

To: Paul Koch
Greenbelt Office

From: Alison Reed
Mechanicsburg Office

Date: September 14, 1999

RE: Lower Mahoning River Environmental Dredging Reconnaissance Study
Job Number: ENV-2423-110-319

I have conducted an inventory of the cultural resources located in the above mentioned study area. I used sources located at both the Pennsylvania Historical and Museum Commission's Bureau of Historic Preservation (PHMC) and sources in PennDOT's BEQ office. Following is the methodology that I used and the results of the inventory.

Methodology

My methodology for inventorying the structures consisted of scanning the study area to get an overview of the region and, thus, to get an idea of the kinds of resources that would be extant there. I consulted a municipality map and listed all of the municipalities located in the study area. I further studied the U.S.G.S. map and recorded all of the remaining villages and boroughs in the study area that were missing from the municipalities map. In addition I recorded the railroad lines that traversed the study area and the roadways that spanned the Mahoning River. After this, I then proceeded to search for structures located in each township, borough or village, including bridges and those relating to the railroads and canals. I started in the eastern end of the study area at the confluence of the Mahoning and Shenango Rivers and went westward toward the Ohio border.

In order to identify the archaeological sites, I consulted the P.H.M.C.'s P.A.S.S. maps, site files and project reports. Again, I started at the eastern end of the study area and proceeded westward to the Ohio border.

Following are the surveyed resources that I have located. Documentation in the form of survey forms or eligibility letters are enclosed. Resources are numbered and are recorded in their respective locations on the enclosed quad maps.

Historic Structures (Extant and demolished)

City of New Castle – "Mahoningtown"

Note: This area is within the borders of the city of New Castle.

NC-1	New Castle Refractories	Industrial Street
NC-2	American Can Company	Industrial Street
NC-3	Christopher Columbus Society	7 S. Liberty Street (demolished)

City of New Castle (Continued)

- NC-4 Mahoning Public School
(Cedarcrest Housing for the Elderly) Cedar and Madison Streets
- NC-5 UN Tower, Baltimore and
Ohio Railroad Cherry Street

Note: There have been no determinations of eligibility for New Castle Refractories and the American Can Company structures, although the compilers of the study thought that these two resources on Industrial Street comprise a potential historic district.

No other adjacent industrial sites were surveyed.

There has been a Determination of Eligibility of Not Eligible from the PA SHPO on both the Mahoning Public School and the UN Tower.

North Beaver Township

- NB-1 Bridge – BMS #37720603951010; TR 395 over Mahoning River
Appears to be located .5 miles above confluence
Recommended Not Eligible by Lichtenstein
- NB-2 Bridge – S.R. 0108 over Mahoning River; Mount Jackson Rd. Br.
Determination of Eligibility by the PA SHPO was Not Eligible.

Union Township

- U-1 Bridge – T-372 over Mahoning River, Covert's Crossing Bridge
Determination of Eligibility by the PA SHPO was Eligible

Mahoning Township

- M-1 Bridge – BMS # 37022400902344; US 224/SR 224/SR 551/LR444
over CSXT/ P & LE RR/Mahoning River
Recommended Not Eligible by Lichtenstein
- M-2 Bridge – BMS # 37022400900418; US 224 over Conrail
Recommended Not Eligible by Lichtenstein
- M-3 Bridge – BMS # 37720403247013; Hilltown Bridge over
Mahoning River
Recommended Not Eligible by Lichtenstein

Multiple County Linear Resources -

There appear to be no surveyed and/or eligible canal related structures. There also appear to be no surveyed and/or railroad related structures other than the UN Tower.

Archaeological sites & Surveys

- D- Survey #99-8010-073F – Bridge Replacement Project, Phase I
Cultural Period: Historic
Artifacts: Ceramics, glass, nails
- 47 – Site destroyed
Artifacts – fire pits, bones
- A.- Survey #86-1316-042 – Proposed Wetland Mitigation site for Beaver Valley Expressway
Cultural Period: Prehistoric, possibly proto-historic
Artifacts: 5 chert flakes, 2 pieces chert shatter, 2 chert blocks, 1 unifacial tool
- 150 – ("H-6 Ryan Site") [possibly destroyed]
Cultural Period: Late Woodland, Historic
Soil: Sloan silt loam, deep
Artifacts: Late Woodland- triangular bi-face fragment; Historic – wedge-type gun-flint
- 74 – Coverts Road
Cultural Period: [nothing recorded]
Soil: Loam
Artifacts: [nothing recorded]
- 228 - Lithic Scatter
Cultural Period: Prehistoric
Soil: Alluvial, hydric, Holly silt loam
Artifacts: Lithic scatter
- 75 - Cultural period: [nothing recorded]
Soil: Loam
Artifacts: triangular points & grit tempered pottery; deeply punctuated sherds; some shell tempered sherds
- 35 - Hilltop camp near spring above Mahoning River
Soil: rather dark
Cultural Period: Archaic
Artifacts: flint debris, worked pieces, etc.
- 11 - Cultural Period: Middle Woodland, Historic Delaware
Soil: dark sandy loam
Artifacts: points

- 165 - Ashton Cemetery
Cultural Period: Late Woodland
Artifacts: Raccoon-notched points; flint type – Upper Mercer, Ohio,
Vanport, Ohio
- 3 - Edinburg Site
Cultural Period: [nothing recorded]
Soil: light & dark brown loam
Artifacts: flakes, points, scrapers, shell-tempered
pottery in large fragments
- 21 - George Bollinger Site
Cultural Period: Mayer-Oakes Classified LR21
as Early Woodland & Late Woodland village site –
doubt this based on mapped location
Soil: [nothing recorded]
Artifacts: pits
- 37- Cultural Period – Archaic
Soil: dark
Artifacts: a few points, flint
- 46 - Bollinger House Site
[nothing else recorded]
- 70 - Upper Bollinger Site
Cultural Period: Archaic
Artifacts: [nothing mentioned]
- 77 - Paden Farm
[nothing else recorded]
- 38 - Shook site
Cultural Period: [nothing recorded]
Soil: somewhat darkened, silt
Artifacts: a few flint pieces
- 72 - Shook No. 2
[nothing else recorded]
- 71 - Churchill Road – Shook #3
Cultural period: [nothing recorded]
Soil: [nothing recorded]
Artifacts: workshop material – site is 1,000 ft.
long by approx. 500 ft. Wide
- 36 - Cultural period: Archaic, probably
Soil: darkened
Artifacts: many worked pieces, a few points,
large site littered with flint

- 12 - Cultural Period: [nothing recorded]
Soil: [nothing recorded]
Artifacts: flakes, worked pieces, points, 2 sherds,
looks like very heavy occupation in pre-pottery times
- 78 - Butch Farm
Cultural Period: [nothing recorded]
Soil: [nothing recorded]
Artifacts: grit-tempered pottery, shell-tempered pottery,
side-notched and corner-notched points.
One is a St. Alban's Type "A", one, possibly two
basal fragment of a fluted point and plano-convex
end-scrapers.

NEW CASTLE SURVEY ZONE FORM

No. of Buildings/Structures/Sites: 629
 Notable Buildings/Structures/Sites: 0
 No. Listed on National Register: 0
 No. Eligible for National Register: 3

ARCHITECTURAL
COMPOSITION

Period(s) of Development: 1833-1870; 1870-1900; 1890-1930
Architectural Styles/Types:

Gable Front
 Four Square
 Hip with Lower Cross Gables

County: Lawrence
 Municipality: New Castle

No. of Stories - % of Total
 1 : 8 - 1.3%
 1½ : 30 - 4.8%
 2 : 335 - 53.3%
 2½ : 251 - 39.9%
 3+ : 5 - 0.7%

Structural Condition - % of Total
 A/Generally Good : 617 - 98.1%
 B/Needs Repair : 12 - 1.9%
 C/Beyond Repair : - %

Zone: Mahoningtown
 Survey Code: 073-NC-25

Building Materials - % of Total
 Wood : 554 - 88.1%
 Brick : 66 - 10.5%
 Concrete : 2 - 0.3%
 Stone : - %
 Brick/Wood: 7 - 1.1%

Integrity - % of Total
 A/Intact : 398 - 63.3%
 B/Partially Modified : 192 - 30.5%
 C/Modified : 39 - 6.2%

Date: June 1987
 Surveyor: Julie Turner

Use Type - % of Total
 Domestic : 603 - 96.0%
 Commercial : 21 - 3.3%
 Religious : 3 - 0.5%
 Educational : 1 - 0.1%
 Industrial : - %
 Social : 1 - 0.1%

Areas of Alteration - % of Total
 Siding : 494 - 78.5%
 Windows : 116 - 18.4%
 Porch : 295 - 46.9%
 Additions : 18 - 2.9%

Photo References

073-NC-R13-F17

073-NC-R13-F19

Map References

MAP D

NEW CASTLE SURVEY ZONE FORM

County: Lawrence

Municipality: New Castle

Zone: Mahoningtown

Survey Code: 073-NC-25

Surveyor: Julie Turner

Date: June 1987

Mahoningtown

NARRATIVE DESCRIPTION

Mahoningtown is the area of New Castle west of the Shenango River; south of Taylor Township; and east of the Mahoning River.

Mahoningtown was laid out in 1836 by William Hayes and Benjamin Darlington. They owned the 500 acre tract of "donation lands" patented to the heirs of Colonel William Crawford. The "Cross-cut" canal came through Mahoningtown making it a thriving village. In 1844 an addition was laid out by John Simpson. Another addition was laid out in 1852-53 by James Raney, who owned a large flour mill in the area. The first settlers were mainly Scotch and Irish, canal workers, blacksmiths, merchants. The canals were abandoned in the 1870's, but the building of the railroads on the canal bed brought in more workers. With the expansion of New Castle's tin mill production, many Welsh immigrants settled in Mahoningtown. Many of the streets bear Welsh names. The area was annexed by New Castle in 1898, becoming the seventh ward.

A working class neighborhood, of railroaders, merchants, and factory workers, Mahoningtown shifted to a large Italian population.

Mahoningtown consists primarily of single family detached dwellings. Wood is the predominant building material and most structures are 2 to 2½ stories in height. Although 63,3% of the resources are essentially intact, artificial siding has been applied to 78.5%.

No resources were positively identified as products of the Canal Era. However, further research may reveal Canal Era resources on Lacock St. facing the railroad tracks (once the canal bed).

Three resources were identified as potentially eligible for designation to the National Register of Historic Places. Two of these are adjacent industrial complexes and comprise a potential historic industrial district.

Photo References

073-NC-R13-F17

073-NC-R13-F19

Map References

MAP C
MAP D



Madison Street

Lafayette Street



NEW CASTLE SURVEY ZONE FORM

National Register
Eligible

County: Lawrence

Municipality: New Castle

Zone: Mahoningtown

Survey Code: 073-NC-Z5

Surveyor: Julie Turner

Date: June 1987

Address

Name

Survey Code

Industrial St.

New Castle Refractories

073-NC-Z5-49

✓ *Card att.*

Industrial St.

American Can Co

073-NC-Z5-50

✓ *Card att.*

S. Liberty St.

Christopher Columbus Society

073-NC-Z5-51

✓ *Card att. demol.*

Photo References:

SEE SURVEY CARDS

Map References:

MAP A

prosperity of the city's tin mill production. Located in an industrial area.

Computer Coding (BHP Survey Grantees Must Complete)

3. County 32. Total Structures 33. Style ; ; ; ; ;

34. Construction ; ; ; ; 35. Roof ; ; 36. Survey Date (Year)

37. Area of Significance ; ; ; ; ; ; ; ; ;

38. Primary Use P: P: P: P

39. Secondary Use S: S: S

40. Associated With A: A: A

41. Event 1

Event 2

42. Individual 1

Individual 2

43. Status: 101 Potential NR; 102 Part of Potential district; ; ; ;

44. Design Type: 01 High Style; 02 Style Elements; 03 Popular Vernacular; 04 Traditional (Folk); 05 Utilitarian;

45. Ext. Walls ; 46. Roof Material 47. Plan 48. Stories

Facade Width

50. Construction Feature ; ; ;

Ext. Design Feature ; ; ;

52. Int. Design Feature ; ; ;

Comment _____

EVALUATION

National Register eligible - individually or as contributing to potential industrial district -
 to significant architecture and as representative of New Castle's development from
 1890 - 1930.

EVALUATOR(S)
 Julie Turner

094717

PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM
 BUREAU FOR HISTORICAL PRESERVATION
 A HISTORICAL & MUSEUM COMMISSION

7 Local Survey Organization
 Lawrence County Planning Commission

8 Property Owner's Name and Address
 Lockley Manufacturing Co.
 310 Grove St.
 New Castle PA 16101

9 Tax Parcel Number/Other Number
 7 Ward Parcel 86
 Lot 150

10 UTM
 117
 easting
 northing

11 Status (Other Surveys, Lists, Etc.)
 Usgs Sheet Map A - 50 New Castle

12 Resource Count
 buildings (1) district ()
 sites () structures ()
 objects () intrusions ()

13 Date(s) (how determined)
 1907

14 Period
 1900 - 1924

15 Style, Design or Folk Type
 19 Original Use Industrial
 20 Present Use Industrial

16 Architect or Engineer
 17 Contractor or Builder
 18 Primary Building Mat /Construction
 Brick

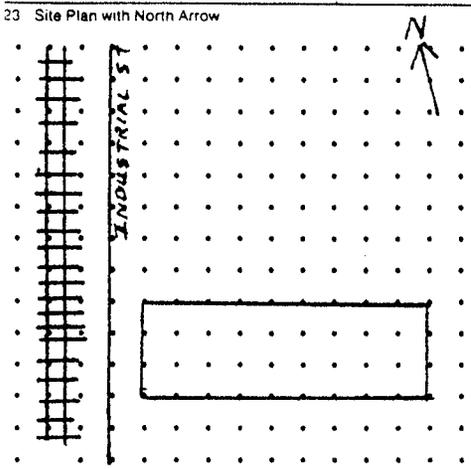
21 Condition Excellent
 22 Integrity Fair

1 County
 Lawrence

5 Present Name
 Lockley Manufacturing

7 Municipality
 New Castle

6 Other Name (historic name if any)
 American Can Company



24 Notation
 F/V: NE/W
 PD: July 1987

25 File/Location
 073-NC-R8-F12

Industrial Street

26 Brief Description (note unusual features, integrity, environment, threats and associated buildings)
 Two story rectangular plan industrial building. Common bond brick walls. Flat roof. Heavy timber supporting posts. Wood truss roof. Regular fenestration of large curved top window openings. Windows boarded and some replaced by aluminum sash windows. Located on the west bank of the Shenango River.

(continue on back if necessary)

27 History, Significance and/or Background
 This industrial structure was built in 1907 to house the New Castle plant of the American Can Company. This plant produced a steel container with a pure tin coating. All tin plate used in this facility was manufactured at the Shenango Works of the American Sheet and Tin Plate Co. In 1936, the New Castle plant was one of the 51 plants operated by the American Can Co. in the U.S. and Canada. This facility was abandoned by American Can in 1952. The building functioned as a warehouse until reopened within the past year by Lockley for the production of bomb parts and Snark sailboats.

American Can Co. plant is an excellent local example of an early

(continue on back if necessary)

28 Sources of Information
 New Castle News, Feb. 28, 1935.
 City Directories: 1907 - 1965.

29 Prepared By
 Julie Turner
 RE: Beverly Zona

30 Date
 7/87

Revisions:

073-NC-25-50

twentieth century industrial facility and retains fair integrity. It is an excellent representative of the industrial development which occurred in New Castle from 1890 - 1930, a period of booming industrial expansion, tremendous growth and general prosperity, dominated by the prosperity of the city's tin mill production. It is also significant as the only identified existing structure with a direct association with New Castle's tin mill industry. Located in an industrial area northwest of the Shenango River.

5. Inter Coding (BHP Survey Grantees Must Complete)

1. County 32. Total Structures 33. Style ; ; ; ; ;

2. Construction ; ; ; ; 35. Roof ; ; 36. Survey Date (Year)

3. Area of Significance ; ; ; ; ; ; ; ; ;

4. Primary Use P; P; P; P

5. Secondary Use S; S; S

6. Associated With A; A; A

7. Event 1

8. Event 2

9. Individual

10. Individual

11. Status: 101 Potential NR; 102 Part of Potential district; ; ; ;

12. Design Type: 01 High Style; 02 Style Elements; 03 Popular Vernacular; 04 Traditional (Folk); 05 Utilitarian;

13. Ext. Walls ; 46. Roof Material 47. Plan 48. Stories

14. Facade Width

15. Construction Feature ; ; ;

16. Ext. Design Feature ; ; ;

17. Int. Design Feature ; ; ;

18. Comment _____

19. Justification
National Register eligible - individually or as contributing to potential industrial district - as only identified remaining structure with a direct association to New Castle's tin mill industry and as representative of New Castle's industrial development from 1890-1930.

EVALUATOR(S)
Julie Turner



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
BUREAU FOR HISTORIC PRESERVATION
BOX 1026
HARRISBURG, PENNSYLVANIA 17108-1026

May 2, 1991

Anthony Cugini
City Building
Jefferson at Grant Street
New Castle, PA 16101-2220

Re: ER 88-1197-073-F
New Castle, Lawrence Co.
Christopher Columbus Hall
Emergency Demolition
CDBG Demolition Program

Dear Mr. Cugini:

The above named project has been reviewed by the Bureau for Historic Preservation (the State Historic Preservation Office) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We have learned from the Advisory Council on Historic Preservation that the procedures outlined in Section 800.12(c) of the Council's regulations for emergency demolition were not followed in this case. By failing to notify the Council of the emergency situation, you did not afford them the opportunity to comment on the project.

Since the building has been demolished, we cannot complete consultation on the project. Therefore, the Section 106 review cannot be satisfied.

We will be notifying the Department of Community Affairs and the U.S. Department of Housing and Urban Development of the termination of consultation.

If you need further information in this matter please consult Joanne Keim (717) 783-8946 or 783-8947.

Sincerely,

Brenda Barrett
Director

BB/JK

cc: Advisory Council on Historic Preservation
Riley Stoy, Department of Community Affairs
Ted Stevenson, HUD Pittsburgh Office

...and Gardens
 ... For Over 35 Years
 58-6645
 ...McBurney, C.R.B., C.R.S.
 ... Castle, Pa. 16105

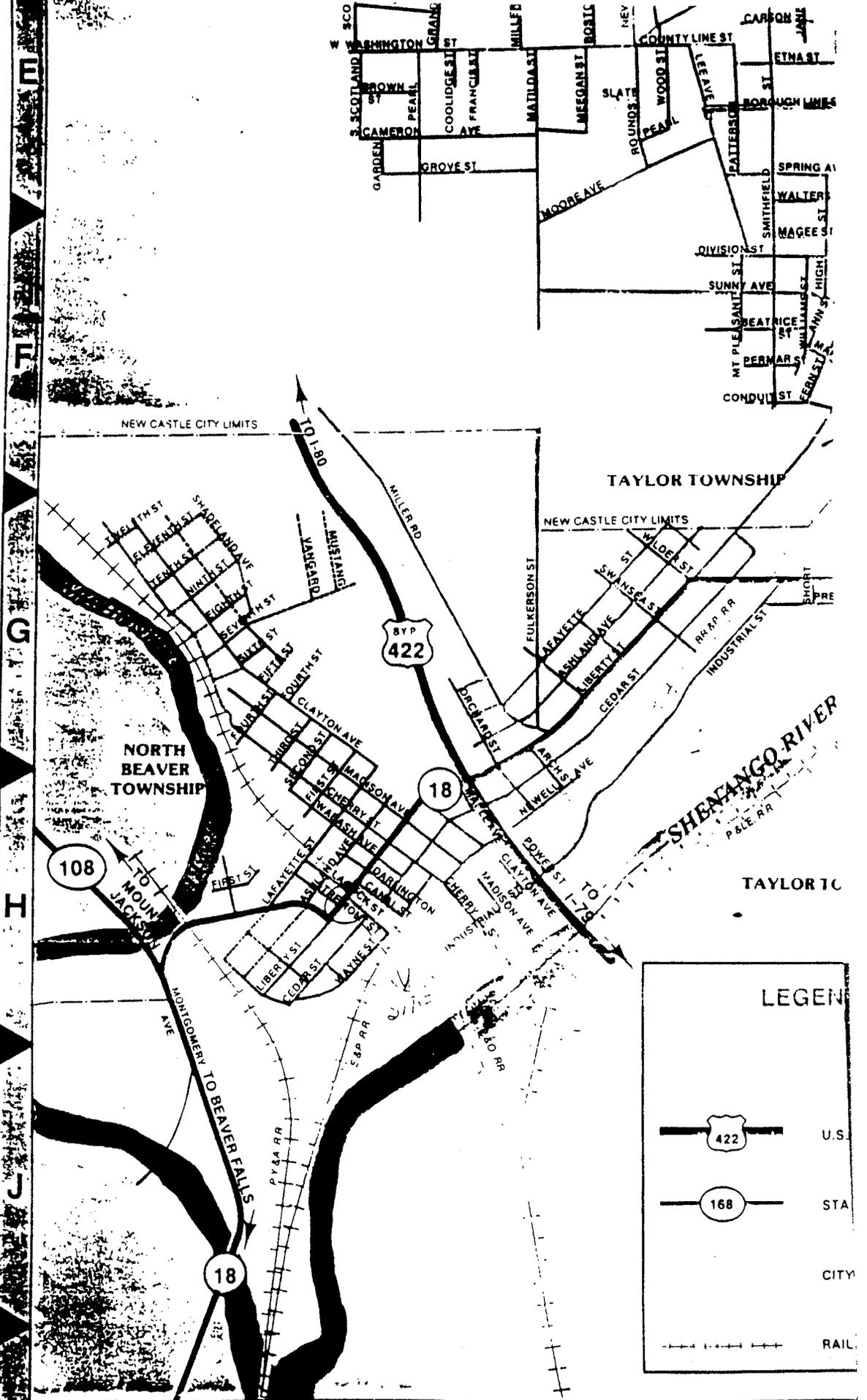


Care Center
 ... and the World, Inc.
 ... is our specialty
 ... New Castle, Pennsylvania 16101
 ... 658-4781

AAA Motor Club
 ... New Castle, Pa
 ... 6551

JIMMY MEDURE
 ... East Washington Street
 ... Castle, Pennsylvania 16101
 Phone (412) 658-1103

Walker & Associates
 ... Public Accountants
 ... Plaza
 ... Pennsylvania 16101
 ... 665



**STREET INDEX
 NEW CASTLE**

CENTENNIAL	D-5	EVERETT ST	D-6	HOOVER ST	C-3	MEY
CENTER	F-5			HUEY ST	F-5	MILL
CHARTER	G-1	FAIRFIELD AVE		MURPHY AVE	F-5	...
...						

LEGEND

- U.S.
- STA
- CITY
- RAIL

094718

PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM
BUREAU FOR HISTORICAL PRESERVATION
A HISTORICAL & MUSEUM COMMISSION

7 Local Survey Organization
Lawrence County Planning Commission

8 Property Owner's Name and Address
Christopher Columbus Society
7 S. Liberty St.
New Castle, PA 16102

9 Tax Parcel Number/Other Number
7 Ward Parcel 91
Lot 279
10 UTM zone easting
11 Status (Other Surveys, Lists, Etc.)
Usgs Sheet Map A - 51 Bessemer

2 Resource Count
buildings (1) district ()
sites () structures ()
objects () intrusions ()

13 Date(s) (how determined)
1917
14 Period
1900-1924

15 Style, Design or Folk Type
Vernacular

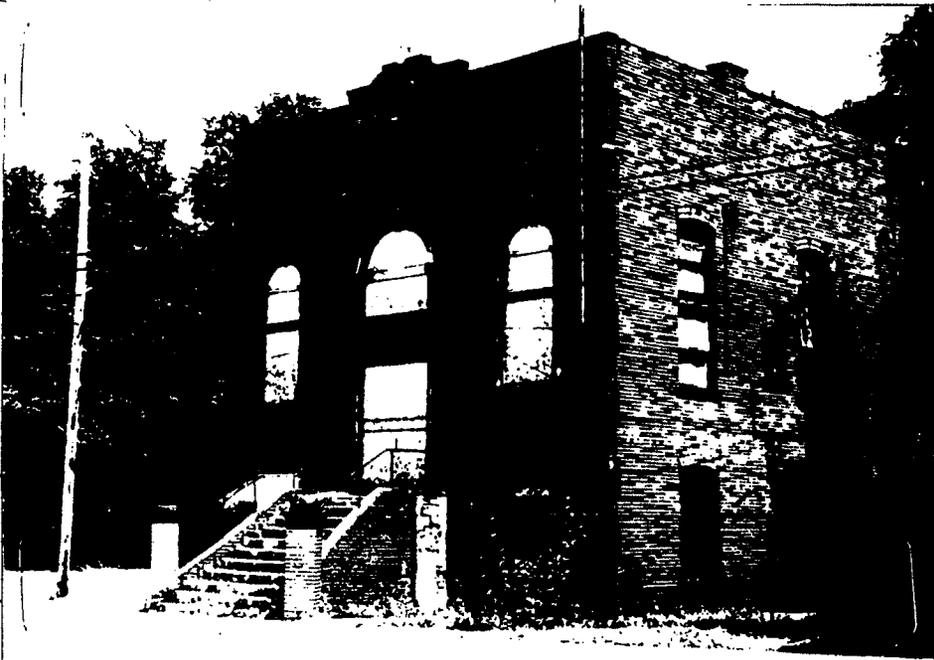
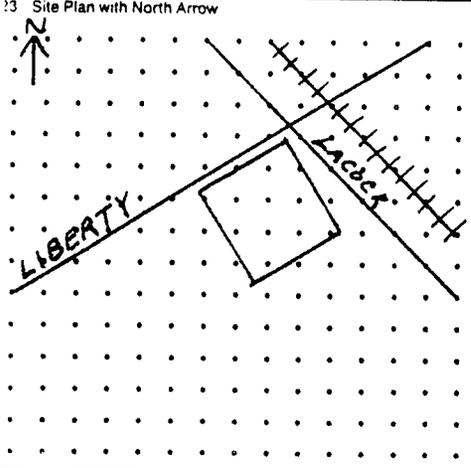
19 Original Use
Meeting Hall
20 Present Use
Meeting Hall

16 Architect or Engineer

17 Contractor or Builder

18 Primary Building Mat./Construction
Brick

21 Condition
Fair
22 Integrity
Good



4 Citation
F/V: W/NE
PD: June 1987

5 File/Location
073-NC-R6-F6

6 Brief Description (note unusual features, integrity, environment, threats and associated buildings)
Two story, rectangular plan vernacular meeting hall. Running bond brick cladding. Flat roof and parapet with semi-circular pediment, stone coping, date plate (1917), and Columbus bust. Main facade (west) three bays wide. Round arch window openings with decorative stone architraves. Matching central doorway. All openings boarded. Decorative brick course below parapet of diaper pattern and corbelled cornice. Name plate (Christopher Columbus Society). Simple concrete steps and landing. Located on primary street of commercial area in the Mahoningtown neighborhood.

7 History, Significance and/or Background
This vernacular brick building was erected in 1917 as the Christopher Columbus Society meeting hall. The Society is an Italian social club. This building is currently in disrepair and vacant.
This is an excellent local example of an ethnic society meeting hall and retains good integrity. It is an excellent representative of New Castle's social development from 1890 - 1930, a period of booming industrial expansion, tremendous growth and general prosperity, dominated by the prosperity of the city's tin mill production. Located in a predominantly early 20th century commercial district.

8 Sources of Information
Date plate.

29 Prepared By
Julie Turner
RE: Beverly Zona
30 Date
7/87
Revision(s)

1 County
Lawrence
2 Municipality
New Castle
3 Street Address or Specific Location
7 S. Liberty St.
4 Street Code
073-NC-25-51
5 Present Name
Christopher Columbus Society
6 Other Name (historic name if any)
Christopher Columbus Society

(continue on back if necessary)



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

August 11, 1992

Albert F. Walsh
U.S. Dept. of Housing and Urban Development
Old Post Office and Courthouse Building
700 Grant Street
Pittsburgh, PA 15219-1939

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

RE: ER 92-0223-073-B
New Castle, Lawrence Co.
HUD Section 202 Housing
Cedarcrest Housing for the
Elderly: Former Mahoning
Public School, Cedar Street

Dear Mr. Walsh:

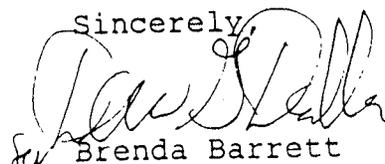
The above named project has been reviewed by the Bureau for Historic Preservation (the State Historic Preservation Office) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the projects' potential effects upon both historic and archaeological resources.

It is the opinion of the State Historic Preservation Officer that the following properties are not eligible for listing in the National Register of Historic Places:

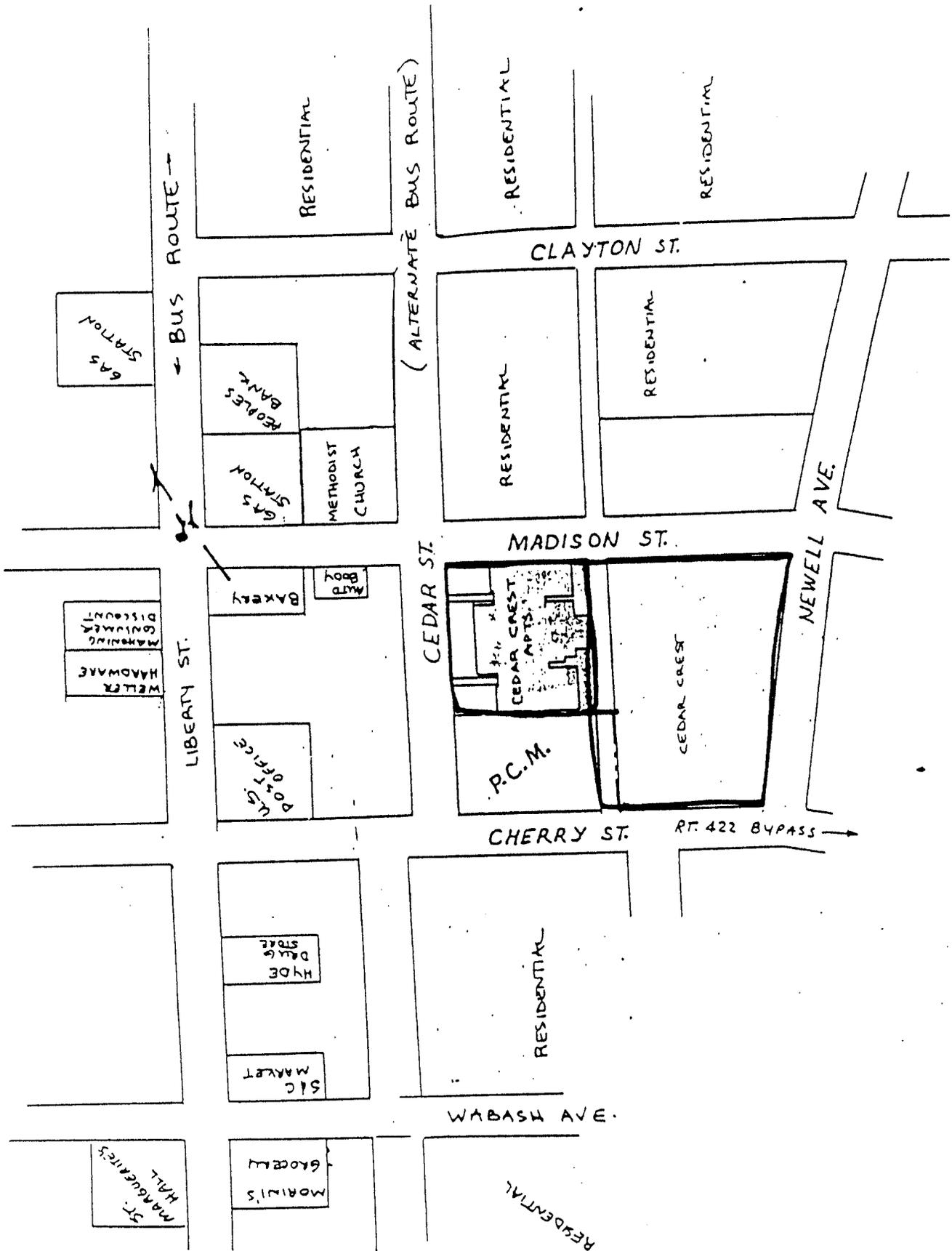
Mahoning Public School

Therefore, there are no National Register eligible or listed historic or archaeological properties in the area of this proposed project and therefore, your responsibility for consultation for this project, under Section 106, is complete. Should you become aware, from any source, that historic or archaeological properties are located at or near the project site, please telephone the Bureau for Historic Preservation at (717) 783-8946.

Sincerely,


Brenda Barrett
Director

BB/ch



CEDARCREST HOUSING FOR THE ELDERLY
CEDAR STREET NEW CASTLE, PA



101130

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM — DATA SHEET
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

89B

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: n/a

County: 1. Lawrence 0 7 3 2. _____

Municipality: 1. Mahoningtown 2. _____

Address: Cherry St. between New Hall Ave. & Bolt Street @ ISS Rail, Inc. Grade Crossing

Historic Name: "UN Tower" Baltimore & Ohio Railroad

Other Name: Beaver Valley Junction Chapter/ Penn-Ohio Museum

Owner Name/Address: Beaver Valley Junction Chapter NRHS P.O. Box 222, Conway, PA 15027

Owner Category: Private Public-local Public-state Public-federal

Resource Category: Building District Site Structure Object

Number/Approximate Number of Resources Covered by This Form: 1

USGS Quad: 1. Not Known 2. _____

UTM A. _____ C. _____

References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Rail-related</u>	<u>1 6 A</u>
B. _____	_____	— — —
C. _____	_____	— — —
D. _____	_____	— — —

Particular Type: A. Railroad junction interlocking control tower

B. _____

C. _____

D. _____

Current Function Category:	Subcategory:	Code:
A. <u>Work in progress</u>	<u>museum</u>	<u>0 8 C</u>
B. <u>recreation and culture</u>	_____	— — —
C. _____	_____	— — —
D. _____	_____	— — —

PHYSICAL DESCRIPTION

Architectural Classification: A. Late Victorian 4 0

B. _____ C. _____

D. _____ Other: _____

Building Materials:

Foundation <u>Concrete</u>	<u>6 5</u>	Roof <u>Asphalt</u>	<u>6 3</u>
Walls <u>Weatherboard</u>	<u>2 1</u>	Walls <u>Shake</u>	<u>2 5</u>
Other _____	— —	Other _____	— —

Structural System: 1. Timber-Post & Beam 1 3 2. Timber-light frame 1 4

_____ 18 feet _____ 14 feet (washroom)C _____ 2 Stories _____

HISTORICAL INFORMATION

Year Built: X C. 1880 to X C. 1910 Additions/Alterations Dates: X C. 1946 ; C.

Basis for Dating: Documentary Physical

Explain: Styling is typical early interlocking plant with manual "armstrong" levers. Construction probably dates to establishment of B&O/ P&LE RR connection which was prior to WWI. B&O Museum and B&O Historical Society do not have records; ICC valuation studies not available. Washroom addition lacks red paint and thus dates to 1946-63 period.

- Cultural/Ethnic Affiliation: 1. 2.
- Associated Individuals: 1. 2.
- Associated Events: 1. B&O was first US Railroad 2.
- Architects/Engineers: 1. Baltimore and Ohio Signal Dept. 2.
- Builders: 1. unknown 2.

MAJOR BIBLIOGRAPHICAL REFERENCES

PREVIOUS SURVEY, DETERMINATIONS

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes No Context(s):
Contributes to Potential District Yes No District Name/Status:
Explain:

THREATS

Threats: ⁴ 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other
Explain: Prior deferred maintenance by previous owner while replacement computerized centralized facility was constructed in Jacksonville, FL.

SURVEYOR INFORMATION

Surveyor Name/Title: Nicholas J. D'Amore Date: 4-23-99
Project Name:
Organization: Beaver Valley Junction Chapter, NRHS Telephone: (412) 768-8314
Street and No.: P.O. Box 222
City, State: Conway, PA Zip Code: 15027
Additional Survey Documentation:
Associated Survey Codes:

PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM — NARRATIVE SHEET
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

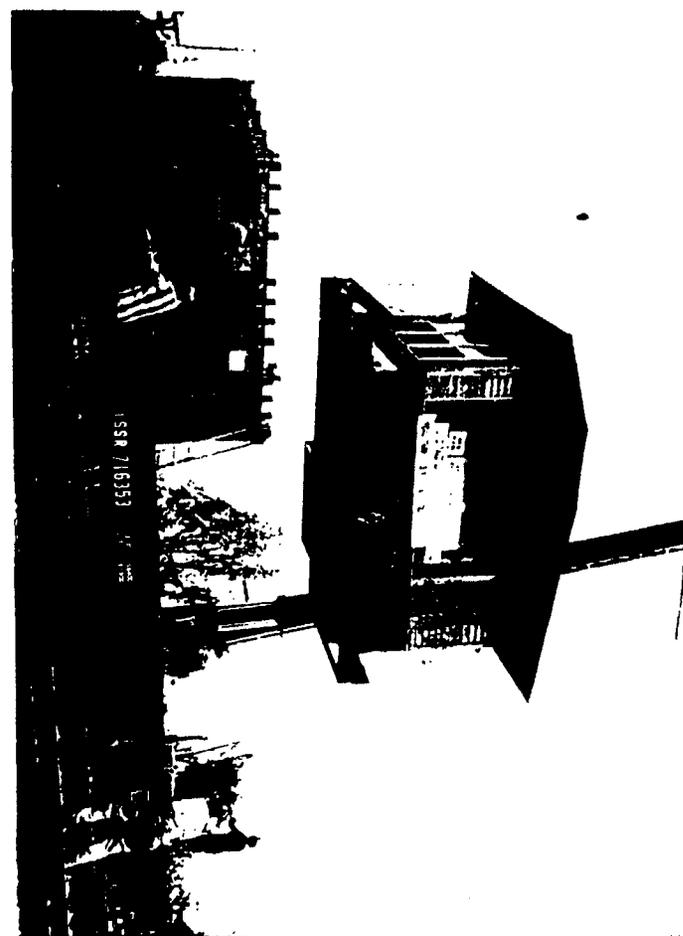
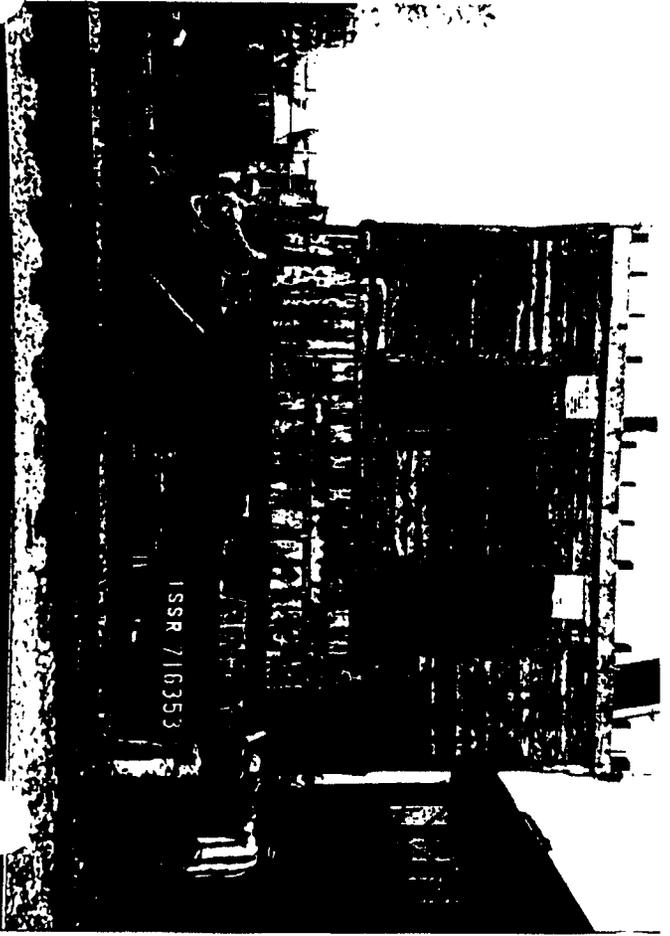
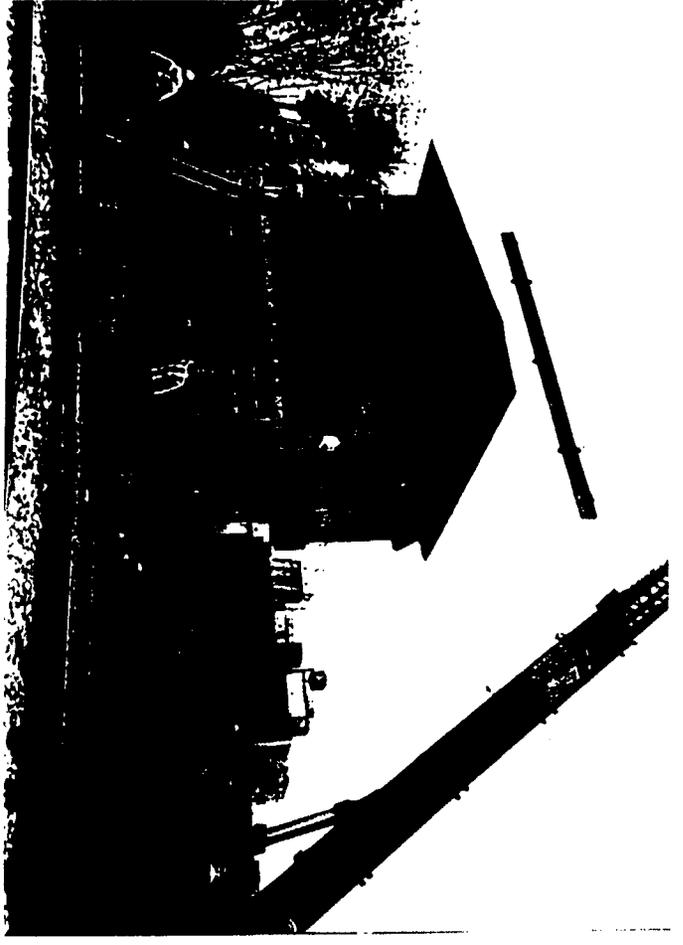
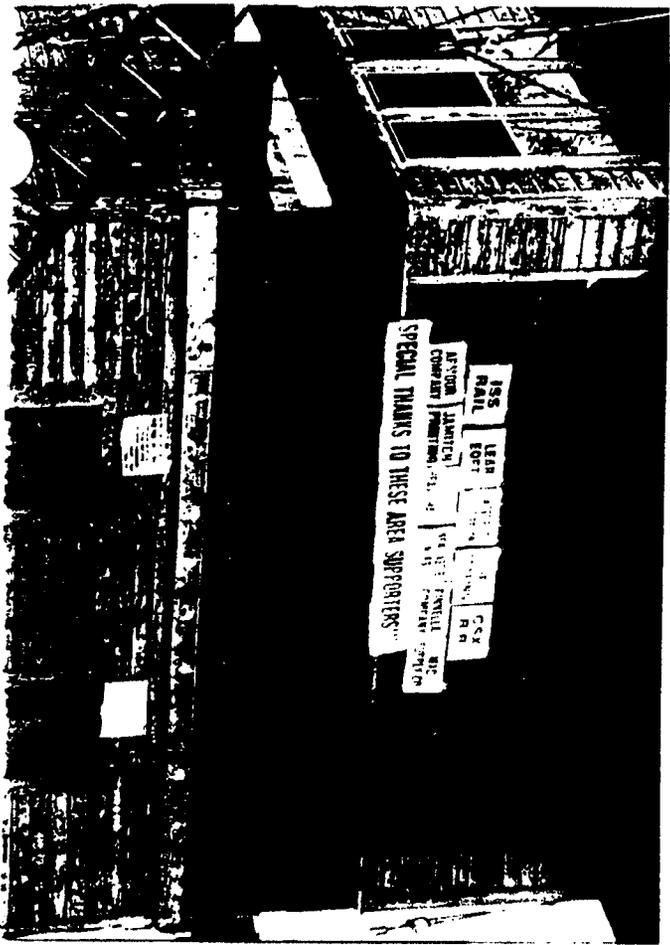
89C

Survey Code: _____ Tax Parcel/Other No.: _____
County: Lawrence Municipality: Mahoningtown
Address: Cherry St between Hall Ave and Bolt Street at ISS Rail Crossing
Historic/Other Name: "UN Tower, Baltimore and Ohio Railroad

PHYSICAL DESCRIPTION:

Structure was originally located at the east end of the Baltimore and Ohio RR yard in municipality of West Pittsburg. Re-arrangement of yard lead tracks required removal or demolition, so building was moved by Beaver Valley Junction Chapter, National Railway Historical Society. Movement of railroad utility buildings, including stations, depots, and water tanks for continued service was not uncommon and is well documented. New setting is also adjacent to the B&O RR (now CSX) track, and tower controls will be re-connected to switch tracks serviced by ISS Rail. "UN Tower is of typical railroad control tower design. Post and beam framing was used to both hold the levers/rods that controlled track switches and to support the second story floor joists. Exterior is lapped wooden siding, except for cedar shake midriff. The first floor includes lever frame and contained racks to hold relays retrofitted to signals. The second floor includes the levers used to control switches and operator's desk. The two story design was a specific tower feature to improve visibility; access to the second floor is only through exterior door and outside stairway. A washroom was added to the second floor circa 1946. Rods from the base of the tower extended to track switches. Integrity was not harmed by washroom addition. Building was never upgraded with air-operated controls or later electronic CTC track console controls, modern heating, or metal siding like other B&O towers. Levers and rods will be re-connected to track switches on ISS Rail served track. Exterior stairway will be re-erected. What little electric service that had been added was in conduits attached to interior walls and has been removed.

Structure was erected to standard Baltimore and Ohio Railroad design. Date is uncertain, but probably at the time the connection was established between the B&O and P&LE Railroads of West Pittsburg, PA. "UN" controlled this junction. When new, similar towers were used at each junction point along the railroad. Each tower would align its track switches and signals for oncoming trains, then alert the next tower by telegraph. (Some B&O towers continued to use the telegraph into the 70's) During WWI, B&O trains began to use the P&LE railroad through downtown Pittsburgh, PA, in addition to the original B&O line around the city. Trains leaving B&O tracks for P&LE tracks were required to pick up orders and information at "UN" before entering the other company's track. "UN" controls switches by moving "armstrong levers (which were difficult to push, hence the name) that push up to several hundred feet of steel rods to move the rails. The area controlled was limited by the effective length of the rods. This design was later replaced by designs using compressed air, then electricity, to move the rails. B&O RR successor CSX Transportation centralized control in Jacksonville, FL in the early 90's but continued to man "UN" 24-hours per day until purchasing and operating the P&LE track in 1995. The tower was purchased by the Beaver Valley Junction Chapter of the NRHS in 1998. Only approximately 20 interlocking towers are still used in the United States, with fewer than ten known to be preserved.





Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

May 27, 1999

Nicholas J. D'Amore
Beaver Valley Junction Chapter, NRHS
P.C. Box 222
Conway, PA 15027

Re: UN Tower, Baltimore and Ohio Railroad
Mahoningtown, Lawrence County

Dear Mr. D'Amore:

Your completed Pennsylvania Historic Resource Survey Form has been reviewed by the Bureau for Historic Preservation. It is our opinion that the resource is not eligible for listing in the National Register of Historic Places. A Specific Evaluation of your property is enclosed.

Despite the lack of meeting National Register guidelines, the staff of the PHMC congratulates the efforts of the local NRHS chapter to save and interpret this tower as a service to the history of the Commonwealth. Your efforts in preservation and education are appreciated. We also note that CDBG funds can still be used to rehabilitate this building as National Register eligibility is not needed for the expenditure of these funds.

We will add the information to the Bureau's Historic Resource Inventory for permanent record.

If additional information which could change your property's eligibility becomes available, please contact our office for re-evaluation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brenda Barrett'.

Brenda Barrett, Director
Bureau for Historic Preservation

Enclosure

BB/dr

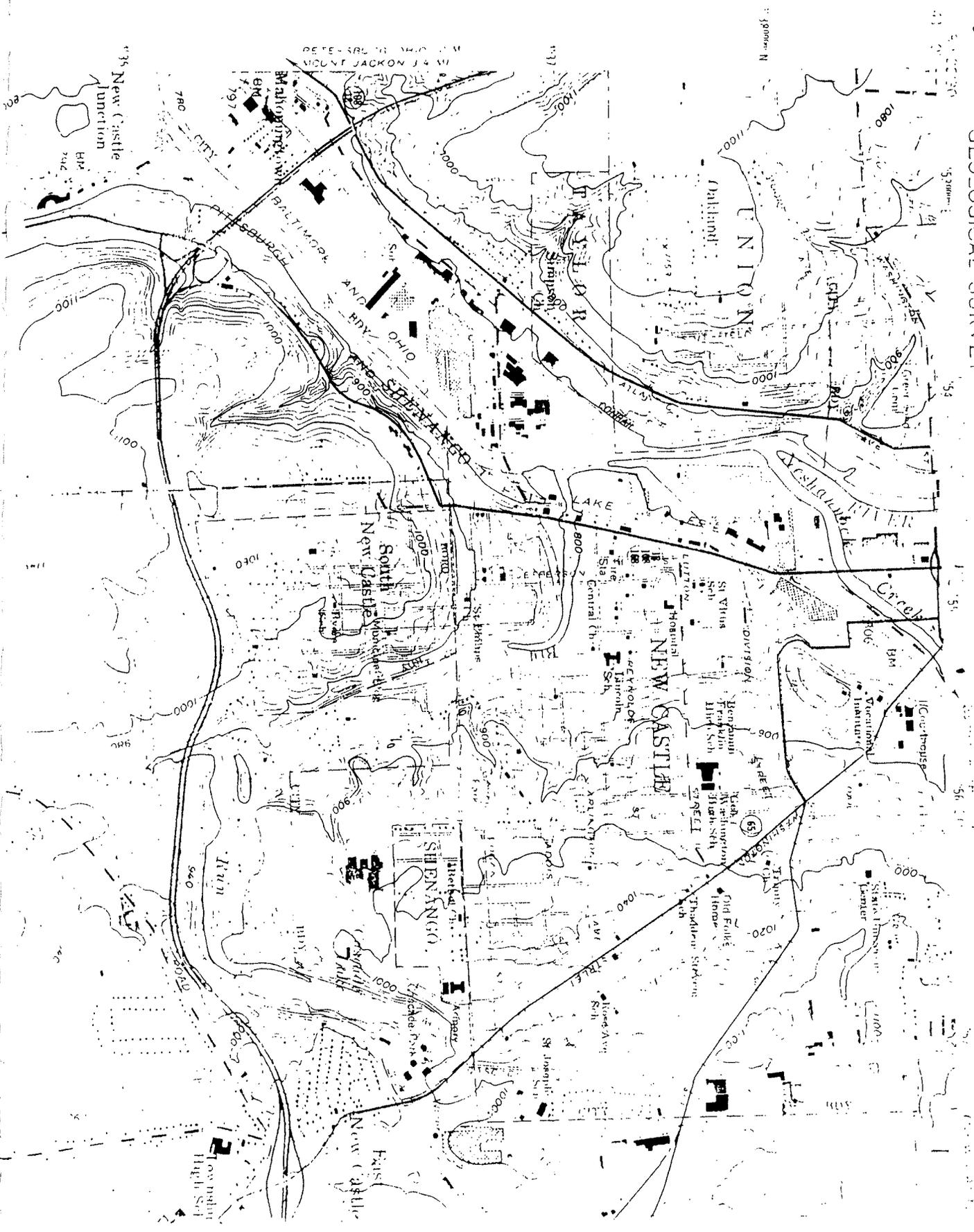
SF5

Cc: T. Gibson, City of New Castle

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF DELAWARE
DEPARTMENT OF PUBLIC WORKS
TOPOGRAPHIC AND

OLD R.R.
Building



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PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS #: 37720603951010 DIST: 11 UTM: 18/47165/4548249
OLD BMS #: 37WG1TZZL206 CTY: LAWRENCE OWNER: N BEAVER&NEW CASTL
MUNICIPALITY: NORTH BEAVER LOCATION: .2 MI E OF SR 18
FACILITY CARRIED: TR 395 (OLD SR 18)
NAME/ FEATURE INTERSECTED: TR 395 OVER MAHONING RIVER
TYPE: THRU TRUSS DESIGN: PARKER
MATERIAL: STEEL
#SPANS: 3 LENGTH: 369 (112.5 m) WIDTH: 32 (9.8 m)
YR BUILT: 1932 ALTERATION: SOURCE: INSP FILE
DESIGNER/BUILDER: PA STATE HWY DEPT BRIDGE DIV

SETTING/CONTEXT:

The bridge carries a two-lane road and a cantilevered sidewalk over the Mahoning River in a wooded setting.

CURRENT NATIONAL REGISTER STATUS: Previously Not Evaluated

SURVEY NR RECOMMENDATION: Not Eligible

SUMMARY:

The skewed, 3-span, 369'-long bridge is composed of a riveted, 257'-long steel Parker truss main span and stringer approach spans. It is supported on a concrete substructure. The bridge was built to a state design in 1932, and the trusses are traditionally composed with built up box section end posts and upper chords. The web members are built up. Metal truss railings are used inside the truss line and on the cantilevered sidewalk. The portal braces are massive because of the extreme skew of the bridge. The bridge has no innovative or distinctive details, and it is typical of the department's designs of the period. Neither the bridge nor its setting is historically or technologically significant.

PHOTO INDEX (DATE): 366:13-18

REVIEWED BY/ DATE: MEM (4/99)



LEFT ELEVATION VIEW



TYPICAL TRUSS SUPERSTRUCTURE VIEW



NEAR APPROACH ROADWAY



FAR APPROACH ROADWAY

#92530

9. HISTORICAL DATA

USGS QUAD. Bessemer

UTM's: Zone 17
E 5 5 1 8 0 0
N 4 5 3 5 4 7 0
E
N

Designer/Engineer:

Builder/Contractor:
Fort Pitt Bridge Works

Bridge Company:

Date(s): 1924 ; basis Form #432

_____ ; basis

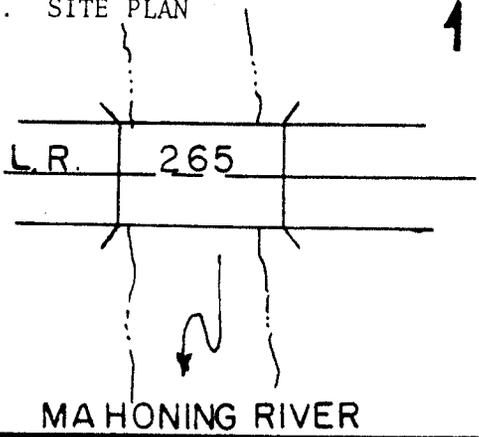
_____ ; basis

_____ ; basis

Use: Vehicular present; Vehicular original.

10. SITE PLAN

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1. County
Lawrence

073

2. Municipality
North Beaver Township

6. Other name (historic name if any)

3. Structure No.
[3][7][1][0][0][2][6][5][0][0][7][1][2][0][5]

7. Crossing I. R. 265, (PA 108)

over Mahoning River

4. Survey Code
9-310

6112530

11. INTEGRITY

_____ altered;
 unaltered;
_____ moved;

Explain: 1977 - Deck and Limited Stringer Replacement

12. VIEW

no.



13. COMMENTS

Unusual features:

Locale/environment:
Rural

Machinery (describe/identify type/equipment):

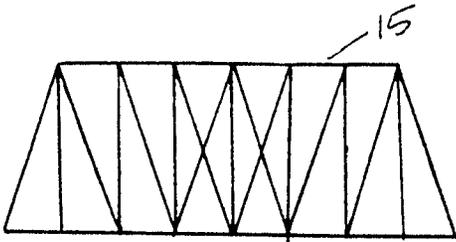
14. DIMENSIONS

spans: 2 no., 278 ft. O/A
main: _____ no., _____ ft.
secondary: _____ no., _____ ft.
approach: _____ no., _____ ft.
piers: 1 no.
towers: _____ no., _____ ft.

15. TYPE 10

CHARACTERISTICS 56

Truss: continuous/cantilever:



Arch: masonry/metal:

Suspension:

Bascule:

Swing:

Vertical Lift:

Other: {

- webbing: Pratt
- anchor span: _____
- cantilever span: _____
- suspended span: _____
- thru/deck/low (pony): full-slope/half-hip.
- connections: pin/riveted.
- eyebars: loop welded/die forged.
- railing: Diamond
- columns: _____

- thru/deck/1/2-thru.
- fixed (hingeless) /1/2/3-hinged.
- ribs: solid/braced; crescent/parallel.
- spandrels: open/solid/braced.
- intrados/vault; ribbed/solid.
- shape: semi-circular/elliptical/segmental; stilted.
- skew

- stiffening: braced-chain (1/2/3-hinged) /suspended truss.
- wire cable: twisted/parallel.
- eyebar chain.
- back-stay: straight/curved.

- single/double leaf.
- rolling lift: Schertzer.
- trunnion: simple (Chicago) /multiple (Strauss).
- counterweights: heel/overhead.
- Page/Rail.
- semi-lift/direct lift.

- bearing: center/rim/combination.
- (see Truss above).
- (see Truss above).
- other: _____

16. MATERIALS (primary) 06, 10

Superstructure	type	treatment/finish	source
main span:	<u>Steel</u>	_____	<u>Carnegie, U. S. A.</u>
towers:	_____	_____	_____
railings:	<u>Steel</u>	_____	_____
Substructure			
piers:	<u>Concrete</u>	_____	_____
abutments:	<u>Concrete</u>	_____	_____
wings:	_____	_____	_____
intrados/ribs:	_____	_____	_____
voussiors:	_____	_____	_____

17. PHOTO NO's.

Roll #16
01-16-(16-21) 5 Exp.

18. PREPARED BY: G. A. Rapp

AGENCY/ORGANIZATION: PennDOT
; DATE: 8/5/82



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
WILLIAM PENN MEMORIAL MUSEUM AND ARCHIVES BUILDING
BOX 1026
HARRISBURG, PENNSYLVANIA 17108-1026

Nov. 15, 1996

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
1009 Transportation & Safety Bldg.
Harrisburg, PA 17120

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-8010-073-A
Lawrence County, N. Beaver Township
S.R. 0108, Section L04, Mt. Jackson Road Bridge
Historic Resource Survey Form

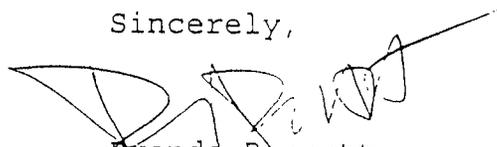
Dear Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

It is the opinion of the State Historic Preservation Officer that the following property is not eligible for listing in the National Register of Historic Places: Mt. Jackson Road Bridge, North Beaver Township, Lawrence County.

If you need further information in this matter please consult Susan M. Zacher at (717) 783-8946 or 783-8947.

Sincerely,



Brenda Barrett
Director

cc: Dean Schreiber, PDOT, Bureau of Design
J. Clouse, PDOT, BEQ
BB/smz

PHYSICAL DESCRIPTION:

The Mt. Jackson Road Bridge built in 1924, is a two-span, through Pratt Truss bridge with reinforced concrete abutments and a reinforced concrete pier midstream. Truss bridges are structures whose individual components are connected in a series of triangles. Prominent features are the top and bottom chords which carry the major loads exerted on the bridge. The web members are verticals and diagonals which connect the chords. It is this arrangement that determines the truss type. These bridges were patented for use in railways and highways. Other basic components are the portal, stringers, floor beams and floor deck. The deck provides direct support for vehicular loads. The truss then rests on the abutments (Historic Bridges of PA, PHMC, 1986). As stated above the bridge is a Pratt Truss which was patented in 1844 by Caleb and Thomas Pratt. Earliest forms of their design was a combination of wood and iron. The top chord and verticals acted in compression while the bottom chord and inclined verticals acted in tension and were constructed of iron. The Pratt Truss survived the transition to all metal construction and was built well into the twentieth century. The truss has continually been adapted to a wide variety of sizes. The Mt. Jackson Bridge is in relatively poor condition and is constructed of steel members. The only apparent additions after construction occurred in 1977 when guard rails were placed along both interior sides of the bridge. There is significant deterioration to the chords, struts, verticals or diagonals. There is also noticeable disintegration of the handrails on either side of the bridge. The deck is also in very poor condition with signs of major cracking and decay.

HISTORICAL NARRATIVE:

The history of the area surrounding Mt. Jackson Bridge can be dated prior to European settlement with the findings of two Native American sites near the Mahoning River and New Castle. One of the markers found near the bridge lists C. Frederick Post, a Moravian missionary who was sent by Provincial officials to break the growing friendship between the Native Americans and the French. He and his party took from the 13-16th of November to travel from Chartiers Town (Tarentum) to New Kuskusky (New Castle). His work and the threat of General Forbes Army forced the French to leave present day Pittsburgh in November 1758. The first permanent European settlement in the region took place late in the eighteenth century. Mount Jackson was laid out by John Nesbit in 1815 in honor of General Andrew Jackson, who had on the 8th January that year gained a signal victory over the British at New Orleans. New Castle was established at this time and was incorporated as a borough in 1825. Only forty years earlier the last of the Kuskuskies Towns (villages occupied by Native Americans) was divided into tracts and given to veterans of the Revolutionary War. In 1835, a contract was let for the Crosscut Canal, which flows from Mahoningtown to Youngstown, Ohio, and parallels the Mahoning River to the east of the project area. Lawrence County was erected from portions of Beaver and Mercer Counties in 1849, with New Castle designated as county seat. Examination of an historic map of the project area dating back to 1872 indicated that the Mahoning River crossing between Mount Jackson and New Castle was upstream from its present location.

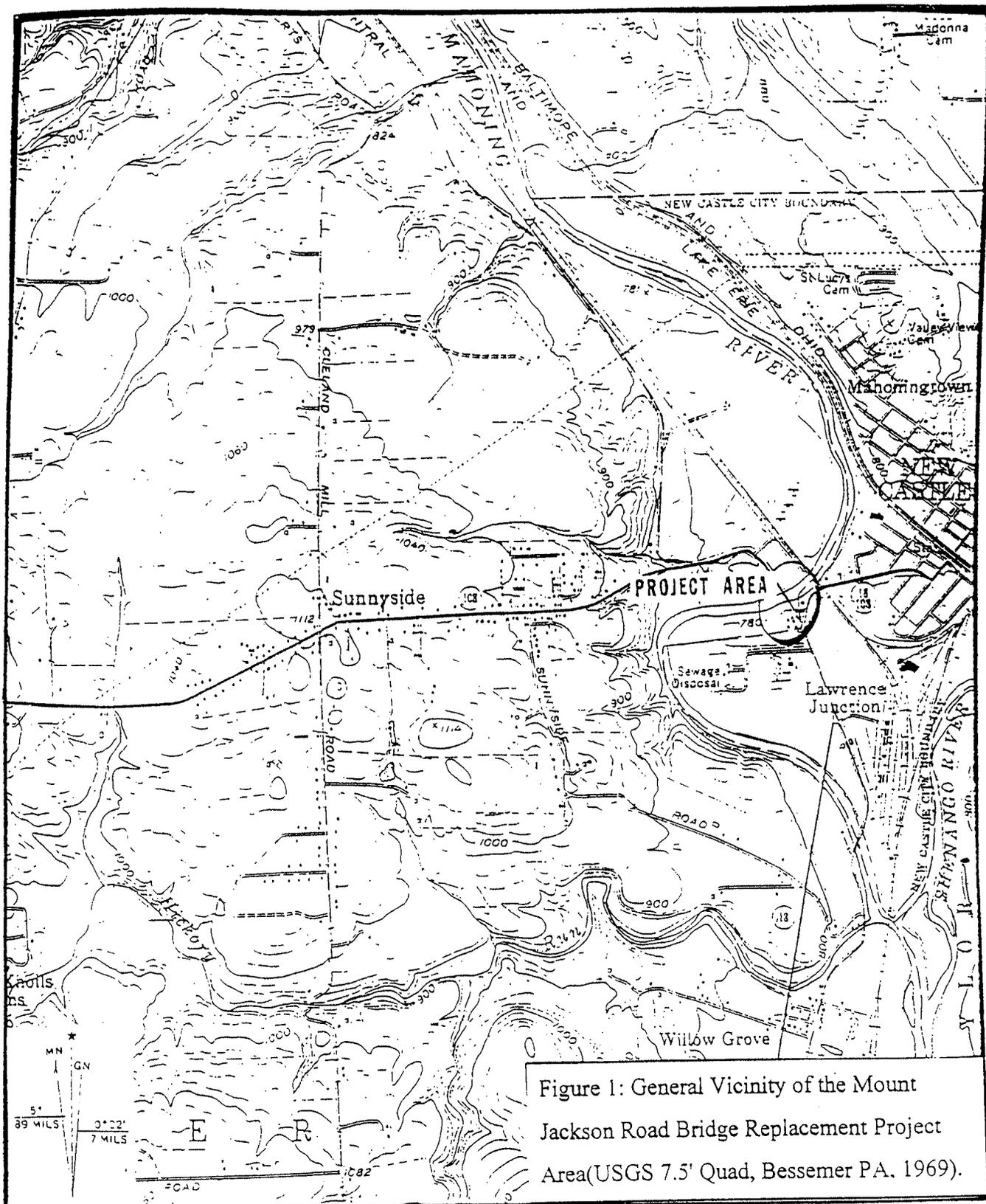
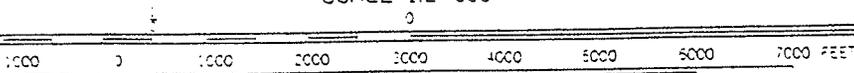


Figure 1: General Vicinity of the Mount Jackson Road Bridge Replacement Project Area (USGS 7.5' Quad, Bessemer PA, 1969).

SCALE 1:24 000



CONTOUR INTERVAL 20 FEET

1 MILE

PENNSYLVANIA

QUADRANGLE LOCATION

BESSEMER, PA.



Key

- ➔ = PHOTO VIEWPOINT
- ▨ = EXTANT HISTORIC STRUCTURE
- = OTHER EXTANT STRUCTURE
- ▲ = HISTORIC MARKER
(K = KUSKUSKIES TOWN)
(P = C. FREDERICK POST)

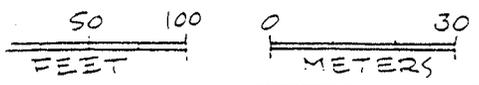


Figure 4: Site Plan of Project Area



Photograph 1: Mt. Jackson Road Bridge,
View Facing East.



Photograph 2: Mt. Jackson Road Bridge,
View Facing West.



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

August 1, 1996

Wayne W. Kober, Director
Bureau of Environmental Quality
Department of Transportation
1009 Transportation & Safety Bldg.
Harrisburg, PA 17120

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 96-8227-073-B
Lawrence County, Union and Mahoning Townships
T-372, Covert Bridge Replacement, Bridge #12
Determination of Eligibility

Dear Mr. Kober:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

It is the opinion of the State Historic Preservation Officer that the following property is eligible for listing in the National Register of Historic Places: Covert Bridge, Co. Bridge No. 12, Union and Mahoning Townships, Lawrence County. The Covert Bridge is an excellent, early example of a cantilever three truss bridge. The loss of deck is not sufficient to effect its eligibility.

If you need further information in this matter please consult Susan M. Zacher at (717) 783-8946 or 783-8947.

Sincerely,

Brenda Barrett
Director

cc: B.A. McCoola, P.E., PDOT, Rm. 1009
C. Kula, PDOT, PDOT, BEQ
Patricia Remy, Dept. of Transportation, District 11-0
BB/szm

8. USGS QUAD.

UTM's: Zone
 E 549198
 N 453838
 E
 N

Designer/Engineer:

UNKNOWN

Builder/Contractor:

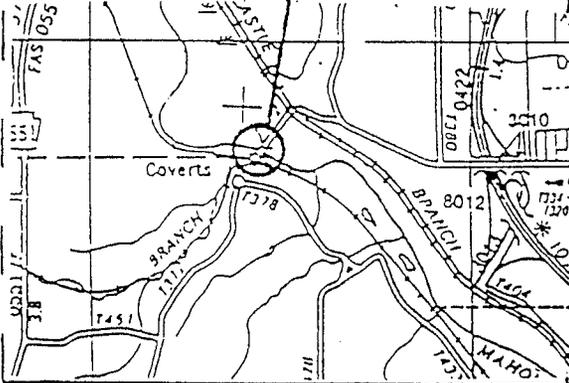
UNKNOWN

Bridge Company:

UNKNOWN

10. SITE PLAN

SITE LOCATION



Date(s): 1887; basis COUNTY BRIDGE INSPECTION REPORT

_____ ; basis

_____ ; basis

_____ ; basis

Use: present; original.

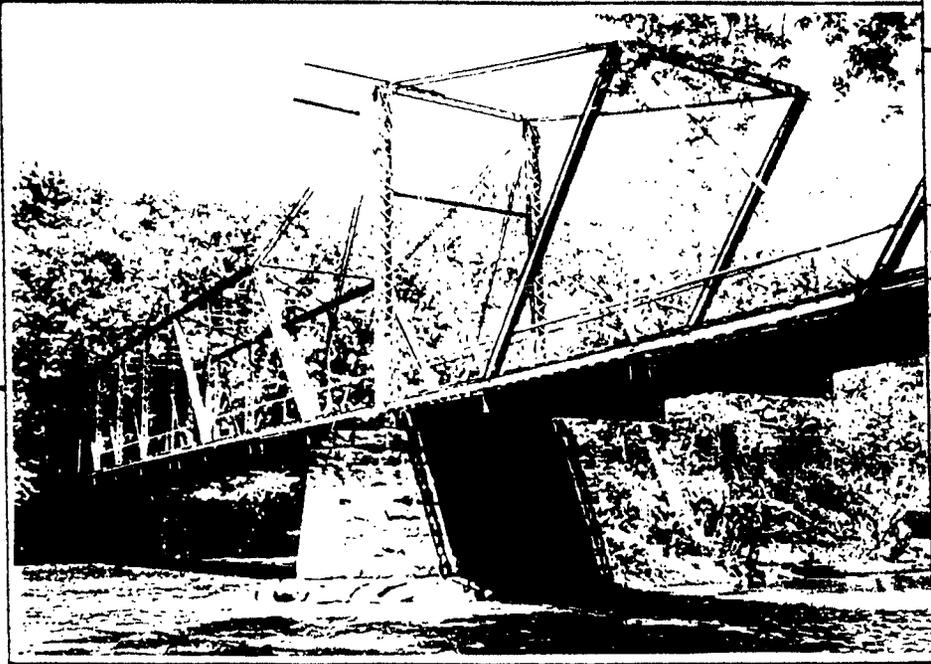
11. INTEGRITY

altered; _____
 unaltered; _____
 moved; _____

Explain:
NEW WOOD DECK

12. VIEW LOOKING DOWNSTREAM

no.



13. COMMENTS

Unusual features:
NONE

Locale environment: LOCATED APPROXIMATELY 0.5 MILES SOUTH OF THE INTERSECTION OF TWP ROAD T-450 AND T-372

Machinery (describe/identify type/equipment):

14. DIMENSIONS

spans: 2 no., 144 ft. O/A
 main: _____ no., _____ ft.
 secondary: _____ no., _____ ft.
 approach: _____ no., _____ ft.
 piers: 1 no.
 towers: _____ no., _____ ft.

5. Present Name
 LAURENCE
 COVERTS CROSSING BRIDGE

6. Other name (historic name if any)
 UNION & MAHONING TWP.S

7. Crossing
 T-372
 over MAHONING RIVER

15. TYPE

CHARACTERISTICS

Truss: continuous cantilever

- webbing: _____
- anchor span: _____
- cantilever span: 144' EA.
- suspended span: _____
- thru deck/low (pony): full-slope/half-hip.
- connections: pin/riveted.
- eyebars: loop welded/die forged.
- railing: _____
- columns: _____

Arch: masonry/metal:

- thru/deck/ $\frac{1}{2}$ -thru.
- fixed (hingeless) /1/2/3-hinged.
- ribs: solid/braced; crescent/parallel.
- spandrels: open/solid/braced.
- intrados/vault; ribbed/solid.
- shape: semi-circular/elliptical/segmental; stilted.
- skew

Suspension:

- stiffening: braced-chain (1/2/3-hinged) /suspended truss.
- wire cable: twisted/parallel.
- eyebar chain.
- back-stay: straight/curved.

Bascule:

- single/double leaf.
- rolling lift: Schertzer.
- trunnion: simple (Chicago) /multiple (Strauss).
- counterweights: heel/overhead.
- Page/Rail.
- semi-lift/direct lift.

Swing:

- bearing: center/rim/combination.
- (see Truss above):

Vertical Lift:

- (see Truss above).

Other:

- other: _____

16. MATERIALS (primary)

Superstructure	type	treatment/finish	source
main span:	<u>STEEL CANTILEVER</u>	<u>ALUMINUM PAINT</u>	_____
towers:	<u>THRU TRUSS</u>	_____	_____
railings:	_____	_____	_____
Substructure			
piers:	<u>STONE</u>	<u>ROUGH CUT</u>	_____
abutments:	<u>STONE</u>	<u>ROUGH CUT</u>	_____
wings:	<u>STONE</u>	<u>ROUGH CUT</u>	_____
intrados/ribs:	_____	_____	_____
voussoirs:	_____	_____	_____

17. PHOTO NO's.

18. PREPARED BY: WILLIAM S. SHIDERLY
 AGENCY/ORGANIZATION: RANK B. TAYLOR ENGINEERING
 DATE: 3-6-96

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS #: 37022400902344 DIST: 11 UTM: 18/42366/4554866
OLD BMS #: CTY: LAWRENCE OWNER: COMBINATION
MUNICIPALITY: MAHONING LOCATION: EDINBURG VILLAGE
FACILITY CARRIED: US 224/SR 224/SR 551/LR 444 (YOUNGSTOWN POLAND ROAD)
NAME/ FEATURE INTERSECTED: US 224/SR 224/SR 551/LR 444 OVER CSXT(B&O RR)/P&LE RR/MAHO
TYPE: THRU TRUSS DESIGN: PARKER
MATERIAL: STEEL
#SPANS: 4 LENGTH: 480 (146.3 m) WIDTH: 45 (13.7 m)
YR BUILT: 1936 ALTERATION: SOURCE: INSP FILE
DESIGNER/BUILDER: FORT PITT BRIDGE WORKS

SETTING/CONTEXT:

The bridge carries a two-lane road with shoulders and a sidewalk over the Mahoning River and two CSXT (formerly the B&O Railroad) tracks at the north end of the bridge in a sparsely developed, wooded setting in the village of Edinburg.

CURRENT NATIONAL REGISTER STATUS: Previously Not Evaluated

SURVEY NR RECOMMENDATION: Not Eligible

SUMMARY:

The 4-span, 480'-long bridge built in 1936 consists of three, 70'-long, built-up thru girder approach spans and a 270'-long, riveted, Parker thru truss span over the river. The bridge is supported on concrete piers and concrete abutments with wingwalls. The trusses are traditionally composed, and there are no innovative or distinctive details. The cantilevered sidewalk finished with standard design metal railings. The bridge was designed by the state highway department bridge division and fabricated by in state builder Fort Pitt Bridge Works. Neither the bridge nor its setting are historically or technologically significant.

PHOTO INDEX (DATE): 355:2-5

REVIEWED BY/ DATE: MEM (4/99)

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS #: 37720403247013 DIST: 11 UTM: 18/38860/4555086
OLD BMS #: CTY: LAWRENCE OWNER: LAWRENCE COUNTY
MUNICIPALITY: MAHONING LOCATION:
FACILITY CARRIED: CHURCH HILL (HILLSVILLE BRIDGE)
NAME/ FEATURE INTERSECTED: OVER MAHONING RIVER
TYPE: THRU TRUSS DESIGN: PRATT-PINNED
MATERIAL: STEEL
#SPANS: 2 LENGTH: 282 (86.0 m) WIDTH: 16 (4.9 m)
YR BUILT: 1914 ALTERATION: SOURCE: PLAQUE
DESIGNER/BUILDER: THOMAS GILKEY, ENGINEER

SETTING/CONTEXT:

The bridge carries a 2 lane road over a stream in a sparsely developed area with scattered 20th century houses. The earliest ones are highly altered, and there are many modern houses. The area does not have historic district potential.

CURRENT NATIONAL REGISTER STATUS: Previously Not Evaluated

SURVEY NR RECOMMENDATION: Not Eligible

SUMMARY:

The 2-span, 282' long and 16' wide, pin connected Pratt thru truss bridge supported on an ashlar substructure was fabricated in 1914. The trusses are traditionally composed, and the floorbeams are framed into the verticals above the eye bar lower chords. The knee braces of the lattice portal braces are elaborate scrolls. The bridge appears to be complete, but it is an extremely late example of its technology. Mr. Gilkey designed pin connected bridges for the county through the 1920s. The bridge has no innovative or distinctive details, and it is neither historically or technologically significant.

PHOTO INDEX (DATE): 354:16-22

REVIEWED BY/ DATE: MEM (6/99)

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS #: 37022400900418 DIST: 11 UTM: 18/42471/4554301
OLD BMS #: CTY: LAWRENCE OWNER: CONRAIL & PADOT
MUNICIPALITY: MAHONING LOCATION: .5 MI NE OF SR 3016
FACILITY CARRIED: US 224/LR 444 (STATE STREET)
NAME/ FEATURE INTERSECTED: US 224/LR 444 OVER CONRAIL
TYPE: THRU GIRDER DESIGN: SIMPLE
MATERIAL: STEEL
#SPANS: 3 LENGTH: 168 (51.2 m) WIDTH: 39 (11.9 m)
YR BUILT: 1936 ALTERATION: SOURCE: INSP FILE
DESIGNER/BUILDER:

SETTING/CONTEXT:

The bridge carries a two-lane highway and sidewalks over a Conrail track in a rural, wooded setting. A second track has been removed. The line was a Pennsylvania Railroad route from New Castle Junction to the Youngstown area. It is not the Ft. Wayne Division route.

CURRENT NATIONAL REGISTER STATUS: Previously Not Evaluated

SURVEY NR RECOMMENDATION: Not Eligible

SUMMARY:

The skewed, 3-span, simply supported, 168'-long bridge built in 1936 is composed of a built-up thru girder center span over the track(s) and steel stringer approach spans. The substructure is concrete. The sidewalks cantilevered from the girder span are finished with metal railings while the approach span sidewalks have standard design concrete balustrades. The bridge is a late example of its types, and it not crossing a significant Pennsylvania Railroad line. The area was crossed by lines supporting regional industries, and this line connects a turn out at New Castle Junction with Youngstown.

PHOTO INDEX (DATE): 354:32-35

REVIEWED BY/ DATE: MEM (4/99)