

**To:** Paul Koch  
Greenbelt Office

**From:** Alison Reed  
Mechanicsburg Office

**Date:** September 14, 1999

**RE:** Lower Mahoning River Environmental Dredging Reconnaissance Study  
Job Number: ENV-2423-110-319

I have conducted an inventory of the cultural resources located in the above mentioned study area. I used sources located at both the Pennsylvania Historical and Museum Commission's Bureau of Historic Preservation (PHMC) and sources in PennDOT's BEQ office. Following is the methodology that I used and the results of the inventory.

#### Methodology

My methodology for inventorying the structures consisted of scanning the study area to get an overview of the region and, thus, to get an idea of the kinds of resources that would be extant there. I consulted a municipality map and listed all of the municipalities located in the study area. I further studied the U.S.G.S. map and recorded all of the remaining villages and boroughs in the study area that were missing from the municipalities map. In addition I recorded the railroad lines that traversed the study area and the roadways that spanned the Mahoning River. After this, I then proceeded to search for structures located in each township, borough or village, including bridges and those relating to the railroads and canals. I started in the eastern end of the study area at the confluence of the Mahoning and Shenango Rivers and went westward toward the Ohio border.

In order to identify the archaeological sites, I consulted the P.H.M.C.'s P.A.S.S. maps, site files and project reports. Again, I started at the eastern end of the study area and proceeded westward to the Ohio border.

Following are the surveyed resources that I have located. Documentation in the form of survey forms or eligibility letters are enclosed. Resources are numbered and are recorded in their respective locations on the enclosed quad maps.

#### Historic Structures (Extant and demolished)

City of New Castle - "Mahoningtown"

Note: This area is within the borders of the city of New Castle.

NC-1	New Castle Refractories	Industrial Street
NC-2	American Can Company	Industrial Street
NC-3	Christopher Columbus Society	7 S. Liberty Street (demolished)

City of New Castle (Continued)

- NC-4 Mahoning Public School  
(Cedarcrest Housing for the Elderly) Cedar and Madison Streets
- NC-5 UN Tower, Baltimore and  
Ohio Railroad Cherry Street

Note: There have been no determinations of eligibility for New Castle Refractories and the American Can Company structures, although the compilers of the study thought that these two resources on Industrial Street comprise a potential historic district.

No other adjacent industrial sites were surveyed.

There has been a Determination of Eligibility of Not Eligible from the PA SHPO on both the Mahoning Public School and the UN Tower.

North Beaver Township

- NB-1 Bridge – BMS #37720603951010; TR 395 over Mahoning River  
Appears to be located .5 miles above confluence  
Recommended Not Eligible by Lichtenstein
- NB-2 Bridge – S.R. 0108 over Mahoning River; Mount Jackson Rd. Br.  
Determination of Eligibility by the PA SHPO was Not Eligible.

Union Township

- U-1 Bridge – T-372 over Mahoning River, Covert's Crossing Bridge  
Determination of Eligibility by the PA SHPO was Eligible

Mahoning Township

- M-1 Bridge – BMS # 37022400902344; US 224/SR 224/SR 551/LR444  
over CSXT/ P & LE RR/Mahoning River  
Recommended Not Eligible by Lichtenstein
- M-2 Bridge – BMS # 37022400900418; US 224 over Conrail  
Recommended Not Eligible by Lichtenstein
- M-3 Bridge – BMS # 37720403247013; Hilltown Bridge over  
Mahoning River  
Recommended Not Eligible by Lichtenstein

Multiple County Linear Resources -

There appear to be no surveyed and/or eligible canal related structures.  
There also appear to be no surveyed and/or railroad related structures  
other than the UN Tower.

## Archaeological sites & Surveys

- D- Survey #99-8010-073F – Bridge Replacement Project. Phase I  
Cultural Period: Historic  
Artifacts: Ceramics, glass, nails
- 47 – Site destroyed  
Artifacts – fire pits, bones
- A.- Survey #86-1316-042 – Proposed Wetland Mitigation site for Beaver Valley Expressway  
Cultural Period: Prehistoric, possibly proto-historic  
Artifacts: 5 chert flakes, 2 pieces chert shatter, 2 chert blocks, 1 unifacial tool
- 150 – (“H-6 Ryan Site”) [possibly destroyed]  
Cultural Period: Late Woodland, Historic  
Soil: Sloan silt loam, deep  
Artifacts: Late Woodland- triangular bi-face fragment; Historic – wedge-type gun-flint
- 74 – Coverts Road  
Cultural Period: [nothing recorded ]  
Soil: Loam  
Artifacts: [nothing recorded]
- 228 - Lithic Scatter  
Cultural Period: Prehistoric  
Soil: Alluvial, hydric, Holly silt loam  
Artifacts: Lithic scatter
- 75 - Cultural period: [nothing recorded]  
Soil: Loam  
Artifacts: triangular points & grit tempered pottery; deeply punctuated sherds; some shell tempered sherds
- 35 - Hilltop camp near spring above Mahoning River  
Soil: rather dark  
Cultural Period: Archaic  
Artifacts: flint debris, worked pieces. etc.
- 11 - Cultural Period: Middle Woodland, Historic Delaware  
Soil: dark sandy loam  
Artifacts: points

- 165 - Ashton Cemetery  
 Cultural Period: Late Woodland  
 Artifacts: Raccoon-notched points: flint type – Upper Mercer, Ohio,  
 Vanport, Ohio
- 3 - Edinburg Site  
 Cultural Period: [nothing recorded]  
 Soil: light & dark brown loam  
 Artifacts: flakes, points, scrapers, shell-tempered  
 pottery in large fragments
- 21 - George Bollinger Site  
 Cultural Period: Mayer-Oakes Classified LR21  
 as Early Woodland & Late Woodland village site –  
 doubt this based on mapped location  
 Soil: [nothing recorded]  
 Artifacts: pits
- 37- Cultural Period – Archaic  
 Soil: dark  
 Artifacts: a few points, flint
- 46 - Bollinger House Site  
 [nothing else recorded]
- 70 - Upper Bollinger Site  
 Cultural Period: Archaic  
 Artifacts: [nothing mentioned]
- 77 - Paden Farm  
 [nothing else recorded]
- 38 - Shook site  
 Cultural Period: [nothing recorded]  
 Soil: somewhat darkened, silt  
 Artifacts: a few flint pieces
- 72 - Shook No. 2  
 [nothing else recorded]
- 71 - Churchill Road – Shook #3  
 Cultural period: [nothing recorded]  
 Soil: [nothing recorded]  
 Artifacts: workshop material – site is 1,000 ft.  
 long by approx. 500 ft. Wide
- 36 - Cultural period: Archaic, probably  
 Soil: darkened  
 Artifacts: many worked pieces, a few points,  
 large site littered with flint

- 12 - Cultural Period: [nothing recorded]  
Soil: [nothing recorded]  
Artifacts: flakes, worked pieces, points, 2 sherds,  
looks like very heavy occupation in pre-pottery times
- 78 - Butch Farm  
Cultural Period: [nothing recorded]  
Soil: [nothing recorded]  
Artifacts: grit-tempered pottery, shell-tempered pottery,  
side-notched and corner-notched points.  
One is a St. Alban's Type "A", one, possibly two  
basal fragment of a fluted point and plano-convex  
end-scrapers.

# NEW CASTLE SURVEY ZONE FORM

No. of Buildings/Structuras/Sites: 629  
 Notable Buildings/Structures/Sites: 0  
 No. Listed on National Register: 0  
 No. Eligible for National Register: 3

ARCHITECTURAL  
COMPOSITION

Period(s) of Development: 1833-1870; 1870-1900; 1890-1930  
 Architectural Styles/Types:

- Gable Front
- Four Square
- Hip with Lower Cross Gables

County: Lawrence  
 Municipality: New Castle

No. of Stories - % of Total

1	:	8	-	1.3%
1½	:	30	-	4.8%
2	:	335	-	53.3%
2½	:	251	-	39.9%
3+	:	5	-	0.7%

Structural Condition - % of Total

A/Generally Good	:	617	-	98.1%
B/Needs Repair	:	12	-	1.9%
C/Beyond Repair	:	-	-	-

Building Materials - % of Total

Wood	:	554	-	88.1%
Brick	:	66	-	10.5%
Concrete	:	2	-	0.3%
Stone	:	-	-	-
Brick/Wood	:	7	-	1.1%

Integrity - % of Total

A/Intact	:	398	-	63.3%
B/Partially Modified	:	192	-	30.5%
C/Modified	:	39	-	6.2%

Use Type - % of Total

Domestic	:	603	-	96.0%
Commercial	:	21	-	3.3%
Religious	:	3	-	0.5%
Educational	:	1	-	0.1%
Industrial	:	-	-	-
Social	:	1	-	0.1%

Areas of Alteration - % of Total

Siding	:	494	-	78.5%
Windows	:	116	-	18.4%
Porch	:	295	-	46.9%
Additions	:	18	-	2.9%

Zone: Mahoningtown  
 Survey Code: 073-NC-75

Date: June 1987  
 Surveyor: Julie Turner

Photo References

073-NC-R13-F17

073-NC-R13-F19

Map References

MAP D

# NEW CASTLE SURVEY ZONE FORM

Mahoningtown

## NARRATIVE DESCRIPTION

Mahoningtown is the area of New Castle west of the Shenango River; south of Taylor Township; and east of the Mahoning River.

Mahoningtown was laid out in 1836 by William Hayes and Benjamin Darlington. They owned the 500 acre tract of "donation lands" patented to the heirs of Colonel William Crawford. The "Cross-cut" canal came through Mahoningtown making it a thriving village. In 1844 an addition was laid out by John Simpson. Another addition was laid out in 1852-53 by James Raney, who owned a large flour mill in the area. The first settlers were mainly Scotch and Irish, canal workers, blacksmiths, merchants. The canals were abandoned in the 1870's, but the building of the railroads on the canal bed brought in more workers. With the expansion of New Castle's tin mill production, many Welsh immigrants settled in Mahoningtown. Many of the streets bear Welsh names. The area was annexed by New Castle in 1898, becoming the seventh ward.

A working class neighborhood, of railroaders, merchants, and factory workers, Mahoningtown shifted to a large Italian population.

Mahoningtown consists primarily of single family detached dwellings. Wood is the predominant building material and most structures are 2 to 2½ stories in height. Although 63.3% of the resources are essentially intact, artificial siding has been applied to 78.5%.

No resources were positively identified as products of the Canal Era. However, further research may reveal Canal Era resources on Lacock St. facing the railroad tracks (once the canal bed).

Three resources were identified as potentially eligible for designation to the National Register of Historic Places. Two of these are adjacent industrial complexes and comprise a potential historic industrial district.

County: Lawrence  
Municipality: New Castle

Zone: Mahoningtown  
Survey Code: 073-NC-25

Surveyor: Julie Turner  
Date: June 1987

### Photo References

073-NC-R13-F17

073-NC-R13-F19

### Map References

MAP C  
MAP D



Madison Street

Lafayette Street





# NEW CASTLE SURVEY ZONE FORM

National Register  
Eligible

<u>Address</u>	<u>Name</u>	<u>Survey Code</u>	
Industrial St.	New Castle Refractories	073-NC-Z5-49	✓ <i>Card att.</i>
Industrial St.	American Can Co	073-NC-Z5-50	✓ <i>Card att.</i>
3. Liberty St.	Christopher Columbus Society	073-NC-Z5-51	✓ <i>Card att. demol.</i>

County: Lawrence  
Municipality: New Castle

Zone: Mahoningtown  
Survey Code: 073-NC-Z5

Surveyor: Julie Turner  
Date: June 1987

Photo References:

SEE SURVEY CARDS

Map References:

MAP A

U-17114

PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM  
BUREAU FOR HISTORICAL PRESERVATION  
HISTORICAL & MUSEUM COMMISSION

Local Survey Organization  
Lawrence County Planning Commission

Property Owner's Name and Address  
John Dixon Crucible  
30... 3504  
Vero Beach, FL 32964

Tax Parcel Number/Other Number  
7 Ward Parcel 83  
Lot 200

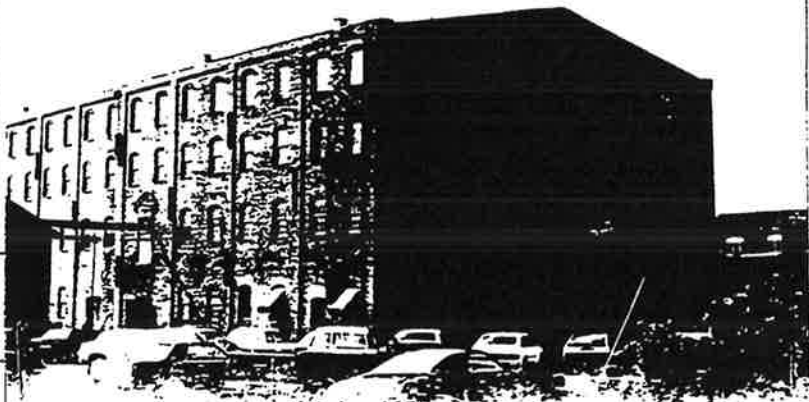
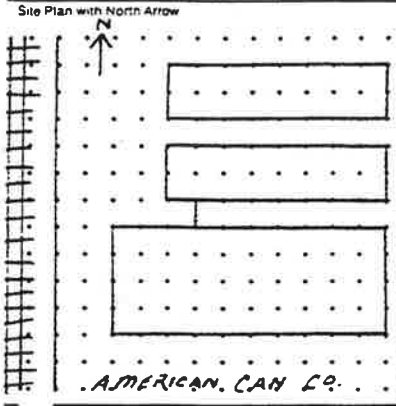
Status/Other Surveys Lists Etc.  
USGS  
Sheet Map A - 49 New Castle

Resource Count  
Buildings: 3  
Sites: 1  
Objects: 1  
Intrusions: 1  
Dates: (How determined)  
1919  
Period  
1900 - 1924

Style/Design or Folk Type  
Industrial  
Original Use  
Refractory  
Present Use  
Refractory

Architect or Engineer  
Contractor or Builder

Primary Building Mat./Construction  
Brick  
Condition  
Good  
Integrity  
Good



Location  
NW/S  
D : August 1987

File/Location  
173-NC-R8-F13

Brief Description (note unusual features, integrity, environment, threats and associated buildings)  
Industrial complex. Three rectangular plan, brick buildings. Gable roofs. Slate shingle roofing. Iron posts. Wood trusses.

History, Significance and/or Background  
New Castle Refractories was established in 1919 by Roger Rowland of New Castle. The principal product is refractory shapes for the ceramic industry, most notably sanitary pottery, hotel and dinnerware china, and glass industries. They also make fire brick and hot tops.  
This is an excellent local example of early 20th century industrial architecture and retains good integrity. It is an excellent representative of the industrial development which occurred in New Castle from 1890 - 1930, a period of booming industrial expansion, tremendous growth and general prosperity, dominated by the

Additional Information  
New Castle Centennial Book, 1925.  
New Castle News, March 1948.

Prepared By  
Julie Turner  
RE: Beverly Zona

Date  
7/87

1 County  
Lawrence  
2 Municipality  
New Castle  
3 Address or Street Location  
Industrial St.  
4 Office Station  
073-NC-75-49  
5 Person Name  
New Castle Refractories

prosperity of the city's tin mill production. Located in an industrial area.

Number Coding (BHP Survey Grantees Must Complete)

County  32. Total Structures  33. Style

Construction  35. Roof  36. Survey Date (Year)

Area of Significance

Primary Use  P:  P:  P:

Secondary Use  S:  S:  S:

Associated With  A:  A:  A:

Event 1

Event 2

Individual 1

Individual 2

Status: 101 Potential NR: 102 Part of Potential district:

Design Type: 01 High Style: 02 Style Elements: 03 Popular Vernacular: 04 Traditional (Folk): 05 Utilitarian:

Ext. Walls  46. Roof Material  47. Plan  48. Stones

Facade Width

Construction Feature

Ext. Design Feature

Int. Design Feature

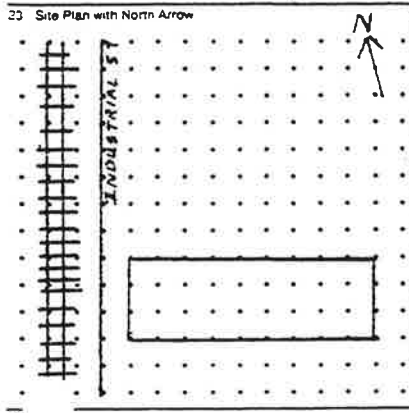
Comment

Register eligible - individually or as contributing to potential industrial district - to significant architecture and as representative of New Castle's development from 1890 - 1930.

EVALUATOR(S)  
Julie Turner

094717

<b>PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM</b> BUREAU FOR HISTORICAL PRESERVATION PA HISTORICAL & MUSEUM COMMISSION		7 Local Survey Organization Lawrence County Planning Commission	1 County Lawrence
3 Property Owner's Name and Address Lockley Manufacturing Co. 310 Grove St. New Castle PA 16101		9 Tax Parcel Number/Other Number 7 Ward Parcel 86 Lot 150	5 Present Name Lockley Manufacturing
11 Resource Count buildings: 1 district: _____ sites: _____ structures: _____ objects: _____ intrusions: _____		10 Dates (how determined) 1907	12 UTM zone easting _____
14 Period 1900 - 1924		15 Style, Design or Folk Type _____	13 Status: Other Surveys, Lists, Etc. _____
16 Architect or Engineer _____		17 Contractor or Builder _____	18 Primary Building Material/Construction Brick
19 Original Use Industrial		20 Present Use Industrial	21 Condition Excellent
22 Integrity Fair		Usqs Sheet Map A - 50 New Castle	2 Other Name (historic name if any) New Castle American Can Company



24 Notation  
 F/V: NE/W  
 PD: July 1987

25 File/Location  
 073-NC-R8-F12

26 Brief Description (note unusual features, integrity, environment, threats and associated buildings)  
 Two story rectangular plan industrial building. Common bond brick walls. Flat roof. Heavy timber supporting posts. Wood truss roof. Regular fenestration of large curved top window openings. Windows boarded and some replaced by aluminum sash windows. Located on the west bank of the Shenango River.

27 History Significance and/or Background

This industrial structure was built in 1907 to house the New Castle plant of the American Can Company. This plant produced a steel container with a pure tin coating. All tin plate used in this facility was manufactured at the Shenango Works of the American Sheet and Tin Plate Co. In 1936, the New Castle plant was one of the 51 plants operated by the American Can Co. in the U.S. and Canada. This facility was abandoned by American Can in 1952. The building functioned as a warehouse until reopened within the past year by Lockley for the production of bomb parts and Snark sailboats.

American Can Co. plant is an excellent local example of an early

28 Sources of Information  
 New Castle News, Feb. 28, 1935.  
 City Directories: 1907 - 1965.

29 Prepared By  
 Julie Turner  
 RE: Beverly Zona

30 Date Revisions  
 7/87

Lockley Manufacturing  
 New Castle  
 American Can Company  
 Industrial Street

073-NC-25-50

twentieth century industrial facility and retains fair integrity. It is an excellent representative of the industrial development which occurred in New Castle from 1890 - 1930, a period of booming industrial expansion, tremendous growth and general prosperity, dominated by the prosperity of the city's tin mill production. It is also significant as the only identified existing structure with a direct association with New Castle's tin mill industry. Located in an industrial area northwest of the Shenango River.

Form Coding (BHP Survey Grantees Must Complete)

County 073 32. Total Structures 1 33. Style

Construction 03 35. Roof 06 36. Survey Date (Year) 1987

Area of Significance 04 14

Primary Use 120400 P: 130201 P: P:

Secondary Use S: S: S:

Associated With 130201 A: A: A:

Comment 1 2

Individual 1 2

Status: 101 Potential NR: 102 Part of Potential district: 101 102

Design Type: 01 High Style: 02 Style Elements: 03 Popular Vernacular: 04 Traditional (Folk): 05 Utilitarian: 05

Ext. Walls 03 46. Roof Material 47. Plan 02 48. Stories C

Eave Width 6

Construction Feature

Ext. Design Feature

Int. Design Feature

Comment:

REMARKS

Property Register eligible - individually or as contributing to potential industrial district - as only identified remaining structure with a direct association to New Castle's tin mill industry and as representative of New Castle's industrial development from 1890-1930.

EVALUATOR(S)  
 Julie Turner



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
BUREAU FOR HISTORIC PRESERVATION  
BOX 1026  
HARRISBURG, PENNSYLVANIA 17108-1026

May 2, 1991

Anthony Cugini  
City Building  
Jefferson at Grant Street  
New Castle, PA 16101-2220

Re: ER 88-1197-073-F  
New Castle, Lawrence Co.  
Christopher Columbus Hall  
Emergency Demolition  
CDBG Demolition Program

Dear Mr. Cugini:

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 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.

We have learned from the Advisory Council on Historic Preservation that the procedures outlined in Section 800.12(c) of the Council's regulations for emergency demolition were not followed in this case. By failing to notify the Council of the emergency situation, you did not afford them the opportunity to comment on the project.

Since the building has been demolished, we cannot complete consultation on the project. Therefore, the Section 106 review cannot be satisfied.

We will be notifying the Department of Community Affairs and the U.S. Department of Housing and Urban Development of the termination of consultation.

If you need further information in this matter please consult Joanne Keim (717) 783-8946 or 783-8947.

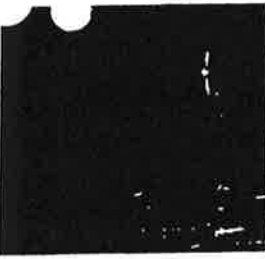
Sincerely,

Brenda Barrett  
Director

BB/JK

cc: Advisory Council on Historic Preservation  
Riley Stoy, Department of Community Affairs  
Ted Stevenson, HUD Pittsburgh Office

**Land Gardens**  
 For Over 35 Years  
 5645  
 cBurrey, CRB, CRN  
 Castle, Pa 16106



**Care Center**

**the World, Inc.**  
 is our specialty  
 Castle, Pennsylvania 16101  
 658-1791

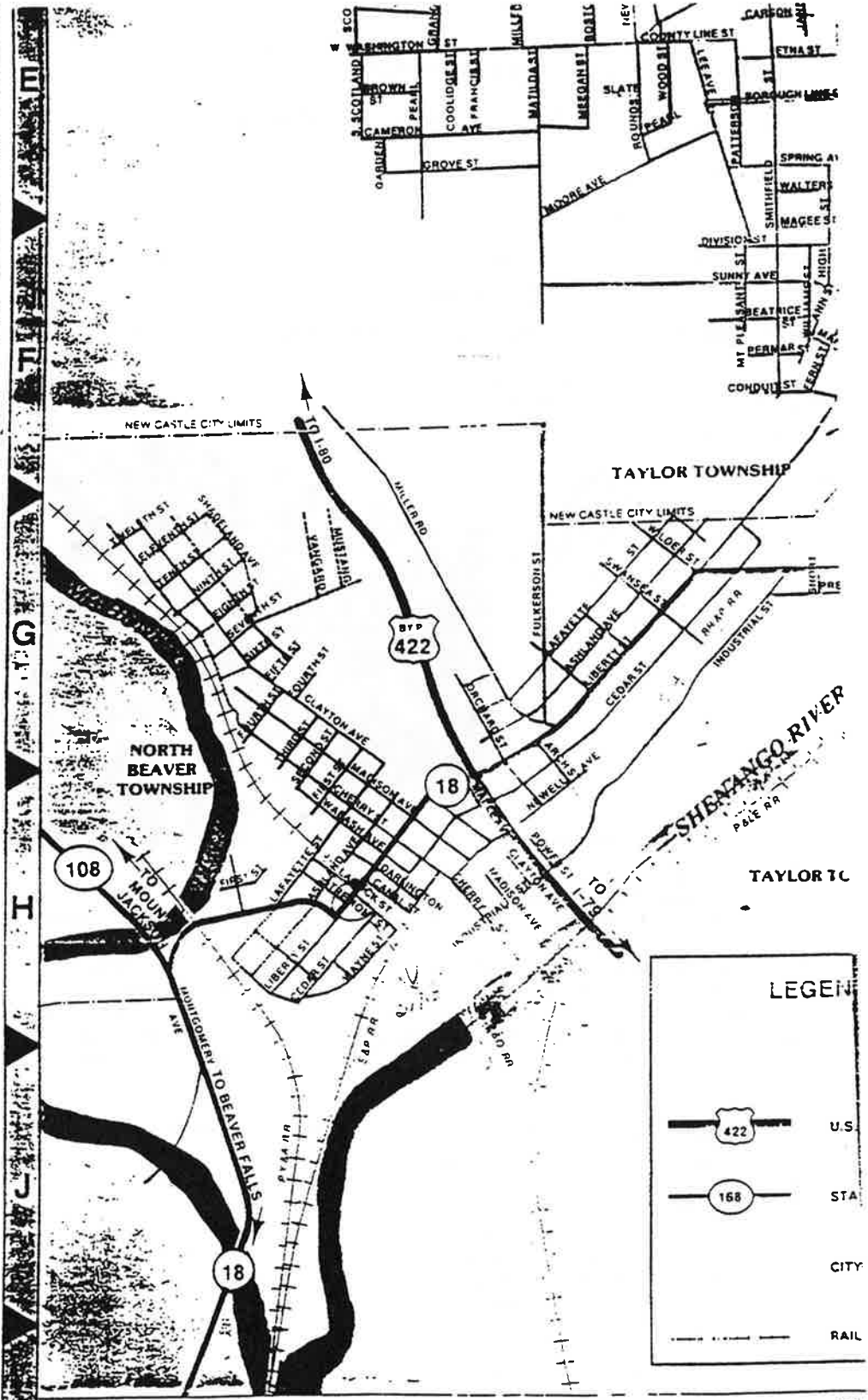
**AA Motor Club**  
 New Castle, Pa  
 651

JIMMY MEDURE



East Washington Street  
 Castle, Pennsylvania 16101  
 Phone (412) 658-1103

**ker & Associates**  
 ic Accountants  
 Plaza  
 Pennsylvania 16101  
 655



**STREET INDEX**  
 NEW CASTLE

CENTENNIAL	D-5	EVERETT ST	O-6	HOOVER ST	C-3	MEYER
CENTER	F-5			HUEY ST	F-5	MILL
CHARLES	G-*					AND G

094718

**PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM**  
BUREAU FOR HISTORICAL PRESERVATION  
PA HISTORICAL & MUSEUM COMMISSION

7 Local Survey Organization  
Lawrence County Planning Commission

3 Property Owner's Name and Address  
Christopher Columbus Society  
7 S. Liberty St.  
New Castle, PA 16102

9 Tax Parcel Number/Other Number  
7 Ward Parcel 91  
Lot 279  
10 UTM zone easting  
USGS Sheet  
Map A - 51 Bessemer

2 Resource Count  
Buildings: 1 distinct  
Sites: structures  
Objects: intrusions

13 Date(s) how determined  
1917  
14 Period  
1900-1924

15 Style, Design or Folk Type  
Vernacular

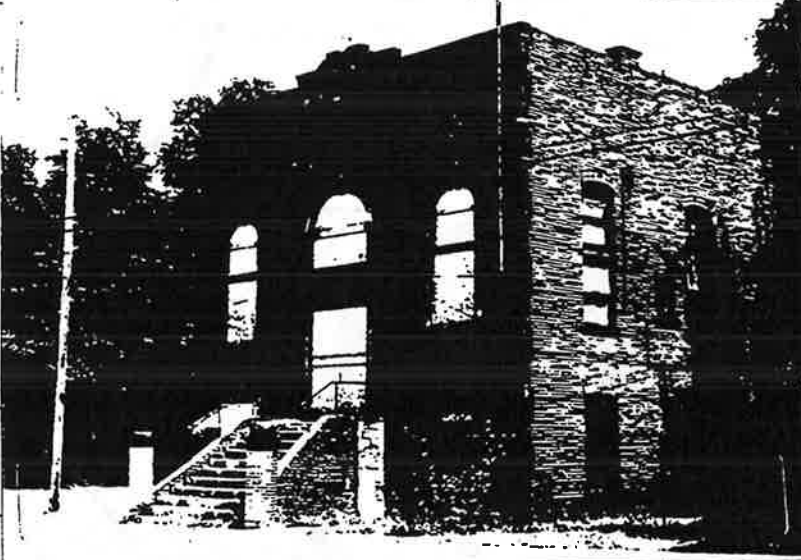
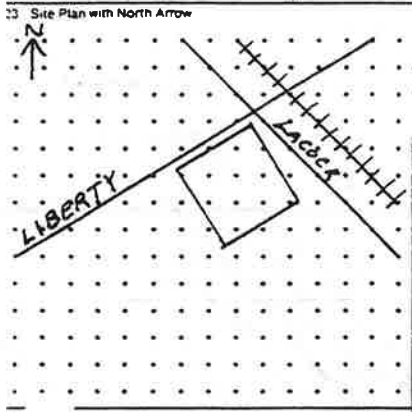
19 Original Use  
Meeting Hall  
20 Present Use  
Meeting Hall

4 Architect or Engineer

17 Contractor or Builder

18 Primary Building Material/Construction  
Brick

21 Condition  
Fair  
22 Integrity  
Good



6 Orientation  
S/V: W/NE  
PD: June 1987

8 File/Location  
073-NC-R6-F6

5 Brief Description (note unusual features, integrity, environment, threats and associated buildings)  
Two story, rectangular plan vernacular meeting hall. Running bond brick cladding. Flat roof and parapet with semi-circular pediment, stone coping, date plate (1917), and Columbus bust. Main facade (west) three bays wide. Round arch window openings with decorative stone architraves. Matching central doorway. All openings boarded. Decorative brick course below parapet of diaper pattern and corbelled cornice. Name plate (Christopher Columbus Society). Simple concrete steps and landing. Located on primary street of commercial area in the Mahoningtown neighborhood.

6 History, Significance and/or Background  
This vernacular brick building was erected in 1917 as the Christopher Columbus Society meeting hall. The Society is an Italian social club. This building is currently in disrepair and vacant. This is an excellent local example of an ethnic society meeting hall and retains good integrity. It is an excellent representative of New Castle's social development from 1890 - 1930, a period of booming industrial expansion, tremendous growth and general prosperity, dominated by the prosperity of the city's tin mill production. Located in a predominantly early 20th century commercial district.

7 Sources of Information  
Date plate.

29 Prepared By  
Julie Turner  
RE: Beverly Zona

30 Date  
7/87  
Revision(s)

1 County  
Lawrence  
5 Present Name  
Christopher Columbus Society  
2 Municipality  
New Castle  
8 Other Name (historic name if any)  
Christopher Columbus Society  
3 Street Address or Specific Location  
7 S. Liberty St.

4 Survey Code  
073-NC-25-51





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

August 11, 1992

Albert F. Walsh  
U.S. Dept. of Housing and Urban Development  
Old Post Office and Courthouse Building  
700 Grant Street  
Pittsburgh, PA 15219-1939

TO EXPEDITE REVIEW USE  
BHP REFERENCE NUMBER

RE: ER 92-0223-073-B  
New Castle, Lawrence Co.  
HUD Section 202 Housing  
Cedarcrest Housing for the  
Elderly: Former Mahoning  
Public School, Cedar Street

Dear Mr. Walsh:

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 the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the projects' potential effects upon both historic and archaeological resources.

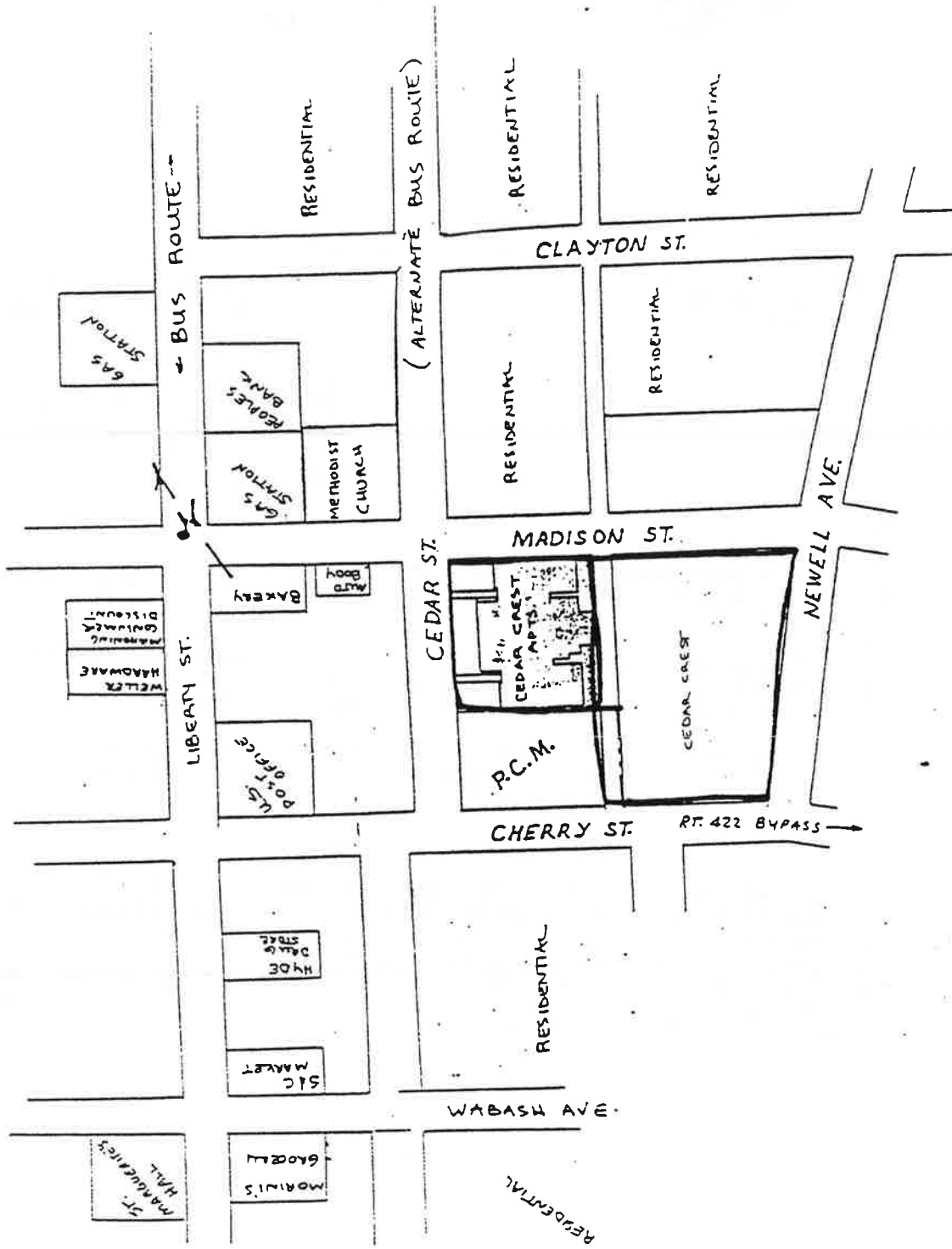
It is the opinion of the State Historic Preservation Officer that the following properties are not eligible for listing in the National Register of Historic Places:

Mahoning Public School

Therefore, there are no National Register eligible or listed historic or archaeological properties in the area of this proposed project and therefore, your responsibility for consultation for this project, under Section 106, is complete. Should you become aware, from any source, that historic or archaeological properties are located at or near the project site, please telephone the Bureau for Historic Preservation at (717) 783-8946.

Sincerely,  
  
Brenda Barrett  
Director

BB/ch



LEDACREST HOUSING FOR THE ELDERLY  
CEDAR STREET NEW CASTLE, PA



101130

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM — DATA SHEET  
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

89B

IDENTIFICATION AND LOCATION

Survey Code: \_\_\_\_\_ Tax Parcel/Other No.: n/a  
County: 1. Lawrence 0 7 3 2. \_\_\_\_\_  
Municipality: 1. Mahoningtown 2. \_\_\_\_\_  
Address: Cherry St. between New Hail Ave. & Bolt Street @ ISS Rail, Inc. Grade Crossing  
Historic Name: "UN Tower" Baltimore & Ohio Railroad  
Other Name: Beaver Valley Junction Chapter/ Penn-Ohio Museum  
Owner Name/Address: Beaver Valley Junction Chapter NRHS P.O. Box 222, Conway, PA 15027  
Owner Category:  Private  Public-local  Public-state  Public-federal  
Resource Category:  Building  District  Site  Structure  Object  
Number/Approximate Number of Resources Covered by This Form: 1  
USGS Quad: 1. Not Known 2. \_\_\_\_\_  
UTM A. \_\_\_\_\_ C. \_\_\_\_\_  
References: B. \_\_\_\_\_ D. \_\_\_\_\_

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category: Subcategory: Code:  
A. Transportation Rail-related 1 6 A  
B. \_\_\_\_\_  
C. \_\_\_\_\_  
D. \_\_\_\_\_  
Particular Type: A. Railroad junction interlocking control tower  
B. \_\_\_\_\_  
C. \_\_\_\_\_  
D. \_\_\_\_\_

Current Function Category: Subcategory: Code:  
A. Work in progress museum 0 8 C  
B. recreation and culture  
C. \_\_\_\_\_  
D. \_\_\_\_\_

PHYSICAL DESCRIPTION

Architectural Classification: A. Late Victorian 4 0  
B. \_\_\_\_\_ C. \_\_\_\_\_  
Other: \_\_\_\_\_  
Materials: Foundation Concrete 6 3 Roof Asphalt 6 3  
Walls Weatherboard 0 1 Walls Shake 2 5  
Other \_\_\_\_\_ Other \_\_\_\_\_  
Structural System: 1. Timber-Post & Beam 1 3 2. Timber-light frame 1 1  
3. \_\_\_\_\_ 4. \_\_\_\_\_

### HISTORICAL INFORMATION

Year Built: X C. 1880 to X C. 1910 Additions/Alterations Dates: X C. 1946 :    C.   

Method for Dating:    Documentary    Physical

Explain: Styling is typical early interlocking plant with manual "armstrong" levers. Construction probably dates to establishment of B&O/ P&LE RR connection which was prior to WWI. B&O Museum and B&O Historical Society do not have records; ICC valuation studies not available. Washroom addition lacks red paint and thus dates to 1946-63 period.

Cultural/Ethnic Affiliation: 1.    2.   

Associated Individuals: 1.    2.   

Associated Events: 1. B&O was first US Railroad 2.   

Architects/Engineers: 1. Baltimore and Ohio Signal Dept. 2.   

Builders: 1. unknown 2.   

### MAJOR BIBLIOGRAPHICAL REFERENCES

### PREVIOUS SURVEY, DETERMINATIONS

### EVALUATION (Survey Director/Consultants Only)

Individual NR Potential:    Yes    No Context(s):   

Contributes to Potential District    Yes    No District Name/Status:   

Explain:   

### THREATS

Threats:    1. None 2. Public Development 3. Private Development 4. Neglect 5. Other

Explain: Prior deferred maintenance by previous owner while replacement computerized centralized facility was constructed in Jacksonville, FL.

### SURVEYOR INFORMATION

Surveyor Name/Title: Nicholas J. D'Amore Date: 4-23-99

Project Name:   

Organization: Beaver Valley Junction Chapter, NRHS Telephone: (412) 768-8314

Street and No.: P.O. Box 222

City, State: Conway, PA Zip Code: 15027

Additional Survey Documentation:   

Associated Survey Order:

**PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM — NARRATIVE SHEET**  
**Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation**

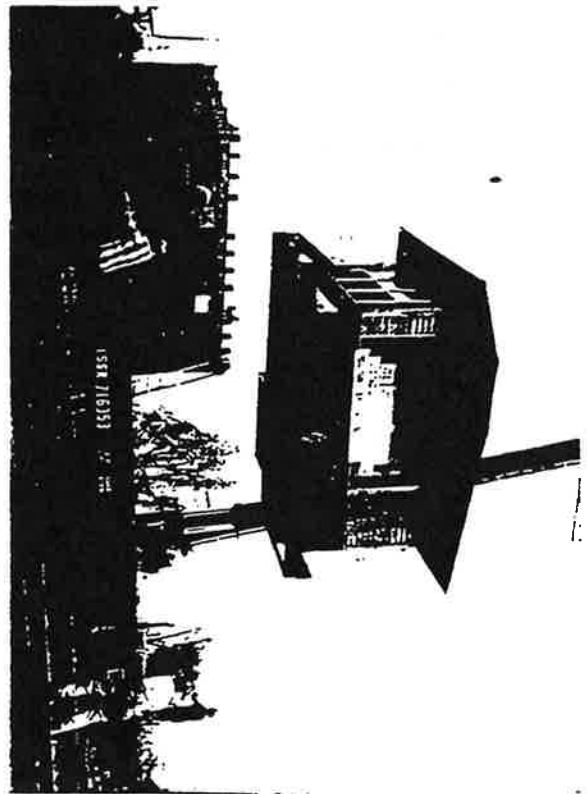
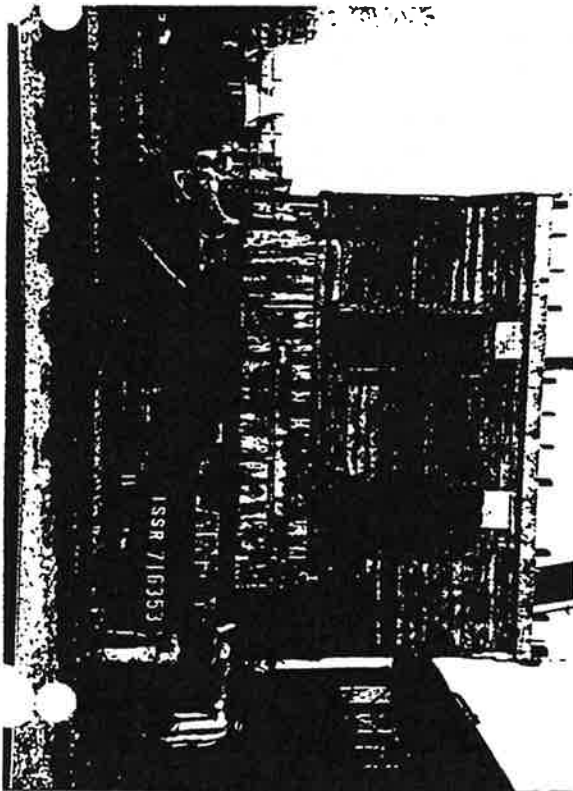
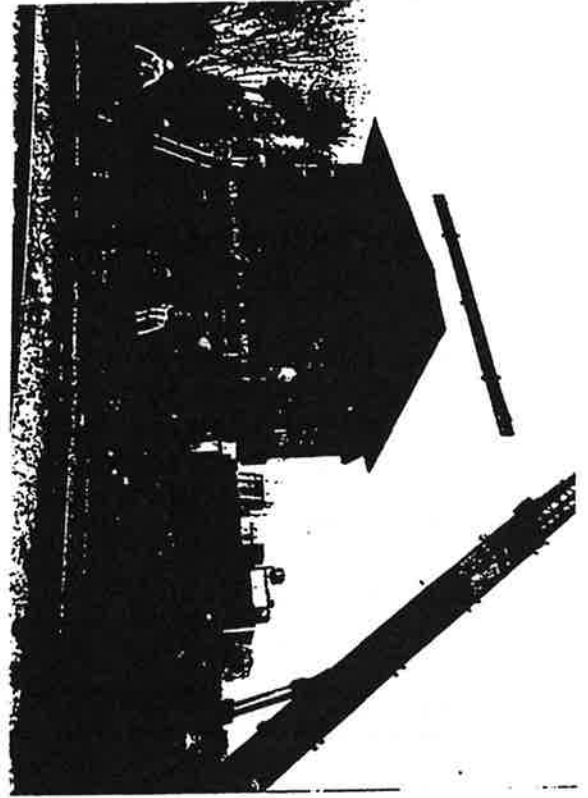
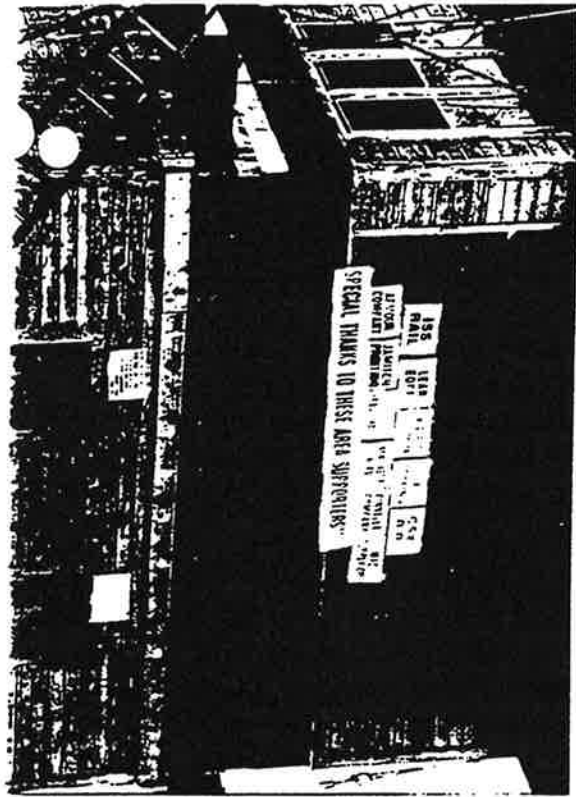
89C

Survey Code: \_\_\_\_\_ Tax Parcel/Other No.: \_\_\_\_\_  
County: Lawrence Municipality: Mahoningtown  
Address: Cherry St between Hall Ave and Bolr Street at ISS Rail Crossing  
Historic/Other Name: "UN" Tower, Baltimore and Ohio Railroad

**PHYSICAL DESCRIPTION:**

Structure was originally located at the east end of the Baltimore and Ohio RR yard in municipality of West Pittsburg. Re-arrangement of yard lead tracks required removal or demolition, so building was moved by Beaver Valley Junction Chapter, National Railway Historical Society. Movement of railroad utility buildings, including stations, depots, and water tanks for continued service was not uncommon and is well documented. New setting is also adjacent to the B&O RR (now CSX) track, and tower controls will be re-connected to switch tracks serviced by ISS Rail. "UN" Tower is of typical railroad control tower design. Post and beam framing was used to both hold the levers/rods that controlled track switches and to support the second story floor joists. Exterior is lapped wooden siding, except for cedar shake midriff. The first floor includes lever frame and contained racks to hold relays retrofitted to signals. The second floor includes the levers used to control switches and operator's desk. The two story design was a specific tower feature to improve visibility; access to the second floor is only through exterior door and outside stairway. A washroom was added to the second floor circa 1946. Rods from the base of the tower extended to track switches. Integrity was not harmed by washroom addition. Building was never upgraded to air-operated controls or later electronic CTC track console controls, modern heating, or siding like other B&O towers. Levers and rods will be re-connected to track switches on ISS Rail served track. Exterior stairway will be re-erected. What little electric service that had been added was in conduits attached to interior walls and has been removed.

Structure was erected to standard Baltimore and Ohio Railroad design. Date is uncertain, but probably at the time the connection was established between the B&O and P&LE Railroads of West Pittsburg, PA. "UN" controlled this junction. When new, similar towers were used at each junction point along the railroad. Each tower would align it's track switches and signals for oncoming trains, then alert the next tower by telegraph. (Some B&O towers continued to use the telegraph into the 70's) During WWI, B&O trains began to use the P&LE railroad through downtown Pittsburgh, PA, in addition to the original B&O line around the city. Trains leaving B&O tracks for P&LE tracks were required to pick up orders and information at "UN" before entering the other company's track. "UN" controls switches by moving "armstrong levers (which were difficult to push, hence the name) that push up to several hundred feet of steel rods to move the rails. The area controlled was limited by the effective length of the rods. This design was later replaced by designs using compressed air, then electricity, to move the rails. B&O RR successor CSX Transportation centralized control in Jacksonville, FL in the early 90's but continued to man "UN" 24-hours per day until purchasing and operating the P&LE track in 1995. The tower was purchased by the Beaver Valley Junction Chapter of the NRHS in 1998. Only approximately 20 interlocking towers are still used in the United States, with fewer than ten known to be preserved.





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

May 27, 1999

Nicholas J. D'Amore  
Beaver Valley Junction Chapter, NRHS  
P.O. Box 222  
Conway, PA 15027

Re: UN Tower, Baltimore and Ohio Railroad  
Mahoningtown, Lawrence County

Dear Mr. D'Amore:

Your completed Pennsylvania Historic Resource Survey Form has been reviewed by the Bureau for Historic Preservation. It is our opinion that the resource is not eligible for listing in the National Register of Historic Places. A Specific Evaluation of your property is enclosed.

Despite the lack of meeting National Register guidelines, the staff of the PHMC congratulates the efforts of the local NRHS chapter to save and interpret this tower as a service to the history of the Commonwealth. Your efforts in preservation and education are appreciated. We also note that CDBG funds can still be used to rehabilitate this building as National Register eligibility is not needed for the expenditure of these funds.

We will add the information to the Bureau's Historic Resource Inventory for permanent record.

If additional information which could change your property's eligibility becomes available, please contact our office for re-evaluation.

Sincerely,

A handwritten signature in black ink, appearing to read "Brenda Barrett".

Brenda Barrett, Director  
Bureau for Historic Preservation

Enclosure

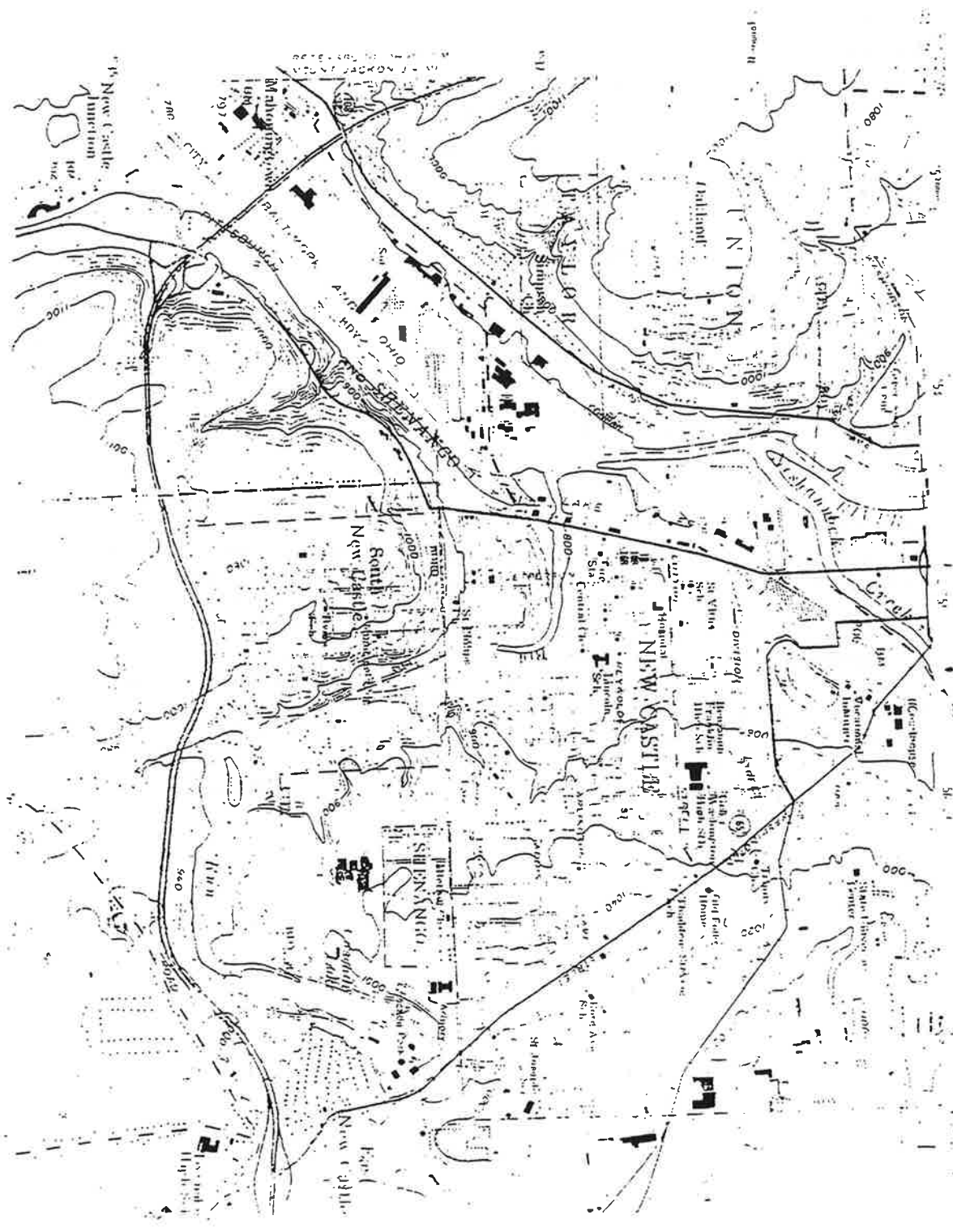
BB/dr

SFS

Cc: T. Gibson, City of New Castle



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



U.S. GEOLOGICAL SURVEY  
Geological Map of  
New Castle, Pa.

Scale 1:50,000  
1900

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

---

BMS #: 37720603951010      DIST: 11      UTM: 18/47165/4548249  
OLD BMS #: 37WG1TZL206      CTY: LAWRENCE      OWNER: N BEAVER&NEW CASTL  
MUNICIPALITY: NORTH BEAVER      LOCATION: .2 MI E OF SR 18  
FACILITY CARRIED: TR 395 (OLD SR 18)  
NAME/ FEATURE INTERSECTED: TR 395 OVER MAHONING RIVER  
TYPE: THRU TRUSS      DESIGN: PARKER  
MATERIAL: STEEL  
#SPANS: 3      LENGTH: 369 (112.5 m)      WIDTH: 32 (9.8 m)  
YR BUILT: 1932      ALTERATION:      SOURCE: INSP FILE  
DESIGNER/BUILDER: PA STATE HWY DEPT BRIDGE DIV

---

**SETTING/CONTEXT:**

The bridge carries a two-lane road and a cantilevered sidewalk over the Mahoning River in a wooded setting.

**CURRENT NATIONAL REGISTER STATUS:** Previously Not Evaluated

**SURVEY NR RECOMMENDATION:** Not Eligible

**SUMMARY:**

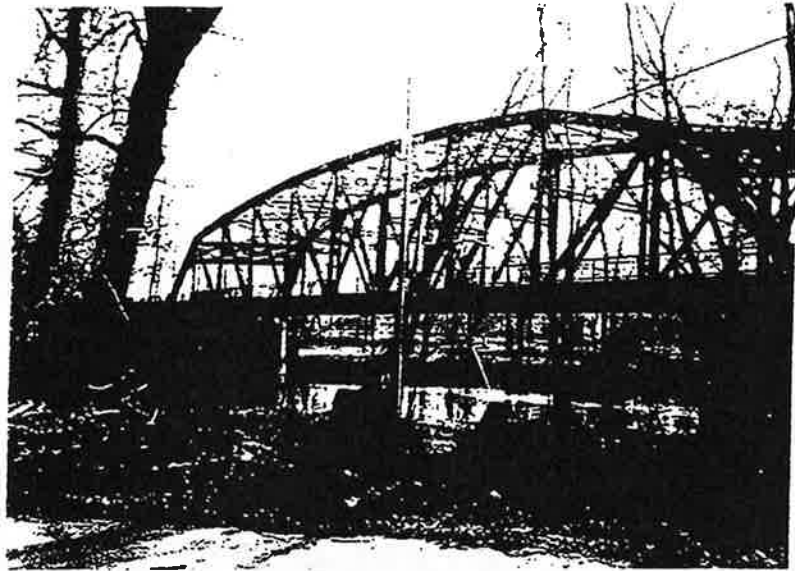
The skewed, 3-span, 369'-long bridge is composed of a riveted, 257'-long steel Parker truss main span and stringer approach spans. It is supported on a concrete substructure. The bridge was built to a state design in 1932, and the trusses are traditionally composed with built up box section end posts and upper chords. The web members are built up. Metal truss railings are used inside the truss line and on the cantilevered sidewalk. The portal braces are massive because of the extreme skew of the bridge. The bridge has no innovative or distinctive details, and it is typical of the department's designs of the period. Neither the bridge nor its setting is historically or technologically significant.

---

PHOTO INDEX (DATE): 366:13-18

REVIEWED BY/ DATE: MEM (4/99)

31 1206 0595 1010



LEFT ELEVATION VIEW



TYPICAL TRUSS SUPERSTRUCTURE VIEW



NEAR APPROACH ROADWAY



FAR APPROACH ROADWAY

792530

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM  
Bureau for Historic Preservation  
A Historical & Museum Commission

Box 1026  
Harrisburg, PA 17120

9. HISTORICAL DATA

USGS QUAD. Bessemer

UTM's: Zone 17

E 5 5 1 8 0 0

N 4 5 3 5 4 7 0

E

N

Designer/Engineer:

Builder/Contractor:

Fort Pitt Bridge Works

Bridge Company:

Date(s): 1924; basis Form #432

\_\_\_\_\_ ; basis

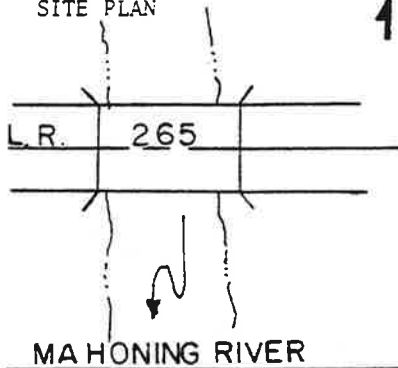
\_\_\_\_\_ ; basis

\_\_\_\_\_ ; basis

Use: Vehicular present; Vehicular original.

SITE PLAN

1



1. County  
Lawrence

073

2. Municipality  
North Beaver Township

3. Structure No.  
[3][7][1][0][0][2][6][5][0][0][2][1][2][0][5]

7. Crossing  
L.R. 265, (PA 108)

over Mahoning River

4. Survey Code  
Q-310

12. VIEW

no.



INTEGRITY

\_\_\_\_\_ a. red;

unaltered;

\_\_\_\_\_ moved;

explain: 1977 - Deck and limited Stringer Replacement

COMMENTS

Unusual features:

Locale/environment:

Rural

Machinery (describe/identify type/element):

14. DIMENSIONS

spans: 2 no., 278 ft. O/A

main: \_\_\_\_\_ no., \_\_\_\_\_ ft.

secondary: \_\_\_\_\_ no., \_\_\_\_\_ ft.

approach: \_\_\_\_\_ no., \_\_\_\_\_ ft.

piers: 1 no.

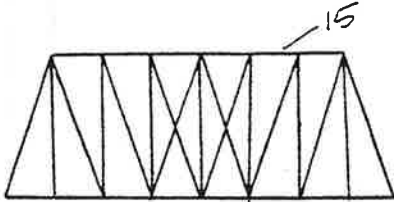
towers: \_\_\_\_\_ no., \_\_\_\_\_ ft.

6117526

15. TYPE 10

CHARACTERISTICS 56

Truss: continuous/cantilever.



Arch: masonry/metal:

Suspension:

Bascule:

Swing:

Vertical Lift:

Other: {

- webbing: Pratt
- anchor span: \_\_\_\_\_
- cantilever span: \_\_\_\_\_
- suspended span: \_\_\_\_\_
- thru/deck/low (pony): full-slope/half-hip.
- connections: pin/riveted.
- eyebars: loop welded/die forged.
- railing: Diamond
- columns: \_\_\_\_\_

- thru/deck/1/2-thru.
- fixed (hingeless) /1/2/3-hinged.
- ribs: solid/braced; crescent/parallel.
- spandrels: open/solid/braced.
- intrados/vault; ribbed/solid.
- shape: semi-circular/elliptical/segmental; stilted.
- skew

- stiffening: braced-chain (1/2/3-hinged) /suspended truss.
- wire cable: twisted/parallel.
- eyebar chain.
- back-stay: straight/curved.

- single/double leaf.
- rolling lift: Schertzer.
- trunnion: simple (Chicago) /multiple (Strauss).
- counterweights: heel/overhead.
- Page/Rail.
- semi-lift/direct lift.

- bearing: center/rim/combination.
- (see Truss above).

- (see Truss above).

- other: \_\_\_\_\_

16. MATERIALS (primary) 06, 10

Superstructure	type	treatment/finish	source
main span:	Steel	_____	Carnegie, U. S. A.
towers:	_____	_____	_____
railings:	Steel	_____	_____
Substructure			
piers:	Concrete	_____	_____
abutments:	Concrete	_____	_____
wings:	_____	_____	_____
intrados/ribs:	_____	_____	_____
voussoirs:	_____	_____	_____

17. PHOTO NO's.

Roll #16  
01-16-(16-21) 5 Exp.

18. PREPARED BY: G. A. Rapp

AGENCY/ORGANIZATION: PennDOT

; DATE: 8/5/82



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
WILLIAM PENN MEMORIAL MUSEUM AND ARCHIVES BUILDING  
BOX 1026  
HARRISBURG, PENNSYLVANIA 17106-1026

Nov. 15, 1996

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 97-8010-073-A  
Lawrence County, N. Beaver Township  
S.R. 0108, Section L04, Mt. Jackson Road Bridge  
Historic Resource Survey Form

Dear 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 not eligible for listing in the National Register of Historic Places: Mt. Jackson Road Bridge, North Beaver Township, Lawrence County.

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: Dean Schreiber, PDOT, Bureau of Design  
J. Clouse, PDOT, BEQ  
ED/snz

## PHYSICAL DESCRIPTION:

The Mt. Jackson Road Bridge built in 1924, is a two-span, through Pratt Truss bridge with reinforced concrete abutments and a reinforced concrete pier midstream. Truss bridges are structures whose individual components are connected in a series of triangles. Prominent features are the top and bottom chords which carry the major loads exerted on the bridge. The web members are verticals and diagonals which connect the chords. It is this arrangement that determines the truss type. These bridges were patented for use in railways and highways. Other basic components are the portal, stringers, floor beams and floor deck. The deck provides direct support for vehicular loads. The truss then rests on the abutments ( Historic Bridges of PA, PHMC, 1986). As stated above the bridge is a Pratt Truss which was patented in 1844 by Caleb and Thomas Pratt. Earliest forms of their design was a combination of wood and iron. The top chord and verticals acted in compression while the bottom chord and inclined verticals acted in tension and were constructed of iron. The Pratt Truss survived the transition to all metal construction and was built well into the twentieth century. The truss has continually been adapted to a wide variety of sizes. The Mt. Jackson Bridge is in relatively poor condition and is constructed of steel members. The only apparent additions after construction occurred in 1977 when guard rails were placed along both interior sides of the bridge. There is significant deterioration to the chords, struts, verticals or diagonals. There is also noticeable disintegration of the handrails on either side of the bridge. The deck is also in very poor condition with signs of major cracking and decay.

## HISTORICAL NARRATIVE:

The history of the area surrounding Mt. Jackson Bridge can be dated prior to European settlement with the findings of two Native American sites near the Mahoning River and New Castle. One of the markers found near the bridge lists C. Frederick Post, a Moravian missionary who was sent by Provincial officials to break the growing friendship between the Native Americans and the French. He and his party took from the 13-16th of November to travel from Chartiers Town (Tarentum) to New Kuskusky (New Castle). His work and the threat of General Forbes Army forced the French to leave present day Pittsburgh in November 1758. The first permanent European settlement in the region took place late in the eighteenth century. Mount Jackson was laid out by John Nesbit in 1815 in honor of General Andrew Jackson, who had on the 8th January that year gained a signal victory over the British at New Orleans. New Castle was established at this time and was incorporated as a borough in 1825. Only forty years earlier the last of the Kuskuskies Towns (villages occupied by Native Americans) was divided into tracts and given to veterans of the Revolutionary War. In 1835, a contract was let for the Crosscut Canal, which flows from Mahoningtown to Youngstown, Ohio, and parallels the Mahoning River to the east of the project area. Lawrence County was erected from portions of Beaver and Mercer Counties in 1849, with New Castle designated as county seat. Examination of an historic map of the project area dating back to 1872 indicated that the Mahoning River crossing between Mount Jackson and New Castle was upstream from its present location.



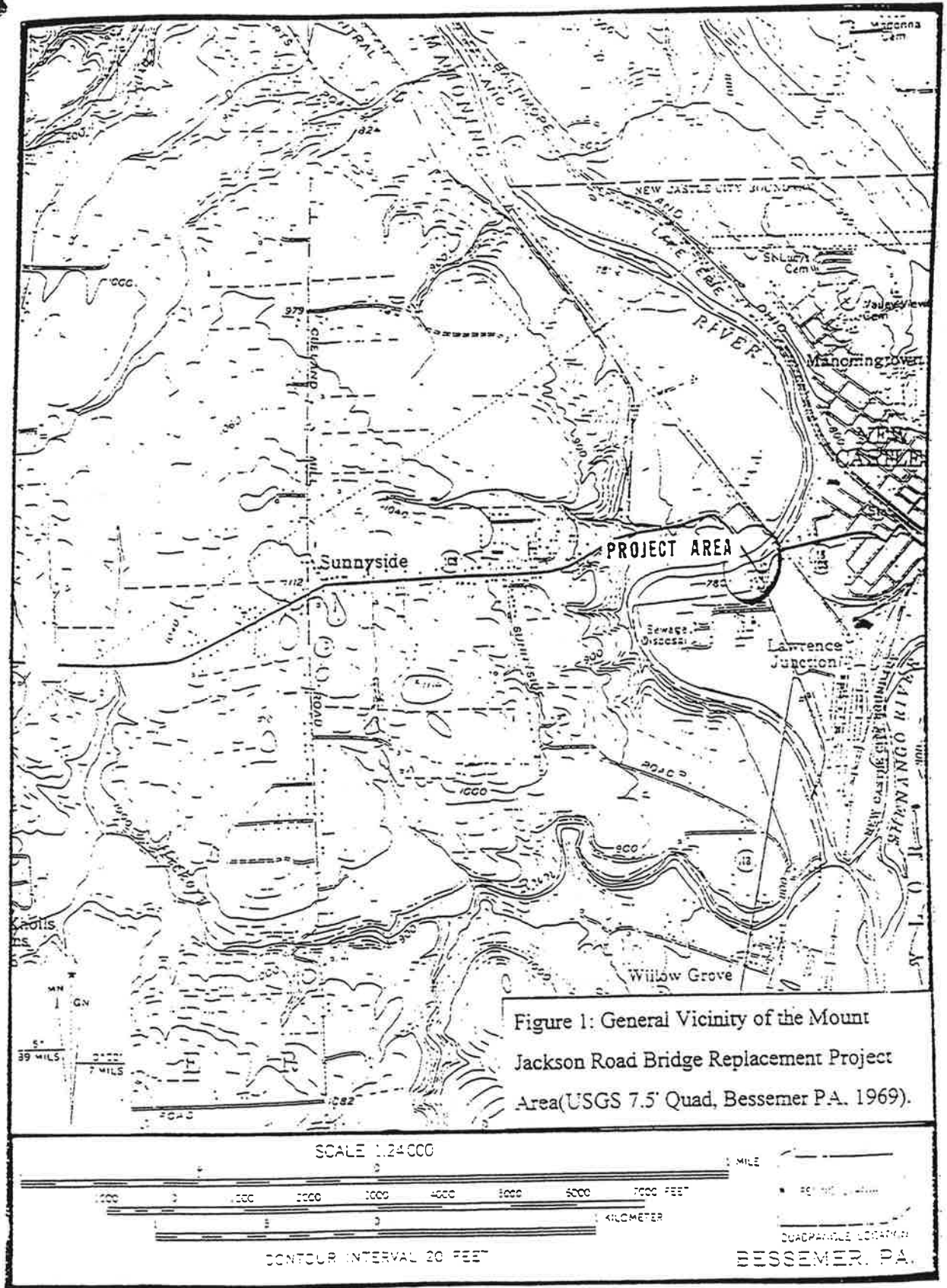


Figure 1: General Vicinity of the Mount Jackson Road Bridge Replacement Project Area (USGS 7.5' Quad, Bessemer, PA, 1969).

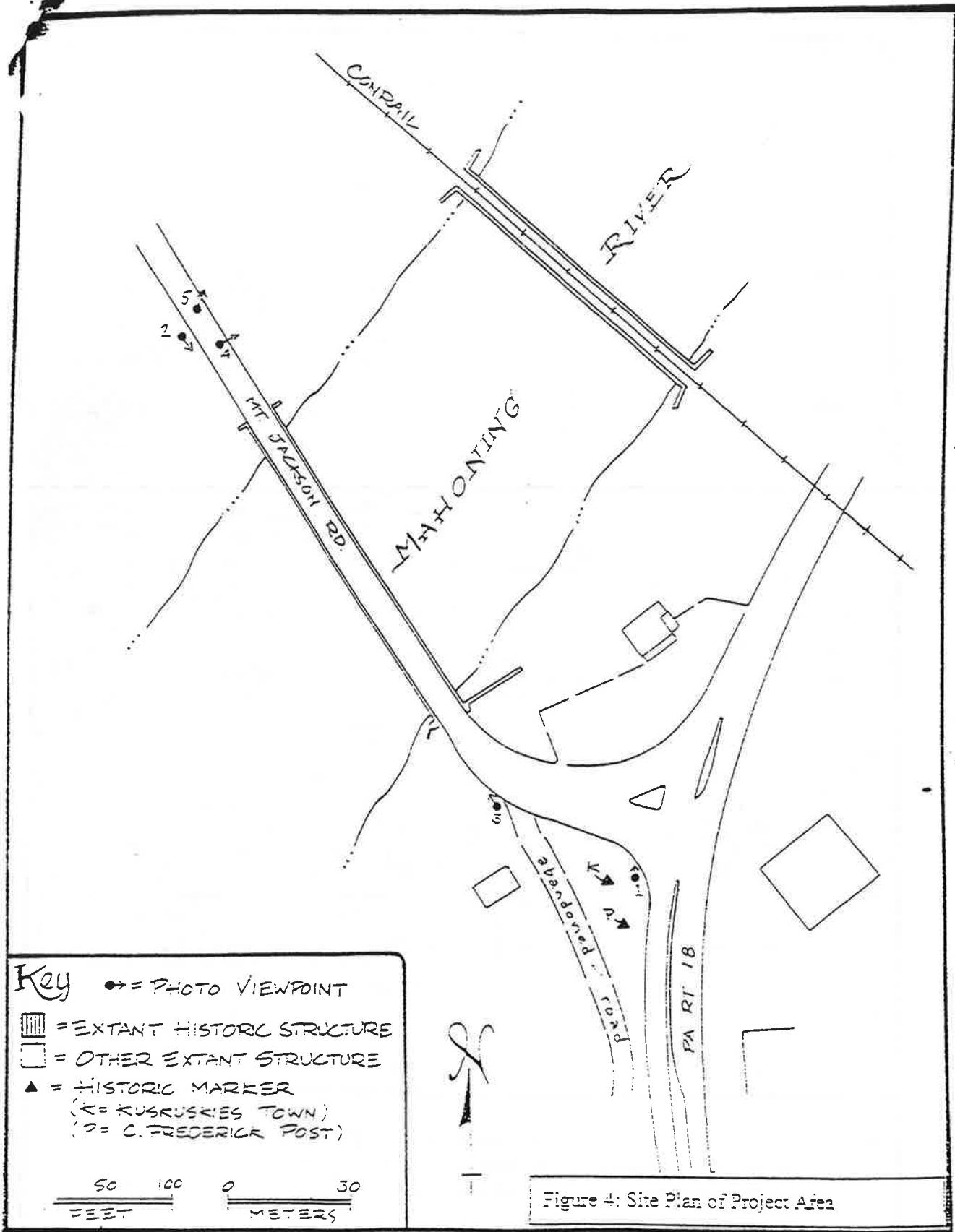
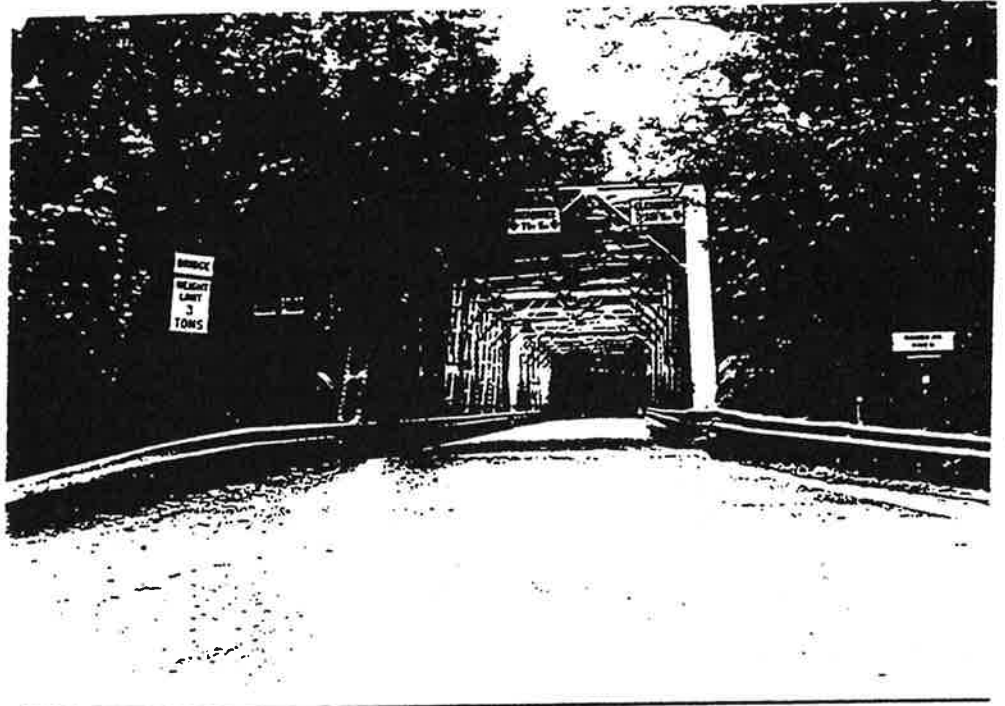


Figure 4: Site Plan of Project Area



Photograph 1: Mt. Jackson Road Bridge.  
View Facing East.



Photograph 2: Mt. Jackson Road Bridge.  
View Facing West.



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

August 1, 1996

Wayne W. Kober, Director  
Bureau of Environmental Quality  
Department of Transportation  
1009 Transportation & Safety Bldg.  
Harrisburg, PA 17120

TO EXPEDITE REVIEW USE  
SHP REFERENCE NUMBER

Re: ER 96-8227-073-B  
Lawrence County, Union and Mahoning Townships  
T-372, Covert Bridge Replacement, Bridge #12  
Determination of Eligibility

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: Covert Bridge, Co. Bridge No. 12, Union and Mahoning Townships, Lawrence County. The Covert Bridge is an excellent, early example of a cantilever three truss bridge. The loss of deck is not sufficient to effect its eligibility.

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

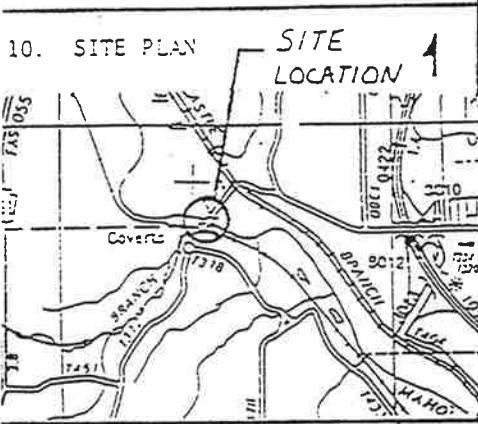
Sincerely,

Brenda Barrett  
Director

cc: B.A. McCoola, P.E., PDOT, Rm. 1009  
C. Kula, PDOT, PDOT, BEQ  
Patricia Remy, Dept. of Transportation, District 11-0  
BB/smz

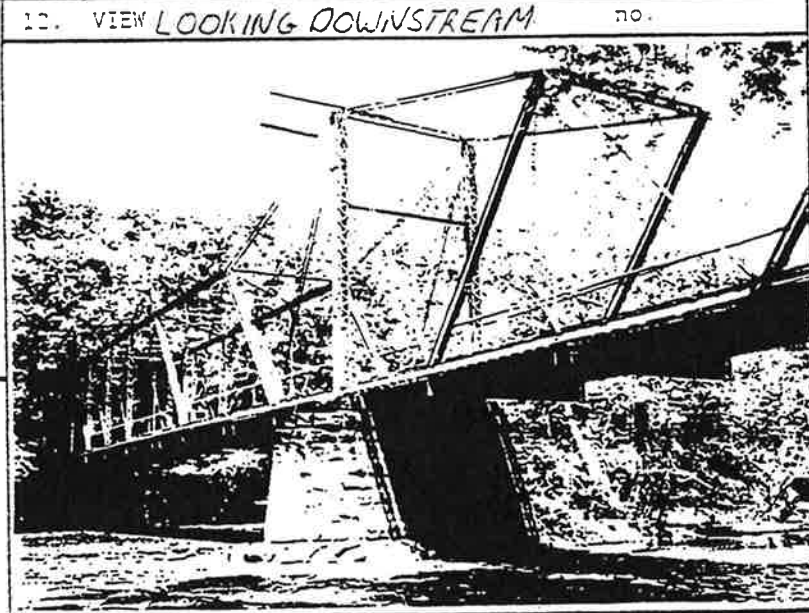
8. USGS QUAD.  
 TM's: Cone  
 E 549198  
 N 4539338

Designer/Engineer: UNKNOWN  
 Builder/Contractor: UNKNOWN  
 Bridge Company: UNKNOWN



Date(s): 1887 ; basis COUNTY BRIDGE INSPECTION REPORT  
 ; basis  
 ; basis  
 ; basis  
 Use: present; original.

11. INTEGRITY  
 altered; \_\_\_\_\_  
 unaltered; \_\_\_\_\_  
 moved; \_\_\_\_\_  
 Explain:  
 NEW WOOD DECK



13. COMMENTS  
 Unusual features:  
 NONE

Local environment: LOCATED APPROXIMATELY 0.5 MILES SOUTH OF THE INTERSECTION OF TWP ROAD T-450 AND T-372  
 Machinery (describe/identify type/equipment):

14. DIMENSIONS  
 spans: 2 no., 144 ft. O/A  
 main: no., ft.  
 secondary: no., ft.  
 approach: no., ft.  
 piers: 1 no.  
 towers: no., ft.

5. Present Name: LAURENCE  
 COVERTS CROSSING BRIDGE  
 6. Other name (historic name if any): UNION & MARIONING TWP 5  
 7. Crossing: T-372  
 MARIONING RIVER

15. TYPE

CHARACTERISTICS

Truss: continuous cantilever

- webbing: \_\_\_\_\_
- anchor span: \_\_\_\_\_
- cantilever span: 1/4/5A
- suspended span: \_\_\_\_\_
- thru/deck/low (pony): full-slope/half-hip.
- connections: pin/riveted.
- eyebars: loop welded/die forged.
- railing: \_\_\_\_\_
- columns: \_\_\_\_\_

Arch: masonry/metal:

- thru/deck/1-thru.
- fixed (hingeless) /1/2/3-hinged.
- ribs: solid/braced; crescent/parallel.
- spandrels: open/solid/braced.
- intrados/vault; ribbed/solid.
- shape: semi-circular/elliptical/segmental; stilted.
- skew

Suspension:

- stiffening: braced-chain (1/2/3-hinged) /suspended truss.
- wire cable: twisted/parallel.
- eyebar chain.
- back-stay: straight/curved.

Bascule:

- single/double leaf.
- rolling lift: Scherzner.
- trunnion: simple (Chicago) /multiple (Strauss).
- counterweights: heel/overhead.
- Page/Rail.
- semi-lift/direct lift.

Swing:

- bearing: center/rim/combination.
- (see Truss above).

Vertical Lift:

- (see Truss above).

Other:

- other: \_\_\_\_\_

16. MATERIALS (primary)

Superstructure	Type	treatment/finish	source
main span:	<u>STEEL CANTILEVER</u>	<u>ALUMINUM PAINT</u>	_____
towers:	<u>THRU TRUSS</u>		
railings:	_____		
Substructure			
piers:	<u>STONE</u>	<u>ROUGH CUT</u>	_____
abutments:	<u>STONE</u>	<u>ROUGH CUT</u>	_____
wings:	<u>STONE</u>	<u>ROUGH CUT</u>	_____
intrados/ribs:	_____	_____	_____
vousssoirs:	_____	_____	_____

17. PHOTO NO'S.

18. PREPARED BY: WILLIAM S. SHIDERLY  
 AGENCY/ORGANIZATION: HANK B. TAYLOR ENGINEERING  
 DATE: 3-6-96

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL QUALITY

A.G. LICHTENSTEIN &  
ASSOCIATES, INC.

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

---

BMS #: 37022400902344      DIST: 11      UTM: 18/42366/4554866  
OLD BMS #:      CTY: LAWRENCE      OWNER: COMBINATION  
MUNICIPALITY: MAHONING      LOCATION: EDINBURG VILLAGE  
FACILITY CARRIED: US 224/SR 224/SR 551/LR 444 (YOUNGSTOWN POLAND ROAD)  
NAME/ FEATURE INTERSECTED: US 224/SR 224/SR 551/LR 444 OVER CSXT(B&O RR)/P&LE RR/MAHO  
TYPE: THRU TRUSS      DESIGN: PARKER  
MATERIAL: STEEL  
#SPANS: 4      LENGTH: 480 (146.3 m)      WIDTH: 45 (13.7 m)  
YR BUILT: 1936      ALTERATION:      SOURCE: INSP FILE  
DESIGNER/BUILDER: FORT PITT BRIDGE WORKS

---

**SETTING/CONTEXT:**

The bridge carries a two-lane road with shoulders and a sidewalk over the Mahoning River and two CSXT (formerly the B&O Railroad) tracks at the north end of the bridge in a sparsely developed, wooded setting in the village of Edinburg.

**CURRENT NATIONAL REGISTER STATUS:** Previously Not Evaluated

**SURVEY NR RECOMMENDATION:** Not Eligible

**SUMMARY:**

The 4-span, 480'-long bridge built in 1936 consists of three, 70'-long, built-up thru girder approach spans and a 270'-long, riveted, Parker thru truss span over the river. The bridge is supported on concrete piers and concrete abutments with wingwalls. The trusses are traditionally composed, and there are no innovative or distinctive details. The cantilevered sidewalk finished with standard design metal railings. The bridge was designed by the state highway department bridge division and fabricated by in state builder Fort Pitt Bridge Works. Neither the bridge nor its setting are historically or technologically significant.

---

**PHOTO INDEX (DATE):** 355:2-5

**REVIEWED BY/ DATE:** MEM (4/99)

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

---

BMS #: 37720403247013      DIST: 11      UTM: 18/38860/4555086  
OLD BMS #:      CTY: LAWRENCE      OWNER: LAWRENCE COUNTY  
MUNICIPALITY: MAHONING      LOCATION:  
FACILITY CARRIED: CHURCH HILL (HILLSVILLE BRIDGE)  
NAME/ FEATURE INTERSECTED: OVER MAHONING RIVER  
TYPE: THRU TRUSS      DESIGN: PRATT-PINNED  
MATERIAL: STEEL  
#SPANS: 2      LENGTH: 282 (86.0 m)      WIDTH: 16 (4.9 m)  
YR BUILT: 1914      ALTERATION:      SOURCE: PLAQUE  
DESIGNER/BUILDER: THOMAS GILKEY, ENGINEER

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**SETTING/CONTEXT:**

The bridge carries a 2 lane road over a stream in a sparsely developed area with scattered 20th century houses. The earliest ones are highly altered, and there are many modern houses. The area does not have historic district potential.

**CURRENT NATIONAL REGISTER STATUS:** Previously Not Evaluated

**SURVEY NR RECOMMENDATION:** Not Eligible

**SUMMARY:**

The 2-span, 282' long and 16' wide, pin connected Pratt thru truss bridge supported on an ashlar substructure was fabricated in 1914. The trusses are traditionally composed, and the floorbeams are framed into the verticals above the eye bar lower chords. The knee braces of the lattice portal braces are elaborate scrolls. The bridge appears to be complete, but it is an extremely late example of its technology. Mr. Gilkey designed pin connected bridges for the county through the 1920s. The bridge has no innovative or distinctive details, and it is neither historically or technologically significant.

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**PHOTO INDEX (DATE):** 354:16-22

**REVIEWED BY/ DATE:** MEM (6/99)



PENNSYLVANIA DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL QUALITY

A.G. LICHTENSTEIN &  
ASSOCIATES, INC.

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

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BMS #: 37022400900418      DIST: 11      UTM: 18/42471/4554301  
OLD BMS #:      CTY: LAWRENCE      OWNER: CONRAIL & PADOT  
MUNICIPALITY: MAHONING      LOCATION: .5 MI NE OF SR 3016  
FACILITY CARRIED: US 224/LR 444 (STATE STREET)  
NAME/ FEATURE INTERSECTED: US 224/LR 444 OVER CONRAIL  
TYPE: THRU GIRDER      DESIGN: SIMPLE  
MATERIAL: STEEL  
#SPANS: 3      LENGTH: 168 (51.2 m)      WIDTH: 39 (11.9 m)  
YR BUILT: 1936      ALTERATION:      SOURCE: INSP FILE  
DESIGNER/BUILDER:

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**SETTING/CONTEXT:**

The bridge carries a two-lane highway and sidewalks over a Conrail track in a rural, wooded setting. A second track has been removed. The line was a Pennsylvania Railroad route from New Castle Junction to the Youngstown area. It is not the Ft. Wayne Division route.

**CURRENT NATIONAL REGISTER STATUS:** Previously Not Evaluated

**SURVEY NR RECOMMENDATION:** Not Eligible

**SUMMARY:**

The skewed, 3-span, simply supported, 168'-long bridge built in 1936 is composed of a built-up thru girder center span over the track(s) and steel stringer approach spans. The substructure is concrete. The sidewalks cantilevered from the girder span are finished with metal railings while the approach span sidewalks have standard design concrete balustrades. The bridge is a late example of its types, and it not crossing a significant Pennsylvania Railroad line. The area was crossed by lines supporting regional industries, and this line connects a turn out at New Castle Junction with Youngstown.

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**PHOTO INDEX (DATE):** 354:32-35

**REVIEWED BY/ DATE:** MEM (4/99)

