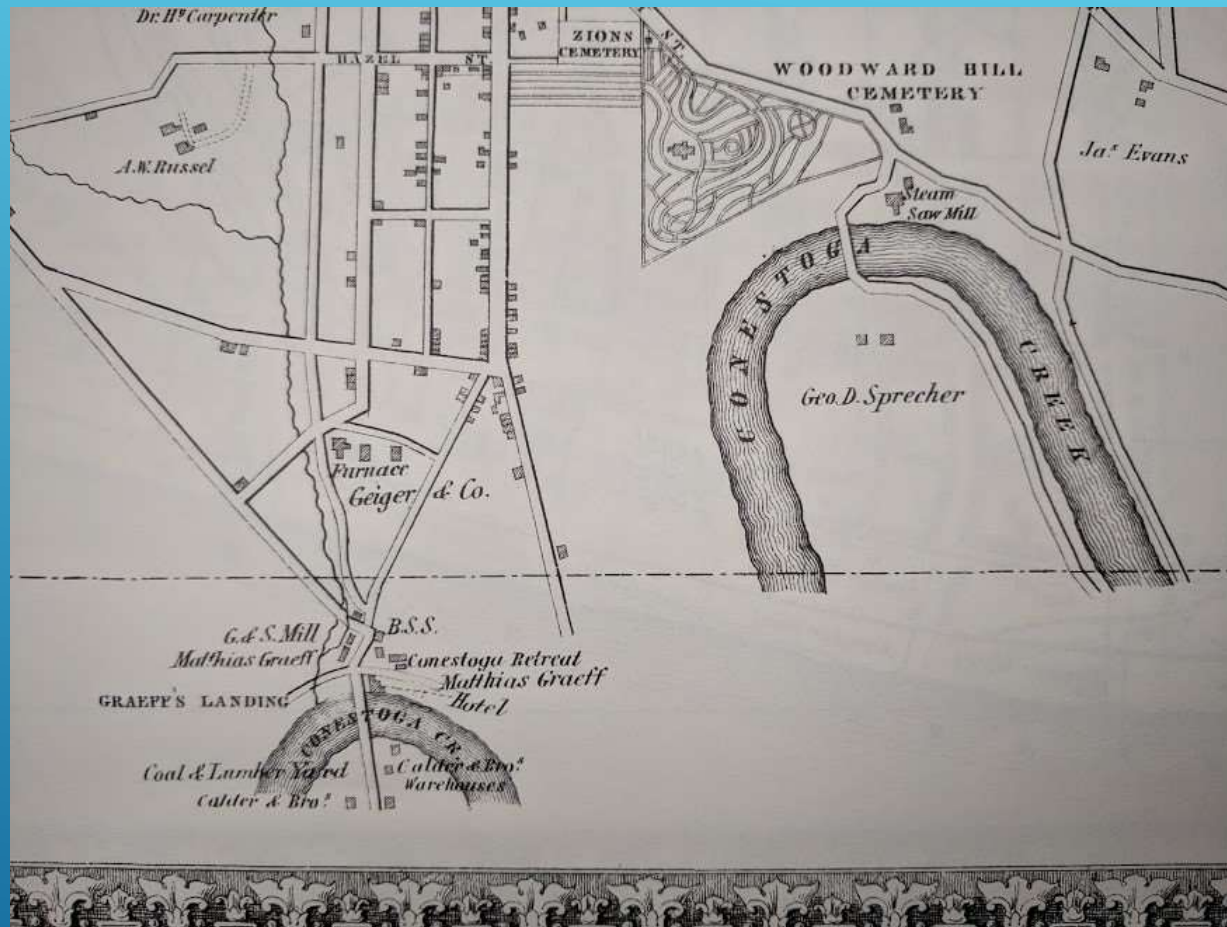


LANCASTER TOWNSHIP *RE-TELLING OUR HISTORY*

Engleside

March 14, 2022



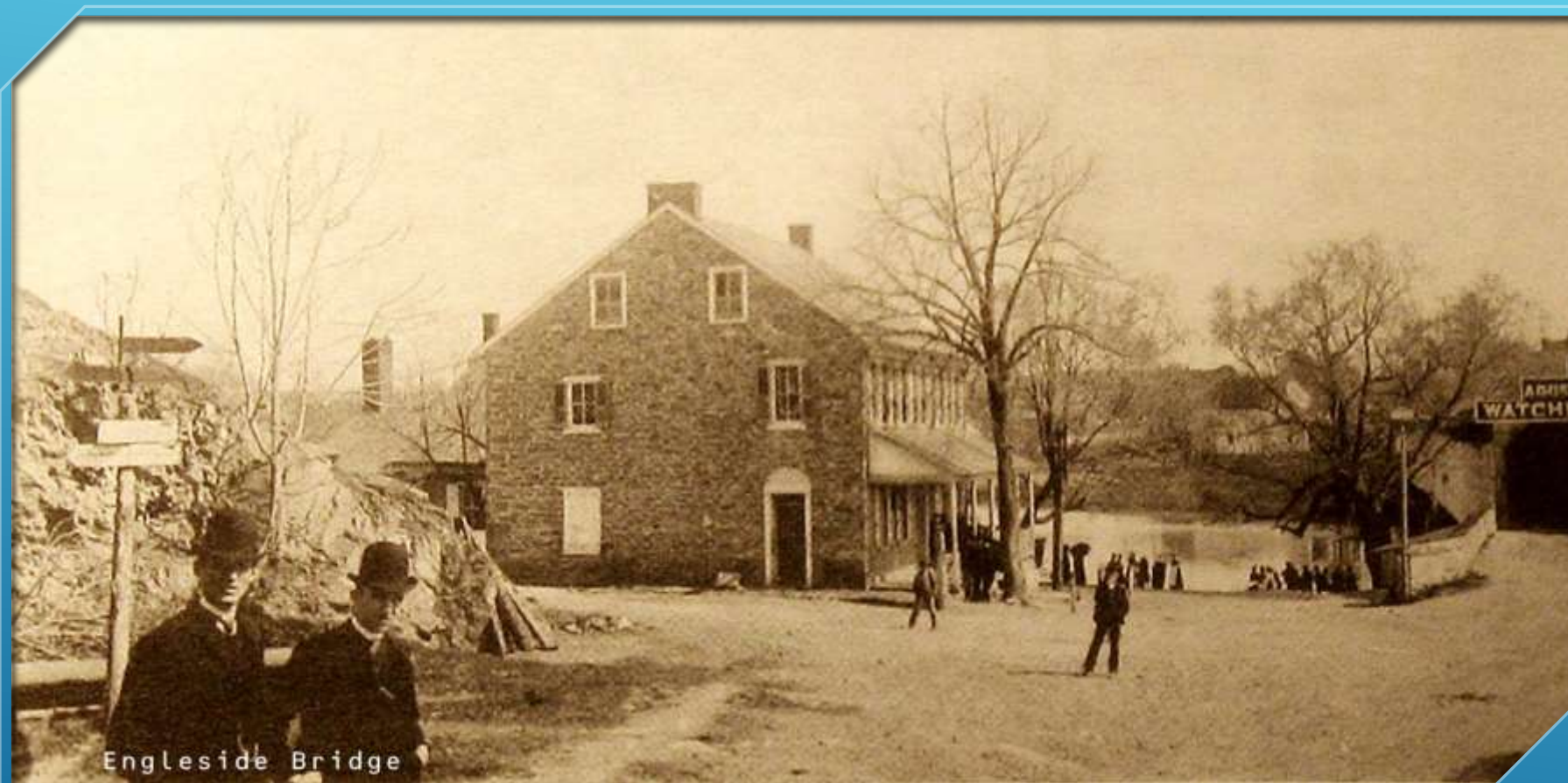
1864

A very odd
crossroads
that's barely
in Lancaster
Township



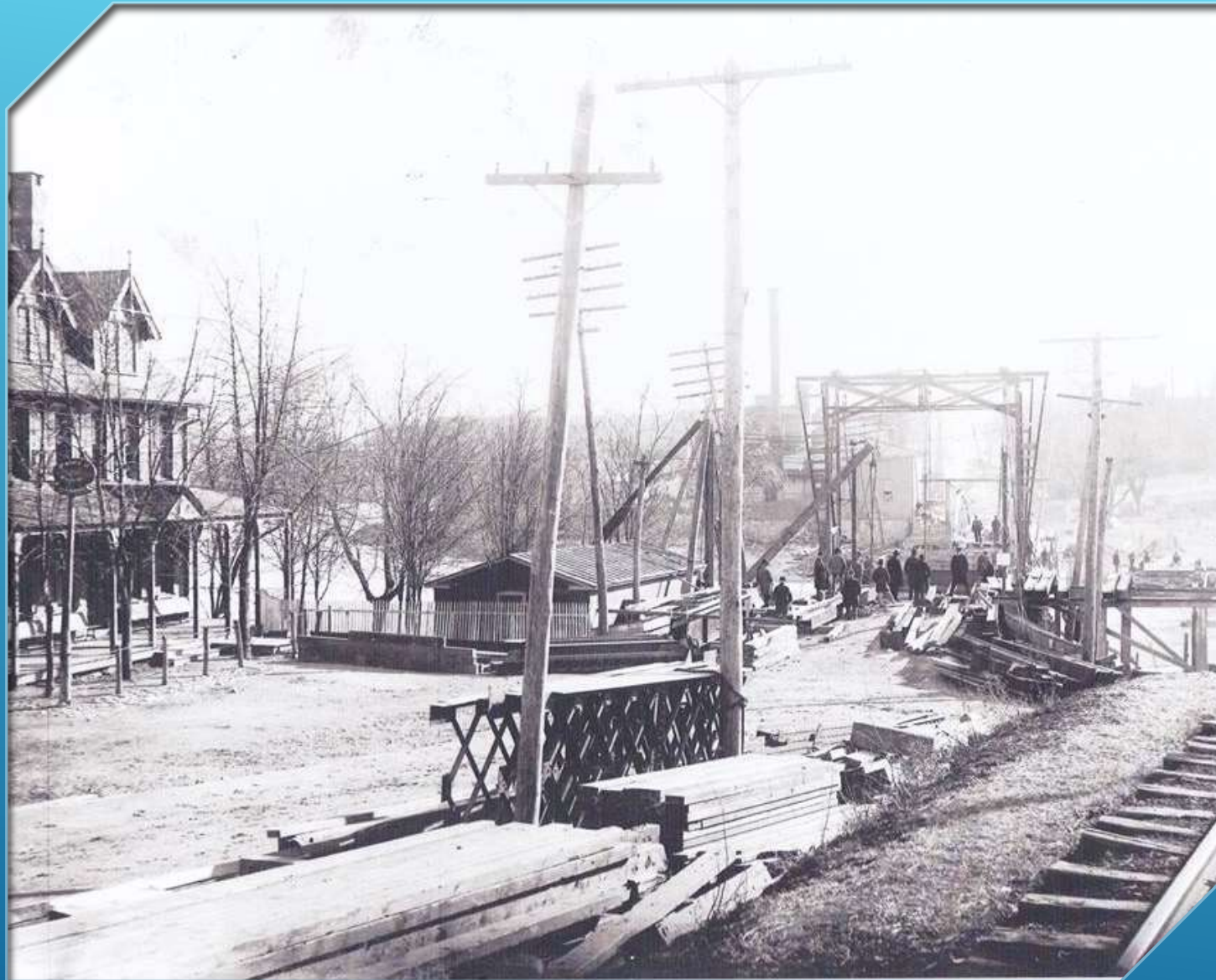
In 1808, a stone arch bridge was built here, but collapsed in 1824. This two-lane covered bridge took its place in 1826. It was removed in 1913.

Looking north across the Conestoga, towards Engleside.



This image from the 1880s also depicts the north end of the two-lane covered bridge.

Looking south across the Conestoga, away from Engleside.



Construction of
the “Singing
Bridge”.

Looking south across the Conestoga, away from Engleside.



The iron bridge was built in 1913 and became well known as the "Singing Bridge". On the left is the covered bridge for the Quarryville railroad.

Looking north across the Conestoga, towards Engleside.

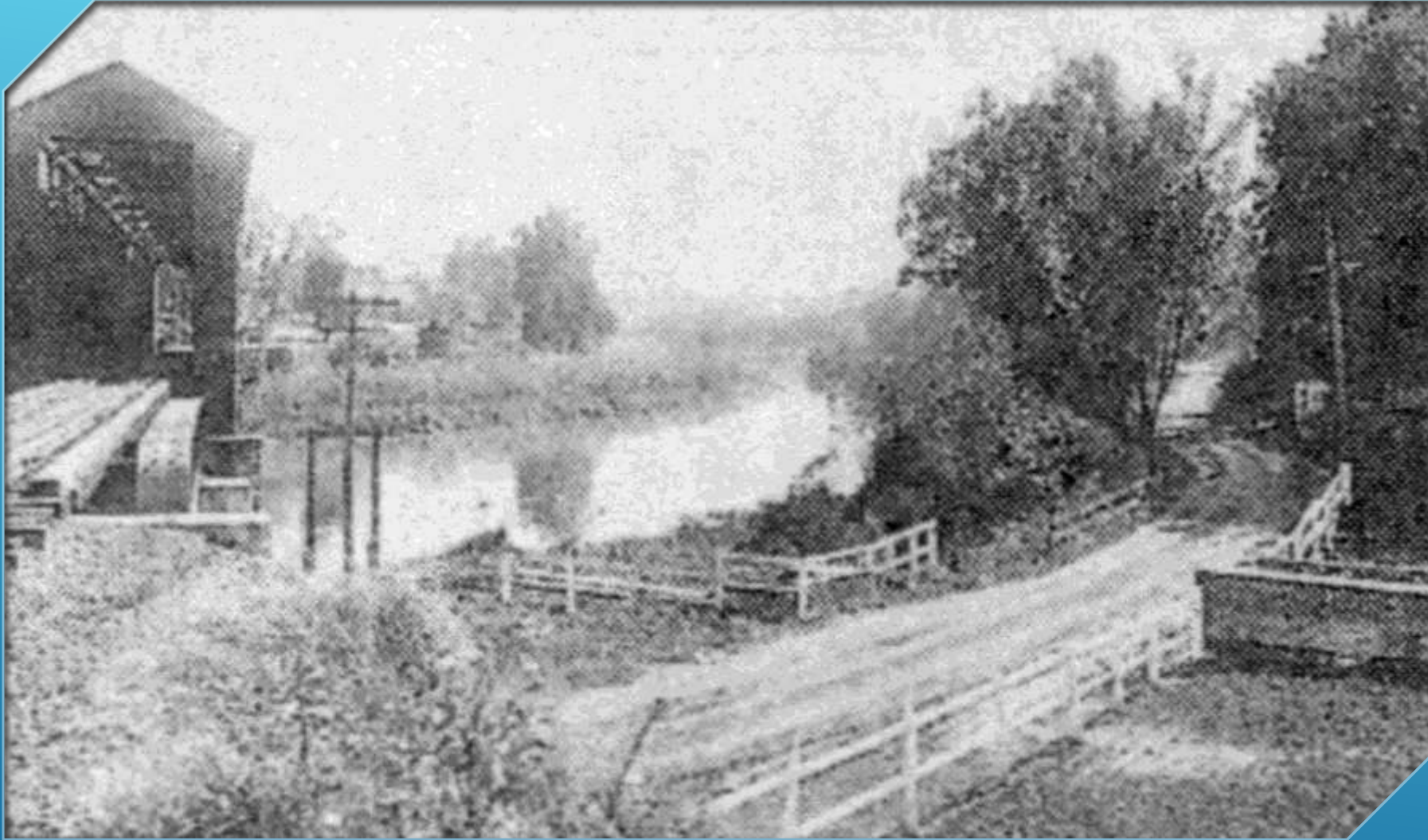


With swirling, muddy currents rising to only a few inches from the floor, the Engleside bridge, south of the city, was closed to traffic. Hundreds of spectators were attracted to the bridge during the day. A few of the curious can be seen in the photograph above, which clearly shows the blankets of water which covered the intersection of the New Davenport pike.

Flooding was a common occurrence. This event was in 1933.

Road signs directed traffic under the railroad bridge.

Looking south across the Conestoga, away from Engleside.



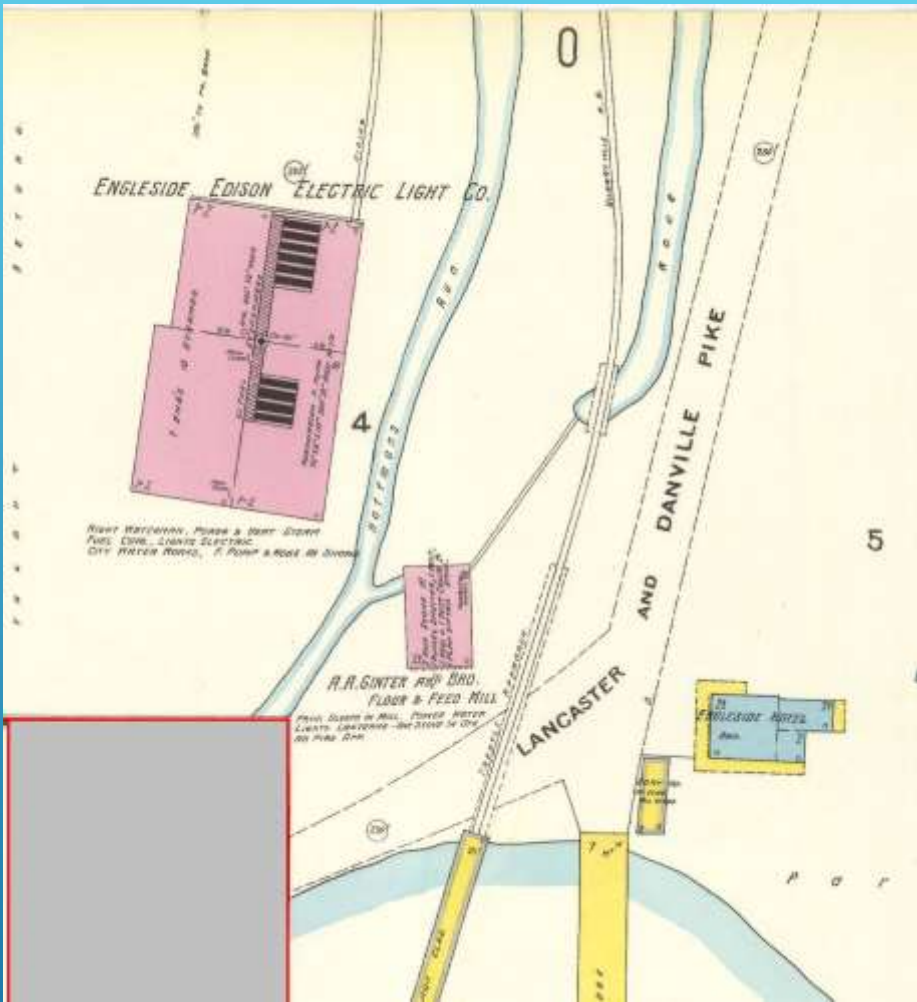
The traffic under the railroad bridge was headed onto the New Danville Pike, across the Combined Sewer outfall.

Looking south across the Conestoga, away from Engleside.

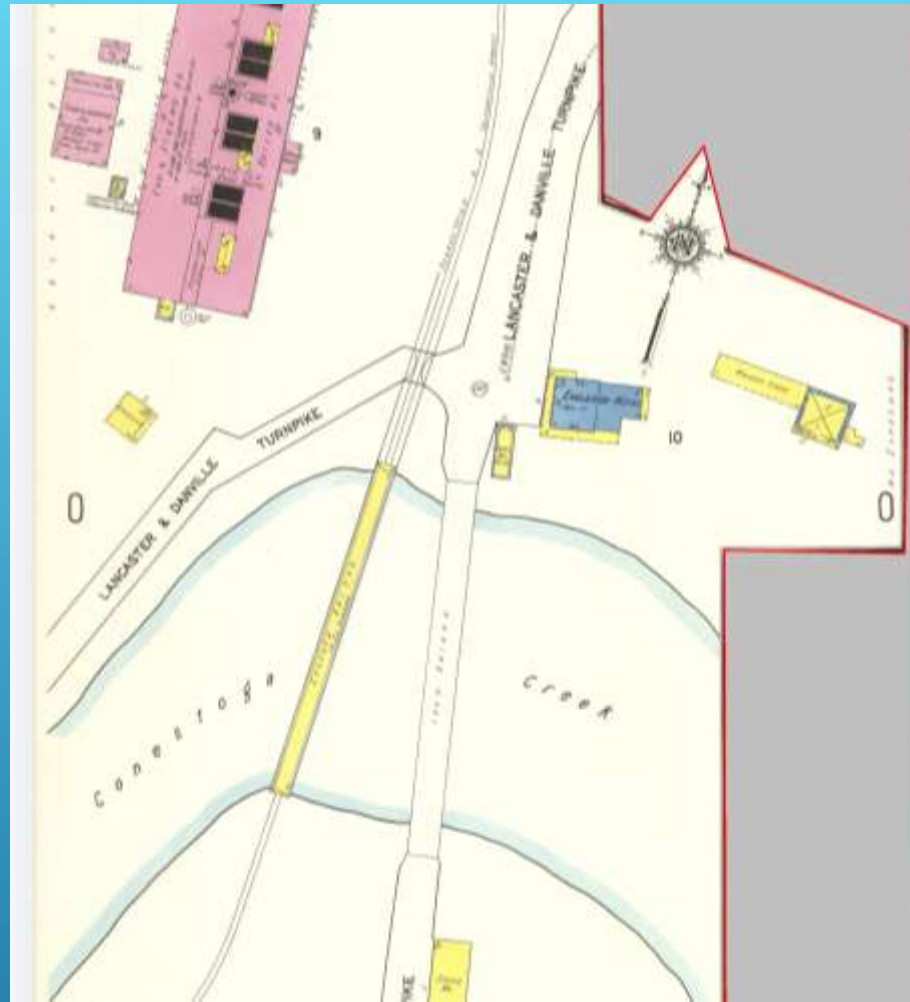


*North of the outfall
were homes,
tanneries, forges,
factories, a power
plant, and a mill.*

Looking north from the Conestoga, up into Engleside. 1907



1897



1912

Sanborn Fire Insurance Rate Maps

Underneath
of Water
Street flows a
stream
known as
“Roaring
Brook” or
“Hoffman's
Run”



- Graeff's Hotel
- Conestoga Retreat
- Engleside Park
- Distlefink Inn
- Dirty Ol' Tavern



Since 1793, a destination known by many names...



A power
generating
station

A power
distribution
hub

City's
Operations
Facility



Initially built in 1893, this immense structure continues to serve the public.

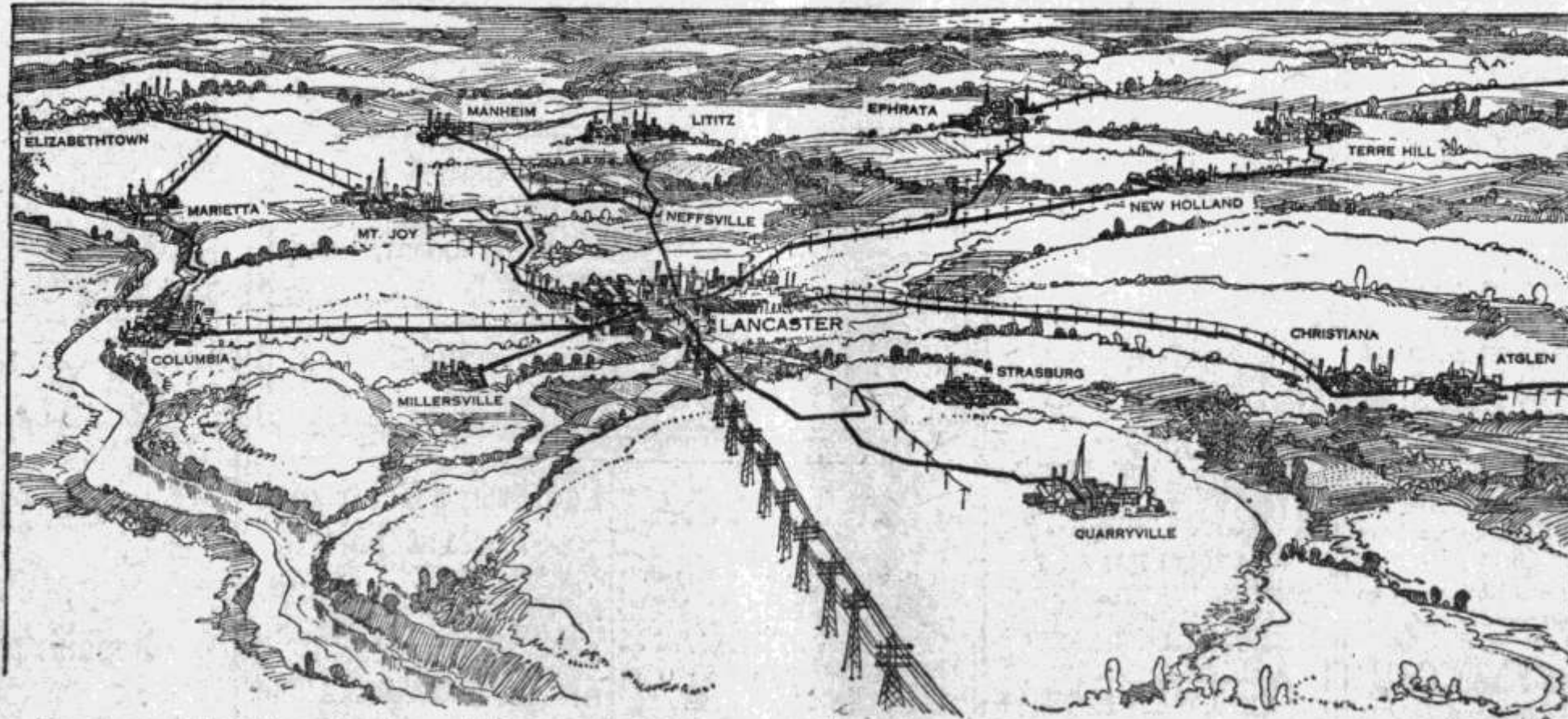


The 200' high stacks were the tallest structure in the County until the 210' tall Griest building was erected in 1925... and plainly seen from more than a mile away. (See very left hand side of image)

These remain the tallest structures ever built in Lancaster Township. The Water Tower only stands at 145'.

Looking west along the Conestoga, west towards Engleside.

BIRD'S EYE VIEW SHOWING HOW THE SYSTEM RADIATES TO ALL SECTIONS OF THE COUNTY

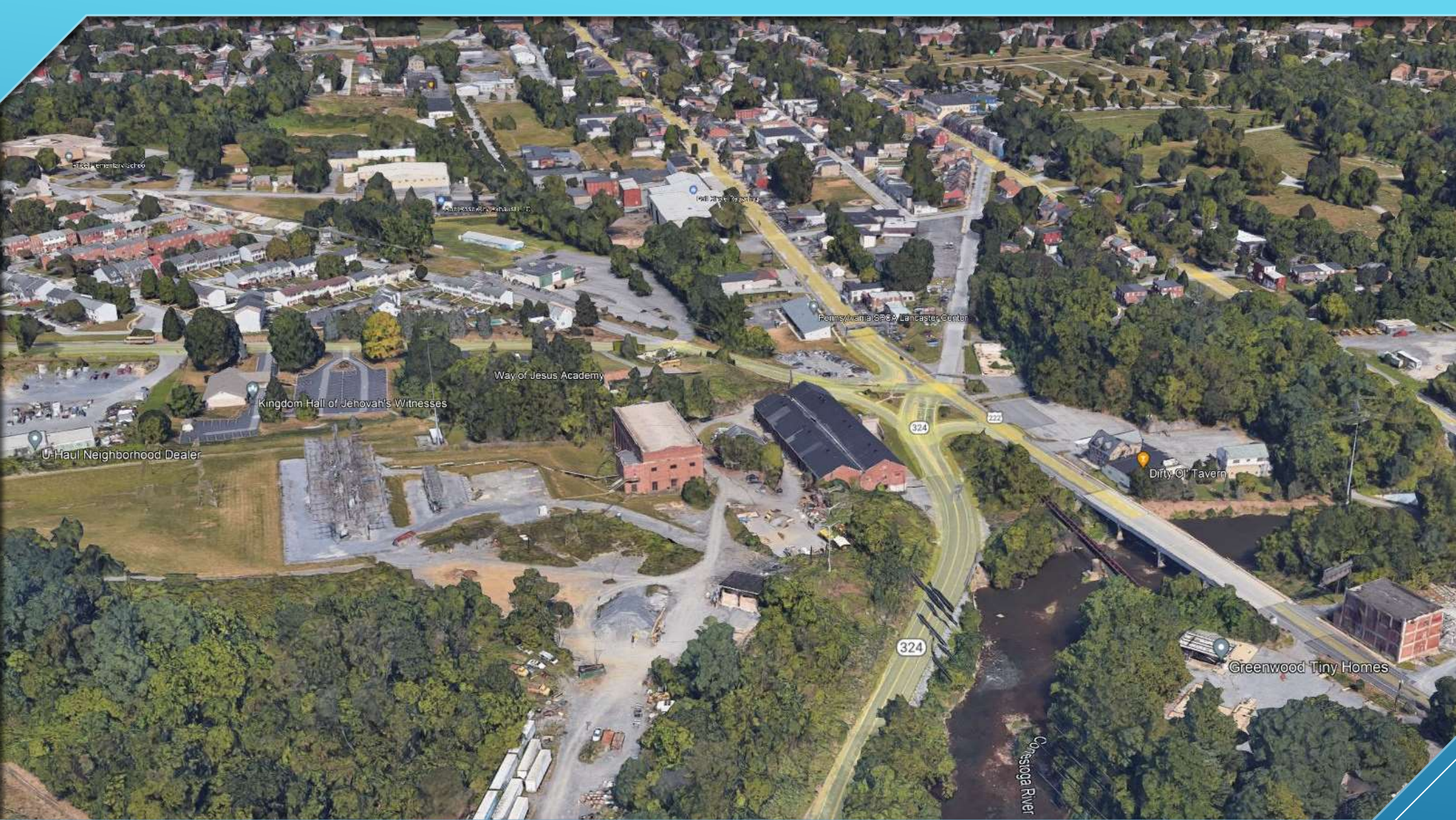


The above cut shows the various towns which are reached by the great trolley and lighting system and the transmission line extending from the Engleside plant to Holtwood. In addition to the boroughs designated on the map there are other smaller places which are supplied with light and power.

The impact of Engleside was county wide.



Another bird's eye view of Engleside



Another bird's eye view of Englewood...and today



Just 70 years ago



*Just 70 years ago
...and today*

ENGLESIDE GREENWAY AND WATER ST BIKE BLVD: ROUNDABOUT CONCEPT

- This roundabout concept enhances public safety for motorists and trail users alike. Please refer to Map ID 3 on pages 6-23 and 6-24 for location information.
- This concept directs trail users along the west side of the roundabout. Crossings on the east side of the roundabout may be difficult due to the vertical alignment of South Queen St in the northeast corner of the intersection.
- Auxiliary lanes allow for vehicles to bypass the roundabout if they are on southbound S Prince St destined for northbound Fairview Ave, southbound Fairview Ave destined for southbound New Danville Pike, or northbound New Danville Pike destined for southbound Willow St Pike.
 - Auxiliary lanes have potential to improve overall Level of Service of the intersection by increasing the number of vehicles the roundabout can service, however, the radius of each turn should be examined where trail users will be crossing.
 - Auxiliary lanes create additional conflict points as vehicles in auxiliary lanes must yield to vehicles leaving the roundabout in the same direction.
- Traffic counts and analysis would be needed to determine if this design can accommodate the demand at this intersection.
 - There is concern about the traffic effects of the S Prince St approach. Currently, it is a four-lane approach. This design would reduce the approach to two lanes (one auxiliary lane for northbound Fairview Ave and one for New Danville Pike, Willow St Pike and S. Queen St) which may not be sufficient at peak hours.



Although the roundabout concept appears to have been abandoned, we are expecting other projects to be proposed in this section of the Township.