

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Pennsylvania	
COUNTY: Dauphin	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
Walnut Street Bridge

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Front Street in
Walnut Street at Susquehanna River to Wormleysburg

CITY OR TOWN:
Harrisburg

STATE: Pennsylvania CODE: 42 COUNTY: Dauphin Co. CODE: 043

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
City of Harrisburg

STREET AND NUMBER:
City Hall

CITY OR TOWN:
Harrisburg

STATE: Penna. CODE: 42

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Dauphin County Court House

STREET AND NUMBER:
Front & Market Sts.

CITY OR TOWN:
Harrisburg

STATE: Pennsylvania CODE: 42

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: (HAER) Sites
1. Hist. Amer. Engineering Record 2. Penna. Register Hist.

DATE OF SURVEY: 1971 (both) Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
US. Dept of Interior (1.) William Penn Museum, Harrisburg (2.)

STREET AND NUMBER:
HABS Office

CITY OR TOWN:
Washington D.C.

STATE: D. C. CODE: II

SEE INSTRUCTIONS

STATE: Pennsylvania
COUNTY: Dauphin
ENTRY NUMBER
DATE
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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The present condition of the Walnut Street Bridge is very close to the original. The present steel lattice type flooring replaces the original wooden planks. Steel guard rails have been welded to the sides to protect passengers from traffic. Otherwise the bridge is as it was when completed in 1890.

Almost a mile long, the Walnut Street Bridge is bisected by a large island (City Island) in the center of the river. To the West of the island are seven individual spans, each of 175' in length. To the East are four spans of 175' and three of 240'. The longer spans cross the active channel and were so designed to allow easier passage for the logging operations and the coal barges, both once so common on the Susquehanna. All fourteen spans rest on dressed stone piers.

The superstructure was fabricated at the old Phoenix Bridge Co, now part of Phoenix Steel Co, Phoenixville, Penna. and assembled on the spot by a New York firm, called Dean & Westbrook. The bridge was open to traffic late in 1890. The main supporting members are constructed of wrought iron rolled semi circular sections rivetted together. This was a patented process invented by Wendel Bollman and patented by Samuel Reeves, then President of Phoenix Bridge Co. This method enabled any size bridge to be made on a more or less prefabricated basis.

One of the last of the large bridges made of wrought iron, the Walnut Street bridge has shown the basic strong points of wrought iron, its ability to weather well and its resistance to material fatigue, ably.

Most of the original cast iron fence posts for the railings between the two bridges, which bear the date 1889, still exist. The bridge is in need of paint badly, and some repair to the piers, but is otherwise deemed sound. It handles 8000 cars daily.

SEE INSTRUCTION 59

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

1889-1890

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

Previous to the Civil War, Wendel Bollman, engineer for the Baltimore & Ohio R.R. had designed a type of rolled wrought iron hollow column for use in bridge trusses. He apparently contacted Samuel Reeves of the Phoenix Iron Works, Phoenixville, Pa., in an effort to have the iron rolled to his specifications. Exactly what transpired between the two men is not known, but Reeves patented the round column made up of rolled semi-circular sections rivetted together. After this, this type of column was known as the Phoenix Column.

From about 1867-70 to the late 19th century this was the most popular bridge construction in the U.S.. The Phoenix column could be used for any size bridge, from multi-span complexes to smaller single spans. By joining the semicircular sections together as needed for a given load any size column could be formed. In the Walnut Street Bridge the eleven spans of 175' have four sectioned columns while the three 240' spans have six section columns. This was an early method of prefabrication inasmuch as all members were made to a standard pattern and assembled according to the special needs of the site.

The Phoenix Column bridges were among the last constructions of wrought iron, long the prime variety of iron used where great tensile strength and resistance to stress was required. By the 1880's open hearth steel had come to replace wrought iron for most of these uses, and bridges from that time were constructed primarily of steel girders.

The Walnut Street Bridge at Harrisburg, Penna., is significant in that it is one of the last surviving, if not THE last, multispan Phoenix bridge in the East. Its long spans reveal a great degree of complication with their many rods and bars of wrought iron, as well as the large-sectioned columns. It could well be considered the best example extant due to its size and construction. A few more exist in smaller, much less impressive sizes.

Taken from a report by John Tyler, Curator Science & Technology, William Penn Museum, Harrisburg.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Blank area for major bibliographical references.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R E W.	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		40 ° 15 ' 29.5 "	76 ° 53 ' 21 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: one acre approx

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

STATE:	CODE	COUNTY	CODE
Pennsylvania		Cumberland	041
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: E.F. LaFond, Jr., Keeper Pennsylvania Register of Historic Sites

ORGANIZATION: Penna. Historical & Museum Commission DATE: 1971 Nov 30th

STREET AND NUMBER: Box 1026

CITY OR TOWN: Harrisburg STATE: Pennsylvania CODE: 42

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: S. K. S. [Signature]

Title: State Liaison Officer (Pa.)
Exec. Director P.H. & M.C.

Date: 1/25/72

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date: _____

ATTEST: _____

Keeper of The National Register

Date: _____

SEE INSTRUCTIONS



COLONIAL PARK 3.6 MI.

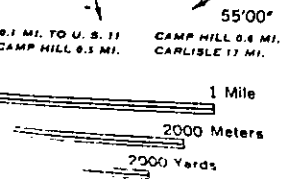
17'30"

40° 25' 29.5"

76° 53' 21"

40° 15' 00"

76° 52' 30"



LEMOYNE 0.2 MI.
 NEW CUMBERLAND 2 MI.
 ARMY MAP SERVICE CORPS OF ENGINEERS, WAR DEPARTMENT, 600414
 1947

INDEX TO ADJOINING SHEETS INDEX TO BOUNDARIES
 77° 07' 30" 77° 00' 00" 76° 52' 30" 76° 45' 00"
 40° 30' 00"

