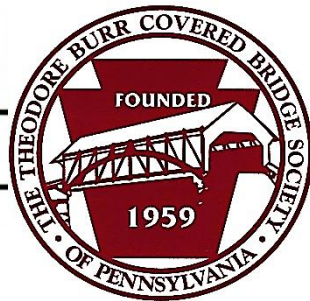


WOODEN COVERED SPANS

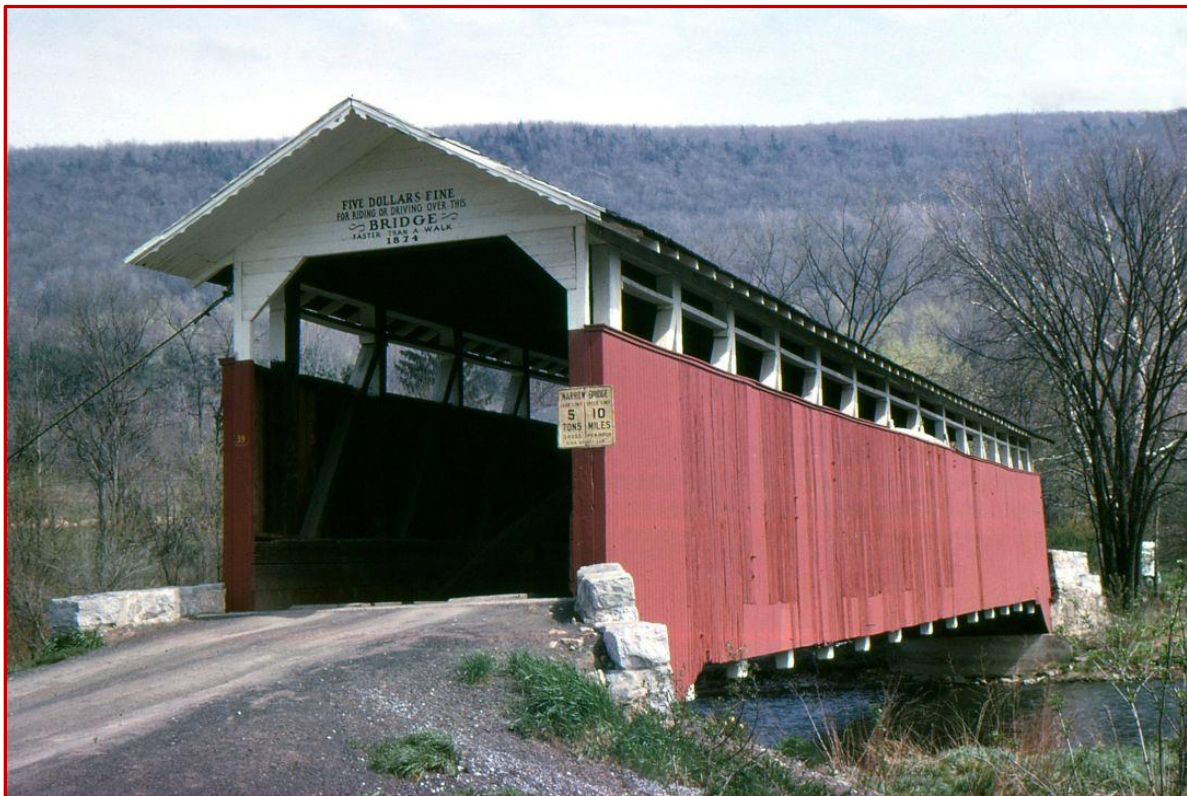


THE THEODORE BURR COVERED BRIDGE SOCIETY OF PENNSYLVANIA, INC.
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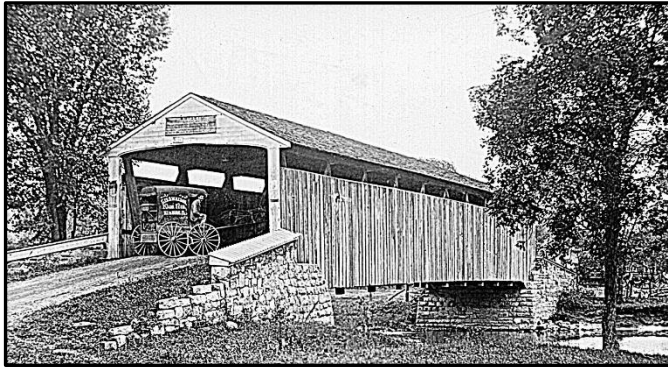
Fuoss Mill Bridge, PA-07-01x

Located south of Tyrone in Antis Township, it was the last surviving covered bridge in Blair County. Fuoss Mill Bridge, a single span, 131-foot bridge, was built with a Burr arch truss. It crossed Little Juniata River. It was built in 1874 and lasted until February 26, 1967, when it was burned down by an arsonist.

1966 photo from TBCBSP Archives

WOODEN COVERED SPANS

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SOCIETY OF PENNSYLVANIA



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Co-editors: James & Gloria Smedley
1143 Sage Drive, York, PA 17408
jbsmedley@comcast.net

Officers 10-01-2025 through 09-30-2027

President: Gloria Smedley
1143 Sage Drive, York, PA 17408

1st Vice President: James Smedley
1143 Sage Drive, York, PA 17408

2nd Vice President: Ray Finkelstein
4720 Horseshoe Trail, Macungie, PA 18062

3rd Vice President: Frank Mailey
35 Shady Lane, York Haven, PA 17370

4th Vice President: Tony Abramo
1115 Barber Street, Columbia, PA 17512

Treasurer: Judy Kuether
1080 5th Avenue, Steelton, PA 17113

Secretary: Pam Mailey
35 Shady Lane, York Haven, PA 17370

Historian: Fred J. Moll
714 Forest Street, Fleetwood, PA 19522

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Spans are written by Co-Editor Jim Smedley
unless otherwise credited.

For the Dedication of Sand Beach Covered Bridge, September 18, 1964 by Dolores E. Teufel

It soon became a swimming spot;
Boys came from miles around.
They climbed the arches to the roof,
Then jumped with squealing sound.
And many times when wagons crossed,
A lover stole a kiss,
And just in time they'd break apart,
Still flushed in ardent bliss.

The bridge braved many storms and floods
While keeping dry her bed,
But farmers rued its snowless floor
When travelling with a sled.
In summer's heat, it furnished shade,
And shelter from a storm;
When seeking refuge from the cold,
It seemed quite snug and warm.

And now, today, we gather here
To dedicate anew,
This bridge which served the needs of man
To give it credit due.
It helped our Dauphin County grow;
A 19th Century feat,
But progress also spelled its doom,
And made it obsolete.

It would be sad to lose these signs
Of days we yet recall,
And we can thank the Hershey funds
For its chic overhaul.
The Sand Beach Covered Bridge first built
By stalwart pioneers,
Has been restored in rustic charm;
A symbol of those years.



Peepytown Covered Bridge

Including Excerpts from *The Stone and Covered Bridges of Adams County, PA*
With Permission by Author Stephen Stroup



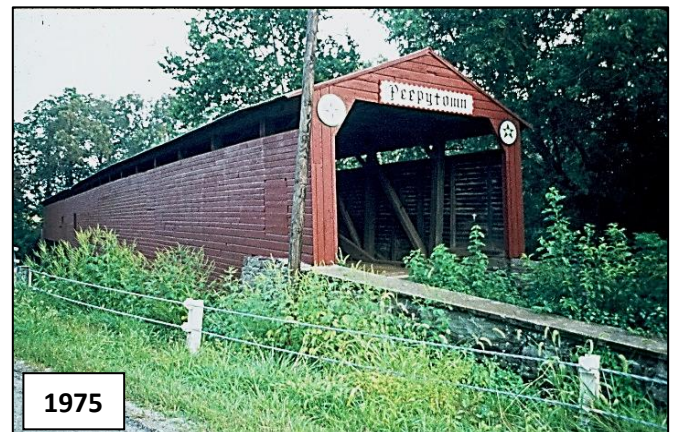
An Adams County, Pennsylvania covered bridge has a storied history. The first Peepytown Bridge was built in 1862 by Samuel Stouffer, a well-known bridge builder in Pennsylvania, for the sum of \$2,343. Stouffer built Peepytown Bridge over Conewago Creek using a Burr arch truss. It had two spans of 90 feet each connecting Hamilton and Reading townships but unfortunately it was lost to floodwater from the Johnstown Flood on June 8, 1889.

Peepytown Bridge, also known as Bear's Fording Bridge and County Bridge #49 (PA-01-07x) was rebuilt by W.F. Fleming for \$4,500 in 1905 with an increase in length to two 97-foot spans. In 1962 the state realigned Peepytown Road bypassing the bridge with a new concrete bridge. Adams County took over ownership of Peepytown Bridge, had it painted, and a dedication ceremony was held on September 23, 1962. Hurricane Agnes caused considerable damage to the siding of the bridge in 1972. A survivor of the 1972 flood that destroyed over 20 covered bridges in Pennsylvania, Peepytown Bridge was repaired.

In October of 1974, the Peepytown Bridge was used to shoot scenes from the Hollywood movie *"Birch Interval"* starring Eddie Albert. It was a movie based on a novel penned by Shippensburg, PA native JoAnn Crawford. Scenes were shot in Gettysburg as well as at the Peepytown Bridge. The movie was released on May 2, 1976.

The Adams County Historical Society took over ownership of Peepytown Bridge on June 17, 1975. The county agreed to repair the damage it sustained from vandalism the previous winter. On September 9,

1975, Hurricane Eloise destroyed Peepytown Bridge. It was completely washed off its foundation and slammed into the nearby concrete bridge breaking it into pieces and sending it downstream. It was never rebuilt. Hurricane Eloise also destroyed Kuhn's Fording Bridge and Lilly's Mill Bridge.



In 1980, Stephen Stoup, a beginning artist who graduated with a degree in art in 1978, met with the elderly owner of a local hardware store, John Tanger, an "amateur artist." A discussion about Peepytown Bridge ensued. Mr. Tanger told Stroup, "You know the name of the bridge is incorrect. When the bridge was first built it had no real name, as there was no nearby mill or landmark to name it after. But after a few years the locals who used the bridge noticed a small bird, a peewee, was nesting in the bridge rafters and beams underneath the bridge. So, the locals decided to call it the 'PeeWee Town' Bridge. But over the years the name got misconstrued and wound up as Peepytown Bridge." In 1922 the county bridge report listed it as Peevetown Bridge.

Susquehanna River Covered Bridges

Part 3 of our Susquehanna River Bridges history includes bridges that were in Susquehanna, and Bradford counties in the northeast section of Pennsylvania. All the bridges in New York State were detailed in Part 1 and Part 2.

The Susquehanna River flows south from New York into Susquehanna County, PA for 3 river miles before reaching Lanesboro. Very little information is

available about the covered bridges in Susquehanna County including speculation the bridges may not have been covered.

After leaving Susquehanna County, the river reenters New York State, traveling to Binghamton and beyond until it again turns southward as it reenters Pennsylvania in Bradford County.

Part 3 Northeast Pennsylvania North Branch: Susquehanna and Bradford Counties

Lanesboro PA-58-04x

The Lanesboro Bridge is listed on the website Covered Spans of Yesteryear as a covered railroad bridge owned by Reading Railroad in Oakland Township. It was built with a McCallum truss and has no information as to a built date or loss date. In Portals magazine, September 1970, Walter Pryse, then Historian for the Theodore Burr Covered Bridge Society of Pennsylvania also indicated a covered railroad bridge existed in Lanesboro.

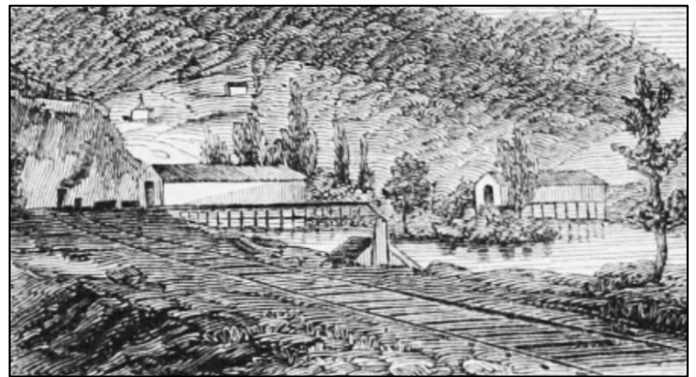
The *American Society of Civil Engineers* (ASCE) and *Historic American Engineering Record* (HAER) lists a 1,040-foot-long stone arch bridge over Starrucca Creek, in Lanesboro a short distance east of the Susquehanna River and just north of Lanesboro. The Starrucca Viaduct Bridge was built in 1848 for the Erie Railroad and still exists today. Perhaps the Starrucca Bridge was thought to be a covered railroad bridge over the Susquehanna River.

Oakland Twins PA-58-05x and PA-58-06x

Two river miles southwest of Lanesboro is the town of Susquehanna. Located at the west end of the town were two covered railroad bridges used by the Erie Railroad that crossed the Susquehanna River separated by an island. The Oakland South Twin Bridge (06) was the shorter of the two bridges at 186-feet using one span. It connected Oakland and Susquehanna townships.

The Oakland North Twin (05) stretched over the Susquehanna River at 600 feet with four spans. It was solely in Oakland Township.

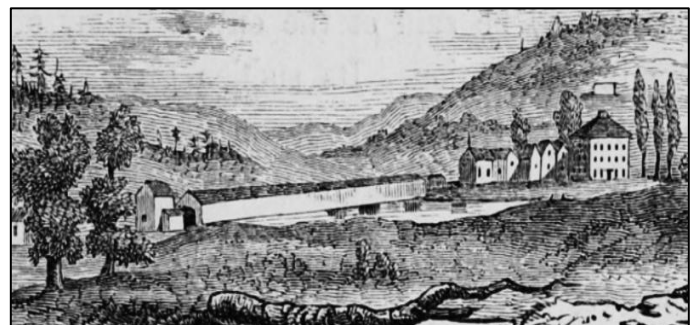
Both bridges were covered as described in *Harper's New York and Erie Railroad Guide* with a sketch by William MacLeod in 1851.



Later images show both bridges as uncovered. The Oakland Twins bridges were built in 1848 with a McCallum truss.

Great Bend PA-58-02x

The Susquehanna River continues westward for another eight miles before reaching Halstead on the south side and Great Bend on the north. Located here is a roadway bridge (where US Route 11 currently crosses) and a railroad bridge. The first bridge at this location, built in 1814, as well as two subsequent bridges, were not covered and all were lost to freshets. The fourth bridge was built in 1847 by Reuben Brock and Joseph DuBois, as a covered bridge. It lasted until 1874. Shown below is another sketch by William MacLeod from *Harper's New York and Erie Railroad Guide*.



The covered bridge at Great Bend was replaced with a 600-foot, Howe truss, 4-span bridge built in 1874 by James Howe. In 1894 the bridge was covered with galvanized iron. The Howe truss Great Bend Bridge was lost to a flood in 1925 and replaced with a new steel and concrete bridge.

Great Bend Railroad PA-58-03x

The last bridge in Susquehanna County was a short distance north of the Great Bend wagon bridge. The bridge was used to connect the Erie Railroad with the Delaware, Lackawanna & Western Railroad (DL&W), or Lackawanna Railroad. Its main purpose was to transfer coal from the DL&W Railroad to the Erie Railroad for transport to New York City.

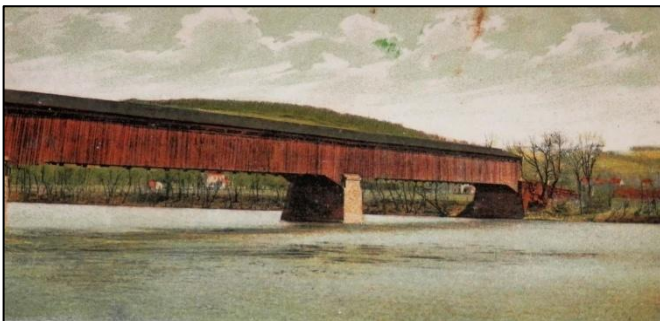
The Great Bend Railroad Bridge was built in 1851 with a McCallum truss. The 250-foot, pine lumber bridge was burned down in November of 1882 and arson was highly suspected. Unfortunately, there is no verification the Great Bend Railroad Bridge was covered.

State Line PA-08-04x

The Susquehanna River leaves Pennsylvania about 3.5 river miles north of Great Bend. It travels westward through New York State (see Part 2, Fall 2025 Issue of WCS) until it dips south for its second entry into Pennsylvania. The first reported covered bridge in Bradford County is the State Line Bridge in Springs Corner, Litchfield Township about two miles south of the New York and Pennsylvania border.

Very little is known about the State Line Bridge. An early stereoview of the bridge shows it as four-spans with an uncovered Pratt truss.

Athens PA-58-05x



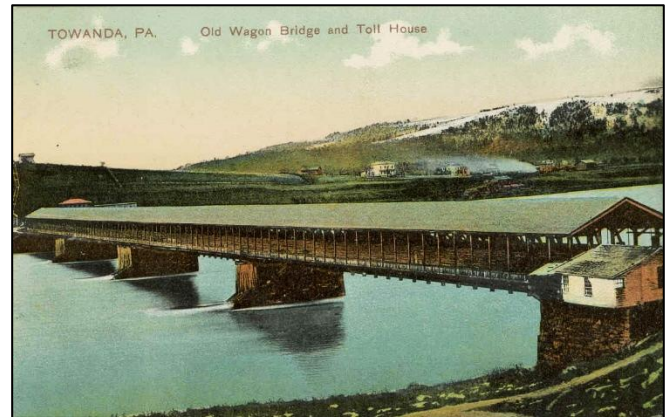
The remaining two Susquehanna River bridges in Bradford County were often shown on postcards and in photos at the turn of the 20th Century.

Athens Bridge was only two miles south of State Line Bridge near the towns of Sayre and Athens. It crossed the Susquehanna River where the current Front Street Bridge is in Athens Township. It was built in 1841 by Richard Durbin and William Bishop. Athens Bridge was approximately 600 feet in length with a three-span Burr arch truss.

A contract was awarded in 1913 to replace Athens Bridge with a steel bridge.

Old Wagon / Towanda PA-08-03x

Old Wagon Bridge is the last covered bridge in Bradford County. It connected Towanda and Wysox townships. Most sources claim the bridge was built in 1832 although one newspaper report says 1848. An historical marker at the bridge site claims 1832 as the build date. It was likely rebuilt later.



John Bottom was the builder of this lengthy, 900-foot, four-span Burr arch truss bridge for a cost of \$19,000. It was originally a three-span bridge, but was removed in 1838 and rebuilt, extended by one span to cross the canal basin. The Old Wagon Bridge lost one span to an 1848 fire, but it was immediately rebuilt. Tolls were collected until September 16, 1874. As with Athens Bridge, a contract was awarded in 1913 to replace the Old Wagon Covered Bridge with a steel bridge.

Sources: *Harper's New York & Erie Railroad Guide*, sketches by William MacLeod, 1851, p.124.

American Society of Civil Engineers (ASCE) and Historic American Engineering Record (HAER).

History of Susquehanna County, Pennsylvania by Emily C. Blackman, 1873, p.77-78.

Topics, Dec. 1949, p4; *Portals*, Vol. 9, No. 4, Dec. 1969.

Covered Spans of Yesteryear, Lost Bridges.org website.

The Daily Review, undated article by Ash Merrill titled "Building of a Wooden Bridge in 1832."

Sand Beach Covered Bridge PA-22-01x



The Sand Beach Bridge in Dauphin County, Pennsylvania was built c1853. The builder is not known. The bridge connected Derry and South Hanover townships two miles north of Hershey, Pennsylvania. Sand Beach Bridge was one of the longest covered bridges in Dauphin County stretching its 220-foot, two-span Burr arch truss over Swatara Creek. Its Multiple Kingpost truss was sandwiched between parallel Burr truss arches. Additional straight sections of timber created a supporting lower arch adding more support to the bridge.

the County, as bridge number 121, then by the State of Pennsylvania, who wanted it removed. Citizens and The Theodore Burr Covered Bridge Society of Pennsylvania rallied to save the bridge and persuaded the state to turn over ownership to Hershey Estates. A new roadway and bridge were built during the winter of 1961-62 to bypass Sand Beach Bridge and the bridge was closed.

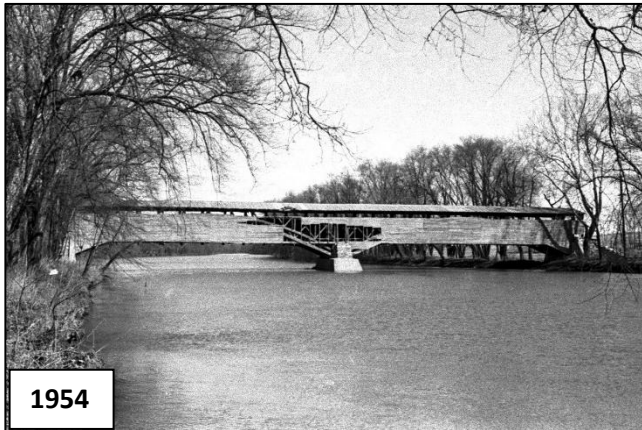


The bridge's location was a popular spot for fishing, swimming, and ice skating. The community enjoyed the bridge and were dismayed to see its deterioration over the years. It was originally owned by



Rehabilitation for Sand Beach Bridge started in 1963 funded by Hershey Estates who were responsible for town utilities, lodging, retail sales, the amusement park and repairing roadways. Work was completed by the spring of 1964. It was painted dark

brown, or as locals referred, it was “chocolate brown.” September 19, 1964, was the first day of See Pennsylvania’s Covered Bridges Week, starting with



a dedication ceremony at Sand Beach Bridge.

Unfortunately, Sand Beach Bridge was destroyed by fire on September 3, 1966. Damage was estimated from \$50,000 to \$100,000. Arson was suspected. By 1967 nothing remained of the burned structure or the piers that supported it.

Sources:

TBCBSP: *A Letter from the President*, February 1960.

Lebanon Daily News, September 8, 1966.

Portals: June 1961, June 1962, March 1964, September 1964, December 1964, September 1966,

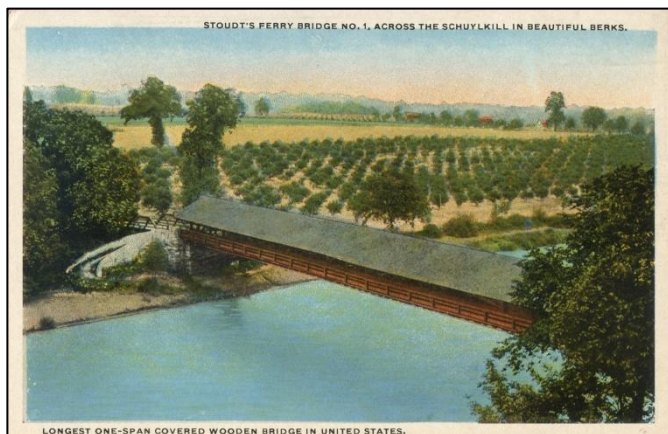
Wooden Covered Spans: Summer 2013.

Covered Bridge Topics: October 1967, Winter 1989.

Covered Spans of Yesteryear, lostbridges.org website.

All photos from The Theodore Burr Covered Bridge Society of PA archives

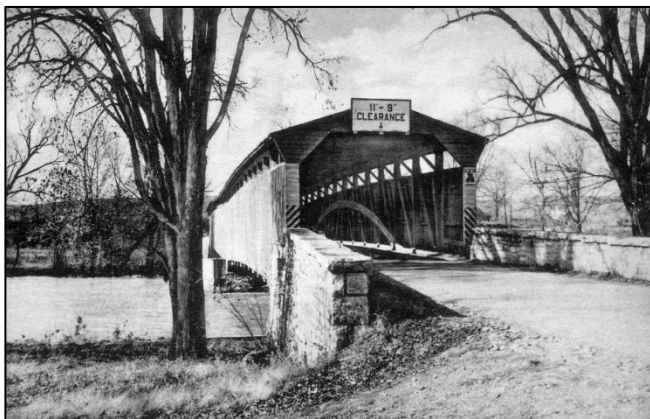
CARDBOARD TREASURES



Early postcard, c1910, of Stoudt's Ferry Bridge in Berks County north of Reading across the Schuylkill River. Burr arch truss with 225' clear span. Built 1836, collapsed 1947.



Rupert Bridge in Columbia County. Early postcard c1910, crossing Fishing Creek. Built in 1847 for \$1,637, Rupert Bridge is still standing.



One of many lengthy Cumberland County covered bridges, Samuel Alexander's Mill Bridge was 233' long, with a Burr arch truss crossing Conodoguinet Creek. Built 1878, lost to arson 1952.



Bellbank Bridge connected Chester and Lancaster counties. This Double Burr arch truss bridge was built in 1861 and lost to arson in 1979. It crossed the East Branch of Octoraro Creek. RPPC postcard, c1950s.

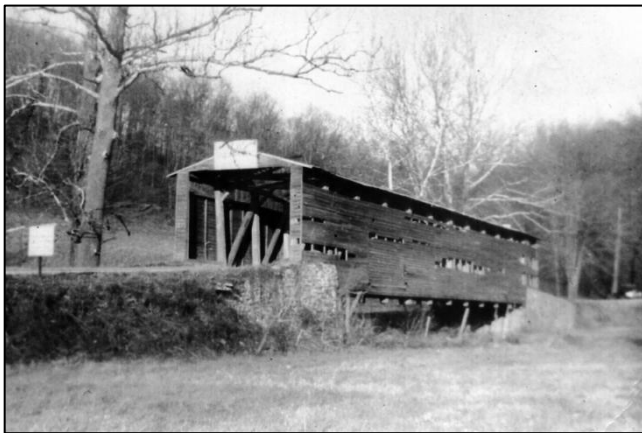
Photo Gallery - York County, Pennsylvania



PA-67-01x Detter's Mill Bridge in 1958. Built by John Finley in 1849, this 2-span, 175-foot bridge crossed Conewago Creek. One span collapsed in July 1965. The remaining span was destroyed by arson in 1966.



PA-67-43x Bryansville Station Bridge in Peach Bottom Township near the Maryland-Pennsylvania Railroad's East Branch. The Burr arch truss bridge was demolished in 1950.



PA-67-09x Kraft's Mill Bridge at Porters Sideling over the West Branch of the Codorus Creek. This 85-foot, Burr arch truss bridge was lost in 1950, another bridge likely demolished.



PA-67-02x Bentzel's Mill Bridge was the last surviving covered bridge solely in York County. It was lost to remnants of Hurricane Agnes in 1972. At 97 feet, it connected Conewago and Manchester townships.



PA-67-07x E.I. Livingston's Farm 1926. One of the earlier built bridges in York County (1837), it crossed Bermudian Creek in Washington Township. This 122-foot bridge was removed between 1927-1937.



PA-67-33x W. H. Dietz's Farm Bridge crossed Kreutz Creek between Hallam and East Prospect in Hellam Township. This short 72-foot, Burr arch truss bridge was built in 1836 and replaced in 1956.