

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM — PHOTO/SITE PLAN SHEET

89A

Pennsylvania Historical and Museum Commission

Bureau of Historic Preservation

Box 1026, Harrisburg, PA 17108-1026

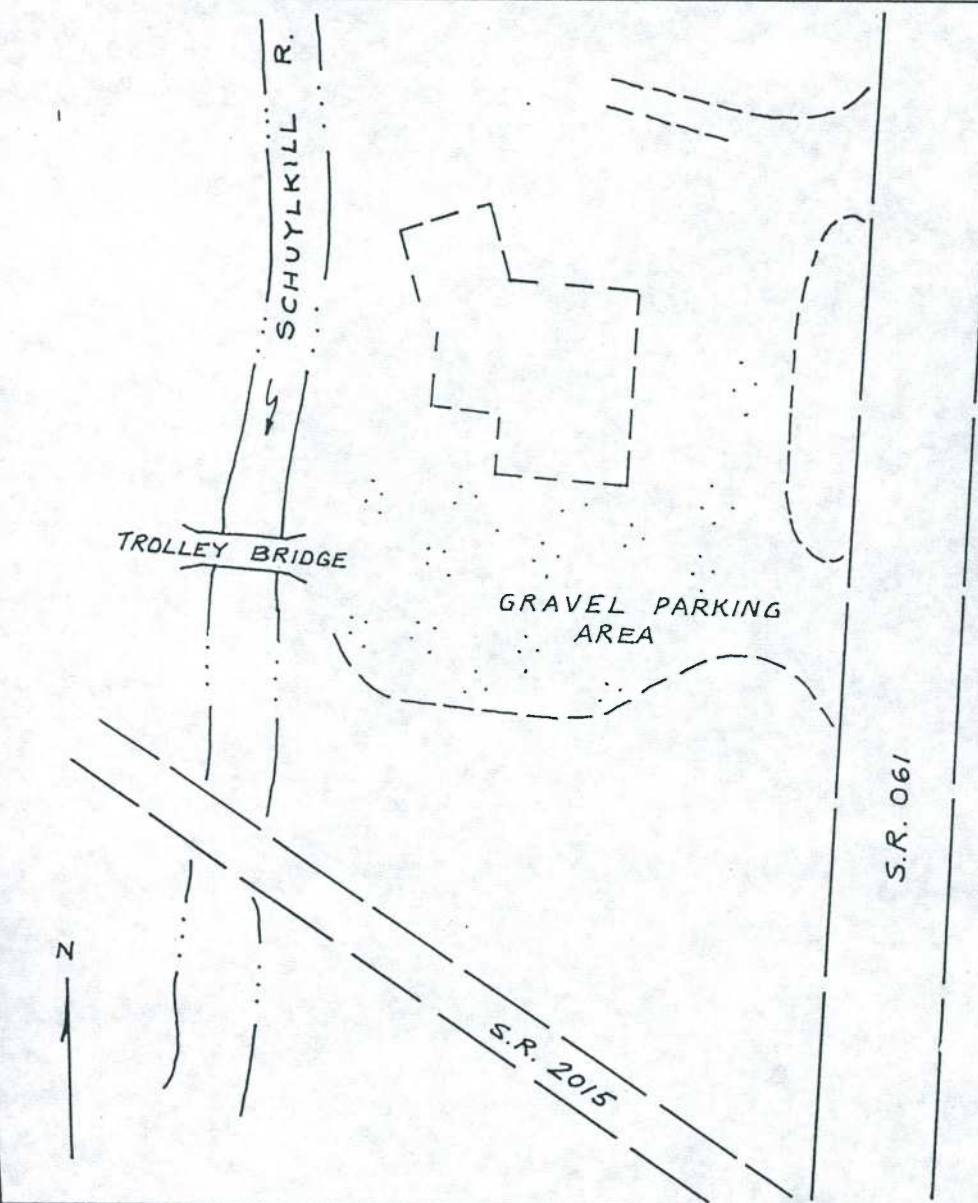
Survey Code/Tax Parcel/Other No.: unknown County: Schuylkill

Municipality: North Manheim Township Address: just northwest of intersection of S.R. 2015 and S.R. 0061 at Schuylkill River

Historic Name/Other Name: Schuylkill Electric Railway Bridge (12)

SITE PLAN

PHOTO INFORMATION



Attach Photo Here



Number	Description of View	Direction of Camera
_____	View looking north toward bridge.	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Photographer Name: Connie Torbeck Date: 7/94
 Negative Location: CHRS, Inc. North Wales, PA

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

Bureau for Historic Preservation
 Pennsylvania Historical and Museum Commission
 Box 1026, Harrisburg, Pennsylvania 17108-1026

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel Number: unknown
 County: 1. Schuylkill (107) 2. _____
 Municipality: 1. North Manheim Township 2. _____
 Address: just northwest of the intersection of S.R. 2015 and S.R. 0061
 crossing the Schuylkill River

Historic Name:

Other Name: Schuylkill Electric Railway Bridge (12)
 Owner Name/Address: Schuylkill County Municipal Authority
 221 South Centre Street
 Pottsville, PA 17901
 Owner Category: Private xx Public-Local Public-State
 Public-Federal

Resource Category: Building District Site xxStructure Object
 Number/Approx. Number of Resources covered by this form: 1
 USGS Quad: Pottsville, PA
 UTM References: 4502940 N 399780 E Zone 18

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category	Subcategory	Code
A. Transportation	rail-related	16-A

B.
 C.
 D.

Particular Type A. electric trolley bridge
 B.
 C.

Current Function Category	Subcategory	Code
A. Vacant/Not In Use		98

B.
 C.

PHYSICAL DESCRIPTION

Architectural Classification	A. Bowstring arch metal truss
B.	C.
D.	Other:

Exterior Materials: Steel (56)

Roof: N/A

Walls: N/A

Other:

Foundation: Unknown

Structural System: metal truss

Width: approx. 75'

Depth: approx. 15'

Stories/Height: N/A

Schuylkill

North Manheim Township
 Schuylkill Elec. RR Bridge

Just northwest of the
 intersection of S.R. 2015 and S.R. 0061

CONTINUATION SHEET

Sheet 1 of 2

Pennsylvania Historic Resource Survey Form Resource Name: S.E.R. Bridge

ARCHITECTURAL DESCRIPTION

The Schuylkill Electric Railway Bridge is located just northwest of the intersection of S.R. 2015 and S.R. 0061 in North Manheim Township, Schuylkill County, Pennsylvania. The bridge spans the Schuylkill River. The bridge is owned by the Schuylkill County Municipal Authority whose address is listed as 221 South Centre Street, Pottsville, Pennsylvania 17901. The tax parcel number for this property is unknown, but it crosses from the east side of the Schuylkill River from tax parcel 18-1-8.

The single span bowstring arch metal truss bridge is approximately seventy-five feet in length and twelve to fifteen feet wide. The abutments are not visible due to heavy vegetation on both sides of the river. The roadway or decking has been removed to expose the steel floor beam. The top chord and the diagonals are all constructed of steel. A modern metal water main (associated with the Schuylkill County Municipal Authority) travels the length of the bridge.

HISTORICAL SIGNIFICANCE

The Schuylkill Electric Railway Bridge is a bowstring arch-truss bridge. This bridge type was most commonly constructed from about 1840 through the late nineteenth century. The bowstring arch-truss bridge has a tied arch with the diagonals serving as bracing and the verticals supporting the deck. Commonly, the length of bowstring arch-truss bridges varied from approximately 75 to 175 feet.

The Schuylkill Electric Railway Bridge does not meet the criteria of eligibility for listing on the National Register of Historic Places. The Schuylkill Electric Railway was owned by the Eastern Pennsylvania Railway. The railway was constructed on the towpath of the Schuylkill Navigation Canal in the early 1890s (Schuylkill County Civic Club 1963:43; Rinker 1991:16). As with most trolley companies, the Schuylkill Electric Railway was a short lived concern. By September of 1932 the operation of the trolley line had come to an end, and the railway tracks were removed (Schuylkill County Civic Club 1963:59-60). Other than the bridge, little evidence of the trolley line remains, although road repair work completed after the winter of 1993-94 uncovered a few buried rails along Main Street in the Borough of Schuylkill Haven (pers. comm. Douglas R. Satterfield 1994).

Presently, the bridge is barely visible from either S.R. 0061 or S.R. 2015. Access to the bridge from the east bank of the Schuylkill River is from the parking lot of Johnson's Tires, an adjacent commercial property. Access to the bridge on the west bank is via a driveway from a modern commercial property. Much of the bridge is obscured by heavy foliage growing on and around the structure. The overall historical association and feeling has been severely compromised by the destruction of the original trolley line with which this bridge was linked. There are no extant tracks leading up to or away from the bridge, resulting in the isolation of the structure. The original decking of the bridge has been removed and today a modern water pipe is placed across the floor beams. Due to a lack of integrity, this structure is not eligible for listing on the National Register of Historic Places.

CONTINUATION SHEET

Sheet 2 of 2

Pennsylvania Historic Resource Survey Form Resource Name: S.E.R. Bridge

BIBLIOGRAPHY

Beers, F. W.

1875 *County Atlas of Schuylkill County, Pennsylvania.* F.W. Beers & Co., New York

Commonwealth of Pennsylvania, Department of Highways

1950 *Construction Plans for Construction by State Highway and Bridge Authority and
Condemnation of Right-of-Way of Routes Number 140, 417, 53099, 53089 in
Schuylkill County.*

Historical Society of Schuylkill County

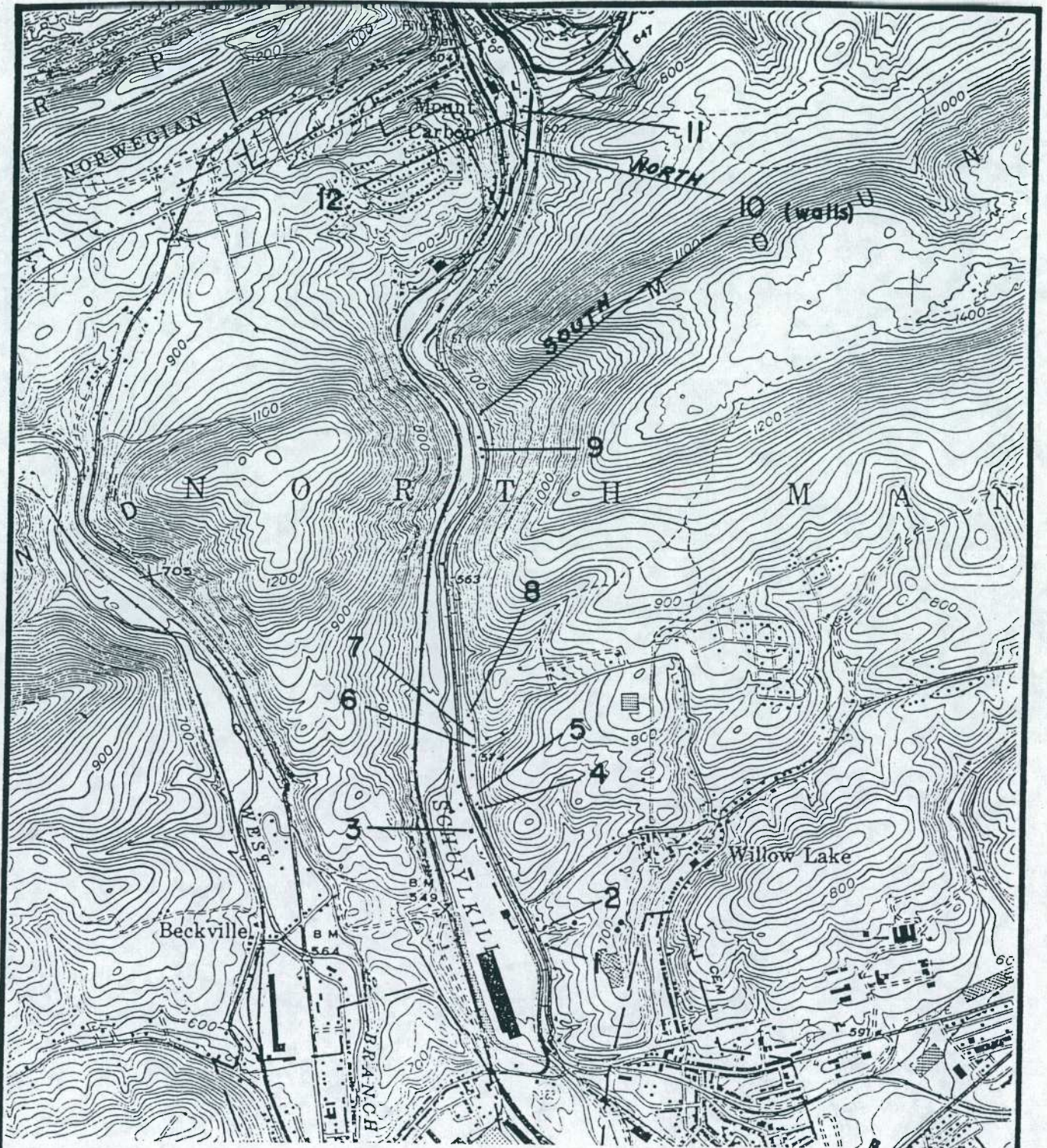
1963 *Early Transportation in Schuylkill County.* Seiders Printing. Pottsville, PA.

Rinker, H.L.

1991 *The Schuylkill Navigation: A Photographic History.* Canal Captain's Press, Berkeley Heights, NJ.

United States Geological Survey

1976 *Pottsville Quadrangle 7.5 Minute Series.* Photo Revised 1968 and 1976



Prepared by CHRS, Inc.

SOURCE - USGS QUAD. POTTSVILLE, PA. 1976

HISTORIC RESOURCE LOCATIONS

S.R. 061 09M ROADWAY IMPROVEMENTS

FIGURE 3

ADDITIONAL PHOTOGRAPHS



View looking from the east bank across to the west bank of the trolley bridge.
Note that the decking has been removed to expose the floor beams.

ADDITIONAL PHOTOGRAPHS



View looking west, of Schuylkill Electric Railway bridge.
The bridge is presently owned by the Schuylkill County Municipal Authority.



View of bridge, looking north.
Note the water pipe which the bridge carries across the Schuylkill River.

ADDITIONAL PHOTOGRAPHS

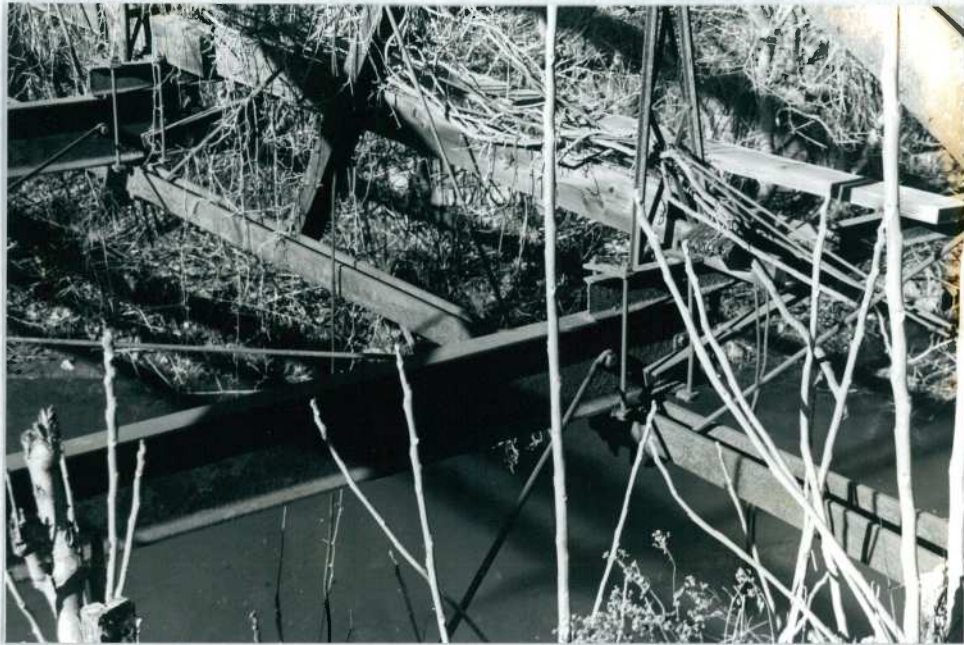


View of bridge, looking west.
The bridge has been without decking for several decades.
A pedestrian walkway was located on the north side of the bridge.



View of bridge, looking northwest.
Note truss and joints.

ADDITIONAL PHOTOGRAPHS



View of floor beams and stringers.



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

August 11, 1995

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 95-0083-107-C
Schuylkill County
S.R. 0061, Section 09M/13S
Road Improvement Project, North Manheim Township
Boundaries for Schuylkill Electric Railway Bridge

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.

The Bureau agrees with the boundaries selected for the Schuylkill Electric Railway Bridge.

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

Sincerely,

Kurt W. Carr, Chief
Division of Archaeology &
Protection

cc: Federal Highway Administration
B.A. McCoola, P.E., PDOT, Rm. 1009
C. Kula, PDOT, BEQ, Rm. 1009
KWC/smz

SINCE
1981



CHRS INC.
CULTURAL HERITAGE RESEARCH SERVICES INC.

ARCHAEOLOGY AND HISTORIC PRESERVATION

April 28, 1995

Bill Plumpton
Gannett Fleming
209 Senate Avenue
Camp Hill, PA 17011

Re: Schuylkill County
S.R. 0061, Section 09M
Roadway Improvement Project, North Manheim Township
Historic Resources Survey and
Determination of Eligibility Report
Response to PHMC Request for Additional Information

Dear Mr. Plumpton:

Enclosed please find a copy of our response to the comments received from the Pennsylvania Historical and Museum Commission in a letter dated March 14, 1995, and regarding the above named project. This response includes additional information and graphics related to the Schuylkill Electric Railway Bridge.

In response to comment # 1. In a letter dated November 1, 1994, the PHMC requested additional information regarding the history of the Schuylkill Electric Railway Bridge before a determination of eligibility could be made. CHRS responded by providing such information in a letter dated December 22, 1994. Upon receipt of this additional information, the PHMC determined that the Schuylkill Electric Railway Bridge is eligible for listing in the National Register of Historic Places under Criterion C, and requested that a National Register Boundary be developed for the property. The National Register Boundary for this property was developed as follows.

The proposed National Register Boundary for the Schuylkill Electric Railway Bridge encompasses the metal truss section and stone abutments of the bridge. The boundary forms a rectangular shape around the bridge and measures approximately 4.5 meters (15 feet) in width, and approximately 23 meters (75 feet) in length. The boundary was written following guidelines set forth in the *National Register Bulletin 21*, "How to Establish Boundaries for National Register Properties" (NPS 1987).

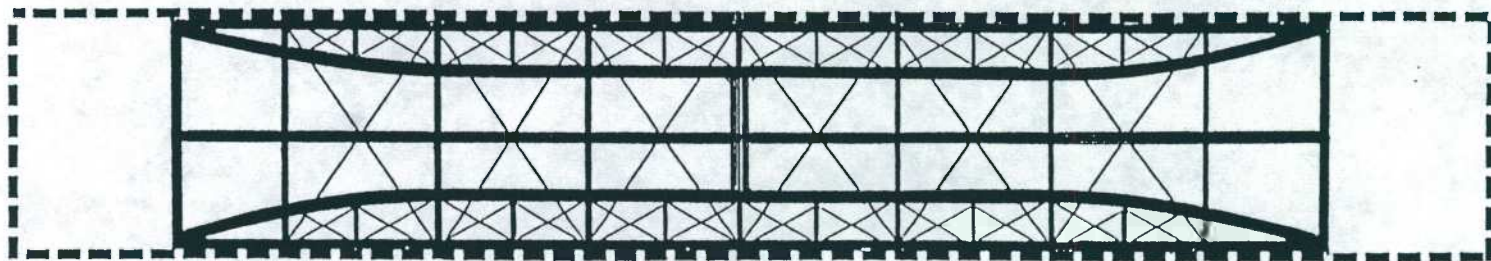
Please forward this information through the appropriate channels. If any further information is required please contact me.

Sincerely,

Connie Torbeck

Connie Torbeck
Preservation Specialist

encl:



0 30.4 meters
0 100 feet

--- NATIONAL REGISTER BOUNDARY

NATIONAL REGISTER BOUNDARY FOR "SCHUYLKILL ELECTRIC RAILWAY BRIDGE"

S.R. 061 09M ROADWAY IMPROVEMENTS

FIGURE



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

March 14, 1995

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 95-0083-107-B
Schuylkill County
S.R. 0061, Section 09M/13S
Roadway Improvement Project, North Manheim Township
Additional Information for Historic Structures Survey

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:

1. Schuylkill Electric Railway Bridge, North Manheim Twp., Schuylkill County: This structure is a rare and important bridge type with high integrity. Bowstring bridges are very rare and even with the loss of the decking this structure meets National Register criterion C for its engineering significance. Please develop boundaries for this resource.

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:

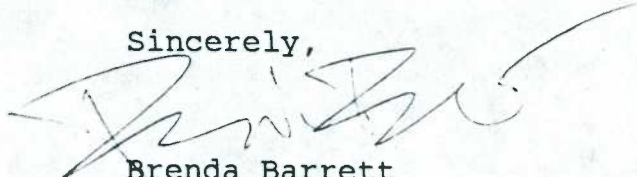
2. James & Carol Orlosky Property, North Manheim Twp., Schuylkill County: This structure is not historically or architecturally significant.

The Bureau agrees with the boundaries selected for Seven Stars Inn, North Manheim Township, Schuylkill County, a property previously determined eligible for the National Register of Historic Places.

Page 2
W. Kober
March 14, 1995

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

Sincerely,

A handwritten signature in dark ink, appearing to read 'Brenda Barrett', with a long, sweeping flourish extending to the right.

Brenda Barrett
Director

cc: Federal Highway Administration
J.J. Faiella, P.E., PDOT, Rm. 1112
B.A. McCoola, P.E., PDOT, Rm. 1009
Bob Keller, Dept. of Transportation, District 5-0
BB/snz

SINCE
1981



CHRS INC.
CULTURAL HERITAGE RESEARCH SERVICES INC.

ARCHAEOLOGY AND HISTORIC PRESERVATION

December 22, 1994

Bill Plumpton
Gannett Fleming
209 Senate Avenue
Camp Hill, PA 17011

Re: Schuylkill County
S.R. 0061, Section 09M
Roadway Improvement Project, North Manheim Township
Historic Resources Survey and
Determination of Eligibility Report
Response to PHMC comments & Request for Additional Information

Dear Mr. Plumpton:

Enclosed please find a copy of our response to the comments received from the Pennsylvania Historical and Museum Commission in a letter dated November 1, 1994, regarding the above named project. This response contains additional information, graphics and photographs related to the Seven Stars Inn, the Schuylkill Electric Railway Bridge and the James & Carol A. Orlosky Property.

In response to comment # 1: CHRS recommended that the Seven Stars Inn is not eligible for listing in the National Register of Historic Places. The Inn has undergone modern alterations, including the addition of an expansive modern porch across the front facade, modern rear additions, and installment of modern doors. Original architectural elements, including the chimney stacks and the wood cornice, have been removed. The interior space of the Seven Stars Inn has been divided into five individual apartments, and does not reflect its original use.

The PHMC determined that the Seven Stars Inn is eligible for listing in the National Register of Historic Places under Criterion A, and requested that National Register boundaries be developed for the property. The National Register Boundary for this property has been developed as follows. The proposed National Register boundary for the Seven Stars Inn follows the tax parcel boundary, and includes 0.25 hectares (0.6 acres). The National Register boundary includes all of the features historically associated with the property, including the main house and a summer kitchen. The proposed boundary is bordered by Seven Stars Road (T-694) to the east, S.R. 0061 to the west, and residential properties to the north and south. Graphics which illustrate the proposed National Register boundary for the Seven Stars Inn are appended at the end of this response. This boundary was prepared in accordance with guidelines set forth in *National Register Bulletin Number 21, "How to Establish Boundaries for*

National Register Properties," (National Park Service 1987). The PHMC also stated that this property may be eligible under Criterion D. A PCRRF prepared for this project has indicated that the landscape is disturbed on this property within the project limits. Further archaeological investigation on this property, outside the project limits, is not anticipated.

In response to comment # 11: CHRS recommended that the Schuylkill Electric Railway Bridge is not eligible for listing in the National Register of Historic Places. The overall historical association and feeling of the bridge has been severely compromised by the destruction of the original trolley line with which the structure was linked. There are no extant tracks leading up to or away from the bridge, resulting in the isolation of the structure. In addition, the decking of the bridge is no longer extant.

Additional information regarding the history of the Schuylkill Electric Railway and the Schuylkill Electric Railway Bridge was requested by the PHMC. A discussion on the historical background of the railway, its period of operation and its state of preservation follows. Further discussion of the history and state of preservation of the railway can be found on page 10 of the Historic Resource Survey and Determination of Eligibility Report. A map illustrating the route of the Schuylkill Electric Railway is appended at the end of this response. Also included are additional photographs of the Schuylkill Electric Railway Bridge with details of the truss and joints.

Trolley service in Pottsville began with the incorporation of the People's Railway in 1865. However, construction of this "horse railway" did not begin until 1871. Regular service began in 1872, and ran down Centre Street from Mount Carbon to Fishbach (Gordon 1990). The routes of the railway expanded throughout Pottsville and to nearby Minersville.

The Schuylkill Electric Railway Company was chartered on October 5, 1889. The new electric railway leased the tracks running down Centre Street which were no longer used by the People's Railway. One of the conditions of the lease provided for future extensions to nearby towns around Pottsville, including Palo Alto, Port Carbon, and Tumbling Run (Gordon 1990).

The bowstring arch truss bridge which crosses the Schuylkill River south of Pottsville at Mt. Carbon lies within the Schuylkill Haven Branch of the Schuylkill Electric Railway. Surveys for the Schuylkill Haven extension were undertaken by company surveyor, J.W. Geary, Jr., in July of 1895. The course of the Schuylkill Haven extension was set to exit Pottsville from South Centre and Mauch Chunk Streets and would then run "through the center of the Centre Pike, along the side of the hill below the Mansion House, thence through the lower archway, south through the McWilliams property and along a stretch of vacant land of the P & R Co. It would then continue west of the 'black Bridge,' down the river side to Cape Horn, where the towpath would be taken as much as possible until the Centre Pike was reached and then on to Schuylkill Haven where it would come down Dock St. through Spring Garden to Front Street" (Gordon 1990). The "lower archway" refers to a concrete structure which allowed the trolley to pass under the tracks of the Philadelphia and Reading railroad. Trolley cars passed through the lower archway and then onto the bridge. The upper archway was (and still is) used by automobiles.

The work for this section of the trolley line was contracted to T.H. Connell. After several delays, the first half mile of track for the Schuylkill Haven branch was laid on November 19, 1896. By January of 1897 two miles of track had been laid and the roadbed for the rest of the line was partially built (Gordon 1990).

William A. Cochran served as engineer in the construction of three bridges which were to be erected between Pottsville and Schuylkill Haven (Gordon 1990). These bridges were located at Mt. Carbon, Cape Horn and Seven Stars. The Mount Carbon bridge is the only one of these bridges which survives.

Fabrication of the steelwork for these bridges was completed by the Pottsville Bridge Works in Fishbach (a neighborhood in northeast Pottsville). The bridge works was operated by the Pottsville Iron and Steel Company on Peacock Street. According to an 1886 mill catalogue, the mill fabricated roof trusses, columns and girders. Annual capacity of the Pottsville Bridge Works was listed as 7500 long tons for the years 1894, 1896, and 1898. The Pottsville Iron and Steel Company was in operation from 1891-1900, when the shop was leased by the Berlin Construction Company (Darnell 1984).

The increasing popularity of the automobile eventually made the trolley obsolete, and the trolley ran from Pottsville to Schuylkill Haven for the last time on August 23, 1932. By September salvage crews were beginning to remove the tracks. (Historical Society of Schuylkill County 1963). Any remaining tracks have been concealed by subsequent road paving. Repair work after the winter of 1993-1994 did reveal one section of buried track in the borough of Schuylkill Haven (personal communication Douglas R. Satterfield 1994).

In response to comment # 12. CHRS recommended that the Orlosky Property is not eligible for listing in the National Register of Historic Places. The present frame structure on the property appears to date to the late nineteenth century, and does not appear to have any direct association with the Schuylkill Navigation Canal. The house is not representative of any particular style, and the integrity of the house has been compromised by heavy modern alterations.

Additional information regarding the history of the Orlosky property and its relation to the Schuylkill Navigation Canal was requested by the PHMC. A discussion of the history of the property follows. As requested, copies of the historic maps referenced in the historic resource form for this property are appended at the end of this response. The 1875 map is also illustrated as figure # 2 on page 10 of the Historic Resources Survey and Determination of Eligibility Report.

The Orlosky property is situated adjacent to what was known as the Waterloo level of the Schuylkill Navigation Canal. A late nineteenth century, single family residence, a springhouse, the foundation ruins of a possible canal locktender's house and a portion of what appears to be a stone retaining wall are extant on the property.

The present Orlosky house appears to have been constructed during the late nineteenth century and was not extant during the time that the Schuylkill Navigation Canal was in operation. The house functioned as a farmhouse during the late nineteenth and early twentieth century and was not historically linked with the canal.

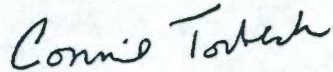
The stone foundation ruins which lie north of the house (and sit on the Orlosky property) appear to match the measurements and configuration of a building which is identified as a lock house on an 1864 map of the lands of the Schuylkill Navigation Company (Schopp 1864). No other buildings are shown on this map in the vicinity of the Orlosky property. This map is on file at the Pennsylvania State Archives, but was not immediately available for reproduction. The same house is shown on the historic blueprints (although not identified as such) which are appended at the end of this response.

The section of stone wall which stands west of the foundation ruins, also appears to match the configuration of the canal basin, directly in front of the locktender's house (See blueprints). The wall travels in a north-south direction, jogs to the west for a distance, and then continues north. This wall was likely constructed to prevent collapse of the adjacent slope. Whether the wall was constructed for the canal (in association with the canal basin), or subsequently could not be determined.

The Orlosky residence does not appear to have been historically linked with the Schuylkill Navigation Canal. The residence was constructed after the abandonment of the canal and was most likely utilized as a farmhouse during the late nineteenth and early twentieth centuries. The stone foundation ruins situated on the property appear to be associated with the Schuylkill Navigation Canal which traversed the west side of the property from 1825 to 1872 in the project area. The association of the wall is uncertain. A Phase I archaeological investigation is currently being conducted to determine the archaeological significance of the wall and ruins.

Please forward this information through the appropriate channels. If any further information is required please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Connie Torbeck".

Connie Torbeck
Preservation Specialist

encl:



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

November 1, 1994

Fred W. Bowser, Director
Bureau of Design
Department of Transportation
1118 Transportation & Safety Bldg.
Harrisburg, PA 17120

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 95-0083-107-A
Schuylkill County
S.R. 0061, Section 09M & 13S
Roadway Improvement Project, North Manheim Township
Historic Resources Survey and
Determination of Eligibility Report

Dear Mr. Bowser:

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 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 properties are eligible for listing in the National Register of Historic Places:

1. Seven Stars Inn, Seven Stars Rd., North Manheim Twp., Schuylkill County: This mid 19th century inn appears to have been locally significant in the transportation and commerce of the area during the mid to late 19th century and may have historical associations with the Schuylkill Navigation Canal. This resource meets National Register criterion A. Please develop boundaries for this property. This property maybe eligible under criterion D, however, an archaeological investigation must be completed before this evaluation can be made.

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. These properties are not historically or architecturally significant and many have suffered a loss of integrity.

2. Schuylkill Valley Railroad Retaining Wall, North Manheim Twp., Schuylkill County

Page 2
F. Bowser
Nov. 1, 1994

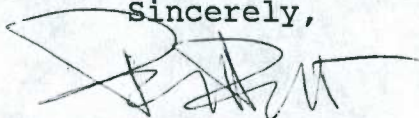
3. Elmer & Helen Johnson Property, North Manheim Twp., Schuylkill County
4. Jones Property, North Manheim Twp., Schuylkill County
5. Thomas Beveridge Property, North Manheim Twp., Schuylkill Co.
6. Richard & Betty Stevenosky Property, North Manheim Twp., Schuylkill County
7. Mike Sherer Property, North Manheim Twp., Schuylkill County
8. Albert L. Evans, Jr. Property, North Manheim Twp., Schuylkill County
9. Robert Hossler Property, North Manheim Twp., Schuylkill County
10. Jerome & Nancy Brensinger Property, North Manheim Twp., Schuylkill County

Because your request does not include sufficient information, we are unable to proceed with our review until the following information is provided.

11. Schuylkill Electric Railway Bridge, North Manheim Twp., Schuylkill County: This bridge is worthy of additional research. It appears to be a rare example of a bowstring tubular arch truss of which several 19th century truss bridge company's had patented designs. Two such companies were the King Iron and Manufacturing Company of Cleveland, Ohio and the Wrought Iron Bridge Company of Canton, Ohio. Please supply additional historical background on this structure, its date and place of manufacture. Please submit additional photographs of the bridge which include details of the truss and joints. Please supply additional historical background on the Schuylkill Electric Railway, its period of operation, maps of its route and information on its state of preservation.
12. James & Carol A. Orlosky Property, North Manheim Twp., Schuylkill County: Please supply copies of the historic maps referenced in the historic significance section of the historic resource form. Please supply additional historical background showing how this property related to the Schuylkill Navigation Canal and the significance of the property.

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: Federal Highway Administration
D. Suci Smith, PDOT, Bureau of Environmental Quality
Bob Keller, Dept. of Transportation, District 5-0
BB/smz