley Bridge has consequently been reconstructed on the grounds of the Fine Art Center of the Bascom-Louise Gallery in Highlands, North Carolina, where it will serve as an entrance to this facility.

The World Guide:

Though some of you probably won't believe it, we are about to start looking for a printer for the new edition of the *World Guide*. I shall have more to say on this subject next quarter, but I should nevertheless like to mention a few things about the new *Guide* here and now. First of all, it will be the same size and shape as the 1989 *Guide*, and will contain approximately the same number of pages. It will have a spiral binding, as did several previous *Guides*, and the diameter of this spiral will be large enough for the pages to turn easily without tearing. The state in which the bridges being listed on a given page are located, will appear in the upper left-hand corner of the page in question, so that users of the *Guide* will be able to look up specific spans more easily. The various entries for the bridges, that is to say, dates of construction, truss types, number of spans, et cetera, will be arranged in columns, once again to facilitate use of the *Guide*. Directions as to how to get to a specific bridge will appear on a line of their own underneath the various entries referred to above, but in such a way as not to disturb the arrangement in columns of these same entries.

Needless to say, all of us who have worked on this new edition of the *World Guide* have tried to obtain the most accurate data available for each bridge. Despite our very best efforts, however, and in light of the foibles human activity is heir to, we are absolutely certain we have included some information on our lists which is in error. For these errata, we do apologize, and in advance. Please be assured that any mistakes discovered in the new *World Guide* after publication shall be corrected in a subsequent edition.

In the meantime, Happy Bridging!!!

Sincerely, your President, David W. Wright.

NOTE FROM THE EDITOR

The editor wishes to express deepest apologies for the brief content of this issue of the *Newsletter*, particularly in the sections “News of the Old Covered Bridges” and “News of New Covered Bridges.” Sincere apologies are extended to the membership as well, for the delay in getting this issue to you. Pressing prior personal commitments did not permit the time needed for a thorough compilation of the many worthy items submitted for inclusion in this *Newsletter*. In the interest of not holding up the mailing of Topics and the *Newsletter* any further and in an effort to disseminate the president’s quarterly message and time- sensitive information concerning the upcoming annual meeting and the important membership notice, most general news on Old and New Covered Bridges has been held for the next issue of the *Newsletter*. LMG

NEWS OF THE OLD COVERED BRIDGES

QUEBEC: Renovation work continues at the pont du Collège, of Saint-Onésime, in the Kamouraska region (61-32-02). It has been bypassed for a long time, and we are glad it is getting attention.

The Painchaud Bridge north of Saint-Méthode in the Lac Saint-Jean region is in poor condition (61-60-16). The siding is mostly gone, and the abutments are unstable. Although there is local interest in its preservation, it will probably be moved if any work is done. The bridge’s history is however closely tied to its historic location. Authentic, but always privately owned, it was built for a local farmer in 1913 when the level of Lac Saint-Jean was raised by construction of a power dam for the Aluminum Company of Canada. The high waters backed up the river Ticouapé, cutting the farm in two. The bridge is a two-thirds height Town lattice truss with unusual flared sides reminiscent of Oregon, and may have been a pony truss originally. It is not visible from a public road and was unknown outside the locality until the heritage research of Henri-Paul Thibault of the Québec Ministry of Cultural Affairs in the late 1970s. We hope this interesting bridge can be preserved in place. Thanks to Gérald Arbour for this news, and he also reports:

In the 1990s, as a cost-cutting move, Québec’s Transports Ministry enacted a policy of transferring ownership of covered bridges to the municipalities, most of which do not have a sufficient tax base to do any large restoration projects. Recently however, the Transports Ministry has decided to re-assume responsibility for them, which is good news from the funding point of view.

(stay tuned for more news in the next issue)

NEWS OF NEW COVERED BRIDGES, SOCIETY BUSINESS, AND OTHER SUBJECTS

(stay tuned to the next issue)

NEWS OF MEMBERS

Richard Sanders Allen, January 4th, 1917 to June 20th: Word reached me yesterday of the death of Mr. Richard Sanders Allen, which sad event occurred Friday, June 20th, 2008, at the Life Care Center of Lewiston, in Lewiston, Idaho.

Mr. Allen, as many of you will already know, authored four of the most important books on Covered Bridge history ever written, that is to say, Covered Bridges of the Northeast (1957), Covered Bridges of the Middle Atlantic States (1959), Covered Bridges of the South (1970), and finally, Covered Bridges of the Middle West (1970). These books, I believe it is fair to say, have set the standard for what constitutes a serious study of the history of Covered Bridges, a serious study carried out at the highest level, that is.

In every respect, of course, Rick Allen's work was always serious, always meticulous and well informed, always executed with rigor and professional integrity, even if the work in question were but a short note to a fellow Covered Bridge enthusiast, a note responding to a request for information about a particular span or bridgewright.

(I have often wondered how many thousands of notes of this kind Rick penned during the course of a rather long lifetime.)

Then too there was Rick's wonderful writing style!

Rick's prose was never heavy or pedantic, never unduly academic or dry, this despite the great erudition of the man. When he told a story, for instance, it was always a story one wanted to hear, and to hear right through till the end. In reading any of Rick's books, and Rick was an authority in several fields other than the history of Covered Bridges, one delights at his choice of words, and in the seemingly effortless manner in which they make their way across the page, yet one should never imagine that such artistry was achieved lightly. Rick was an exceedingly exacting craftsman who worked hard at his trade, a craftsman who would not be satisfied until he had reached the goals he had set for himself.

As has previously been mentioned, Rick Allen's expertise was not confined exclusively to the history of Covered Bridges. He was also an authority on eighteenth and early nineteenth century iron smelting, and on the blast furnaces in which this smelting took place. He was likewise a specialist in a third field, one which, on the face of it, would appear to have no relation whatsoever either to Covered Bridges or to iron smelting; namely, the history of the early days of manned flight. Two of his books on the latter subject are in my possession: Revolution in the Sky, the Lockeheads of Aviation's Golden Age (First edition, 1964; revised edition, 1988) and The Northrop Story, 1929 – 1939 (First edition, 1990; no second edition). Needless to say, but I shall say it nonetheless, both are superb reads, and both have set standards other researchers may find it difficult to match.

One would be remiss, were one not to mention, in an article highlighting Rick Allen's many professional achievements, the fact that Rick was the founder, and for a number of years the sole author, of Covered Bridge Topics, which journal, as you all know, has now become the quarterly magazine of the National Society. Topics was first created by Rick in 1943 as a convenient and efficient way to communicate the results of his historical research to his many friends and correspondents who, like N.S.P.C.B. members today, were scattered all across the country, friends and correspondents to whom writing on an individual basis would have proved a much too arduous task. In 1952, Rick turned production of this publication over to the Society, and it was the Summer issue of it that year which in fact constituted the first Topics to have appeared under our letterhead. As would only be appropriate, a future edition of Topics will in large measure be devoted to Rick and his work on the history of Covered Bridges. Friends and former colleagues who would like to make a contribution to this special issue

should send their articles, commentaries, reminiscences, et cetera, to Joseph D. Conwill, P.O. Box 829, Rangely, Maine 04970.

The Richard Sanders Allen Collection: Over many years, during the course of his numerous historical investigations, Rick Allen amassed an extraordinary collection of photographs, drawings, documents, and letters pertaining to Covered Bridges. This collection became the factual bedrock upon which his many articles and books were based. It is probably the richest collection of Covered Bridge materials in existence today. The National Society was therefore delighted, and deeply honored, when Rick decided to donate this collection to us, a collection originally destined for the Smithsonian Institute. We were also a bit chastened wherever we thought of our obligations both to Rick and to future generations of Covered Bridge enthusiasts. The care and preservation of such a collection can never be a causal affair. Fortunately, we have a most dedicated and knowledgeable archivist in the person of Joseph D. Conwill who has taken charge of this collection and an archives fund, the earnings of which are sufficient to enable us properly to care for all the Covered Bridge materials which have been placed in our charge. At present, the materials Rick donated to us have largely been reorganized, and correct archival storage for the various items of this collection has been arranged. Soon, individuals wishing to do serious work on the history of Covered Bridges will be able to gain access to the *Rick Allen Collection*, albeit by appointment only.

Rick Allen, as long as he lived, maintained his interest in Covered Bridges and in those who had studied their history or who had helped to preserve this or that span. Rick was also modestly proud, as well he should have been, of what he had achieved, and hoped to be remembered for his accomplishments. Those of us who knew Rick well will testify that he never lost his sense of humor. A letter I received from Rick shortly after the 2007 Annual Meeting of the National Society illustrates all of the above points perfectly:

October 28th, 2007

Dear Dave,

I hope everything went well at the French King Restaurant, and that you had a fine meeting, China and all.

I was thinking, it might be good for Society interest and membership if maybe you established a "N.S.P.C.B. Hall of Fame". Two or three past or present important C.B. collectors and benefactors could be honored each year, and not forgotten. People like Gorge Pease, Leo Litwin, the Gratoms, Harold F. Eastman, Professor Lewis B. Puffer, Herbert Wheaten Congdon, Edmund Homer Royce, I can't remember all the names. Maybe some kind of minor joint ceremony where they lived.

Of course I'm thinking of being a member too!

But if you did something like that, a "Hall of Fame", please wait to put me in it until after I'm dead. Okay?

Rick

The National Society will certainly be taking up Rick's suggestion of a N.S.P.C.B. Hall of Fame, in one form or another, and as far as I'm concerned, once this form has been decided upon, Rick shall be the very first person to so be honored.

David W. Wright July 2008

BOOKS & OTHER THINGS

This present newsletter contains information on how to order Professor Ronald G. Knapp's new book, *Chinese Bridges, Living Architecture From China's Past*, as well as Ron Knapp's most recent work. We recall that Tuttle published Clara Wagemann's *Covered Bridges of New England* back in 1931 (with second edition in 1952) but in recent years this famous old firm has specialized in books about the Orient. With *Chinese Bridges*, however, they have taken up the subject of Covered Bridges once again, though this time, they have ranged rather farther afield. Don't miss it!

News from Covered Spans of Yesteryear Submitted by Bill Caswell



With Covered Spans of Yesteryear now starting its sixth year, I would like to go beyond the volumes of information we have on the website and start sharing articles based on that research. My intent is to steer clear of the bridges that many of you are already familiar with and focus on ones that don't get so much attention.

In this first article, I am going to start with a bridge in my home town. During all the years of my childhood, I never knew that just a short mile from my grandparent's house the site of a well known concrete bridge was had once been occupied by a covered bridge. In fact, it was only a relatively short time ago, near the beginning of our CSOY research that I learned of its existence.

When asked to list states with covered bridges, Rhode Island isn't one of the first ones to come to mind. Rhode Island is the only New England state without an historic covered bridge. There never were many in the state. Providence had a couple, so did Woonsocket, and there were a small number of others scattered around elsewhere. One of those "others" was on Boston Neck Road at Narragansett Pier. It is shown here in a postcard from the collection of the late Richard Donovan. In 1867, when this bridge was built, Narragansett Pier had only recently been settled as a village within the town of South Kingstown. (The town of Narragansett wasn't incorporated until 1901.) By the 1880s, the village had become a popular summer resort with grand hotels, expensive summer "cottages" and a large casino.

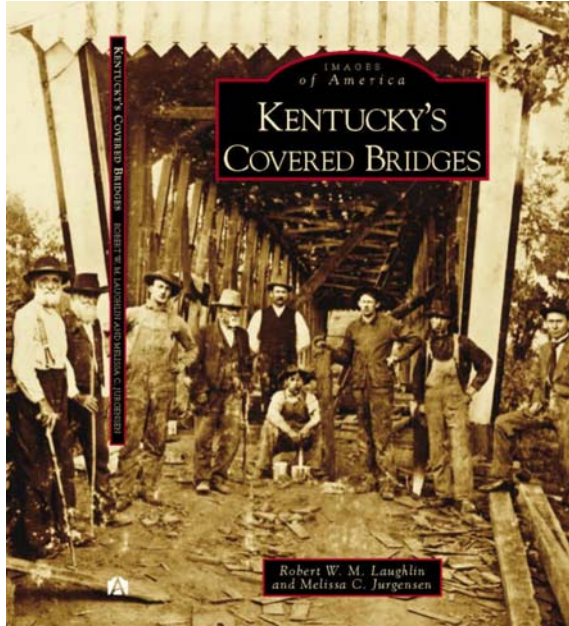


Situated at the northern edge of the village, the bridge over Narrow River was a single span Howe truss of 120', with an interesting rounded portal. It was built at a cost of \$4,834.35 and stood at this location until the road was realigned in 1920. It was replaced by the concrete Governor Sprague Bridge which itself was retired a few years ago.

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

Kentucky's Covered Bridges

Signed by Author Melissa Jurgensen



The book has over 200 photos of 110 of Kentucky's past and present bridges.
\$19.99 + \$2.25 Shipping.

If you would like the book personalized, please specify to whom.

To order send check or money order to:
Melissa Jurgensen
2278 Harrods Pointe Trace
Lexington, KY 40514

On-line ordering:
www.KyCoveredBridges.org

An Invitation from Central Pennsylvania Submitted by Ingrid Barnes

Among the pastoral beauty of Central Pennsylvania, Columbia and Montour counties contain a rich heritage from an era long since past. Visitors will find the third largest concentration of covered bridges in the state of PA within our counties. Of the area's most historical attributes, probably the most prominent are the existence of the twenty four (24) nineteenth century covered bridges, and one (1) twentieth century covered bridge. Columbia County is the home of the only twin covered bridge in the United States East and West (Paden Bridges). The Twin Bridges were constructed in 1884 and named after John Paden who operated a nearby sawmill. Twin Bridges County Park was created in 1963 when the new road bypassed the structures. Due to the Flooding of 2006, the West Paden Bridge was washed away, leaving its Twin standing alone. Plans to recreate the West Paden are currently underway.

The "Covered Bridges of Columbia and Montour Counties" is one of the most popular brochures produced by the Columbia-Montour Visitors Bureau. This user-friendly brochure details the history of these beloved bridges plus provides a driving map so enthusiasts can experience a self-guided tour of our most popular and cherished landmarks. For more information on the bridges of Columbia and Montour counties visit www.iTourColumbiaMontour.com or request a copy of the brochure by contacting the Visitors Bureau at 1-800-847-4810.

50th ANNIVERSARY ITEMS AVAILABLE

We are very happy to offer a couple of items in commemoration of the 50th Anniversary of the National Society for the Preservation of Covered Bridges.

Tote Bag — Has the National Society for the Preservation of Covered Bridges emblem in dark blue on front pocket measuring 12 1/2” by 15 1/2” with a top snap and 20” handle straps. Available for \$15 including shipping.

Ornament — Also has the Society emblem. It’s a 3” round glass maroon ornament with the emblem in gold. Available for \$7 including shipping.

Pens — Pens have “I love Covered Bridges – N.S.P.C.B.” written on them. Available for \$1.25 including shipping.

SPECIAL OFFER!!

You may want to have them all. One of each tote, ornament and pen will be available for \$20 including shipping. They are great gifts for family, friends and other bridgers.

PLEASE MAKE CHECKS OR MONEY ORDERS TO N.S.P.C.B., INC. and mail to:

N.S.P.C.B Inc.
Pauline Prideaux
4856 Spencer Oaks Blvd
Pace, FL 32571

The following are items still available through the Society. All of the items below are available from June Roy, 73 Ash Street, Manchester, NH 03104-4906 or E-mail >dickroycb1@verizon.net<

The Book, **Life in the Slow Lane** is still available for \$16.95 + \$3.95 Shipping and Handling.

Society Arm Patch with N.S.P.C.B. logo 3” arm patch available for \$1.75 + 55 cents P&H.

Books Available by Andrew Howard:

- C/B’s of Madison County IA, A Guide..... \$6.50
- C/B’s of Connecticut, A Guide..... \$5.50
- C/B’s of Virginia, A Guide..... \$6.95
- C/B’s of Bennington County VT, A Guide.....\$6.50
- C/B’s of Massachusetts, A Guide \$7.00

There is a \$2.00 postage and handling charge for each book.

Covered Bridge Polo Shirts with N.S.P.C.B. Logo

For a white Polo Shirt with a blue NSPCB logo, send \$15.00 plus \$3.95 for shipping and handling to June Roy, 73 Ash Street, Manchester NH 03104-4906. Specify, **Medium** or **Extra Large**. This is a fund raiser for the preservation fund. Buy several as gifts for your family and friends. Shirts are 100% pre-shrunk cotton.

Other Available Books from the Society Store

Covered Bridges of Vermont by Ed Barna. This is a book depicting all the covered bridges in Vermont in the year 1996. Postpaid \$17.00 (from June Roy)

Books by Joseph D. Conwill: Images of America, *Vermont Covered Bridges* and *Maine's Covered Bridges*

They sell for \$19.99 each plus \$3.00 shipping and handling.

There is another excellent book on Vermont covered bridges called *Spanning Time: Vermont Covered Bridges*, by Joseph Nelson, who is the President of the Vermont Covered Bridge Society. For information contact the author at 2 Sugar Hill Road, Underhill, VT 05489 or on the Web (www.vermontbridges.com)

**EVERYTHING YOU NEED TO KNOW ABOUT COVERED BRIDGES
ON A SINGLE COMPACT COMPUTER DISC**

World Guide—Romantic Shelters—Index to *Topics*—Bibliography of all known covered bridge books—Chinese Bridges—and much more for only \$5. Send a check made out to Joseph Cohen.

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

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

A MESSAGE FROM THE MEMBERSHIP COORDINATOR

This will be your last Topics/Newsletter. When you read this notice and see (09) on the mailing label, it means that your annual dues are due. If (09) does not show up then you are paid through June 2009. Please look at the following information and write me a note with your renewal. Please be prompt, if possible, in order that Topics and the Newsletter be delivered by bulk mail process. Thank you very much for your cooperation.

Pauline Prideaux

ALL DONATIONS ARE TAX DEDUCTIBLE !!!!

Please print your name and address as you wish it to appear on our records and on your mailing label.

Name _____

Address _____

City _____ State _____ Zip Code _____

- | | |
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| <input type="checkbox"/> Annual membership (family or individual)
all living at the same address | \$ 20.00 |
| <input type="checkbox"/> Canadian Postage Supplement | \$ 4.00 |
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| <input type="checkbox"/> Student Membership | \$ 5.00 |
| <input type="checkbox"/> Single Life Membership | \$ 350.00 |
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OPTIONAL DONATIONS FOR BRIDGE PRESERVATION (Harold F. Eastman Memorial Fund)

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| <input type="checkbox"/> Howe Truss Contribution | \$ 25.00 | <input type="checkbox"/> Whipple Truss Contribution | \$ 250.00 |

PLEASE MAKE CHECKS OR MONEY ORDERS PAYABLE TO N.S.P.C.B. INC. and mail to:

N.S.P.C.B. INC.
Pauline Prideaux
4856 Spencer Oaks Blvd
Pace, FL 32571

Every year over \$1,000 is remitted towards the Harold F. Eastman Fund from Optional Donations. Please help keep the fund afloat for Bridge Preservation.

NSPCB ANNUAL DINNER

Sunday, October 19th, 2008 at 12:00 noon

This is the Annual Meeting and is being held on October 19th at the French King Restaurant on Route 2 in Millers Falls, MA. See dinner reservations and application below.

The French King Restaurant is located at the east end of the French King Bridge. This well known landmark carries Massachusetts Route 2 over the Connecticut River near Millers Falls, at a very picturesque spot. Dinner will be served at 12:00 noon and the meeting will follow at 1:00 pm.

Program to be announced.

Cut off here or reproduce and send along with your check or money order.

**Dinner Reservation Coupon for October 19th, 2008 Annual Meeting.
To be returned with payment as designated below.
Please return no later than October 16th, 2008.**

_____	Whole Boneless Breast of Chicken with stuffing and gravy	\$20.95
_____	Yankee Pot Roast	\$20.95
_____	Baked Haddock au Gratin	\$20.95
_____	Fisherman Casserole	\$20.95

Name: _____

Address: _____

Telephone: _____

Email Address: _____

Send to:

Carmela Sciandra
P.O. Box 398026
Cambridge, MA 02139
Make checks payable to: N.S.P.C.B., Inc.