

THE BRIDGER



The Vermont Covered Bridge Society Newsletter – Issue #77

Events

Vermont Covered Bridge Society Twentieth Annual Spring Meeting

Middlebury, Vermont
Saturday, April 6, 2019

The twentieth annual spring meeting of the Vermont Covered Bridge Society was held in Middlebury, Vermont, on Saturday, April 6, 2019. The meeting was held in the church addition, just to the north of the Middlebury Congregational Church.

Fifteen people were in attendance when President Bill Carroll called the meeting to order at 10:08 a.m.

Minutes

The minutes of the previous meeting, held on September 29, 2018, in Middlebury, were not read as the VCBS minutes appear in *The Bridger*.

Treasurer's Report

Treasurer Dan Monger reported the following for the period:

Income	
Donations	\$1,275.00
Dues	625.00
Events and sales	20.12
Total Income	\$1,920.12
Expenses	
<i>The Bridger</i>	\$147.65
Events	78.18
Office and postage	264.08
Publicity (brochures)	929.51

Total Expenses	\$1,419.42
Total Gain	\$500.70

BALANCE SHEET

Quicken 2005 Balance 1/18/2019	\$15,382.88
Union Bank Statement 1/01/2019	\$14,712.89
1/31/2019	\$15,042.89

SAVE-A-BRIDGE FUND (Muriel Seibert & Co. Fund)

Was rolled into checking account \$7,261.53

Notes: Cash account, no fees charged
(VCBS is a 501C3 organization)

Committee Reports

Membership – Dan Monger, Chair

37 Individual Yearly Memberships
14 Family Yearly Memberships
0 Student Memberships
35 Single Lifetime Memberships
21 Couple Lifetime Memberships
9 Business/Organization/Municipality Memberships
116 Total Memberships

Brochures

August 29, 2018 – 2,500 VCBS brochures printed at UPS Store - \$408.76. Mailed 500 to each Vermont Welcome Center at Guilford (S.E.), Hartford, Sharon, and Williston North (Registration #156)

September 1, 2018 – April 30, 2019

\$360.00 – This generated three memberships. Renewal due May 1, 2019.

May 1, 2019 – April 30, 2020 - \$554.00

President: Bill Carroll, 5 Fox Hollow Road #301, Lenox, MA 01240, email: wcarroll@crocker.com

Vice President: Joe Nelson, PO Box 267, Jericho, VT 05465, jcarlnelson@yahoo.com

Secretary: Irene Barna, 7 Forbes Circle, Middlebury, VT 05753-1128, email: ibarna@middlebury.edu

Treasurer: Dan Monger, email: teelmonger@gmavt.net

Communications – Joe Nelson, Chair

Editor Melanie Schropp, as she always does, has turned out yet another jewel of a newsletter. May thanks to Melanie.

Steve Miyamoto has been doing excellent work spreading the word about our Society for this committee via vermontbridges.org and for his Publicity Committee. He has found many covered bridge enthusiasts (600 “new people”) through his VCBS Facebook, and his ad in the *Vermont Magazine* has been prompting inquiries and adding members.

Steve reported that he and Joe will be interviewed by TV Channel 17.

Steve received an inquiry by a non-member, asking when we will be having our Covered Bridge Safari. I told him there is none planned at this time. The last time we planned a guided safari was a while back, and we had no takers. If the membership should ask for a safari, I have 15 covered bridge tours planned. Either I or another member could serve as guide.

Bridge Watch

John Weaver – Chelsea’s Moxley Covered Bridge – hoping funds will become available this year for repairs.

Irene Barna – Cornwall/Salisbury – Some funding is available for construction of the replacement with either a covered bridge or another type of bridge crossing Otter Creek. No grant money has yet been sought. The state of Vermont has prioritized a crossing replacement, but funding is a question. The Select Board of the town of Cornwell emphasizes that the current road through the swamp wetland *not be widened or changed* from its current status because of the fragility of the earth beneath the road. The road could not bear heavier traffic.

Sanderson Covered Bridge in Brandon was damaged by a semi-tractor/trailer following GPS navigation through the bridge. The bridge has been repaired and reopened. The trucking company’s insurance company will fund the repairs.

Joe Nelson reported that the Legislation Committee has tried working with the State Legislature on signs to warn drivers of height and weight limits before they are committed to damaging a covered bridge. State laws on signage make global implementation too expensive for the VCBS to take on. Some towns, however, have posted signs, so perhaps we need to approach covered bridge-owning towns to fill the need.

Old Business

Joe Nelson mentioned that he had previously proposed the creation of historic signs for the several covered bridges still without them. It would be a good exercise for us to work with college students to research each bridge for that purpose. The VTrans Historical Division has a website designed to guide the creation of signs to be cast and mounted near each bridge.

Steve Miyamoto reported that Phil Jordan of *Vermont Magazine* suggested we renew our “patching” project with a new card design and post them in the covered bridges, providing information about the bridge and the town. The cards or “patches” were posted in most of the covered bridges in the state with the written permission of the town Select Board. Laura Trieschmann, head of the Vermont Division for Historic Preservation, reminded us that they prohibit the posting of items in the historic bridges. She suggested instead that we join the program to create historic signs to be posted in front of the many bridges that lack them. The Division of Historic Preservation has a website with instructions on creating the signs.

Joe Nelson has visited the website and found that funding would be required. Being assured that it would cost the VCBS nothing to participate, Joe suggested that the membership or college students could be recruited to collect the history of each bridge to compose the language for the sign, under the guidance of a knowledgeable VCBS member. Bill Caswell mentioned that the NSPCB provides donations and that money might be available through the national organization.

New Business

The National Society for the Preservation of Covered Bridges has a new char retardant. If we get a person to apply the retardant, they can tell us how to do it. The cost is \$1,000 to \$1,500 per bridge. The most recent NSPCB meeting was held on May 4, 2019, in Woodstock, VT.

John Weaver Presentation

The Scott Covered Bridge, built in 1870 by Harrison Chamberlin, is the longest covered bridge located totally within Vermont.

Questions and Answers

- Roof and siding replaced
- Much rot in the bottom chord caused by weather

- Swimmers have been kicking out the siding and exposing the truss
- 2013 – emergency repair to the bridge structure
- 2015 – reconstruction began
- New flooring just one lamination thick to reduce dead load on the bridge
- Load limit recommendation – 85 pedestrians, no running or track use
- “Just short of a two-year project”
- Paid for mostly by transportation funds.

Thank you to John Weaver for his excellent presentation, which was accompanied by many photos of the restoration of the Scott Covered Bridge.

Motion to Adjourn

Irene Barna made a motion to adjourn, which was seconded by Joe Nelson. The meeting was adjourned at 11:30 a.m. Thank you to Ruth Nelson for her additional notes on the meeting.

- Respectfully submitted by Irene Barna, Secretary

VCBS Board of Directors Special Meeting

- by Joseph C. Nelson, Scorekeeper

On Friday, May 17, 2019, a special meeting of the Vermont Covered Bridge Society Board of Directors was called to confirm the appointment of Sarah Pierce as Secretary of the Vermont Covered Bridge Society, replacing Irene Barna in that capacity. The special meeting was called by Bill Carroll, President and Chair of the Board of Directors. Sarah was confirmed Secretary by a unanimous vote.

The Question: Do you appoint, require, and direct that Sarah Pierce be confirmed as Secretary of the Vermont Covered Bridge Society, to hold that office until the next scheduled election of officers, at which time she will be invited to run for election.

The Process of Electing VCBS Officers Starts NOW!

Starting with this, the summer issue of *The Bridger*, the Board of Directors is asking the Vermont Covered Bridge Society Membership for candidates to run for the offices of president, vice president, secretary, and treasurer for two-year terms to begin on January 1, 2020. Non-

incumbent candidates are asked to introduce themselves to the membership by letter to *The Bridger* to tell us why they are seeking a leadership role. The letters will be published in the fall issue of *The Bridger*, along with the ballot. Voters will return the ballots by November 20, the deadline for the winter issue, in which the winners will be announced. The incumbent officers will serve until midnight, December 31, 2019.

The Society bylaws governing elections were changed by the Board of Directors in February 2012. The bylaws now state that if there are no challenging candidates for any of the four offices, election ballots will not be issued, and the Board of Directors will confirm the slate. The reason for this change is the membership voting record. When incumbent officers were not challenged by new candidates, ballot returns fell off. In a past election of approximately 200 ballots, only 14 were returned.

Every member in good standing is entitled to run for office and to vote. This includes the adult members listed on a Family membership and the contact person on a Business/Organization/Municipality membership. This is an open organization, and all members are encouraged to participate, giving of their time and talent.

Candidates or volunteers will please contact acting nominations coordinator Joe Nelson by email at icarlnelson@yahoo.com or by postal mail at P.O. Box 267, Jericho, VT 05465.

Publicity Update

- Reported by Steve Miyamoto, Chair

Vermont Magazine Ad – The Board of Directors approved the budget item to advertise in *Vermont Magazine* for 2019. This small ad will run in this year’s five issues. It was designed by Phil Jordan, editor of *Vermont Magazine*. So far, we have gained one new member in response to the ad.

New Advertising Ideas – I am currently exploring new advertising opportunities. Many people visit the state during the year. I am looking into advertising in *SKI* magazine to tap this potential.

Positively Vermont Recording – Dennis McMahon, host of *Positively Vermont*, reached out and asked for the VCBS to visit the Channel 17 Studio and talk about the

Vermont Covered Bridge Society. The recording was scheduled for April 11, 2019, with Joe Nelson and me.

New Members from Social Media

Website – vermontbridges.org continues to be updated. The Covered Bridge Tour has been updated with new pictures, descriptions, and Google maps. Bridges that have been renovated or rebuilt in the past 20 years are now updated. A few bridges have been added, and some are sadly no longer with us due to fire or natural disasters.

Social Media – We are active in the world of social media. We currently have a Facebook page, Facebook group, Instagram, and Twitter feeds. We have gained a few members from this effort. In fact, the *Positively Vermont* request was the result of Dennis McMahon being a part of the Facebook group.

- Facebook Page – *Vermont Covered Bridge Society* has over 700 likes.
- Facebook Group – *Vermont's Covered Bridges* has over 600 members.
- Instagram – *Vermont_Covered_Bridges* has a small but active following.
- Twitter – *@vtcoveredbridge* has a small audience that is slowly growing.

We have a few ongoing weekly features. *Trivia Tuesday* posts covered bridge trivia questions. This is a pretty active feature. *Throwback Thursday* posts lost Vermont covered bridges. (information courtesy of

www.lostbridges.com). *Vermont's Covered Bridges in a Year* features an existing covered bridge every Wednesday and Saturday. The idea is to visit every bridge in the state within a year. *This Day in Vermont Covered Bridge History* is a new feature. I am compiling a database of events, both good and bad, by date, from our archives and other sources. Posts are made on the day of the event. This is a work in progress.

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 now have 118 memberships, including:

- 0 Student
- 34 Individual Yearly
- 18 Family Yearly
- 37 Single Lifetime
- 20 Couple Lifetime
- 9 Business, Organization, or Municipality

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

June

04 Charlie Elflein
09 Bob & Joyce Orr
10 Ron & Marie Bechard
20 Mark & Jan Bramhall
27 Glen Hall
27 Terry Shaw
28 Bob Kane
30 Lionel & Debra Whiston

July

04 Neil & Suzanne Daniels
05 Bill & Ada Jeffrey
11 Charles & Evelyn Lovastik
11 Marie Bechard
16 Melanie Schropp
20 Bob & Trish Kane
28 Ray Gendron
28 Jan Lewandoski
28 Sandra Weaver

August

01 Irene Mele
03 Joanna Titcomb
08 Evelyn Lovastik
08 Virginia Eckson
10 Thomas Carpenter
17 Euclid & Priscilla Farnham
18 Ed & Irene Barna
28 Mark Bramhall
29 Ray & Dolores Gendron
30 Ada Jeffrey
30 Robert McPherson

Truck Drivers Relying on GPS Navigation Damaging Covered Bridges

By Dan Monger

Over the past several years, the number of covered bridges damaged by truck drivers has increased at an alarming rate. These destructive driving events have typically occurred late at night and have involved drivers following GPS navigation and being unaware of their surroundings.

The Sayres Covered Bridge [WGN 45-09-06] on Tucker Hill Road in Thetford, VT, has taken multiple hits since June 2018. This is a 127-foot variation of a Burr type bridge, built over the Ompompanoosuc River in 1839.

The Windsor, VT/Cornish, NH Covered Bridge [WGN 45-14-14#2/29-10-09#2] suffered damage to the trusses and façade in July and again in August 2018. The first event was caused by a truck that did thousands of dollars in damage. The 9-foot, 2-inch clearance was clearly posted. This bridge is a 449-foot long structure, built in 1866 across the Connecticut River. It was built using a lattice truss design first patented in 1820 by architect Ithiel Town.

In January 2019, a 13-foot, 6-inch high tractor-trailer hit the 12-foot high Sanderson Covered Bridge [45-11-02#2] in Brandon, VT. Extensive damage was done to the façade and support beam of this 132-foot long bridge, built in 1838 over the Otter Creek. The driver had driven four feet through the entrance of the bridge before stopping and backing out. He was caught by the Brandon Police after a concerned Sudbury citizen snapped a photo of the damaged truck just after the event occurred.

Most recently, a news crew captured video of an Upper Valley Produce truck smashing through the Millers Run Covered Bridge [45-03-06#2] in Lyndonville, VT, on the morning of May 16, 2019. As the truck rolled through the bridge, the camera shows beams breaking, with broken lumber ultimately scattered along the road in the truck's wake. The bridge height is posted at 11 feet, 9 inches, while the truck – at its lowest – was 12 feet, 4 inches high. The driver's excuse was consistent with most. She was following her GPS, and that was the way it told her to go. So, that was the way she went.

Francis Moore Photos

by Joe Nelson

On May 5, I received in the mail 37 black and white 8x10 covered bridge photographic prints from Richard Moore of Massachusetts. The photos had been taken by his uncle, Francis Willard Moore.

Mr. Moore told me that his uncle had retired in the 1960's and moved from Nutley, New Jersey, to Brandon, Vermont. "He'd frequently vacationed in Vermont and knew that he would eventually move there. I am glad that you feel that the pictures will be of some use. I had held onto the collection for sentimental reasons and then decided that they could possibly be of more value if I could find the right group to give them to. I kept one for myself which showed my uncle walking towards a covered bridge."

I told Mr. Moore that we will share the photos with other preservationists as the *Francis Willard Moore Collection*. The prints will be digitized for distribution.



Mead Bridge, built 1840, lost to arson July 22, 1971, Francis Willard Moore Collection

A Covered Bridge Tour – The First Branch of the White River

The first and second branches of the White River are easily explored by means of Route 14 and Route 110. Route 14 follows the Second Branch south from East Randolph to South Royalton and the White River. There, Route 110 leaves Route 14 heading north, following the first branch to Chelsea. The villages scattered along the way represent an older Vermont. The first home of the Morgan horse is there, and Tunbridge is host to the famous and frolicsome Tunbridge World's Fair.

Tunbridge

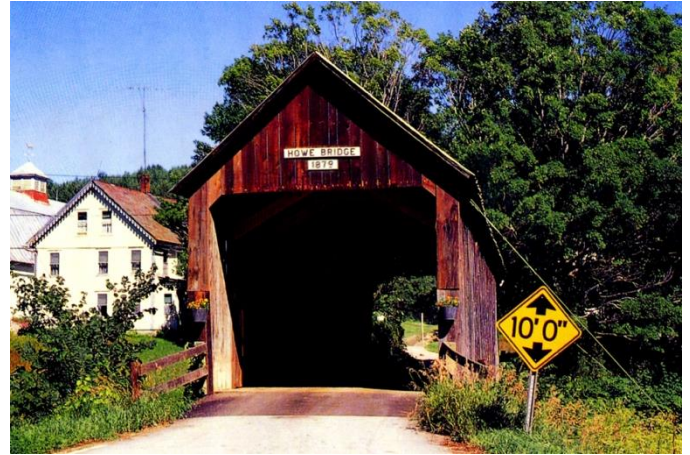
Tunbridge was chartered by Benning Wentworth on February 3, 1761, to Abner Root, Obadiah Noble, and others. The town was named for the Viscount of Tunbridge in England – William Henry Zulestein de Nassau, Fourth Earl of Rochford, Viscount Tunbridge of Tunbridge, and Baron Enfield of Enfield.

Route 110 leaves Route 14 and the White River to head north, following the First Branch upstream to Chelsea, passing six wooden bridges on the way. Notice that three of the bridges are decorated with flowers, potted and placed in escutcheon-mounted buckets each spring, evidence that Tunbridge cares about its bridges. A farmer might recognize these mounted buckets as antique stock feeders.

Howe Bridge – 1879 [WGN 45-09-07]

The Howe Bridge, neatly kept and decorated with flower pots on each side of the portal, serves not only Belknap Brook Road, but as an entryway to the Howe family farm. The 74-foot multiple kingpost structure is attributed to Ira Mudget, Edward Wells, and Chauncey Tenny. The deck, floor beams, and bottom chords were replaced in 1994.

In the interest of preservation, the Agency of Transportation recommended that the bridge be closed and bypassed. Agency inspectors cited the presence of the working farm as an indication of the likelihood of use by vehicles exceeding the capacity of the wooden bridge. Alternatively, the old bridge could be rehabilitated to support heavier traffic.



Howe Bridge, photo by Joe Nelson, 1997

Visitors should be prepared to park at a distance and walk to the bridge, as parking in the area is very limited. The Howe Bridge stands at the east median of Route 110, 3.3 miles from the junction with Route 14. A sign at each gable proclaims, “Howe Bridge 1879.”

An iron bridge located at North Tunbridge on Old Forge Road is of interest because of the history recorded on its memorial plaques. It crosses the First Branch 1.8 miles north of the Mill Bridge. There are two iron tablets on each end. One pair remembers three men: E.F. Howe, John Kirby, and G. W. Durkee. The other pair names the manufacturer: “Built by the Vt. Construction Company, St. Albans, Vt. 1889.”

“The Foundry Bridge is the only major bridge in Tunbridge that was never a covered wooden span. In 1889, the town purchased the iron bridge from the Vermont Construction Company at a cost of \$876, replacing an earlier open plank bridge.” Two plaques name the selectmen at the time. The Smith Foundry, which gives the road and bridge their names, was established in 1855. Mostly plow shares were manufactured there until after the civil war. Then cast-iron stoves were made – *Euclid Farnham. A Pictorial History of Tunbridge, Vermont. The Herald Printery, Randolph, Vermont, 1981.*

Cilley Bridge – 1883 [WGN 45-09-08]

The Cilley Bridge, or Lower Bridge, was built in 1883 at a cost of \$523.35, using the multiple kingpost truss. The 67-foot bridge spans the First Branch of the White River in Tunbridge, serving Howe Lane. There are signboards on each gable, declaring, “Cilley Bridge – 1883.” It stands among cornfields in view of Route 110, just south of Tunbridge Village. An old cemetery nearby adds to the ambiance of the site.



Cilley Bridge, photo by Joe Nelson, 1997

The bridge is unique in the construction of the tie beams and the double knee braces. A new roof, funded by a federal program, was installed in the late fall of 2002. It was further refurbished in the fall of 2006, when the floor and siding were replaced and an abutment was “chinked.”

Howe Lane leaves Route 110 just 1.2 miles north of the Howe Bridge. Pass two old cemeteries to reach the bridge site, which is located next to a cornfield. Continue through the bridge, bearing left to come back to Route 110 on Howe Lane. For the casual driver, travel on these unpaved back roads is not a sterling idea during winter or mud season.

Mill Bridge – 2000 [WGN 45-09-09#2]

Arthur Adams, a local carpenter, built the bridge at this mill site in 1883, at a cost of \$532.93. That included \$226.40 for the 22,124 feet of lumber from the next door Hayward and Kirby sawmill. The bridge served Tunbridge’s center of commercial activity that included the sawmill, a gristmill, a blacksmith shop, and a feed store. In recent years, the Mill Bridge was the entrance to the north parking lot of the Tunbridge World’s Fair.



Mill Bridge, photo by Joe Nelson, 1997

On March 4 and 5, 2000, Tunbridge’s old Mill Bridge was lost when pack ice on the First Branch of the White River “went out” all the way from Chelsea to the Tunbridge fairgrounds. The ice floe collected under the bridge until the bridge was pushed off its abutments and then crushed by the mass of ice.

The town select board voted for a new bridge, and applications were sent out with the goal for the new bridge to be in place by July 4, 2000, for a celebration.

The Tunbridge Select Board accepted a bid of \$175,000 offered by the Daniels Construction Company of Ascutney, Vermont. Said Euclid Farnham, Tunbridge historian, “An engineer is currently drawing up plans for the construction of the new bridge, which will be using exactly the same truss as the old one. Everyone in town wants the bridge to resemble the one we had as closely as possible.”

The basic dimensions of the bridge were kept. The length, for example, is still 72 feet between the end posts, but the entrance clearance was raised to 10 feet to better accommodate the taller traffic that routinely hits the top of the portals. Timber curbs were installed to channel traffic to the center of the bridge, allowing the introduction of better knee braces. The old bridge had virtually no overhead bracing and suffered for its lack. Stout tie beams and a lateral bracing system were added. The new bridge is designed for a single 15-ton live load since a detour is readily available for heavier and bigger vehicles.

On July 3, just 16 months after the loss, a covered bridge crossed the First Branch of the White River at the village of Tunbridge once again. Actual construction began during the first week of March, very nearly on the anniversary of the ice jam.

On Monday morning, the new bridge sat ready on rollers. A four-sheave block and tackle attached to the bridge and to the near shore was stretched cross the river between a pair of steel girders, the hauling line made fast to a windlass, with several turns around its barrel.

On July 22, 2000, Tunbridge celebrated the opening of the new bridge in the village's historic district. Friends of the old Mill Covered Bridge gathered for the ribbon cutting and a bit of pageantry. Euclid Farnham served as master of ceremonies, while Dick Ellis' South Royalton Band provided the music.

One last chore and all would be ready. A crewman climbed to the gable end to install the recently restored sign that read, "One Dollar Fine for a person to drive a horse or other beast faster than a walk or drive one loaded team at the same time on this bridge."

At 9:00 a.m., Tom Mullen brought his team of oxen, Buckshot and Shorty, to the windlass to begin the circular journey. Three other teams of oxen took their turns as the bridge was inched across the stream. Contractor Neil Daniels worked with his crewmen as they made adjustments and measured progress. The bridge's designer, consulting engineer Phil Pierce, watched from among the crowd of onlookers. Five hours and twelve minutes later, after many stops and starts, screeches, groans, and one startling bang, the bridge was in place.

The new structure is probably the fifth to span that place. Photographic evidence from the 1870's reveals that an open bridge served there before it was replaced by the bridge recently lost. The house at the west approach has changed but little in outward appearance from those early years. The brick building beside the bridge was a blacksmith shop, first established in 1791. The first bridge at the site was built in 1797 and was destroyed by flood the following year. The replacement bridge served until 1815 and was followed by a third.

The new Mill Bridge, as did the old, serves a busy road in the middle of Tunbridge Village, just west of Route 110. Name boards on each gable still proclaim, "Mill Bridge – 1883."

The bridge, also known as the Hayward and Noble Bridge, stands below the dam belonging to the mill that named the structure. The waters of the First Branch spill over the dam, flow over bedrock, then pass under the

bridge. The bucket of flowers common to the area stands out front.

The Vermont Division of Historic Sites described the surroundings when nominating the bridge for the National Register of Historic Places, "The bridge stands next to the 19th century mill district of the village. Together with an upstream dam and pond, the covered bridge and the mill buildings constitute an exceptionally attractive and functional historic element."

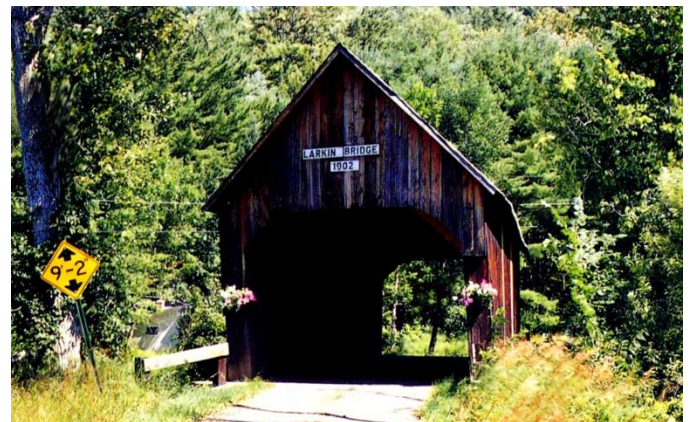
Tunbridge World's Fair

"Looked forward to by most people, dreaded by many," wrote Euclid Farnham in his *A Pictorial History of Tunbridge*. "The fair, for one week, changes a town of 900 to one of 30,000." The fair was started by the Union Agricultural Society of North Tunbridge in 1867. It was moved to its present site, south of the Mill Bridge, in 1875.

Larkin Bridge – 1902 [WGN 45-09-10]

The Larkin Bridge stands on Larkin Road east of Route 110, approximately 2.6 miles north of Tunbridge Village.

There is a name board on each gable, proclaiming the name and a build date of 1902. The Larkin is peculiar in that the two trusses, while parallel, are noticeably skewed to fit the abutments where the bridge does not cross the stream squarely. The 6-foot multiple kingpost structure, built by Arthur Adams, appears to be in good condition. There is a fording place nearby that shows continued use. The Larkin Bridge is also decorated with potted flowers during the summer.



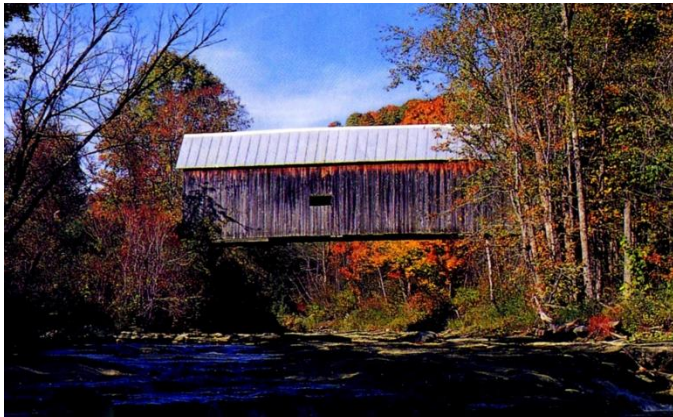
Larkin Bridge, photo by Joe Nelson, 1997

According to the town report for the year ending February 14, 1903, the Larkin Bridge cost \$473.23. This

price included payment for the worker, which was about \$1.50 a day, plus the lumber and other materials used.

Flint Bridge – 1845 [WGN 45-09-11]

The Flint Bridge serves Bicknell Hill Road in a valley at the base of a conical hill. The 88-foot structure is a massive variety of queenpost believed to have been built in 1845. VAOT engineer Gilbert Newbury finds the bridge remarkable for what he terms, “a very interesting tension splice in the bottom chords.”



Flint Bridge, photo by Joe Nelson, 1997

Bridge restorer Milton Graton worked on the bridge in 1969, rebuilding the ends, restoring the camber and the floor system, and installing new siding. He also raised the bridge for better drainage and capped the abutments. The state bridge inspector described the work as an “extensive restoration sensitive to the bridge’s original fabric,” and he said that the work on the bridge, “is an outstanding example of functional preservation of an historic structure.”

Bicknell Hill Road leaves Route 110 to the east 1.8 miles north of the Larkin Bridge, or .2 mile south of the Tunbridge/Chelsea town line marker. The turn is currently marked only by a sign reading, “Justin Morgan Memorial.” A low and rambling brick dwelling stands at the intersection.

The Agency of Transportation recommended closing the structure and constructing a bypass as the best long-term action to preserve the bridge for the future [because the] “bridge is used by a school bus, emergency services, fuel trucks, and snow plows,

carrying capacity is an issue... [and] trailer trucks can’t use the bridge.”

Chelsea

The township of Chelsea was granted by the Province of New York about the year 1770 under the name of Gageborough. In November 1780, the town was granted to Bela Turner by the Vermont Legislature. It was chartered in August 1781 at Turnersburg.

Moxley Bridge – 1883 [WGN 45-09-01]

The Moxley Bridge, or Guy Bridge, is the northernmost of the string of bridges scattered along the First Branch of the White River. It stands on Bicknell Hill Road at the bend in the river next to a ford and nicely scrolled signs at the gables declare, “Moxley Bridge – 1883.” The 54-foot queenpost structure is attributed to builder Arthur Adams. The Vermont Division of Historic Sites’ nomination for inclusion of the bridge on the National Register of Historic Places offers 1886 or 1887 for a build date.



Moxley Bridge, photo by Joe Nelson, 1997

Because the bridge crosses the stream at an angle, the structure is slightly skewed to meet the abutments. The finish includes pilaster moldings and, at the north end, a wooden ramp. Look for very long hand-hewn bottom chords. The structure has been maintained true to the original construction.

Bicknell Hill Road leaves the east side of Route 100, .7 mile north of Flint Bridge, or 2.3 miles south of the junction of Route 113 in Chelsea. The road may be marked only by a weight limit sign. The bridge is in good repair and in daily use.

Letters

Hello Fellow Covered Bridgers,

Just a quick note to let you know about a few things related to covered bridges.

First, the Theodore Burr Covered Bridge Resource Center has received some additional covered bridge books that are duplicates to the Center. These books are reasonably priced and all sales benefit the Theodore Burr Covered Bridge Resource Center. If you are interested in seeing the list, feel free to contact me at bobtrish68@twc.com. As always, requests will be filled on a first come, first served basis.

Secondly, if you are a postcard collector, the Center has a very large supply (approximately 5,000) duplicate covered bridge postcards to sell, all very reasonably priced. If you would like to set up a time to look through these postcards, please give me a call at 607-674-9656, and I would be happy to set up a time for you to visit the Center. This is a wonderful opportunity to add some nice cards to your collection. Keep in mind that the Center is open through the week, but only from 9:30 a.m. to 1:00 p.m. on Saturdays and closed on Sunday.

And finally, Hyde Hall has just published a stunning new postcard of the Hyde Hall Covered Bridge in the winter, which I have attached. The same scene has been

made into some beautiful magnets and a 100-piece puzzle. All of these items are beautiful. If you are interested in placing an order, contact Randy Lamb at rpl17019@cs.com or feel free to call him at 607-547-5098, extension 4.

Thanks, everyone. Enjoy your day!

Trish Kane
Collections Curator
Theodore Burr Covered Bridge Resource Center



VCBS Lending Library: A Learning/Pleasure Reading/ Research Source

The Vermont Covered Bridge Society has assembled a lending library available through media mail to all society members in good standing.

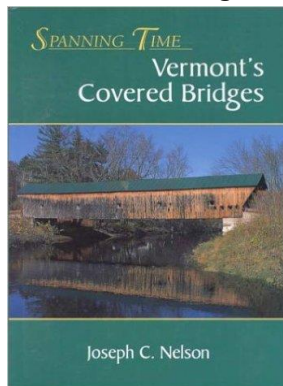
Librarian Warren Tripp has created a detailed book list complete with a description and critique of each book. Copies of the index are available by mail, or you may contact Joe Nelson for an electronic copy at jcarlnelson@yahoo.com, or go to <http://www.vermontbridges.com/whatis.vcbs.htm#item7>. A borrower can contact Warren Tripp, who will send the book by Postal Service Media Mail. Books are returned the same way.

Send Warren the complete title of the book(s) you wish to borrow. He will respond with the mailing cost and mail the order when the fee is received. The borrower is then responsible to return the item(s) in a reasonable time, preferably no longer than two months. Contact Warren Tripp, P.O. Box 185, South Barre, VT 05670, fftwb@yaho.com, phone 802-476-8637.

For Sale

Spanning Time: Vermont's Covered Bridges by

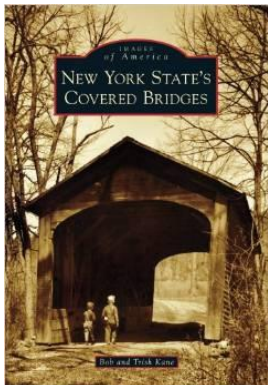
Joseph C. Nelson features 102 color photographs of Vermont's covered bridges in fifteen chapters, each a guided tour. The tours are complete with maps, commentary on the uniqueness of each bridge, and historic highlights about the towns and villages in which the bridges stand.



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. Go to: [www.vermontbridges.com/special% 20070514.htm](http://www.vermontbridges.com/special%20070514.htm).*

Also see: www.vermontbridges.com/bookreviews.htm.

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.

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

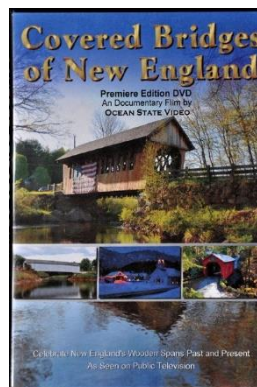
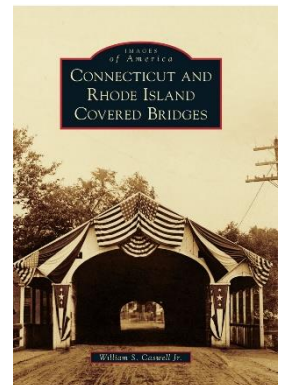
A special sale for the benefit of the Vermont Covered Bridge Society featuring the works of Eric Tobin. All proceeds of the unframed prints go to the VCBS. Sale of the framed prints will be shared 50/50. They are all Giclée on acid free paper. The glass is non-glare artist's glass.

- 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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