

The Newsletter

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

Fall 2025

2025 Tri-State Safari



Group Photo at the Creamery Bridge, Brattleboro, Vermont

VT/45-13-01, Photo by Bob Watts

See the article about the safari on pages 14 & 15.

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

NSPCB Contacts

Newsletter Editor

Bill Caswell
535 2nd NH Tpke
Hillsboro, NH 03244-4601
WSCaswell@yahoo.com

Corresponding Secretary

Robert Watts
126 Merrimac St. Unit 21
Newburyport, MA 01950
508-878-7854
bob1.watts@me.com

Membership Dues and Address Changes

Jenn Caswell
Membership Chair
535 2nd NH Tpke
Hillsboro, NH 03244-4601
nspcb@yahoo.com

Topics Back Issues

Contact Bill Caswell at the address above

Treasurer

Gloria Smedley
1143 Sage Drive
York, PA 17408

Next Newsletter Deadline

The next *Newsletter* is scheduled to be mailed in early **December**, therefore, anyone wishing to submit articles should send them by **November 15, 2025**. 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

Robert Arnold, Akron, New York
Jay Cashook, Westwood, Massachusetts
Autumn Frye, Reelsville, Indiana
Robert Gipson, Unadilla, New York
In Sync Ink, Randolph, Massachusetts
Paul Klucsarits, Cullman, Alabama
April Loveall, Jeffersonville, Indiana
Kathy Miller, Guilford, New York
Roy Patton, Pittsburgh, Pennsylvania
Robert Richard, Guilford, Connecticut
Kyung Hee Shin, Buford, Georgia

Welcome New Life Members

#228 – Richard Trotto, Canton, Massachusetts
#229 – Ron Knapp, New Paltz, New York
#230 – Lynne Lemay, Dunbarton, New Hampshire
#231 – Michael Darche, Auburn, Massachusetts
#232 – Jan Vertefeuille, Venice, Florida

2025 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, September 28 – Baltimore Bridge, Springfield, Vermont.
Bring your own chairs and picnic lunch.

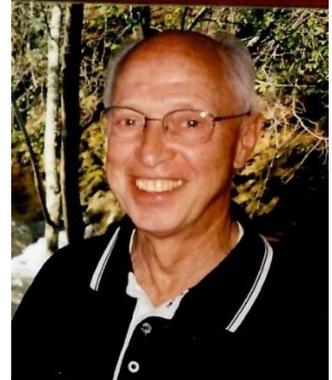
Saturday, October 11 – Hyde Hall 200th Anniversary celebration,
Glimmerglass State Park, near Cooperstown, New York

Sunday, October 26 – NSPCB Annual Meeting and Dinner, Brigham Hill Barn, North Grafton, Massachusetts. Speaker: Ron Knapp.

In Memoriam

John T. Laetz

John T. Laetz, 87, of Manheim, Pennsylvania, passed away on April 24th at Abbeyville Nursing and Rehabilitation Center in Lancaster. During the Vietnam War, he served as an Airman 2 Class in the United States Air Force. He earned a Bachelor of Science degree in electrical engineering from the University of Michigan. He was employed as an electrical engineer by Consumer Power, and its successor, CMS, for more than 30 years until taking an early retirement at age 55. He then relocated to North Carolina where he worked for the University of North Carolina-Chapel Hill for 10 years before transferring to UNC-Chapel Hill Hospital, then North Carolina State University for 5½ years before returning to his former position at UNC-Chapel Hill where he retired permanently in 2010.



John enjoyed playing baseball during his enlistment in the Air Force and on church leagues while living in Chapel Hill. John also had a license to fly both private and commercial aircraft as well as having an instrument rating. He was a member of various flying clubs and enjoyed both vegetable and flower gardening plus attending Calvary Bible Church in Mount Joy. John is survived by his wife of 31 years, Linda. They had been NSPCB members for almost their entire marriage joining in 1996. He is also survived by two children and seven grandchildren.

Ed Barna

Edward Robert Barna was born two days before Christmas 1947. Tim McQuiston, editor of Vermont Business Magazine noted that he “*was a basketball prodigy who became a Harvard intellectual who became a husband and father who became a historian who became a journalist.* After graduating Magna Cum Laude with a degree in English Literature from Harvard, Ed was selected to be the poet-in-residence at Robert Frost Farm during the years when it was being converted into a state park and historic landmark. He then went on to a distinguished career in journalism, reporting for both Vermont newspapers and magazines. Within the covered bridge community, he is best known for his book, *Covered Bridges of Vermont*, published in 1996. Ed married Irene in 2001 and they were very active in the Vermont Covered Bridge Society until he needed to step back due to failing health. Ed passed away on July 12th.

2027 NSPCB Calendar Photos

Images are being accepted for the 2027 calendar until February 28, 2026. As you travel around this fall and winter, watch for opportunities for calendar photos and pick out your best ones from throughout the year. Each individual can submit up to ten recent photos to be considered for the calendar.

Photos taken during the past year are preferred. The committee looks for images from a variety of states and seasons, so the calendar presents structures throughout the United States and Canada. Each year we receive many photos from the northeastern states, but few from the south, Midwest and west coast.

Bridges which have not yet been featured on one of our calendars may have preference over those included in previous years. Images with area surrounding the bridge are preferred over tightly cropped photos. This allows space to insert archival photos or just to appreciate the setting of the structure.

Images should be submitted to Bill Caswell in a digital format at a high enough resolution so it still looks good at 8½" x 11". They can be emailed to nspcb@yahoo.com, transferred through a file sharing service such as Dropbox or mailed on a flash drive, CD or other media. Bill's mailing address is on page 2.

President's Message

Last quarter I opened my message by noting the loss of our dear friend, Arnold Grāton. Those who knew Arnold were well aware that he was a very humble man dedicated to his craft. He didn't seek attention or notoriety, choosing instead to let the satisfaction of a job well done be his reward. Although he preferred to stay out of the spotlight, we wanted to express our appreciation for his lifetime of dedication to historic preservation by having the current issue of Topics focus on some of the projects he and his family have been involved in.

Welcome to all the new members who have decided to join us. That also includes five, yes, five new life members. Thank you all for helping support historic preservation.

We appreciate those of you who share your interest with others you meet. You never know where the next enthusiastic member might come from. A number of us had membership brochures to offer during our safari when interested residents stopped to ask about the tour and our organization. Maybe one of those recipients will choose to join us.



*Carlton Bridge, Swanzey, NH
NH/29-03-07, August 9, 2025
Photo by Linda Schott*



Keep in mind that there is no age limit for fostering appreciation in local history. Our grandson Liam, shown here at the Contoocook Railroad Bridge, loves visiting covered bridges and especially enjoys it when Grammy toots the horn as they pass through the Rowell Bridge in West Hopkinton.

In August we had the opportunity to provide fire retardant for another historic covered bridge. This time it was the Perry County, Pennsylvania span known as the Rice, Rice's or Landisburg Bridge. Thanks to volunteers with the Theodore Burr Covered Bridge Society of Pennsylvania for applying the fire retardant that we donated.

The 2026 calendar is now available. It was completed just in time for the picnic meeting on August 24th. More information about the calendar is included in one of the inserts. Thank you to all who submitted photos and especially to the committee who always has a challenging time determining the best candidates each year. Now is your opportunity to submit photos for consideration in the 2027 calendar. Details are in a separate article.

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.

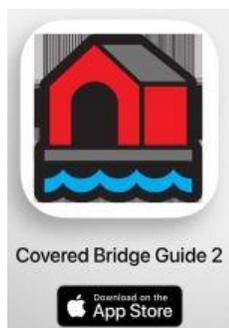
Bill Caswell

Covered Bridge Guide Phone App

Our Covered Bridge Guide phone app is now publicly available in the Apple App Store for iPhones and iPads!

Search for *Covered Bridge Guide* or scan the QR code for more information. If you find it useful, please leave a review.

We are working on also making it available in Google's Play store for Android devices.



Cades Mill Covered Bridge Dedication

By Andy Rebman

On Sunday, June 8th, 2025, about 80 people gathered at the Cades Mill Covered Bridge to dedicate the newly restored bridge. It had been worked on for about 18 months and it was finally time to celebrate and dedicate the bridge. The dedication started at 2:00 PM. There were tables setup with historical photos of the bridge, articles and photos showing the restoration of the bridge and information about Fountain County history in general. I also set up a table showing what the various covered bridge trusses look like, photos of unique covered bridges here in Indiana and photos showing what the Indiana Covered Bridge Society does and some of our history. Refreshments and lite snacks were available on the bridge. Numerous speeches were given thanking the various county council members, members of the Fountain County Arts Council and the Fountain County Historian as well as the National Society for the Preservation of Covered Bridges and the Indiana Covered Bridge Society. The contractors were there as well as Kurdziel Engineering to answer any questions that people



had. I also spoke for a few minutes thanking everyone for their hard work and dedication to finish the much-needed restoration project.

Thanks to Greg & Teresa McDuffee and Jeanie, Katie, Melinda and Abbi Rebman for help in manning the booth. A lot of people stopped by to talk with us about covered bridges and what they meant to them. It was nice to be able to talk to so many people that share our passion about the bridge. Also, there was a descendent of the Cades family present that told stories about growing up in the area. Although she did not see the mill while it was standing, she did talk about what the mill looked like. The weather was nice and slightly cloudy so that helped with the temperature.

It was mentioned a couple of times that the next project for Fountain County is restoring the Wallace Covered Bridge with plans already getting started. I am looking forward to attending that dedication ceremony as well.



Photos by Andy Rebman.

Grange City & Ringos Mills Dedications

Save the date, October 3, 2025, for dedications of the recently restored Grange City and Ringos Mills



covered bridges in Fleming County, Kentucky. The event is scheduled to begin at 3:30 at the Grange City Bridge. We hope that many of our members living in the area will be able to attend. *Grange City Bridge Photo (left)*



by Todd Clark. Ringos Mills Bridge Photo (right) by Aline Bevacqua.

Tour of Lancaster County Timber Frames

On June 7th, Lancaster County Timber Frames of York, Pennsylvania invited interested people to an open house of their facility. The event was promoted on both the Theodore Burr Covered Bridge Society of Pennsylvania and NSPCB Facebook pages.



The event was hosted by Joe McCarthy, Founder and Senior Vice President who is also a member of both organizations. Attendees were treated to a discussion of the construction of the replacement Rudolph & Arthur covered bridge in Chester County, Pennsylvania. The historic covered bridge was swept away by floodwaters from the remnants of Hurricane Ida on September 1, 2021. The timbers are being prepared and assembled within the facility.



Once complete, they will be disassembled, transported to the site and reconstructed. Photos by Gloria Smedley.



June Meeting

The June meeting was held at the Contocook Railroad Bridge in Contocook, New Hampshire on June 22nd with 15 members in attendance. In addition to the regular business, Ron Wagner mentioned that a small covered bridge built by him and other volunteers for the First Baptist Church in Hillsboro, New Hampshire was going to be dedicated on the following Sunday. Val and Martha Stegemoen set up a display of treenails from the Society's archives with information about the bridges that they came from. Photos by Bob Watts and Scott Wagner.



July Meeting

We are grateful that Jim Orfitelli from The Barn Yard was able to spend some time with us on July 27th to talk about the design and construction of the traditionally-built Town truss covered bridge at their location in Ellington, Connecticut, and answer questions from attendees. The company, which constructs sheds, barns and larger post-and-beam structures decided to construct the bridge to honor the 19th century bridge builders who

were able to construct truss-supported spans without the design, engineering and construction tools we have available today. The Town truss design was developed by architect Ithiel Town, a Connecticut resident, and first patented in 1820.



The timbers for the structure were cut at their facility and trusses assembled at the site. The partially completed pieces were lifted onto the abutments with a crane with the floor and roof added afterwards. Fourteen members and guests from six states were in attendance on the warm July day. *Photos by Scott Wagner and Bill Caswell.*

August Meeting

As in past years, the annual picnic meeting was held in the community room at Beaver Meadow Village in Concord, New Hampshire. The weather was pleasant so we are able to hold the event outdoors. Jenn Caswell staffed the grill for the group to prepare the burgers and hot dogs. Others brought side dishes and desserts. Attendees had their first opportunity to view and purchase the 2026 calendars. After lunch, the business meeting got underway followed by more time to socialize.



Annual Meeting

The annual meeting will be on Sunday, October 26, 2025, at the Brigham Hill Community Barn in North Grafton, Massachusetts. Note that after a few years of Saturday events, we have shifted back to traditional Sunday gatherings. Lunch will be served at noon followed by a presentation by Ron Knapp from New Paltz, New York. Ron has authored or co-authored numerous books related to covered bridges and Chinese architecture. A description of the presentation follows.

Ron's presentation will be followed by the business meeting and election of officers. If you plan to attend, please complete the reservation form included with this mailing or reserve online by scanning the QR code with your smart phone or on our website at <https://coveredbridgesociety.org/annual-meeting.html>



"New England's Timothy Palmer Deserves a Brighter Spotlight"

Some 75 years ago, George Pease, one of the founders of the National Society for the Preservation of Covered Bridges, wrote that Timothy Palmer, even then in the mid-1940s, had been slighted and that there is "no complete picture of his life and accomplishments."

Why this is so is puzzling?

Most of us who have looked at the history of covered bridges know that Timothy Palmer from Newburyport, Massachusetts is credited with constructing "the first documented covered bridge" in America, "The Permanent Bridge" across the Schuylkill River in Philadelphia that opened to traffic on January 1, 1805.

However, few beyond New England know how important Palmer was before and after this remarkable bridge, especially in comparison to Theodore Burr who is much better known.

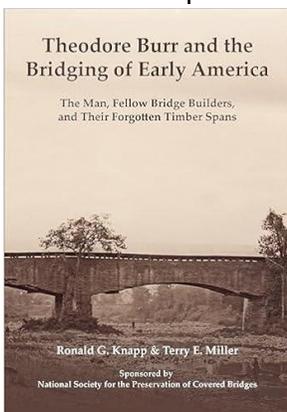
Palmer was not a one-and-done bridgebuilder.

Knapp's Annual Meeting talk will be based on his article "Early Timber Arch Bridges: Theodore Burr's Antecedents and Competitors" that appeared in the June 2025 issue of *Timber Framing Journal*. His illustrated presentation will offer a fresh look at Timothy Palmer, highlighting the range of his known bridges in New England and beyond.

Theodore Burr and the Bridging of Early America:

The Man, Fellow Bridge Builders, and Their Forgotten Timber Spans

Authors Ron Knapp and Terry Miller collaborated to create a 500+ page story of Burr's bridge-building career and aspects of his personal life discovered during their three years of research. They provide a compelling narrative of a very interesting man who lived during an important period of American history.



The NSPCB is proud to sponsor this significant contribution to the history of covered bridge building in America. Proceeds from book sales are being donated to the NSPCB to be used for covered bridge preservation projects.

The book is divided into three parts.

- An introduction to Theodore Burr and family.
- Chronicles of Burr's bridges with individual chapters dedicated to more significant ones.
- Burr's legacy and use of the "Burr Arch-Truss" after his death.



It is available from Amazon in Kindle, softcover and hardcover versions. Search for it on amazon.com or scan this QR code for additional details.

Hyde Hall Bridge 200th Anniversary Celebration



New York's Glimmerglass State Park and the Hyde Hall State Historic Site invite you to a grand celebration of the 200th anniversary of America's oldest covered bridge on Saturday, October 11th, from 10am to 4pm. Hundreds of visitors from around the country, including many from covered bridge societies, are expected to attend free events ranging from special presentations about the history of covered bridges, music from old time music specialists and Cooperstown High School students; a classic car show; children's activities; speeches honoring the 1825 bridge; and the unveiling of a model of the bridge with historic photographs. The New York State Covered Bridge Society, the Theodore Burr Covered Bridge Resource Center and the NSPCB are also involved in planning the event.

A souvenir booklet about the bridge will be available, along with special edition post cards with a unique postmark. Food and drink will be available for sale. Please note: If you plan on camping, note that campsites at Glimmerglass are likely already all reserved.

The Hyde Hall Bridge, 53 feet long, was built to provide access to the estate of George Clarke. Some notable visitors to the estate who crossed the bridge include Theodore Roosevelt, Franklin & Eleanor Roosevelt, Samuel F.B. Morse, and Juliette Gordon Low. The rain date is Sunday, October 12th. For more information, please contact Wayne Marshfield at w.marshfield1947@gmail.com. *Photo by Trish Kane.*

Planned schedule of events

Morning:

Three presentations:

1. Ron Knapp – "Theodore Burr"
2. Jan Lewandowski – "Construction features of Hyde Hall bridge and its similarities and dissimilarities with other bridges in this formative period in American bridge construction"
3. Andy Rebman – "New York's 3 Great Western Turnpikes – The Early Roads around Cooperstown"

Horse-drawn wagon rides

Bog Hollow Band

Food Trucks

1:00 – 1:45:

Bicentennial Celebration at the bridge – brief comments from Cooperstown's mayor, a state senator and other dignitaries.

Afternoon:

4. Hyde Hall Staff – "Hyde Hall Covered Bridge, its history, and George Clarke's overall plan for the estate"
5. Michael Musante – Description of Hyde Hall Covered Bridge Model and donation of the model to Hyde Hall



The following covered bridge societies plan to have tables at the event:

NSPCB

New York State Covered Bridge Society

Vermont Covered Bridge Society

Indiana Covered Bridge Society

Ohio Historic Bridge Association

New Chinese-style Covered Bridge Planned for Vermont

China has more than 900 ancient covered bridges, some dating back to the Ming Dynasty (1138-1644). These structures differ considerably from the truss-supported covered bridges that we in Europe and North America are familiar with. Many of the Chinese structures are supported by woven polygonal arches beneath the deck.

In Chinese, the covered bridges are called láng qiáo (廊桥).

The woven-arch is an ancient design, hand-crafted with tools as ancient as the bridges themselves, using methods and skills handed down through generations by woodworking master carpenters teaching apprentices or relatives and following strict procedures. Construction most likely utilizes fir and/or bamboo members carefully cut and fitted by hand, using Lu Ban rulers, sawhorses, axes and chisels with no modern power tools. The members are held in place by their interlocking mortice-and-tenon design. No metal connectors of any kind are used. The bridge locations are selected to blend in with their surroundings and their abutments are often natural land features.



Two American timber framers, Adam Miller and John Nininger, recently traveled to China to examine the details of these fascinating spans. Their goal is to construct a bridge using the woven arch design in Tucker Mountain Town Forest in Newbury, Vermont. They are presently working with engineers Ben Brungraber, who has worked on many covered bridge projects in the past, and Nick Thielsen, a PhD candidate at UVM. In 2022, John constructed a small bridge in that forest to demonstrate the woven arch design. Now they are looking to create a larger version.

The plan is to fabricate the bridge in Adam's shop in West Corinth, Vermont, during the winter with volunteer help followed by installation by volunteers sometime next spring. They are hoping to complete the abutments at the bridge site before winter. They have been working on raising the funds needed to bring the project to fruition.

Adam is a carpenter and timber framer who has also served as the editor of *Timber Framing*, the technical journal of the Timber Framers Guild, since 2018. John Nininger is President, Owner and Operator of The Wooden House Co., Ltd. a company specializing in constructing log homes and cabins.

We are hoping to have Adam and John join us at the September meeting to discuss the project and opportunities for our members to be involved in the bridge's construction.



Images in this article were taken by them during their trip to China.

Kirker Bridge, Adams County, Ohio

The following letter was received from Paul Worley, Director, Economic Development, Adams County, Ohio, on August 20th. regarding the new roof for this bridge, World Guide number OH/35-01-10.

Dear Kirker Bridge Committee and Supporters,

With the project now officially underway, we're excited to share that the Kirker Bridge, a historic landmark in our community, is set to undergo much-needed restoration. I want to personally thank you again for your support in helping us preserve this important piece of Adams County history. Earlier this month, the Adams County Board of Commissioners signed a contract with Nathan Adkins, the contractor who will be leading the repairs, and thanks to your generous donations—transferred to the county by Tom Cross with the Travel and Visitors Bureau—we are ready to begin construction next week. The trusses are currently being crafted from 2x6 red and white oak timber sourced locally in Adams County, ensuring the materials maintain the bridge's historical authenticity. We plan to set the trusses the week of August 25th, with completion expected by the end of September. If you recall, the roof of the bridge was destroyed by a tornado in April 2024.



The scope of work for the Kirker Bridge includes new rafters, metal roofing, gables and top plates on each end of the bridge, along with braced overhangs. Additional funds may be used to shore up the stone foundations and painting of the interior and exterior siding.

Thanks to the generosity of individual donors and organizations dedicated to preserving historical covered bridges, we've raised \$40,000 to support the restoration. Notable contributors include the National Society for the Preservation of Covered Bridges, the Theodore Burr Covered Bridge Society of Pennsylvania, the Nature Conservancy, and the Ohio Historic Bridge Association. On behalf of the Adams County Board of Commissioners, we sincerely thank all who have contributed.

This project is about more than just repairing a historic bridge; it's a testament to our community's commitment to preserving our local heritage for generations to come. We'll be documenting the restoration with photos as the work progresses and will share them with you along the way. Attached are some photos of the rafters being milled at a local sawmill.

We look forward to keeping you updated as the project moves forward.

Respectfully,

Paul

This is only the beginning and much more work is needed. Fundraising will continue and additional work will be scheduled when funds become available. A special fund has been set up by the Adams County Travel & Visitors Bureau in cooperation with Adams County Economic & Community Development and the Adams County Commissioners.

The Adams County Travel & Visitors Bureau is a 501(c)3 non-profit and donations are tax deductible.

Donation checks should be made out to The Kirker Covered Bridge Fund and sent to them at P.O. Box 577, West Union, OH 45693



Photo by Jim Huey.

Barrackville Bridge

Marion County, West Virginia, WV/48-25-02

[Editor's note: Most of the information for this story came from a Times West Virginian article published on June 21, 2025.]

This bridge over Buffalo Creek was celebrated at the Fourth Annual Barrackville Covered Bridge Festival on June 14th. The annual event was established to rally support for a restoration of the 1853 Burr Truss bridge while also preserving the story of how it was built and later survived the Civil War. Historic preservationist Jon Smith led a team from West Virginia University to restore the historic bridge in 1999 and remains committed to yet another restoration. Smith is retiring in September at age 75 and selling his company to his son and “a couple of co-workers.” He said he would like to come back to Barrackville and hold a number of workshops about historic preservation, which he taught for 15 years at Belmont College. In addition to the annual festival, he also recommended more community involvement such as a volunteer workday to help with repairs to the state-owned structure.



Smith kicked off the festival by providing an oral history of the bridge, its design and details of the 1999 restoration. Barrackville native Brent King, a descendant of the Dolly Ice family, read a narrative about how Ice talked Confederate soldiers out of burning down the bridge during the Civil War. Confederate soldiers continued on to Morgantown and burned the bridge there to prevent Union troops from shipping supplies farther south.



Jason Studenwalt, of Jane Lew, led a group of Civil War reenactors who were camped out at the bridge providing an educational and real-life feel to the Festival. When guests arrived at the covered bridge on the Fairmont-Marion County Transit Authority trolley, Studenwalt and his soldiers would hop aboard the trolley to search for Elizabeth Van Lew, a Union spy thought to be in the area. They were also looking for deserters from the Confederate army. “We love to educate the public on the life and times of the soldier, how they lived, what they went through, the uniforms that they have, and the food that they ate and that they carried with them,” Studenwalt said.

The bridge was built by Lemuel and Eli Chenoweth of Beverly, West Virginia in 1853 as part of the Fairmont-Wheeling Turnpike. It was bypassed in 1992 due to its deteriorating condition. It was added to the National Register of Historic Places on March 30, 1973.

Updates 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 164, Albert County, remove the Germantown Lake or Shepody River #3 Bridge, NB/55-01-08. It was removed in April 2025.

Page 185, Eeyou Istchee Baie-James, QC/61-02-39, Pont Taschereau

Additional research has discovered that the construction date was more likely **c1944**.

Correction from the Summer issue – Page 237, the coordinates for the bridge in Harghita County, Romania, RO-22-02, near Lăzarea should be **N46° 45.408', E25° 26.625'**

Mulberry Street Cemetery, LaGrange, Georgia

The Spring 2023 *Newsletter* carried a story about the bridge originally known as the Wehadkee Creek Bridge being relocated to a site being developed on Mulberry Street in LaGrange, Georgia. The bridge was initially built in 1890 at a location west of LaGrange near the Alabama border which is presently under West Point Lake. It was relocated about 30 miles to Callaway Gardens in 1965 when the area was to be flooded.



At Callaway Gardens, the bridge was open to visitors for many years and later moved to a location which was not accessible to the public. In February 2022, the structure was dismantled and moved back to Troup County thanks to a number of generous contributions. It was placed at a new location in the Mulberry Street Cemetery behind the grave of noted bridge builder Horace King to be integrated into "The Thread", a planned 30-mile-long recreational trail through the city which started construction in 2017.

King to be integrated into "The Thread", a planned 30-mile-long recreational trail through the city which started construction in 2017.



In addition to the bridge and graves of Horace King and his son Marshal, the cemetery contains graves of 350 Confederate soldiers. LaGrange was once the site of multiple hospitals and many of the soldiers buried there were patients who were transported to LaGrange for treatment of battle injuries during the Civil War. A large open area adjacent to the cemetery was discovered to contain many unmarked graves which are thought to be mostly African Americans. Research is continuing to learn more about the people buried there.

On July 24th, about 300 people attended a ceremony dedicating improvements to the cemetery including 1,005 posts indicating locations of the unmarked graves discovered to date and a pathway constructed from the entrance to the covered bridge and beyond. Informational panels have been added to share the information found so far about those unmarked graves.



Researchers are continuing to seek information about the people buried there.

The photo of the bridge at its original location is in Elna Johnson's collection. Thank you to Kathy Tilley of Visit LaGrange for photos and information about the dedication ceremony.



2025 Safari

While still not able to accomplish our desire to lead a tour in Georgia and Alabama this year, we asked the New York Covered Bridge Society if we could join the safari they were planning in the New Hampshire–Vermont–Massachusetts tri-state area and grateful that they agreed. An event like this requires a substantial amount of coordination, planning and organization. We are also grateful that Wayne & Karen Marshfield handled arrangements for food and rest stops while we all worked together on reviewing route alternatives. Over the past year, we made multiple trips to the area separately and together to refine the routes checking timing for meals and rest stops.



We are grateful for everyone who joined us on this adventure. There were a few who we had not met before and some of our guests saw these bridges for the first time. We know that being able to participate is a challenge for some and, unfortunately, many others who wanted to join us were not able to attend.

The weekend began with an orientation meeting on Friday evening where everyone received their nametags, a goodie bag and t-shirts if they ordered one. After picking up the van, we realized that it was too tall to fit through some of the bridges on Saturday’s route, so Bill & Jenn headed to Swanzey after the orientation meeting to seek alternate routes.

The tour started at the 1864 Ashuelot Bridge, NH/29-03-02, in Winchester, New Hampshire. This span is number 1 on the list of New Hampshire’s covered bridges and is one of the most popular in the state for photographers. The next stop, also in Winchester, was at the 1843 Coombs Bridge, NH/29-03-03. While we are accustomed to finding stops surrounded by “No Trespassing” signs, Bruce Austin, who lives next to the bridge, welcomed us to park in his field so we could get all the vehicles off of the narrow road.



The next four stops were in the town of Swanzey. The Slate Bridge, NH/29-03-06#2, was built in 2001 to replace the historic span lost to arson in 1993. That was followed by the 1869 Carlton Bridge, NH/29-03-07. Then the 1859 Cresson or Sawyer’s Crossing Bridge, NH/29-03-05. The last stop for the morning was also our lunch break in the park adjacent to the 1832 Thompson or West Swanzey Bridge.

For the afternoon, we journeyed across the Connecticut River to Vermont. During the planning process, we thought the large parking lot at the West Dummerston Bridge, VT/45-13-02#2, would easily accommodate our group. However, on this hot August day, it was a very popular area for people enjoying the beach and river under the bridge. We managed to squeeze everyone into the parking lot and took our first group photo here. At 280’ it is the longest covered bridge entirely in Vermont. Only the Cornish-Windsor Bridge shared with New Hampshire is longer.



2025 Safari (continued)



The Williamsville Bridge, VT/45-13-05#2, was built to replace the historic span at this location in 2010. It was constructed in an area west of the crossing. The old bridge was removed in July 2010, and the new bridge placed over the river on August 2, 2010.

Our final stop for Saturday and second group photo location was at Brattleboro’s 1879 Creamery or Centerville Bridge, VT/45-13-01. It served local traffic until being bypassed in 2010. The old and new bridges are both adorned with flowers maintained by the Brattleboro Garden Club.

Sunday began with our final Vermont span nestled in the quaint village of Green River. The 1873 Green River Bridge, VT/45-13-04, shares the spotlight with a nearby timber crib dam which predates the bridge by about 60 years.



We crossed into Massachusetts where our first stop was at the Arthur A. Smith Bridge, MA/21-06-03#2, in Colrain. Area resident Arthur Alan Smith served as a captain in the Civil War and served in a variety of positions in the community. This was Sunday’s group photo location.

The next stop was at the Pumping Station Bridge, MA/21-06-02#2, locally known as the Eunice Williams Bridge, in Greenfield. After the historic span was destroyed by arson on Halloween night in 1969, fundraising for a new covered bridge began promptly. Wood for the new span was donated by the Massachusetts Wood Producers Association with carpentry donated by the Carpenters Union Local 549.

About 300 people attended the dedication of the new bridge on October 29, 1972, which was constructed at no cost to the town.



The first stop on Sunday afternoon was at the Bissell Bridge, MA/21-06-04#2, in Charlemont. It was constructed in 1951 after the 1880 span was condemned. When the state proposed replacing the structure with a new modern steel and concrete bridge in 1995, local residents banded together in support of repairing the covered bridge.

The Creamery Bridge, MA/21-06-11, in Ashfield is a privately-owned structure built by Dwight Scott to access his property. There are typically maple products for sale inside the bridge. If you are fortunate enough to find Dwight and his wife Deb at the site, they enjoy sharing information about the bridge.



Our final stop on the tour was the Burkeville or Conway Bridge, MA/21-06-01, in Conway. The bridge is a popular photo stop because of the church visible alongside the bridge.

There were 39 people from eight states attending part or all of the event. Thank you to all the attendees for your patience and willingness to adapt when parking arrangements didn’t quite work out as planned and tolerating the 90+ degree days. Thank you to Jenn for driving the van and leading the group for the two days.

See additional photos on the back cover.

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.tbcbpspa.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>September</u>	<p>Sunday, 7th – Noon, TBCBSP Annual Picnic and meeting at Poole Forge Bridge.</p> <p>Sunday, 14th – 1:00 PM, NYSCBS virtual meeting.</p> <p>Saturday, 20th – OHBA Fall Tour of Athens County. Meet at 10:00 AM at the roadside rest area near Albany, Ohio, on the north side of US 32/50 (Appalachian Highway). 7 miles west of the US 33/50 intersection in Athens.</p> <p>20-21 – Washington & Greene Counties Covered Bridge Festival. Events at various locations. Visit https://www.visitwashingtoncountypa.com/covered-bridge-festival/ for more details.</p> <p>20-22 – TBCBSP Safari in West Virginia and Virginia.</p>
<u>October</u>	<p>Sunday, 12th – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>2-5 – Columbia-Montour County (Pennsylvania) Covered Bridge and Arts Festival. See https://itourcolumbiamontour.com/covered-bridge-festival/ for details.</p> <p>Saturday, 4th – 10:00 AM, VCBS Fall Meeting, Weathersfield Town Office, 5259 US-5, Ascutney, Vermont.</p> <p>4-5 – ICBS tour of Fayette and Franklin counties.</p> <p>10-19 – Parke County (Indiana) Covered Bridge Festival. Events at various locations. See https://www.coveredbridges.com/covered-bridge-festival for details.</p> <p>Saturday, 11th – Blount County (Alabama) Covered Bridge Festival in Oneonta. See http://facebook.com/CoveredBridgeFest for more details.</p> <p>Saturday, 11th – Euharlee (Georgia) Covered Bridge Fall Festival. For more information, visit https://www.facebook.com/EuharleeCoveredBridgeFallFestival/.</p> <p>11-12 – Ashtabula County (Ohio) Covered Bridge Festival. Events at various locations. See https://coveredbridgefestival.org/festival for details.</p> <p>11-12 – Madison County (Iowa) Covered Bridge Festival. Events at various locations.</p>
<u>November</u>	<p>Sunday, 2nd – 2:00 PM, TBCBSP Monthly Meeting at St. Paul Episcopal Church, 340 Locust St., Columbia, Pennsylvania.</p> <p>Sunday, 9th – NYSCBS Annual Dinner and Meeting with Christmas card exchange at the Hamden Community Hall (behind the church) 35806 St. Hwy 10, Hamden, New York. Doors open at 11:00 AM, Turkey Dinner at noon, meeting after dinner.</p> <p>Sunday, 16th – 1:30 PM, OHBA Annual Business Meeting, Ohio History Connection, 800 E. 17th Ave, Columbus, Ohio, (Exit 111 off Route I-71). Cardinal Room, 3rd Floor.</p>
<u>December</u>	<p>Sunday, 7th – 11:30 AM to 3:30 PM, TBCBSP Christmas Dinner at Yoder’s Restaurant, 14 South Tower Road, New Holland, Lancaster County, Pennsylvania.</p>

Covered Bridge News

California

Knight's Ferry Bridge, Stanislaus County – CA/05-50-01

We last reported on this bridge on page 11 of the Spring 2023 issue. At a community meeting in Knights Ferry on June 4, representatives from the U.S. Army Corps of Engineers were asked for an update on the status of this bridge which has been closed since December 2022 when a structural analysis



determined that significant wood deterioration has compromised its stability. The three-span, 330-foot-long, Howe truss bridge over the Stanislaus River is the longest covered wooden bridge west of the Mississippi River. Since the bridge has been designated as an Historical Landmark, the process to assess, inspect and repair the bridge could take some time and repairs have to be completed by personnel that have met the qualifications to work on historical landmarks. At this point, there is no timeline for the repairs. The last significant repairs and renovation of the bridge occurred in 1989. *Escalon Times, June 11, 2025. Photo courtesy of Army Corps of Engineers.*

11, 2025. Photo courtesy of Army Corps of Engineers.

Connecticut

West Cornwall or Hart Bridge, Litchfield County – CT/07-03-02

On July 29th, the 1864 bridge over the Housatonic River was closed after being damaged by a vehicle.



A similar incident occurred in April. The bridge was closed until the damage could be assessed. The two-span structure was added to the National Register of Historic Places on December 30, 1975. *WFSB-TV, July 29, 2025. Photos by Ben Caswell.*



Illinois

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

We last reported on this bridge in the Spring 2025 *Newsletter*. After being severely damaged by a tractor-trailer on November 16, 2023, a crew from the Illinois Department of Transportation installed temporary shoring in December 2023 to stabilize the roof. At Princeton's City Council meeting on May 19th, City Administrator Teresa Wittenauer reported that the evaluation of the structure was completed and the report prepared. Since the bridge is listed on the National Register of Historic Places, state law requires the State Historic Preservation Office (SHPO) to evaluate the proposed design. They provided a letter stating that "the proposed bridge repairs meet the Secretary of the Interior's Standards for Rehabilitation and will not adversely affect any historic properties." Repairs are estimated to cost around \$1 million. The single-span Howe truss bridge over Big Bureau Creek was built in 1864. It was added to the National Register of Historic Places on April 23, 1975. *WLPO-FM, May 21, 2025. KWQC-TV, June 30, 2025. Photos by Bill & Jenn Caswell.*

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Illinois (continued)

Little Mary 's River Bridge, Randolph County – IL/13-79-01

We received a series of news articles about this bridge from Sheri Huddleston whose family is related to Wilhelm Misselhorn, who built this single-span Burr truss bridge over Little Mary’s River near Chester, Illinois in 1854. The family still lives in very close proximity to the bridge. In the Fall 2024 issue, we reported that a storm tore the roof off of the bridge on July 1, 2023 and that Samron Midwest Contracting from Murphysboro, Illinois, was awarded the repair contract for \$311,702 in the summer of 2024. In addition to replacing the roof, they will be adding a fire suppression and security system. Samron removed the remains of the roof in November 2024 and covered the structure with a tarp while awaiting the special-ordered timbers and square nails to match the original roof structure. Those materials arrived this spring and work was underway in May. The bridge remained active for traffic through 1930. In 1936, it was transferred from the county to the state to preserve it and develop a picnic area around it. It was added to the National Register of Historic Places on December 31, 1974. *Photos courtesy Samron Midwest Contracting.*



Indiana

Bell’s Ford Bridge, Hamilton County – IN/14-29-14

In the previous issue, we noted that the construction of this bridge was nearly complete. This bridge spanning Fall Creek next to Florida Road on the east side of Fishers at the southern end of Geist Park is the only example of a Post truss covered bridge. The 160’ span was built with material from the former Bell’s Ford Bridge which once stood in Jackson County, Indiana. It is flanked with approach spans to cover the 400’ between abutments. On June 19th, WISH-TV reported that a ribbon cutting ceremony officially opened this bridge. The final price tag came in at \$7.46 million, with roughly one-third covered through federal funds. *Photos Courtesy Hamilton County Parks & Recreation.*



Indiana (continued)

Traders Point or D.W. Brown Bridge, Marion County – IN/14-49-07

In the Summer Newsletter, we noted that this privately-owned bridge has been in need of repair for many years. The present owner is not able to maintain it and donated it to Indy Parks and Recreation hoping to have it relocated to a place where it can be preserved.



On August 18th, Indiana Landmarks announced that this Howe truss span was included on its annual compilation of the state’s “10 Most Endangered” landmarks. The bridge was originally built over Fishback Creek about 0.6 miles from its present location in 1880. It was condemned in 1959 and purchased by DeWitt Brown who had it moved to his property in 1960 when the new bridge across the creek was to be built.



In 2022, Indiana Landmarks hired Kurdziel Barker Engineering to conduct a cost study to rehabilitate and move the bridge to Eagle Creek Park. The firm estimated it would cost \$1.3 million to take apart the bridge, move it and put it back together in Eagle Creek Park. It would cost another almost \$500,000 for maintenance like a new roof and sidings. Design costs would add another \$170,000. The Lilly Foundation has already pledged \$1 million towards the nearly \$2 million project. If we receive specific details of a fundraising effort, we will share that information. *Inside Indiana Business, August 18, 2025 and Indy Star, August 22, 2025. Photos by Greg McDuffee.*

Smith or Ewbank Bridge, Rush County – IN/14-70-01

In the previous issue, we noted that work on this 1877 Burr truss bridge over Flat Rock River was nearly complete. Jeff Shroyer offered these photos on June 20th. It was added to the National Register of Historic Places on February 2, 1983.



Missouri

Locust Creek Bridge, Linn County – MO/25-58-01



In the previous issue, we reported that the Department of Natural Resources (DNR) relocated the 151-foot-long Howe truss bridge to a new home at Pershing State Park three miles from its original location. At press time, the bridge was still closed while its approaches are being constructed. The bridge was built in 1868 and added to the National Register of Historic Places on May 19, 1970. *Photo at its original location by Bob Hamilton.*

Michigan

Langley Bridge, St. Joseph County – MI/22-75-01



In the previous Newsletter, we reported that the bridge had been closed in December after two incidents within five days knocked down the height restrictors (“headache bars”) on both ends. Although there were already plenty of warning signs for miles in each direction from the bridge, the St. Joseph County Road Commission installed new, larger signs in early May to deter drivers of oversized vehicles from attempting to cross the bridge. The new signs, 4 feet high and 8 feet wide, feature a picture of the bridge, height and weight limits, and a directional arrow indicating a detour route. Previous attempts to prevent damage to the bridge, including "Your GPS is Wrong!" signs and height restrictors, proved insufficient.

Approaching the bridge from the north, there are a total of 17 warning signs including four sets of flashing, solar-powered LED lights along the 3¼ mile route between Route 60 and the bridge yet drivers still don’t get the message.



Even this wasn’t enough to stop the crashes. WKLM-FM reported that on August 4th, the driver of the 10-foot-tall motorhome attempted to cross the 7-foot clearance bridge. The motor home was badly damaged and the headache bar protected the bridge. They also noted that the driver was unlicensed, had an outstanding warrant and was arrested. The three-span Howe truss bridge was constructed over the St. Joseph River in 1887. *Sturgis Journal, May 20, 2025 & WLKM-FM, August 5, 2025. Bridge photo by Jim Allen, sign photo by Jef Rietsma for the Sturgis Journal.*

New Hampshire

Durgin Bridge, Sandwich, Carroll County – NH/29-02-07

On June 2nd a box truck well in excess of the height restriction attempted to pass through the 1869 span over Cold River damaging several timbers of the Paddleford truss bridge. The truck went part way through the bridge before stopping and backing out. After remaining open for about 24 hours after the incident, the bridge was later closed to vehicle traffic until repairs can be made.

There are signs posted at each entrance alerting drivers to the 9 foot, 3 inches of clearance. The truck was about 13 feet tall. The driver was cited for being overheight, for exceeding the six-ton weight limit for the bridge, and for damaging a covered bridge, the last of which was enabled by a statute signed into law last year. The town will look to the driver’s insurance to fix the damage, but there might be other necessary work unrelated to the collision. Town Administrator Courtney Delaney noted that the bridge needs some work unrelated to the incident and the town may take advantage of the closure to perform that work depending on the availability of contractors and funding. The bridge was added to the National Register of Historic Places on September 22, 1983. *Laconia Daily Sun, June 3, 2025. Photo by Bill & Jenn Caswell.*



Ohio

Brown County Bridges

In December, the county commissioners contracted for repairs to three of the county’s covered bridges: Brown Bridge, Bethel Road or New Hope Bridge and North Pole Road Bridge. All three bridges are closed to traffic. The North Pole Road Bridge needs work on the lower chord and all three need some general maintenance such as new siding, tree removal, graffiti removal and adding bollards. The county has also requested assistance with fire retardant for the spans. On July 15th, County Administrator Sarah Beath provided an update and photos.

- The Brown Bridge, OH/35-08-04, is a single-span Smith truss built over White Oak Creek in 1878.
- The Bethel Road or New Hope Bridge, OH/35-08-05, is a single-span Howe truss with an arch built over White Oak Creek in 1878.
- The North Pole Road Bridge, OH/35-08-23, is a single-span Smith truss built over Eagle Creek in 1875.



*Brown Bridge
OH/35-08-04
Application of Fire
Retardant*



*New Hope Bridge
OH/35-08-05
During replacement of siding*



*North Pole Road Bridge
OH/35-08-23
After graffiti removal*

Pennsylvania

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

Requests for proposals (RFP) to construct new abutments and repair the covered bridge were posted

on June 26th with bids due by July 24th. The bridge was damaged by the remnants of Hurricane Ida in September 2021 during historic flooding in the park. The bridge engineering and design was done by Wood Research and Development (WRD) from Jefferson, Oregon. JHA Companies of Moosic, PA



designed and engineered the abutments. If an acceptable RFP is received, then construction can take place later this year. The single-span Town truss bridge originally crossed Pleasant Spring Creek on South Main Street in Perkasio before being relocated to the park in 1958. It was added to the National Register of Historic Places on December 1, 1980. *Photos courtesy of Scott Bomboy and Bill & Jenn Caswell.*

Pennsylvania (continued)

Rudolph and Arthur Bridge, Chester County – PA/38-15-01

Construction is well underway on the replacement of the 1880 covered bridge which was swept away by floodwaters on September 1, 2021. As noted in previous issues, Lancaster County Timber Frames designed and constructed the trusses at their facility to ensure that everything fit properly before moving the materials to the job site. On July 31st the downstream truss was set in place and the next day, the upstream truss was added. We will continue to follow the progress on this project and look forward to announcing its completion. *Photos by Gloria Smedley.*



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

County Commissioners have approved a bid from Horizon construction group for \$807,314 to rehabilitate this single-span Howe truss bridge built over Crooked Creek in 1877. The bridge will be disassembled, undergo repairs offsite and be reassembled. It has suffered failures of several truss members and the work needs to be done in a historically sensitive manner. It was added to the National Register of Historic Places on August 3, 1979. *WCCS-Radio, August 13, 2025. Photo by Greg McDuffee.*

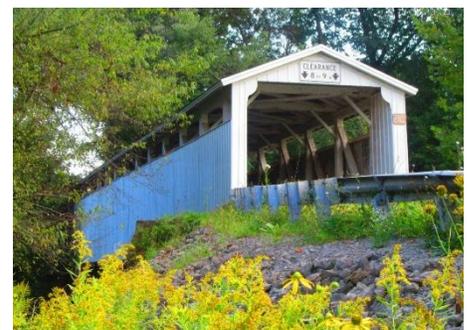


Neff's Mill or Bowman's Bridge, Lancaster County – PA/38-36-22#3

A Penske box truck caused extensive damage to roof beams of the single span Burr truss bridge over Pequea Creek after driving through it on May 29th. The roof of the truck was torn off during the incident. The bridge is clearly posted and the driver was issued a citation. The bridge will remain closed until repairs can be made. *WGAL-TV, May 29, 2025. WHP-TV, May 29, 2025. Photos by Gloria Smedley.*

Banks Bridge, Lawrence County – PA/38-37-02

The Lawrence County Commissioners held a meeting on July 29, 2025, where they approved several budget amendments and transfers including \$16,800 to repair the roof of this single span Burr truss bridge after damaged caused by a fallen tree during a storm. The 1889 structure over Neshannock Creek was added to the National Register of Historic Places on June 27, 1980.



Pennsylvania (continued)

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

On June 18th, the Allentown City Council approved a \$2.15 million contract for H & P Construction, the lowest of six bidders, to fix the bridge. The contract is funded by a grant from the state Transportation Department, which sought out companies to do the work on behalf of the city. Allentown Parks and Recreation Director Mandy Tolino said last year the bridge would be restored to standards set by the Pennsylvania Historical Society. Construction is planned to start towards the end of the year. The project will 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. 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. *Lehigh Valley News, June 18, 2025. Photo by Bill & Jenn Caswell.*

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

On May 29th, a Facebook post from Montour County Commissioner Trevor Finn stated that “the Keefer Mill Bridge failed inspection today and will be closed until further notice. Some of the main timbers are completely gone or hollowed out.” We will share additional details when we receive them. The single-span Burr truss bridge was constructed over Chillisquaque Creek and added to the National Register of Historic Places on November 29, 1979. *Photos by Margie Gacki.*



Rice or Landisburg Bridge, Perry County – PA/38-50-10

Each year the Theodore Burr Covered Bridge Society of Pennsylvania chooses a covered bridge to paint. A professional painter is hired to paint the sides while volunteers doing the portals. The bridge was closed to traffic from August 20th until the 24th for the work. On August 23rd, members from the Burr Society helped paint the portals of the 1869 span over Sherman Creek. The group also applied fire retardant that was donated by the NSPCB. The bridge was added to the National Register of Historic Places on August 25, 1980. *Photos by Gloria Smedley.*



Pennsylvania (continued)

Hassenplug Bridge, Union County – PA/38-60-03



On June 13th, Jim and Gloria Smedley delivered two historic markers for the bridge to the county and borough teams that will install them. The sign noting that the bridge over Buffalo Creek was added to the National Register of Historic Places in 1980 was provided by a grant from the William G. Pomeroy Foundation. The other sign detailing the bridge’s history was purchased by the Theodore Burr Covered Bridge Society of Pennsylvania. The signs were installed in mid-June. On August 16th, a celebration was held for the single-span Burr truss bridge’s 200th birthday. This bridge and the Hyde Hall Bridge are both reportedly built in 1825. *Photos by Gloria Smedley.*



Vermont

Miller's Run Bridge, Caledonia County – VT/45-03-06#2

On August 25th, a commercial driver damaged both her vehicle and the barrier on the north side of the bridge. Police said the driver of a blue Mack box truck from Chicago was following her GPS when she drove onto Center Street, striking the bridge barrier and nearly shearing off a portion of the truck’s roof. That barrier was installed earlier this year to prevent vehicles from striking the bridge.



The top beam,



including the decorative top, was bent and the legs are now twisted. The driver was ticketed for failing to obey traffic control signs after police said she failed to heed signs that said her vehicle would not fit under the barrier. *WPTZ-TV, August 25, 2025. Photos by the Lyndonville Police Department.*

Westford or Brown's River Bridge, Chittenden County – VT/45-04-05



The May 22nd Selectboard minutes for the Town of Westford indicate that Vermont Heavy Timber of Huntington was contracted for repairs to the bridge which will include repairing structural damage to the Burr arches, bolster beams, bearing blocks and joists, as well as flashing and sheathing utilizing protective measures to prevent future damage. The single-span bridge over Brown's River is one of the oldest in Vermont having been built in 1837. *Photo by Gloria Smedley.*

Vermont (continued)

Slaughter-House Bridge, Washington County – VT/45-12-09

An inspection of the bridge by Vermont Heavy Timber discovered that the bottom chord of the bridge and the bearing beam that sits on the abutment (where the joists rest) is rotten and suggested the weight limit be reduced to 6,000 pounds. The problem is partially due to drainage from the road which runs through the bridge. Vermont Heavy Timber has stabilized the bridge until additional work can be done. The 1872 bridge over the Dog River was added to the National Register of Historic Places on June 13, 1974.



Canada – New Brunswick

Boniface or Green River #3 Bridge, Madawaska County – NB/55-07-02

On July 27th, a celebration was held in honor of the heritage-listed covered bridge’s 100 years of service to the area. About 200 people attended the event organized by Pierrette Roy, part of the seventh generation of the Boniface family. It is said that the bridge is named for Charles Roy whose lot bordered the bridge. His nickname was Boniface. The location for the two-span Howe truss structure over the Green River was chosen because it was the boundary between two farms both owned by Roy’s. There are only four covered bridges remaining in the northwestern corner of New Brunswick and this one is



the only one still open to traffic. *Radio-Canada, July 30, 2025. Photo by Bill & Jenn Caswell.*

Poirier or Cocagne River #3 Bridge, Westmorland County – NB/55-14-12

Area residents were surprised when the bridge was unexpectedly closed in early July leaving the community with a 20-km (12-mile) detour to cross the river. The single-span Howe truss bridge was built over the Cocagne River in 1942. A spokesperson for the Department of Transportation and Infrastructure (DTI) stated that they are exploring options to determine the future of the bridge. With the demolition of the Germantown Lake Bridge in the spring, we are concerned that this may also be removed. Residents are concerned that the lengthy detour will impact emergency response times to the small community. Patrick Toth, interim president of the Covered Bridges Conservation Association of New Brunswick, said the organization wishes to arrange a meeting with DTI about bridge. "We need to get the word out to the public that many of our covered bridges in New Brunswick are in serious trouble and indeed in danger of being lost forever," Toth said. *CBC, July 21, 2025. Photos by Bill & Jenn Caswell.*



Ontario

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

The Waterloo Regional Council has awarded a \$9.7million contract to Looby Builders (Dublin) Limited to rehabilitate the bridge with work expected to commence in July. The Council approved staff recommendations to amend the transportation capital plan to help cover a \$4.6 million budget overage that's attributed to a "unique, specialized and complex project" in a staff report. The total budget for the project, including consultation and preliminary design work, is now almost \$12 million.



On August 6th, the Region of Waterloo distributed a notice indicating that construction was to start on August 11th. 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 the bridge. Overhead height restriction bars will be installed on the north and south approaches. *Waterloo Region Record, June 27, 2025. Photo by Gloria Smedley.*

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 Alphonse-Normandin, Abitibi-Témiscamingue Region – QC/61-01-05

In the previous issue, we reported that work on the structure has been complete for a year now, but the roadway approach work has not yet been completed. After a lengthy delay, contractor Audet & Knight resumed work on July 14th. During its restoration, the bridge was raised 1.3 meters (4¼ feet) to reduce concerns from flooding of the Davy River. The 1950 single-span Québec-style Town lattice truss bridge was dismantled during the summer of 2023 and moved off site for repairs to the trusses. The current work is scheduled to be completed by November. This includes the dismantling of the temporary Bailey bridge being used to bypass the covered span. The total costs of the project are not yet known, but they were estimated at \$6.6 million at the start of construction in the summer of 2023 and are likely higher now. *Radio-Canada, July 23, 2025. Photo by Pascal Conner.*



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.



Québec (continued)

Pont de Saint-Placide-de-Charlevoix, Charlevoix Region – QC/61-14-03

Throughout 2023 we reported on the repairs to this bridge after it was damaged by excessive snow on the roof in the spring of 2022. On June 9th, the Baie-Saint-Paul city council announced that \$125,000 will be available for additional renovations such as replacing the wooden deck. The single-span Québec-style Town lattice truss structure was built over Rivière Bras du Nord-Ouest in 1926 by Joseph Normandeau at a cost of \$2,076.21. *Le Charlevoisien, June 18, 2025. Photos by Pascal Conner.*



Pont Cousineau, Outaouais Region – QC/61-25-08

Gérald Arbour visited this single-span lattice truss bridge over Rivière Picanoc in early June and found 1932 span closed to traffic. One of the headache bars was lying on the ground near the bridge but the bridge itself did not appear to be damaged. On August 15th, CHGA-FM reported that it is now open after being closed for the past three months because of vehicle damage. Additional “cosmetic work will be performed this fall.” *Photo by Gérald Arbour.*



Pont Émile-Lapointe, Manicouagan Region – QC/61-62-03

After a resident notified the Ministry of Transport of fractures of some structural timbers, the bridge was closed to motor vehicles on August 14. The single-span bridge is the only access for a dozen residences in Pointe-aux-Outardes, eight of which are occupied year-round. Pedestrians and bicycles are still able to cross. Some residents were able to move their vehicles to the opposite side of the bridge before the closure, so they are still able to get out. Initially, the Municipality of Pointe-aux-Outardes estimated that the repair of the bridge over Rivière Saint-Athanase Ouest would take two to three weeks. The municipality placed a vehicle at the end of the 1945 bridge to transport residents in the event of an emergency situation. On August 23rd, construction began on a temporary bypass which is expected to be ready for use by the 28th. A more permanent bypass is planned for a later date. They are considering the possibility of repairing the covered bridge without reopening it to traffic. *Radio Canada, August 19, 2025 and August 24, 2025. Upper photos by Pascal Conner, lower photo Radio-Canada / Benoît Jobin.*



2025 Safari Photos

Photos by Bob Watts, Linda Schott, Scott Wagner, Jenn & Bill Caswell.

At right – Group photo at the Arthur Smith Bridge Colrain, Massachusetts.

Below – Group photo at the West Dummerston Bridge, West Dummerston, Vermont.

