

THE BRIDGER



The Vermont Covered Bridge Society Newsletter – Issue #88

Melanie Schropp, Editor

Publicity Update

- Reported by Steve Miyamoto

Unfortunately, Edwin Loveland has had to resign as Publicity Committee Chair due to health reasons. We appreciate all that Edwin has done and the energy he brought to the publicity efforts of the VCBS. Edwin worked hard to revive the “patch program.” Thanks, Edwin!

Archives

We are working on organizing archival material that belongs to the VCBS. We made contact with Historical Committee Chair Bill Carroll, who has been instrumental in organizing our archival and historical material.

We are also beginning to work with Vermont Historical Records Program Director Rachel Onuf. She has offered some preliminary guidance for getting the material organized. We are searching for a permanent place to house our collection and are currently exploring a promising location. Once this is set up, the material will be housed in a safe, secure location which will be available to any society member. Stay tuned for updates as this project moves forward.

News Updates

Sanborn Covered Bridge

- https://www.vermontbridges.org/news_items_2022/vermont/sanborn_preservation_trust_grant_01-18-22.shtml
- http://www.vermontbridges.org/news_items_2022/vermont/lyndon_to_buy_sanborn_cb_02-12-22.shtml

Covered Bridge Museum

- https://www.vermontbridges.org/news_items_2022/vermont/cb_museum_update_01-14-22.shtml

Membership Update

- Reported by Dan Monger, Chair

For those VCBS members who are receiving this newsletter with the mailing label marked in red, this indicates that you are behind in your membership dues. Membership fees are due in January. Annual members who are more than one year behind in their dues need pay only for the current year to return to good standing. Members who do not respond will unfortunately be purged from the membership list. We are very sorry to lose them as members.

President: Joe Nelson, P.O. Box 267, Jericho, VT 05465 email: jcarlnelson@yahoo.com

Vice President: Steve Miyamoto, 8 Ridge Rd., Essex Junction, VT 05452, email: spmiyamoto@comcast.net

Secretary: Sarah Pierce, 49 E. Cottage Ave., Millersville, PA 17551, email: srahpierce@yahoo.com

Treasurer: Dan Monger, 26 Lake St., Tunkhannock, PA 18657-7128, email: teelmonger@ptd.net

We now have 153 members, including:

- 1 Student
- 48 Individual Yearly
- 27 Family Yearly
- 45 Single Lifetime
- 29 Couple Lifetime
- 3 Business, Organization, or Municipality

Of our membership, 72 (47%) are residents of Vermont, 22 (14.4%) are residents of other New

England states, 58 (37.9%) are residents of states outside of New England, and 1 (.7%) is international.

UPDATE: The online membership option is now up and running on the VCBS website. We have already had a handful of people join using this option. Additionally, membership fees can be paid using PayPal.

The VCBS wishes a very happy birthday and happy anniversary to:

March

- 02 Gordon O’Reilly
- 04 Sarah Ann Gallagher
- 08 Neil Daniels
- 08 Marilyn Towne
- 16 Bruce Laumeister
- 21 Thomas and Lisette Keating
- 23 Greg Komeshok
- 23 Steve Miyamoto

April

- 02 Nancy Hoch
- 11 Jane Porter Gresham
- 13 Gary Krick
- 22 Anthony Daniels
- 22 Dell and Nancy Hoch
- 25 John Dunn

May

- 03 William Carroll
- 03 Thomas Keating
- 09 Erwin Eckson
- 10 Charles Lovastik
- 12 James Crouse
- 17 Ron Bechard
- 22 Irene Barna
- 22 Lisette Keating
- 25 Cathleen Teel
- 27 Dolores Gendron
- 28 Bill McKone

Please note: If I have neglected to include anyone, please send me an email at teelmonger@ptd.net.

The Annual Board of Directors Meeting

By Joe Nelson

With a warning issued on January 5, 2022, the 2022 Annual Board of Directors meeting began deliberations on January 22, in accordance with VCBS Constitution and Bylaws, Article 3, Part 2. Also in accordance with Article 3, Part 2, the meeting was conducted by email, telephone, and surface mail. The meeting adjourned on February 12, moved by Irene Barna and seconded by William McKone.

Our thirteen directors were to consider the nine proposals on the agenda; however, four of the thirteen did not participate. A quorum of nine members did.

Question 1: This question considered the proposed budget for the current year. The amount budgeted for 2022 is \$3,076.00. A similar amount was voted for 2021, but only \$1,572.00 was spent. The 2022 budget was passed unanimously.

Question 2: The second question asks if all donations and sales should be put into the Save-a-Bridge Fund. The Friends of Mark Sargent donated \$1,455.00 to the Save-a-Bridge Fund in his memory. The additional donations and sales totaled \$1,313.28. This item passed unanimously.

Question 3: Our Annual Spring Meeting is due to be held in the April to June 2022 timeframe, but we must consider the COVID-19 pandemic. Shall we hold the meeting this spring or at a later, safer time? Or, shall we hold the meeting virtually via Zoom? The vote was: Hold-1, Defer-4, and Zoom-4. This question stands unresolved.

Question 4: In memory of member Raymond Hitchcock, lost to us by ALS, shall the society make an annual donation to the ALS Association in his memory? The vote was: No-5 and Yes-3. Two of the Yes voters added comments to their votes: "Yes, one time," and "\$500 one time." The society will not make an annual donation.

Question 5: Shall we form a Crafts Committee to create calendars, jigsaw puzzles, coloring books, greeting cards, postcards, etc. to support the Save-a-Bridge Fund? The vote was: Yes-5, No-3, and one abstention. We have the Board of Directors' permission to form a Crafts Committee. All we need now are volunteers to make it happen.

Question 6: Shall the VCBS rent space to house our archives? The archives will need to be stored in a climate-controlled environment and be fully cataloged and accessible on demand. Eight directors voted Yes, and one abstained. One director noted that he voted Yes only if archive storage costs less than \$4,000. The VCBS will find space for our archives.

Question 7: Shall the VCBS choose one bridge this year on which to have fire retardant applied? The vote was: Yes-8 and No-1. The society has the board's permission to have fire retardant applied to a needy covered bridge.

Question 8: Should the VCBS produce a covered bridge calendar for 2023? The vote was: Yes-5, No-1, and 2 abstentions. The society has the board's permission to produce a covered bridge calendar, with or without the proposed Crafts Committee. All we need are volunteers to make it happen.

Question 9: Should the VCBS continue to hold virtual meetings until the COVID-19 pandemic turns endemic? The vote was: Yes-6 and No-3. The membership will be notified when the virtual meetings are to be held.

A tenth question was added to the original nine. Member Melody Beth Brown volunteered to chair the Rutland chapter. The directors voted unanimously to appoint Ms. Brown to the Rutland Chair.

Steve Miyamoto sent the meeting agenda to the membership in the hopes of getting additional questions. Six members responded, not with additional questions, but with answers to our nine questions. The Crafts Committee proposal was not favored, but the creation of a covered bridge calendar was, as was fireproofing a bridge. The respondents made these comments on three questions:

- Question 3 – Our Annual Spring Meeting, "...COVID is changing daily! June is still a while away."
- Question 4 – In memory of Mark Sargent, "...make a onetime donation and review again next year."
- Question 5 – Shall we form a Crafts Committee, "No. Finding volunteers and diverting effort and funds on a crafts committee to develop whimsy does not seem beneficial."
- Question 5 – Shall we form a Crafts Committee, "No. This is not my cup of tea, as I get too many of these items already. I would rather make a donation and not have to buy something. Save the landfills."

Volunteers for the Crafts Committee and those who would participate in constructing a covered bridge calendar may contact me at jcarlnelson@yahoo.com or Steve Miyamoto at spmiyamoto@comcast.net.

TREASURER'S REPORT
January 1, 2021 – December 31, 2021
 – Reported by Dan Monger, Treasurer

INCOME

Donations	\$3,602.00
Dues	1,105.00
Sales	16.28
Marketplace	23.95
Total Sales	\$40.23

TOTAL INCOME**\$4,747.23****EXPENSES**

Board of Directors	\$0.00
Office Administration	\$0.00
Communications Committee	
Postage	\$280.40
Printing	454.50
Purchases	230.14
Communications Total	\$965.04
Publicity Committee	
Purchases	\$531.00
Membership Committee	
Postage	\$21.37
Purchases	55.11
Membership Total	\$76.48
Bridge Watch	\$0.00
Events Committee	\$0.00
Historical Committee	\$0.00
Legislation Committee	\$0.00
<u>TOTAL EXPENSES</u>	\$1,572.52

NET GAIN**\$3,174.71**

Union Bank Checking Statement for VCBS as of 12/31/21 = \$16,446.94

NOTES:

Cash account, no fees charged

VCBS is a 501(C)(3)

2021 donations to the VCBS Save-a-Bridge Fund in memory of Mark Sargent = \$1,455.00

Troy, Cornwall, and Salisbury Three Towns Affected by Two Covered Bridge Fires

by Beth Brown

The River Road Covered Bridge in North Troy burned last winter on February 6, 2021, when a snowmobile broke down and was left on the bridge. It ignited, burning the vehicle and the bridge. A temporary metal bridge was erected shortly after the fire, paid for by the insurance held by the town of Troy. Built in 1910, using a Town lattice truss, the bridge carried Veilleux Road over the Missisquoi River and was the only surviving covered bridge in Troy, Vermont. No decision has been made thus far by the town of Troy regarding replacement of the bridge.

According to Jason Sevigny, Vermont Transportation Agency (VTrans) District 9 supervisor, there are three primary sources of funding for bridge replacement. The first is 100% local funds from private donors (individuals, corporations, and community organizations) and insurance benefits. The second is Town Highways grants, with a maximum grant of \$200,000. The third is the Highways and Bridges Program, funded with state and federal money and administered by VTrans.

Many Vermont towns in need of bridge work compete for the money in the Highways and Bridges Program, which involves a priority ranking system. Condition of the existing bridge, safety, and community connection are three of the factors considered. Unfortunately, according to Mr. Sevigny, covered bridges are often “landmarks but not arteries” of transportation and are posted to carry only 3-9 tons of weight. These factors limit their functional use and subsequently lower their priority for funding. Further, it often takes two to three years for any bridge in Vermont to make the priority list, and that is just the beginning. The timeframe from loss of a bridge until permanent replacement can stretch to nine or ten years.

It has been over five years since the covered bridge spanning Otter Creek between Salisbury and Cornwall, Vermont burned on September 10, 2016. Known to local residents as the Salisbury Station Bridge or Cedar Swamp Bridge, it is designated by VTrans as Salisbury-Cornwall TH 1/3, Ex-Covered Bridge 8.



Salisbury Station Bridge, from postcard, provided by Beth Brown

By way of history, the covered bridge on the border of Cornwall and Salisbury was built in 1865 and rebuilt in 2008, using many beams from the original structure. It was a Town lattice truss bridge, pinned together with wooden dowels. The builder of the original 154-foot bridge is unknown. A midstream pier was added to the bridge in 1969, after it had been in service for 104 years. In a bizarre coincidence, this covered bridge was added to the National Register of Historical Places on September 10, 1974 – 42 years to the day before it was lost.

There are other covered bridges that cross this section of Otter Creek – Sanderson Bridge in Brandon (1838), less than seven miles to the north, and Depot Bridge (1840) and Gorman Bridge (1841) in Pittsford, to the south – but the fire that destroyed the covered bridge between Cornwall and Salisbury hit the local folks very hard. *The Addison County Independent* covered the story in several editions in 2016 with graphic photos provided by dismayed onlookers. “Sickening” was the word used by Irene Barna, Addison County Chair of the Vermont Covered Bridge Society, and it was apt.

As in Troy, a temporary Mabey metal bridge was erected after the charred covered bridge was removed from Otter Creek. In the intervening years from 2016 to the present, the state of Vermont has held a series of meetings within their department and with the select boards of Salisbury and Cornwall to address a permanent replacement bridge.

A Bridge Scoping Study has been completed by VTrans staff, including Engineer Laura Stone. The state “has committed to replacing the bridge” where the covered

bridge stood for 151 years, according to Paul Vaczy, Chairman of the Salisbury Select Board.

What form that permanent bridge will take is still to be decided. Ms. Stone presented the Scoping Study at a joint meeting of the select boards of Cornwall and Salisbury on January 31, 2022. The complete document can be read on the town of Cornwall's website at: cornwallvt.gov. It is a comprehensive report, over 80 pages, including maps, site photos, an inspection report and hydraulics report, with sections on history, archaeology, natural resources, and more.

The conclusion of the Scoping Study reads:

We recommend a new 150 ft. span bridge while maintaining traffic on an offsite detour during construction. The final structure type will need to be decided upon by both the towns of Salisbury and Cornwall and will require public input and comment.

Structure:

The existing bridge was destroyed by a fire in 2016 and as such needs to be replaced.

The most economical solution here would be a conventional steel beam bridge. This type of structure would have the lowest long-term maintenance costs as well. A new covered bridge or a truss are structure type options that the town(s) may choose from as well.

The original structure was a covered bridge and based on correspondence with the towns, there is a desire for the bridge to remain a one-lane structure. Both towns have also indicated that a covered bridge or a bridge with similar height constraints may be preferred by some citizens.

Traffic Maintenance:

The recommended method of traffic control is to close the bridge for a construction season and maintain traffic on an offsite detour. The detour for this project location would add approximately 8.96 miles to the through route and has an end-to-end distance of 13.9 miles. The average daily traffic volume on TH 1/3 is 490 vehicles per day, which is considered relatively low. The option to close the road is the least expensive and has the least impact to surrounding properties and significant environmental and cultural resources.

The replacement of the bridge will be discussed at the informational meetings held just prior to Town Meeting Day. Cornwall's meeting is Wednesday, February 23, and Salisbury's is Saturday, February 26, 2022.

An additional opportunity for public comment will be at a joint meeting of all citizens of Cornwall and Salisbury in early April 2022. Shortly thereafter, two options for the replacement bridge will be presented to voters in both towns via Australian ballot.

Once the decision is made on style options, the design process will begin, followed by full engineering, obtaining needed right-of-way permits, and the building process. Once accepted by VTrans, the project will be slated for funding (90% with 10% local match) and put on a construction schedule. The tentative construction date is projected to be in 2025.

Watch for updates in future issues of *The Bridger!*

Tour of the Wooden Bridges of Charlotte

by Joseph C. Nelson

There are five covered bridges in and around the town of Charlotte. While other places may have more bridges, the unique character of each of the Charlotte bridges makes them well worth viewing.

Two of Vermont's nine surviving Burr arch bridges are in Charlotte, and a third – the Museum Bridge – stands nearby in Shelburne, one of the last two double-barrel arch bridges in the state and one of the last seven in the nation. Charlotte's Lakeshore Bridge is not only one of the three tied arch truss spans still standing in Vermont, it also stands at the lowest elevation in the state. The Spade

Farm Bridge in Ferrisburgh is possibly one of the two oldest in the state with the lattice truss.

New Hampshire's Governor Benning Wentworth granted Charlotte to Benjamin Ferris and 64 proprietors hailing from Connecticut and New York. Before the Revolution, the proprietors held their meetings in Dutchess County, New York, and in New Milford, Connecticut.

After the Revolution, when the first settlers arrived, the land was found to be particularly well suited to agriculture, and the town flourished from its start. As

early as 1806, the grant list was \$31,961, surpassed by only ten other towns in Vermont.

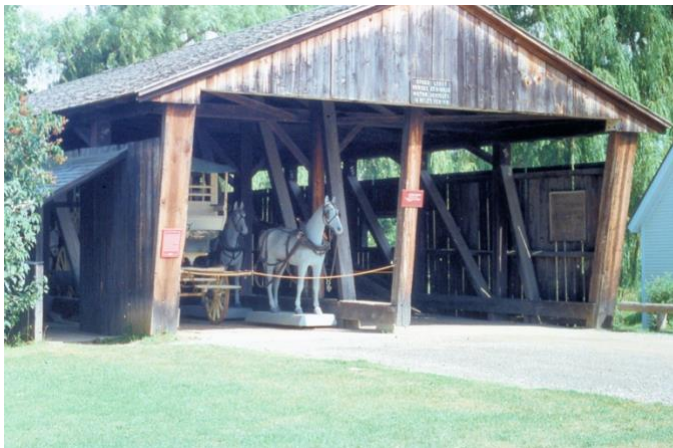
Charlotte, by the way, is pronounced Shar-LOT hereabout, with the accent on the second syllable. If you pronounce it the way it is spelled, the natives will look at you funny.

Museum Bridge [WGN 45-04-06]

The Shelburne Museum Bridge stands over Burr Pond a few yards from the west side of Route 7 in Shelburne village. Built by master builder Farewell Wetherby in 1845, the bridge served the town of Cambridge, 45 miles to the north, for more than a century.

In 1950, when the state made plans to replace the Cambridge double-barrel span, Mrs. J. Watson Webb asked the highway department to donate the old arch bridge to the Shelburne Museum. It served for a time as an entrance to the museum grounds.

The state agreed to donate the bridge if the museum moved it. Fortunately, the museum already had a good deal of experience in finding historic structures and moving them to the museum grounds. R. V. Milbank, professor of civil engineering at the University of Vermont, and W. B. Hill and Company of Tilton, New Hampshire, helped the museum disassemble the 169-foot bridge, move it by truck, and reassemble it in its current location. A bridge needs water to cross, so Burr Pond was dug to make the restoration complete.



Museum Bridge, photo by Joe Nelson, 1995

The museum has placed an exhibit of wagons and coaches – complete with plaster horses in harness – inside the bridge to create a period atmosphere and appearance. There are also historic buildings surrounding the bridge’s location on the museum grounds. The setting

provides an opportunity for visitors to feel part of a Grandma Moses painting.

Technically, the Museum Bridge is not a true Burr truss bridge but a bridge built in the *manner* of the Theodore Burr patent. The main departure is in the use of multiple kingpost trusses instead of Burr’s patented truss where the vertical posts are flanked by crossed brace and counter brace rather than the simple single brace.

The Structures Division of the Agency of Transportation describes all of the state’s Burr arch bridges as *multiple kingpost plus Burr arch*. True to Burr’s usage, the ends of the Museum Bridge’s segmented timber arches are butted into the supporting abutments below the bottom chords – a practice not followed by all of Vermont’s Burr bridge builders. Most of them terminate the arches on the bottom chords.

The Burr *timber arch* is a neat idea, based on the same principle as that of a stone arch. Each piece transmits the weight of the structure to the other piece and ultimately to the banks of the stream. Each arch segment, rabbeted on both ends, is fitted one into the next on both sides of the multiple kingpost truss and bolted together through the vertical truss members. The arrangement of the Museum Bridge is very much like that of the Pulp Mill Bridge at Middlebury-Weybridge, except there the paired timber segments were replaced with laminated bows.

Lakeshore Bridge – 1898 [WGN 45-04-01]

The Lakeshore Bridge crosses Holmes Creek just a few yards from Lake Champlain. It stands in a grove of rugged old willows at the lowest elevation of all of the covered bridges in Vermont.



Lakeshore Bridge, photo by Tom Keating, September 2005

Leonard Sherman built the 40-foot span in the late 1890's, using the *tied arch* truss. The Lakeshore Bridge, also known as the Holmes Creek Bridge, is one of the last three surviving tied arch bridges in the state. The other two are Best's Bridge and Bower's Bridge in Brownsville.

The construction of the Lakeshore span is unique in that the tied arch is used in conjunction with what appears to be a kingpost truss. The stringers, or chords, on each side of the bridge are supported by three vertical beams bolted to the arch. The Brownsville Bridge arches support the chords with iron rods.

An Agency of Transportation inspection team found the bridge in trouble in the fall of 1993 with "considerable movement of the superstructure under normal traffic loading." The team concluded that the kingpost tied arch combination was not the original construction. The tied arch, a lamination of six two-inch by six-inch planks, appears to have been mortised into the bottom chords at the time of the original build. The kingpost diagonal beams, probably added later, do not contribute to the support of the bridge chords.

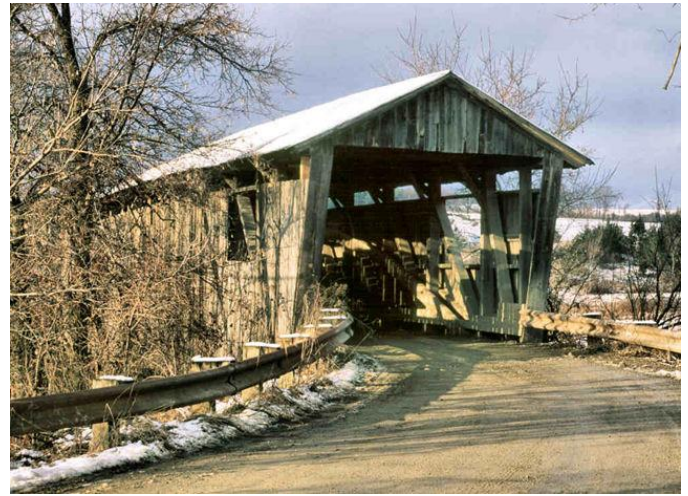
Milton Graton Associates rehabilitated the Lakeshore Bridge in 1993. Paul Ide did additional work in 1994 for Jan Lewandoski's Restoration and Traditional Building Company.

To find the Lakeshore Bridge, follow Route 7 for five miles south of Shelburne village, then turn right on Ferry Road at the intersection at the traffic light. Follow the signs to the ferry landing for 1.5 miles, and then turn right on Lake Road. Follow Lake Road two miles to the bridge. The town beach and parking lot are close by.

Quinlan Bridge – 1849 [WGN 45-04-03]

The Quinlan Bridge crosses Lewis Creek in the midst of the rolling farmland that was once the bottom of the ancient Champlain Sea. To the west, Mount Philo thrusts upward; Lake Champlain and the Adirondacks lie beyond. To the east, the foothills rise to the Green Mountains.

The 86-foot multiple kingpost Burr arch bridge, built in 1849, stands beside a farmhouse dated 1798 and a hickory tree that in season scatters its provender on the ground. The span has been strengthened with two steel beams installed under the existing floor system, probably in 1949 or 1950. The original stone abutments have been capped and faced with concrete.



Quinlan Bridge, photo by Joe Nelson, 1995

The Quinlan Bridge is named for a farm family who had extensive holdings in the Lewis Creek Valley. Because the bridge crossed the creek next to long-gone Sherman's Saw Mill, the span was once referred to as the Sherman Bridge.

To find the Quinlan, turn left off Route 7 onto Hollow Road in North Ferrisburgh. Take the first left onto Spear Street Extension, and then bear right at a fork in the road. Drive about 2.3 miles to the bridge.

Seguin Bridge – 1849 [WGN 45-04-02]

Drive through the Quinlan Bridge and turn left on Creek Road. Continue until the road ends at the intersection of Rosco Road. Turn left and drive about three miles to the Seguin Bridge, also called the Upper Bridge. Look for the waterfalls upstream. The countryside here is mixed heavy second-growth woods and abandoned pasture and crop land. Go slow; the road is a curvy one as it follows the course of the winding stream.

The 70-foot Seguin Bridge uses the multiple kingpost Burr arch truss, and like the Quinlan, it was built in 1849 to cross Lewis Creek. The portals are decorated with simple pilasters.

Extensive repairs were performed in 1949, leaving the bridge unaltered from the original builder's plan. Paul Ide, working for Jan Lewandoski, did authentic repair work again in the fall of 1994. The work included replacement of portions of the bottom chords, several vertical posts, and a set of bearing blocks.



Seguin Bridge, photo courtesy of VTrans

The bridge was repaired again in the winter of 2016, replacing rotted members and evicting carpenter ants. Over 60% of the original fabric remains.

Charlotte’s Little Burr Bridges

The unknown builders of the Quinlan and Seguin bridges were singularly talented individuals. Similarities in the two structures indicate that it is likely both bridges were built by the same people. Gilbert Newbury points out that very sophisticated and intricate construction details make these two the best built wooden bridges in the state. Intricate “keys,” especially visible in the Seguin Bridge, are used in the tension connections in the bottom chords. The elaborate roof framing systems include “birds-mouth” notches in the rafters and beams. Also, the top chord lateral braces are set in an elliptical shape, very difficult to do, and not copied elsewhere. Newbury observes that the lateral bracing system seems to work well, the bridges being relatively straight and true.

Spade Farm Bridge – 1824 [WGN 45-01-02]

The Spade Farm Bridge stands on the west side of Route 7 north of Ferrisburgh beside an old brick farm house – once the Spade family homestead, lately an art gallery. The bridge was moved to this place in 1958 from North Ferrisburgh, where it crossed Lewis Creek. Local historians believe that this 86-foot plank lattice structure is the same span that Justin Miller built back in 1824. However, researchers place the build date to be more likely circa 1850.

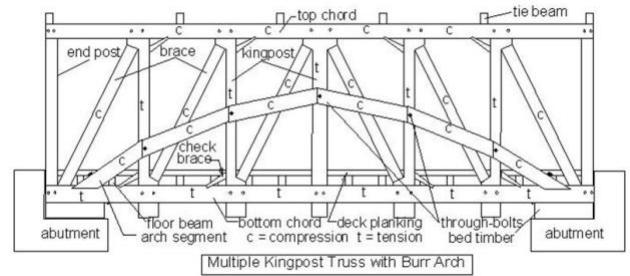


Spade Farm Bridge, photo by Joe Nelson, 2005

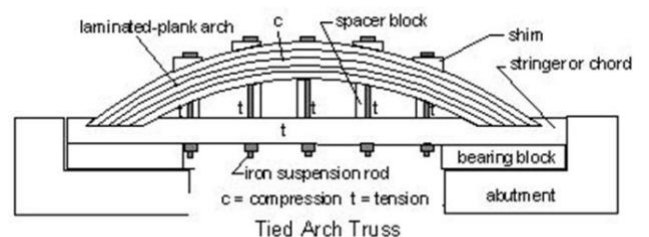
Viewers should be aware that the bridge is on private property and was once guarded by geese. Lately, though, there has been no sign of geese. The Ferrisburgh Artisans Guild purchased the site, including several buildings. The farm house has been transformed into an art gallery. With the new gallery, a new café, and pottery and furniture studios, the Spade Farm Bridge site is an ideal spot for covered bridge seekers to pause and enjoy Vermont’s creative side.

Proceed farther south on Route 7 and watch to the left. You will find the Rokeby Museum – a worthwhile stopover.

Multiple Kingpost Truss with Burr Arch



Tied Arch Truss



Loss of Bridge Divides Village

June 16, 1887, *St. Albans Messenger*

Firemen from Enosburg Falls Save Buildings Across River from Flames

SHELDON, April 4 – Eight buildings comprising virtually the entire business section of the town were leveled to the ground and the two sections of this village were cut off from each other by the destruction of the highway bridge across Sheldon Creek, a tributary of the Missisquoi River, last night when a fire of undetermined origin swept through property on the east bank of the river with a loss of \$75,000.

Wind Whips Flames

Whipped by a brisk north wind and too far advanced to be subdued by hand apparatus at hand when discovered raging in the W. W. Mower general store at about 11:30, the blaze burned itself out, the wooden buildings in its path providing ready tinder.

Any hope of controlling the fire vanished when the 150-foot covered bridge connecting the east side of the village with the main highway caught fire. Aid had been hastily summoned from Enosburg Falls, but when the motorized apparatus arrived, the bridge was afire and the firemen could not get near the burning buildings. They devoted their efforts to preventing the flames from crossing the river to the residential section and hotel on the west side.

Nothing Standing

Today the bridge is gone completely, timbers having been carried away by the swollen stream as fast as they dropped into it. Not a wall was left standing in the area ravaged by the fire.

The Mower block which housed the general store on the first floor, the dance hall and Masonic hall on the second floor; another adjoining Mower building which formerly housed a tinsmith shop; the W. C. Marsh block, which housed the post office and barber shop operated by Mose Larabee; Hoods Creamery, an unoccupied dwelling house belonging to the creamery; the blacksmith shop formerly operated by Brigg Northrup; the cheese house near the Hood creamery; a horse shed and the large wooden highway bridge were all totally destroyed.

Of the buildings owned, the only ones occupied by business interests were the Mower store, the post office and barber shop. The creamery and the cheese plant had not been in operation for some time, the farmers from

this vicinity taking their milk to the creamery at Sheldon Junction.

Spreads Quickly

The origin of the fire is unknown, it was first discovered by Otis Reed, in the rear part of the Mower general store and had gained such headway that, although volunteer fire fighters arrived on the scene quickly, nothing could be done to stop the fire from spreading. The village has no fire department and the only water that was procurable was from the nearby creek. The flames raced through the Mower block and nothing was saved with the exception of a few articles from the post office. A call for help was sent to the Enosburg Falls fire department, which responded with their motorized fire equipment. With the highway bridge in flames the Enosburg fire fighters had to be satisfied with remaining on the west side of the river. Much credit is due to the visiting firemen for their work in saving the C. H. Jones building which houses the Jones meat market and grocery store, situated just across the river from the burning buildings.

To Rebuild Bridge

Volunteer fire fighters worked hard in saving the railroad station and other buildings which were being threatened by the flames.

With the burning of the highway bridge it cuts the village in two and as a result school commissioners after considering conditions this morning announced there would be no school this week in the village school which is situated on the east side of the river.

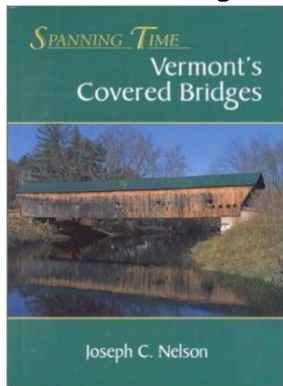
The loss is only partially covered by insurance and there is very little hope of any of the burned structures being rebuilt with the exception of the highway bridge. Town selectmen stated this morning that work on building a new bridge will start as soon as possible.

The east side of the village was without electric power or telephone service during the night and both the public Electric Light Company and telephone company had men at work early this morning making repairs.

Out thanks to VCBS member Rae Laitres for sharing her historical find with us.

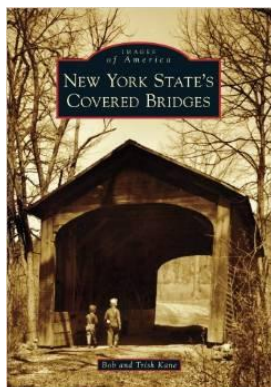
For Sale

Spanning Time: Vermont's Covered Bridges by Joseph C. Nelson features 102 color photographs of Vermont's covered bridges in fifteen chapters, each a guided tour. The tours are complete with maps, commentary on the uniqueness of each bridge, and historic highlights about the towns and villages in which the bridges stand.



An appendix provides: A Summary of Vermont's Covered Bridges; A Covered Bridge Glossary; A Bridge Truss section, explaining how trusses work; Thumbnail biographies of people who designed and built the bridges; A Covered Bridge Reading List, for bridge and history buffs; A detailed Index. *Spanning Time: Vermont's Covered Bridges*: 7" x 10", 288 pages. Published by New England Press at P.O. Box 575, Shelburne, VT 05482. *Spanning Time* is available directly from the author for \$25.00, free shipping. For reviews of the book, go to www.vermontbridges.com/bookreviews.htm. Send your check or money order to: VCBS, P.O. Box 267, Jericho, VT 05489.

New York State's Covered Bridges - When one typically



thinks of covered bridges, New York is not the first state to come to mind, but New York once had over 300 covered bridges. Floods, fires and progress have claimed all but 32. Readers will enjoy seeing NY's current bridges, including the oldest existing covered bridge in the U.S., the Hyde Hall Covered Bridge, located in Glimmerglass State Park, and the world's longest single-span covered

bridge in the world, the Blenheim Covered Bridge, washed away by Tropical Storm Irene in 2011. This book also highlights the Theodore Burr Covered Bridge Resource Center in Oxford, NY, the first ever center of its kind specifically designed for covered bridge researchers. For a copy of the tour, contact Bob and Trish Kane, 167 Williams Rd., Sherburne, NY 13460, 607-674-9656, bobtrish68@twc.com.

Visions of Vermont art gallery, Jeffersonville, Vermont at: <https://www.visionsofvermont.com/>
802.644.8183

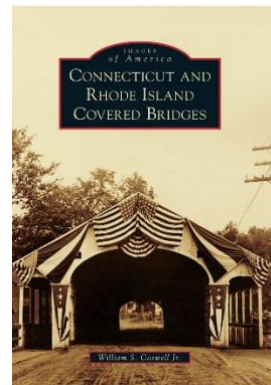
A special sale for the benefit of the Vermont Covered Bridge Society featuring the works of Eric Tobin. All proceeds of the unframed prints go to the VCBS. Sale of the framed prints will be shared 50/50. They are all Giclée on acid free paper. The glass is non-glare artist's glass.

- 10x12 \$125 unframed
- 16x20 \$175 unframed
- 16x20 \$550 Matted and framed
- 20x24 \$850 Matted and framed

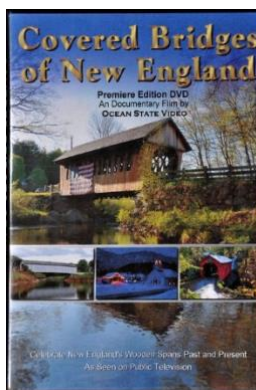


Connecticut and Rhode Island Covered Bridges – Price reduced!

During their heyday in the mid- to late 1800s, more than 150 covered bridges dotted the landscape of Connecticut and Rhode Island. Since that time, floods, fires, and progress have claimed all but two of the historic structures. With over 200 images, this book provides insight into the covered bridge history of an area that has not been well documented in the past. To order your signed copy, send \$20.00 to Bill Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244.



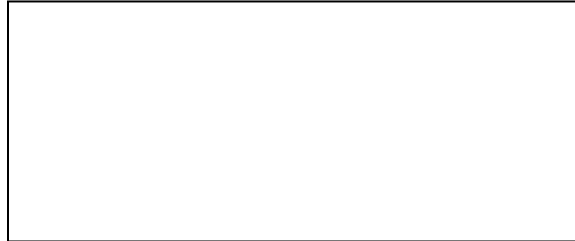
Covered Bridges of New England —DVD Produced by



Ocean State Video of Rhode Island for Public Television. On Sale. Profits go to the Vermont Covered Bridge Society's Save-A-Bridge Program. For your copy, send \$20.00 plus \$2.75 shipping and \$1.20 Vermont sales tax to VCBS, c/o Joe Nelson, P.O. Box 267, Jericho, VT 05465-0267.



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