UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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

1 NAME
HISTORIC
Pennsylvania Railroad Bridge at Trenton over Delaware River
AND/OR COMMON

2 LOCATION
STREET & NUMBER

CITY, TOWN: Trenton
Morrisville

STATE: New Jersey
Pennsylvania

VICINITY OF

CONGRESSIONAL DISTRICT: 4th
COUNTY: Mercer
CODE: 021

3 CLASSIFICATION

CATEGORY

DISTRICT
BUILDING(S)
STRUCTURE
SITE
OBJECT

OWNERSHIP

PUBLIC
PRIVATE
BOTH

PUBLIC ACQUISITION
IN PROCESS
BEING CONSIDERED

STATUS

X OCCUPIED
UNOCCUPIED
WORK IN PROGRESS
ACCESSIBLE
YES: RESTRICTED
YES: UNRESTRICTED
NO

PRESENT USE

AGRICULTURE
COMMERCIAL
EDUCATIONAL
ENTERTAINMENT
GOVERNMENT
INDUSTRIAL
MILITARY
TRANSPORTATION
OTHER:

4 OWNER OF PROPERTY

NAME: Mr. W. P. Houwen, National Railroad Passenger Corporation

STREET & NUMBER: 1617 J. F. Kennedy Boulevard

CITY, TOWN: Philadelphia

VICINITY OF: Mercer County Courthouse

STATE: Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Mercer County Courthouse

STREET & NUMBER: Trenton

CITY, TOWN: Trenton

STATE: New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Historic American Engineering Record Inventory

DATE: 1977

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS: Office of Archeology and Historic Preservation

CITY, TOWN: Washington

STATE: D.C.
DESCRIPTION

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DESCRIPTION
The railroad bridge across the Delaware River at Trenton, New Jersey is an excellent example of the monumental stone arch bridges erected by the Pennsylvania Railroad Company at the turn of the century as a result of their coordinated bridge improvement program.

In the last quarter of the 19th century railroad bridge failures increased significantly. Probably the result of the heavier train engines being developed railroad companies grew suspicious of metal bridge construction.

Consequently, these companies began seeking a more dependable bridge building material. From the aspect of design and engineering the result was conventional—the use of an ancient form, the semicircular stone arch—but it reflected the enormous wealth and monumentality of the empires which built them.

The Pennsylvania Railroad probably undertook the most ambitious stone masonry bridge building program in the United States. Starting in 1887 with the Johnstown, Pennsylvania bridge, which by withstanding the ravages of the disastrous flood two years later and thereby convincing advocates and skeptics alike of the strength of stone arch bridges, the Railroad constructed stone bridges for two decades.

By the time the improvement program was completed, the line had erected some of the longest stone bridges ever built.

Built by the Pennsylvania Railroad and designed by William H. Brown, the longest stone arch rail bridge in the world is the Rockville Bridge (1901) across the Susquehanna, just north of Harrisburg, Pennsylvania. Certainly of lesser scale, the Trenton bridge, also designed by Brown, is the only operating stone arch railway bridge across the Delaware River in New Jersey. It is, further, the second longest stone railroad bridge in the state (New Brunswick Viaduct is the longest with 21 spans.)

Costing some $3 1/2 million to construct in 1903 (bridge—$1 million, approaches—$2 1/2 million) this stone arch bridge “said to be the only one in the world, with the exception of the one at New Brunswick, where four tracks run parallel “eliminated two bad curves and cut off some twenty minutes of travel time to Philadelphia when completed” (New York Times, August 23, 1903).
MAJOR BIBLIOGRAPHICAL REFERENCES

(p.11) col. 3


Railway Age. March 20, 1903.


GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY

UTM REFERENCES

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VERBAL BOUNDARY DESCRIPTION

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

<table>
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FORM PREPARED BY

NAME/TITLE: Terry Karschner, Historian-Curator

ORGANIZATION: Office of Historic Preservation, Dept. of Environmental Protection

DATE: April, 1977

STREET & NUMBER: 109 West State Street

TELEPHONE: (609) 292-2028

CITY OR TOWN: Trenton, New Jersey

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE X LOCAL ___

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.

DEPUTY COMMISSIONER, N.J. Dept. Environmental Protection

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: Lynn A. Keppe

KEEPR OF THE NATIONAL REGISTER

CERTIFICATION

DATE: 11-27-78

ED WEINTRAUB

DEPUTY COMMISSIONER, N.J. Dept. Environmental Protection

DATE: 6-6-79

ATTEST: Lynn A. Keppe

CITY OR TOWN: Trenton, New Jersey
Plowden, David, Bridges: Spans of North America, New York, 1974 (p. 31).
Addenda.

The boundaries of the Pennsylvania Railroad Bridge are delineated to include, in addition to the arches over the Delaware River, the arches and abutment walls on Mill Street on the Pennsylvania side and Route 29 North and South on the New Jersey side.

Beginning at a point along the curb of Mill Street (Pennsylvania), 30 feet north of the wall of the bridge proceed 20 feet west parallel to the bridge. Thence, proceed south 120 feet parallel to Mill Street. Thence, proceed east parallel to the bridges to the New Jersey bank. Thence, proceed past the arch over Route 29 South and the arch over Route 29 North to a point 20 feet east of the east curb of Route 29 North. Thence, proceed North 120 feet (parallel to this curb). Thence, proceed west parallel to the bridge to the point of beginning.

T. Karschner
5/1979
Property: Pennsylvania Railroad Bridge

State: NJ

Working Number: 2.14.79, 3/18

Ref #: 79001502

TECHNICAL

Photos: 2
Maps: 1

Called SHPO for VBD - HOLD 4/19/79 J.E.T.

Additional information received. Although local historical context not developed, bridge is clearly significant as part of major maintenance improvement & construction program undertaken by the RR company to

ARCHITECTURAL HISTORIAN

ACCEPT

OK 2.15.79

ARBCEOLOGIST

OTHER

"Only stone arch railroad bridge across the Delaware River in New Jersey." It retains its structural integrity with virtually no alteration, regionally significant in context of engineering. Jon Jackson

REVIEW UNIT CHIEF

On basis of above review — accept

HAER

HAER Inventory

REVIEW UNIT CHIEF

Branch Chief

Keeper

National Register Write-up: 7-3-79
Send-back: Re-submit: 

United States Department of the Interior - Heritage Conservation and Recreation Service

Re-submit Entered: JUN 5 1979
NAME OF PROPERTY: PA RR Bridge
STATE: NJ/PA

Date Information Requested/Date Put in "Hold" Drawer: 4-19-79

Date to Be Pulled from "Hold" Drawer: 5-19-79 (30 Days from Date Requested)

Information Requested From: Terry Karshner, SHPO

Information Requested/Reason Nomination Is Being Held: VBD

5/23 - in mail

- will call a.m. 5/24

5/24 - in mail. SUSPENSE - NLT COB FRI JUN 1

Reviewer: Joe Turner
April 19, 1979

SUBJECT: Pennsylvania Railroad Bridge - U.G. Bridge #0.33
(File: Br. #0.33 - WGJ)

Mr. Ed Weintraub
State Historic Preservation Officer
Office of Historic Preservation
Box 1026
Harrisburg, PA 17120

Dear Mr. Weintraub:

This will acknowledge receipt of your letter of April 3, 1979 informing us that our property will be considered by the State Review Board for nomination to the National Register of Historic Places and requesting any comments we may have concerning this action.

Since we are unaware of all restrictions that may be imposed upon our Corporation which could restrain or otherwise limit us in the development of any future plans we may have for this structure, we respectively request that this property not be nominated at this time.

Very truly yours,

(Signed) J. T. Sullivan

J. T. Sullivan, P.E.
Chief Engineer -
Design & Construction

19th Floor - (215) 893-6106
July 23, 1979

SUBJECT: 663 & H32-NR  
(File: BR. #0.33 - WGJ)

Mr. Charles A. Herrington  
Acting Keeper of the National Register  
Heritage Conservation and Recreation Services  
Department of the Interior  
Pension Building  
440 G Street, N.W.  
Washington, DC  20243

ATTENTION: NOM

Dear Mr. Herrington:

This refers to your letter dated July 9, 1979 clarifying the location of Conrail's property which has been nominated for listing in the National Register of Historic Places per Dr. Murtagh's letter of June 18, 1979.

I am attaching for your information a copy of my letter to Mr. Ed Weintraub dated April 19, 1979 in response to a similar inquiry from the Commonwealth of Pennsylvania.

As indicated in that letter, we prefer not to have our property nominated since such listing may severly restrict us from implementing any future plans we may have for this particular structure.

Very truly yours,

J. T. Sullivan, P.E.  
Chief Engineer -  
Design & Construction

19th Floor - (215) 893-6106
ENTRIES IN THE NATIONAL REGISTER
NEW JERSEY

Date Entered JUN 6 1979

Name

Reaction Motors Rocket Test Facility

Pennsylvania Railroad Bridge

Location

Franklin Lakes
Bergen County

Trenton
Mercer County
also in
Morrisville
Bucks County, PA

Also Notified

Mr. Ed Weintraub, SHPO, PA
Honorable Harrison A. Williams, Jr.

Honorable Bill Bradley
Honorable Andrew Maguire
Honorable Frank Thompson, Jr.
Honorable Richard S. Schweiker
Honorable H. John Heinz, III
Honorable Peter H. Kostmayer

State Historic Preservation Officer
Mr. Daniel J. O'Hern
Commissioner
Department of Environmental Protection
P.O. Box 1420
Trenton, New Jersey 08625

For further information, please call the National Register at (202)343-6401.