

White Mountain Covered Bridges

Honeymoon Bridge, Jackson NH

**Location :**

At the intersection of N.H. Route 16 and 16A on Village Street in Jackson Village spanning the Ellis River

Style of Bridge :

Paddleford truss

Year of Construction :

About 1876

Original Cost :

Unknown

Structural Characteristics :

The bridge is 121' 1" long with a clear span of 103' 0". It has an overall width of 26' 5" with a roadway width of 16' 0", and

a maximum vertical clearance of 12' 3". It has a sidewalk on the upstream side. The structure was built with exposed sides. It is posted for six tons.

**Maintained By :**

New Hampshire Department of Transportation

World Guide Number :

29-02-01

New Hampshire Number :

51

Historical Remarks :

This covered bridge was built by Charles Austin Broughton and his son Frank. Charles Broughton lived on the Broughton dairy farm on the east side of the Saco River. During the Civil War he was a sergeant in the 18th Regiment of the New Hampshire Volunteers, Company E. He was a finish carpenter, an avid fiddler, and a skillful bear hunter. For ten years he was an agent for the Swift River Lumber Company in Albany, New Hampshire. According to town records, the sidewalk was added in 1930. Originally, the trusses were more exposed than they are today. In 1965 the approach from N.H. Route 16 was rebuilt to improve visibility and to provide parking. The Honeymoon Bridge is eligible for listing on the National Register of Historic Places.

Travel Guide Notes:

Make sure you save film for this one.

Swiftwater Bridge, Bath NH

**Location :**

North of N.H. Route 112 on Valley Road in Bath over the Wild Ammonoosuc River.

Style of Bridge :

Paddleford truss with added arches

Year of Construction :

1849

Original Cost :

Unknown

Structural Characteristics :

The bridge is 158' 4" long with clear spans of 77' 6" and 57' 6". It has an overall width of 21' 0", a roadway width of 14' 6" and a maximum vertical clearance of 12' 9". The bridge is posted for six tons.

**Maintained By :**

Town of Bath

World Guide Number :

29-05-02

New Hampshire Number :

29

Historical Remarks:

This bridge is the fourth to cross the Wild Ammonoosuc River at this site. The first was built in 1810. It was carried away in 1818 by a flood and replaced in the same year. Again, the bridge was destroyed by a flood in 1828. The third bridge was erected in 1829 and remained at the site until 1849. At that time was dismantled and replaced by the current bridge. This bridge was rebuilt by the state in 1977 at a cost of \$34,347. The rebuilding costs were shared by the state and town. This section of the river was used to float logs to the sawmill. Often log jams presented a hazard to the bridge. In one case, dynamite was used to break up a log jam and although the blast was successful, logs had to be removed from the roof of the bridge. The Swiftwater Bridge is listed on the National Register of Historic Places.

Travel Guide Notes:

Cross the bridge, and park on the left. A small path brings you to the river just below the falls. If you've planned to a picnic lunch on your Covered Bridge tour, here's the spot.

Albany Bridge, Albany, NH

**Location :**

Just north of the Kancamagus Highway, six miles west of N.H. Route 16 on Dugway Road in Albany spanning the Swift River. Style of Bridge Paddleford truss with added arches.

Year of Construction :

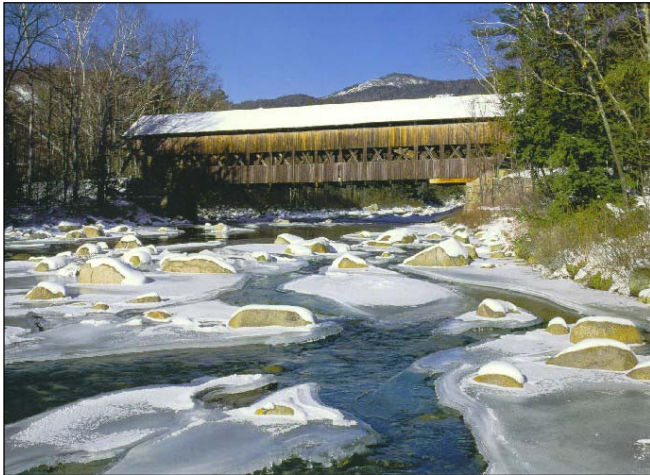
1858

Original Cost :

\$1,300

Structural Characteristics :

The bridge is 120' 0" long with a clear span of 100' 0". It has an overall width of 21' 0" with a roadway width of 15' 3", and a maximum vertical clearance of 11' 0". It is posted for six tons.

**Maintained By :**

Town of Albany

World Guide Number :

29-02-06

New Hampshire Number :

49

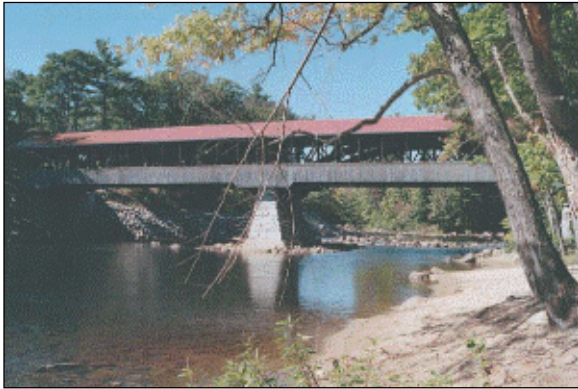
Historical Remarks :

The first bridge on this site was constructed in 1857 and destroyed by a windstorm in 1858. At that time Almzi Russell and Leandre Morton entered into an agreement with the town to build a new bridge for \$1,300 minus the amount previously paid for the original bridge. The bridge has wide shallow arches and sharply raked facades. The U.S. Forest Service replaced the wooden floor timbers with steel in 1981-1982. Near the bridge is a mud sill, taken from the bed of the river by the U.S. Forest Service, which probably supported the false-work or scaffolding during the construction of the span. The Albany Bridge is eligible for listing on the National Register of Historic places.

Travel Guide Notes :

Watch for the signs to Covered Bridge Campground, as this bridge naturally brings you there. Just after turning off of the Kanc. there will be a rest area to your right. A path brings you to the bridge, however getting to the water can be a bit spillery. Please be careful!

Saco River Bridge, Conway NH

**Location :**

One-quarter mile north of N.H. Route 16 on N.H. Route 153 in Conway Village. The bridge spans the Saco River.

Style of Bridge :

Paddleford truss with added arches

Year of Construction :

1890

Original Cost :

\$4,000

Structural Characteristics :

The bridge is 224' 9" long with clear spans of 103' 4" and 95' 4". It has an overall width of 30' 4" with a roadway width of 18' 3" and a maximum vertical clearance of 13' 7". It is posted for six tons.

**Maintained By :**

New Hampshire Department of Transportation

World Guide Number :

29-02-03

New Hampshire Number :

48

Historical Remarks :

In 1850s, Jacob Berry and Peter Paddleford built a covered bridge to replace a crudely framed log bridge that had collapsed at this site. The 1850 bridge stood until the Swift River covered bridge crashed into it in 1869. The Saco River covered bridge was rebuilt by Allen and Warren of Conway but it was destroyed again by a tannery fire in 1890. The current bridge was built by Charles Broughton and his son Frank

Travel Guide Notes : When approaching from the south, say from the Kancamagus Highway and the Albany Bridge, take a left at the lights in Conway Center. At the next fork in the road, bear right, the Saco river bridge is ahead. Cross the Bridge and you'll find parking on the right. Paths lead to the riverbank.

Swift River Bridge, Conway NH

**Location :**

One-half mile north of N.H. Route 16 at Conway Village over the Swift River

Style of Bridge :

Paddleford Truss with added arches

Year of Construction :

1870

Original Cost :

Unknown

Structural Characteristics :

The Bridge is 129' 4" long with a clear span of 110' 6". It has an overall width of 21' 2", and a maximum vertical clearance of 13' 2". The structure is closed to vehicular traffic.

Maintained By :

Town of Conway

World Guide Number :

29-02-05

New Hampshire Number :

47

Historical Remarks :

The first bridge on this site was built by John Douglass in 1850. It gave much needed access to the north using West Side Road and served local commerce well until the spring of 1869. At that time, heavy rains swelled the river and the raging waters lifted the bridge from its foundation, turned it around, and sent it rapidly downstream into the Saco River Bridge knocking it off its moorings. Both damaged structures broke up and came to rest two miles downstream. In a striking demonstration of Yankee thrift, much of the lumber salvaged from these two bridges was used in the building of the new Saco River Covered Bridge constructed by Jacob Berry and his son Jacob Jr. The current bridge was bypassed when a new concrete and steel bridge was built nearby in 1974. The Swift River Bridge is eligible for listing on the National Register of Historical Places.

Travel Guide Notes:

The Swift River Bridge and the Saco River Bridge are located in Conway Village Center, **NOT North Conway**. When approaching from the south, say from the Kancamagus Highway and the Albany Bridge, take a left at the lights in Conway Center. At the next fork in the road, bear left, the Swift river bridge is on your right. Usually there is a picnic table or two located on the bridge, making this a nice place to stop for lunch or a snack.



Bartlett Covered Bridge, Bartlett NH

**Location :**

West of U.S. Route 302, four and one-half miles east of Bartlett Village over the Saco River.

Style of Bridge :

Paddleford truss with added arches

Year of Construction :

1851

Original Cost :

Unknown

Structural Characteristics :

The bridge is 166'10" long with a clear span of 145'0". It has an overall width of 20'4" with a roadway width of 16'6" and a maximum vertical clearance of 14'6". It is closed to vehicular traffic but pedestrians may walk across the structure.

**Maintained By :**

Private initiative

World Guide Number :

29-02-02

New Hampshire Number :

50

Historical Remarks :

The bridge was abandoned and closed to traffic in 1939. It was later rebuilt for \$20,000. In the 1950s, it was used to store snow fence. In 1966 the bridge and land around it was sold to a private individual. It was repaired by Milton Graton that same year. The owner had a gift and antique shop built inside the bridge. Current owners of the bridge and gift shop are Marc and Mary Ellen Frydman. In 1990 the Frydmans renovated the bridge. The renovation consisted of strengthening the arches, replacing cracked members, and removing one layer of decking. As a result, the dead weight of the bridge decreased 25 tons. The cost of renovation was approximately \$38,000. The Bartlett Bridge is eligible for listing on the National Register of Historic Places.

Flume Bridge, Lincoln NH

**Location :**

East of U.S. Route 3 in Lincoln over the Pemigewasset River.
Accessible from the Flume parking lot.

Style of Bridge :

Paddleford truss

Year of Construction :

1871

Original Cost :

Unknown

Structural Characteristics :

The bridge is 50' 0" in length with a clear span of 41' 4". It has an overall width of 20' 9", a roadway width of 17' 6", and a maximum vertical clearance of 11' 8". There is a hiker's walkway attached to the north side.

**Maintained By :**

New Hampshire Department of Resources and Economic
Development

World Guide Number :

29-05-05

New Hampshire Number :

39

Historical Remarks :

There has been much discussion about where this bridge was actually built. Some say it was built, used elsewhere, and later moved to this spot where it was needed more than at its previous location. However, many believe it was built for its present location in 1871 when the Lincoln Turnpike Company, created by an act of the Legislature, obtained the right to build the road from the main highway, U.S. Route 3, to a point near the foot of the Flume. It was originally covered with half-inch boards cut in about 30-inch lengths and put on like shingles. These were called shakes and served until a new covering was needed to stop leaks. Modern shingles replaced these shakes in 1951. The bridge is used by buses bringing visitors to the Flume as well as maintenance vehicles. The Flume Bridge is eligible for listing on the National Register of Historic Places.

Travel Guide Notes :

The Flume Bridge, along with the Sentinal Pine Bridge are all part of some of the natural attractions that make up the area generally known as Flume. There is a 2.1 Mile loop trail, which will take you over both bridges.

Sentinel Pine Bridge, Lincoln NH

**Location :**

East of U.S. Route 3 over the Flume Gorge at the pool in Lincoln.

Style of Bridge :

Stringer

Year of Construction :

1939

Original Cost :

Unknown

Structural Characteristics :

The bridge is 60' 5" long with a clear span of 50' 0". It has an overall width of 8' 2" with a roadway walking path width of 5' 5" and a maximum vertical clearance of 6' 2". The bridge is restricted to pedestrian traffic only.

**Maintained By :**

New Hampshire Department of Resources and Economic Development

World Guide Number :

29-05-01

New Hampshire Number :

38

Historical Remarks:

The Society for the Protection of New Hampshire Forests built this bridge in 1939 and maintained it until it was transferred to the state in 1948. The tall pine that gave the bridge its name once stood near the rear of the pool as if it were a sentry on guard. The great tree was over ninety feet tall, five feet in diameter, and estimated to be 100 years old when it was blown over in the 1938 hurricane. Workmen took a sixty foot piece of the tree and placed it over the river forty feet above the water just north of the pool. Taking other trees that were blown down, they made the footbridge over the pine to protect and preserve it. The bridge is put together with wooden pegs. The shingles were handmade by John G. Welch and Old Joe Poloquin, who was also known as Indian Joe. The Sentinel Pine Bridge is eligible for listing on the National Register of Historic Places.