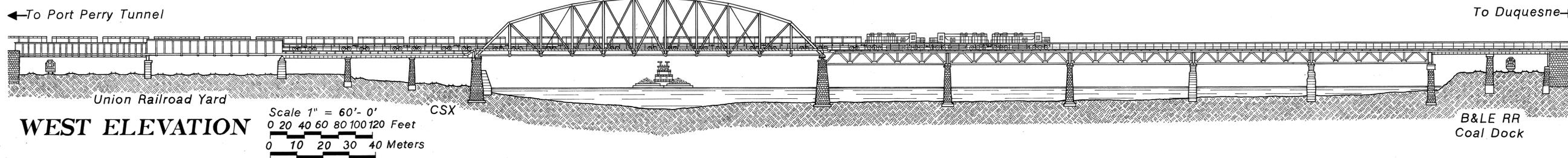
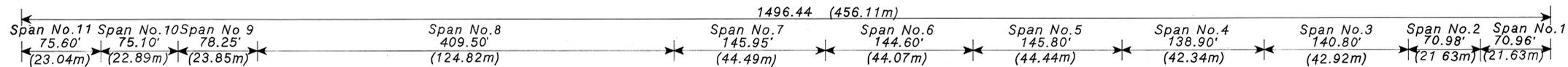




PORT PERRY BRIDGE

PORT PERRY ♦ 1903 ♦ PENNSYLVANIA

P.V. &
C.R.W.



Now an unpopulated bend on the Monongahela River, Port Perry is an important junction in the Pittsburgh rail network, being the crossroads of four railroads. The original Port Perry Bridge was built from 1872-77 by the Pennsylvania Railroad (PRR) to connect its Main Line to the Pittsburgh, Virginia and Charleston Railway (PV&C). Formed in 1867, the PV&C was built along the west bank of the Monongahela River, from the southside of Pittsburgh to the coal fields of the mid-Monongahela Valley, ending at West

Brownsville, PA. From the beginning, the PV&C was an important coal road, carrying coal and coke from mine to mill site. The PV&C Railway was formally leased to the PRR in 1879, was fully acquired in 1905, and operated as part of the PRR's Monongahela Division. Today the route is part of Conrail's Pittsburgh Division.

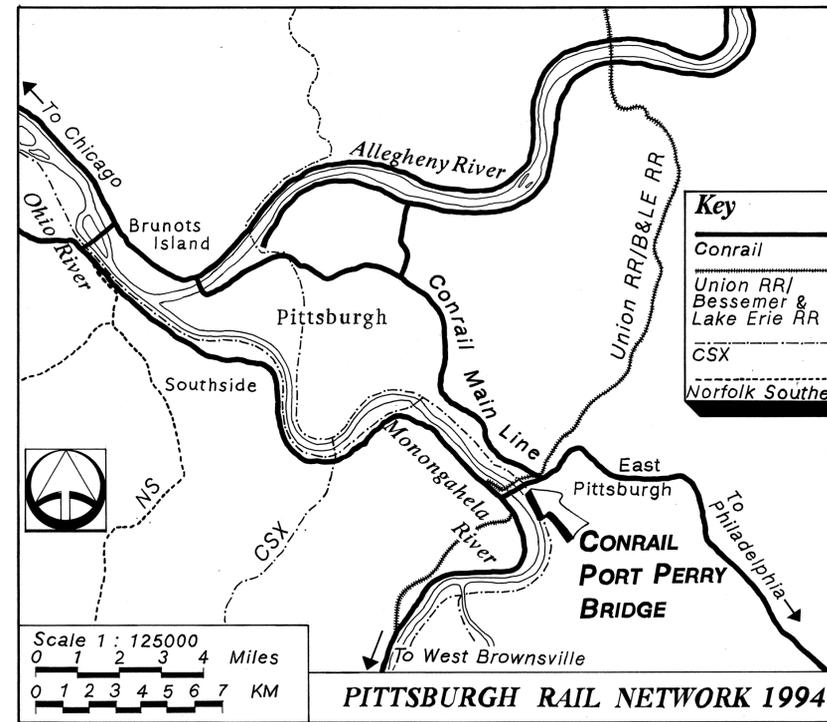
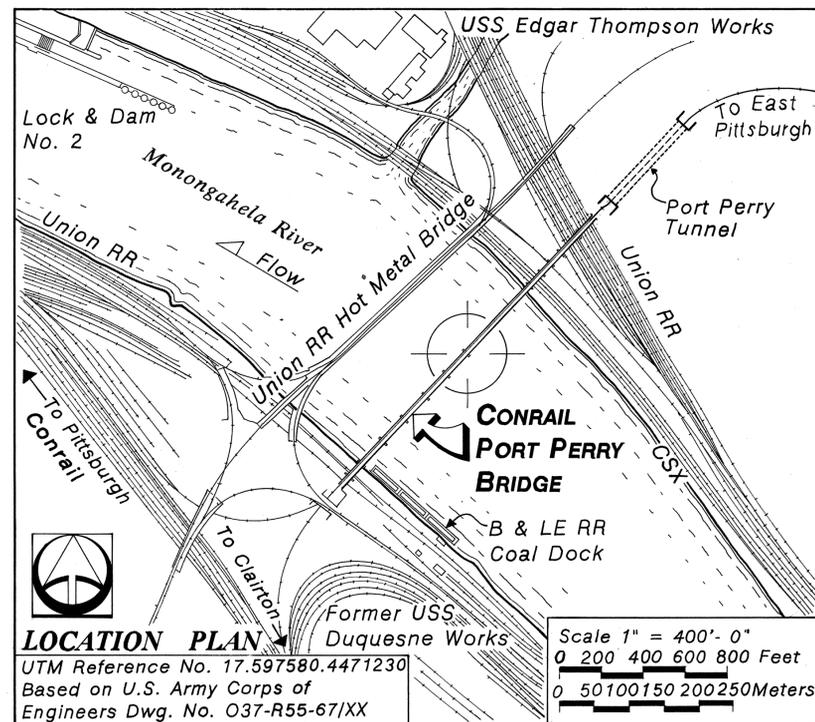
The field work, drawings, historical reports and photographs were prepared under the direction of Eric N. DeLony, Chief of HAER, and Dr. Dean Herrin, Project Leader. The recording team consisted of Christopher H. Marston, HAER Architect and Project Supervisor, Jonathan Gill (ICOMOS/ Ironbridge Institute, U.K.), and Sean T. Blaire (Cal Poly-San Luis Obispo), Architectural Technicians. Formal photography was done by Jet Lowe. Dr. Frances C. Robb served as project historian.

Although only four miles long, the Port Perry Branch provided an important link between the PV&C, which connected with the Panhandle Division for westbound traffic, and the Pennsylvania Main Line at East Pittsburgh. This connection allowed through freight to by-pass the congestion and limitations created by traveling the Main Line through the city of Pittsburgh.

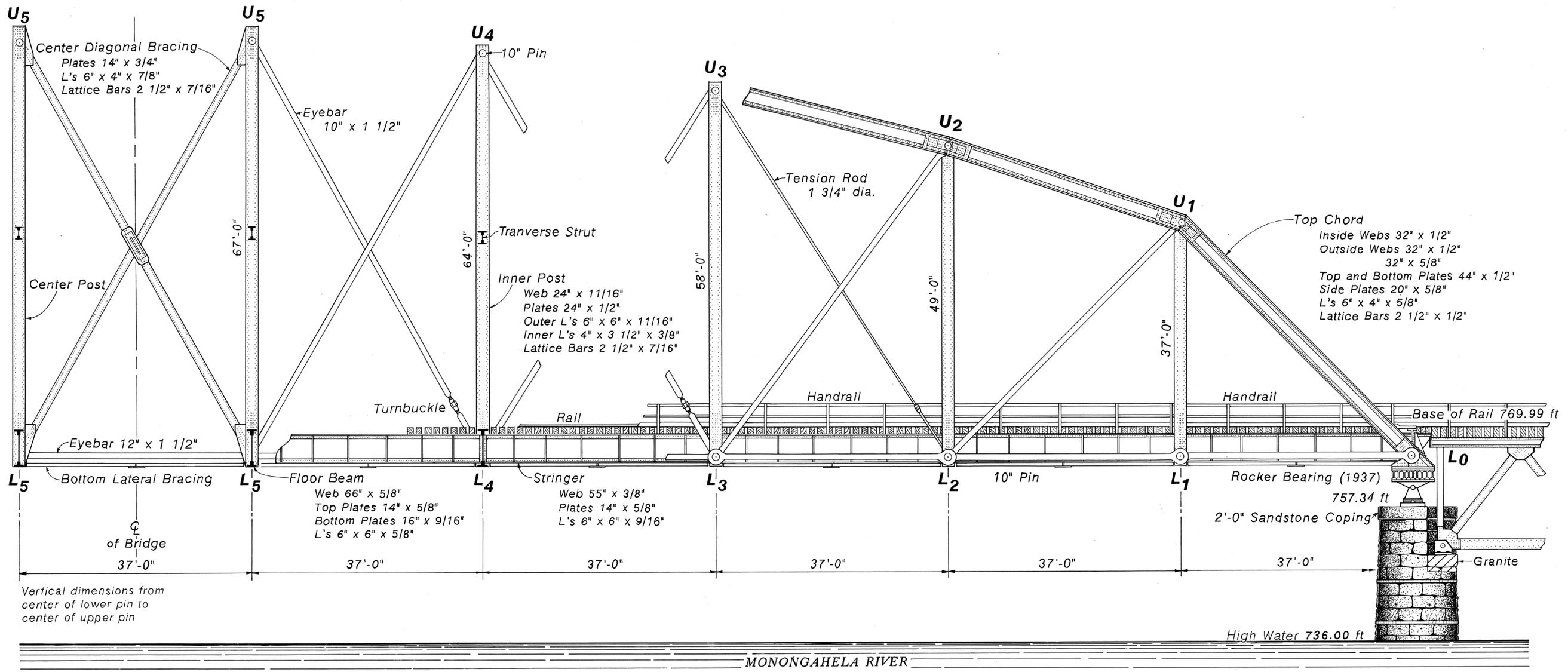
In 1902 the U.S. Army Corps of Engineers approved the permit for a new bridge at Port Perry. Set upon the original 1872 piers, the new bridge, a pin-connected, Parker through truss with Warren deck trusses, was designed by the Pennsylvania Railroad Engineering Division, under the supervision of William H. Brown, Chief Engineer.

Originally double-tracked, the bridge is composed of 11 sections with a total span of 1,496 feet. However, the 45.6' height above the normal pool level is one of the lowest on the upper Monongahela. With the planned changes in the Monongahela navigation system, the bridge's clearance will be too low, requiring modification. However, the Port Perry Bridge and the route of the original PV&C Railway remain a crucial link in Conrail's network. Conrail's new emphasis on running taller, double-stack container trains make the Port Perry Bridge a vital detour around the low clearances in the city of Pittsburgh.

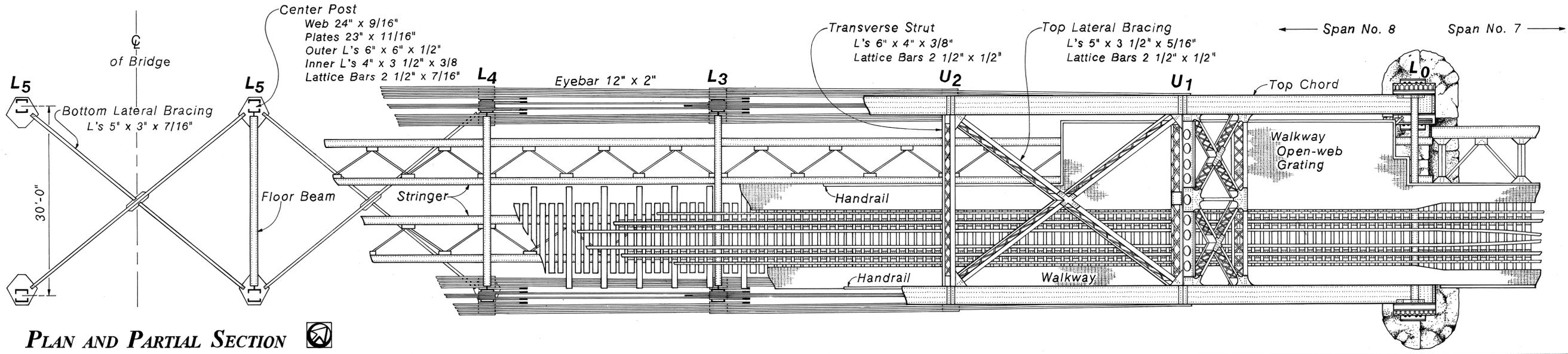
The Monongahela River Recording Project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering, industrial and transportation sites in the United States. A division of the National Park Service, U.S. Department of the Interior, the HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record, Dr. Robert J. Kapsch, Chief. Documentation of the Conrail Port Perry Bridge was sponsored by the U.S. Army Corps of Engineers, Pittsburgh District (Fraser Gensler, Conrad Weiser, Planning Division.) Assistance was provided by Conrail and the Union RR.



HISTORIC AMERICAN ENGINEERING RECORD PA 300
 SHEET 1 of 2
 PENNSYLVANIA
 CONRAIL PORT PERRY BRIDGE SPANNING THE MONONGAHELA ALLEGHENY COUNTY
 PORT PERRY
 DELINEATED BY: Jonathan Gill, 1994
 MONONGAHELA RIVER RECORDING PROJECT
 UNITED STATES DEPARTMENT OF THE INTERIOR
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SECTION / ELEVATION
 PARKER THROUGH TRUSS Span No. 8



PLAN AND PARTIAL SECTION

HISTORIC AMERICAN ENGINEERING RECORD
 PENNSYLVANIA PA 300
 SHEET 2 of 2
 CONRAIL PORT PERRY BRIDGE
 SPANNING THE MONONGAHELA RIVER
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