

THE BRIDGER



The Vermont Covered Bridge Society Newsletter – Summer 2023
Melanie Schropp, Editor

Special Board of Directors Meeting May 23, 2023

by Joe Nelson

A Board of Directors meeting was convened in accordance with VCBS Constitution and Bylaws Article 3, Part 2. The meeting was conducted via Zoom, email, fax, telephone, and surface mail.

On the agenda were seven items for discussion. Seven members of the eleven-member board participated, giving us a quorum. Participating were Melody Beth Brown, Events Committee Chair and Fundraising Committee Acting Chair; William Caswell, Jr., Advisory Director; William McKone, Publicity Committee Chair; Steve Miyamoto, Vice President; Daniel Monger, Treasurer and Membership Committee Chair; Joseph Nelson, President and Communications Committee Chair; and Melanie Schropp, Secretary. President Joe Nelson asked Vice President Steve Miyamoto to conduct the meeting. Steve called the meeting to order at 7:10 p.m.

Items for Discussion

1 – Beth asked if a policy should be written regarding items not owned by the Society that are offered for sale at VCBS events. For example, Joe Nelson shares with the Society 30% of the proceeds of his books. Peter Cosgrove shares 40% of the proceeds of his jigsaw puzzles. While how to submit an invoice for reimbursement is covered in the member handbook, there are times when the owner is not in attendance at the event where his items are sold. In those cases, Beth agreed to email details of the sales to Dan, followed by a VCBS invoice form.

2 – Liam has been in contact with a vendor regarding VCBS banners for the July 4th event in Jeffersonville. There

will be a total of four banners – two larger and two smaller. All banners will include the VCBS logo and a color photo of a Vermont covered bridge. Steve will provide Liam with a high-resolution logo, and Beth suggested some bridge photos. The banners will not be dated, so they will be appropriate for long-term use. Liam will get a prototype from the vendor to share with the Board for review.

3 – Beth provided an update on the Events Committee and the Fundraising Committee, including the budget status. She shared a sample of the upcoming 2024 VCBS calendar, with high-quality professional photos. They are just about to be printed. Beth will be receiving 250 calendars for distribution to shops that want to sell them. Joe will receive 50 calendars for online sales and distribution to the Old Red Mill in Jericho for sales. The price of the calendars will remain the same as last year.

Beth gave an update on the upcoming June 10th spring meeting in West Arlington. The cost of the venue will be \$100. Beth has been able to meet her goal of collecting 23 silent auction items. She suggested as an additional incentive for attendees to bid on auction items that we earmark the proceeds for a special need. For example, now that we have an archive for our historical records, the auction proceeds could be earmarked to help pay the storage cost. Joe pointed out that all proceeds were earmarked for our Save-a-Bridge Fund at the last annual Board of Directors meeting. He suggested we discuss making this type of change at the next annual meeting and take a vote on where we would like monetary proceeds to go.

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

Secretary: Melanie Schropp, 9860 Gregg Rd., Fredericktown, OH 43019, email: mschropp@att.net

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

4 – Beth presented information on Directors and Officers Liability Insurance. Our current general liability insurance is with Nonprofits Alliance Insurance. The additional Directors and Officers liability policy they offer would cost \$605 per year in addition to the general policy. To write the policy, NAI would require the VCBS to draft a policy in the Bylaws for the vetting and onboarding of new board members and explain how current board members were vetted. The board voted unanimously to purchase the D & O insurance from NAI. There was some discussion about the extent of the coverage. Is the coverage per person or per event? Is there a limit on payouts during the coverage year? Beth will talk to our representative about these questions. Joe will work with Beth on drafting language for the Bylaws change.

5 – Beth asked about an update to the Member Handbook. Melanie explained that she is editing the document for grammar and formatting. Joe will work with Melanie on any new text. There was discussion about availability of the handbook to members. Steve will add a spot on the membership form for members to request an electronic copy of the handbook.

6 – Beth introduced BoardnetWork to the directors. It is a communication software offered by Nonprofits Alliance Insurance to its customers at no additional charge. It is an electronic platform that Boards of Directors can use to share communication items such as newsletters, minutes, agendas, and Bylaws, as well as current communication topics. Beth explained that any board member who wants to preview the software can contact her or Steve to receive an invitation to log in. Joe expressed his concern that the software would complicate communication.

7 – Dan asked for guidance on the framed Lincoln Bridge watercolor that the National Society for the Preservation of Covered Bridges donated to the VCBS. Does Joe want him to pick it up at the June 10 meeting and take it back to Pennsylvania? There was some discussion about the size of the picture for moving purposes, as well as how best to sell it. Dan will email with Joe about whether he will be able to transport it to the meeting.

At 8:42 p.m., Dan made a motion to adjourn the meeting, and the motion was seconded by Beth. After an affirmative vote, Steve adjourned the meeting.

Publicity Committee

- by Liam McKone, Chair

Join the Publicity Committee

Please contact Liam McKone, either by email at williammckone7@comcast.net or by phone at 802-335-2484 between 9:00 a.m. and 9:00 p.m. to volunteer your help in publicizing the VCBS. My goal is to ensure that we have committee members located across the state (or nearby), so that we can reach out to local media (e.g. FrontPorchForum, newspapers, event calendars) to support our events. I am developing guidelines to keep time commitments to a minimum, but some travel might be required to provide our materials to support events. A

package of materials, including signs, banners, displays, and brochures, will be developed and given to committee members for use at events in their areas. The northwest is covered by existing members, but I need volunteers to be responsible for other points to cover the rest of the state. Storage requirements should be just a large bin that can be provided to (and then retrieved from!) support activities without traveling any great distance.

Membership Committee

- by Dan Monger, Chair

Some of our members are receiving their hard copy of *The Bridger* with the mailing label marked in red. This indicates that your membership has inadvertently lapsed. Membership fees are due in January. Annual members are in good standing if their dues have been paid by the previous fall quarter.

My apologies to those I may have offended with my March mailing. I sent out a generic letter as a reminder to everyone I thought had merely forgotten to renew for this year. Next year, I will coordinate a little better with Joe on the status of the checks received at the end of the year as membership dues.

We now have 189 memberships, including:

- 6 Student
- 57 Individual Yearly
- 39 Family Yearly
- 48 Single Lifetime
- 33 Couple Lifetime
- 6 Business, Organization, or Municipality

Of our membership, 98 (51.9%) are residents of Vermont, 26 (13.8%) are residents of other New England states, 55 (29.1%) are residents of states outside of New England, 9 (4.7%) are residents of states west of the Mississippi, and 1 (.5%) is international (Canada).

In each issue of *The Bridger*, we have recognized the birthdays and anniversaries of our members with the passage of each season. We will no longer be following this tradition. In today's world, unfortunately, date of birth has become a key piece of one's personal information, which can be used in identity theft. *The Bridger* is present in the public forum.

Events Committee

- by Beth Brown, Chair

Spring Membership Meeting

The spring membership meeting will be held on Saturday, June 10, 2023, from 10:00 a.m. to 2:00 p.m. at the Bridge-On-The-Green in West Arlington, Vermont. The Battenkill Grange Picnic Pavilion nearby will provide shelter, electricity, tables, and chairs, in case of inclement weather. A ZOOM link will be sent to the Mail Chimp membership list ahead of the meeting date. The business meeting will be conducted from 10:30 a.m. to noon.

There will be a picnic lunch and silent auction. After lunch, Benjamin Lerner, a writer for *Vermont Magazine*, will give a short talk to the group. The silent auction will close at 2:00 p.m. An optional caravan will travel to Bennington County covered bridges (and one in Washington County, NY) at 2:30 p.m., for those interested.

Final touches are being made on the 23 auction lots. Some exciting and unique items are being offered. The theme is "Spend a Day Bridging in Vermont." All items are related to the theme.

The Arlington Inn is offering a discount on lodging. Contact me at Melby5584@aol.com for details.

Father's Day Strawberry Festival

VCBS will be at the Father's Day Strawberry Festival in Middletown Springs on Sunday, June 18, 2023, from 2:00 to 4:00 p.m. The event, sponsored by the Middletown Springs Historical Society, will be held on the Green. Look for the VCBS booth under the bright yellow canopy. Join us at this event and get a free gift!

Jeffersonville Street Fair

On Tuesday, July 4, 2023, VCBS will make our second annual appearance at the Jeffersonville Parade and Street Fair. We will be in the same spot as last year and selling VCBS 2024 calendars, ball caps, books, etc. Bundle deals will return for this one day! Play Bridge Trivia to win an amazing prize!

Vermont State Fair

VCBS will be returning to the State Fair in Rutland August 15-19, 2023. We will be in the same place as last year in the Vermont Building. A NEW ball cap color will be debuting. FUN! FUN! FUN! Sign up to volunteer at the VCBS booth and get a free gate pass for that day.

NEW EVENT! Chester Fall Festival

VCBS will be at the Chester Fall Festival this September 16 and 17, 2023, from 9:00 a.m. to 5:00 p.m. on the Chester Green. VCBS merchandise will be offered for sale, and new members will be recruited. Helpers are needed. Contact me at Melby5584@aol.com if you are interested.

Fall Membership Meeting DATE CHANGE

The fall membership meeting will be held at the same place (Thompson Senior Center in Woodstock), but on a different date. Plan to attend on Saturday, September 30, 2023, from 10:00 a.m. to 2:00 p.m. Watch for more details in the next newsletter, but save the date now.

Fundraising Committee

- by Beth Brown, Acting Chair

The VCBS 2024 calendar is on its way! The second annual VCBS calendar will make its debut at the June 10, 2023, spring meeting!

All of the photographs were taken by skilled professionals. The cover features the Taftsville Covered Bridge. Some of the covered bridges included are Warren's Village, Green River in Guilford, Hutchins in Montgomery, Halpin in Middlebury, and Martin's in Marshfield. The price will be the same as last year, and that can't be said of too many things!

I want to extend my thanks to the members of the Fundraising Committee: Steve Miyamoto, Peter

Cosgrove, and Glenn Dunn. Together with Andrea Daniels of Quality Press in Concord, New Hampshire, an attractive calendar has been produced. Special thanks to Bill Caswell for transporting them and saving the VCBS a substantial shipping charge.

The 2024 calendars and other new VCBS merchandise will be available for sale at our online store (vermontbridges.org) and at all VCBS events this year. Proceeds will help us fulfill the mission of the VCBS.

Bridge Watch

Kingsley Covered Bridge – The VCBS received this update from Ron Evans:

“Good day VCBS,

“As I begin work on several manuscripts related to the Kingsley Bridge, as well as the legendary Kingsley Grist Mill historic site, which shares its district status, I thought an update might be of interest to the Society.

“The summer of 2020 brought a Hollywood/Netflix film crew to the banks of the Mill River in East Clarendon to film a segment for a travel miniseries released worldwide the following year. *The World's Most Amazing Vacation Rentals*, Season 2, Episode 7, features the Kingsley Covered Bridge and Grist Mill Airbnb as a unique and iconic Vermont experience. The series continues to air today on Netflix, and the direct link to the Airbnb is www.airbnb.com/rooms/4427427.

“The Kingsley Covered Bridge is due to be closed this year for major improvements and restoration. I will continue to remain vigilant as the bridge's closest vantage point neighbor. Please reach out if I can be of further assistance.

“Historically, Ron Evans”

Alpine Construction has begun work on the Kingsley Bridge this month. Jim Ligon with Alpine will provide updates as the project progresses.

Brown, Gorham, Cooley, and Depot Covered Bridges – Beth Brown visited these four bridges on May 7, 2023. All were in fabulous spring condition, although the Brown Covered Bridge could use a sweeping. On her next trip, she will take a rake or leaf blower.

NSPCB 2023 Covered Bridge Safari

The National Society for the Preservation of Covered Bridges and the Theodore Burr Covered Bridge Society of Pennsylvania will be hosting a joint “Safari” in northern Vermont from September 23-25, 2023. We plan to visit about 20 covered bridges in northern Vermont on the first two days and about 13 covered bridges in northcentral Vermont on Monday. A list of bridges will be available soon.

After visiting the last covered bridge on Monday, bridgers are on their own to either travel home or continue visiting covered bridges on your own.

All are welcome to participate, whether you are a member or not. The cost to attend is \$10 per person, which includes an 8x10 digital or hard copy photo of all participants at a bridge on the Safari trail, snacks and water, a patch to commemorate the Safari, and other miscellaneous expenses. A t-shirt order form will be available. Twelve-passenger vans will be available on Saturday and Sunday for those who prefer to let someone else do the driving. Those vans are already filled. If you want to be put on a wait list, you can email Bill Caswell at nspcb@yahoo.com. The cost for riding in the van for two days is \$20 per person.

Headquarters will be at the Sunset Motor Inn, 160 VT Route 15W, Morrisville, VT 05661. Book your room for Friday night through Sunday night, September 22, 23, and 24. Call the Inn at 802-888-4956, M-F, from 7:00 a.m. to 3:30 p.m., ask for Sherry, and tell her you are with the Covered Bridge Safari to receive the discounted rate. The discounted rates, including taxes, are \$125.57 for one queen bed; \$130.48 for two double beds; or \$147.15 for one king bed, or a handicap room, or two queen beds. You must call the hotel direct to get the discounted rate. There are two floors but no elevator. A one-third deposit is required at booking. You can cancel up to seven days before your first night for a full refund. The hotel cannot hold a block of rooms for us. In early April, all rooms were reserved, but you can get on a callback list, in case they have any cancellations. If you are unable to get a room at the Sunset Motor Inn, consider searching lodging availability in Stowe (closest to Headquarters), Montpelier, or Burlington. We suggest booking your room as soon as possible at the Sunset Motor Inn, knowing that you can cancel any time until seven days before September 22.

For more details or to register via PayPal, you can go to the Burr Society’s website at <http://tbcbspa.com/safari.htm>.

Your Safari leaders are Jim and Gloria Smedley and Bill and Jenn Caswell.

Kingsley Covered Bridge Renovation Underway WGN VT/45-11-03

- submitted by Joe Nelson

Jim Ligon, Project Superintendent for Alpine Construction of New York, began work on the Kingsley Bridge on May 15. The work involves replacing 27 timber components comprising roof rafters, lattice and chord members, and an end post. In addition, half of the bridge’s nail-laminated deck will be replaced, and a new standing-seam roof will be installed. The siding planking will be replaced as needed, and the approaches to the bridge will be reworked and re-signed as well.

The Kingsley Bridge was built in 1836 by T. K. Norton, a Clarendon carpenter. [The National Register nomination claims the bridge was constructed by Timothy K. Horton in 1870.] The 121-foot span carries Clarendon’s East Street over the Mill River, using Ethiel Town’s lattice truss.

In 1825, Mr. and Mrs. John H. Kingsley operated a carding mill, a sawmill, and a gristmill near where the bridge now stands. The bridge stands downstream from a waterfall and a mill, all near the Rutland airport.

Lumber Mill or Lower Bridge, Belvidere, Lamoille County – VT/45-08-06

- submitted by Bill Caswell



Lumber Mill or Lower Bridge

During their visit to northern Vermont bridges in April, Bill & Jenn Caswell noticed some broken roof braces inside this bridge. The single-span Queen truss bridge was built over the North Branch Lamoille River by local carpenter Lewis Robinson (1847-1931) in 1895. It was added to the National Register of Historic Places on November 19, 1974.

Village or Church Street Bridge, Waterville, Lamoille County – VT/45-08-13

- submitted by Bill Caswell



Village or Church Street Bridge

During their visit to northern Vermont bridges in April, Bill & Jenn Caswell noticed that a number of the roof braces on this bridge were either missing or damaged. The single-span Queen truss bridge was built over the North Branch Lamoille River around 1877. It was added to the National Register of Historic Places on December 16, 1974.

Steel Barrier Coming to Protect Lyndon Covered Bridge

Story by Melissa Cooney, WCAX Channel 3, April 11, 2023

- Republished with permission

LYNDON, Vt. (WCAX) – The Miller’s Run Bridge in Lyndon is a target for trucks that simply don’t fit. After repeated box truck incursions over the last several years, the town last year began efforts to put up a steel barrier to physically stop the trucks from going under the bridge.

Now, an iron beam structure on either side of the Miller’s Run Bridge is getting closer to fruition.

“Which will bring a vehicle to a halt if it gets to that point and avoid damaging the bridge further. Unfortunately, that’s kind of what we’ve come to for an alternative because the hits just keep coming,” Lyndon Town Manager Justin Smith said. The beams would be matte black with a design on the top. If trucks get damaged on the beams, “...they’re responsible for following the signage if they get to that point. And their trucks get damaged as it is when they go through the bridge,” said Smith.

The town budgeted up to \$30,000 for the beams, noting it costs around \$2,500 to repair the bridge every time it’s hit. There’s a fine of \$5,000 for the first hit. Smith says no one has repeated the offense.

The beam structure will be around 50 feet away from the bridge so people can still get in front of it to take pictures of the bridge if they choose. The structure is not the only action the town has taken to deter truck drivers from driving underneath. There are also height warning signs in each direction well before the bridge, as well as some flashing lights.

“It’s just a matter of following the signage. And I think a lot of people these days, they’re solely following what their phone or their GPS app is telling

them to do and not taking the signage into account,” said Smith.

The bridge is hit around five times a year, a phenomenon in recent years.

“We wanted to fight against the notion, this idea that we can’t do anything about it,” said Darcie McCann, the director of the NEK Chamber of Commerce.

She contacted Penske, the truck rental company, and organized dozens of people to contact Google and Apple Maps to report how trucks continually hit the bridge and how their routes take them right through it.

“We had almost immediate success with Penske and also Google Maps in really trying to alert their drivers. And Google, within a month actually, started diverting people away from the bridge,” McCann said.

There has been no word from Apple but McCann said she has contacted them once a month since last fall and is not giving up anytime soon.

“It sort of demonstrates or is a symbol of what Lyndonville is. So I don’t want... whether unintentionally or well-intentioned people don’t mean to hurt the bridge that we are really trying to save it,” said McCann.

Smith said the beams will be installed this construction season, and Lyndon Institute welding students will be helping them.

Watch the full video of the story at [WCAX.com](https://www.wcax.com).

Lawmakers Take Steps to Protect Covered Bridge in Lyndon

Story by Calvin Cutler, WCAX Channel 3, May 7, 2023

- Republished with permission

LYNDON, Vt. (WCAX) – Vermont lawmakers are taking new steps to protect a covered bridge in Lyndon.

The Millers Run Bridge, an iconic Northeast Kingdom landmark, is frequently struck by large trucks.

House lawmakers this week gave the green light to a charter change merging Lyndon and Lyndonville. And representatives unanimously approved an amendment that would also place civil penalties on drivers who damage the Millers Run Bridge.

Lawmakers say Vermont’s storied covered bridges are worth preserving.

“Too often we see graffiti, we see people misusing vehicles in covered bridges and I’ve actually seen covered bridges burn, and for me, that is very distressing. We are losing a treasure in these covered bridges,” said Rep. Butch Shaw, R-Pittsford.

Shaw says towns can take steps to protect their covered bridges under state law.

Watch the full video of the story at WCAX.com.

Neglected, Decaying, and Hard to Find Vermont’s Covered Bridges Deserve Better Treatment

- Story and photographs by Ed Barna

EDITOR’S NOTE: This is the conclusion of the article that began in the previous issue of The Bridger.

A Legend in His Own Time



Born in 1817 in a log cabin near Pittsford, Nicholas Montgomery Powers was the son of a wheelwright and builder. He quickly showed an aptitude for mathematics and model building, worked with local bridge builder Abraham Owen, and at the age of 19 successfully proposed building a covered bridge where Route 7 crosses Furnace Brook near its junction with Route 3. His father had to sign an agreement with the selectmen to pay for any timbers

young Nicholas spoiled. But, the bridge was strong enough to last 96 years and carry the weight of a 20-ton steamroller that the state crew had brought to help build a modern bridge at the site in 1931.

His reputation spread, and not just as a bridge builder. He moved the spire on the Rutland County Courthouse to the front of the building where it is today, erected West Rutland’s first marble quarry derrick, constructed numerous barns, and built the Kingsley Mill in Clarendon so well that it withstood the Great Flood of 1927, as did two of his Pittsford bridges, despite being washed off their foundations.

In 1866, Powers went to Perryville, MD, to work on a 4,700-foot, multi-span railroad bridge. After a tornado destroyed the first attempt, and the college-trained engineers couldn’t come up with a better design, Powers was asked if he could devise one. He looked at his watch. It was 9:45 a.m. “I’ll give it to you after lunch,” he replied. By then, he had covered the sides of a timber block with drawings and

calculations, and he got the job. His crew of 500 completed the work in time for him to win a \$500 bonus, with his 16-year-old son, Charles, designing the drawspan.

But, his greatest triumph came in 1855, when he was asked to build a bridge across Schoharie Creek in North Blenheim, New York – a task that meant crossing 210 feet of water with a 232-foot, two-lane span. Powers devised a plan never used before or since, featuring three large Long-style trusses and a solid oak arch down the center of the bridge that North Blenheim residents now call “The Rainbow.” “Powers’ Folly,” the sidewalk superintendents sneered, predicting it would crash into the creek as soon as the trestle-bridge-like temporary scaffolding beneath it was removed. Powers climbed onto the roof and announced, “If she goes, I’ll go with her!” His bridge, the world’s longest wooden span, stands to this day though it no longer carries traffic.

Today, this Paul Bunyonesque figure (Allen writes that Powers was reputed to have built all the Town lattices in Vermont and most of those in New England and New York) is nearly forgotten in his home state, the main exception being Pittsford, where the historical society celebrates his career in their museum. When the contents of his former home in Clarendon were auctioned off in 1993, most of his prized tools were either sold or given to North Blenheim, where the Blenheim Historical Society has honored Powers over the years.

Bridging Past and Present

To be fair, there are Vermont covered bridge sites so obviously the result of community care that the heart leaps for joy. There have been community efforts like Grafton’s, where they raised over \$100,000 to save the Kidder Hill Bridge.

But, after visiting all the bridge sites, I have to report that there are too many bridges closed after long neglect, or being pounded into oblivion by excess loads, or steadily losing strength. Privately-owned bridges are especially endangered, because they aren’t eligible for federal or state funding, even though they are much-visited public resources.

David Wright, a Westminster resident who leads

the National Society for the Preservation of Covered Bridges, said the society was formed in 1947 to help counteract the trend to simply destroy old bridges during highway construction. Visitors to Vermont’s covered bridges often see cards left by society members, asking that the society be alerted if a bridge is in danger – something Wright said has saved many bridges in the past.

Now, he said, the battle is over how to preserve them. Vermont has witnessed battles over putting skylights (the Lincoln Bridge in Woodstock), adding Glulam timbers (the Cornish-Windsor Bridge in Windsor), putting steel beams under wooden bridges (the Chiserville Bridge in Sunderland), and replacing old with new timbers (the Henry Bridge in Bennington). “I won’t say that (the Agency of Transportation has done more damage than the 1927 flood, but I’m tempted,” concluded Wright. “I’ve read more foolishness in engineering reports on historic structures than almost anywhere else.”

From the Agency’s standpoint, Lathrop said, “We don’t have a lot of expertise, at least in the department, on covered bridges. That’s why an outside consultant did the recent survey and made the recommendations on whether particular bridges should be moved or rebuilt,” he said. But one thing the state agency does know is that “people don’t use any common sense. They beat them to death and then say, ‘Why don’t you fix it again,’” Lathrop said. “It’s frustrating.”

“But, newly rebuilt covered bridges are different,” Lathrop acknowledged. After the aforementioned Town lattice bridge exploded in Rockingham, the trucking company’s insurance paid for a new bridge by Graton Associates. “That thing would probably take a Sherman tank,” he said.

I’ve come to believe there could be a synergy between building more wooden bridges, thereby supporting a corps of skilled bridge builders, thus justifying long-term forestry management practices, all of which would enhance both tourism and a sense of local identity.

The danger of arson can be eliminated, Wright said, by using a new fire prevention product called Nochar

Fire Preventer, that is invisible, non-toxic, easily applied, and costs about \$30 a gallon.

I have also concluded that this state needs a covered bridge museum, not just a building with exhibits, but also a site that could become a home for homeless bridges. By that, I especially mean the former highway bridges that were literally put out to pasture because people wanted to save them from destruction, not because they wanted to shoulder the burden of maintaining them. Such a site could also be a testing and demonstration facility for towns wondering whether wooden bridges are strong enough, or whether fire protection materials really work. Commercial bridge-building companies would probably be willing to market their capabilities at such a center and help fund it in the process.

To operate such a central clearinghouse, there ought to be a Vermont Society for Covered Bridges, similar to the national society, the society in New York, and the groups that used to exist for New Hampshire and for the Connecticut River Valley.

My initial thought was that one of the farms perpetually preserved by a land trust might make an ideal site for such a museum. If there were a classic barn, its timber-framed interior would be the ideal environment for interpretive displays. Karen Seward, a Powers descendant, pointed out that the ideal location might be the old Nicholas Powers farm in Clarendon, where his brick house remains. Three Powers descendants own the land, the house is not occupied, and there is a barn big enough for exhibits. Jan Lewandoski suggested building examples of all the different bridge types, not only for tourists, but so school groups could come and learn firsthand about that aspect of Vermont history. My Elderhostel students, who come from all over the country, are good examples of the people who would flock to such an attraction. For them, the environmental, social, engineering, and historical aspects of wooden bridges tended to blend into a single word: values. Helen Crane, of Winchester, Massachusetts, wrote that, “In these days of conspicuous consumption and a throwaway society, covered bridges provide a safety net for values.” Don Cargo, of Brighton, Michigan, wrote that, “For me,

the covered bridges of Vermont provide part of a window to the past when life was slower, work was harder, and our four freedoms were truly appreciated and not taken for granted. The bridges remind us of perhaps better times in a way and could/should help us refocus our individual and collective effort to reach out, grab, and hang onto those values that our country is based upon.”

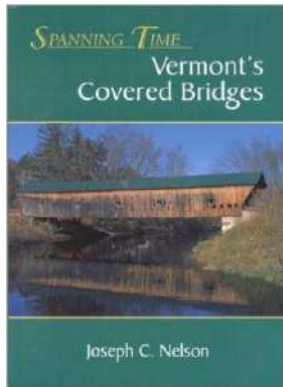
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“And so with the sunshine and
the great bursts of leaves growing on the trees,
just as things grow in fast movies,
I had that familiar conviction
that life was beginning over again
with the summer.”

- F. Scott Fitzgerald,
The Great Gatsby

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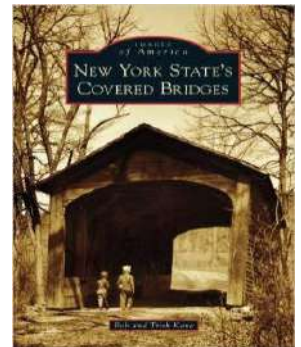
For Sale



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 the people who designed and built the bridges; A Covered Bridge Reading List for bridge and history buffs; and A detailed Index. *Spanning Time: Vermont's Covered Bridges*: 7" x 10", 288 pages. Published by New England Press of Shelburne, VT. For reviews of the book, go to www.vermontbridges.com/bookreviews.htm. *Spanning Time* is available directly from the author for \$20.00, plus \$3.00 shipping. 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.

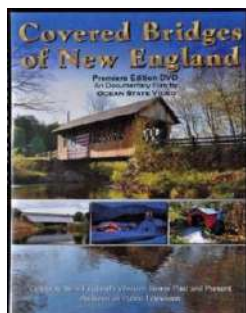
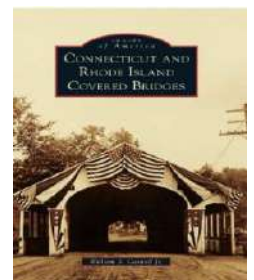


Visions of Vermont art gallery, Jeffersonville, Vermont at: <https://www.visionsofvermont.com/>, 802.644.8183

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.

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

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Covered Bridges of New England – DVD, During the 19th and early 20 centuries, New England was home to nearly 1,000 covered bridges. Today there are fewer than 200 in the six-state region. This one-hour documentary visits more than 75 bridges and interviews with several of the people dedicated to the preservation of these precious examples of our country's earliest infrastructure. Produced by Ocean State Video of Rhode Island for Public Television. Profits will go to the Vermont Covered Bridge Society's Save-a-Bridge Program. For your copy, send \$10.00 plus \$1.88 shipping to: Vermont Covered Bridge Society, c/o Joe Nelson, P.O. Box 267, Jericho, VT 05465-0267.



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