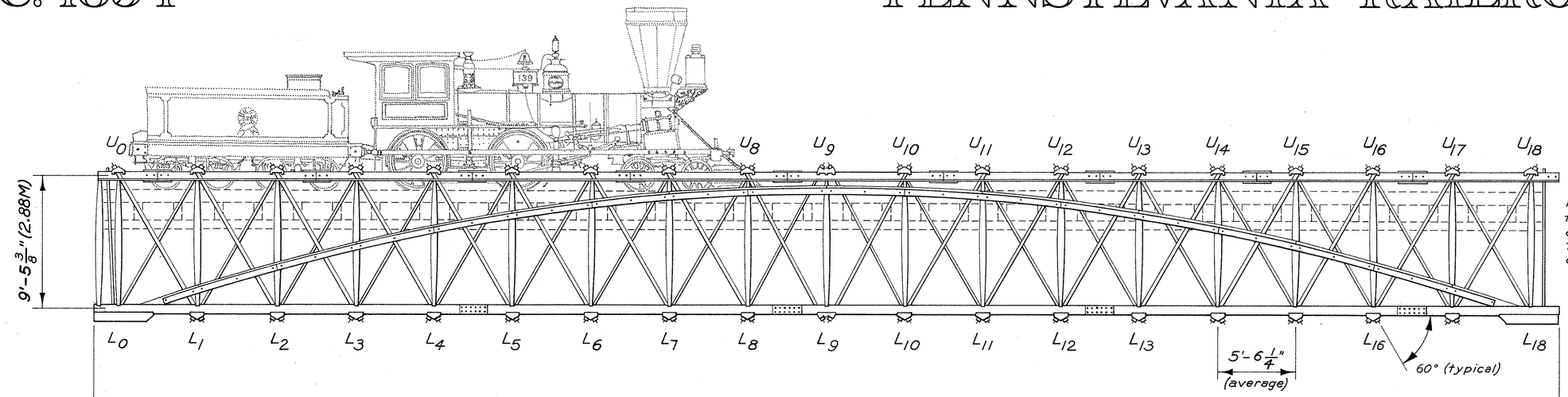
TRIM LINE

HAUPT TRUSS BRIDGE

C. 1854 PENNSYLVANIA RAILROAD



Probable railroad rail floor beams of the original half-through truss indicated with dashed lines.

This recording project is part of the Historic American Engineering Record (HAER), National Park Service. It is a long-range program to document historically significant engineering and industrial works in the United States.

The Cast-and Wrought-Iron Bridges Recording Project was co-sponsored in 1991 by the Historic American Engineering Record and the West Virginia University Institute for the History of Technology and Industrial Archaeology. Fieldwork, measured drawings, historical reports, and photographs were prepared under the general direction of Dr. Robert J. Kapsch, Chief, HABS/HAER; Eric N. DeLony, Chief and Principal Architect, HAER; Emory Kemp, Director, Institute for the History of Technology and Industrial Archaeology; and Dean Herrin, HAER Staff Historian.

The recording team consisted of Christine Ussler, (Architecture Faculty, Lehigh University) Architect and Field Supervisor; Christine Theodoropoulos, (Architecture Faculty, California State Polytechnic University, Pomona) Engineer; Wayne Chang (University of Notre Dame), Monika Korsós (Technical University of Budapest, Hungary, US/ICOMOS), Architectural Technicians; Robert W. Hadlow (Washington State University), William Chamberlin, P.E., Historians; and Joseph E.B. Elliott (Muhlenberg College), Photographer.

Documentation of this bridge began in 1985 with the historical report contributed by Victor C. Darnell. Field measurements were taken by Eric DeLony and Richard K. Anderson Jr., HAER Staff Architects.

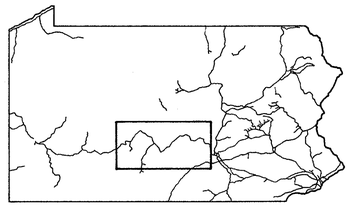
Scale: 1/4" = 1'-0" (1:48)

0 5 10 20 30 Feet

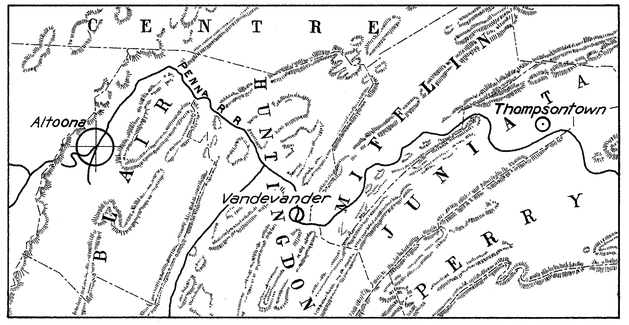
0 1 2 3 4 5 6 7 8 9 Meters

The Pennsylvania Railroad Haupt Truss Bridge was one of a series of experimental bridges designed by Herman Haupt, chief engineer of the Pennsylvania Railroad from ca. 1848 to 1856. As originally erected in Vandevander, PA, ca. 1854, the iron structure was part of five sequential half – through spans consisting of three trusses carrying two rail lines. One span was moved to Thompsontown in 1889 where it remained in service until 1984 when it was placed in the exhibition yard of the Railroaders' Memorial Museum in Altoona.

The 102 – foot long 18-panel Pratt trusses were fabricated by the PRR in Altoona of cast-iron web posts and top chords, wrought-iron diagonal braces and bottom chord bars. Each truss was connected to an arch pair consisting of cast-iron segments. Haupt proposed that arches be added to strengthen existing truss bridges and incorporated variations on arch – truss combinations in his bridge designs. This is a typical example of his work.



State Railroad Map ca. 1860



Scale: 1" = 10 miles

0 10 20 Miles

0 10 20 30 Kms

Based on Barnes' Railroad Canal and County Map of Pennsylvania, New Jersey and Adjoining States (Philadelphia, 1865)

DELINEATED BY: Christine Theodoropoulos, 1991

CAST- & WROUGHT-IRON BRIDGES RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

HAUPT TRUSS BRIDGE, c. 1854
1300 NINTH AVENUE, RAILROADERS' MEMORIAL MUSEUM
BLAIR COUNTY
ALTOONA
PENNSYLVANIA

SHEET 1 of 1

HISTORIC AMERICAN ENGINEERING RECORD PA-207

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