

SOLDIERS' AND SAILORS' MEMORIAL BRIDGE
(State Street Bridge)
Pennsylvania Historic Bridges Recording Project
Spanning Paxton Creek at State St. (State Rt. 3014)
Harrisburg
Dauphin County
Pennsylvania

HAER No. PA-456

HAER
PA
22-HARBI
28-

PHOTOGRAPHS

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HISTORIC AMERICAN ENGINEERING RECORD

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Location: Spanning Paxton Creek and Cameron St. (State Rt. 230) at State St. (State Rt. 3014), Harrisburg, Dauphin County, Pennsylvania.

USGS Quadrangle: Harrisburg West, Pennsylvania (7.5-minute series).

UTM Coordinates: 18/340425/4458905

Dates of Construction: 1926-30.

Designer: John E. Greiner, consulting engineer; William Gehron and Sidney F. Ross, architects.

Builder: Charles C. Straycr, contractor (unit 1); James McGraw Company, contractor (units 2 and 3).

Present Owner: Pennsylvania Department of General Services.

Present Use: Vehicular bridge.

Significance: The Soldiers' and Sailors' Memorial Bridge is an excellent example of a monumental bridge. Its militaristic decorative elements indicate its purpose as a memorial to all Pennsylvanians who have served in the armed forces. The carved keystones of each arch depict weapons and machinery of the first World War, and two massive pylons topped with war eagles mark the entrance to the bridge from the park surrounding the Pennsylvania State Capitol. This imposing span contributes to the imperial quality of the seat of state government. The Soldiers' and Sailors' Memorial Bridge was listed in the National Register of Historic Places in 1988.

Historian: Blythe Semmer, August 1997.

Project Information: This bridge was documented by the Historic American Engineering Record (HAER) as part of the Pennsylvania Historic Bridges Recording Project - I, co-sponsored by the Pennsylvania Department of Transportation (PennDOT) and the Pennsylvania

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Historical and Museum Commission during the summer of 1997.
The project was supervised by Eric DeLony, Chief of HAER.

CHRONOLOGY

- 1897 Old Capitol building burns.
- 1902-1904 Joseph M. Huston, architect of the new Capitol, proposes two plans to alter the Capitol Park.
- 1903 Newspaper articles echoing Huston's ideas call for extension of Capitol grounds.
- 1905 Bill for Capitol Park Extension proposed in state legislature.
- 1906 Construction of new Capitol Building completed.
- 1911 Capitol Park Extension bill passed (P.L. 1027).
- 9 November 1916 Arnold W. Brunner hired by Board of Commissioners of Public Grounds and Buildings.
- July 18, 1919 Act No. 420 (P.L. 1049) authorizes the construction of Soldiers' and Sailors' Memorial bridge according to designs by John E. Greiner and Arnold W. Brunner.
- 1926 Revised design of architects Sidney Ross and William Gehron accepted.
- September 1926 Construction on east approach begun by Charles C. Strayer, contractor.
- May 1927-May 1929 General Assembly makes appropriations for construction.
- 22 August 1930 Bridge dedicated during American Legion convention in Harrisburg.

Description

The Soldiers' and Sailors' Memorial Bridge spans 1,312'-0" over Paxton Creek and several railroad lines, including the former Main Line of the Pennsylvania Railroad, in Harrisburg. The bridge carries State Street from the east side of the Capitol complex to Thirteenth Street. It is supported by reinforced concrete piers that are faced with coursed Indiana limestone ashlar. The concrete and steel superstructure rests on a granite base course. Twelve main arches are closed-spandrel reinforced concrete segmental arches, and four at the bridge's east end are reinforced concrete slabs. These constitute the original design of the bridge as it was built in 1930. Another span, a 36'-0" steel girder, was added in 1955 to extend the bridge's east end. Under the bridge's east end is a large storage space designed for Department of Highways equipment. The area is enclosed, and the appearance on the outside is as if the east end of the bridge were a long, gently sloped abutment faced in coursed Indiana limestone ashlar. The maximum arch span is 84'-0". The bridge contains a 56'-0"-wide roadway and two 10'-8"-wide sidewalks within the total deck width of 80'-0". A solid parapet railing of reinforced concrete lines the bridge.¹

The bridge crosses Cameron Street (State Route 230) at a skew. This crossing breaks the repetition of the segmental arches because the massive piers at this point are pierced by arches, unlike the other solid piers, and house staircases providing pedestrian access from Cameron Street to the bridge deck. Tile faïences in a sunburst pattern decorate the intrados of the main arch as well as the pier arches at this intersection. In the main arches there are two tile reflectors in the soffit of each typical arch from pier five to pier seventeen (numbered from the east end). Specifications provided on the architects' drawings describe these faïences as high-fire Aetco faïence tile in two colors.²

The bridge underwent renovations in 1955, when J. Richard Nissley was contracted to add a 36'-0" steel girder span on the bridge's east end. The structure was in need of repair in 1956 when the Pennsylvania Railroad, the Department of Highways, the Department of Property and Supplies, and the City of Harrisburg reached an agreement to perform repairs. The bridge inspection file notes that the deck and sidewalks were rebuilt by the Kim Company at a cost of \$440,093.00 in 1957.³ Maintenance responsibilities for the bridge have historically been divided, just as the financing of its construction was. Today the Pennsylvania Department of General

¹ Bridge inspection file, BMS No. 22-3014-0030-0190, PennDOT Engineering District 8-0, Harrisburg, Pa.

² These details are depicted in "State Street from Cameron Street to Pier No. 5," Drawing No. 5, folder 65-5, Construction Plans and Specifications for Public Buildings and Bridges, 1893-1975, Records of the Department of General Services, Board of Commissioners of Public Grounds and Buildings, Record Group 20, Pennsylvania State Archives, Harrisburg, Pa.

³ Pennsylvania Public Utility Commission, Complaint Docket No. 16121, bridge inspection file, BMS No. 22-3014-0030-0190, PennDOT Engineering District 8-0, Harrisburg, Pa.

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Services, Pennsylvania Department of Transportation, and City of Harrisburg continue to share responsibility for the bridge's maintenance.⁴

The Soldiers' and Sailors' Memorial Bridge is a monument to the heroism of both Pennsylvanians specifically and Americans in general. Details small and large in the construction and decoration of the bridge act as reminders of America's military might. The western approach is marked by two 143'-0" pylons topped with carved war eagles representing the army and the navy. Each pylon measures 25'-0" by 16'-0" at its base and 13'-6" by 22'-6" at its top. The eagles each weigh approximately 300 tons and rise 21'-0" high, and required thirty-six stones each.⁵ The dates of all major wars in which the United States had participated by 1930 are incised into the pylons beneath the eagles. Around the base of each pylon is a limestone terrace. The names of pivotal battles in U.S. military history up to 1930 are inscribed around the walls of this area. Massive cylindrical metal and glass light standards mark the corners of the parapet wall around the base of each pylon. The bridge's memorial function is further reflected in the carvings of military objects in the seven-ton keystones of the arches. These carvings depict items such as warships, grenades, cannon, bombs, machine gun bullets, steel helmets, bayonets, boat propellers, a periscope, and tanks.⁶ The cumulative effect of the massive scale of the design and its militaristic decoration is a sense of "massiveness and permanence which incarnate the strength requisite of the United States Army and Navy," in the words of Albert G. Brussart, resident engineer for the construction project.⁷

One of the most unusual memorial features of the Soldiers' and Sailors' Memorial Bridge was never completed. The plans called for the creation of a memorial room underneath the west approach. This room would contain a military museum displaying the flags of Pennsylvania used in battle and files listing the names of all Pennsylvanians who fought in the first World War. After the bridge opened to traffic, no more appropriations were made to complete the proposed museum room or alterations to the east entrance, including decorating the two pedestals and marking the entrance with flagpoles or "trophies of the late war."⁸ Conceptual blueprints of the museum room prepared by architects Gehron and Ross depict a temple-like space with a vaulted decorated ceiling. Several views show frescoes on the ceiling. Some views include

⁴ Bridge inspection file, BMS No. 22-3014-0030-0190, PennDOT Engineering District 8-0, Harrisburg, Pa.

⁵ "Bridge Huge Symbol Of Nation's Strength," *Harrisburg Patriot* (22 Aug. 1930): 17.

⁶ American Legion of Pennsylvania, "Proceedings of Convention held at Harrisburg, Pa., Aug. 21-23, 1930; and program for dedication of Memorial Bridge Friday Aug. 22, 1930," (Harrisburg, Pa.: American Legion of Pennsylvania, 1930), 2.

⁷ "Bridge Huge Symbol Of Nation's Strength," 17.

⁸ "Bridge Huge Symbol Of Nation's Strength," 17.

sculpture around the perimeter of the main room, which was to contain display cases and perhaps a monument. In all views the space had a sleek, polished appearance.⁹

The Capitol Park Extension

The history of the Soldiers' and Sailors' Memorial Bridge begins with the construction of the new state capitol building after the 1820 capitol burned in 1897. Joseph M. Huston, the new capitol's architect, proposed two plans from 1902 to 1904 to alter the appearance of the park surrounding the capitol building.¹⁰ Neither was carried out, but the *Harrisburg Telegraph* reported on 15 May 1903 that Huston's plans included extending the park east, between North and Walnut streets, from Fourth Street to the Pennsylvania Railroad's property behind the capitol.¹¹ Another newspaper, the *Harrisburg Patriot*, put forward plans for a Capitol Park extension similar to Huston's at the end of 1903 and in January 1904.¹² The speculation and plans turned into a bill supporting the Capitol Park extension, which Harrisburg city officials lobbied for passage during the 1905 legislature. The bill was ultimately not passed until 1911. The area that fell in the proposed Capital Park extension plan of 1911 was part of Harrisburg's old Eighth Ward, which had a reputation as a district with a high minority population controlled by political bosses. Supporters argued that the extension ran through what was considered a slum district, and therefore the condemnation of lands for new capitol facilities would double as a salutary act of slum clearance.¹³

The Capitol Park extension plans were inspired by the City Beautiful Movement as well as Harrisburg's desire to improve its image as the seat of state government. The new Capitol building was considered one of the motivating factors that made other civic improvements, such as Water Front Park and the construction of an intercepting sewer, possible and popular.¹⁴ Drainage along flood-prone Paxton Creek was a particular concern of improvement advocates.

⁹ These drawings are located in the Pennsylvania State Archives along with the complete plans for the bridge in folder 65-9, Construction Plans and Specifications for Public Buildings and Bridges, 1893-1975. Complete plans comprise folders 65-1 through 65-9 and include drawings of the Brunner plans of 1921 and the revised Gehron and Ross drawings of 1926-27.

¹⁰ For a complete discussion of the history of the Pennsylvania State Capitol, the architects and artists involved in its construction, its repair and alteration history, and a detailed explanation of the evolution of the Capitol Park, see Heritage Studies, Inc., *The Pennsylvania Capitol: A Documentary History*, 4 vols. (Harrisburg, Pa.: Capitol Preservation Committee, 1987).

¹¹ Heritage Studies, Inc., *The Pennsylvania Capitol*, 677.

¹² *Harrisburg Patriot*, 21 Nov. 1903 and 9 Jan. 1904, cited in Heritage Studies, Inc., *The Pennsylvania Capitol*, 677.

¹³ Heritage Studies, Inc., *The Pennsylvania Capitol*, 677.

¹⁴ A discussion of the City Beautiful Movement's impact on Harrisburg is provided in William H. Wilson, *The City Beautiful Movement* (Baltimore: Johns Hopkins Univ. Press, 1989), ch. 6.

Railroad lines were laid alongside this tributary rather than on the river front because of the Susquehanna's steep banks at Harrisburg. A bridge spanning Paxton Creek and the low-lying area surrounding it would separate the Capitol complex from the stench that accompanied the creek's informal use as a sewer.

The destruction of the old Capitol building was not greeted entirely with regret, because civic-minded Harrisburg residents saw the disaster as a chance to rebuild the city in a more orderly and impressive manner. After the old Capitol burned in 1897, Harrisburg's claim as the seat of state government was challenged by Philadelphia, whose leaders charged that the shabby appearance of Harrisburg was reason enough that the capital should be moved.¹⁵ The plans for an elaborate capitol building and state government complex were Harrisburg's means of proving itself a worthy capital city for the Commonwealth. As Raymond Burkett has written in his thesis on the City Beautiful Movement in Harrisburg,

It was not until early 1901 ... that the legislature realized that 'The Bam' [the inappropriate and unimpressive brick capitol building constructed by Henry Ives Cobb after the fire] was a totally inadequate representation of the Commonwealth's abilities. There developed an unwritten pact at the time between the City of Harrisburg and the Commonwealth with the understanding that, if the borough would improve itself the State would acknowledge it with the erection of a highly respectable capitol.¹⁶

When land acquisition for the Capitol Park extension was almost complete in 1916, the Board of Commissioners of Public Grounds and Buildings hired architect and city planner Arnold W. Brunner of New York City and consulting landscape architect Warren H. Manning to design plans for the landscaping and construction of office buildings in the area.¹⁷ Brunner studied architecture at the Massachusetts Institute of Technology, finishing his training there in 1879. He then entered architectural practice but gradually turned his attention to city planning. Brunner collaborated with Frederick Law Olmsted, John M. Carrere, and others on plans that earned him a reputation for large, austere, and formal designs influenced by Roman classicism.¹⁸ As a recent documentary report on the history of the Pennsylvania State Capitol stated, "Brunner's plan made radical changes in how the public would view and approach the Capitol."¹⁹ He emphasized the east-west axis running through the dome of the Capitol to the river to the

¹⁵ Raymond Burkett, "A Miracle of Common Sense: The City Beautiful Movement in Harrisburg, Pennsylvania, 1900-1915" (M.A. thesis, Pennsylvania State Univ. at Harrisburg, 1988), 46.

¹⁶ Burkett, "A Miracle of Common Sense," 46.

¹⁷ Brunner was hired 9 Nov. 1916. See Heritage Studies, Inc., *The Pennsylvania Capitol*, 678.

¹⁸ Heritage Studies, Inc., *The Pennsylvania Capitol*, 746-7, and Steven McLeod Bedford, "Arnold W. Brunner," in Adolf F. Placzek, ed., *Macmillan Encyclopedia of Architects* (New York: Free Press, 1982), 314.

¹⁹ Heritage Studies, Inc., *The Pennsylvania Capitol*, 679.

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west and the site of the present Soldiers' and Sailors' Memorial Bridge to the east. Bilateral symmetry was the guiding principle of his arrangement of office buildings and landscaping. The plan also proposed the construction of a monumental concrete bridge from Seventh Street to the hills on the east side of Harrisburg. This bridge, one of the most important parts of the plan, would also include approaches from the north and south and would become a monumental new approach to the Capitol, providing dramatic views of the Capitol building and the rest of the park plan.²⁰ The Soldiers' and Sailors' Memorial Bridge would also replace the metal truss bridge that carried State Street over the railroad tracks. The new bridge would not only span Paxton Creek and the railroad lines but a vast area of the Eighth Ward that included several industrial sites as well as houses and businesses. Brunner also designed badly needed office space for the state administration, including the North and South Office Buildings that flank a courtyard on the east side of the capitol. The changes to the east facade necessitated by their construction were welcomed, as many people considered that side of the capitol "plain and incomplete."²¹

Brunner's drawings for the bridge are slightly more classical in feel than the massive bridge eventually built from the revised plans of his successors, William Gehron and Sidney Ross. The pylons in the plans prepared in 1921 are smaller and less streamlined than the present ones, and though the segmental arches are similar in shape, they do not include the large decorative keystones that are an important detail of the bridge. In place of the memorial room, the 1921 drawings include men's and women's "comfort stations" (toilets) below the pylon terraces.

The first World War intervened in the plans to rebuild Capitol Park when American troops, many Pennsylvanians among them, fought overseas from 1917 to 1919. The effect of that national crisis wrought a major change on the plans for a new span at State Street on the east side of the capitol. The decision to make the massive bridge a memorial to the participation of the U.S. armed forces and Pennsylvanians in the late war appeared in the 1919 act authorizing construction of the bridge, officially naming it the Soldiers' and Sailors' Memorial Bridge.

Gehron and Ross produced revised plans for the bridge in 1926. Their changes included a different design for the pylons, although the 1926 drawings show pylons of similar height but with a different carved design on top. The bridge deck also included provisions for trolley tracks at this point. The architects' notations on drawings of typical arch piers from pier seventeen to pier fourteen indicate that the 1927 revised plans omitted concrete bases on the piers, and increased the stone reveals and the projection of the buttresses.²²

²⁰ Heritage Studies, Inc., *The Pennsylvania Capitol*, 679.

²¹ Heritage Studies, Inc., *The Pennsylvania Capitol*, 527.

²² Drawing No. 14, folder 65-5, Construction Plans and Specifications for Public Buildings and Bridges, 1893-1975.

Construction of a Memorial Bridge

The construction of the Soldiers' and Sailors' Memorial Bridge effected a dramatic change on the landscape surrounding the Pennsylvania State Capitol. The new capitol building had been built for five years when the Capitol Park Extension Commission undertook a study to assess the proposed expansion of the Capitol Park boundaries in 1911. The realization of this project had been prolonged since Huston's and the newspapers' speculations from 1902 to 1904. The photographs and plans in the 1911 Capitol Park Extension Commission report included several views of State Street and the approach to the Capitol, including the metal truss bridge that carried the roadway and a streetcar line across Paxton Creek and the lines of the Pennsylvania Railroad.²³ Two sections of the proposed extension area bordering State Street and the railroad were largely populated with industrial buildings. W. O. Hickock Manufacturing occupied the area north of State Street along the tracks, and James McCormick owned a majority of the property directly south of State Street. A view of South Avenue from Filbert Street in the middle of the proposed extension area speaks volumes about the area surrounding the grand new Capitol. In this photograph, its ornate dome looms behind rows of frame buildings in need of repair. In this and other photographs, the heterogeneity of the area's building stock is apparent in the multiplicity of styles and materials that populated the area east of the Capitol.

The present appearance of the Soldiers' and Sailors' Memorial Bridge is monolithic and starkly white in comparison to the 1911 photographs. The bridge spans the railroad tracks, making them invisible to the motorists. A jumble of telephone, telegraph, and power lines was buried in the bridge's superstructure, creating a clean and unified site with few distractions to rob attention from the monument's architecture. The bridge's design also emphasizes the elevation and orientation of the Capitol, which is located on a hill in the middle of the city. Rather than following the lay of the land, the bridge leaps over a wide section of low-lying ground to a hill on the city's eastern edge. It creates a ceremonial approach out of what was formerly a climb, focusing attention on the Capitol by leveling the hills. The impact of this transformation of the landscape was made more permanent by Section 13 of the act authorizing the construction of the bridge:

The city of Harrisburg shall, prior to the making of any contract for the erection of said bridge, provide by ordinance that the property paralleling said bridge, from the line of the Pennsylvania Railroad Company eastwardly, for one block north of said bridge and one block south thereof, shall not be hereafter put to any use which in the judgment of the State Art Commission shall damage or detract from

²³ *Capitol Park Extension, 1911: Photographs and Plans to Accompany the Report of the Appraisers* (Harrisburg, Pa.: Pennsylvania Capitol Park Extension Commission, 1911), Rare Book Room, Pennsylvania State Library, Harrisburg, Pa.

said bridge: Provided, however, That the present use of said property shall not be affected by this provision.²⁴

This was a new and ironic situation for an industrial area along the railroad tracks. The bridge had other utilitarian uses, however. A power station was constructed on the north side of the west approach. It is hidden discreetly behind a limestone wall. The bridge's designers also created a storage area for the Department of Highways' equipment within the eastern end of the bridge. State employees park under the arches of the bridge near Cameron Street today. The bridge's importance to the Capitol Park complex is reflected in the remarks made by Harrisburg Mayor George A. Hoverter remarked during the dedication ceremony: "Serving as it does as an entrance to the most beautiful capitol group in the country it seems appropriate that those having public business to transact should ever be reminded of the sacrifices made by the citizens of the Commonwealth for its preservation."²⁵

The General Assembly passed Act No. 420 on 18 July 1919 (P.L. 1049), authorizing the construction of a bridge carrying State Street across Paxton Creek and the tracks of the Pennsylvania Railroad on the east side of the Capitol.²⁶ At that date plans and specifications for the bridge prepared by Arnold W. Brunner and John E. Greiner had been approved by the Board of Commissioners of Public Grounds and Buildings. Insufficient funding from the state legislature, however, meant that construction was postponed indefinitely.

A revised design was accepted in 1926, and a contract for the first of three phases of construction was awarded to contractor Charles C. Strayer of Harrisburg. William Gehron and Sidney Ross, architects of significant revisions to the 1921 plans, had taken over Brunner's practice after his death in 1925. Work on the bridge's east end began in September 1926. The General Assembly finally secured appropriations totaling \$3,610,000.00 in May 1927 and the March and May sessions of 1929. The City of Harrisburg also contributed \$300,000.00 towards the bridge's construction under the terms of the 1919 legislation.²⁷ The James McGraw Company of Philadelphia was awarded the contract for the final two stages of construction, including the main arches, the west approach, and the erection of the pylons sculpted by Lee Lawrie.²⁸

²⁴ Commonwealth of Pennsylvania, Act No. 420, *Laws of Pennsylvania* (1919): 1049-53.

²⁵ *Harrisburg Patriot*, 22 Aug. 1930.

²⁶ Pennsylvania, Act No. 420.

²⁷ "Bridge Huge Symbol of Nation's Strength."

²⁸ "\$3,910,000 Spent on Four-Year Project to Honor State's Brave," *Harrisburg Telegraph* (22 Aug. 1930): 2. The James McGraw Company also erected the Market Street Bridge (1928) across the Susquehanna River at Harrisburg, another large concrete arch span. See U.S. Department of the Interior, Historic American Engineering Record (HAER) No. PA-455, "Market Street Bridge," 1997, Prints and Photographs Division, Library of Congress, Washington, D.C.

William Gehron and Sidney F. Ross were two of Arnold Brunner's associates in his New York City architectural firm. They inherited the practice at his death in 1925, including the Soldiers' and Sailors' Memorial Bridge project and additions to the east facade of the Capitol. Gehron's designs to remodel the east facade were never realized. After many years of bureaucratic delay and budget problems, the project was killed in 1947.²⁹ Gehron's work at the capitol also included the restoration of the dome during 1944 and 1945.

The consulting engineer for the project was John E. Greiner. Greiner received his civil engineering degree from Delaware College (now the University of Delaware) in 1883. He began his career in Pittsburgh, where he was resident engineer for Gustav Lindenthal during the construction of the Seventh Street Bridge across the Allegheny River. He was primarily known as a consulting engineer for railroads, particularly the Baltimore and Ohio. His memoir in the *Transactions of the American Society of Civil Engineers* lists the Soldiers' and Sailors' Memorial Bridge among his important projects, which also include the 4.5-mile-long James River Bridge in Newport News, Virginia, and duties as a consulting engineer during the construction of the Pennsylvania Turnpike.³⁰

Many of the men connected with the construction of the Soldiers' and Sailors' Memorial Bridge had served the country during the first World War. Both Gehron and Ross were veterans, as were state engineer Frank St. Clair, Jr., and resident supervising engineer Albert G. Brussart.³¹ Local newspaper reports emphasized the patriotic participation of these veterans in the memorial bridge's construction.

The Soldiers' and Sailors' Memorial Bridge was dedicated on 22 August 1930, and opened for public use the following morning. The dedication ceremony was the highlight of the Pennsylvania Chapter of the American Legion convention in Harrisburg on 21-23 August 1930. The program for the dedication of the bridge included a keynote address by General John Pershing and remarks by Pennsylvania Governor John S. Fisher, as well as music and a parade of veterans.³²

In the description of the bridge that architects Gehron and Ross provided for the dedication ceremony program, they state that the Soldiers' and Sailors' Memorial Bridge "was originally conceived as a logical terminal at the West Approach to Capitol Park, and it also serves as a direct connection between the Capitol Grounds and the Suburban District lying directly east."³³ This sentence reveals the grander purpose that the bridge served beyond carrying

²⁹ Heritage Studies, Inc., *The Pennsylvania Capitol*, 529.

³⁰ "Memoir of John Edwin Greiner," *Transactions of the American Society of Civil Engineers* 110 (1945): 1625-31.

³¹ "Designed and Built by Veterans," *Harrisburg Telegraph* (22 Aug. 1930): 2.

³² American Legion of Pennsylvania, "Proceedings of Convention," 20.

³³ American Legion of Pennsylvania, "Proceedings of Convention," 2.

traffic across Paxton Creek. In the first four decades of the twentieth century, the city of Harrisburg held on to its claim as the seat of state government. It shed reminders of its industrial past in an effort to embrace the new century, the automobile, and the burgeoning state bureaucracy. The connection that Soldiers' and Sailors' Memorial Bridge created between the Capitol Park and suburbia to the east is symbolic of the increasing importance of automobile travel in the 1920s and '30s, when suburban commuters began to drive into the city rather than take the streetcar. As the motorist or pedestrian makes the ceremonial approach west toward the Capitol, the sheer size of the structure and its pylons leave no doubt to the strength and ability of the state government. The bridge stands as a testament to the power of city planning as well as engineering ability.

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APPENDIX: Suggestions for Future Research

Some questions concerning the Soldiers' and Sailors' Memorial Bridge arose during the research and writing of this report that, due to limitations in the scope of the Pennsylvania Historic Bridges Recording Project - I, remain unanswered. Scholars interested in this bridge are encouraged to pursue the following:

1. The steel girder span that was added in 1955 is not evident on the bridge. Drawing S-2001, located at PennDOT Engineering District 8-0, would yield important information about how the bridge was lengthened.
2. Complete plans for the bridge, both by Brunner and by Gehron and Ross, are available in RG 20 at the Pennsylvania State Archives. An in-depth look at the changes made to Brunner's designs would be of interest to historians curious about progress in engineering during the 1920s and the development of the Capitol Park Plan. The designs for this bridge will interest architectural historians as much as bridge historians because of the amount of detail and carving incorporated into the beautifully delineated plans.