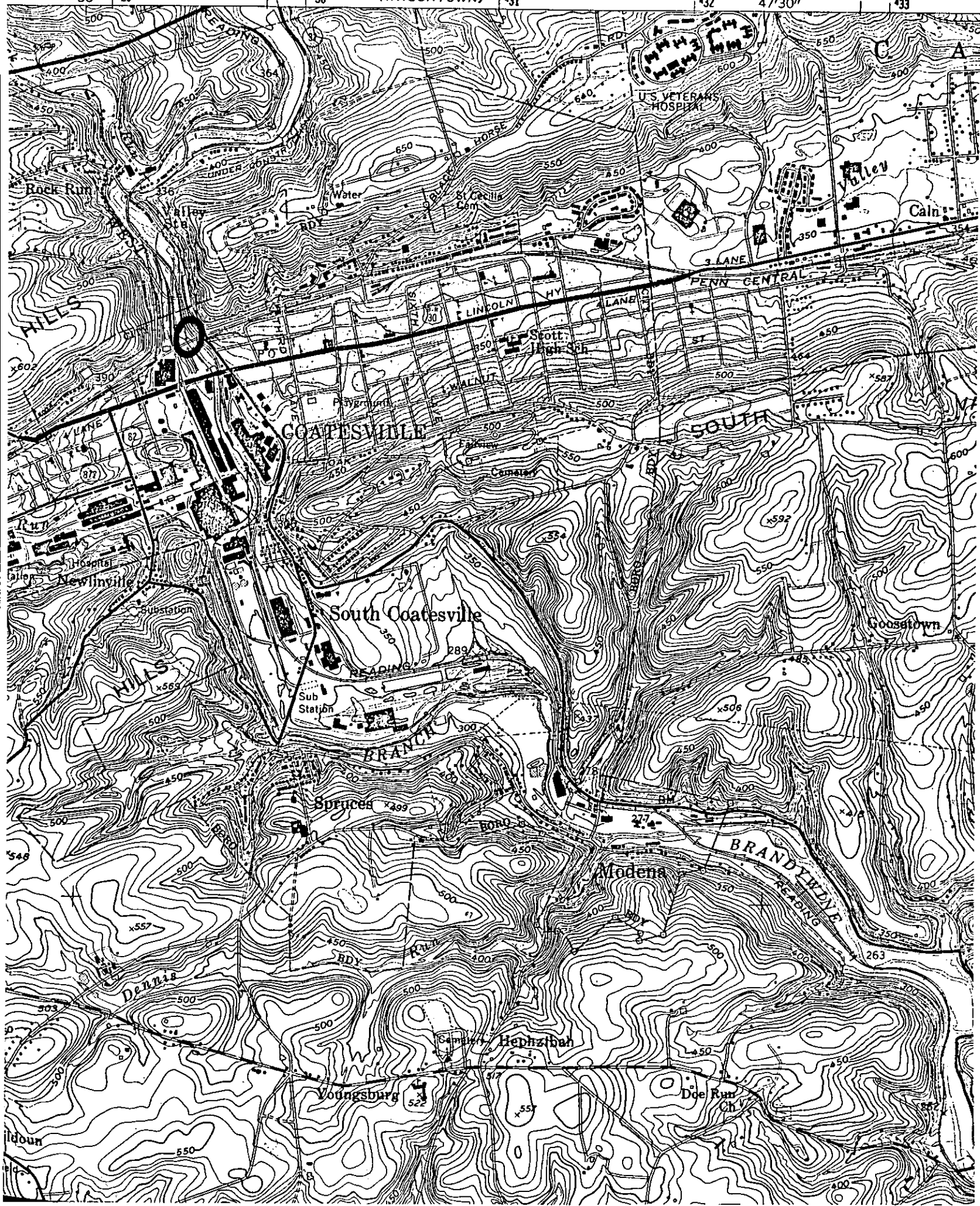


IN PIKE (MORGANTOWN INTERCHANGE) 17 MI.
BRANDYWINE MANOR 4.5 MI.
50' 429

5864 III SE
(WAGONTOWN) 431

432 47'30"

433



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC High Bridge

AND/OR COMMON

Bridge of the Penn-Central Transportation Co., Coatesville

2 LOCATION

STREET & NUMBER

over the west branch of the Brandywine

NOT FOR PUBLICATION

CITY, TOWN

Coatesville

CONGRESSIONAL DISTRICT

1

STATE

Pa.

VICINITY OF

CODE

42

COUNTY

Chester

CODE

029

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☒ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☐ PUBLIC
☐ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE ☐ MUSEUM
☐ COMMERCIAL ☐ PARK
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE
☐ ENTERTAINMENT ☐ RELIGIOUS
☐ GOVERNMENT ☐ SCIENTIFIC
☐ INDUSTRIAL ☒ TRANSPORTATION
☐ MILITARY ☐ OTHER:

4 OWNER OF PROPERTY

NAME

Penn-Central Transportation Co.

STREET & NUMBER

30th and Market Sts.

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pa.

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None known

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION**CONDITION**

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Penn Central Railroad Bridge at Coatesville is a ten-arch bridge spanning the west branch of the Brandywine Creek. Each arch is ninety-six feet high, and has stone voussoirs over its entire length. Regularly coursed rusticated stonework fills the spaces between arches; the bridge has nine piers. The bridge carries four tracks.

The bridge, built in 1903, was part of a comprehensive bridge rebuilding program begun by the Pennsylvania Railroad around 1887, under the general direction of chief engineer William A. Brown. A corps of specially imported Italian masons was employed as labor on the project. The first work for the construction was begun in November, 1902, when excavating done by Dunleavy Brothers, West Chester, was begun along the road leading to Rock Run, at the east end of the proposed structure. Excavation was pursued to a point where solid rock was reached. Construction of the arches, under the direction of Goil and Company, Lancaster, was begun about a month later. Negatives in the files of the Lukers Steel Corporation, Coatesville, give a documented study of the monthly progress of the work. Ten examples of the 1903 pictures are included in this nomination.

Submitted by: [illegible]
Date: [illegible]
Location: [illegible]
County: [illegible]
State: [illegible]

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1903

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The stone arches of road or railway bridges built in the years before 1920 reflect a technique used for centuries. The grace of the arches and the texture of the stonework create a pleasing mixture of aesthetic and functional attributes.

The stone bridge of the Pennsylvania Railroad is a good example of one of the last uses of an engineering technique no longer used in bridge construction. The bridge's planners chose durability, low maintenance, and conventional engineering techniques over innovation and uncertainty. This 1903 structure followed three attempts in wood and iron to span the creek and accomodate the 19th century train. It has been in use as long as those three combined and show no signs of wear.

The photographic documentation of the bridge's construction is most important; students of the history of engineering have in these photos a clear study of methods and timing in construction. The bridge used a method of construction which, although tested for centuries, by 1920 was to be outmoded by new materials and a new labor market.

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CONTINUATION SHEET

ITEM NUMBER

9

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1

Bibliographical References:

Secondary:

Books:

Alexander, Edwin P., On the Main Line, "The Pennsylvania Railroad in the 19th Century," New York: Clarkson N. Potter, 1971, fig. 29.

Plowder, David. Bridges: The Spans of North America. Viking Press, New York, 1974.

Letter:

Hunt, George M., Director of Railroad Museum in Pa., 6/12/73.

Notes:

Abstraction from the Pa. Railroad Records, Chester County Historical Society, West Chester, Pa.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Primary:

Negatives of photographs, taken at monthly intervals during construction, Lukens Steel Corporation, Coatesville, Pa.

Weekly articles, Daily Local News, West Chester, Pa. from 11/6/1902.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one

UTM REFERENCES

A 18 42,935.0 4,42,610.0
ZONE EASTING NORTHING

C
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

D
ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Alice Kent Schooler, Historic Sites Research
Sally McMurry, Student Aide

ORGANIZATION Coatesville Historical Commission
Pa. Historical Museum Commission

DATE

Sept., 1973

STREET & NUMBER 53 South First St.
Box 1026, Wm. Penn Museum

TELEPHONE

(717) 787-4363

CITY OR TOWN Coatesville
Harrisburg

STATE

Pa.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Executive Director
Pa. Historical Museum Commission

DATE

8/25/75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER