



Historic Bridge Bulletin

Volume 2, Number 1
March 2015

From the Director's Desk

Dear Friends of Historic Bridges,

Welcome to the year 2015 and a new issue of the *Historic Bridge Bulletin*. We have received positive reviews on the *Bulletin* and look forward to publishing more great articles over the year. The success of our newsletter is directly related to your participation and we urge you to send us articles about historic bridge rehabilitation techniques, the history or design of particular historic bridges, success stories about funding or community support, or original research in any field related to historic bridges. Please consider writing an article for the *Historic Bridge Bulletin*!

Articles should be sent as attachments to info@historicbridgefoundation.com and be between 500 and 1000 words. At least one photograph or drawing must be included. Articles should be submitted as Microsoft Word documents and the photographs in JPEG, PNG, or TIFF format. Please include captions with the Word document.

The *Historic Bridge Bulletin* is published three times a year: March 1, July 1, and November 1. The deadline for articles is one month before publication, February 1, June 1, and November 1 respectively. HBF will still accept submissions after the due dates, but in those cases your article may be assigned to the following issue.

If you have questions regarding any of these requirements, please do not hesitate to contact us at the above email or visit our website www.historicbridgefoundation.com for submission requirements. You may also contact me directly at kitty@historicbridgefoundation.com. We will be happy to help.

Kitty Henderson

Executive Director

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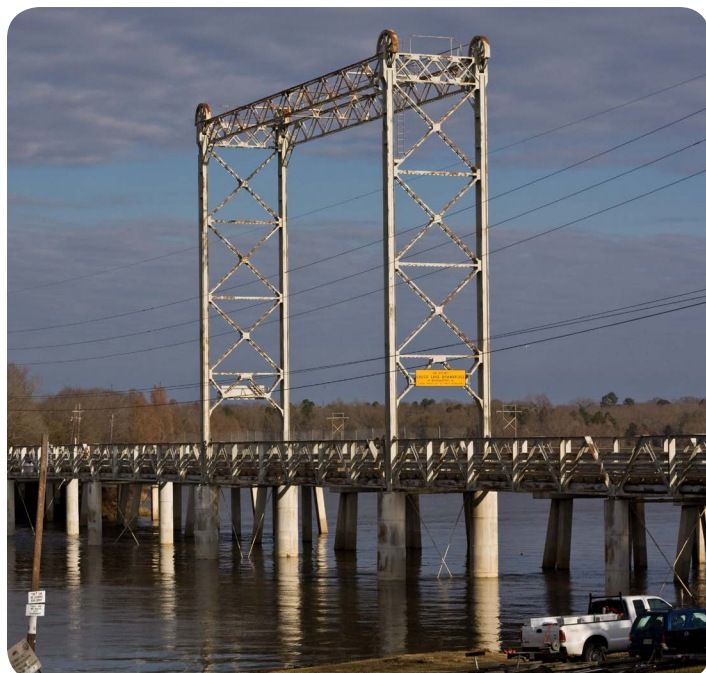
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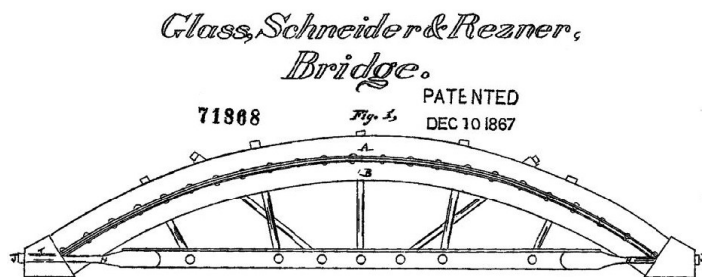
The Caddo Lake Drawbridge in Mooringsport, Louisiana, the January 2015 Focus Bridge on the Historic Bridge Foundation's Facebook Page. Photo by Daniel Foster, CC BY-NC-SA 2.0, [flickr.com/photos/daniefoster/4241841421](https://www.flickr.com/photos/daniefoster/4241841421).

Potawatomi Park's Enduring Monument

By James L. Cooper

"A new iron bridge has been completed this week.... This makes the 4th structure of the kind in Jasper county.... They will be enduring monuments to the enterprise and sound judgment of the commissioners under whose administration they were built."

– editor, "Local Matters," *The Rensselaer Union*,
26 September 1872.



Bowstring drawing from the Reznor bridge patent.

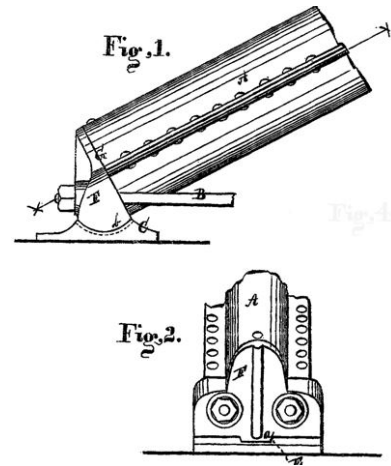
Structural Form: Bowstring

"Bowstring" is the name used for a tied and trussed arch. The top chord or "bow" is arched and the bottom chord or "string" keeps the upper arched chord from flattening by tethering its ends. Members between the two chords help to carry the roadway and to resist the effects of moving loads over the superstructure.

Bowstring arch bridges of cast and wrought iron were constructed in America in large numbers from the mid-1850s through the 1880s. Only six bowstring bridges – including that now located in Potawatomi Park in Rensselaer – remain in some kind of service in Indiana.



The general form of the bowstring is illustrated here as the bridge is restored for reuse at Potawatomi Park. Photo by Jim Cooper.



Bowstring details as shown in the Reznor bridge patent.

Structural Style of Bowstrings

There were a good many styles of iron bowstrings designed, fabricated, and erected in the United States during the mid-19th century. The Hoosier extant bowstrings represent six different styles. The Potawatomi Park bridge is the only one built to the W. B. Reznor patents of 1867 and 1872 focused on an arched upper chord composed of two near semi-circular wrought iron sections riveted together and tethered to the lower chord through cast iron foot blocks. Indeed, there are fewer than a half-dozen Reznor-style bowstrings remaining in the whole nation.

Jasper County's Contracting for Iron Bowstrings

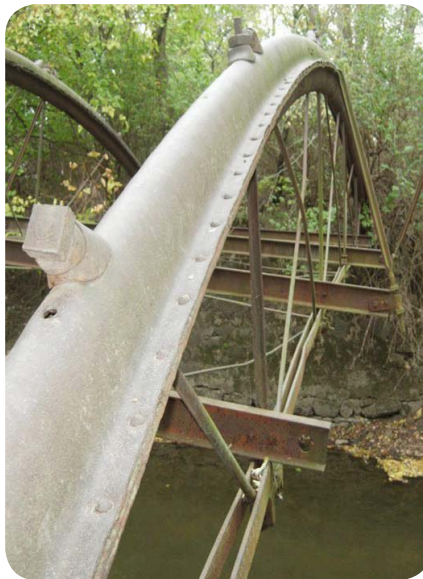
As the *Rensselaer Union's* editor noted in September 1872, the Jasper county commissioners had just erected their fourth metal truss bridge – all were iron bowstrings. They did not contract for another metal bridge for more than a decade, by which time the popularity of bowstring design and

construction had passed its zenith. On the whole, the county relied throughout the period on timber beam and low-truss bridges for its crossings.

The First Bowstring

In March 1869, the commissioners determined that the old Bedford Bridge over the Iroquois River just east of Rensselaer needed to be replaced with an 80-100 foot structure. In April of that year the board adopted John Lefler's plans for a five-span timber pile, or beam, bridge to be erected on sandstone abutments and piers.¹

For the June 1869 letting, however, the commissioners were attracted to a proposal for an iron bowstring and contracted for its construction. For \$2,200 the Wrought Iron Bridge Company of Canton, Ohio, offered to erect a single 100-foot span on "Hammond's Patent double T beam arch" across the Iroquois River. The county would provide the stone abutments.² While the iron superstructure was far more expensive than Lefler's timber beams would have been, the commissioners did save the cost of three stone piers. Construction was satisfactorily completed and the bridge accepted by early January 1870.³



Potawatomi Park's bridge before it was moved and restored. Photo by Edward Windhorst.

The Second and Third Bowstrings

In April 1871, the Jasper county commissioners sought proposals for two more iron superstructures on "solid stone abutments." Both sites were on the Rensselaer and Remington Road – one at 60-feet over Big Slough at Alfred Hoover's and the other at 50-feet over Carpenter Creek at "Lipprant's crossing" about half a mile north of Remington, each to be 12- or 14-feet wide.

William Rezner apparently came to Rensselaer in June to present the commissioners with the Ohio Wrought Iron Bridge Company of Cleveland's proposal. Theirs was the lowest and subsequently the

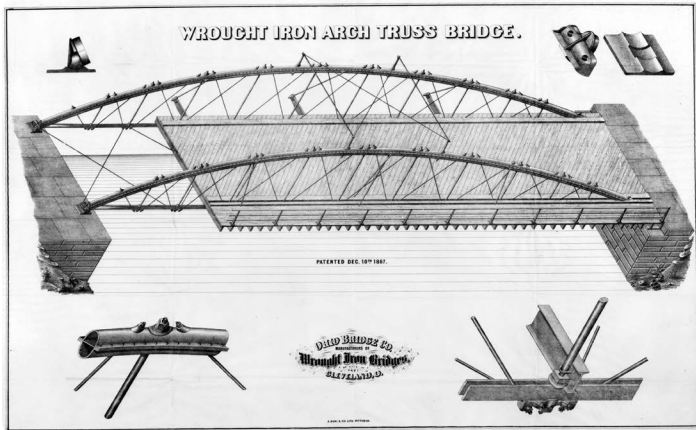
successful bid for these bridge superstructures. William Hartshorn of Grant County won the contract for the two sets of stone abutments. The commissioners accepted both sets of abutments by late August, and Hartshorn received \$2,309 for his stone work. In early September, the commissioners also accepted the two superstructures and paid the Ohio Wrought Iron Bridge Company \$1,636.47 for the spans.⁴ The exact lengths of these two bowstrings remain approximate. The commissioners had advertised for a 50-foot span over Carpenter Creek and a 60-foot span over Big Slough, but the Union reported "the contract price for these bridges is \$900 each" – a figure inconsistent with spans of unequal length.⁵ Unfortunately, the Auditor did not record the Ohio Bridge Company contracts in the "Commissioners Record."



This advertisement for the Ohio Bridge Company featured the Rezner bridge patent.

The Fourth Bowstring

In April 1872, the commissioners sought proposals "for building abutments and iron bridge across the Iroquois River, where the Rensselaer and Winamac Road crosses the same at or near the residence of John Groom" (S16-21/T29N/R6W). At the June letting, the board rejected as too high all the proposals they had received for the stone abutments. New proposals filed on the spot led to a stonework contract with Grant county's Hartshorn, Crampton and Company. The superstructure contract went to



Drawing from the Ohio Bridge Company showing a Rezner patent bowstring and its details. *Courtesy Ohio Historical Society Archives.*

the “Ohio Bridge Company of Cleveland, Ohio,” at \$19.70 per lineal foot.⁶ Work on the “Groom Bridge” proceeded quickly. The county received the stone abutments in August, paying Hartshorn, Crampton & Co. \$935 and to others for excavation and timbers for sub-base for an additional \$69.12. William Rezner notified the commissioners in early September that the fabricated iron members for the bridge had arrived by train in Francesville. Rezner was present in late September when the commissioners accepted the completed superstructure and authorized payment of \$1,674.50 for “85-foot span linear measure @ \$19.70 per foot.”⁷

The End of the Beginning

In September 1875, the commissioners ordered the county auditor to advertise an October letting for “two stone abutments and a 50-foot span, 14-foot driveway Iron Bridge [known as Rawles Bridge] over Carpenter’s Creek about one-half mile south of Remington.” Six days later, the board rescinded its order for the Rawles Iron Bridge letting. In mid-

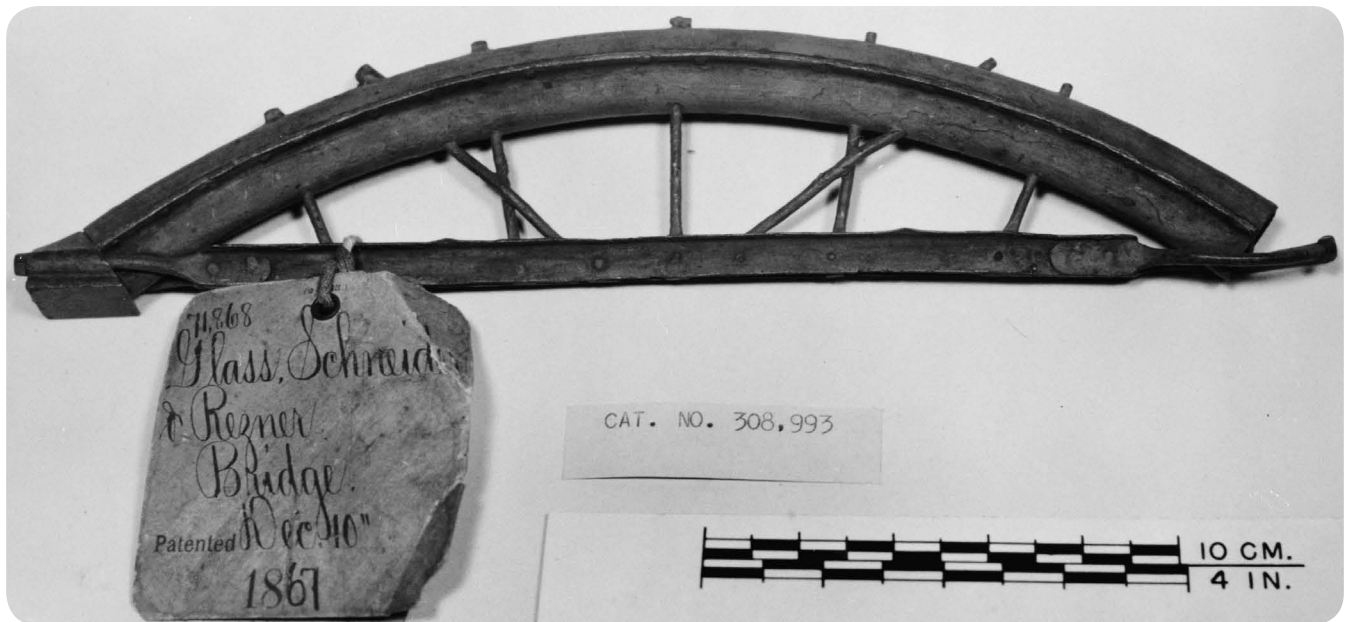
October, the commissioners named Frederic Hoover as the board’s agent to let a contract to repair “the old ‘Rawles Bridge’ south of Remington or to build a new bridge at this site on same plan as the Thomas and Bullis [timber pile] Bridges.” In December, Decoursey and Thompson received \$432 “for building Rawles Bridge across Carpenter’s Creek.”⁸ This appears to have closed the chapter on Jasper County’s contracting for iron bowstring bridges.

Why did the county decide not to build more “enduring monuments”? Cost was surely one motive. If the county had proceeded with its originally expressed intent to rebuild the Rawles Bridge with stone abutments and a 50-foot iron span, the cost – assuming a cost equivalence with the 50-foot bridge over Carpenter’s Creek just north of Remington – would have been approximately \$1,150 for the stonework and \$900 for the bowstring for a total of \$2,050 as compared with the \$432 paid for the new timber pile structure.

A second motive concerned recycling county revenues within Jasper County. The county appears to have lacked an adequate supply of stone masons. The Bedford Bridge abutments, whose construction was let to county residents, proved so insufficient that the north abutment had to be repaired within five years. By 1883, the Bedford Bridge abutments as a whole were in such bad shape that the county declared an “urgent” need for “repair” and contracted “for the erection of wooden bents for support of the iron bridge.”⁹ The stonework for the other three bowstrings was subsequently contracted out to masons from Grant County. The iron superstructures all came from Ohio. On the other hand, the timber pile and combination (timber with iron rods) bridges for which Jasper County regularly contracted could be designed “by practical engineers” at hand and constructed by local carpenter builders.



Details of the Potawatomi Park Bridge prior to its relocation and restoration. *Photos by Edward Windhorst.*



This photo shows a model of a Reznor bowstring created as part of the patent process. *Courtesy Smithsonian Institution, Negative NO. 48660-D.*

The cost comparison suggested above omits several significant countervailing factors. First, timber pile bridges required frequent repair and typically decayed within 15 years. Second, a 50-foot timber pile structure would consist of at least 3 timber beam spans seated on timber piles in the stream, not a single iron bowstring atop stone abutments at the stream banks. The timber structure would be far more subject to collecting drift and to washout from flooding than the iron one, thus possibly limiting its life until replacement to even less than 15 years. Thus initial costs are not the only relevant ones.

Third, the Ohio Bridge Company of Cleveland, upon whom the Jasper County commissioners had depended for their lower-cost bowstrings, had been merged into the somewhat more expensive Wrought

Iron Bridge Company of Canton somewhere between mid-1872 and 1874.¹⁰ The closest cost comparison we have between these two companies is between the Bedford Bridge by Wrought Iron for \$22 per linear foot and the Groom Bridge by Ohio Bridge at \$19.70 per linear foot.

The commissioners did not again consider metal truss bridge construction through the 1870s into the 1880s. In September 1879, for example, Charles Hopkins agreed to examine and tighten the bolts and then sand and paint the county's four metal bridges. Hopkins enumerated the bridges as Bedford, Hoover, Carpenter Creek at Remington, and Groom – all of Jasper County's potentially enduring monuments.¹¹

Of the four iron bowstrings, only the one relocated in 2012-2013 to Potawatomi Park in Rensselaer survives.



The Potawatomi Park Bridge after its relocation and restoration. *Photo by Edward Windhorst.*

Notes

¹Jasper County, "Commissioners Evidence of Destroyed Records," I: 15, 163, 170-171.

²David Hammond, Canton, Ohio, U.S. Patent #56,043 (3 July 1866); reissue #3,433 (11 May 1869).

³Jasper County, "Commissioners Evidence of Destroyed Records," I: 198-199, 206, 263-264, 269, 276, 278-279, 362.

⁴Jasper County, "Commissioners Record," 4: 37, 53, 57-58, 61, 67, 69, 77, 84, 86-89, 127.

⁵"Proceedings in Commissioners Court," *The*

Rensselaer Union, 15 June 1871, p3 c5.

⁶Jasper County, "Commissioners Record," 4: 180, 195-196, 209-210.

⁷Jasper County, "Commissioners Record," 4: 211-212, 216, 226-227, 229.

⁸Jasper County, "Commissioners Record," 5: 22, 33, 46, 52.

⁹Jasper County, "Commissioners Record," 4: 326, 328, 342; 7: 208-209, 219.

¹⁰Victor C. Darnell, *Directory of American Bridge-Building Companies, 1840-1900* (Washington, D.C., 1984), 50. Darnell cites 1874 as the ending date for Ohio Bridge. David Simmons of the Ohio Historical Society reported in an email message that Robert Newberry of Wisconsin Department of Highways documented a January 1872 Ohio Bridge Company of Cleveland contract that had become a Wrought Iron Bridge Company of Canton project by July 1872.

¹¹Jasper County, "Commissioners Record," 6: 91.

James L. Cooper, professor emeritus of history at DePauw University, is a bridge historian who specializes in the history of Indiana's bridges. He is the author of several books about historic bridges, and has been a consultant for the Indiana Division of Historic Preservation and Archaeology, Historic Landmarks Foundation of Indiana, and past board president for the Historic Bridge Foundation. Click for an unabridged version of this article.

Case Study: Twyckenham Drive Bridge

- Location: Twyckenham Drive over St. Joseph River in South Bend, Indiana
- Type: Concrete open spandrel deck arch. Four spans with a total length of 431 feet and a 50 foot roadway, built in 1929.
- Purpose of Rehabilitation: Continued vehicular use in original location.
- Year of Rehabilitation: 2009

The Twyckenham Drive Bridge was rehabilitated in a manner that was respectful to the original design and appearance of the bridge, despite a substantial amount of original bridge material replacement.



Bridge before rehabilitation. Photo by Nathan Holth.

Prior to rehabilitation, the bridge had suffered from alterations from the original design. Most notably, the original concrete railing had been replaced with utilitarian aluminum railing, although decorative pylons on the bridge remained in place. Only the four pedestrian plazas at the corners of the bridge retained the original concrete railing panels. The bridge concrete had deteriorated, largely due to water and salt getting on the structure.

Rehabilitation included replacement of the deck (including sidewalks) as well as all spandrel columns and floor beams. The spandrel columns and floor beams were replaced in a manner that replicates the appearance of the originals. At the same time, expansion joints were eliminated from the bridge with the goal of reducing places for water to leak onto the concrete structure beneath the deck. Zinc galvanic



Bridge after rehabilitation showing plaza railing and pylon with replica lighting. Photo by Nathan Holth.

protection was placed where the new concrete met the old concrete, a measure intended to reduce deterioration in the future.

The railing was replaced during rehabilitation, but the new railing replicates the appearance of the original railing throughout the bridge, and eliminates the unsightly aluminum railing that had been put on the bridge. Historical photos were used to determine the type and arrangement of the original lighting on the bridge. Cobra head style lights on the bridge (which were not original) were replaced with new lighting that has the appearance and placement of the original bridge lighting.

American Structurepoint provided design services for the project, and Anlaan Corporation of Spring Lake, Michigan was the contractor, having been awarded the contract with their low bid of \$4,917,074.63.



Bridge after rehabilitation. *Photo by Nathan Holth.*

Managing Texas' Historic Metal Truss Bridges

By Rebekah Dobrasko, TxDOT

The Texas Department of Transportation (TxDOT) is embarking on an exciting multi-year program to develop a management strategy for its historic metal truss bridges—including both through truss and pony truss bridges. Texas loses metal truss bridges each year, as many need to be replaced due to obsolescence, safety, or lack of structural stability. The majority of metal truss bridges in Texas are “off-system” bridges—those bridges owned by local county or municipal governments. TxDOT directly controls approximately 30 metal truss bridges in



Figure 1: Market Street at Cane Creek Bridge, Roxton, Texas. Warren pony truss bridge, 1930. *Photo Courtesy TxDOT.*

vehicular use across the state. This metal truss management program is designed to gather buy-in from the public and local leaders who own and control the majority of our historic trusses.

Truss bridges are a specialized historic property. Many of Texas' metal trusses bridges cross streams on county roads, out in farming, ranching, and oil and gas country. County governments often are unaware of the appropriate maintenance needs of their metal trusses. As a result, maintenance is often delayed, deferred, or done inappropriately. Few counties with metal truss bridges have county engineers, so the decision-makers in those counties likely lack bridge engineering knowledge. The combination of lack of maintenance and knowledge leads to metal truss bridges deteriorating to a point where replacement is warranted. (Figure 1)

Early metal truss highway bridges were first used in the United States in the 1840s. Their popularity grew after the Civil War, as local governments searched for reliable bridge crossings in their counties and steel became a cheaper material. The majority of Texas' metal truss highway bridges date from the late nineteenth to the early twentieth century. While some counties erected metal truss bridges in the 1930s and later, cheaper concrete bridges largely supplanted truss construction by the mid-1930s.

TxDOT began to analyze their metal truss bridges as historic structures in the 1980s. A statewide survey of truss bridges occurred in the 1990s, and TxDOT also prepared a Multiple Property Submission document to the National Register of Historic Places titles “Historic Bridges of Texas, 1866-1965.” After

a couple of decades of bridge projects, TxDOT resurveyed its metal truss bridges in 2013 and created individual survey sheets and documentation on all truss bridges remaining in Texas. At the end of this survey, the Texas Historical Commission, which serves as the State Historic Preservation Office (SHPO) for Texas, informed TxDOT that it considered all Warren pony truss bridges to have historical significance. This determination led TxDOT to carefully study the historical integrity of the metal bridges in general, reuse and replacement plans, and broad management of the historic metal truss bridge inventory.



Figure 2: CR 402 at Navasota River Bridge, Limestone County, Texas. Warren pony truss bridge, c. 1934. Photo Courtesy TxDOT.

TxDOT’s Environmental Affairs Division, which houses the Historical Studies Branch, partnered with our Bridge Division (comprised of project managers, design, and inspection) and the Waco District to begin the first step toward a statewide metal truss

management plan. The bridge project managers and historians chose the off-system Warren pony truss bridge on County Road 402 over the Navasota River in Limestone County, TX (Figure 2) for an individual bridge management plan. Limestone County owns the most metal truss bridges in Texas—the majority being pony trusses—and employs a county engineer willing to save the bridges, and has an active County Historical Commission. After conversations among all partners, including the county engineer and the county historical commission, and detailed data gathering, TxDOT developed an individual management plan specific to the CR 402 at Navasota River Bridge, as well as a generic toolkit for all owners of metal truss bridges.

The first publication in the TxDOT toolkit is a Visual Glossary of Truss Bridge Terms (the toolkit may be downloaded at <http://www.txdot.gov/inside-txdot/projects/studies/statewide/historic-bridges.html>). The visual glossary breaks down the components of a metal truss bridge, with handy photographs and labels, for county judges, historical commissions, and others interested in metal truss bridges but unfamiliar with the technical terms that may be in bridge inspection reports and engineering reports. TxDOT uses this glossary in public meetings when discussing metal truss bridges and intends the glossary to assist anyone in discussing bridge problems.

The second portion of the toolkit is one-page fliers (some front and back) that give TxDOT’s “best practice” suggestions for certain “events” at a bridge. TxDOT recognizes that most counties may not visit their rural metal truss bridges unless something


PROBLEM	SUGGESTIONS		EXAMPLE IMAGES
	DO:	DO NOT:	
Scraped or damaged paint.	<ul style="list-style-type: none"> •Create an adhesive surface by lightly scoring and sanding the area by hand; spot treat paint corroded area. 	<ul style="list-style-type: none"> •Delay repairs as this can lead to corrosion at areas of impact. 	 <p>SCRAPED PAINT ON VERTICAL AND RAILING</p>

Figure 3: Excerpt from “After Impact Damage” flier, 2014. Courtesy TxDOT.

happens to the bridge. The fliers are organized by responses to the following common events: floods, vehicular impacts, and vandalism. Additionally, two fliers address what to do after a bridge inspection on the truss and best practices for yearly maintenance of the historic structures. The suggestions to “Do” and “Do Not” on the bridge are based on the TxDOT Bridge Division engineers’ years of expertise and experience (Figure 3).

Currently, TxDOT is spreading the word about its new toolkits. TxDOT Historical Studies is spearheading a major new initiative that will build off the toolkits for local bridge owners. TxDOT plans to work with its Bridge Division engineers, its Office of Public Involvement, the Texas Historical Commission, and the Historic Bridge Foundation to develop a statewide metal truss bridge management plan. The first step in the project is to gather and solicit feedback from the public and from owners about the importance of their bridges. TxDOT hopes to ultimately identify good bridge candidates for preservation-in-place or to be moved and reused. TxDOT also plans to develop individual management plans for each on-system bridge. Our projects and initiatives will be announced online at <http://www.txdot.gov/inside-txdot/projects/studies/statewide/historic-bridges.html>.

Rebekah Dobrasko is a historic preservation specialist with TxDOT’s Historical Studies Branch in Austin, Texas. She serves as a district liaison for historic preservation reviews and is the project manager for the Truss Bridge Management Plan. Prior to her time at TxDOT, she spent 10 years in the review and compliance program at the South Carolina State Historic Preservation Office. She can be reached at rebekah.dobrasko@txdot.gov if you have comments about the Truss Bridge Management Plan.



A winter view of the Dodd Ford Bridge. Photo by Arthur E. Sidner.

Dodd Ford Bridge A Work In Progress

By Lisa Lindberg and Kitty Henderson

When people take pride in local history, in the preservation of local places and landscapes, both a sense of place and a sense of pride develop that helps a community, no matter what size, to thrive and have a meaningful future. Developing partnerships among the people of a community, drawing on the wisdom of that community to set goals for making the most of a community’s resources and developing consensus around economic development is a recipe for success and a shared vision for the future.

Members of the small town of Amboy, Minnesota (population just over 500) have taken seriously these ideas—especially in 2007 when Blue Earth County proposed the demolition and replacement of the Dodd Ford Bridge, a single-span, steel, pin-connected Pratt through truss in a camelback configuration with five upper chord slopes, built in 1901. The bridge, located on County Road 147 over the Blue Earth River approximately one mile southwest of Amboy, Minnesota, is one of Minnesota’s earliest remaining examples of an overhead Pratt and is one of only two authenticated examples of the work of prominent Minnesota bridge builder and former Speaker of the Minnesota House, Lawrence Henry Johnson.

Under the guide of the Amboy Area Community Club, a diverse group of individuals created the Dodd Ford Bridge Preservation Society (DFBPS) to support the retention of the Dodd Ford Bridge and its story as part of the Amboy Community. Recognizing that a host of backgrounds and areas of expertise would be required to successfully save the bridge, a group of local activists banded together eight years ago with the unwavering goal to save the Dodd Ford Bridge:

Lisa, a local café owner, provided a location for the exchange of ideas and information and became a local connection for outside partners

Art, with a background in engineering and government, became the liaison with the County, and his photography and Internet skills helped with documentation, promotion and grant writing

Les, a long-time resident and business administrator, kept the community members



Elevation, Dodd Ford Bridge. *Photo by Nathan Holth.*

informed and communicated with commissioners and legislators

Steve, a biologist with a background in natural resources, helped to map potential recreation and environmental assets in the area

Sandra, a transplanted artist and city council member, added diverse perspectives to the project that made them more comprehensive

John, with a background in agriculture, rural real estate appraisal and community development, offered novel development ideas as well as statistical information to the mix

Verla, whose roots in Amboy go back to its founding, helped with the history and fueled the passion for the project

But the Dodd Ford Bridge Preservation Society did not stop there: they reached out to the Minnesota State Preservation Office for advice, who in turn recommended they work with the Historic Bridge Foundation (HBF) because of their expertise in Section 106 and other federal regulatory requirements. Because the bridge was eligible for the National Register of Historic Places and federal funds were

to be used for the project, Blue Earth County was required to work with the Minnesota Department of Transportation and FHWA to take in account the effect of the undertaking as required by Section 106 of the National Preservation Act of 1966. Consultation began, with both the DFBPS and HBF as consulting parties, and in 2009, FHWA ruled, “rehabilitation without affecting the integrity of the historic structure of the Dodd Ford Bridge is feasible and prudent alternative to replacement.” In spite of this assessment, Blue Earth County turned down federal funding and in May 2009, the bridge was closed by Blue Earth County.



Road Closed sign greeting visitors to the bridge. *Photo by Nathan Holth.*



The members of the Dodd Ford Bridge Preservation Society. *Photo by Arthur E. Sidner.*

In 2010, Blue Earth County passed a resolution to retain ownership of the bridge and to preserve the bridge for recreational use only. The Dodd Ford Bridge Preservation Society, in cooperation with Blue Earth County, acquired grants from the National Trust for Historic Preservation and the Minnesota Heritage and Cultural Funds to complete an engineering study and detailed engineering plans so that the rehabilitation of the bridge for non-vehicular use would be “shovel



Lower chord connection on Dodd Ford Bridge. A detail that often fades from time and deterioration, these eyebars still had stamped part numbers visible on them.
Photo by Nathan Holth

ready” once funding was acquired. In 2013, however, Blue Earth County began to investigate the idea of applying for state funds that could be used to restore the bridge to vehicular use. The plan involved placing steel beams under the bridge and creating a new concrete deck. While the truss would no longer be load bearing, the plan was seen as a win-win by the county and the local preservation group. In June 2014, the county announced that the plan had received funding from state local bond funds, but the first round of bids for the project exceeded the expected cost estimates.

In Fall 2014, another round of bids came in with more reasonable figures and Blue Earth County selected the engineering firm of Edward Kraemer and Sons, Inc. The bid came in at \$1,555,587, with 90% of the project covered by state bond funds and the remaining 10% covered by county road and bridge funds. The Minnesota State Office for Preservation determined the new plan would result in an adverse effect on the historic Dodd Ford Bridge, which requires that mitigation be developed. Consulting parties, in cooperation with the Army Corps of Engineers and Blue Earth County, have agreed to the development of interpretive signage and parking, walkway and recreational enhancement of the bridge site, utilizing the old abutment stones and decking timbers. Donation of adjacent property for the development of a canoe landing is in discussion with the DNR, Blue Earth County, and landowners.

The effort of the Dodd Ford Bridge Preservation Society to save the historic Dodd Ford Bridge

continues to be a work in progress. Their determination, despite many setbacks, serves as a lesson to those who hope to develop and maintain that sense of place and pride that is key to successful historic preservation. As the result of partnerships and collaboration, a workable compromise is now in place that will preserve the historic Dodd Ford Bridge so that it remains as a contributing link to the story of the rural community known as Amboy, Minnesota, and the history of metal truss bridges across the United States.

Lisa Lindberg is a founding member of the Dodd Ford Bridge Preservation Society and owner of the Amboy Cottage Cafe in Amboy, Minnesota.

Upcoming Conferences

National Historic Preservation Advocacy Week

Location: Washington, DC

Date: March 1-4, 2015

Website: www.preservationaction.org/advocacy-week/

Section 106: A Guide to Federal Protections for Historic Properties

Location: Los Angeles, CA

Date: May 20, 2015

Website: news.californiapreservation.org/events/section-106-2015/

Society for Industrial Archeology’s 44th Annual Conference

Location: Albany, NY

Date: May 28-31, 2015

Note: See full article in this Historic Bridge Bulletin.

Website: www.sia-web.org/2015-conference/

5th International Congress on Construction History

Location: Chicago, IL

Date: July 3-7, 2015

Website: www.5icch.org/

Section 106 Training

Location: Various

Date: Various

Essentials Website: www.achp.gov/106essentials.html

Advanced Website: www.achp.gov/106advanced.html

SIA 44th Annual Conference

Albany & the Hudson-Mohawk Region of New York – May 28 – May 31, 2015

The Society for Industrial Archaeology (SIA) annual conference will be headquartered in Albany, N.Y., May 28-31, 2015 (the weekend following Memorial Day) this year. Additionally, with its focus on discussion of historic bridge topics, the 24th Historic Bridge Symposium will be included as a part of the SIA Conference.

Located at the head of tidal navigation on the Hudson River, at the confluence of the Erie and Champlain canals, and on the main lines of the New York Central, Delaware & Hudson, and Boston & Albany railroads, the area around Albany, Troy, and Schenectady has a rich history of manufacturing and transportation infrastructure. Conference organizers are arranging an array of tours and events throughout the Hudson-Mohawk region. SIA last visited the area in 1973 (2nd Annual Conference, Troy) and 1987 (16th Annual Conference, Troy). It has been over 25 years since SIA held an event in this region and the manufacturing landscape has changed with traditional foundries, machine shops, paper and textile mills, and garment factories supplemented (and in some cases supplanted) by producers of robotic equipment, cryogenic power transmission systems, fuel cells, and electrical equipment. In addition to process tours at sites not previously visited by the SIA, there will be behind-the-scenes tours of operations of the New York State Canal System (recently listed as the longest National Register district in New York State), including a boat ride through five locks of the Erie Canal's Waterford flight (completed in 1915, recently designated a National Civil Engineering Landmark) and a visit to the 1921 Waterford Canal Shops where timber and steel lock gates and valves are fabricated and the dry dock where tugs and dredges repaired. SIA will also tour Cohoes Falls and the nearby Harmony Mills (NHL), as well as the Mechanicville Hydroelectric Plant, built in 1897 and the oldest continuously operating hydroelectric plant in the U.S. with original equipment. SIA will also make a pilgrimage to Troy's gasholder house, the inspiration for the SIA's logo. Watch future issues of SIAN and the SIA Conference website (www.sia-web.org/2015-conference/) for conference updates. Registration materials will be sent to all members in late winter.

The Albany Hilton will be the conference headquarters. Located at 40 Lodge St. on the corner of State, it is two blocks from the state capitol with restaurants and interesting architecture within easy and safe walking distance. The hotel offers a free shuttle from the Albany Airport and the Albany-Rensselaer Amtrak station on the other side of the Hudson. The hotel is offering a conference room rate of \$142/night (plus tax) and \$5/day parking. To make a reservation, contact the hotel directly at 1-800-445-8667, 518-462-6611, or www.hiltonalbany.com and indicate a group code of 4SFIA.



Built in 1867, Albany's cast and wrought iron Normanskill Farm Bridge is designed according to Squire Whipple's patented bowstring truss design and was suggested as a potential World Heritage structure by noted bridge historian Eric DeLony. Photo by Nathan Holth.