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PENNSYLVANIA

Preserving

The Newsletter Dedicated to Preserving Pennsylvania's Historic Places

P E N N S Y L V A N I A



Pennsylvania At Risk 2008

*The Annual Listing of
the Commonwealth's
Most Endangered
Historic Properties*



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A Special Thanks...

R. Jean Hershner
Preservation Pennsylvania Fall 2008 Intern

On the Cover...

Mead Avenue Bridge, Meadville, Crawford County

The Mead Avenue Bridge was originally built as an iron pin-connected Whipple truss in 1872 by the Penn Bridge Works. In 1912, the original structure was strengthened with the addition of riveted Baltimore trusses. The unusual combination of pin and riveted connections and varied truss configurations distinguishes the Mead Avenue Bridge.

In 1991, the Mead Avenue Bridge was determined eligible for listing on the National Register of Historic Places as a technologically significant example of its distinctive type and design. In 1998, the National Park Service documented the Mead Avenue Bridge in the Historic American Engineering Record (HAER).

The Mead Avenue Bridge is located in a bustling commercial and industrial section of Meadville. When it was open to traffic, approximately 4,500 vehicles crossed the historic truss each day. In 2007, the Mead Avenue Bridge was closed to all vehicular and pedestrian traffic due to concerns over structural stability and safety.

The Crawford County Commissioners, the Pennsylvania Department of Transportation (PennDOT), the Federal Highway Administration (FHWA) and a local Citizens Advisory Committee (CAC) explored alternatives for the repair or replacement of Mead Avenue Bridge. As of October 2008, the groups have determined the preferred alternative is to replace the historic Mead Avenue Bridge with a new structure. Although the replacement will not occur until 2011-2012, the project team has begun engineering studies and environmental and cultural resources impact assessments.

To learn more about the Mead Avenue Bridge Project and how you can become involved, visit the project webpage at: <http://meadvillebridge.com>.

Roosevelt Middle School, Erie, Erie County

One of series of decorative Theodore Roosevelt themed tiles located at Roosevelt Middle School. Preservation Pennsylvania file photo.

The Pennhurst State School and Hospital, East Vincent Township, Chester County

Photo courtesy of Connie Caracciolo.

Highspire Service Plaza, Middletown, Dauphin County

The Highspire Service Plaza, located at milepost 249.7 on the Pennsylvania Turnpike, displays the turnpike rest stop characteristic design. Preservation Pennsylvania file photo.

Poster insert courtesy of Historic American Engineering Record

“Trusses: A Study by the Historic American Engineering Record,” Historic American Engineering Record, National Park Service, Arnold David Jones, 1976.

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Mission Statement Preservation Pennsylvania, through creative partnerships, targeted educational and advocacy programs, advisory assistance, and special projects, assists Pennsylvania communities to protect and utilize the historic resources they want to preserve for the future.

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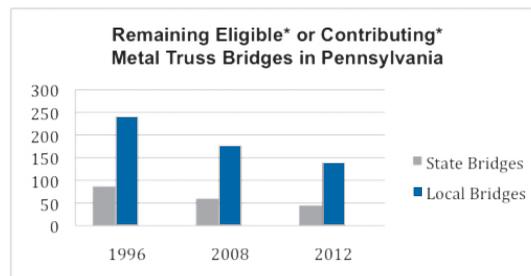
Pennsylvania's metal truss bridges are at risk.



In 1996, Pennsylvania had a population of 328 National Register eligible or contributing state or locally owned metal truss bridges. In July 2008, Governor Edward G. Rendell signed into law legislation authorizing an investment of \$350 million in

bond funds to accelerate the repair, replacement, and rehabilitation of the Commonwealth's structurally deficient bridges. The Rebuild Pennsylvania Initiative: Accelerated Bridge Program will allow the Pennsylvania Department of Transportation to complete 411 bridge projects this year. Over the next three years, the funding increase will underwrite bridge projects included on the State Transportation Improvement Program (STIP). By end of 2008, Pennsylvania's population of trusses will have declined to 237 bridges. By 2012, if replacement projections are accurate, Pennsylvania will have only 184 metal truss bridges remaining out of an original historic population of thousands.

The Fruitville Road Bridge, Montgomery County, is comprised of two stone arch spans and a Pratt thru pin-connected truss. The distinctive bridge was determined eligible for listing on the National Register; however, the 1905 bridge is included on PennDOT's Transportation Improvement Program for replacement within the next four years. Photo courtesy of Monica Harrower, PennDOT.]



*Note: * Eligible for listing on the National Register of Historic Places, or *contributing to a National Register Historic District Information provided courtesy of PennDOT.*

Although some truss bridges have been rehabilitated or relocated for pedestrian and bicycle use, many more historically significant metal truss bridges eligible or listed on the National Register of Historic Places are scheduled for replacement over the next twelve years. Truss bridges are at risk for replacement due to strength deficiencies, size limitations, deferred maintenance, and the high cost of repairs.

Metal Truss Bridges in Pennsylvania

As the most popular bridge design from the late 19th century to the early 20th century, metal truss bridges comprise a significant percentage of Pennsylvania's historic bridge population. Truss bridges were first erected in the United States as early as the 1840s, but were not significantly incorporated into the railroad and highway transportation systems until the mid to late 19th century. The Commonwealth's developed infrastructure of railroads and established iron and steel mills enabled bridge builders to easily assemble

and transport the prefabricated trusses to the new bridge sites. By the 1870s, over 100 bridge fabricators operated in Pennsylvania and fierce competition drove down the price of the truss bridge. Bridge building companies marketed the reliability of the patented prefabricated truss for its low cost, strength, and ease of assembly.

On Pennsylvania's roads, there are numerous truss bridge designs; however, there are only three basic types of trusses: pony, thru, or deck. These distinctive bridges are also distinguishable by the truss design—the configuration of the structural triangles created by truss members. Until the 1890s

truss members were joined together using pinned connections. But as engineering technology advanced, the pinned connections were replaced with rivets that consisted of stronger steel and were less susceptible to fracture and loosening of the joints.

The Kelley Bridge, located on TR 330 over Towanda Creek in Leroy Township, Bradford County, was built in 1892 by the Pittsburgh Bridge Company and erected by the Nelson and Buchanan Company of Chambersburg, PA. The pin-connected Pratt thru truss is included on the State Transportation Improvement Program and scheduled to be removed. Photos courtesy of PennDOT and Skelly and Loy, Inc.



Pennsylvania At Risk

serves as a representative sampling of the Commonwealth's most endangered historic resources. For the purpose of the list, endangerment is defined as threat of demolition, significant deterioration, vandalism, alteration, and/or loss of its historic setting. It is our belief that publishing this list draws statewide attention to the plight of Pennsylvania's historic resources, promotes local action to protect resources, and encourages additional state funding for historic sites.

This list is compiled from recommendations made by our members, local heritage organizations, the board and staff of Preservation Pennsylvania, and the Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission.

Criteria for Listing

- the property is listed or determined eligible for listing in the National Register of Historic Places, or
- the property is considered a contributing structure in a National Register Historic District, or
- the property is designated historic by local government, and
- the property is faced with imminent, recognized endangerment either from overt action, neglect, incompatible use, or loss of context.

Preservation Pennsylvania welcomes your comments on this year's list, your updates on the status of past entries, and your suggestions for future listings.

Pennsylvania's Metal Truss Bridges At Risk – October 2008

Not all historic metal truss bridges can be saved. A number of metal truss bridges may not be suitable for modern vehicular loads; however, some historic bridges may be strengthened to continue to serve the community.

This issue of *Pennsylvania At Risk* illustrates only a fraction of the Commonwealth's many historic metal truss bridges threatened with deferred maintenance, replacement and uncertain future design plans. The following list consists of truss bridges that are listed or eligible for listing on the National Register of Historic Places and that are included on the State Twelve Year Plan (TYP) for replacement or repair.

If you would like to learn more about any of the bridges included on this at risk list, please contact Preservation Pennsylvania at 717-234-2310 or info@preservationpa.org.

Bridges At Risk

Mead Avenue Bridge over French Creek, Meadville, Crawford County

(PennDOT Engineering District 1-0)
Double Intersection Whipple thru truss (riveted and pin-connected)
Built in 1871 by Penn Bridge Company

Kelly Road Bridge over Shenango River, Hermitage, Mercer County

(PennDOT Engineering District 1-0) Parker thru truss (pin-connected)
Built in 1897 by Penn Bridge Company

Miller Farm Road Bridge over Oil Creek, Oil Creek Township, Venango County

(PennDOT Engineering District 1-0)
Pratt thru truss (pin-connected) Built in 1888 by Massillon Bridge Company

River Road Bridge (TR 301) over Spring Creek, Spring Creek Township, Elk County

(PennDOT Engineering District 2-0)
Pratt thru truss (pin-connected) Built in 1898

Kelley Road Bridge (TR 330) over Towanda Creek, Leroy Township, Bradford County

(PennDOT Engineering District 3-0)
Pratt thru truss (pin-connected) Built in 1892 by Pittsburgh Bridge Company and Nelson and Buchanan

Laurel Park Road Bridge over Penns Creek, Hartley, Union County

(PennDOT Engineering District 3-0)
Parker thru truss (pin-connected) Built in 1904 by Owego Bridge Company

Bridge (TR 472) over Huntingdon Creek, Huntingdon, Luzerne County

(PennDOT Engineering District 4-0)
Pratt pony truss (pin-connected) Built in 1890

Bridge (TR 367) over Middle Creek, Paupack, Wayne County

(PennDOT Engineering District 4-0) Warren thru truss (riveted) Built in 1903

Christmas Road Bridge over Sacony Creek, Greenwich, Berks County

(PennDOT Engineering District 5-0) Pratt thru truss (pin-connected) Built in 1896 by Nelson and Buchanan

High Street Bridge over Saucon Creek, Bethlehem, Northampton County

(PennDOT Engineering District 5-0) Pratt thru truss (welded connections) Built in 1936

Collins Street Bridge (Bridge Street) over Schuylkill River and Conrail, Pottsville, Schuylkill County

(PennDOT Engineering District 5-0) Warren deck truss (riveted) Built circa 1892

Fruitville Road Bridge over Perkiomen Creek, Upper Hanover, Montgomery County

(PennDOT Engineering District 6-0) Two stone arch spans and a Pratt thru truss (pin-connected)
Built in 1905 by J.M. Smith (masonry) and Eyre Construction (truss)

Cunningham Road Bridge over Marsh Creek, Adams County

(PennDOT Engineering District 8-0) Baltimore thru truss and two Pratt pony trusses (pin-connected)
Built in 1894 by Pittsburgh Bridge Company and Nelson and Buchanan

Newville Road Bridge over Amtrak, West Donegal Township, Lancaster County

(PennDOT Engineering District 8-0) Warren pony truss (riveted) Built in 1900 by the Pennsylvania Railroad

Inwood Bridge over Swatara Creek, Union, Lebanon County

(PennDOT Engineering District 8-0) Pennsylvania thru truss (pin-connected)
Built in 1899 by Pittsburgh Bridge Company and Nelson and Buchanan

Bridge (TR 805) over Casselman River, Elk Lick, Somerset County

(PennDOT Engineering District 9-0)
Pratt thru truss (pin-connected) Built circa 1894 by Horseheads Bridge Company

Bridge (TR 748) over Pine Run, Redbank, Armstrong County

(PennDOT Engineering District 10-0) Pratt thru truss (pin-connected) Built circa 1895 by Nelson and Buchanan

Bridge (TR 323) over Connoquenessing Creek, Jackson, Butler County

(PennDOT Engineering District 10-0) Warren thru truss (riveted and pin-connected)
Built in 1929 by Farris Engineering Company and Victor C. Minter

Bridge (TR 385) over Big Run, Ringold, Jefferson County

(PennDOT Engineering District 10-0) Pratt pony truss (riveted) Built in 1901

Dorrington Road Bridge (SR 3117) over Robinson Run, Collier, Allegheny County

(PennDOT Engineering District 11-0) Thru truss. Built in 1888

Fallston Bridge over Beaver River, Fallston, Beaver County

(PennDOT Engineering District 11-0) Double Intersection Whipple thru truss. Built in 1884

VanGorders Mill Road Bridge over Slippery Rock Creek, Wayne, Lawrence County

(PennDOT Engineering District 11-0) Pratt thru truss (pin-connected) Built in 1891 by Pittsburgh Bridge Company and Nelson and Buchanan

Layton Bridge over Youghigheny River, Perry, Fayette County

(PennDOT Engineering District 12-0) Pratt thru truss. Built in 1892

Bridge (SR 4019) over Conrail/Pennsylvania Railroad, North Huntingdon, Westmoreland County

(PennDOT District 12-0) Warren pony truss (riveted). Built in 1902 by the American Bridge Company

Bridge Rehabilitation: It can be done!

“Saving an old bridge has been done before... In big towns and small towns, by iron craftsmen and little old ladies, with money from federal grants and bake sales, creative ways have been found to save old iron and steel bridges.”

Michael Mort, *A Bridge Worth Saving: A Community Guide to Historic Bridge Preservation* (East Lansing: Michigan State University Press, 2008), xviii-xix.

Terms and Definitions: A Bridge to Understanding...

Contributing Property: a property that meets the National Register Criteria for Evaluation may be determined contributing to a National Register Historic District. Contributing Property status initiates review of federally funded or permitted actions under Section 106 of the National Historic Preservation Act of 1966.

Deck Truss Bridge: traffic travels on top of the truss structure.

Eligible: a property that meets the National Register Criteria for Evaluation may be determined eligible for listing on the National Register. Eligibility for listing on the National Register initiates review of federally funded or permitted actions under Section 106 of the National Historic Preservation Act of 1966.

HAER: the Historic American Engineering Record is a publicly accessible collection that provides documentation of nationally significant structures.

National Register of Historic Places: a national list of historic resources worthy of preservation for their recognized significance in American history, architecture, archeology, engineering and culture. The National Register was established by the National Historic Preservation Act of 1966 and is administered by the National Parks Service.

PennDOT: Pennsylvania Department of Transportation

Pony Truss Bridge: traffic travels through the truss, but the top members are not connected.

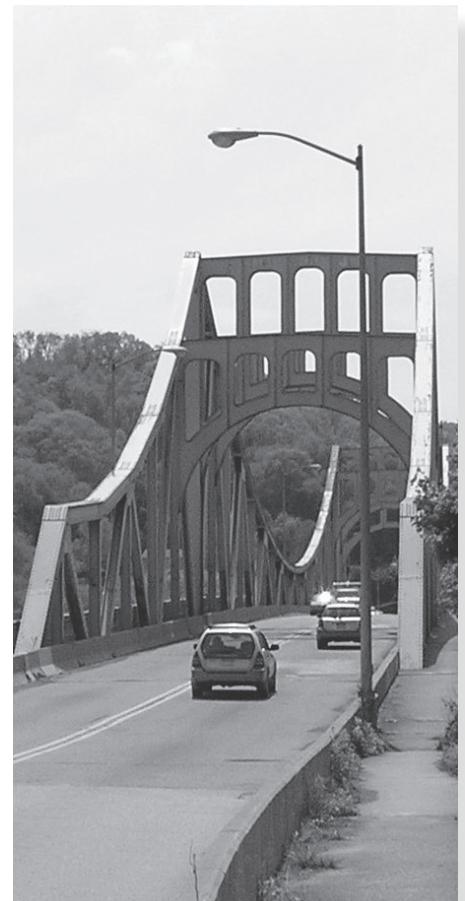
State Transportation Improvement Program: the first four-year segment of the Twelve-Year Program.

Section 106: Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies to take into account the effects of their undertakings on historic properties eligible or listed on the National Register of Historic Places.

Twelve-Year Program: the official listing of transportation improvements identified for development and implementation in Pennsylvania within the next twelve years.

Thru Truss Bridge: traffic travels through the truss.

The Boston Bridge over the Youghiogheny River, Allegheny County, is scheduled for rehabilitation to replace the existing steel stringers, grid deck sidewalks and other deteriorated elements. The Warren thru truss was built in 1931 and is listed on the National Register of Historic Places. The Boston Bridge rehabilitation project will strengthen the historic bridge for continued vehicular and pedestrian use and enhance the original historic character of the span.



Boston Bridge photo courtesy of David Anthony, PennDOT.

Although some truss bridges are rehabilitated for vehicular use, many more of these industrial relics have been bypassed or relocated for pedestrian and bicycle use. The Commonwealth is currently operating a bridge marketing program to encourage the relocation and reuse of historic bridges scheduled for replacement. Successful bridge marketing projects have relocated bridges to parks and college campuses and transferred ownerships to local municipalities and non-governmental organizations.



Henszey's Bridge over Ontelaunee Creek, a 1869 wrought-iron bowstring truss bridge. Photo courtesy of Central Pennsylvania College

In January 2002, Central Pennsylvania College purchased Henszey's Bridge, a rare 1869 wrought-iron bowstring truss bridge. With the help of local supporters and state officials, the college transported the 93-foot historic span across three counties and rehabilitated Henszey's Bridge to serve as a pedestrian bridge on the Central Penn College campus, located in Summerdale, PA.

For more information about the bridge marketing program, please visit PennDOT's website at: www.dot.state.pa.us.



In 2002, Central Pennsylvania College sponsored the relocation and rehabilitation of Henszey's Bridge. The historic span now serves as a pedestrian bridge on the Summerdale campus. Photo courtesy of Central Pennsylvania College

“

Should we save old Bridges?

Certainly most people appreciate the Brooklyn or the Golden Gate or the quaint stone arches and nostalgic covered wood spans. Yet equally important are the ubiquitous metal trusses and concrete arches that dot the countryside and cityscape by the thousands. Old bridges may represent past technologies, yet they provide a connection with that vanishing past by softening its collision with the future.

”

*Eric Delony, "The Value of Old Bridges"
APT Bulletin, 35 (2004): 3.*

Schenley High School Pittsburgh, Allegheny County

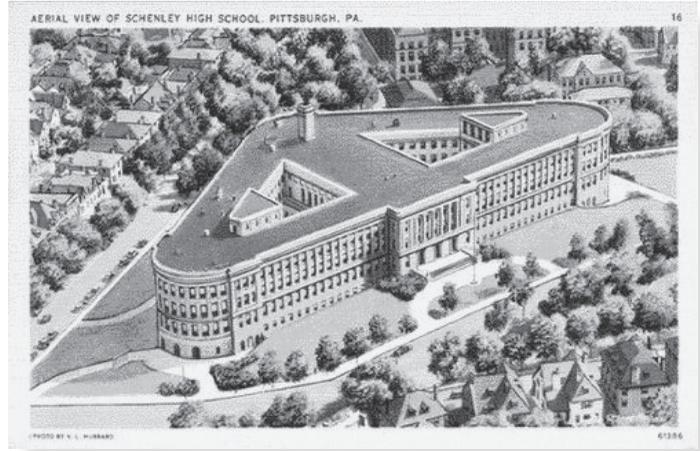
Significance

Long recognized as one of Pittsburgh's most significant school buildings, Schenley High School was a state-of-the-art design when it opened on October 2, 1916. It incorporated the then-new "platoon" concept for high school education, dividing the school day into periods and moving students from one classroom to the next. To achieve this, architect Edward Stotz's design included specialized classrooms, laboratories, and shops, as well as community and recreational facilities such as a gymnasium, a 1600-seat auditorium, and a swimming pool. As the first high school in the United States with construction costs in excess of \$1 million, it was an instant showplace, and the pride of its Oakland community.

Schenley High School was listed in the National Register in 1986 and continued to be used as a high school for the city's Oakland neighborhood until this year.

Threat

In June of 2008, the School Board voted 5 to 4 to close Schenley. Superintendent Mark Roosevelt has stated that the District cannot afford the cost of asbestos abatement and needed renovations, citing



a recent estimate of \$76 million. Many local parents, students, and alumni have opposed the closing since it was first proposed in October 2007 and are questioning the School District's plans to develop new schools serving students in grades 6 through 12. A committee has been formed to study future uses of the building, but the school's advocates are not optimistic that the District will find a way to preserve it.

Early postcard featuring Pittsburgh's Schenley High School. Courtesy of The Carnegie Library of Pittsburgh.

7 Pennsylvania Railroad Station, Newport, Perry County

Significance

Completed in 1906, the Pennsylvania Railroad Station in Newport, Perry County, is a reminder of the historic significance of transportation to the area's local and regional economy. When the Duncannon to Lewistown portion of the Pennsylvania Railroad was completed in 1849, it gave the region, which was heavily dependent on river and canal transportation, a new means of shipping its goods to market. After flooding forced the canal's closure around 1900, the railroad tracks were moved to Front Street where this brick station was constructed.

At the height of its usage, twenty-six passenger trains stopped in Newport on a daily basis. To accommodate these crowds, bathrooms were available both inside and outside of the building, and the ticket office on the western side of the station had two windows, which are both still in place. Plastered walls, wainscoting, crown moldings, and a vaulted ceiling completed a graceful interior space that hosted so many travelers over the years. Regularly scheduled passenger service ended in 1952, and special trains no longer stopped by 1970. Situated within the boundaries of the Newport Historic District, this site of so much previous activity is quietly vacant, and its condition continues to decline.



Threat

Owners of the Pennsylvania Railroad Station in Newport, Perry County, have threatened to tear down the deteriorated century-old building.

However, a local nonprofit organization, the Newport Revitalization & Preservation Society, Inc. (NRPS), is working to save the former Pennsylvania Railroad Station. Galvanized by strong community support, the NRPS is focusing its efforts on purchasing the building and finding a suitable site where the historic station can be relocated before it is too late. For more information about the NRPS, please visit their website: <http://www.nrps.pa.net>.

The former Pennsylvania Railroad station in Newport. Photo courtesy of the Pennsylvania Historical and Museum Commission.



The Pennsylvania Turnpike

Significance

At 12:01 a.m. on October 1, 1940, the official opening of the Pennsylvania Turnpike abruptly antiquated every other U.S. highway. Using much of the same path and tunnels created by railroad baron William H. Vanderbilt's short-lived South Pennsylvania Railroad, also known as "Vanderbilt's Folly," the Pennsylvania Turnpike emerged as a beacon from the darkness of the Great Depression. Once completed, the Turnpike would bring to life much of the impressive sights and design that had wowed visitors of the General Motors "Futurama" exhibit during the 1939 World's Fair. Soon, many other states would rush to create turnpike systems of their own, and in 1956, the Federal government would create the Interstate Highway System: all of which used many of the safety and design features set forth by the Pennsylvania Turnpike model.

Convinced of the project's ability to employ thousands of workers, and its importance to national defense and commerce as a vital transportation link, President Franklin D. Roosevelt agreed to federally fund the road's construction as a part of the New Deal Program. Officially created on May 21, 1937, the Pennsylvania Turnpike Commission began surveying and construction soon after. The original 162 miles featured 12 foot wide lanes, no at-grade road crossings, maximum grades of 3%, limited access, high speed capabilities, a minimum driver sight distance of 600 feet, 10 Service Stations, 7 tunnels, and over 300 bridges. This "Super Highway" would also become the first to use such safety features as rumble strips and emergency call boxes, and would be at the forefront of the use of EZ-PASS technology.

Initially, the Turnpike stretched between Irwin, east of Pittsburgh, and Middlesex, west of Harrisburg, but nearly 400 miles of extensions and bypasses have helped the road reach Philadelphia in the East, Ohio in the West, Scranton to the North, and on May 23, 1956, the completion of the Delaware River Bridge helped connect populations and goods from East and West.

Threat

In recent years, the Pennsylvania Turnpike has been undergoing system wide reconstruction efforts that have caused the loss and endangerment of its many significant structures. Road widening has forced the replacement of many original bridges and overpasses, and most of its first toll plazas have also disappeared. The roadside landscape of the Turnpike, however, is most noticeably altered by the disappearance of original service plazas. After all of the Pennsylvania Turnpike Commission's current plans have been executed, South Midway will be the only remaining example of the Turnpike's historic way stations for weary travelers: the other original service plazas will have been demolished. With future management of the Turnpike uncertain, public outcry and support is needed to preserve what remains of this irreplaceable monument that is draped across and weaved through the Pennsylvania landscape.



Top: View of the Pennsylvania Turnpike, circa 1942. Photograph by Arthur Rothstein. Library of Congress, Prints & Photographs Division, FSA-OWI Collection.

Bottom right: Early Turnpike toll plaza. Photograph by Arthur Rothstein. Library of Congress, Prints & Photographs Division, FSA-OWI Collection.



Pennhurst State School and Hospital. Photo courtesy of www.opacity.us.

“ Why save a place like Pennhurst?”

Because, perhaps more than any other place, Pennhurst is a visual record of our human journey in all of its fullness—good and evil.



*Nathaniel C. Guest, Director,
Preserve Pennhurst*

Pennhurst State School and Hospital East Vincent Township, Chester County

Significance

Opening its doors in 1908, the Eastern Pennsylvania Institution for the Feeble-Minded and Epileptic was later renamed The Pennhurst State School and Hospital. A model institution at the beginning of the century and into the progressive era, Pennhurst later became infamous for its treatment of the patients it was meant to protect. Situated on 1,400 acres of rolling hills overlooking the Schuylkill River, Pennhurst was the model mental facility of its time with a self-sustaining campus layout including administrative and medical facilities, dormitories, workshops, a firehouse, a general store, a barber shop, a greenhouse and a fully functioning farm. It became the most recognized mental institution in the United States with the groundbreaking 1968 NBC investigative report, *Suffer the Little Children*. This expose showed the squalid conditions under which the mentally and physically disabled of Pennsylvania were living, making Pennhurst a notorious example of a national trend. The institution again received widespread media coverage surrounding the 1978 Supreme Court case, *Halderman v. Pennhurst State School*, which Pennhurst ultimately lost. This ruling against Pennhurst established the foundations of later reforms in similar institutions across America, and the Supreme Court’s decision became an historic milestone for upholding and safeguarding the rights of the mentally and physically disabled in the United States. The Pennhurst State School and Hospital opened America’s eyes to an alarming trend in the care of the mentally and physically disabled and left an indelible print on the lives it changed.

Threat

The Pennhurst State School and Hospital closed its doors in 1986 and continues to remain vacant. Determined eligible to the National Register by the State Historic Preservation Office in 1984, the condition of the campus has suffered, falling into disrepair at the hands of time, vandals, and vagrants. Most recently, in October of this year, vandals damaged two Depression-era tile mosaics depicting the lives of slaves. Despite this danger of demolition by neglect, development is now the much larger threat.

In February 2008, a major developer acquired the majority of the Pennhurst campus. It should be noted that the property was transferred to the current owner by the Commonwealth of Pennsylvania without being reviewed by the Pennsylvania Historical and Museum Commission as required by the History Code. An appraisal done by the developing firm concluded that the campus was incompatible with rehabilitation and would need to be demolished prior to its development. A local group of concerned citizens formed Preserve Pennhurst, which has spearheaded the effort to preserve the campus and history of the institution. Raising awareness in the local community, Preserve Pennhurst has built a compelling case for the former institution’s preservation in the form of adaptive reuse. For the sake of the Pennhurst State School and Hospital—and its history—Preserve Pennhurst hopes to garner enough support to persuade the potential developer and the East Vincent Township Board of Supervisors that preservation is not only possible, but ideal.

Kemmerer Park Carriage House Jim Thorpe, Carbon County

Significance

The Kemmerer Mansion and Carriage House were built in 1879 by John Leisenring for his daughter, Annie, and her husband, Mahlon Kemmerer. The nineteen-room mansion was a prime example of the “Front Hill” mansions that were occupied by some of Mauch Chunk’s most wealthy and influential families. Just as Kemmerer, many of these families earned their fortunes during the height of the American Industrial Revolution. Though the Kemmerer Mansion no longer stands, the Carriage House is a lasting example of the grandeur that was Mauch Chunk during the late 19th and early 20th centuries.

The Kemmerer Park Carriage House was larger and more substantial than most houses of the era. Home to the family’s horses and carriages, it is believed that the Carriage House also served as living quarters for the stable hand. Featuring Victorian-era details, the multi-gabled building was accented by a commanding cupola.

Mahlon Kemmerer died in 1925. Preoccupied with homes of their own, his children seem to have had no interest in his luxurious mansion. The Kemmerer Park Association was later formed to manage the vacant estate, which was subsequently donated to the public. The mansion was demolished in 1927 to make way for a public park and playground. The association still has ownership of the park, which it leases to the borough of Jim Thorpe.

Threat

For many years, the Carriage House sat locked up and secure at the far end of the park. Recently age and neglect have enabled vandals to access the inside of the structure. Deterioration of the building has greatly accelerated. The condition of the building is so dire that restoration costs are growing beyond the reach of the Kemmerer Park Association’s budget. In its current state, the building has become a public danger. Though demolition is not imminent, it remains a possibility due to the Carriage House’s condition. Local efforts are underway in the hopes of saving the building, but help is desperately needed.



*Kemmerer Park
Carriage House.
Preservation
Pennsylvania file photo.*



The Old Fulton County Jail and the Fulton County Courthouse. Now covered with stucco, it is believed that the Jail's original exterior was handmade brick like the adjacent Courthouse. Photo courtesy of the Pennsylvania Historical and Museum Commission.

The Old Fulton County Jail's front façade (Picture below). Photo courtesy of the Pennsylvania Historical and Museum Commission.

Old Fulton County Jail McConnellsburg, Fulton County

Significance

In 1850, communities of the newly-organized Fulton County began raising money to support the construction of public buildings. McConnellsburg collected the most pledges for a courthouse and jail, and only ten months after becoming a county, Commissioners accepted bids of \$5,595 to build the County Courthouse, and \$2,874 to construct the Fulton County Jail. In order to increase the Jail's holding capacity, a rear addition containing more cells was added around 1900. But by the late 20th century, the historic structure could not comply with new building codes and prisoners were then sent to facilities in Franklin and Bedford Counties.

The building continues to be used for County business, however. The Sheriff's offices are located in the Old Fulton County Jail which is immediately behind the Courthouse in the McConnellsburg Historic District. It should be noted that this is the only Jail ever built in Fulton County and it has always remained under the County's control.



Threat

Currently, the Fulton County Commissioners are considering whether to demolish the former Jail in McConnellsburg. The County is planning to construct a new office building on the grounds of the Courthouse; although the historic Jail is not in the way of this project, Commissioners have cited the Old Fulton County Jail's utility costs as one reason for the proposed demolition, and a judge has expressed concerns about the building's safety.

An alternate proposal would remove the Jail's circa 1900 rear addition. If acted upon, such a move would erase some of the Jail's historic significance and could potentially damage the remainder of the 19th century building.

But Commissioners are facing opposition to the plans from local residents who are speaking up at town meetings and circulating petitions supporting the building's preservation. At this point, a final decision has not been made, and the Old Fulton County Jail's future is still unknown.



Side door between the Old Fulton County Jail and the Courthouse. Photo courtesy of the Pennsylvania Historical and Museum Commission.

Roosevelt Middle School's main entrance. Preservation Pennsylvania file photo.



Roosevelt Middle School Erie City, Erie County

Significance

The Theodore Roosevelt Middle School, located in the Erie City School District, opened its doors to students on February 22, 1924. Designed by the district's chief architect, W.W. Meyers, the building cost just over \$480,000 and featured seventeen classrooms, two science laboratories, two shop rooms, a "cooking room," a "sewing room," gymnasium, library with a 3,500-book capacity, and an auditorium with 1,015 seats. In this facility, battleship linoleum was a new hallway feature, replacing the more traditional wooden floor.

Roosevelt Middle School's most distinctive element, however, is its series of outstanding tile motifs. According to tile expert Cleota Reed, in her book, *A Guide to the Tiles of Erie Pennsylvania*, "This school is a tile treat. Behind its eight water fountains we find tiles depicting hand-painted scenes from the life of the nation's 26th President and the school's namesake, Theodore Roosevelt. The images, by an as-yet unidentified maker, are set in arched three part panels against pale yellow mat-glazed backgrounds, and framed by mustard-yellow egg-and-dart relief pattern moldings." The murals feature Roosevelt's portrait, depict his historic homes, and present important scenes from his life, including the "teddy bear" incident in which he famously spared the life of a cub during a big game hunt.

Tile mural of Theodore Roosevelt refusing to shoot a bear cub. Preservation Pennsylvania file photo.

Threat

Due to maintenance and safety concerns, Roosevelt Middle School closed its doors in June, 2007. Students were temporarily re-assigned to the former Sacred Heart School, which has been leased by the Erie City School District through the 2009/10 school year. With the cooperation of the District, experienced architects from Pittsburgh, Harrisburg, and Erie toured Roosevelt Middle School, reviewed the school's architectural plans, and studied educational specifications by the School District. Each architectural team drafted its own scheme for renovating and enlarging the Roosevelt School, and the design charrette containing these plans was presented to the Erie City School District on May 30, 2008. Despite the fact that all three architects believe the school is an excellent candidate for continued service as a school, the District is still considering demolition of the historic school in order to clear the site for new construction. However, the Erie City School District can take no action until its financial situation improves.



Pennsylvania At Risk 2008 *Updates on Previously Listed Properties*



Demolition of five historic buildings in Morgantown, 2007. Photo courtesy of Dot Hartenstine.

3100 Block Main Street, Caernarvon Township, Berks County (PA At Risk 2006)

In 2006, Preservation Pennsylvania listed the entire 3100 block of Morgantown on its Pennsylvania At Risk List. The block contained five historic buildings which were listed on the National Register of Historic Places as contributing properties in the Morgantown Historic District. In 2006, a national drugstore chain revealed plans to demolish the entire block and construct a standard style store and parking lot. Local opposition to the destructive project prompted Preservation Pennsylvania and its statewide partners to appeal to the national drugstore chain to reconsider its plans. An alternate location for the drugstore was not accepted, and in early 2007 the entire block was demolished. This inappropriate development has threatened the historic integrity of the entire National Register Historic District, and effectively erased a visible testament to the community's prosperous past.

Armstrong Cork Company Complex, Pittsburgh Allegheny County (PA At Risk 1994)

An extensive rehabilitation project at the Cork Factory, formerly the Armstrong Cork Company Complex, was finished in 2007. The property is the largest and most visible historic structure in the Strip District. The renovation has added 297 high-end loft-style rental apartments with breathtaking riverfront views and 14 foot exposed ceilings. At full

occupancy the Cork Factory will more than double the population of the residential Strip District, and it has preserved a piece of Pittsburgh's distinctive past for the future.



The Cork Factory. Preservation Pennsylvania file photo.

Bedford Springs Hotel, Bedford Bedford County (PA At Risk 1992)

Formerly known as the Bedford Springs Hotel, the Bedford Springs Resort project was officially—and grandly—completed in 2007. A spectacular example of restoration, it is now protected in perpetuity by a conservation easement that guards against intrusions (such as new construction and

road widening) on the property surrounding the historic buildings.

Byrd Leibhart Site, Lower Windsor Township, York County (PA At Risk 2003)

Early in October 2008, the York County Commissioners announced a settlement with the Kohr Estate on a 187-acre parcel. This action preserves the Byrd Leibhart site, three other pre-Susquehannock sites, and the historic Dritt family cemetery for the citizens of York County and the Commonwealth.

The Cyclorama, Gettysburg Adams County (PA At Risk 1999)

In 2005, the Recent Past Preservation Network, Dion Neutra, and Christine Madrid French filed suit against the U.S. Department of the Interior and the National Park Service. The lawsuit alleges multiple violations of the National Environmental Policy Act and the National Historic Preservation Act in regards to the proposed removal of the 1961 Richard Neutra-designed Cyclorama Center from the landscape of Gettysburg National Military Park.

At press time, the Hearing on Summary Judgment in this case was scheduled for October 30, 2008 in Washington, DC. An update will be provided when a decision is made on the future of this building.



Bedford Springs Resort. Preservation Pennsylvania file photo.



The Gettysburg National Military Park, Gettysburg

Adams County (PA At Risk 2006)

Crossroads Gaming Resort and Spa proposed building a casino only a mile and a half away from the boundaries of the Battlefield, which would have had a profound, negative impact on the experience of visitors to Gettysburg. A coalition of grassroots activists, the National Trust for Historic Preservation, the National Parks Conservation Association, and the Civil War Preservation Trust formed the group Stop the Slots to protest the proposed development. On December 20, 2006, only one month after this issue was placed on Preservation Pennsylvania's 2006 Pennsylvania At Risk List, the Pennsylvania Gaming Control Board rejected the application to build on the proposed casino site. This decision to preserve the historic character of Gettysburg was a significant victory; however, Gettysburg and other treasured historic resources continue to be threatened by insensitive development and commercialism.

Guthrieville General Store, East Brandywine Township

Chester County (PA At Risk 2006)

Since the listing of the Guthrieville General Store on the At Risk, the Section106 process has continued with the ultimate goal by the developer to get the full clearance from the Army Corps of Engineers to begin construction on the new convenience store. One of the mitigation measures was for the developer to make a good faith effort to market the General Store to find a new owner

who would rehabilitate it. One key element to this was an agreement by the developer to allow the addition to remain. Previously, the addition was scheduled to be demolished, effectively making the property unusable because of a lack of adequate square footage. The marketing period has now ended and no viable buyer was found who could meet the requirements of the sale and rehabilitation. At this point, it seems the General Store will be demolished.

Historic Yellow Springs/Chester Springs Historic District, West Pikeland Township

Chester County (PA At Risk 2006)

In October 2007, after an initial archaeological investigation revealed no Revolutionary War era burials, West Pikeland Township was free to move forward with plans to construct a large asphalt parking lot around the Cultural Center in the middle of the Historic Yellow Springs Village. Local activists intend to plant landscaping features around the parking lot to minimize its visibility.

Lincoln National Bank, Independence Township

Washington County (PA At Risk 2006)

In June 2008, the Avella Area Community Association was awarded a \$50,000 grant from the Washington County Local Share Account Program to renovate the Lincoln National Bank building. The Independence Township Council had been calling for the historic building's demolition unless rehabilitation funding could be established.

Meadville Junior High, Meadville

Crawford County (PA At Risk 1998)

Utilizing the Historic Preservation Tax Credit program, Professional Development Associates (Erie, PA), transformed the former school building into a wonderful "mixed use" community called Parkside Commons. The development consists of 56 residential apartments and over 30,000 square feet of commercial space. Further, it has stabilized the Meadville Historic District and is a catalyst for further economic development. Saving the former Meadville Junior High was a high priority for the City of Meadville, and Parkside Commons is a model of private/public cooperation. It is also an excellent example of historic rehabilitation, and demonstrates the potential of adaptive reuse.

Neilltown Church Building, Harmony Township

Forest County (PA At Risk 2006)

The Oil Region Alliance (ORA) has negotiated an extension of its original lease contract, which will now expire in 2010. At that time the ORA's careful rehabilitation of the historic Church is expected to be completed, and plans are to recruit a buyer who is interested in the long term preservation of the building.

Theodore Roosevelt Junior High School, Altoona

Blair County (PA At Risk 2006)

In June 2008, both Theodore Roosevelt Junior High School (1924) and Keith Junior High School (1930) were permanently closed. A new construction, Altoona Area Junior High School, opened its doors to students with the beginning of the 2008-09 school year. While Keith Junior High School will likely be sold and converted into luxury apartments, Roosevelt Junior High is expected to be demolished to make way for new athletic fields.



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