

The Newsletter

of the National Society for the
Preservation of Covered Bridges, Inc.

Spring 2026

Bogert's Bridge



Allentown, Pennsylvania

PA/38-39-01, Photo by Bill & Jenn Caswell, January 31, 2026

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The **NSPCB Newsletter** is published quarterly to keep the membership informed of current bridge news and upcoming events.

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Next Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in late May, therefore, anyone wishing to submit articles should send them by **May 10, 2026**. Articles and photos can be emailed to nspcb@yahoo.com or mailed to Bill Caswell at the address above.

We appreciate any information sent in even if we cannot ultimately use it in the *Newsletter*.

NSPCB Website

www.coveredbridgesociety.org

Welcome New Members

Andover Historical Society, Andover, New Hampshire
Catherine Anders, North Manchester, Indiana
Vincenza Berardo, Lowell, Massachusetts
John Confalone, Wakefield, Massachusetts
Nancy & Edward Duvinski, Milford, Pennsylvania
David Fretz, Shrewsbury, Vermont
Millicent Glaeser, Greenfield, Wisconsin
Michael Grieneisen, Sacramento, California
Andrea Griffen, Kannapolis, North Carolina
Denise Luck, Spotsylvania, Virginia
Hilda Miller, Pinnacle, North Carolina
Chris Reilly, New Paltz, New York
Brenda Romero, Smyrna, Georgia
Becky & Myrl Walter, Cottage Grove, Oregon

Welcome New Life Member

#234 – Wilton Heritage Commission, Wilton, New Hampshire

2026 NSPCB Meetings & Events

All meetings begin at **1:00 PM** unless otherwise noted. If you plan to attend a meeting, please check the NSPCB website (www.coveredbridgesociety.org) or contact Bill Caswell at nspcb@yahoo.com a couple days before the event to inquire if it has been necessary to make any last-minute adjustments to the published schedule. Meetings will be available by Zoom when possible.

Sunday, March 22 – Horace Chase Masonic Lodge, Boscawen, New Hampshire. (In-person & virtual).

Sunday, April 26 – 350 Revere Beach Blvd., Revere, Massachusetts.

Sunday, June 28 – Contoocook Covered Bridge, Contoocook, New Hampshire. Bring your own chairs.

Sunday, July 26 – Tilton Mansion, Tilton, New Hampshire. (In-person & virtual).

Sunday, August 23 – Annual picnic hosted by Bill & Jenn Caswell, Hillsboro, NH. Cookout at noon and meeting at 1 pm.

Sunday, September 27 – Scott Bridge, Townshend, Vermont. Bring your own chairs for 1 pm meeting. You are welcome to bring a picnic lunch and join us earlier.

October 10-11 – Warner Fall Foliage Festival, Warner, NH.

Sunday, October 25 – NSPCB Annual Meeting and Dinner, Brigham Hill Barn, North Grafton, Massachusetts. Meal at noon, meeting starting at 1:00 PM.

In Memoriam

Joye Olson



Joye Irene (Clarke) Olson was born in 1936 and lived in Penacook, New Hampshire for most of her life. She graduated from Merrimack Valley High School in 1954 and continued on to graduate from the Laconia Hospital School of Nursing in 1957. She married Ken Olson on June 14, 1958 in Penacook and the two shared 56 years together until Ken passed away in 2014. Joye was involved in her community. She became secretary of the Penacook Historical Society when that organization formed in 1977. Shortly after its incorporation, Joye was involved in the design and production of a medal prepared by the Society which featured one of the twin covered bridges which used to stand in Penacook. Joye and Ken were actively involved with the "Friends of the Audi", a group which helps maintain Concord's city auditorium, for about 30 years. They served as "Crew Chiefs" organizing and managing the annual effort to prepare the theater for the beginning of each season's events.

In 2004, they organized and led a tour of Merrimack County covered bridges in celebration of the NSPCB's 50th anniversary. Joye served the NSPCB as recording secretary for 17 years before failing health prompted her retirement in 2024. She also hosted our annual picnics from 2015 until last year. Joye is survived by her son Karl and his wife Tina and daughter, Kendra, her husband Henry, grandchildren and great-grandchildren. She was predeceased by her son Kevin.

Robert Walter McGregor Laughlin

Walter passed away at his home in Covington, Kentucky on December 24, 2025 at age 57. He was known for his extensive knowledge of Kentucky's covered bridges and their history. He built on the research of L. K. Patton, founder of the Kentucky Covered Bridge Association significantly enhancing it. In 2007, he collaborated with Melissa Jurgensen to author *Kentucky's Covered Bridges* which featured many photos from his collection including some originally from the Bower Bridge Company collection. He was also featured in a PBS documentary, *Covered Bridges of Kentucky*, produced by Kentucky Educational Television in 2012. He enjoyed sharing his knowledge and photos with other researchers and Facebook followers.



Dwight Scott

Those who have visited the Creamery Covered Bridge in Ashfield, Massachusetts may have had the opportunity to meet its builder, Dwight Scott who constructed the bridge on his property in 1985.



Dwight, a life-long resident of Ashfield, passed away on December 17th at the age of 68. He was a talented carpenter who built a reputation with a reliable, creative, honest, "work until the job gets done" approach to his craft. He had an appreciation for old machinery and the type of wood working from bygone days and the challenges it presented. Over the years he and his family made thousands of gallons of maple syrup and candied treats which were offered for sale inside the bridge. Dwight was a Boy Scout when he was young and later became a Scout Leader. In

addition to Deb, his wife of 46 years, he leaves two sons and four grandchildren.

President's Message

We have had quite a winter this time around. Of course, that is all relative. Yes, we have had a good amount of snow, but not as much as folks living east of Lake Erie have in an average year. Yes, it has been cold, but not nearly as cold as residents of Minnesota, North Dakota or points farther north. We have been able to get out bridging a couple of times this winter.

Jenn & I were fortunate enough to have two brief opportunities to get away and visit some bridges this winter. Some details of our trip to Québec in mid-January are chronicled in this issue. At the end of January we attended Jenn's aunt's 80th birthday celebration and stuck around for a day of bridging in Pennsylvania.

As in other recent Newsletters, we are saddened to announce the passing of more of our colleagues in the covered bridge community. As this issue was being prepared to print, we learned that Joye Olson, the Society's recording secretary for 17 years and a long-time friend of the family passed away late on February 17th. Our thoughts are with Karl, Kendra and their families.

If you have visited the Creamery Bridge in Ashfield, Massachusetts, you may have had the pleasure of meeting its builder, Dwight Scott. Dwight and Deb welcomed visitors to their bridge and were happy to talk about it if you happened to catch them at home. When we visited the bridge last spring, we chatted with them for a bit and learned that Dwight was battling cancer.

We never had the opportunity to meet Walter Laughlin in person but had communicated with him by email for over two decades. I was excited when he offered to share his database of Kentucky bridge information so I could add it to Covered Spans of Yesteryear back in early 2006. It was a solid foundation of data that Todd Clark and I have built on since then. His knowledge of Kentucky's covered bridges was exceptional and he loved sharing that knowledge with others.

Thank you to all who submitted photos for consideration in the 2027 calendar. As I write this, there are still two weeks left to send them along, but the February 28th deadline will have passed by the time this *Newsletter* is published.

Remember, it is up to every one of us to help preserve our historic covered bridges. If you see something that isn't right, say something. Whether it is a bridge in need of repair, excessive graffiti or an oversized vehicle using the bridge, let the proper authorities know about it. Local/County/State government officials need to know that we care about these structures and want them to be around for future generations to enjoy and learn from.

Bill Caswell



*Pont du Sault
Chaudière/Appalaches Region
Québec, QC/61-39-01
January 11, 2026*

Covered Bridge Protection Bill in the Vermont House of Representatives

On February 6th, Vermont's House Committee on Transportation was introduced to H.810, a new bill sponsored by Representative Alicia Malay (R/D-Rutland 8) that aims to help municipalities manage the safety of their covered bridges. The bill directs the Agency of Transportation to provide assistance to municipalities in establishing appropriate limits for weight, height, and width for covered bridges. The bill also directs the Agency to help towns with barriers or other strategies to prevent vehicle crossings that don't conform with those limits, and to help towns obtain grants for those barriers. Lastly, the bill proposes to increase criminal penalties for arson or intentional damages made to covered bridges. Rep. Malay was asked to introduce the bill by the Vermont Covered Bridge Society noting that many towns were reluctant to post signage indicating weight and/or height restrictions because they didn't know if they were allowed to do so.

Dover Bridge, Mason County, Kentucky

In January, Arnold M. Grāton Associates began a long overdue project to repair this queen truss span over Lee’s Creek listed in the *World Guide* as KY/17-81-01. Ben Brungraber is the engineer for the project. The road through the bridge was formerly known as Tuckahoe Road and current maps list it as Lee’s Creek Road. Construction dates as early as circa 1835 have been suggested. The span originally served as a toll bridge. It is not known when tolls were removed from the road.

The first stage of the project, removing the roof and siding, allowed closer inspection of the structural timbers. That, coupled with research done by them and others, raises questions about the age of the structure.



The bridge is often cited as the oldest remaining covered bridge in Kentucky. However, the recent inspection revealed that the structural timbers do not appear to be as old as formerly recorded. Instead of construction dates reported as early as circa 1835, the span may be much newer than that. On February 15, 1884, the Maysville Evening Bulletin reported that the bridge had floated off of its abutments. Later issues did not mention if the bridge was returned to its abutments or damaged. There have also been reports of repairs made by the Bower Bridge Company in 1912 although details are not yet known.

The bridge is mentioned in an article describing the Dover-Tuckahoe road in the Maysville Bulletin of July 27, 1916. It states, “the bridges on this four and nine-tenths miles are three in number, one of which is a large seventy foot bridge over Lee’s Creek just outside of Dover. This bridge needs some repair which, if done at the present, would probably save Mason county, in time, a new bridge, as it is one of the old-time covered wooden bridges.”

Apparently, that recommendation was not heeded as news from late in 1920 provides some interesting details. The two newspaper clippings below, dated October 28th and November 25th, indicate that the dilapidated bridge was replaced. Although initially planned to be replaced by an iron span, a new covered bridge was constructed. The National Register application states that this work was done in 1928. This timeline is further supported by the examination of the timbers and joinery by Arnold M. Grāton Associates who indicated that they appeared to be more likely from the early 1900s than early 1800s.

In 1966 the Department of Highways expended \$16,000 for repairs which included reinforcing the limestone abutments with concrete, replacing the floor, rebuilding the trusses and adding a new roof and siding. Large steel beams were added to support the span. Land near the bridge was deeded to a local historical society for development of a park and picnic area. The bridge was added to the National Register of Historic Places on March 26, 1976. Updates will be included in future Newsletters. Photos provided by Arnold M. Grāton Associates.

TO BUILD NEW BRIDGE.

The old Dover bridge one-half mile east of that town, that has been in a dilapidated condition for some time, will be replaced with a new iron structure just as soon as the Commissioners can have the job completed.

Maysville Bulletin, October 28, 1920, page 1

DOVER BRIDGE COMPLETED

The Dover bridge, a short distance east of the town of Dover, is completed and is open for travel. The County Commissioners, on account of the importance of the Dover road to the public, rushed the re-building of this bridge to completion in a very short time.

Maysville Bulletin, November 25, 1920, page 1

Weekend Escape to Québec

by Bill Caswell

Instead of exchanging Christmas gifts last year, Jenn & I decided to treat ourselves to a long weekend away in Québec City. Although the intent was primarily to enjoy this wonderful city full of interesting history we all know there had to be some covered bridge visits along the way.

There aren't many historic covered bridges left in North America that we have not visited, but Québec does have a few particularly north and northwest of Québec City. For this trip, we selected eight. Six of them were either new to us or had not been seen in over 20 years.

There are many within Vermont which could have been visited along the route between home and our destination, but time was limited and we tend to visit them somewhat regularly. The first stop was scheduled to be at Pont de la Frontière also known as the Province Hill Bridge (QC/61-11-03) a short distance over the border. You may recall that we included a feature article about that bridge in the previous Newsletter noting that public interest and a change in leadership of the township of Potton saved it from planned demolition in December. We wanted to check out the repairs made by the Ministry of Transportation using the money slated for its demolition. Before that it was necessary to check in with Canadian customs at the border. When the border guard asked why we selected that particular location to cross, we let him know that our next stop was to visit the bridge. That prompted him to share a story from the days of Prohibition in the states. At that time the road passing the bridge crossed into Vermont where today it ends a few hundred feet before the border. During Prohibition, American border guards were known to venture north and visit their Canadian counterparts where it was still legal to enjoy alcoholic beverages.

By the time we arrived at the bridge, the predicted heavy rain had arrived. I didn't spend much time examining the repairs in the 35 degree rain but could see that some of the timber cribbing under the south end had been replaced. We have contacted the local mayor and Potton Heritage Association offering our support for their efforts to maintain the span. The town plans to embark on a fundraising effort to construct a small parking area with informational signage at the bridge.



The next stop was another 2 hours up the road at the Caron Bridge (QC/61-40-04) near the town of Val-Alain which we last visited in 2001. The bridge was built around 1944 and looked good being protected by headache bars on both ends. Until 1971, there were two additional covered bridges a short distance down the road providing the opportunity to see three covered bridges simultaneously. A stream relocation eliminated the need for two of them.

We spent the following day enjoying time around the city touring the Parliament Building, the Ice Hotel complex (hotel, restaurant, bar & chapel all made of ice) and a beautiful evening walk through Onhwa' Lumina, a 1.2 km trail enhanced with lighted features, sound and video projections highlighting Huron-Wendat culture.

The following morning was cold and snowy as we set out to visit three more bridges. About 1½ hours north of the city is pont du Collège (QC/61-32-02) built in 1920. This one was new to us. The bridge was built to facilitate transportation of wood to Ste-Anne-de-la-Pocatière college about 8 miles away. It was closed to traffic in 1978.





The bridge was rehabilitated in 2008 including the addition of interpretive panels and a rest area. Additional repairs were made after it was heavily damaged by the accumulation of snow on the roof in February 2017. The park area at the east end must be a nice place to visit in the warmer months. During our visit, the only other vehicles on this road were snowmobiles.

1970's, both bridges were painted a dark yellow and are now gray.



The next two stops were previously visited in 2002. Pont du Sault (QC/61-39-01, left) was built in 1943 and pont des Défricheurs (QC/61-47-02, right) was built in 1936. In the Pont des Défricheurs (Pioneer's Bridge in English) received its name from a competition held as part of the municipality's 75th anniversary. It honors the pioneers who settled the territory in 1911. The roof and siding of pont du Sault were replaced in October and November 2023.



The ride home on Monday began as a cold cloudy day. The first stop was at pont Bordeleau (QC/61-13-03) built in 1932. I had been there in September 2001, but it was Jenn's first time. The span has been closed since 2017 due to damage caused by overweight vehicles. I was thinking that it would have been a good idea to bring our snowshoes for the walk on the snow-covered abandoned section of road. After an inspection by the Ministry of Transport, the bridge was closed on October 6, 2017. The inspection report noted that "the bridge has a very significant structural degradation." In March 2020, they announced that the bridge will be moved a few meters to one side and be replaced by a modern structure. As they have done in some other instances, the Ministry plans to repair the bridge for pedestrian access and construct a small rest area with information panels. So far, there hasn't been any progress towards that goal. The structure is named for the Bordeleau family who lived in the area during construction.



The next stop was at pont de Saint-Mathieu (QC/61-65-01, left) built in 1936 which was new to both of us. The bridge, built in 1936 to replace an earlier wooden bridge swept away by ice in the spring of 1935.

The final stop was at pont Étienne-Poirier which we had seen last summer but it was close to our route home so we took the opportunity to check it out in the winter. Construction of route 55 west of the bridge created a dead end road so the bridge sees little traffic. The road is not maintained in winter. It was grey in the 1960s and now red. The bridge is named after a pioneer of the area.



After this the weather turned and had us driving through various intensities of snow squalls for the next couple of hours until we crossed back into Vermont.

Six Bridges in Perry County, Pennsylvania to be Repaired

On December 23rd, the Pennsylvania Department of Transportation sent out invitations to potential consulting parties for planned work on six covered bridges in Perry County. The NSPCB accepted the invitation and will have the opportunity to review and comment on plans as the design phase of the project progresses. The process is just getting underway with each structure to be evaluated to determine their needs. The expectation is that all proposed work will be in accordance with the Secretary of the Interior's *Guidelines for Rehabilitating Historic Covered Bridges*. The six bridges include:

Rice's Bridge – PA/38-50-10

The single span Burr truss crossing Sherman Creek was built in 1869. It has a center pier, directly below the centerline of the arch, which may or may not have been added at a later date. Assuming that the center pier was added later, the angled pony arches were probably added at the same time. It was added to the National Register of Historic Places on August 25, 1980.



New Germantown – PA/38-50-11

Built in 1891, it is supported by a multiple king truss with polygonal arches. The crossing of Sherman Creek was added to the National Register of Historic Places on August 25, 1980.



Mount Pleasant – PA/38-50-12

Built in 1918, it is supported by a multiple king truss with polygonal arches. The crossing of Sherman Creek was added to the National Register of Historic Places on August 25, 1980.

Interior of the Mount Pleasant Bridge

Enslow – PA/38-50-14

Built in 1904, the Burr truss span over Sherman Creek has had an additional support pier added.

Fleisher's – PA/38-50-17

The Burr truss bridge crosses Big Buffalo Creek. Built in 1887 for \$1595.00, it has an additional support pier added. It was added to the National Register of Historic Places on August 25, 1980.



Enslow Bridge

Dellville

This bridge is listed as PA/38-50-G in the World Guide and PA/38-50-16#3 by the Theodore Burr Covered Bridge Society of Pennsylvania. Although intended to be a replica of the previous covered bridge at this location lost to arson on November 3, 2014, it was completed in 2019 on top of steel beams which conflicts with the World Guide requirement that the bridge be "initially constructed of a self-supporting truss system."

Peter Jonah Bridge, Albert County, New Brunswick

In mid-February, we received an email from Moncton, New Brunswick's Water Supply and Treatment Department is presently responsible for the span which is in need of repair. The Peter Jonah Bridge, NB/55-01-07, was originally constructed on Jonah Road, just east of route 910, south of Turtle Creek. It was relocated in 2013 when the site was to be flooded for an expansion of a nearby reservoir.

The bridge was believed to have been built in 1912 although an undated list of New Brunswick covered bridges likely prepared in the early 1950s, has a construction date of 1898. The bridge is one of two remaining in the province with what has been described as a hip or cottage style roof where the ends of the roof slope towards the entrances. The other one is the Nelson Hollow Bridge in Northumberland County, NB/55-08-08, built in 1899, the province's oldest covered bridge. While unusual in North America, examples exist in Europe. This photo of another cottage-roof covered bridge, the Shepody River Mouth Bridge, also in Albert County, NB/55-01-21, was taken by Joseph Conwill. That span was lost to arson on October 31, 1976.



Although now referred to as the Peter Jonah Bridge, older references list it as the Jonah Bridge or Jonah Road Bridge. It was nearly lost in February 1982 when a crew was sent by the provincial



Department of Transportation to demolish the bridge. Local residents realized what was about to happen and were able to stop the crew. The Albert County Heritage Trust quickly organized a petition drive to save the bridge gathering over 300 signatures. An article in Moncton's Times-Transcript of Saturday, February 20, 1982 reported that the province offered to sell the bridge to the Heritage Trust if they agree to maintain it. The Heritage Trust held a meeting on March 16th to discuss the bridge's future. About 250 area residents attended the meeting and agreed to send a letter to

provincial officials requesting that the bridge be re-opened to traffic and continue to be maintained. Apparently, the effort was successful because an article in The Moncton Transcript of Wednesday, April 28, 1982 mentioned that the bridge was being preserved.

The bridge was moved to its present location on the Moncton Water Supply property in 2013 as part of a project to expand a nearby reservoir. This group photo was taken at the structure on July 27, 2019 during the NSPCB's three-day New Brunswick tour.



The Water Department does not feel that maintaining the bridge is an appropriate expense for them and are seeking alternatives. A recent inspection report by Wood Research and Development, found that the bridge is generally sound although there is some localized deterioration such as advanced decay in bearing blocks, severe shear cracking in select web members, and potential deterioration in parts of the top chord, roof braces and floor beams. We will work with the Covered Bridges Conservation Association of New Brunswick, Association Heritage New Brunswick and the Albert County Historical Society on possible solutions.

Winter Board Meeting

The winter meeting of the Executive Board was held by Zoom on February 22nd. Treasurer Gloria Smedley informed the group that the organization's taxes have been filed for this year along with the Annual Reports to the State of New Hampshire and Commonwealth of Massachusetts.

A request for assistance with repairs to the Red Bridge in Perry County, PA/38-50-06, was discussed. The bridge is owned by the Perry County Historical Society which has been fundraising for the repairs. They are still in need of \$9,400. The Board approved a donation of \$2,950 for phase 1 of the project with an option to match future donations up to an additional \$3,000.

There was discussion of grants available from the William G. Pomeroy Foundation (see details on page 26) and the communication with the City of Moncton, New Brunswick described on the previous page. Details of a proposal for the new website were reviewed and the committee working on the website needs to gather additional information before a decision can be made on that proposal.

APT-PETC Competition

The Preservation Engineering Technical Committee (PETC) of the Association for Preservation Technology International (APTI) hosts an annual competition for college students. The whole competition spans a 9-month period with the final event being held in the fall. Each year they alternate between a masonry bridge project and timber bridges.

The 2026 competition will focus on timber bridges and culminate with an event in Indianapolis in late October. The students will begin by selecting a bridge, researching its history, performing a structural analysis and preparing a conservation plan. Reports are to be completed in May. Finalists will be selected from those submissions to compete in the finals.

The committee organizing this year's event includes four advisors from our membership. Tom Vitanza, who retired from the National Park Service, volunteered to help with the 2025 event and thought it would be a good opportunity for us to be involved for the coming year. Tom also invited Christopher Marston from the National Park Service to share information about resources available at the federal level. Both have extensive experience documenting covered bridges through their work with the HAER (Historic American Engineering Record) program. Tom invited Bill Caswell to represent the NSPCB and share information about covered bridge preservation practices with the students. Bill invited Daniel Kurdziel to join in. Daniel is a structural engineer who partnered with Jim Barker to form Kurdziel Barker Engineering, an Indiana structural engineering firm specializing in historic bridge rehabilitation.

The committee, including our four advisors, will meet with interested students in late March to inform them about the resources available for researching covered bridge history, preservation practices, active and past bridge rehabilitation projects and the role of the NSPCB.

This will be a wonderful opportunity to introduce our organization to college students who are already interested in historic preservation. Hopefully, it will result in a few new young members.

For more information, visit <https://www.apti.org/petc-student-design-build-competition>.



Update to the World Guide to Covered Bridges

For a complete list of changes, please visit the website at www.coveredbridgesociety.org and click on the World Guide link.

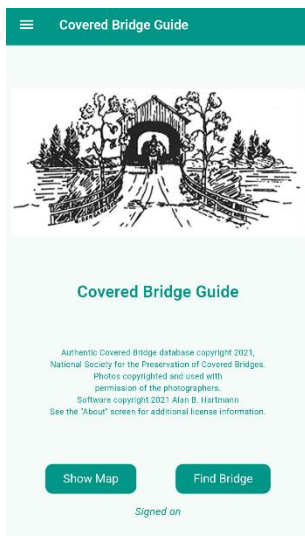
Page 110, Columbia County, note that the Parr’s Mill Bridge is closed to traffic.

Covered Bridge Guide Phone App

Our *Covered Bridge Guide* phone app is now publicly available to download for free in the Apple App Store for iPhones and iPads and Google’s Play Store for Android devices. Search for *Covered Bridge Guide*. If you find it useful, please leave a review.



The app includes data on all of the covered bridges listed in the most recent World Guide to Covered Bridges with additions and changes since the book was published. The app is available to all and, as a benefit to membership, NSPCB members have access to additional features.



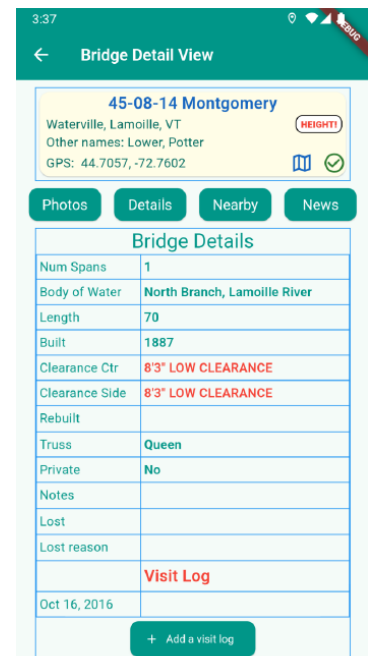
There is information about each bridge as shown here plus the ability to include your vehicle’s height to be alerted when viewing a bridge that might be too low for your vehicle. Very helpful for those exploring in RVs. If you find an entry for a bridge open to traffic which does not have this information, please let us know the posted clearance so it can be added. If the bridge has multiple clearances posted, please include all the information.

Other bridges near the one being viewed are listed to make sure you don’t miss one while in the area. There is also a map feature to view bridge locations. When visiting the location, you have the ability to add a photo from your phone to the bridge entry.

Reports can be generated listing the bridges you have visited during a specified period of time or bridges visited in a particular

state or county.

The companion website, www.abhdemo.com, includes additional features such as a route planning tool to help plan the trip before leaving home. If you haven’t used the website or tried the released version of the app yet, please visit and register for access to the website. You will need a valid email address to register and then follow the instructions in the email to use the site. When you sign in for the first time, click "Contact" at the lower right. Identify yourself as an NSPCB member and the site administrators will elevate your account to "Member" status.



The site is open to the public, but some features, such as trip planning, are restricted to members only. Upgrading to member status may take a day or two, it is not an automated process. Members can download the phone apps for Apple and Android devices. The phone app can locate covered bridges near your location and sync the mobile device with updated information from the website.

Have ideas for ways to make it even better? Let us know.

More details about this benefit to your membership can be found in Newsletter articles on page 8 of the Spring 2023 issue, page 13 of the Fall 2023 issue and page 8 of the Spring 2024 issue.

Upcoming Covered Bridge Meetings & Events

For more information on these events from other bridge societies, visit their websites.

Covered Bridges Conservation Association of New Brunswick, Canada (CBCANB)

..... www.facebook.com/groups/CoveredBridgesConservationAssociationNB/

Indiana Covered Bridge Society (ICBS) www.indianacoveredbridges.org/

New York State Covered Bridge Society (NYSCBS) www.nycoveredbridges.org/

Ohio Historic Bridge Association (OHBA) oldohiobridges.com/new/

The Theodore Burr Covered Bridge Society of Pennsylvania (TBCBSP) www.tbcbspa.com/

Vermont Covered Bridge Society (VCBS) www.vermontbridges.org/

Events could be cancelled or rescheduled on short notice. If you plan to attend, please confirm that the event is actually taking place with the group hosting it.

<u>March</u>	<p>Sunday, 1st – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>Saturday, 14th – 11:30 AM, OHBA Meeting, MCL Restaurant & Bakery, 3154 Kingsdale Center, Upper Arlington, OH, 11:30 am- 2:00 pm</p>
<u>April</u>	<p>Sunday, 12th – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>Sunday, 19th – NYSCBS Dinner at Spaghetti Warehouse, 689 N. Clinton St., Syracuse, New York. Doors open at 11:00 AM, Lunch at noon.</p>
<u>May</u>	<p>Saturday, 3rd – 11:30 AM to 3:30 PM, TBCBSP Anniversary Dinner at Yoder’s Restaurant, 14 South Tower Road, New Holland, Lancaster County, Pennsylvania.</p> <p>Saturday, 16th – OHBA Spring Tour, Adams and Brown Counties.</p> <p>16-17 – TBCBSP Safari to Chester County, Pennsylvania.</p>
<u>June</u>	<p>Sunday, 7th – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>Saturday, 6th – 10:00 AM, VCBS Spring Meeting, Lunenburg Congregational Meeting House 47 Park Ave., Lunenburg, Vermont</p> <p>Sunday, 14th – NYSCBS meeting, Margaretville Telephone Company, Margaretville, New York followed by a mini-safari to nearby covered bridges.</p> <p>Saturday, 20th – Barrackville, West Virginia, Covered Bridge Festival.</p>
<u>July</u>	<p>Sunday, 5th – TBCBSP Fundraiser Dinner at Hoss's Steak & Sea House, 3604 Market St., York, Pennsylvania. Lunch at 12:30 PM followed by monthly Business Meeting. A percentage of proceeds will be donated to the TBCBSP Preservation Fund.</p> <p>Sunday, 12th – 1:00 PM, NYSCBS meeting, Shushan Covered Bridge Museum, Shushan, New York followed by a mini safari to nearby covered bridges.</p> <p>Saturday, 18th – 12:00 noon, OHBA Summer Picnic, Salt Creek Covered Bridge, Arch Hill Road, east of Zanesville, Ohio.</p>
<u>August</u>	<p>Sunday, 2nd – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p>
<u>September</u>	<p>Sunday, 13th – Noon, TBCBSP Annual Picnic and meeting at Poole Forge Bridge.</p> <p>Sunday, 13th – 1:00 PM, NYSCBS virtual meeting.</p> <p>Saturday, 19th – OHBA Fall Tour, TBA.</p> <p>19-20 – Washington & Greene Counties Covered Bridge Festival. Events at various locations. Visit https://www.visitwashingtoncountypa.com/covered-bridge-festival/ for more details.</p>

Covered Bridge News

Illinois

Red Bridge, Bureau County – IL/13-06-01

On January 9th, the Illinois Department of Transportation announced that the bridge project has entered the next rehabilitation phase. Phase II includes the preparation of a detailed cost estimate and is expected to take 12 to 18 months to complete and will result in advertising a repair contract to bidders. The 149-foot Howe truss span over Big Bureau Creek has been closed since November 2023, when a semitruck attempted to pass through the north end, damaging the bridge’s façade and roof. Approximately \$1 million has been allocated for repairs. While much engineering work remains to be completed, the scope of the necessary repairs was finalized and received approval from the State Historic Preservation Office on December 8th.



Work on the 1863 bridge will include a complete replacement of the roof, roof cross bracing, damaged roof cross bracing rods, floor beams and siding. In addition to the structural repairs, IDOT is planning several items to help preserve the historic structure for future generations, including replacing all the existing lighting and wiring and adding fire suppression piping and security cameras. Other improvements include applying a fire-resistant coating on the interior of the structure, painting the exterior and making repairs and upgrades to the pump house.

The Illinois Department of Transportation is also considering a vehicle height detection system at the approaches that would activate flashing lights to warn truck drivers before approaching the 10-foot, 11-inch-tall bridge plus replacing existing warning signs with new, high-visibility versions. Selected signs will be equipped with flashing beacons to attract additional attention. The bridge was added to the National Register of Historic Places on April 23, 1975. *Shaw Local, January 11, 2026. Photos by Bill & Jenn Caswell.*



Indiana

Nevins Bridge, Parke County – IN/14-61-05

In the previous Newsletter, we reported that the single-span Burr truss bridge over Little Raccoon Creek was closed due to structural issues. An arch on the southwest corner of the bridge has failed, necessitating immediate repairs. According to the minutes from the December 15th meeting of the county commissioners, the representative from the highway department noted that the work will begin as soon as the weather allows. The bridge was built in 1920 and added to the National Register of Historic Places on December 22, 1978. *Photo by Bill & Jenn Caswell.*



Indiana (continued)

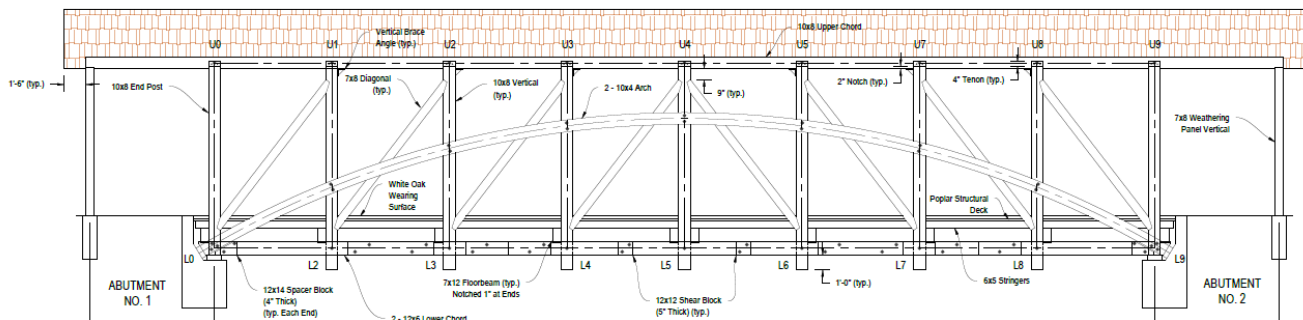
Portland Mills or Dooley Station Bridge, Parke County – IN/14-61-21

In the previous Newsletter, we reported that the bridge has been closed due to the discovery of extensive termite damage on the lower chords around all of the arch terminals and on the arches themselves. The county estimates that repairs will cost \$800,000 to \$1 million. According to the minutes from the December 15th meeting of the county commissioners, the representative from the highway department noted that two temporary supports will be added to the bridge while they seek federal funds for more substantial repairs. The single-span Burr truss bridge was built in 1856 and moved to its present location over Little Raccoon Creek in 1961. It was added to the National Register of Historic Places on December 22, 1978. *Photo by Gary Krick.*



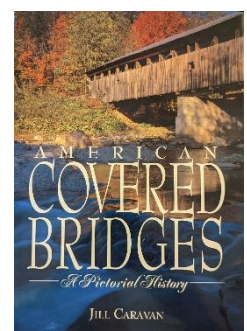
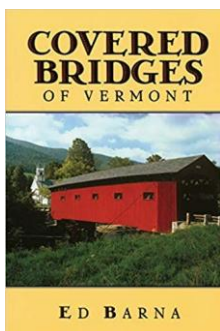
Rockville Bridge, Parke County

A new covered bridge is planned for the Rockville terminus of the Parke Community Rail Trail. When complete, the trail will be nearly 10 miles long along portions of the former Vandalia Railroad abandoned by Penn Central between the Rockville Depot and the Vigo County line, south of Rosedale. The bridge was designed by Kurdziel Barker Bridge Engineering to be built in the style of the Burr truss covered bridges constructed by J.J. Daniels and J.A. Britton. The structure will be built on abutments of a former railroad bridge and cross Bridgeton Road just south of the former railroad depot in Rockville. The 1883 depot currently houses the Parke County Visitor’s Center. It will have a 66-foot span and be 84-feet long overall. The poplar to be used for the trusses has been donated and is presently being seasoned. Milling will begin in the spring. *Plan drawing courtesy Kurdziel Barker Bridge Engineering.*



Used Books

We occasionally receive donations that include covered bridge books. While some of the books are added to the Society’s permanent collection in the archives in Concord, New Hampshire, others are available for sale. We do not include the list in the *Newsletter* because it often changes and would be outdated before you receive it. There is a list on the website which is updated as new items are received and others are purchased. For more details, visit <https://www.coveredbridgesociety.org/books-used.htm>.



Iowa

Holliwell Bridge Madison County IA/15-61-05

On December 9th, the Madison County Board of Supervisors voted to apply the bridge for



Preservation Iowa's 2026 "Most Endangered Properties" program, due to the deterioration of the 1880 structure, a lack of funding to restore it, and a potential threat that public access could be cut off within ten years if major repairs are not completed. The single-span



lattice and arch bridge over Middle River was added to the National Register of Historic Places on August 28, 1976. *WHO13, December 10, 2023. Photos by Bill & Jenn Caswell.*

New Hampshire

Saco River Bridge, Carroll County – NH/29-02-03#3

Last quarter, we reported that the 1890 covered bridge over the Saco River would be closed for



a few months following a motor vehicle accident on October 22nd which caused significant damage. Police said that the surface was wet and the 21-year-old driver from Ossipee, NH lost control inside the bridge. The most significant damage was one of the vertical timbers sheared off about

two feet above the floor and damage to diagonal timbers connected to it. A crew from the New



Hampshire Department of Transportation made the repairs and expected to have the bridge open to traffic on December 5th. Nearby residents say they regularly see vehicles speeding through the Paddleford truss bridge and frequently see vehicles exceeding the 3,000 pound limit. *Conway Daily Sun, December 3, 2025. Photos by NHDOT and Bill & Jenn Caswell.*

Carlton or Whitcomb Bridge, Swanzey, Cheshire County – NH/29-03-07

On December 30th, the town of Swanzey sent out a press release announcing that the bridge was to be closed to all traffic beginning on January 5th for a week or two to replace the decking of the 1869 queen truss span. The bridge over the South Branch of the Ashuelot River was added to the National Register of Historic Places on June 10, 1975. *Photos by Bill & Jenn Caswell.*



New Hampshire & Vermont

Cornish-Windsor Bridge, Cornish, NH & Windsor, VT – NH/29-10-09#2 & VT/45-14-14#2

On December 18th, Oregon resident Michael Iwanchuk was struck by a vehicle while walking through the bridge. The 52-year-old man went out for a walk while visiting his daughter, who lives in Windsor. Iwanchuk was transported to Dartmouth Hitchcock Medical Center, where he was in a coma after suffering a skull fracture, brain damage, partial collapsed lungs and broken ribs. He died from his injuries on December 29th. The two-span Town truss bridge over the Connecticut River was built in 1866. The American Society of Civil Engineers designated it as a National Historic Civil Engineering Landmark in 1970. It was added to the National Register of Historic Places on May 19, 1978. *Valley News, December 31, 2025. Photo by Jim Smedley.*



Ohio

Blackwood Bridge, Athens County – OH/35-05-06

This 1879 span over Middle Branch, Shade River has been undergoing some work to repair portions of the truss. Also, county officials have expressed concern about heavy farm vehicles which are believed to be crossing the bridge causing stress on the trusses. As a result, four steel beams are being installed under the decking to carry the roadway load. At press time, some of the truss repairs still remain to be completed. This project is expected to be finished and bridge open to traffic sometime this summer. The county engineer estimated the cost at \$892,929.45. The bridge received its name from the Blackwood family who owned much of the land in the area near it. It was added to the National Register of Historic Places on June 23, 1978. *Left photo by Connie Francis McLaughlin. Construction photos courtesy Mike Killilea.*



Newton Falls or Stedman Bridge, Trumbull County – OH/35-78-01

The 1831 Town truss span over the East Branch Mahoning River was damaged by a vehicle strike in the early morning hours of January 19th. The driver initially left the scene to seek medical attention for an arm broken in the accident. He contacted police the following morning to report the incident. The Trumbull County engineer's office indicated that the damage was superficial, and the bridge was reopened to traffic on the 23rd. The damage will be repaired in the spring. They also indicated that a large project is planned for next year to add railing to help protect the bridge plus fire retardant, some painting and drainage improvements. The bridge was added to the National Register of Historic Places on October 16, 1974. *WKBN-TV, January 19, 2026 and WFMJ-TV, January 22 & 24, 2026. Photo by Gloria Smedley.*



Ohio (continued)

Germantown Bridge, Montgomery County – OH/35-57-01

This unusual inverted bowstring bridge over Little Twin Creek will be rehabilitated this spring. It was originally built in 1865 and moved to its present location in 1911. The work will include:

- Replacement of the white oak floor beams with new white oak floor beams.
- Overstressed or substandard truss elements will be replaced with visually similar steel members capable of providing the desired 90 pounds per square foot pedestrian loading.
- The roof, last replaced around 2005, will be replaced in kind.
- A mesh and cable railing will be provided to meet safety requirements while minimizing visual impacts to the structure.

The existing bowstring suspension system and stone abutments will be retained. By limiting replacement activities to only deficient and substandard features, the project will retain approximately 93% of the original bridge fabric. Mike Killilea from The Righter Company provided these photos and informed us that they are in the process of performing the preconstruction engineering for the project. They are scheduled to mobilize to the site and begin work at the end of March. The bridge is considered to be eligible to be added to the National Register of Historic Places. For project updates, visit <https://www.transportation.ohio.gov/projects/projects/119404>.



Hune Bridge, Washington County – OH/35-84-27

On January 7, 2020, the 1879 bridge was closed to traffic due to the unstable embankment on the south side of the Little Muskingum River. Prior to the closure, the county's engineering office had requested \$420,000 in state capital funds for repairs. They were only awarded \$75,000. The complications added by the instability of the structure and nearby landslip activity increased the amount needed to solve the problem. The desire was to preserve the bridge by relocating it and constructing a new bridge at that location. Funding limitations have caused that project to be scaled back considerably. In early February, Washington County Engineer Roger Wright reported that they will only be able to stabilize the bridge and open it to pedestrian traffic. The bridge was added to the National Register of Historic Places on October 8, 1976. *Marietta Times, February 6, 2026 and Parkersburg News and Sentinel, February 16, 2026. Photos by Michael Rudnick.*



Oregon

Antelope Creek Bridge, Jackson County – OR/37-15-02

On January 26th, the Eagle Point Police Department received multiple reports of vandalism to private and public property in downtown Eagle Point, with graffiti being located on the rear of several businesses, fences, sidewalks, public walkways and the Antelope Creek Bridge. The incidents led to damage to private and public property around downtown Eagle Point, with the graffiti referencing a street gang based in South-Central Los Angeles. Additional vandalism was discovered on February 2nd and previously affected locations were re-tagged along with new businesses being vandalized.

After reviewing video surveillance and social media activity plus assistance from Eagle Point High staff and tips from community members, warrants were issued for three teenagers. The three were arrested near the covered bridge and each charged with four counts of first-degree criminal mischief and 12 counts of first-degree criminal mischief. One was additionally arrested on an outstanding warrant for possession of a stolen motor vehicle. The queen truss span over Little Butte Creek was built in 1922 and added to the National Register of Historic Places on December 26, 2012. *Rogue Valley Times, February 6, 2026. Photos by Bill Bowser and Jerry Russell.*



Stewart Bridge, Lane County – OR/37-20-28

Currin Bridge, Lane County – OR/37-20-22#2

In December, new member Becky Walter informed us that work is needed on these two bridges. At their February 3rd meeting, the County Commissioners approved \$500,000 towards stabilizing the two Howe truss spans. Both are suffering from broken lower chords which could lead to collapse without warning. The Stewart Bridge also has a noticeable lean. A study is underway to evaluate additional needs of the spans. Speakers at the meeting stressed the importance of maintaining the covered bridges and the economic benefit they provide by drawing tourists to the region although there was also discussion of removing them due to the large expense of maintaining them.



Since the bridges are no longer open to traffic, they do not qualify for roadway maintenance funds and are the responsibility of the county’s Parks Division. Neither bridge has received significant repairs since 1995. The Commissioners approved a transfer of funds from the county’s Transient Lodging Tax Reserves to the Public Works Parks Division by a 3-2 vote. All realized that this is only an interim measure and the bridges will need much more work in the future. *Stewart Bridge photo by Bill & Jenn Caswell.*

Oregon (continued)

The Currin Bridge was constructed over the Row River in 1925. The Stewart Bridge was built over Mosby Creek in 1930. In December a segment of the approach span was removed from the Currin Bridge to prevent access to the structure. The Stewart Bridge has had chain link fence blocking its entrance for many years. We have contacted the Lane County Public Works Department and County Commissioners offering to help where we can. Both spans were added to the National Register of Historic Places on November 29, 1979. *Currin Bridge photo by Becky Walter.*



Pennsylvania

South Perkasio Bridge, Bucks County – PA/38-09-05

As noted in the previous *Newsletter*, Perkasio residents saved the bridge from demolition by the county in 1958. In early 2021 the borough and the Perkasio Historical Society raised \$220,000 to fix part of it after 2,000 people signed a petition. But in September 2021, Hurricane Ida severely damaged the entire bridge. Since then, it has resided in Lenape Park as a monument awaiting repairs. After many years of planning and preparation, the repair project will be underway soon. Scott Bomboy has informed us that the span will be relocated about 50 feet away from its current location, taking the bridge out of the FEMA regulatory floodway. The repairs were designed by Wood Research and Development, a firm with extensive experience designing and



repairing timber structures in the United States, Canada and Australia. Construction is anticipated to begin in early Spring 2026. At the time of this writing, the historic preservation review was complete and awaiting final approval.



The NSPCB and Theodore Burr Covered Bridge Society of Pennsylvania both had the opportunity to review the plans and offer comments on the design. The Town truss span was constructed in 1832 and added to the National Register of Historic Places on December 1, 1980.

Photos by Scott Bomboy and Bill & Jenn Caswell. For the latest information on the project’s progress, visit perkasioborough.org/information/projects/south-perkasio-covered-bridge-rehabilitation/

Neff's Mill or Bowman's Bridge, Lancaster County – PA/38-36-22#3

A box truck caused extensive damage to roof beams of the single span Burr truss bridge over Pequea Creek on May 29th. Lancaster County Timber Frames of York, Pennsylvania repaired the span. A post on the Facebook page of the Theodore Burr Covered Bridge Society of Pennsylvania noted that the bridge re-opened to traffic on December 17th. *Photo by Gloria Smedley.*



Pennsylvania (continued)

Bartram's Bridge, Chester & Delaware Counties – PA/38-15-17 & PA/38-23-02

At the October meeting of the Theodore Burr Covered Bridge Society of Pennsylvania, Joe McCarthy reported that Eastern Highway Specialists of Wilmington, Delaware has been contracted for repairs to this bridge. Lancaster County Timber Frames, Inc. will be handling the timber repairs. Replacement timber was ordered in late October and is expected to arrive by the time you read this. The work will be done onsite. The Burr truss bridge over Crum Creek was built in 1860. It was added to the National Register of Historic Places on December 10, 1980. *Pennsylvania Crossings, Winter 2026, page 6 with additional details from Jim Smedley. Photo by Tina Conn.*



Kintersburg Bridge, Indiana County – PA/38-32-05

Indiana County Parks & Trails has secured \$807,314 to restore and repair the bridge — one of only four Howe truss bridges remaining in Pennsylvania. The project, fully funded through a 2024 PennDOT Transportation Alternatives Set-Aside grant, will have the bridge repaired by Lancaster County Timber Frames of York, Pennsylvania.

A post on the Facebook page of the Theodore Burr Covered Bridge Society of Pennsylvania on December 17th relayed information from Joe McCarthy of Lancaster County Timber Frames indicating that the bridge has been dismantled and is in their shop where his crew and state inspectors evaluated the timbers for rot. Not surprisingly, there was more deterioration than anticipated, which will likely increase the cost of the repairs. The bridge was added to the National Register of Historic Places on August 3, 1979. *Indiana Gazette, November 30, 2025 with additional details from Jim Smedley. Photos courtesy Indiana County Parks & Trails, Bob Griner and Lancaster County Timber Frames.*



Old Keefer's Mill Bridge, Montour County – PA/38-47-03

Previously, we reported that the bridge was closed on May 29th after failing an inspection. On



October 14th, the County Commissioners accepted a bid of \$156,000 for the repairs. Jim & Gloria Smedley visited the site in mid-January and found that some work had been done and the bridge is still closed. The single-span Burr truss bridge was



constructed over Chillisquaque Creek in 1853 and added to the National Register of Historic Places on November 29, 1979. *Pennsylvania Crossings, Winter 2026, page 9. Photos by Margie Gacki.*

Pennsylvania (continued)

Bogert’s Bridge, Allentown, Lehigh County – PA/38-39-01

Earlier, we reported that a Restoration Kickoff Ceremony celebrating the start of the rehabilitation project by H & P Construction occurred on September 4th. The \$2.57 million project is now underway to correct the sag in the structure, replace some deteriorated truss members, replace the decking, add a new slate roof and siding, construct new abutments, add steel beams for support and apply fire retardant to the 1841 span. The anticipated completion date is August 26, 2026. The Theodore Burr Covered Bridge Society of Pennsylvania and the National Society for the Preservation of Covered Bridges both contributed towards the project costs. “Bogert’s Covered Bridge is an icon, but one that our city had neglected for far too long,” said Mayor Matt Tuerk. The Burr truss bridge over Little Lehigh Creek was built in 1841. It was added to the National Register of Historic Places on December 1, 1980. *Photo by Bill & Jenn Caswell on January 31, 2026.*



Sam Wagner Bridge, Montour & Northumberland counties – PA/38-47-01 & PA/38-49-11

The 1881 Burr truss bridge was closed on February 13, 2022, after damage thought to have been inflicted by an oversized vehicle was reported to authorities. It has remained closed since then. Jim & Gloria Smedley visited the site on January 15th and reported that repairs to the roof cross beams have been completed and additional work is ongoing. Height restriction devices are also being added. The south entrance has a low “headache bar.” The north entrance is very close to an intersection without any space to construct a “headache bar” so it has a metal device across the portal.

Work is continuing to replace rotted timber at the lower ends of the arches and end posts. The flooring of the bridge is also being replaced as well as new signage to alert drivers of the new height restrictions. The span over Chillisquaque Creek was added to the National Register of Historic Places on August 8, 1979. *Photos by George Rothlingshofer.*



Pennsylvania (continued)

Red Bridge, Perry County – PA/38-50-06

The Historical Society of Perry County has been raising money to repair the 1886 span over Wildcat Creek. The bridge was given to the Historical Society in 1961 when a new span was built adjacent to it. It is in need of repairs to its abutments, a broken beam, some rotted timber and roof repairs. Work on the abutments will also help prevent scouring which has been undermining the supports. They also intend to remove graffiti. At its winter Board meeting, a donation of \$2,950 was approved with an option for an additional \$3,000 as a matching grant for other donations they receive. The bridge was added to the National Register of Historic Places on August 25, 1980. *Photos courtesy Nathan Lesh of the Historical Society and Gloria Smedley.*

***Donations can be sent by check or money order to:
The Historical Society of Perry County, PO Box 47,
Landisburg, PA 17040.***



Vermont

Sanborn Bridge, Caledonia County – VT/45-03-05

It has been over a year since we reported on the effort to reconstruct this bridge. The single-span Paddleford truss bridge was built on Center Street in Lyndonville in the late 1860s or early 1870s and moved to its present location in 1960. It was purchased by the town in 2022 along with the two-acre parcel on the south end and added to the National Register of Historic Places on June 20, 1974.

Planned repairs needed to be reassessed after floodwaters caused additional damage on July 11, 2024 and prompted concerns that it was in imminent danger of collapse. Vermont Heavy Timber (VHT) of Huntington was hired to stabilize the span as another large storm was approaching. On August 15 & 16, VHT dismantled the bridge and set the parts in an adjacent field until plans for its reconstruction could be prepared.

The plans have been revised to show the bridge being raised four feet higher than its previous elevation. The previous proposal was to raise it about 2½ feet. Pedestrian access will also change. Instead of ramps on both ends, the bridge will feature steps at the north entrance and an ADA-accessible switchback ramp on the south side. Bollards will be installed to block motorized vehicles. If approved, the project will take about a year to complete, depending on funding and bid results. The \$2.2 million budget, set two years ago, has not been updated to reflect inflation, design changes, or flood-related revisions.



Plans for a small park on the town-owned parcel at the south side of the bridge were also scaled back due to restrictions of grants being used for funding the project which specify minimal development of the area around the bridge. These revisions required a new site plan approval and a conditional use permit to rebuild and replace the bridge and abutments within the special flood hazard overlay district. *Photos by Jeanne and Marcel Beaudry.*

Vermont (continued)

Village of Big Eddy or Great Eddy Bridge, Washington County – VT/45-12-14

At the encouragement of board member David Babbott-Klein, the Waitsfield Select Board is exploring cloud-based webcams (and the appropriate cellular data plans) for cameras at this covered bridge which is damaged from time to time by oversize vehicles and another bridge in town which recently had its weight limit lowered. The bridge was added to the National Register of Historic Places on September 6, 1974. *The Valley Reporter, December 4, 2025.* Image from Mad River Valley Television's live webcam (<https://mrvtv.com/live-broadcasts/live-webcams/>).



Canada – New Brunswick

Hartland Bridge, Carleton County – NB/55-02-07

The following notice was posted on the Town of Hartland's Facebook page on December 17th, "The provincial Department of Transportation & Infrastructure will be closing the Hartland Covered Bridge to vehicle traffic starting January 5th to complete repairs to the pedestrian walkway. To install the required scaffolding, the bridge must be fully closed to vehicles; however, it will remain open to pedestrians throughout the project. Pedestrians will be routed through the vehicle lanes to pass through the construction zone, and appropriate safety measures will be in place. The work is scheduled to be completed before June 15th, but they will make every effort to finish earlier, weather permitting." The seven-span Howe truss bridge was built over the St. John River in 1901 and covered in 1922. On June 23, 1980, it was declared a National Historic Site. *Photo by Bill & Jenn Caswell.*



Cameron's Mill or Kouchibouguasis River #5 Bridge, Kent County – NB/55-05-12

This bridge was closed by the Department of Transportation and Infrastructure (DTI) on Christmas Eve after deterioration was discovered during a recent inspection. When asked how long the bridge



will be closed and if the structure will be repaired or torn down, a DTI spokesperson said they are "currently evaluating future options for this structure." Kent North MLA Pat Finnigan indicated that he has not received any additional details about the bridge from the province. The single-span Howe truss bridge over the Kouchibouguasis River



was built in 1950. *Telegraph-Journal, December 30, 2025. Photos by Bill & Jenn Caswell.*

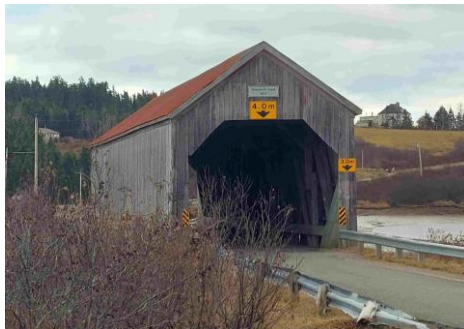
New Brunswick (continued)

St. Martins, Saint John County

On January 16th, CBC reported that Jim Bedford, mayor of Fundy-St. Martins asked the New Brunswick government to take better care of the two historic covered bridges in town, the Hardscrabble and Tynemouth Creek covered bridges, *World Guide* numbers NB/55-11-04 and NB/55-11-06. The Tynemouth Bridge was built in 1927 and will celebrate its 100th year next year. The Hardscrabble Bridge is younger, having been built in 1946. Weight restrictions on both spans have been downgraded over the years, and now, he said the Hardscrabble bridge can only accommodate three tons, meaning school buses, fire trucks and other large vehicles can't go across. The bridges were previously posted with 40-ton limits, in excess of their design load which is partially responsible for them deteriorating more quickly than expected. A comprehensive strategy for covered bridges is almost complete and should be released soon.



Hardscrabble Bridge



Tynemouth Bridge

“I think the public is probably unaware, by and large, [that] our covered bridges are in trouble,” said Patrick Toth, interim president of the Covered Bridges Conservation Association of New Brunswick. “Very typically, you’ll see a lack of maintenance — of preventive maintenance — and then they lower the load limits for safety purposes, and if the deterioration becomes too great, they’ll close the bridge.” Toth said he understands that safety is the number one concern and that covered bridges are ultimately tools for transportation, but he said they also have economic value with tourism and heritage value. *Photos by Bill & Jenn Caswell.*

Ontario

West Montrose Bridge, Waterloo County – ON/59-50-01

In the previous *Newsletter*, we mentioned that work on this span was well underway. Things slowed down during the winter and will resume again once the weather warms up. The work is expected to be completed in December 2026. The bridge will be closed for the duration of the project. The 1881 structure is the only remaining



historic covered bridge in Ontario, serving as a tourist attraction and an important transportation link for local residents, including the Mennonite population. Although the bridge will be strengthened, the current three-ton load limit will be maintained to deter heavy vehicles from crossing. Overhead height restriction bars will be installed on the north and south approaches. *For updates, visit <https://www.regionofwaterloo.ca/en/living-here/west-montrose-covered-bridge.aspx>. Photos by Gloria Smedley and the Region of Waterloo.*



Québec

We are grateful to Pascal Conner whose *Blogue sur les ponts couverts* (pontscouverts.com/blogue/) provides most of the Québec news each quarter. Unless otherwise noted, all Québec articles were derived from that website.

Pont de la Frontière or Province Hill, Cantons de l'Est – QC/61-11-03

In the previous issue, we reported that this bridge, located about ½ mile north of the US border, which was destined for demolition, was rescued by the Potton municipal council's offer to take ownership of the structure. At that time, the plan was to relocate the 129-year-old span. However, at their December 1st council meeting, it was announced that an agreement had been reached with the Ministry of Transport (MTQ). In mid-December, MTQ used the money set aside to demolish the bridge, about \$200,000, to make repairs.



A permanent support structure was built into the existing cribbing at the south end, giving the covered bridge a new, stronger support. Some of the timber cribbing pieces were deteriorated and replaced. Although now stabilized, the bridge will remain closed until further notice, as it has been since 2014. The work began on December 8th and was completed in less than two weeks.

Now, the township of Potton will assume ownership of the Mud Creek crossing and be responsible for its future maintenance. Mayor Louis Veillon noted that a fundraising campaign, in collaboration with the Potton Heritage Association, will be launched to finance work to enhance the site and fund future maintenance. *Le Reflet du Lac, December 16, 2025 & January 15, 2025 and Le Devoir, December 23, 2025. Upper photo by Gérald Arbour, lower photos by Bill & Jenn Caswell.*



Pont McVetty-McKenzie, Cantons de l'Est – QC/61-18-08

In the Fall 2024 Newsletter, that the bridge had been barricaded for safety reasons on April 3, 2024. A petition signed by 236 of Lingwick's 441 people was presented to the mayor and municipal council requesting that it be repaired and reopened to pedestrian traffic. On February 21st, CBC Radio reported that the Quebec Ministry of Culture has allocated \$200,000 towards its restoration. An engineering firm hired by the mayor estimated that a list of priority work would amount to \$200,000 to \$250,000. The bridge was built over Rivière au Saumon using the variation of Town's lattice truss common in Québec. *Photos by Bill & Jenn Caswell before the bridge closure.*



Québec (continued)

Pont Prud'homme, Laurentides Region – QC/61-72-01

In the Summer 2025 Newsletter, we reported that Deputy Premier and Minister of Transport and Sustainable Mobility, Geneviève Guilbault, stated that after its lengthy closure, the bridge's rehabilitation was planned for 2025-2027, and that the tendering process should begin no later than 2026. The bridge has been closed to traffic since 2019. The SOS Prud'homme Bridge Committee and SOPABIC Heritage Society have been campaigning for repairs ever since. We are happy to announce that a February 11th post on SOS Prud'homme's Facebook page announced that the tender had been released. We hope that there will be a successful bidder to repair this bridge and put it back into service. *Photo Courtesy SOS Pont Prud'homme.*



How Can You Help?

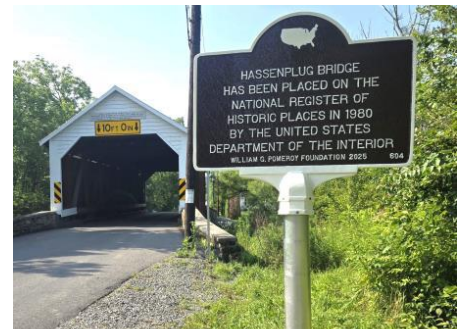
As an all-volunteer group, we appreciate everyone who sets aside time in their busy lives to help keep this organization going. We couldn't do it without you. In addition to the officer and director positions, we also have special projects needing volunteers. If one of the projects mentioned here interests you, please contact us for more information.

Educating the Next Generation

It's never too early to teach people about the importance of their local history. Children should be made aware of the special places in their community and learn why we consider them worth preserving. Jeanne Beuadry, Education Chairman for the Vermont Covered Bridge Society, developed a program aimed at students in grades 4 & 5 which includes basic covered bridge information, instructions on how students can build their own popsicle stick covered bridge, final project examples, and when possible, a field trip to a local covered bridge with activities at the bridge. Wouldn't it be wonderful to have this program expanded to communities in other states, especially areas where the students would have an opportunity to visit a covered bridge and learn about its history? If you are interested in pursuing this type of project, email Bill at nspcb@yahoo.com or Jeanne at vcbs.education@vermontbridges.org

Pomeroy Foundation National Register and Historical Markers

The William G. Pomeroy Foundation provides grants to fund signs at historic places. One of their programs is to recognize locations on the National Register of Historic Places. The Theodore Burr Covered Bridge Society of Pennsylvania has been successful in obtaining National Register signs for a number of Pennsylvania's covered bridges such as the one shown here at Union County's Hassenplug Bridge. If a bridge is on the National Register and does not already have a sign indicating that, the NSPCB could apply for a grant to have one prepared for it. The bridge owner must agree to accept the sign and arrange for its placement at the bridge.



We need volunteers to identify eligible sites and contact bridge owners to see if they are interested. For more information, please contact Bill at nspcb@yahoo.com or visit wgpfoundation.org.

NSPCB Items for Sale

Show your support for the Society with all proceeds from sales going towards preservation projects and donations of fire retardant.

All items are navy blue with the design in white. Prices include shipping charges.

Short Sleeve Tee Shirts.....	\$20.00
Long Sleeve Tee Shirts	\$27.00
Crew Neck Sweatshirts	\$35.00
Baseball Cap.....	\$18.00
Aluminum Water Bottle (25 oz.).....	\$10.00
Umbrellas.....	\$10.00

T-shirts and sweatshirts include the front and back designs.

Baseball caps have a logo embroidered on the front.

Shirts and sweatshirts are available in small, medium, large, XL, 2XL and 3XL.

Note: Items can only be shipped to US addresses.



Umbrella



Baseball Cap Design

Send a check or money order made out to **NSPCB** to: Jennifer Caswell, 535 Second NH Turnpike, Hillsboro, NH 03244. Credit card orders can be processed on our website by using PayPal - <http://coveredbridgesociety.org/promotions.htm>

Have questions? E-mail Bill at nspcb@yahoo.com

NSPCB Facebook Page

To help spread the word about our mission, the National Society for the Preservation of Covered Bridges, Inc. has a Facebook page. The page is used for sharing current bridge related news and Society meeting information. If you use Facebook, visit us at <http://www.facebook.com/nspcb>. "Like" our page and share it with your friends.



Bogert's Bridge

On May 4, 1841, the county grand jury recommended construction of a "bridge over the Little Lehigh Creek at a place where a road from the Reading road to Klein's Mill and Salisbury church crosses the creek near the house of John Bogert Sr." Solomon Butz of Allentown was awarded the contract for the job. The bridge was inspected and accepted by the county in December 1842.¹ The grounds where the bridge stands were settled by Peter Bogert, a German immigrant, who purchased a little over 300 acres on both sides of the river in 1744 from Thomas and Richard Penn, brothers of Pennsylvania's founder William Penn.² John (Johanes) Bogert who owned the land at the time of the bridge's construction was born on the family homestead in 1772 and lived there his entire life until he passed on August 15, 1854 dividing the land between his two sons.



Apparently, the area near the bridge was a popular gathering spot long before the current park was developed. Local liquor dealer John Weiler hosted annual picnics at the bridge "rain or shine" from the late 1870s into the 1890s sending elaborate invitations to family and friends. Invitations were extended to anyone else interested through the local paper.³ On Monday, August 7, 1899, The Allentown Leader reported an accident involving four carriages inside the bridge late in the evening. Although there was damage to at least two of the carriages, no one was injured.

An April 1910 news article reported on the condition of the county's bridges. Number 15 on the list, "generally known as Bogert's Bridge is 20' wide and 157' long. This is a Class 'D' bridge. The lower chords are sunken below the camber line. The arches are rotted where they bear on the masonry. The bridge should be raised to a Class 'C' bridge."⁴



The following January, the paper reported that four of Lehigh County's covered bridges would receive repairs: "Furnace Bridge Sixth Ward; Bogert's Bridge, across Little Lehigh; Schleicher's Bridge over the Jordan below Schnecksville; Geiger's Bridge over Jordan, near Col. H. C. Trexler's farm."⁵

On May 8, 1956, Edgar Muth was driving a payloader across the bridge and followed by his wife, Blanche, driving a dump truck. According to the news article, the payloader hit a dip, bounced and took out two 8"x8" beams from the top of the bridge and several wooden braces. One of the beams struck Edgar who was hospitalized with facial injuries. The bridge remained open to traffic.⁶

In early 1957, the state announced that the bridge would be replaced. That prompted formation of the "Save the Bogert's Bridge Committee." The local newspaper expressed support for repairs while published letters to the editor voiced opinions for and against replacement. The March 6th issue included letters of support from two NSPCB members, Herbert Richter and Henry Falk. On March 14, 1957, the State announced that the bridge would be bypassed and preserved. It is now restricted to pedestrian traffic. Herbert Richter's photo was taken November 16, 1958, after repairs were completed.



¹ *The Allentown Morning Call*, January 5, 1931, page 5.

² *The Allentown Morning Call*, Thursday, September 26, 1918, page 2.

³ *Allentown Morning Call*, Saturday, July 12, 1890, page 1 & *Reading Times*, Saturday, July 9, 1892, page 4.

⁴ *The Allentown Morning Call*, Wednesday, April 13, 1910, page 13.

⁵ *The Allentown Morning Call*, Wednesday, January 25, 1911, page 5.

⁶ *The Allentown Morning Call*, Wednesday, May 9, 1956, page 9.