

# DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	JUN 13 1975
DATE ENTERED	AUG. 15 1975

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

### 1 NAME

HISTORIC

Rockville Bridge

AND/OR COMMON

0.5 mi S of Maryville over Susquehanna River

### 2 LOCATION

approximately 3 miles north of Harrisburg in Susquehanna Township,  
STREET & NUMBER Dauphin County, across the Susquehanna River, to Marysville, Perry  
County

CITY, TOWN

see above **MARYVILLE VIC.**

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

9th, 17th

STATE

Pennsylvania

CODE

42

COUNTY

Dauphin 043, Perry 099

CODE

### 3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

### 4 OWNER OF PROPERTY

NAME

Penn Central Transportation Company

STREET & NUMBER

30th and Market Streets

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pennsylvania

### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>1975</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

3820  
typical  
masonry  
7-75

The Rockville Bridge was constructed across the Susquehanna River just north of Harrisburg, Pennsylvania during the years 1900-1902. A four-track bridge of the Pennsylvania Railroad, it measures approximately 3280 feet in length and contains approximately 100,000 cubic yards of masonry. At the time of its construction, it was the longest stone masonry arch railroad bridge in the world.

The structure consists of two abutments and forty-seven piers which support forty-eight, seventy foot stone arch spans built with cut-stone voussoirs, ashlar pier faces and spandrel walls, and concrete hearting and spandrel filling. The substructure is divided into six equal sections of eight spans each by the construction of five abutment piers. The piers are spaced to provide clear span lengths of seventy feet at the springing line. The ordinary masonry pier is eight feet in thickness at the arch springing line elevation and ten feet, one inch thick at the surface of the concrete base section. The abutment piers are nineteen feet in thickness at the springing line and twenty-one feet, one inch thick at the base. The height of the abutments and piers from base to springing line is twenty-four feet, nine inches. All piers are built with cut-water extensions on their upstream sides.

The superstructure arch spans have a rise of twenty feet. The height from the intrados at the crown to the rail base is seven feet which is twenty-seven feet above the springing line, and the two coping courses are each one and one-half feet in height. The length out-to-out of coping is fifty-two feet except at the west end of the bridge. Here the northerly spandrel wall curves northward and has a width out-to-out at the springing line elevation of sixty-eight feet. This feature avoids a larger skew in the bridge axis and relieves the curves on which the tracks enter and leave the bridge.

The springing line is at about the level of the great flood of 1889, and, at the time of construction, about nineteen feet above the ordinary spring water level and about twenty-three feet above the average level of rock bottom.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
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 1900-1902 BUILDER/ARCHITECT Drake and Stratton; H.S. Kerbaugh, Inc

STATEMENT OF SIGNIFICANCE

The present Rockville Bridge is the third bridge across the Susquehanna River constructed in this location by the Pennsylvania Railroad. The original bridge, a wooden Howe truss, was built during the years 1847-1849. The second bridge was a double-track iron structure built in 1877. The present four-track stone arch bridge was constructed during the years 1900-1902, a short distance below the second bridge which remained in operation during construction.

According to contemporary newspaper accounts, "the present bridge (second bridge) was not large enough for the enormous traffic now being handled." The double-track bridge was inadequate both in terms of strength and trackage for service on the Main Line of the Pennsylvania Railroad. Construction of the new bridge began during the spring of 1900. The contract for the eastern half of the bridge was awarded to Drake and Stratton of Philadelphia and for the western half to H.S. Kerbaugh, Inc., also of Philadelphia. The bridge was completed by March 30, 1902 at a total cost of approximately \$1,096,000.

The Rockville Bridge, at the date of construction, was the longest stone masonry arch railroad bridge in the world. It is still in use by the Penn Central Railroad.

↑  
 still was as of 1974.  
 u.c.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Alexander, Edwin P., On the Main Line, The Pennsylvania Railroad in the 19th Century, New York: Clarkson N. Potter, Inc., 1971.  
 Schotter, H.W., The Growth and Development of the Pennsylvania Railroad 1846-1926, Philadelphia: Allen, Lane & Scott, 1927.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.00 ~~0.00~~ less than ten UTM OK

UTM REFERENCES

A	18	337	6110	44	66	260	B			
	ZONE	EASTING	NORTHING					ZONE	EASTING	NORTHING
C							D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
Pennsylvania	42	Dauphin	043
Pennsylvania	42	Perry	099

# 11 FORM PREPARED BY

NAME / TITLE

David M. Berman, Curator

ORGANIZATION

Pa Historical and Museum Commission

DATE

March 1975

STREET & NUMBER

Box 1026

TELEPHONE

717-697-9769

CITY OR TOWN

Harrisburg

STATE

Pennsylvania

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

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.

FEDERAL REPRESENTATIVE SIGNATURE

*William J. Weyer*  
 William J. Weyer  
 Executive Director

DATE

6/6/75

TITLE

FOR NPS USE ONLY

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

*A. H. Markenson*

DATE

8/15/75

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

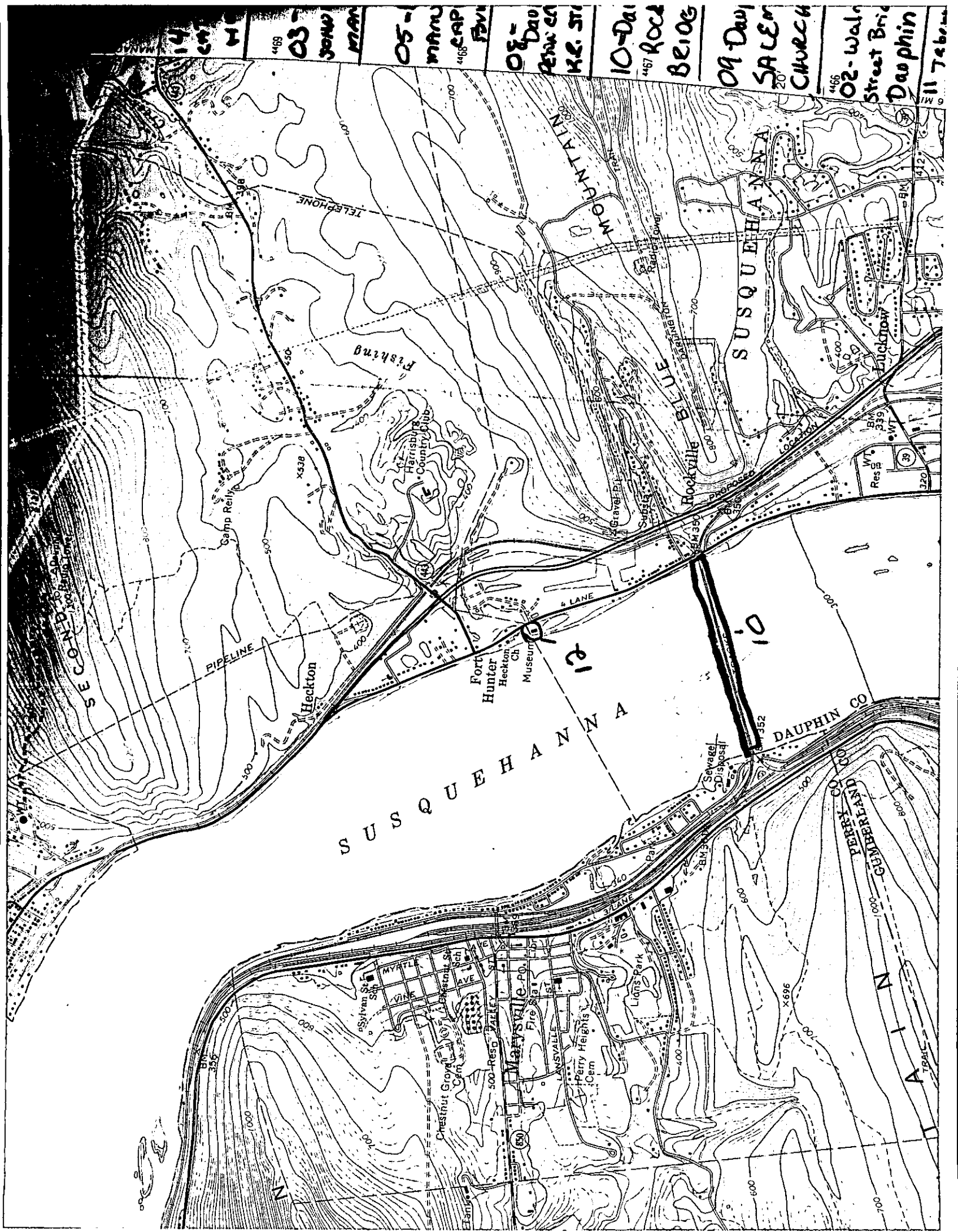
*Charles A. ...*

DATE

8.15.75

KEEPER OF THE NATIONAL REGISTER

*Octonj*



MANA 14 4469 03- 30442 MAN 05- 4468 CAP 504 08- 4467 10-Da 4467 Road BEING 09-Da 4466 SALEM CHURCH 02-Wal 4466 Street Bri Dauphin 11 7abr

SECONDO

W

SUSQUEHANNA

MOUNTAIN

SUSQUEHANNA

DAUPHIN CO

PERRY CO

PERKINS

TRAIL

TELEPHONE

PIPELINE

Fishing

Heckton

Fort Hunter Heckton Museum

Blue Bluffs

Rockville

Sevare Disposal

Sylvan St. Sch

Chestnut Grove Sch

Maysville P.O.

Fire Sta

Lansville Sch

Perry Heights Cen

Lions Park

Sevare Disposal

Sevare Disposal

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MAN

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Road

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