The Newsletter

National Society for the Preservation of Covered Bridges, Inc.

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Restored to Perfection!
Kentucky's Johnson Creek Bridge

1874 Smith Truss was brought back from the brink of destruction by Arnold M. Graton & Assoc., Inc.

2009 Calendar of Dedications, Dinners, Safaris & Events

October

2nd (Friday) 6-9 p.m. "Covered Bridges of New England"

At the Harvard Historical Society, 215 Still River Rd., Harvard, Mass 01451. Guest speaker is Bill Caswell, a noted covered bridge historian and webmaster. Photographs and Covered Bridge Memorabilia from the collection of William Maxant. A huge collection of photographs taken by Mr Maxant from the 1940's to the present in Massachusetts, Vermont, and New Hampshire, and items from his extensive collection of maps, calendars, books, souvenirs, articles, and other covered bridge items. Many of the bridges are no longer in existence but are a celebrated part of New England's history.

9th thru 18th Parke County Indiana Covered Bridge Festival at Rockville, Indiana

9th thru 11th Columbia-Montour Counties Covered Bridge Festival at Elysburg, PA

10-11 Ashtabula County Covered Bridge Festival in Jefferson, Ohio at the Fairgrounds

10-11 Madison County Iowa Covered Bridge Festival http://www.madisoncounty.com/bridge_fest.html

11th (Sunday) 1:00 p.m. **New York State Covered Bridge Society Meeting**
Meeting at the Smithville Fire Hall. Program by Mr. Gary Beckstead on Canadian bridges

25th (Sunday) At 12:00 noon **National Society Annual Meeting and Dinner**
at the French King Restaurant on Rt.2 in Miller's Falls, VT

November

1st at 2:00 p.m. Theodore Burr Covered Bridge Society Bake Sale and Meeting
at the Manheim Township Municipal Building. Mrs. Pat Cook will present a program titled "Lighthouses of the World".

8th (Sunday) 11:30 a.m. New York State Covered Bridge Society Dinner
At the Crystal House, 89 Fisherville Rd., Elmira, NY. Reservations need to be in by October 28th.

15th 1:30 p.m. Ohio Historic Bridge Association Meeting at the Ohio Historical Society in Columbus. Morgan County Engineer Stevan Hook will present a program about the restoration of the Morgan County covered bridges.

December

12th (Saturday) Theodore Burr Covered Bridge Society Annual Christmas Dinner
At the Bird-in-Hand Restaurant & Smorgasboard. We have no other details at this time.

Winter 2009 Newsletter Deadline

The Newsletter deadline has been moved up a couple of weeks to be on the 1st of the month from now on. The next Newsletter is scheduled to be mailed in late **December 2009**. Therefore, anyone wishing to submit photos, articles, etc., should send them to the EDITOR by **Dec. 1, 2009.** In order to save us from a lot of re-typing, please send your articles by e-mail or on a computer disc (no floppies, please), if at all possible. If this isn't possible, then the regular mail will do just fine, as it always has. If you type the information, please use PLAIN WHITE PAPER. If your submissions are extracted from a published newspaper or magazine, or an internet web site, include the source of the information so that we can give proper credit. Send all items to the editor, Brian McKee, 13008 TH60, Upper Sandusky, OH 43351 e-mail bjmckee@gmail.com *THANK YOU!*

Membership Fees were Due by June 30th!
Please send your dues to Jenn Caswell, 535 2nd NH Tpke, Hillsboro, NH 03244-4601

The President's Message

Dear Fellow Members, Greetings!

Though it is hard to believe, for it seems only yesterday that Spring arrived, by the time most of you receive your Fall Topics and the Newsletter, this year's Covered Bridge visiting season shall effectively have drawn to a close. Tempus fugit, as some wise Roman once remarked, and undoubtedly some wise caveman long before the founding of Rome, time flies. What concerns me most at present, however, is that lately, time has seemed to be flying by me at an extraordinarily rapid rate. Days have turned into weeks, and weeks into months, and though I have accomplished much during the course of 2009, there is still a lot to get done before the arrival of 2010. Oh well, the latter is probably a matter upon which it is useless to dwell at any great length. On the contrary, what I need to do at present is to get down to the Covered Bridge business at hand, particularly as there is a goodly amount of it this quarter.

The Annual Meeting: The Annual Meeting this year will be held once again at the French King restaurant in Millers Falls, Massachusetts. Details as to the choice of entrees, and the respective prices thereof, may be found elsewhere in the present Newsletter.

The program this year should be one of great interest to all of us.

As some of you may already know, Tim Andrews, of Barns and Bridges of New England, is currently restoring the Gilpins Falls Covered Bridge in the Town of Bayview, Cecil County, Maryland. In this particular instance, the word "restore" is not being abused, as it so often is when the usual run-of-the-mill Covered Bridge project is being discussed. More specifically, Tim has gone to a great deal of trouble to try to determine such things as the amount of camber that was built into the Gilpins Falls Covered Bridge initially, the size of the original floor joists, the disposition of the upper lateral bracing systems as this system was conceived of and set in place by the original bridgewright and his crew, and so on and so forth.

Obviously, determinations of the sort which have just been indicated, require careful examination of the remaining evidence, a matter that Tim will undoubtedly be discussing in his talk to us on October 25th. These determinations also necessitate a great deal of experience with, and much thought about, nineteenth and early twentieth century Covered Bridge building techniques-What a span was like when first erected is clearly an essential datum if the object of ones endeavors be the restoration of the bridge in question. To restore, after all, means to return an object, structure, whatever it is, to a former STATE, often, but not always, the initial one, whereas to rehabilitate means to re-establish or recreate a former CAPACITY.

Be that as it may, and as is so often the case with elderly Covered Spans, the Gilpins Falls Covered Bridge has been subjected to a certain number of modifications over the years. Because Tim Andrews has done his homework, he now has a fairly good idea of just what these later modifications replaced, consequently, when it comes time to excise one or the other of these modifications so as to restore the span to something like original condition, Tim will know exactly how to proceed. This is another matter I imagine Tim will be discussing with us on the 25th.

An additional aspect of Tim's approach to the restoration of the Gilpins Falls Covered Bridge merits mention here me well; that is to say, Tim's insistence upon retaining as much of the historic fabric of the span as is prudent and feasible. Though it should go without saying, it often does not, unfortunately, retention of a maximum amount of historic fabric is one of the hallmarks of good historical preservation. (Please see the Winter 2009 President's Message for a fairly full discussion as to why it is important to retain historic fabric in historic Covered Wooden Bridges.)

The President's Message (continued)

Where individual members of this span have deteriorated beyond redemption, Tim plans to replace these members "in-kind". Exact replication, please forgive the violence done to the English language by that phrase, though not as satisfactory a method as splicing or sistering, is sometimes the only approach remaining that a dedicated, preservation minded, thoroughly professional bridgewright can exploit. At the end of the day of course, an historic Covered Wooden Bridge must be safe, as well as sensitively repaired.

To return directly to the Annual Meeting program, given the brief outline of things Tim plans to discuss in his talk, it should be clear to everyone that we are all in for a real treat on the 25th. That having, been said, please come one; please come all!

The Surface Transportation Authorization Act of 2009: As many of you may already be aware, for some time now, thanks in large measure to the efforts of former United States Senator Jim Jeffords of Vermont, a certain number of Federal dollars have been made available each year for Covered Bridge research and repair. This year, however, the congress may not be willing to continue funding that important program. The Surface Transportation Authorization Act of 2009, as it has been drafted and approved by the House of Representatives, contains NO MONIES FOR HISTORIC COVERED BRIDGES!! Of course, what the House proposes, the Senate may oppose or alter. As far as I know at present, that is to say on Monday, September 14th, the United States Senate has yet to take up the Surface Transportation Authorization Act of 2009, so there is still time for anyone who wants to, to get in touch with his United States Senator and to request that this Senator support reauthorization of funding for Covered Bridges. Senators do pay attention, at least sometimes, to the opinions of their constituents, even if often we feel they don't pay enough attention to us. If a great number of you were to write in, that might constitute yet another case of the noisy wheel getting at least some grease. I do believe we need to give it a try, if for no other reason than to see what happens. Any means of direct and fairly rapid communication with your Senators should be effective; that is to say, phone calls, e-mails, or personal letters. Good luck! As we all ought to know by now, the latter is ofttimes what our historic Covered Bridges need the most.

The New World Guide: Though some of you may find it hard to believe, at long last we are about to come out with a new edition of the World Guide. This will be the seventh time that a listing of surviving Covered Bridges will have been published by the National Society. The first two of our listings were edited by Philip and Betsy Clough, and appeared in 1956 and 1959. They were pioneering works. The 1956 listing was entitled Guide to Covered Bridges of the United States, and the 1959 one, World Guide to Covered Bridges, the first of our publications to bear this title.

It is interesting to note that the World Guide Numbers with which all of us are now quite familiar were not introduced until 1959, and then only for American spans.

Whilst on the subject of our first Guides, today, Monday, September 14th 2009, I had the answer to a question which had always intrigued me; namely, who was it that first came up with the idea of publishing a complete list of surviving Covered Wooden Bridges? I now know, thanks to a telephone conversation I have just had with Betsy Clough -- Philip passed away several years ago, unfortunately -- that it was she and her husband who did. Philip wrote to each Department of Transportation in the country, as well as to certain individuals whom he thought might be able to help him, to enquire as to whether there were any surviving Covered Bridges in their State or region. On the basis of the replies received, Philip and Betsy compiled their list, a list which subsequently the National Society agreed to publish. Mrs. Clough told me it was quite difficult to establish a list which she and Philip could have some confidence was reasonably accurate, because at the time, our historic Covered Bridges were disappearing at an extremely rapid rate. It was literally a case of here today, but perhaps gone tomorrow.

The President's Message (continued)

Subsequent editions of the World Guide appeared in 1965, 1972, 1980, and most recently in 1989. Each new edition updated the bridge lists, and progressively introduced World Guide Numbers for the various spans included in these lists. Rudimentary directions as to how to find the span or spans of ones choice made their first appearance in the 1980 Guide, directions which were revised and somewhat expanded in the 1989 edition of the publication.

And now to the soon to appear 2009 World Guide.

As was the case with the 1956 and 1959 publications, certain aspects of the 2009 Guide are also pioneering efforts. For example, at the time our first two bridge listings were being drawn up, most of the then existing Covered Wooden Bridges dated from the nineteenth or early twentieth century. There were essentially no "Romantic Shelters" being built, nor were many Covered Bridges of traditional design being erected. There were just a handful of Covered Bridges of modern design, but as there were so few of them, these were simply listed along with the others.

Now, however, everything has changed. Though such spans are no longer included in the World Guide, there are over twenty-five hundred "Romantic Shelters" that we know about, quite a few newly erected bridges of traditional design, goodly number of spans of more or less modern conception, and finally, many, many other bridges that are betwixt and between.

So as to provide as much information as possible to users of the 2009 Guide, the bridges included in it have all been identified as to type; that is to say, as to whether they be Traditional Bridges, or quasi-Traditional Bridges, or Bridges of Modern Design; furthermore, each of the above three bridge categories has been fully explained and defined in the Guide, and entries within a given bridge category have all been printed in a specific typeface. This way, users of the 2009 Guide will be able to know immediately the types of the bridges they have been looking up.

The 2009 World Guide contains several other innovations as well; to wit:

1) For the first time, facts and figures describing the losses which our historic Covered Wooden Bridges have sustained over the years are laid out in some detail -- data that are not readily accessible elsewhere, to the best of my knowledge -- and some of the reasons for these losses are explained at length, and

2) The superb Introduction to the 1956 and 1959 World Guides is reprinted in a slightly abridged and re-edited form, an introduction that amongst other things, shows clearly how different the problem of Covered Bridge preservation is now from what it was 53 years ago, and finally,

3) A brief discussion of the true nature of historical preservation is included under the rubric, "Pertinent Questions To Be Asked About Proposed Covered Bridge Restoration Projects", as well as a series of interrogations, also included under the same rubric, that Covered Bridge enthusiasts ought to ask themselves, and the appropriate public authorities, every time a newly elaborated scheme for the repair or reconstruction of an historic Covered Bridge is up for public commentary- Information of the sort contained in this section of the new World Guide should be of immense value to Covered Bridge aficionados everywhere. It is once again information not readily obtainable from other sources.

The President's Message (continued)

In respect to when the new World Guide will become available, that, for the moment, is something I cannot tell you. The Covered Bridge lists and the written text are about ready to go to the printers, but just how long our printers will take to produce the requested number of copies is a datum I cannot yet give you. By the time of the Annual Meeting, however, I imagine I shall have a firm answer to the above question. At present, it looks as if the new Guide will be for sale for around twenty dollars, though whether that figure will also include postage, is, once again for the moment, not at all clear.

An Exceptional Bequest from the Estate of **Norman Merritt**: Recently, the National Society received an extraordinarily generous bequest from the Estate of Norman Merritt, a bequest so generous that we have changed the name of our dedicated preservation fund to the Eastman-Thomas-MERRITT Fund for Covered Bridge Preservation. Norman was not a member of the National Society, nor, as far as we know, of any Covered Bridge society. He fell in love with Covered Bridges as a result of having been given a copy of **Brian McKee's** book, **Historic American Covered Bridges**. Once again, as far as we know, Norman never visited a Covered Bridge, yet after a few bequests to friends who had helped him during the last few years of his life, he left the residue of his estate to the National Society. At my request, the Executrix of his estate, Hope Lee Cuddeback, penned the following brief biography of Norman Merritt.

Happy Bridging!

David W. Wright

June 17, 2009
Dear Mr. Wright,

Norman was born in the Bronx March 22,1922. He lived in the Amalgamated Condos there until he moved to Houston in 1978. Norman was a laborer who constructed elevators in high rise buildings. He was an expert in his field. Norm retired at 62 years of age with barely $13,000 in savings. He had friends that he met with for coffee every morning at Ashley's donut shop and they talked "stocks" for breakfast. (a photo is enclosed of him sitting at the counter in HIS spot) Some were retired brokers. Norm began investing and started with $5,000. He made good investments and prospered in the market but never spent any of his earnings from the market.

Norm was a WW 11 veteran. Something he never talked about. I found the papers after his death.

Norm was not close to any of his family. He was Jewish, his family was orthodox and he was a rebel to say the least. He married in mid life and had two children. They left him in late 1978.1 think that is when we "inherited" him.

Norm was interested in photography and won some local contests during the first few years of his retirement.

Norm was a character to say the least. He would come to my house and if I did not answer the door right away he would get into an unlocked car and blow the hom until I came out to see what the noise was about. He hated paper work and would put his mail in large grocery bags and every few weeks come and dump it on my kitchen table to "take care of".

His house was always a mess and always unlocked. Many a time my daughters and I would venture in when he was away and clean it out and throw away trash, etc. He would sheepishly come over and say, 'thank you, I was ashamed it was so messy". A week later it would be the same.

Norm had a near fatal heart attack about 11 years ago and I told him he needed to execute a will. When he recovered I drove him to the attorney's office and took him into the office to be sure he would get this done. I instructed him to call when he was finished his business. I went to the parking lot and looked up in time to see Norman running toward me and he then jumped into my car very upset. Norm told me, "if I make a will I will die, take me home" I had to take him home. A week later my daughter drove him and went into the office with

The President's Message (continued)

him and he stayed and had his will written. During the week before he went back to the attorney's office he expressed to me how much he loved covered bridges and wanted to give some money to preserve them. I suggested he be sure that his wishes were written. I had no idea at that time that I was to be the executrix of his will or that I held his Power of Attorney.

I took care of Norm the best that I could the last few years of his life.(He was diagnosed with esophageal cancer in 2007.) He fired every person we hired for his health care and finally he had to be placed in an extended care facility. Norm had a private room and was placed in hospice at the end of his life because he could no longer be given chemotherapy. A fall at home resulted in surgery to relieve pressure on his brain in June of 2008. He had fired his 24/7 care home health staff after I left on vacation. Norm was not excited about being in the care facility but he had visitors every day. I hired a caretaker to bring him home once or twice a week. He was evacuated from Clear Lake to San Antonio as Hurricane Ike was rapidly approaching our coastal community in September of 2008. He was placed on a bus for the evacuation and fell out onto concrete when the door was opened. Norm died four days later, alone on September 16, 2008. There was no gas for cars here and the airports were closed as we all tried to "dig out" from Ike. I could not reach him before he died and to this day I feel guilty because I promised him I would be there at the end, holding his hand.

I am enclosing a few photos I found of Norman. The photo with the dog where he is sitting on a bench was taken many years ago and was his first dog, Marsha. She looked a lot like Vinnie. He is covering the area where she lost her right front leg to cancer. Norm did not want people asking questions about what happened to her leg. She was a dog he found at a construction site and he could not abandon her when the work was done. The photo was mildewed and that is the residue you can see on the copy.

Vinnie was his last dog and he is shown standing behind his truck in the photo. Vinnie, like Marsha, was a rescue dog who had been tossed onto a highway as a pup. He and Vinnie were inseparable for 15 years. Vinnie suffered a stroke 4 months before Norm passed away and was euthanized a few days later. Norm said it was better that Vinnie had died first because Vinnie would not have understood why he, Norm, had left him behind.

When I was on my way to the hospital to work just before the storm I stopped to let Norman know what was happening. He knew the end was near and reminded me to lake care of the covered bridge business". I assured him that I would take care of everything.

Norm was colorful, cantankerous and yet had a soft side one had to took carefully to find.

I am so glad that Norm was able to benefit covered bridges.

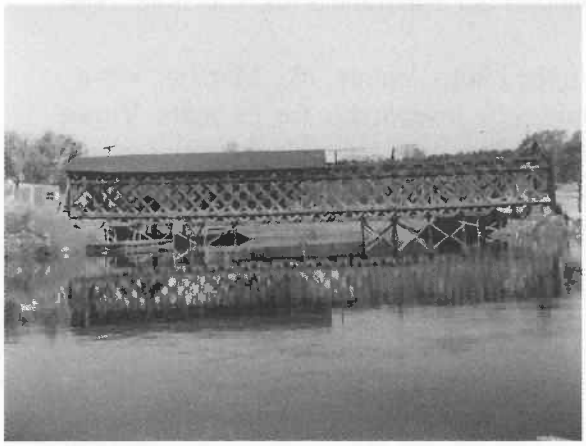
Sincerely,
Hope Lee Cuddeback

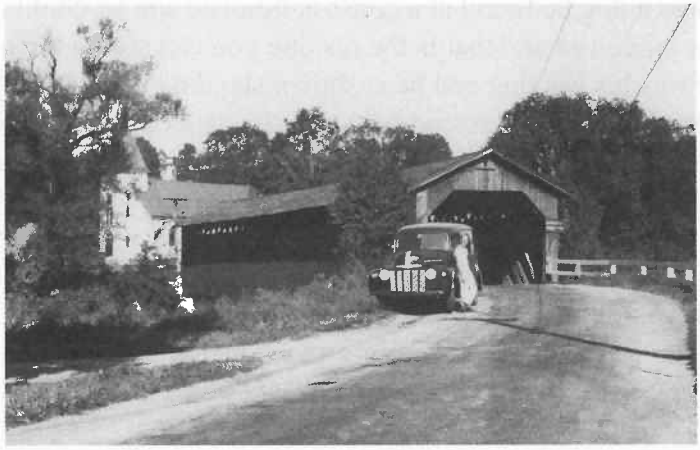
Covered Spans of Yesteryear

by Bill Caswell

I hope you had an enjoyable summer. We were fortunate enough to be able to visit a number of bridges in Georgia and Alabama during July. Except for missing the Ohio society picnic, everything went as planned. Hopefully, we will be able to attend next year. Now we are looking forward to attending the Pioneer Safari of bridges in western Vermont which will be history by the time you read this. I want to thank those of you who have sent pictures from your trips. It is especially nice to see the pictures of bridges that have been restored or rehabilitated during the past few years. Many of them will be appearing on the website in the future.

Fall is the time for fairs and festivals. For information about upcoming bridge-related events, visit the website www.lostbridges.org and click on the **2009 Calendar of Covered Bridges Events** link. If you are aware of any covered bridge events not included on that calendar, please let us know. Please support your local societies by actively participating in their events.





Another event that may already be in the past by the time you read this, is an exhibit of covered bridge photographs and memorabilia donated to the Harvard Massachusetts Historical Society by William Maxant. Mr. Maxant was one of the pioneers in covered bridge photography. His photographs date back to the late 1930's and primarily depict bridges in Massachusetts, New Hampshire, and Vermont. The exhibit opens on October 2nd with music and a presentation featuring many of his best pictures. The right photo is from that collection. This is the bridge at South Lee, Massachusetts at the time of Mr. Maxant's visit in September 1947. It was 100 years old at the time. In January 1949, the siding was removed to allow flood waters to pass through. The left picture, from Dick Roy's collection, was taken October 17, 1954, possibly while the bridge was being removed.

In my last report, I mentioned that the data entry for Ohio bridges was nearing an end. I am happy to report that after adding statistics for over 4700 structures, that project is complete. Of course, there is still much more information that could be included about those bridges, but they are at least recorded in the database and on the website.

For the next few months, I will be researching bridges in the deep south, specifically Alabama, Georgia and Mississippi. If you have information or pictures of the former bridges in those states, please let me know. Email is usually the most effective way to contact me - bill@lostbridges.org.

Old Covered Bridge News

Indiana

Moscow Bridge IN-70-07

Dan Collum and his Square and Level Construction Company have begun the formidable task of shaping each truss member for the new Moscow Covered Bridge in Rush County. There is a lot of work to be done, even though they estimate that about 40 percent of the original bridge's timbers will be reused in the new structure. A tornado demolished the old 330 ft long Kennedy bridge in June of 2008. Dan and engineer, Jim Barker, both think the new bridge will be completed in time for the Moscow Covered Bridge Festival in June of 2010.

Donations for the Moscow Covered Bridge can be sent to: MainSource Bank, P.O. Box 249, Rushville, IN 46173 (donations can also be taken to any Indiana MainSource Bank branches. Information at www.moscowbridge.com (Information was obtained from an article by Anthony Dillon on the bridgehunter.com web site)

Another recent report tells us that the professional football team "The Indianapolis Colts" has donated $10,000 to the Moscow Covered Bridge Project. Colts owner, Jim Irsay, stated that he was proud of the state's efforts to restore the historical monument. *(Information from Jim Crouse of Ft. Wayne)*

Homer/ Mud Creek Bridge IN-70-18

Another Rush County covered bridge is getting lots of attention. It was known as the "Homer Bridge Barn" for 117 years, as it sat in a field and was used for a barn or shed. Now, the Kennedy bridge that was almost forgotten, has been moved to a new location and will be restored to its original appearance as much as possible.

It only spanned the Mud Creek for 11 years when it was washed away in a flood and landed in a field, where it remained, until now. The Pioneer Engineer's Club of Indiana is taking charge of the project to restore it. It now has a permanent home in the Caldwell Pioneer Acres just south of Rushville. A lower chord and some truss members have been replaced.

Donations for the Homer Covered Bridge can be sent to: The Pioneer Engineers Club, P.O. Box 536, Rushville, IN 46173 (tax deductible) Information at www.pioneerengineers.com

(Information was obtained from an article by Anthony Dillon on the bridgehunter.com web site)

State Sanitorium Bridge IN-61-38

Roger Grover of Rockville, Indiana has sent us some information about the opening dedication of this historic covered bridge which was recently re-located in Parke County. The ribbon cutting ceremony took place on Tuesday July 8, 2009. Work on this project was done by Myers Engineering, CLR Construction, and Square and Level Construction. All were represented at the ceremony along with the Parke County Commissioners, Jim Meece, George Nicholas, and Greg Harbison.

The bridge was moved from property owned by Lee Alan Bryant to a creek crossing on Adams Rd. to replace a simple cement slab.

Kentucky

Cabin Creek/ Mackey-Hughes/ Rectorville Bridge 17-68-03

Arnold Graton reported that the Johnson Creek Bridge project is finished and the Cabin Creek Bridge has been stabilized with a metal framework to keep it from collapsing. They are waiting on a grant for the restoration of the Cabin Creek Bridge.

The old house next to the Cabin Creek Bridge is currently undergoing its own restoration. The owner of the house said he was inspired to fix it up when he saw the work being done on the covered bridge. Anyone who has seen the house knows he has his work cut out for him and we wish him the very best on his project. *(Photo by Karen Bittinger 9-5-2009)*

(Kentucky continued on next page)

Johnson Creek Bridge 17-101-01

This classic Smith Truss has been completely restored and is an outstanding example of what can be done when a professional restoration company is in charge of the project. The Johnson Creek Covered Bridge was awarded the Ida Lee May Restoration Award through the Kentucky Heritage Counsel. The award was presented to the owner, which is the State of KY, and Arnold Graton was invited to attend the award at the Governor's mansion in Frankfort.

Your editor and Karen Bittinger were in Kentucky to see bridges on the Labor Day weekend and were amazed to see how nice this bridge looks, now. This is perhaps the finest restoration of a covered bridge we have ever seen, given its condition beforehand..

Fleming County Covered Bridge Festival (August 22, 2009)

This year's covered bridge festival, held at the Goddard Covered Bridge, went very well according to a report from Miriam Woolfolk. Festival goers enjoyed much cooler than usual temperatures and the attendance was way up from previous years. Light rain began to move in at about 4:00 p.m., so the crowd dispersed.

The Goddard Bridge KY-35-06 is one of Kentucky's most well known covered spans and was recently professionally restored. It is very visible being just off Highway 32. Beautiful stone approach ramps have been built at each entrance to the bridge.

Maryland

Gilpin's Falls Bridge MD-07-01

Repairs are finally under way at this Cecil County covered bridge. It had deteriorated to the point of imminent collapse. The 119 ft. long Burr truss was built in 1860 and has been closed to traffic after it was bypassed in the 1930's with a new bridge. It is the longest covered bridge in Maryland. To see some recent photos and comments about this project, go to Jim Smedley's web site www.mdcoveredbridges.com or twitpic.com/8htz8

Michigan

Langley Bridge 22-75-01

Work continues on Michigan's longest covered bridge. It was opened to traffic on January 2, 2009 after a $750,000 renovation. It was closed back in September 2008, then repaired by the Anlann Corp. of Grand Haven. About a week before the opening, the roof was damaged by high winds, so crews returned to fix it. The bridge was closed again for repairs on Wednesday, May 27, 2009. Even though work has been in progress, there is still no date set to reopen the bridge to traffic.

Langley Bridge is a 282 ft long Howe truss built in 1887. In 1910, it was raised 8 feet to allow for the higher water level in the new Sturgis Dam Project. It is located on Covered Bridge Rd. 3 miles north of Centerville in St. Joseph County.

Ohio

Governor Kirker Bridge 35-01-10

A recent visit to this Adams County bridge by your editor and Karen Bittinger discovered a lot of roof damage, probably from high winds. A large 4x8 ft. piece of the tin roof was missing and another large portion of it was bent back allowing rain to get into the bridge. The entire structure looked neglected and needed a good coat of paint. We hope that someone will repair the roof before the rain causes serious damage to the trusses. The Kirker Bridge is rare in that it has a high degree of skew, similar to the Shryer Bridge in Fairfield County.

Stonelick/Perintown Bridge 35-13-02

A federal grant was received recently for the restoration of the Clermont County bridge. It was built in 1878 with a 140 ft. Howe Truss and spans the Stonelick Creek.

Newton Falls Bridge 35-78-01

A recent report from the internet says that this Town Truss bridge was closed to traffic due to a vehicle hitting it. It had just been re-opened after extensive repairs which had it close to traffic for a couple of years. It was built in 1831 and is one of Ohio's oldest covered bridges.

Oregon

Oregon Covered Bridge Festival

Bill Cockrell sent a short note to report that the 2009 Oregon Covered Bridge Festival was held with great success in the village of Cottage Grove, Oregon. The annual festival will be held in Cottage Grove from now on. Bill took on a lesser role in this years event and enjoyed it very much. The village is in Lane County which boasts 19 covered bridges.

Pennsylvania

Pleasantville Bridge 38-06-01

On August 12, this Berks County bridge was closed for the 4th time in the past 5 years after damage was caused by an oversized vehicle. The unknown vehicle struck the 13 ft. 3 in. clearance bars which are there to protect the covered bridge from such destruction. (The bridge itself was actually not harmed). It was also closed back on July 1st after a similar incident. So far, no one has been charged.

The 142 ft. Pleasantville bridge was re-opened in 2004 after extensive repairs which cost about $2.2 million. It was originally built in 1852 with an unusual and interesting version of the Burr truss system, made up of two separate arches. It is located approx 12 miles NE of Reading, just 4 miles east of Oley.

N40.3788° W-75.7388°

Sheard's Mill Bridge 38-09-06

Bucks County officials were to meet in September or October with officials from East Rockhill and Haycock townships to discuss taking over ownership of the bridge. It is currently owned by PennDot. It spans the Tohickon Creek and sits on the township line. The 1873 bridge is in need of some repairs and fireproofing, for which a $67,900 federal grant was awarded to both townships. Roof repairs are also needed along with some painting. *(information obtained from The Intelligencer Sept 8, 2009)*

Paar's Mill Bridge 38-19-29

News from Mr. David "Otto" Kurecian, executive director of the Columbia Montour Visitors Bureau, via David Topham, informs us of the intent to make a park around this charming Columbia County covered bridge. The bridge will remain closed to traffic, but will have picnic tables inside for public use, as in the Josiah Hess and Stillwater bridges. It is an 84 ft . Burr truss buit in 1865. At one end of the bridge is an old iron pony truss which we would like to have a good photo of.

Gudgeonville Bridge 38-25-03

The sad story of the Gudgeonville Bridge just won't go away. News reports out of Erie, PA tell us that Jeffery Gleason, the main suspect in the arson which destroyed the bridge, has been sentenced to a 5 to 10 year prison term. He was also charged with shooting at a car, a few weeks after the bridge incident. Gleason admitted guilt in the arson of the 1868 covered bridge which was one of the most scenic in the country. In September, a co-defendant, Joshua Bell of Albion, was sentenced to 5.5 to 14 years in prison. The covered bridge was removed and will not be rebuilt despite the protests of many covered bridge enthusiasts.

Red Run Bridge 38-36-10

We have not seen any reports about this bridge, but when Karen Bittinger and I saw it back in May, it was being repaired. There were no signs to tell who was doing the work, but there were several pieces of equipment on the site and work was well under way. The bridge was pretty much abandoned and was in dire need of major repairs. We are glad to see someone finally giving the Lancaster County bridge some attention before it collapsed. According to my records, the Burr truss bridge was built in 1866 and is 104 ft long. It is privately owned.

Old Covered Bridge News

Shaffer/ Ben's Creek Bridge 38-56-11

This Somerset County Bridge will be closed for 6 weeks for repairs so rotting roof supports can be replaced. It was estimated that the repairs could cost as much as $100,000. Officials feared that the roof could collapse in the heavy winter snows. The bridge carries about 50 vehicles per day and has a 3 ton load limit. Closing the bridge will cause travelers to take a 6 mile detour. It is one of the 6 covered bridges remaining in Somerset County. *(news from The Tribune-Democrat 9-1-2009)*

Bell's Mill Bridge 38-65-01

Westmoreland County has only one covered bridge and it was almost lost to fire back on July 6th. Law enforcement officials theorized that a discarded cigarette may have landed in some dry leaves and paper trash laying on the bridge floor, setting the debris on fire. The flames set the siding on fire which burned clear through. The trusses suffered minor damage before the fire was extinguished. The bridge remains open to traffic.

Your editor saw this bridge shortly after the fire with Karen Bittinger, who lives in Westmoreland County, and was surprised to see that there was still a large amount of dry debris and leaves on the floor just inches from the burned area. No one had bothered to clean out the remaining tinder which could result in another fire. We were also surprised at the large amount of traffic that goes through this bridge. It was difficult to get photos and stay out of the way of the vehicles. The surrounding area around this bridge needs to be cleaned up. We are lucky that it is still there. *(The Tribune-Review July 7, 2009)*

Vermont

Pulp Mill Bridge 45-01-04

Work on the only double barrel covered bridge still open to traffic in Vermont will probably begin in 2011, but a decision whether to bypass the bridge with a temporary bridge is undecided, yet. It carries a large amount of traffic, roughly 2000 vehicles per day, across the Otter Creek on Seymour Street in Middlebury. Constructing a temporary bridge beside the covered bridge would cause a long delay in the project of perhaps another two years. The entire project is estimated to cost $3.5 million. A temporary span would cost more than $1 million to construct and would add a geat deal of logistical problems. Not having a temporary bypass bridge would send an unacceptable amount of traffic through the town, adding to the congestion. Other options are being considered by the Middlebury Selectmen. The 1820's Burr truss bridge is one of the oldest covered bridges in North America. The project is going to leave the historic and rare structure with "only 30 percent of its original timber". *(The Addison Independent July 30, 2009)*

East Fairfield 45-06-03

This 68 ft. Queenpost bridge in Franklin County was closed to traffic back in 1997 after inspections showed it was too deteriorated to drive vehicles on. Contractor "Blow & Cote" submitted a successful bid of $747,795.00 and began repairs in August 2008. It was finished on July 5, 2009 and re-opened to traffic. A substantial amount of the original wood timbers were retained in the repair process. More photos of the project can be seen at the following web site http://www.vermontbridges.com/efairfield090705.htm *(news from the Vermont Covered Bridge Society "Bridger")*

Hutchins Bridge 45-06-07

This 54 foot long Town Truss was built in 1883 by the Jewett Brothers. It is currently undergoing extensive repairs by the Alpine Construction Co. of Schuylerville, NY to the tune of $1,085,869.00. A temporary Bailey bridge is installed next to it to accomodate local traffic. Steel I-beams have supported the bridge for several years. We hope they are removed when this project is finished. *(information from "The Bridger")*

Creamery/ West Hill Bridge 45-06-09

This is another 1883 Town Truss built by the Jewett Brothers. It was closed to all traffic back in 1994 due to severe structural problems and rotting of the floor timbers. It is now being repaired by the Alpine Construction Co. at a cost of $598,632.00. It spans the West Hill Brook over a very scenic water fall. Repairs were expected to be finished by the end of July 2009. *(information from "The Bridger")*

Old Covered Bridge News

Martin/ Orton Bridge 45-12-06

After sitting in a field for five years, this small "farm" bridge was extensively repaired during the past several months and is finally finished. A park has been created around it. It uses a Queen Post Truss and crosses the Winooski River. Records show that it was built in 1890 by Herman Townsend & Sons for William Martin. It is now owned by the town of Marshfield. *(information from Mrs. Linda McNamara and "The Bridger")*

Williamsville Bridge 45-13-05

Nothing new has been reported concerning this historic covered bridge since the last newsletter was published. Plans are still in effect to demolish the bridge and replace it with a new one next year. Repairs to the floor will keep the bridge open to traffic through the coming fall, winter and spring.

Worrall Bridge 45-13-10

On a recent trip to Vermont this summer, New York resident Linda McNamara found this bridge to be closed for repairs. No details are known at this time.

New Brunswick

Patrick Owen Bridge 55-12-05

News from Sunbury County, NB as of August 6, 2009 reports that the 236 ft long Howe truss covered bridge has been repaired and re-opened to traffic following repairs of truck damage back in January. New clearance bars were installed to keep tall vehicles from striking the bridge's roof timbers. The cost of repairs was $80,000.00. *(The Daily Gleaner.com 8-6-2009)*

Québec

Saint-Edgar Bridge 61-10-05
Routhierville Bridge 61-43-04

These two covered bridges which are in the Gaspé Peninsula region of Québecwill be recognized as historic monuments. Both of them are long 2 span bridges and cross famous fishing rivers...the Petite Cascapédia River and the Matapédia River, respectively. In addition, the Routhierville Bridge will receive $700,000 worth of repairs, after which it will be painted red.

Powerscourt Bridge 61-27-01

Southwest of Montreal, the Powerscourt Bridge is the only McCallum Truss remaining in the world. it is receiving extensive repairs under the guidance of engineer Michael Grayson, and has been entirely dismantled, where the work is being performed in a field three miles away. Decayed or broken truss members will be replaced or repaired as necessary, then the bridge wil be returned to its original site.

Taschereau Bridge 61-02-39

In the Abitibi, the Taschereau Bridge near Villebois has been closed to traffic and its future is uncertain. It was originally on a through road, but the east end leading from the bridge towards Villebois has been discontinued for several years. There is still access from the west, but with the bridge now closed there is much potential for vandalism. It last received major repairs in 1985.

Ducharme Bridge 61-37-02

In the Saint-Maurice Valley, the Ducharme Bridge at La Bostonnais is now closed for repairs.

Thank you to Gérald Arbour and Joseph D. Conwill for the Québec information.

New Covered Bridge and Replica News

Fitzgerald Rd. Bridge
Brooklyn, CT (Windham Co.)

First Selectman Roger Engle has proposed that the bridge on Fitzgerald Road, which has been closed since June due to its deterioration, be rebuilt as a covered bridge and has placed that into the specs for bids on the project. He said that many residents have been suggesting a covered bridge be built in its place. Sigfridson Wood Products of Brooklyn has approached the town with a plan for the new bridge. Bids were to be opened on Sept 10th. *(The Norwich Bulletin 9-6-2009)*

Groton Street Bridge 21-09-01 #3 Pepperell, Mass

Work has begun to replace the former Chester H. Waterous Bridge in Pepperell (built in 1963). A completely new covered bridge is being built at a facility in Sidney, New York by the Unadilla Laminated Products Company. Needless to say, the new bridge will be made of modern Glu-Lam materials. When finished, the bridge components will be shipped to the site on Groton Street and assembled. The 94 ft long bridge will span the Nashua River. It will be about 47 ft wide to accommodate 2 lanes of traffic. (Note: the editor isn't sure of the new bridge's World Guide number). go to http://www.unalam.com for a lot more information and recent photos. This is an impressive web site.

Hampton Falls, New Hampshire
Coffins Mills

Local residents are planning to repair what seems to be a very old stone arch bridge that was built back in 1825 and closed in 1997 due to unsafe structural problems. It spans the Taylor River at Coffin's Mill in Rockingham County on Old Stage Rd. Donations and volunteer work will be used to repair the bridge and also put a wooden cover over it. Savage's Mill will provide the lumber to be used in the project. No tax dollars will be used. The bridge is located west of Hampton, between NH88 and I-95 (N42.94239, W70.87748) *(news obtained from seacoastonline.com 8-4-2009)*

Salisbury, NH

According to a report in the Concord Monitor, August 17, 2009, a local 116 year old iron pony truss bridge will be given away. It is called the Pingree Bridge and crosses the Blackwater River at the intersection of West Salisbury and Mountain Roads. The pin-connected single lane bridge carries sparse traffic on a dead end road, serving about 8 houses. Its new $1.5 million replacement bridge will be built this coming Spring and officials are hoping someone will take the old bridge to preserve it. Joyce McKay, the NH Dept. of Transportation Cultural Resources Manager said "For a long time, we've recognized that covered bridges are important, but these truss bridges are no longer common, either, and we're now starting to recognize them as important, too. *(The Concord Monitor 8-17-2009)*

Scarborough Bridge 30-04-A

This well known stringer was recently repaired by the township at a cost of $115,000. It is basically a wooden box over a residential street in Cherry Hill, NJ and was built in 1959. *(news from the Cherry Hill Sun 9-2-2009)*

Hancock County, Ohio

In the last issue, we reported that a new covered bridge will be built just east of Findlay. The old 1895 iron through truss bridge on Marion Township Rd. 241 crossing over the Blanchard River was to be moved and replaced with a new wooden covered bridge sometime later this year. The historic Pratt Truss iron bridge, which was built by the Canton Bridge Co., was to be moved to the nearby Riverbend Recreation Area and preserved.

Work has begun on this project and the iron span has been moved. As of Sept 12th, the old iron bridge was set in its new location and awaiting new abutments. The abutments for the new covered bridge were also being constructed. We expect this project to move along quickly. The historic Iron Bridge is the last of the Iron Through Trusses in the county, which was once the home of many of them. Our hats are off to OHBA President David Simmons who arranged to save this bridge from certain destruction. Photos can be seen at the following web site. http://bridgehunter.com/oh/hancock/3234312/

New Covered Bridge and Replica News

Holmes County, Ohio

A new timber truss covered bridge is currently being built near the small community of Walnut Creek. The bridge is located 3/4 miles south of the village on CR145. Jonas Erb and his crew are the general contractors of the project. The bridge will be about 60 ft long, and 24 ft wide. We are not sure if it will be a fully authentic traditional timber truss or a stringer, but it will be open to public traffic. Total cost will be around $700,000. *(information from "The Budget" 9-16-2009) GPS N40.53154, W81.71815*

Union County, Ohio

Yet another new authentic timber truss covered bridge is going to be built in the next year or so on Thompson Rd. on the east side of the county. It will replace an iron Parker pony truss bridge which was built in 1913 to span the Mill Creek. The new 125 ft. covered bridge will most likely be similar to the two other new ones in Union County which use a timber and steel Pratt truss. It will be two lanes wide to accomodate modern traffic loads and farm equipment. The GPS coordinates are N42° 3.285', W80° 6.812' *(Thanks to Miriam Wood of the Ohio Historic Bridge Association for the Ohio bridge news)*

Prusha Bridge OH-28-e (Geauga County, Ohio)

This is a new 35 ft. stringer bridge built by Don Prusha of 10441 Mulberry Rd., about 4 miles southwest of Chardon, Ohio.(N41 33.829 W81 16.110). It is on his private property. Don is a retired industrial arts teacher at the Beachwood Middle School and likes to keep busy with projects such as this one. He and his wife, Anne, have been married for 42 years and have lived at this location for 39 of them. It has taken him 3 years to build the bridge. *(information from The Cleveland Plain Dealer 9-7-2009)*

Hardin Valley 42-47-A
Knox County, Tennessee

A nice looking stringer bridge is located at the entrance to the Covered Bridge Developement where the houses range from $479,900 and up. A news article sent to us by Dorothy Brush doesn't say anything about the bridge itself, but shows a picture of it. Photos and directions are on Dale Travis' web site at http://www.dalejtravis.com/bridge/tennesse/htm/42047a.htm The gps coordinates are N35 55.327 W84 13.111

Cagle Mountain
Sequatchie County, Tennessee

A covered stringer bridge located at the Woods Developement on Keener Rd. was demolished by the county after heavy rains flooded the area and washed out part of the road and some of the bridge itself. Local residents are complaining that the county should repair or replace the covering instead of just destroying it. County commissioner Redgie Camp stated that the bridge didn't meet the state standards and would not be replaced as a covered bridge. Some of the local residents have maintained the bridge over the years, cleaning and staining it using their own personal money. They say that about $2000 has been spent on it since it was built in the 1990's.

Jennifer Flynn, spokesperson for the TennDot said that "a cover would be an enhancement that could reduce the bridge's capacity, compromise safety, and make it harder to meet state requirements. The state doesn't consider the crossing a "bridge" as it is mainly steel culverts, but the repair will make it a bridge subject to regular state inspections in the future". *(story in the Chattanooga Free Times 6-2-2009 sent by Dorothy Brush)*

Vermont

Hermitage Road Bridge at West Dover (Windham County) 45-13-S

This is a new 60 ft. long stringer bridge using a Town Truss on top of a concrete bridge. It is located at 25 Handle Rd. in West Dover, VT. which is at the entrance to the private Hermitage Inn. It was built by Rob Wadsworth and his crew from "Vermont Barns" in Stratton. The news article states that it was built in 24 days in February 2009. (N42 55.700, W72 53.326)

Other Covered Bridge News, Members, etc.

Welcome to Our New Members!

We have two new members this time. They are as follows:

Mrs. Hope Lee Cuddeback, 15814 Parksley Drive, Houston, TX
Christopher Marston, 9500 Seminole St., Silver Spring, MD

The Theodore Burr Covered Bridge Society of Pennsylvania

Recently elected a new president at their September meeting. Joyce Soroka has replaced long time president, Thomas E. Walczak, after he announced that he would not run again.

Wedding Bells

We are pleased to announce the marriage of Gaétan Forest (a noted Québec bridge historian) and Francine Le Fort on August 15, 2009 at St-Gregoire-le-Grand, Québec. Both the bride and groom are of Acadian ancestry. About 100 people were in attendance, some wearing traditional colonial costumes. Our Best Wishes go out to the newlyweds! *(Thanks to Joseph D. Conwill for sending this news)*

National Society Historian, Dick Roy

was featured on the front page of a recent issue of **The New Hampshire Union Leader** (July 20, 2009). His intricate wood carving of "The Last Supper" was donated to the Catholic Medical Center in Manchester. The famous Leonardo da Vinci scene of Jesus and his Apostles contains about 800 separate pieces of nineteen different types of wood, making it very colorful. Each piece of wood was individually coated with polyurethane before it was placed in the group, then the entire assembly was covered with 11 more coats of polyurethane. It measures 2.5 by 3 feet, and is called an "intarsia". It took him about 396 hours to complete the masterpiece.

Dick also has a four foot carving of Jesus on display at the St. Joseph's Cathedral and has donated several other pieces to the Maple Leaf Health Care Center.

Dick has a wood working shop in a small garage next to his home on Ash Street in Manchester, where he lives with his wife, June. He is a retired meat cutter, spending about 37 years in the profession in the Manchester area. He is a long time member and officer of **The National Society** and was editor of **The Connecticut River Valley Bulletin.**

We didn't realize that he had such a great talent! *(Thanks to Joseph D. Conwill and June Roy for sending this news)*

Kentucky resident, Melissa Jurgensen

recently had a book signing of her newest book "River Towns of Central Kentucky" at the Boone County Public Library in Union, KY on June 27th. She had already published another book "Kentucky's Covered Bridges" prior to this one, which was co-authored with Robert Laughlin. Melissa is a legal secretary in the Lexington area.

Northern Ohio Covered Bridge Society

Sad news was received about this covered bridge society from Jim Gnagy, Jr and also the Ohio Historic Bridge Society. The officers have decided to dissolve the group and hold no more meetings or events.

The new Swiss stamp on the left was sent to us via e-mail from Bob Salvi, a resident of Massachusetts. The bridge is the Schaffhausen over the Rhine. It is gone. The stamp was issued on March 5, 2009. Thanks, Bob!

50th ANNIVERSARY ITEMS

We still have a few nice items regarding the commemoration of the 50th Anniversary of the **National Society**

Tote Bag — Has the ***National Society for the Preservation of Covered Bridges*** emblem in dark blue on front pocket measuring 12 1/2" by 15 1/2" with a top snap and 20" handle straps. Cost: $15 (includes shipping)

Ornament — It's a 3" round glass maroon ornament with the Society emblem in gold. Cost: $7.00 (includes shipping)

Pens — Pens have "I love Covered Bridges – N.S.P.C.B." written on them. Cost $1.25 each (includes shipping)

SPECIAL OFFER!!

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

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

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

The following items are still available through the Society

Covered Bridge Polo Shirts

A **white Polo Shirt** with a blue NSPCB logo, send $15.00 plus $3.95 for shipping and handling. Specify, Medium or Extra Large. Shirts are 100% pre-shrunk cotton. This is a fund raiser for the preservation fund. Buy several as gifts for your family and friends.

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

Please order any of the items above from Mrs. June Roy, 73 Ash Street, Manchester, NH 03104-4906
or E-mail: dickroycb1@comcast.net

EVERYTHING YOU NEED TO KNOW ABOUT COVERED BRIDGES

On a Single Compact Computer Disc

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

From September to March: 210 Wellington F, West Palm Beach, FL 33417-2559
From April to August: 130 Westfield Drive, Holliston, MA 01746-1257

Books Available from the Society Store

"Covered Bridges of Vermont" by Ed Barna. This is an excellent book depicting all the covered bridges in Vermont in the year 1996. 6x9 soft cover, 216 pgs., Pub: The Countryman Press, ISBN 0-88150-373-8 Postpaid $17.00

Two great books (below) by Joseph D. Conwill: The Arcadia Press Images of America Series

"Vermont Covered Bridges"

Pub in 2004, 6.5x9.25 soft cover, 128 pgs., ISBN 0-7385-3598-2

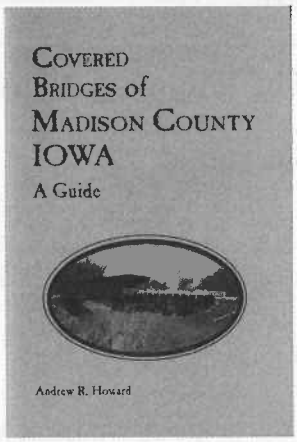
"Maine's Covered Bridges"

Pub in 2003 6.5x9.25 soft cover, 128 pgs., ISBN 0-7385-1271-0

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

"Life in the Slow Lane" is still available for $16.95 + $3.95 Shipping and Handling. This is a hard bound 8.5x11 in. book with 162 pages of excellent photos by many various contributors from all over the country. Publisher: Reiman Publications 1998 ISBN 0-89821-240-5

Books by Andrew Howard



C/B's of Madison County IA, A Guide.....$6.50

6x9 format paperback, 46 pgs., ISBN 0-940310-07-4

C/B's of Connecticut, A Guide.....$5.50

6x9 format paperback, 47 pgs., ISBN 0-940310-04-X

C/B's of Virginia, A Guide.....$6.95

6x9 format paperback, 46 pgs., ISBN 0-940310-08-2

C/B's of Bennington County VT, A Guide.....$6.50

6x9 format paperback, 49 pgs., ISBN 0-940310-06-6

C/B's of Massachusetts, A Guide $6.95

6x9 format paperback, 80 pgs., ISBN 0-940310-03-1

(There is a $2.00 postage and handling charge for each book)

All the books above should be ordered from Mrs. June Roy, 73 Ash St. #2, Manchester, NH 03104-4906
e-mail address: dickroycb1@comcast.net

There is another excellent book on Vermont covered bridges called "**Spanning Time: Vermont Covered Bridges**", by Joseph Nelson, who is the President of the Vermont Covered Bridge Society. It is a superb hardbound book containing wonderful color photos, maps and information about each Vermont covered bridge. The book is 7.5 x 9.25 in. and has 271 pages. ISBN 1-881535-25-8 For ordering information contact the author at 2 Sugar Hill Road, Underhill, VT 05489 or on the Web www.vermontbridges.com
(This book isn't available from the society store).

NSPCB ANNUAL DINNER

Sunday, October 25th, 2009 at 12:00 noon

This is the **Annual Meeting** and is being held on October 25th at the **French King Restaurant** on Route 2 in Millers Falls, MA. See dinner reservations and application below.

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

Program:
Mr. Tim Andrews will present a program about his restoration of Maryland's Gilpins Falls Covered Bridge

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

Dinner Reservation Coupon for October 25th, 2009 Annual Meeting.
To be returned with payment as designated below.
Please return no later than October 20th, 2009.

_____ Whole Boneless Breast of Chicken with stuffing and gravy $21.95

_____ Yankee Pot Roast $21.95

_____ Baked Haddock au Gratin $21.95

_____ Fisherman Casserole $22.95

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