

HISTORIC AMERICAN ENGINEERING RECORD

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HAER
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CONRAIL PORT PERRY BRIDGE
Spanning the Monongahela River
Port Perry
Allegheny County
Pennsylvania

HAER PA-300

Jet Lowe, photographer, May 1994

- PA-300-1 EASTBOUND CONRAIL TRAIN HEADING THROUGH THE PORT PERRY TUNNEL TOWARDS THE CONRAIL MAINLINE.
- PA-300-2 PANORAMA OF INDUSTRY: (CLOCKWISE FROM LEFT) USSTEEL COKE GAS PIPELINE, URR COAL LOADING STATION, CONRAIL PORT PERRY BRIDGE, URR HOT METAL BRIDGE, USSTEEL EDGAR THOMSON WORKS.
- PA-300-3 WEST PORTAL AND DECK APPROACH, FACING NORTHEAST.
- PA-300-4 VIEW OF ENTIRE BRIDGE FROM DUQUESNE SIDE, FACING NORTHEAST.
- PA-300-5 "ROSE G." TOWING GRAVEL BARGES DOWNSTREAM, PASSING UNDER THROUGH TRUSS, FACING EAST.
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- PA-300-7 CONRAIL PORT PERRY BRIDGE SHOT OVER UNION RAILROAD BRADDOCK YARD FROM URR HOT METAL BRIDGE, FACING SOUTH.
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- PA-300-9 DETAIL OF PIN CONNECTION U1 AT FIXED END OF BRIDGE, FACING NORTHEAST.
- PA-300-10 DETAIL OF PIN CONNECTION U2, FACING SOUTHEAST.
- PA-300-11 INTERIOR OF INCLINED ENDPOST, FACING NORTHEAST.
- PA-300-12 WORK CREW REMOVING CROSS BRACE AT U2, PART OF CONRAIL'S PROGRAM TO INCREASE CLEARANCE ON ITS BRIDGES AND OVERPASSES FOR DOUBLE-STACK TRAINS.
- PA-300-13 HAER ARCHITECT CHRISTOPHER MARSTON STANDING NEXT TO TURNBUCKLE IN CENTRAL BAY OF TRUSS AT U5, FACING SOUTHWEST.

- PA-300-14 VIEW SOUTHWEST DOWN WARREN DECK TRUSS SPAN NO. 7, FROM
ATOP PIER NO. 7.
- PA-300-15 ROCKER BEARING SUPPORTING MOVABLE END OF TRUSS, INSTALLED
1937; SHOT ATOP PIER 7, FACING NORTHWEST.
- PA-300-16 EXTERIOR OF PIN CONNECTION AT MOVABLE END ABOVE ROCKER
BEARING, FACING NORTH.

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ADDENDUM TO:
CONRAIL PORT PERRY BRIDGE
(Pennsylvania Railroad Port Perry Bridge)
Spanning Monongahela River
Port Perry
Allegheny County
Pennsylvania

HAER PA-300

Photographs HAER PA-300-1 through PA-300-16 were previously transmitted to the Library of Congress in 1994.

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Charles H Uhl, photographer, September 2008

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| PA-300-17 | View of Pier 2, facing west. Note the stone work, pointed nose, and concrete bridge seat added in 1938 to increase clearance of the approach span over the Union Railroad tracks. |
| PA-300-18 | Front and side elevations of Pier 2, facing northwest. Note the size of the concrete bridge seat added in 1938. |
| PA-300-19 | Front and side elevations of Pier 4 (foreground), approach span 4, and Pier 3 (background), facing southwest. Note the repairs made to Pier 4 in 1938, including a concrete nose, concrete repairs to the rear, steel banding at the top, and a concrete bridge seat. Note also the absence of steel banding and a concrete bridge seat on Pier 3. |
| PA-300-20 | Piers 2, 3, and 4 (foreground) and approach spans 2, 3, and 4 (partial), facing southwest. |
| PA-300-21 | Piers 2, 3, 4, 5, 6, and 7 (foreground) and approach spans 2 through 7, facing southwest. Pier 7 supports the west end of the main span. |
| PA-300-22 | Approach span 6 (partial), approach span 7, main span (span 8), and piers 6 and 7, facing northwest. |
| PA-300-23 | Frontal view of Pier 7, facing northwest. Note the rounded nose, steel banding, and damage near the water line. |
| PA-300-24 | Elevation and rear of Pier 7, approach span 7, and main span, facing east. |
| PA-300-25 | Elevation view of Pier 7, facing north. The view shows the bridge seat of approach span 7 and the pier. |

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- PA-300-26 Pier 8, facing north. Note the concrete buttress added to the elevation in 1931 and the proximity of the pier to the shore line.
- PA-300-27 Pier 6, detail of the masonry, facing northeast. Note the circular quarry marks and the mason's mark in the form of the letter "D" in the foreground.
- PA-300-28 Pier 6, detail of the masonry, facing north. Note the mason's mark in the form of an upside down "A".