



WINTER, 2000

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## Brandon's Historic Sanderson Covered Bridge at Risk

Report by Ed Barna

It's another Paper Mill Bridge project in the making: the Brandon Select Board has specified a 20-ton capacity for the Sanderson Covered Bridge, and the Public Works Director said the preliminary plans suggest that most of the original timbers will have to be removed to do it. The town had voted to put in a new concrete bridge at a new crossing and save the old covered bridge where it is, stabilized for pedestrians and cyclists. But when archeologists uncovered rich sites along the new road for the new bridge, and said it would take about \$200,000 to investigate them, the board balked, put it up for a re-vote, and the town agreed to rebuild the historic bridge for 20 tons.

Now Jeffords has found nearly \$500,000 to fund restoration. I got the press release as a reporter, and called back and said "What do you mean this money is for authentic preservation?" and told them everything. Told Jeffords, too, at a press conference in Florence the next weekend. They know there are issues, and I think we have a chance to weigh in here. The \$500,000 could handle the archeology and more, and the bridge could be saved--but it would require a re-vote. I asked to be on the agenda for the Select Board meeting November 13.

At that meeting, I found that their initial plans for renovation from the Vermont Agency of Transportation include removal of a large number of timbers, and alerted them that there is another viewpoint on what it takes to carry 20 tons. I suggested they should invite John Weaver, P.E. down before finalizing any plans.

John Weaver, a VAOT engineer, had looked at the Sanderson Bridge a few years ago and felt the structure "was salvageable" and would be capable of handling up to 20 tons if work was properly carried out and if people could "live with Glu-lam." By that, he meant for the bottom chord, which is severely rotted. Other than that, he told me, there needs to be some work on the east side abutment (which he said could be re-clad in marble to look as it did now), the roof is in bad shape and should be standing seam metal, the siding is shot, and there would have to be new floor beams. But for the lattice and roof bracing, the most visible and distinctive part, only "sistering" of some weak planks would be necessary no wholesale removal and replacement.



I also recommended that the Board seriously consider hiring Jan Lewandoski to do the work, even if his bid was at a premium, because he has distinguished himself as an authentic restorer and builder of covered bridges.

I tried not to be antagonistic and unrealistic, though I did suggest that rather than a Paper Mill restoration they would do better to use the Jeffords money for archeology and go back to the idea of two bridges. That would give the town a new chapter of its history to present to visitors, and with so many "holes" in the line of downtown storefronts, and with a bypass a certainty in the long run due to rising traffic congestion according to experts, history may be Brandon's only way to draw people in and revitalize its downtown.

Work is slated to begin in 2002.

### What Bridgers Can Do To Save The Sanderson Bridge

Perhaps the best thing bridgers could do is send a message to Select Board, c/o Town Offices, 49 Center Street, Brandon, VT 05733 and say, in effect, "We care about this bridge as an authentic piece of history, and so do a lot of other people who travel around to photograph, paint, draw, and just explore these bridges. It's one of Vermont's biggest covered bridges in one of the most secluded rural settings. Please don't destroy it in order save it."

(The Brandon Town Clerk's email address is [wadick@sover.net](mailto:wadick@sover.net))

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### Bridge-watch Action in Cambridge Junction

by William McKone

Three VCBS members undertook a volunteer action to maintain the Canyon Covered Bridge over the Brewster River, Jeffersonville, VT, on November 13. A total of 8 man-hours were contributed by Ron Bechard (life member), Zeke Zucker (first dues-paying member of the VCBS), and Bill McKone (one of the VCBS founders). The Burr-arch bridge, built in 1880, still carries considerable traffic over the Brewster as part of the town road system, but has suffered some neglect. We were able to remove considerable trash and several hundred pounds of road dirt from the bridge trusses and deck and attempted to clean the metal grid road-water bar which was packed solid with road mud the consistency of concrete. This was not possible using our hand tools, so Zeke asked the town road crew to clean out this important feature and this was promptly done.

This was the initial effort of this type under the auspices of the VCBS, to the best of our knowledge, and the following comments are provided for other volunteer "bridge-watchers" to consider.

1. Any action of this type should be undertaken only with the knowledge and approval of the owner of the bridge (in this case, we had the approval of the Cambridge Select Board).
2. While the goal is help preserve the bridge, the main focus must be on safety. We posted one orange traffic cone and a white bucket at the bridge approaches, along with the sign stating "The Vermont Covered Bridge Society at work. Bridge clean-up in progress. Please drive carefully." Note: this bridge, unfortunately like others on back roads, has no speed limit posted and lacks other signage. The guard rails have been broken and traffic, often of large pick-ups (despite the "No Trucks" sign at one end), moves frequently and rapidly through the bridge. We made it a point to warn each other of traffic constantly.
3. Some cosmetic benefit comes from picking up the trash around the bridge and the removal trash from the truss itself helps to preserve it. The deck had several inches of pebbles, dirt, and "sure-pack" which we scraped off, swept up and removed. Every effort was made to keep from causing this debris, probably heavy with road salt, to fall in the Brewster River.
4. The bulk of the dirt was removed from the truss using a heavy-duty vacuum we had rented along with a generator. It was necessary to break up crusted deposits and we found that an ice-chopper (like a hoe with a straight blade) worked well. The industrial-strength vacuum picked up even larger rocks, but we needed some attachments (which were not supplied) to get into the joints and properly clean them.
5. We did not attempt to repair the many damaged areas of the structure nor did we make any repairs or changes to any of the safety features, such as the guard rails. We feel that the best approach there is to report to the owner in writing what deficiencies we noted and follow-up to see that proper repairs are made as part of the routine maintenance.

Our estimate was that a cleaning of this type had not been done for several years, despite the fact that the bridge is inspected every two years by the state for safety. One end of the bottom chord and a nearby floor joist showed some signs of rotting after we removed about 5 to 6 inches of dirt, leaves, and trash from where the arch meets the abutment. We also noted the alarming impact of vehicles entering the bridge at 20 plus MPH where the concrete apron at the west end of the bridge is perhaps two inches higher than the bridge decking. Spending several hours on the bridge itself gives a unique and informative perspective to the demands being placed on the structure.

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## **VCBS HOLDS FIRST ANNUAL BUSINESS MEETING**

**Montpelier, Saturday, November 11** - Nine intrepid Bridgers gathered in a light rain at the Montpelier Junction Park and Ride lot at 10 a.m. for a tour of Northfield's Covered Bridges conducted by John Weaver.

The group visited the five bridges under a gray sky leaving the last bridge, the Moseley, just in time to miss the Town's annual Veterans Day parade.

In all, seventeen members gathered at the EconoLodge Conference Room on Northfield Street to open the business meeting at 2:52 p.m. Participants came from as far as Lyndon to the north, Bennington to the south, and Haverhill, Massachusetts.

Ron Bechard, of the nominating committee, gave the outcome of the election of officers, which was done by mailed-in ballot. Elected for terms of one year were incumbent Joe Nelson, President; William Mc Cone, V. President; Ruth Nelson, Secretary; and incumbent Shirley Hill, Treasurer. Their terms begin Jan.1, 2001. There were 56 ballots cast of 128 ballots mailed to the membership. The vote to approve the Constitution and By-Laws was passed with 53 votes with three abstaining.

Ron Bechard, Jim Fearon and Marge Converse comprised the Nomination Committee. Prior to the election, they were instructed by Joe Nelson to scan the membership rolls for anyone who could reasonably expected to be able attend Board of Director's meetings regularly, and he asked them also to call on non-member acquaintances who would be willing join the Society to run for office. Each of the interviewees were to be asked to run for any of the four offices open. When the committee completed its work, only five people consented to be placed on the ballot, including the very able John Weaver, who ran for Vice President.

Bill McKone, Vice President Elect had been serving as interim Secretary. Ed Barna, a Founding Director who had served as Vice President, chose not to run for re-election for personal reasons. Mr. Barna continues as a member of the Board of Directors as Publicity Chairman.

In reviewing the election, and the fact that all but one candidate was running unopposed, Joe Nelson commented that for the health of the organization, more members should step forward to serve, and to make it easier for them to succeed, future elections should be preceded with an information campaign to acquaint the membership with the people who consent to be on the ballot.

The Membership Report revealed that the VCBS numbers 142 members at last count. Also at last count, 116 membership cards have been issued of which twenty-five are Family Memberships, nine Life Memberships including three honorary, and six Business Memberships. People from sixteen states have joined us.

John Weaver spoke on the anticipated work to be done on the Poland Bridge in Cambridge Junction. The first stage of the work, to be done this winter, will be stabilizing the bridge by using braces and steel rods, reinforcing the chords and then raising the bridge three feet. Bids will be open in December, 2000. The federal government has given 100% funding, up to one million dollars, for the restoration. Weaver estimated that the final cost would probably be around \$600,000.00. The second stage will be done in 2001 under a separate contract. The bridge will be rehabilitated for light vehicle usage in the range of 3 to 8 tons. Ed Barna reported on the planned rehabilitation of the Sanderson Bridge in Brandon, Vt. See his article in this issue. Also in this issue, are Bill McKone's thoughts and ideas on a proposed Covered Bridge Museum in Jeffersonville.



John Dostal gave a presentation on plans for a Covered Bridge Museum in the Bennington, Vt. area. Mr. Dostal is working with Bruce Laumeister, owner of the Bennington Center For the Arts, on West Road and Gypsy Lane. Mr. Laumeister plans to add a wing to his building in the form of a covered bridge to house a Covered Bridge Museum. Construction is to begin April, 2001 for completion by Fall tourist season. Neither grants or outside money will be needed for this endeavor as Mr. Laumeister will fund it. Mr. Dostal foresees pictures of every bridge ever built in Vt. being showcased, existing and gone, stories about them, items for educating the public about covered bridges, and a gift shop selling covered bridge articles. Mr. Dostal is also hoping to have a replica of the Governor Robinson Covered Bridge built over the Walloomsac River at the Robinson Mansion, the bridge's original site.



Amendments to the VCBS Constitution and By-Laws had been voted on and ratified by mail-in ballots. However, after the text and the ballots had been mailed to the membership, the IRS notified the Society that some stipulations needed to be included in the by-laws to be eligible for 501(c)(3), that is, to be designated as a non-profit organization, gifts to which are tax deductible. Those stipulations are now included in the amended VCBS Constitution and By-Laws. The amendment was unanimously accepted by the meeting. A copy of the amended portion of the Constitution and By-laws has been mailed to the membership with the meeting minutes. The Secretary is waiting for confirmation from the IRS that 501(c)(3) status has been approved for us.

Mr. Nelson distributed the text of a proposed Covered Bridge Preservation Policy and asked for volunteers to form a committee to amend it. After the policy has been finalized, the committee will present it to the Society for adoption.



Terry Shaw displayed an oil painting by Eric Tobin depicting the Cambridge Junction Bridge donated to the VCBS by the artist. A smaller version of this painting was presented to Senator Jeffords on August 22. This painting and two covered bridge watercolors by John Weaver will be digitized and sold at various locations throughout Vermont. The Tobin painting will be on display at the Mary Bryan Gallery from time to time and can be seen there on request. Proceeds will go to the VCBS. The paintings will be displayed at the Mary Bryan Memorial Gallery and the bank office in Jeffersonville.

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## COVERED BRIDGE MUSEUM FUNDING APPLIED FOR

by William McKone

In early November, the VCBS submitted an application for Transportation Enhancement (TE) funds to create a transportation museum featuring covered bridges. These federal highway funds are administered by the state and will be awards will be made in February 2001, with the funding available at the start of the next fiscal year in July 2001. The federal funds require a 20 percent local match, but much of this can be "in kind," that is, contributions of labor and materials (including artifacts for the museum).

The owner of a uniquely suitable property on the edge of the village of Jeffersonville the former Windridge Tennis Camp has signed a letter of intent to lease the two existing buildings and most of the 20 acres of adjacent level land to the VCBS for the museum. Terms of the 5-year lease require that the VCBS pay only the taxes and insurance (about \$7,500 per year). One building in good repair houses two indoor tennis courts and will provide extensive space for the display of the museum exhibits. The other, a dormitory, requires considerable rehabilitation before it can be used for that or any other purpose.

The TE application is for a total of \$400,000 \$320,000 in federal funds and a local match of \$80,000 in value but options were given for funding at the \$300,000 or \$200,000 levels. Based on the criteria given for the selection of projects for funding, we feel that this is a competitive project. However, other sources of funding are also being explored both as local matching funds for the TE requirement or as separate grants.

A special bank account is being established for contributions in support of this museum and such donations will be welcomed. We will also be looking for donation of all kinds of artifacts related to Vermont's historic covered bridges photos, documents, tools, vehicles, etc. The state may also be willing to donate entire bridges when the repair of a historic covered bridge will result in essentially building a replica and no other suitable home is available for the original bridge.

Any input on what exhibits, displays, demonstrations, classes, or other activities might be included in the museum's operations will be appreciated and can be sent to Bill McKone, Vice-President elect of the VCBS. Anyone who would like to help with the project is also encouraged to get involved.

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## **VTrans POLAND BRIDGE TEAM MEETS WITH SELECTBOARD, RESIDENTS**

**Jeffersonville** - The VTrans design team presented plans to stabilize the Poland Bridge to a standing room only crowd in the tiny Cambridge Town office building.

The work to preserve the bridge is to be done under two contracts; the first to stabilize the bridge to prevent its loss during the coming winter, the second to repair the bridge.

The preservation plan is to lift the bridge three to four feet above its present elevation over the Lamoille River to avoid river ice and flotsam, said J. B. McCarthy of the VTrans Structures Division. With all needed permits in hand this work can begin in a months time, before river ice begins to form. The bridge will stand on cribbing through the winter.

The second phase, the repairs to the span, must be under contract by September 30, 2001 to keep the funding.

The bridge, built in 1887 by George Washington Holmes, is 152.9 feet long using a multiple-kingpost truss with a Burr Arch. "It's a good example," said Eric Gilbertson of the VTrans Historic Division. "It's long, a good subject for restoration. It's a real opportunity to do a good job of preservation."

VTrans doesn't want to support the span with steel beams but will use Glu-lam to supplement the original construction. "The less you do to the bridge the better, from a preservation viewpoint," Gilbertson said.

If the bridge was to be restored for pedestrian use only, the present marginal condition of the bridge can remain. If it were to be restored to support light vehicular traffic, up to 90 percent of the bridge may need to be replaced, explained Gilbertson.



Asked what the bridge could support, VTrans structures engineer John Weaver replied; "We have three tons. If we put our thinking caps on, we can get eight tons."

The contract to design the restoration plans is not yet assigned. VTrans designers are fully employed on other work, so a consultant needs to be selected. Meanwhile, said McCarthy, the Selectboard needs to decide whether the town elects to have the bridge restored for pedestrian traffic only or for light vehicles as well. VTrans needs the decision in one month.

The work is being funded by a \$1,000,000 grant through the National Historic Covered Bridge Preservation Act sponsored by Senator James Jeffords. Matching funds are not required.

The Poland Bridge is also known as the Cambridge Junction Covered Bridge.

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## **VCBS PRESERVATION POLICY COMMITTEE FORMED**

Covered bridge preservation advocates Ed Barna, Dick Wilson, and David Wright and wooden bridge professionals Neil Daniels, Jan Lewandoski, Phil Pierce, and John Weaver have agreed to work together to draft a covered bridge preservation policy that the VCBS can pursue. Joe Nelson has volunteered to act as moderator. All are members of the VCBS.

Dick Wilson and David Wright are, respectively, the presidents of the New York Covered Bridge Society and The National Society for the Preservation of Covered Bridges. Neil Daniels is owner and operator of Daniels Construction of Ascutney. Phil Pierce operates Phillip C. Pierce, P. E., a consulting engineering practice specializing in covered bridges. Jan Lewandoski owner of Restoration and Traditional Building, a company specializing in the structural restoration of historic timber structures. John Weaver is employed by the VAOT as a structural engineer.

Ed Barna and Joe Nelson, founding directors of the VCBS, are writers and covered bridge historians.

Last summer the VCBS attendees at the Covered Bridge Preservation Symposium were asked by the VAOT Covered Bridge Committee what the Society's preservation policy was. The answer had to be that we while hadn't written a formal position, we were for preservation and against further loss of Vermont's covered bridges.

In light of the recent loss of two important historical bridges, the Paper Mill Bridge in Bennington and the Fuller Bridge in Montgomery, to replacement by replicas, it becomes imperative that the VCBS write a workable and coherent formula that can be used to persuade preservation before destruction without being either anti-contractor or anti-VAOT.

Mr. Nelson composed and distributed the text of a proposed covered bridge preservation policy and asked Phil Pierce, Dick Wilson and John Weaver to critique it. Their responses demonstrated that a lot of homework needs to be done.

Much of the work of the committee is expected to be conducted by letter and email. When the policy has been finalized, the committee will present it to the Society for adoption.

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## **TOWN OF DANVILLE TO GET GRANT FOR GREENBANKS HOLLOW COVERED BRIDGE**

The town of Danville will receive a \$300,000 grant approved by the U.S. Department of Transportation under the National Covered Bridge Preservation Act, authored by Senator Jim Jeffords to repair the Greenbanks Hollow Covered Bridge. The act provides 80 percent federal funding for historic bridge reconstruction and research

The trusses that once supported the old bridge are to be reconstructed allowing the removal of a pier and a pair of steel girders that have provided temporary bracing for the old span since they were installed back in the 1970s. In addition, the deck system and the roof will be replaced.

The bridge was inspected in October of 1994 as part of a state-wide study of Town-owned covered bridges sponsored by the Vermont Agency of Transportation. The inspectors recommended that the community close the bridge to traffic and construct an adjacent bypass, or replace the bridge and move it to a nearby preservation site. The cost to replace the bridge was estimated at the time to be \$315,000.

A bridge built in this spot in the early 1800s burned in 1885 and was rebuilt in 1886. It features a queenpost truss and a wide flaring roof much like the spans in neighboring Lyndon. Over the years it has traditionally been painted white. Seventy-four feet long, it spans Joe's Brook surrounded by the ruins of the old mills that once operated here.

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## **THE TOWN OF NEWFANE MAY SAVE THE WILLIAMSVILLE COVERED BRIDGE**

Rather than allow the old span to be destroyed in the process of building a modern replica, the Select Board is working on a plan to move it to preserve it.

A letter to the Select Board from Charles Elflein, of Rotterdam Junction, N.Y. may very well have helped with that decision. He wrote:

*"I was very upset to hear recently that Newfane voters passed a resolution in March to replace Williamsville Bridge. This is horrible. Being the last covered structure in Newfane, the bridge deserves much more respect than being torn down and replaced by a modern copy. I realize Williamsville Bridge probably cannot be restored to carry modern traffic, so why not preserve it for foot traffic or move it to a new location?"*

Mr. Elflein, a member of the VCBS as well as the New York Covered Bridge Society, has long been an advocate of covered bridge preservation. He knows intimately every covered bridge in the northeast.

Newfane voters agreed in last March to replace the bridge with a replica in 2005. Included in the cost estimates to build a replica is \$50,000 earmarked for the dismantling and disposal of the original bridge. This sum could very well be used instead for moving the old bridge to a preservation site.

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## **BID TO REHABILITATE THE BROWNS RIVER BRIDGE ACCEPTED**

Reported by Phil Pierce

I think it is official that the Town and Historical Society have accepted the bid of Renaud Brothers to rehabilitate the bridge and foundations and move it back on the abutments. It is unclear about the schedule, but will be done by the middle of next year; maybe much sooner. A synopsis of the work to be done:

The existing timber structure needs some additional work. The top chord of the south truss has been attacked by Powder Post Beetles and must be replaced (hopefully no other members will be found to be affected). A few members must be replaced (one tie beam, a couple of laterals, and a couple of posts). Some missing bottom kickers between the bottom chord and



the posts must be replaced. The large bolster beams installed earlier must have some additional shear keys installed.

The foundations need to have new concrete caps and the East Abutment has a bad concrete facing on the downstream side that must be replaced.

The Town must provide some matching funds (equivalent work) and the final distribution of who will do what is somewhat up in the air. The Town will at least do the final site finishing work and may install a timber plank deck.

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## VOLUNTEERS WANTED!

### **Newsletter Editor:**

**Requirements:** Computer with e-mail address. If you have WordPerfect, it's a plus but not a requirement.

**Duties:** Collect stories, edit, and compose the quarterly issues of *The Bridger*.

### **Staff writer:**

**Requirements:** Computer with e-mail address.

**Duties:** Write feature articles, assist Editor in collection of stories and rewrite as needed.

### **Correspondents:**

**Duties:** Collect covered bridge items and stories from their home areas or travels, and send them to the editor.

Candidates please contact Joe Nelson, 2 Sugar Hill Road, Underhill, VT 05489, or to [jcnelson@together.net](mailto:jcnelson@together.net)



October 13, 2000  
Rotterdam Junction, NY

As an individual very interested in the preservation of Vermont's historic covered bridges, I am extremely upset to see these old spans being torn down and replaced with replicas. This is not restoration; it's destruction, pure and simple!

When I found out that Paper Mill Bridge in Bennington was cut up into small sections and hauled away to the dump back in December of 1999, I was very, very irate. The presidents of two covered bridge societies, [NSPCB and NYSCBS] both knowledgeable on the subject, felt it could have been preserved for foot traffic.

On August 19th, when I arrived at Fuller Bridge in Montgomery and looked inside, my heart dropped when I saw "dirty deed #2." Words cannot express how hurt I was to see another fine historic landmark replaced with all new trusses and ugly looking "trunnels."

Recently I was told that a New Hampshire firm, specializing in the authentic restoration of covered bridges, submitted a bid to re- pair Fuller Bridge with a large percentage of the original fabric. Vermont rejected this and settled for a replica instead. Having seen the splendid work this

firm has done on covered spans in New Hampshire, it's a real shame they weren't allowed to preserve this priceless, irreplaceable part of Montgomery's history.

I, along with many other covered bridge hobbyists, are trying to make some sense out of what is going on in Vermont. Some of the state's old spans have been repaired very well. But the vast majority of them have been butchered with steel I-beams, galvanized bolts, concrete abutments, concrete flooring, glue-laminated beams, glue-laminated flooring, metal guard rails, weight limit signs plastered over the portals, and worst of all, now they are being torn down. This is a horrible way to "preserve" something dear to the hearts of many Americans. It's time for this to stop!

Vermont needs legislation banning the removal of these wooden treasures. After all, they are protected on the National Register of Historic Places. Tearing them down is a crime! If they can no longer safely carry modern traffic, let's preserve them for pedestrians and bicyclists. This has been done in many places with much success.

A law should also be enacted allowing only skilled covered bridge craftsmen to restore them. People such as: Arnold Graton of Ashland, NH; Tim Andrews of Manchester, NH; and Jan Lewandoski of Stannard, VT. These old spans must not be ruined by engineering firms who claim to care about them, then tear them down "because most people don't know the difference." There's a BIG difference between an old bridge and a modern copy made to look like an old one!

We must all work together to save Vermont's historic covered bridges before it's too late!

Sincerely,  
Charles W. Elflein

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## **PRESIDENT'S PAGE: A YEARS-END POTPOURRI**

The VCBS has passed another milestone -- we've had our first Annual Meeting. The attendance wasn't large, but it was enthusiastic. We'll do a few things differently next year, like find a date that doesn't conflict with the meetings of the National and the New York Societies we share a lot of members.

However, the key business, the election of officers and approval of the By-laws, was conducted by mail. Our slate of officers was confirmed by mail-in ballot along with the Constitution and By-Laws being accepted. It is because our membership is so widely dispersed that the bylaws provide for absentee voting on Society issues.

The Nominations Committee mailed voting packages to over 140 members with 56 being returned (about average for a Vermont Town Meeting turn-out). The low vote might be due to the fact that most of the candidates ran unopposed. The three member Nominating Committee worked hard to fill the slate of four offices, but only the Vice President's position had more than one candidate running.

The next event will be a Directors Meeting to start the new year off right. Date and place for this meeting have not been set at this writing. The agenda will include prioritizing coming events and activities for 2001 and making plans for these events.

This year is nearly past and it's time to check our memberships. Check the back of your membership card to see if it's time to renew. To spice things up you will find a combined raffle slip/renewal slip in the mail-out of the Annual Meeting minutes. Each member is invited to fill in the slip and return it with their membership renewal check. If the member is paid up or is a life member just return the slip. Slips will be entered for anyone joining for the first time. Deadline to be eligible for the drawing(s) is Feb. 14, 2001. Sorry, members of the board of directors are excluded. One of the raffle gifts will be a signed copy of *Spanning Time*, Vermont's Covered

Bridges. Bridgers are welcome to contribute additional prizes for the drawing. Volunteers to form the raffle committee are needed.

Other activities which have been suggested by members are:

**Covered Bridge Patches.** Francis Converse has designed a VCBS patch now ready to go to the manufacturer, then to the covered bridge community for sale the proceeds will be used to support VCBS programs. Francis' design features the Arlington Green Bridge. Members are invited to send in their designs for patches featuring other Vermont bridges.

**New VCBS Logo Design.** Members are invited to send in their designs for a new logo to be used on the society stationary and on bridge tack-up cards.

**Covered Bridge Greeting Cards, Christmas Cards, Post Cards and Stationary.** Members to be invited to send in their designs and photos.

A committee will be needed to organize these activities, set up a contest, judge the submissions, present awards, and then oversee the manufacture and distribution of the products. Anyone who would like to organize or serve on such a committee, please write to Secretary-elect Ruth Nelson, address below.

One more item, last but not least. The Society thanks Bill McKone for filling in as temporary Secretary. Now that we have a new Secretary, he can relax a little. For the coming year, letters to the society should be addressed to: The V.C.B.S., Inc., Attn. Corresponding Secretary, P.O. Box 267, Jericho, VT 05465.

Make all checks for dues and donations payable to the Vermont Covered Bridge Society. Mail to: The V.C.B.S., Inc., 27 Marble Street, Brandon, VT 05733.

Happy Bridging and Happy Holidays to all.

Joe Nelson

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## **ADS - Covered Bridge Stuff!**

Watch this space - ads coming

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*Joe Nelson, P.O Box 267, Jericho, VT 05465-0267, jcnelson@together.net*

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