

ROAD-SIDE OBJECTS: KEYSTONE MARKERS

2011 PRESERVATION PA: PENNSYLVANIA “AT RISK” NOMINATION

[NOTE: This form is intended for more common historic resources (“sites”) such as buildings, structures, or sites; not objects. By their very nature “Keystone Markers” as a group constitute an atypical “site,” but language chosen for this application tries to keep as closely as possible to the questions asked in the nomination form].

1. PHYSICAL DESCRIPTION

Keystone Markers are decorative, cast iron signs, measuring approximately 21” x 38”, with integral cast lettering and a matching raised outer edge [FIGS. 1&2]. Markers were originally painted in the rich blue and gold colors so often associated with the Commonwealth. The name is derived from their distinctive silhouette, which includes a Pennsylvania “keystone” overlaid onto a rectangular field with rounded corners. Each sign bears raised cast lettering on the face that typically provides relevant information on the specific town in which the Marker is located: (1) Name of town; (2) Distance to next town; (3) Derivation of town name; and (4) Date the town was founded. The Marker signs were matched with ornate, fluted cast iron posts of complimentary design [FIG. 2]. These “town name” Markers were originally installed along state highways at each entrance to a city, town or village, typically numbering from two (2) to five (5) or more at each location, they served as a welcome greeting to residents and travelers alike.

A second type of Keystone Marker, similar in design to the “town name” sign, was used to mark the rivers, creeks and streams across Pennsylvania. These Markers were placed on or approaching bridges over the waterways so named. Unlike the single-sided signs described above, the “stream” Markers were typically double-sided, with the name (only) appearing on both faces. Thus they could be read by travelers in either direction and only one marker per bridge crossing was required. These “stream” signs were also paired with complimentary, decorative cast iron posts [FIG. 3].

2. HISTORICAL SIGNIFICANCE

The Keystone Marker program was conceived by the former *Pennsylvania Department of Highways (PA DOH)* in the early 1920’s, as the widespread popularity of the automobile swept the nation and the influence of the Good Roads Movement reached its peak. As the primary road sign “type” of the *PA DOH*, literally thousands were installed throughout the Commonwealth over the course of the next several decades. In fact, the Markers became part of the next chapter in the history of progressive road building that began in Pennsylvania during the first half of the 18th Century, prior to the American Revolution.

The earliest documented reference to the Keystone Marker program found to date appears in the Department’s Biennial



FIGURE 1: RESTORED FRONT-MOUNT, CAST IRON “TOWN NAME” KEYSTONE MARKER, MOUNTED ON ORIGINAL POST.

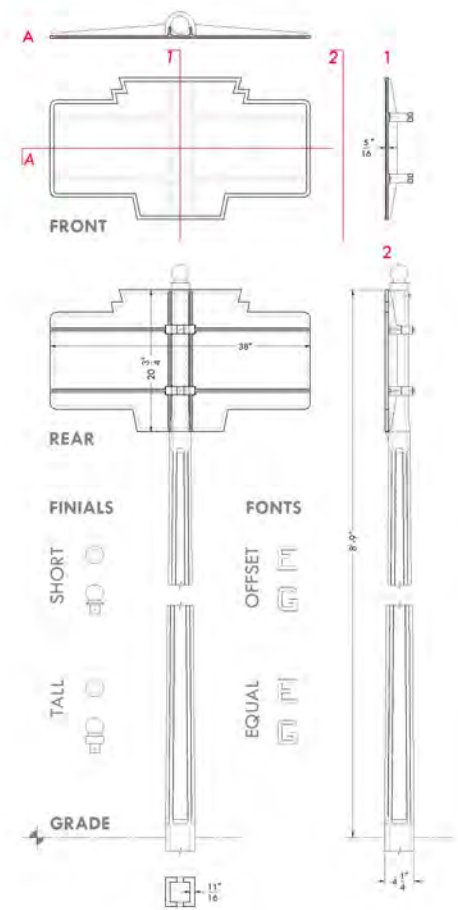


FIGURE 2: DRAWING OF A TYP. FRONT-MOUNT, CAST IRON KEYSTONE MARKER, INCLUDING SIGN, POST AND BALL

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Report for 1926-1928. It simply states that: “The Department also makes a practice of marking the limits of boroughs with cast iron signs on which are a few facts as to the date the community was founded and the derivation of its name.” The Report goes on to say that: “During the biennium 1,359 information signs were placed, including historical [i.e., “town name”], stream, summit, state institution, speed limit and parking restriction signs.” [FIG. 3]. The Report also includes a photograph of a typical “town name” Marker, located in the Warren County town of Tidioute [FIG. 4]. This is the earliest photograph of record, though the exact date is unknown, and the Marker does not appear to be brand new.

Archival research as well as physical evidence gathered from surviving original Keystone Markers confirms that at least two foundries in the state produced the castings to PA DOH specifications, including *Carlisle Foundry Company* of Carlisle and *Geiser Manufacturing Company*, of Waynesboro [FIG. 5].

3. STATUS / RECOGNITION

Keystone Markers are distinctive symbols of Pennsylvania, and serve to reinforce both a traveler’s sense of arrival and a citizen’s sense of community and shared pride of place. While once ubiquitous in number, they have always been unique to each place they described and still serve to promote the cultural heritage of places large and small across the state [FIG. 6].

As noted previously, the Markers were installed by the *Pennsylvania Department of Highways*, predecessor agency to today’s *Department of Transportation (PennDOT)*. As such, all were placed within the “right-of-way” corridors along the state highways on which they were located, and thus for all practical purposes on public property. Many have been lost or even relocated for numerous reasons: (1) Portions of original State highways along which countless Markers were located have been bypassed or rerouted, so these Markers are now on township or borough roads and city streets; removed from clear *PennDOT* jurisdiction; (2) Road Widening projects have resulted in the disappearance and loss of Markers removed during construction, and even those fortunate enough to be salvaged and reinstalled are often relocated to parks or town commons far from their original locations and apart from their intended purpose; and (3) Development and Urban Sprawl has removed the context and countless Markers, as the rural landscape along state highways was altered and development densities increased dramatically.

4. THREAT

As noted above, thousands of Keystone Markers were installed by the PA DOH during the first half of the 20th Century as town

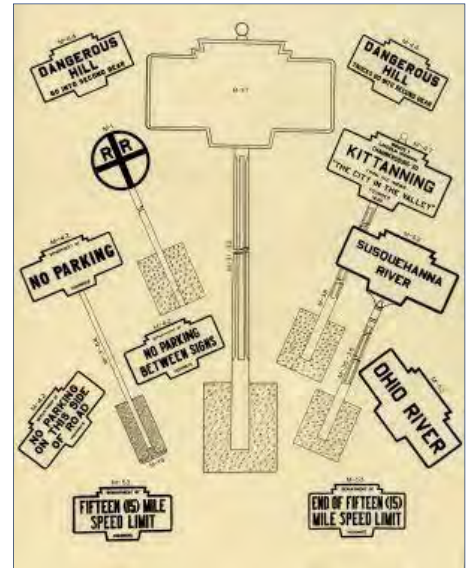


FIGURE 3: ORIGINAL PA DEPARTMENT OF HIGHWAYS KEYSTONE MARKER “TYPES”.

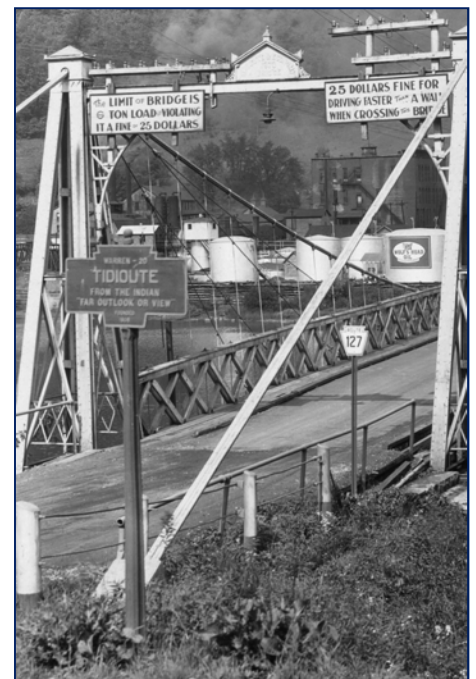


FIGURE 4: ORIGINAL PA DEPARTMENT OF HIGHWAYS KEYSTONE MARKER PHOTO.

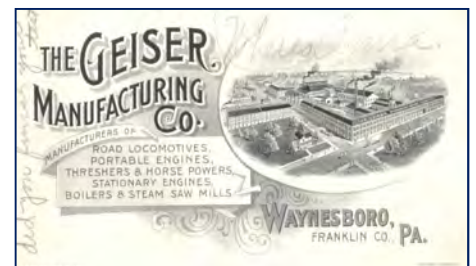


FIGURE 5: ADVERTISEMENT FOR GEISER MFG. CO., ONE OF TWO ORIGINAL, DOCUMENTED MARKER FOUNDRIES.

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name, stream, speed limit and danger signs, among others [FIGS. 3&7]. Initially at least two, if not more, of these Markers were installed in most towns along state highways. It is quite uncommon now, some 85 years after their introduction, for a town to have more than one or for a stream to be marked by any at all.

Officially the Keystone Markers belong to the PA Department of Transportation (PennDOT), having inherited them from the PA DOH, but the current state agency has countless other priorities and limited resources, so as a result the Markers are, for all practical purposes, neglected and orphaned. Much to their credit, PennDOT policy “encourages their Engineering Districts to enter into agreements with local civic groups to maintain these markers.” However, this policy is rarely promoted and PennDOT’s administration is not proactive in such encouragement. In fact, no single example of such a partnership agreement could be provided by the Department upon request. These orphaned Markers and neglected stewardship responsibilities have lead directly to losses: (1) There is not clear process for recovering stolen Markers; (2) Lack of a regular maintenance program makes the Markers easy prey for scrap metal thieves; (3) Many municipalities are unclear regarding the status and ownership of the Markers and are either reluctant to do anything with them, or take unilateral action in their regard; and (4) Even private citizens have taken ownership of Markers, for better or worse.

Many Keystone Markers have already been lost for reasons previously stated, and nearly all of those that remain in situ are potentially vulnerable to the same pressures and may well be lost at any time. Deferred maintenance is one of the most serious threats, as the forces of weather and time cause the steady deterioration of all Markers [FIG. 8] and those damaged by accident or intent usually go unrepaired [FIG. 9]. Even those that are fortunate enough to receive attention from well-meaning persons often bear the marks of obvious and unsympathetic repairs and interventions [FIG 10].

The original decorative cast iron posts of many Markers have lost or discarded, and as a result, many Marker signs have been remounted. In most cases, they have been paired with modern round pipe, square tube, or wooden replacement “break away” posts [FIGS. 10&11], as there are no historically accurate “safety” alternatives. Even more unfortunate, are Markers that now have no post at all [FIG. 12]. Nearly all have a slight or “healthy” cant or lean and require proper resetting.

In limited instances only an empty post remains on the roadside, to mark the original location of a lost Keystone Marker. And on occasion “missing” Markers are found tucked away in the back corner of a maintenance shed, barn, garage, basement or attic.



FIGURE 6: A TYPICAL “TOWN NAME” MARKER GREETING TRAVELERS.



FIGURE 7: ORIGINAL PHOTO OF FRONT-MOUNT “DANGER” SIGN AND POST.



FIGURE 8: DEFERRED MAINTENANCE LEAVES WEATHERED MARKERS VULNERABLE TO THEFT AND FURTHER DAMAGE.



FIGURE 9: DAMAGED MARKERS OFTEN GO UNREPAIRED, ENCOURAGING THEFT.

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5. PRESERVATION ISSUES

The Keystone Markers are part of a rich treasure trove of under-valued resources associated with American highways. As nearly century-old guardians to the gateways of our communities, the Markers are Commonwealth icons and their presence or loss speaks directly to the strength of our identity as Pennsylvanians; an identity-building central to the purposes of preservation. Finally, the issues affecting the Keystone Markers are emblematic of those affecting historic highway resources across the Commonwealth and the nation.

A. THE PUSH TO PRESERVE THE KEYSTONE MARKERS IS PART OF A GROWING NEED TO RECOGNIZE HISTORIC HIGHWAY RESOURCES AS UNIQUE AND WORTHY OF PRESERVATION.

Preservationists across the country are beginning to appreciate the importance of highway-related resources to the American story. Among them is Daniel Marriott, who writes:

We are a nation of drivers. Our culture, our economy and our architecture have long been defined by the road. We refer to the “Great White Way” (New York’s Broadway), we get our “Kicks on Route 66,” we refer to living “in the fast lane” even when we are not in an automobile and our politicians in Washington, DC don’t understand us with their “inside the beltway” mentality. Our entrepreneurs have developed the “drive-in,” the “drive-thru,” and the “drive-up”. Our architects, planners and landscape architects have responded with rational plans to accommodate the automobile in places like Radburn, New Jersey, Greenbelt, Maryland and Irvine, California. Our promoters have responded with a glittering Strip in Las Vegas and the ubiquitous strip in the suburbs.

John Steinbeck immortalized Route 66 in the Grapes of Wrath with his vivid descriptions of the dirty and desperate faces of the “Okies” fleeing the oppression of environmental degradation and financial injustice during the dust bowl; and later he took us on a romantic driving journey across the nation in Travels With Charley. William Least Heat-Moon gave us Blue Highways and MGM gave us a yellow-brick road.

Many of the most significant events of the twentieth century were celebrated with ticker-tape parades on Broadway, while one of the most powerful events of that century took place along a dusty highway as an oppressed people marched from Selma to Montgomery to demand the right to vote. We can credit the Interstate Highway System for launching a post-war boom and immediately deride the system for dividing many urban communities.



FIGURE 10: UNSYMPATHETIC REPAIRS HAVE AN IMPACT ON HISTORIC INTEGRITY.



FIGURE 11: AVAILABLE MODERN “BREAK AWAY” MOUNTS ARE UNSYMPATHETIC.

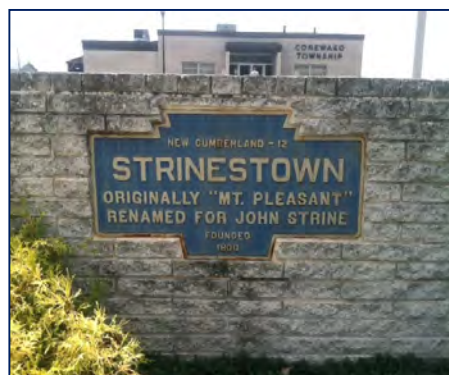


FIGURE 12: LOSS OF CONTEXT/PURPOSE HAS AN IMPACT ON HISTORIC INTEGRITY.

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For many of us, the road is associated with more personal memories. A trip to grandma’s along a winding road during a gentle snow, the new and unfamiliar landscapes rolling by the backseat window on your first big family vacation, a favorite drive where you, the automobile and the road become one.

Yet for such a powerful imprint to be placed on the landscape, very little has been said about the need for the preservation of our highways and byways. It has only been in the last few years that serious efforts and legitimate dialogue have begun to address the preservation of this uniquely American resource—the historic road.

...The benefits of preserving and managing a historic road are significant and diverse. They may include opportunities for heritage tourism and economic development, improved safety and efficiency, restoration of historic structures and features, and simply the civic pride associated with a better and more comprehensive understanding of a community’s transportation heritage....

--Paul Daniel Marriott, author *Saving Historic Roads*

B. KEYSTONE MARKERS ARE CENTRAL TO THE IDENTITY BUILDING THAT IS THE AIM OF PRESERVATION ACTIVITIES IN THE COMMONWEALTH OF PENNSYLVANIA.

(1) The Keystone Markers are the most uniquely “Pennsylvania” of the Commonwealth’s endangered highway resources and were part of a national Good Roads movement led by Pennsylvania.

The Keystone Markers are perhaps the most “Pennsylvania” of all of the state’s historic roadside resources. In shape, color, location, text, design, construction, and material, the Keystone Markers speak what it means to be from Pennsylvania.¹ More importantly within the context of historic highways, the Markers are a direct link to a period when Pennsylvania led the nation in highway building and highway technology. Created by PennDOT’s predecessor, the *Pennsylvania Department of Highways (PA DOH)*, just after the First World War, the Markers were products of the height of the “Good Roads” Movement sweeping the nation at the time. Founded in 1903, the *PA DOH* was one of the earliest of such departments of any state in the nation and its road-side markers were literally signs of Pennsylvania pride.

One of the earliest turnpikes in the nation, stretching between Philadelphia and Lancaster, was begun in 1793, and proved the financial advantages of a well-planned highway. The first federally-funded interstate highway, the National Road, was constructed through the Commonwealth in 1811. In 1913, the Lincoln Highway Association was formed to build one of the first

¹ **Shape:** The marker’s distinctive shape reflects our once-revered status as the keystone of the American states. Pennsylvania once led the growing nation in all aspects of technological and social progressivism to which American ascendancy may well be ascribed. Road building was no exception, and Pennsylvania was a pioneer in both road construction and the promotion of highways as courses of tourism as well as commerce.

Color: The signs are painted in our state’s official colors, Pennsylvania Blue and Gold/Yellow. We have special paint formulas to match the official state colors.

Location: The markers were placed at each of the principle entrances to our towns and cities. They also marked other places of interest, including rivers, creeks, trails, etc. The markers always served as much to spark interest in the Pennsylvania places they represented as much as they were useful for wayfinding. Many towns had multiple markers along each of their principle thoroughfares.

Text: Certainly the markers celebrate the storied town names of Pennsylvania. The markers indicate not just where you are but also the name of the next town and the distance to it. They also included a bit about how the town got its name. They were oriented, then, not just for helping travelers find their way but also toward sparking interest in the place they denoted. See also “what the markers denote”.

Design: Markers consist of a sign and pole. Close inspection of the markers reveals the level of sophistication in design that was common to the ferrous industries upon which Pennsylvania was built. The historic poles dovetail perfectly with the signs. That so many markers have stood for over 60 years with no maintenance is a testament to the quality of their design.

Construction: The markers were constructed right here in Pennsylvania. Our replicas and replacement parts will be as well.

Material: Constructed of cast iron, the keystone signs and their specially-designed ornate posts were products of Pennsylvania’s proud iron industry and worked together to make a strongly positive and memorable statement of place. Pennsylvania was the earliest iron maker in the colonies and its iron and steel literally built the nation. Everything from locomotives to the Golden Gate Bridge and Panama Canal lock gates were built in Pennsylvania.

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modern transcontinental roads, and its route would cross the length of Pennsylvania. Finally, the Pennsylvania Turnpike, opened October 1, 1940, and represented the very future of modern travel and as such, set design precedents that were copied around the world for decades.

The Keystone Markers are tangible reminders of this great heritage and serve as inspiration for the future.

(2) The loss of Keystone Markers exemplifies the degradation of our community gateways that results in a loss of community identity.

The Keystone Markers not only denote the entrances to many Pennsylvania places, they are themselves the gateway to those places. They are the first impression visitors have of that Pennsylvania place and, as we all know, a good first impression is invaluable [FIGS. 4,6&13].

As distinguished planner, scholar, and Senior Resident Fellow at the *Urban Land Institute*, Edward McMahon has said, “The gateway into a community is like its ‘front door.’ It provides the introduction to a community. It can either express a community’s pride and sense of place or it can give a community a poor public image.”

Truly, the Keystone Markers make a positive first impression, but consider it for yourself. (The following sections are taken from Mr. McMahon’s work in [Better Models for Development in Pennsylvania](#), completed for the Pennsylvania Department of Conservation of Natural Resources.)

Compare the photos of the community gateways [FIGS. 13&14]. Then ask yourself the following questions:

- Which gateway makes a better first impression?
- Which one looks like a community with a sense of pride?
- Which community looks like one in which you would rather spend time and money?
- Which one looks more like the gateway into your own community?

Many parts of a town or community have boundaries drawn around them. These boundaries usually exist in people’s minds. They mark the end of one kind of activity or one kind of place and the beginning of another. In many cases, a community can be made more memorable, more vivid, and more alive if the boundary that exists in people’s minds also exists physically on the ground. In rural areas, gateways provide an area of transition between town and countryside; in urban areas they



FIGURE 13: A TYPICAL “GATEWAY” KEYSTONE MARKER GREETING TRAVELERS AND SHOWING A SENSE OF PRIDE.



FIGURE 14: MODERN “GATEWAY” SIGNS ARE OFTEN AFTERTHOUGHTS. THEY ARE STANDARDIZED, REFLECTIVE HIGHWAY SIGNS DEVOID OF CHARACTER.

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help mark the boundaries between one community or neighborhood and another.

A community’s image is fundamentally important to its economic well being. Gateways can provide information to tourists by directing them to areas of interest and by providing clues to the historical, cultural, and economic foundation of an area. How we plan and build along highway corridors is critically important to the character of Pennsylvania communities and the image and economic health of our state.

The Keystone Markers are essential in defining a sense of place individually for each community, but also in establishing an identity of individual communities as an important part of the greater collective that is Pennsylvania. Further, we see the Markers as powerful reminders to Pennsylvanians about their own role as citizens of their community, of Pennsylvania, and the nation.

Each time a traveler crosses the threshold into a Pennsylvania town, the very visible image of the Keystone Marker reminds them that not only the town itself but also they, in their everyday role in it, be it as parents, taxpayers, educators, civil servants, volunteers, etc., hold a keystone place in the great arch of American life. As powerful if subtle affirmations of the place Pennsylvanians have, do, and can hold in the world, the Markers remind us of our responsibilities as custodians for the future rather than mere consumers in the present.

C. THE PRIMARY THREATS TO THE KEYSTONE MARKERS ARE THE SAME FACED BY HISTORIC HIGHWAY RESOURCES ACROSS THE COMMONWEALTH AND THE NATION.

Among the threats to the Keystone Markers are: **(1)** The condition of the Markers; **(2)** Bureaucratic hurdles increasing the difficulty of their preservation, (i.e., PennDOT, NPS/PHMC, NRHP eligibility); and **(3)** Ignorance and poor communication regarding their plight and importance.

The effort to save the Keystone Markers is part of the “serious effort and legitimate dialogue” Daniel Marriot spoke of. However, even with the *Keystone Marker Trust’s* efforts and those of others across Pennsylvania and the United States, historic highway resources are being lost through demolition, neglect and poor management. Generally, this is due to poor policy on the part of highway agencies and/or municipalities combined with, simply stated, ignorance and poor communication.

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(1) *Condition of the Markers:* Over the course of the 60 years since the last Keystone Marker was installed, PennDOT has deferred all maintenance for them, though they continue to retain ownership. Today, thousands of Markers are missing and most of those remaining are damaged. Many are rusted, leaning, missing pieces of the sign, missing finials, and crowded out by poorly located modern signage. Losses of the Keystone Markers are slow and incremental. It is has only been through the KMT website and outreach that we have found people actually do notice the Markers and miss them when they are gone.

(2) *Bureaucratic hurdles increasing the difficulty of Keystone Marker restoration,*

PennDOT, like many state transportation agencies, is charged with the safety and efficient movement of the traveling public, and does not necessarily prioritize the historic preservation during their planning process. Consequently, PennDOT lacks clear policy regarding Marker care and maintenance. Some of the issues this lack of policy creates include:

- a. PennDOT will not relinquish ownership of the Markers but also will not expend any of its own resources to preserve them, even when the Agency itself is the cause of damage or loss.
- b. PennDOT's Traffic Engineering Manual (Publication 46), March 2008 Edition, 2.10.3 "Historical Markers" encourages its eleven Engineering Districts across the state to enter into agreements with local civic groups to adopt Keystone Markers. In the case where the Agency removes a Marker, this same regulation directs the Districts to stockpile the signs and posts for future use. However, there is no regulation in place to enforce either of these directives and there is no follow-through mechanism.
- c. PennDOT has not provided any guidance to its Districts regarding the placing of modern signage, which often clutters, crowds or even duplicates the existing Markers, even when there are better alternatives.
- d. PHMC and the National Park Service have failed to interpret the National Register Criteria to include collections of historic road-side objects such as the Keystone Markers.
- e. Thus, PennDOT has not included the Markers in its scoping documents when reviewing impact to historic resources because it has not yet recognized the Markers as "historic". As a result, Markers are removed or destroyed as part of PennDOT projects.
- f. Though the *Keystone Marker Trust* is working to make available historically-accurate posts that meet "breakaway" standards, many municipalities interpret PennDOT regulations to mandate that historic posts must be discarded in favor of Agency approved "safe" options.

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(3) *Ignorance and poor communication*

Although well-intentioned, the general quality of Marker restoration, adoption, and maintenance, typically exhibits a lack of understanding for accepted preservation standards and technical knowledge. Many municipalities, civic groups and individuals with the interest and ability to do get involved in the preservation of the Markers not know they can adopt them. *PennDOT* places the onus on its Engineering Districts to find adopting parties, which is particularly problematic when many in the Districts do not themselves know of the policy of allowing for such adoptions.

While the *Trust* has and continues to work to develop maintenance guidelines and historically-accurate replacement parts, a lack of knowledge on the part of would-be “Good Samaritans” has resulted in some unsympathetic and insensitive “restoration” and replacement work. As noted previously, Markers have been removed from their original locations. Some have been re-erected in places that make the “distance to the next marker” information most markers bear non-sensical. Others remain in basements, barns, backyards, etc., and *PennDOT* has been sluggish to exercise their exclusive standing to see Markers returned.

Keystone Marker Trust now has the capacity to produce new, historically-accurate Marker signs and posts for affordable prices (for front-mount “town” name Markers; we are still trying to raise funds to make top-mount signs and poles and the keystone variant sign available). However, other manufacturers offer new interpretations of the original form, which are decidedly lacking in the character defining details of Markers they imitate. The integrity of any design for new Keystone Markers is just as important as the proper restoration of the originals.

6. ELIMINATING THE THREAT

Increased recognition and visibility of the Keystone Marker Program and the plight of the existing Markers is of prime importance to the *Keystone Marker Trust*. The work the Trust has already done via its website, presentations at conferences, and outreach through electronic and printed media has improved recognition of the Markers exponentially and established them as a legitimate road-side historic resource worth saving. The net effect has been to encourage *PennDOT* to look differently at the Markers and to encourage dozens of towns across the state to seek *KMT* help in restoring their Markers.

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Equally important is encouraging *PennDOT* to partner with the Trust to create an “Adopt-a-Marker” program similar to the Agency’s own Adopt-a-Highway program. *KMT* has attempted to negotiate a stewardship role with *PennDOT* in the past, but to date, *PennDOT* has only been willing to accept *KMT* in a role that amounts to that of an unpaid subcontractor not that of a “facilitator” as was hoped.

Encouraging *PennDOT* to work with the Trust to prosecute Marker thieves and to place “Marker Care Guidelines” and protocols in their standard regulations and specifications would be helpful. Such protocols should call for *PennDOT* restoring Markers it itself damages and contacting *KMT* to assist with Marker adoption. Facilitating the ability for Keystone Markers to be used as mitigation efforts for projects affecting historic resources would be helpful. A fund to assist municipalities and civic groups to re-install and restore their Markers would be of benefit, particularly if such funding was tied to preservation-oriented principles embodied in the *Keystone Marker Trust Principles* (based on the *Keystone Principles* promulgated by *DCNR*).

While publicizing the threat through *PresPA*’s 2011 “At Risk” List is the first step to raising the awareness of this issue important preservation issue to the next level, it is only a start in the larger efforts to eliminate the threat—efforts that will be carried on by the Trust and other like-minded parties and stake-holders in the years to come. However, that first step will serve to broaden awareness of the plight of the Markers and bring possible pressure to bear upon *PennDOT*, *PHMC* and *NPS* at a local, state and even regional level, which *KMT* has been unable to accomplish successfully in the past.

7. SUPPORT FOR PRESERVATION

The *Keystone Marker Trust* was chartered in 2010 under the Pennsylvania Non Profit Corporation Law and a designated 501(c)3 organization, for the express purpose of rallying and organizing those who support the preservation of the Keystone Markers and is the only entity established in the Commonwealth for this purpose. *KMT*’s Board of Directors and their state-wide network of volunteers remain the staunchest supporters of these important cultural resources:

- a. **Keystone Marker Trust (KMT)**, Contact: Nathaniel Guest, Esq., President/Founder, *KMT*..... (610) 724-9611
- b. **Spring City Electrical Manufacturing Co. (SC)**, Contact: Alan Brink, President(610) 948-4000
- c. **Lower Merion Historical Commission**, Contact: Christian Busch, Chairman, VP, *KMT*, (610) 636-6843
- d. Erich Armpriester, VP, *KMT*..... (717) 725-5591

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- e. James Carn, VP, KMT(570) 419-2793
- f. Jack Graham, VP, KMT(717) 582-2235
- g. Greg Prichard, VP, KMT(610) 304-7005
- h. Michael Natale, VP, KMT(724) 493-9595

8. OPPOSITION TO PRESERVATION

While *PennDOT* does not actively oppose the Keystone Markers in principle, they do not qualify as committed stewards to what are in fact important cultural resources in the Commonwealth. This is particularly ironic given that their predecessor agency, the *PA Department of Highways*, initiated the Marker program and current Department of Transportation retains ownership and control of the Markers. It is no surprise that *PennDOT* lacks any official protocol directing their Districts and field personnel in the properly maintenance, repair, restoration or even disposal of existing Markers. There is no official procedure in place to retrieve Markers that are stolen or “acquired” by individuals. While the Trust has found allies within the Agency at the District level, there continues to be no meaningful response from the highest levels of administration. *PennDOT* leadership needs to “step up” to the plate and work with the *Keystone Marker Trust* to enact meaningful reforms that will aid in the preservation of the existing Markers and allow for the installation of new historically accurate Keystone Markers. A partnership between *PennDOT* and the Trust on favorable terms could see the proper protection and preservation of hundreds of existing Markers and begin to slow the loss of these important road-side objects.

- a. **Pennsylvania Department of Transportation (PennDOT),**
Contact: Central Offices (717) 787-2838

9. FUTURE PLANS

The long-term plans of the *Keystone Marker Trust* include the restoration, repair and maintenance of the remaining original Markers, (i.e., “town”, “stream” and lesser known variants), as well as seeing many of those that are missing re-erected. The Trust’s new partnership with *Spring City Electrical Manufacturing Co.*, in Spring City, PA, will see the creation of new casting patterns for the front-mount “town” name sign and post, which will make possible the first new historically accurate Keystone Markers in over half a century. The Trust also hopes to forge lasting partnerships with state agencies, municipalities, civic groups and others interested in continuing the legacy of the Keystone Marker program and erect new Markers across the Commonwealth. Relationships with *DCNR* and Rail-Trail Associations would re-establish the Markers at trail heads and stream crossings.

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10. HELP FROM "AT RISK" LISTING

Inclusion of the existing Keystone Markers on *Preservation PA's* 2011 "At Risk" List would serve several purposes, including: **(1)** Broadening recognition and appreciation for the original Keystone Marker Program and its place in the early history of road and highway growth and development in our State and across the Nation; **(3)** Promoting the legitimacy of the Markers as historic road-side objects worthy of protection as valued cultural resources; **(2)** Increasing the public awareness that there is a real need for the proper preservation and maintenance of existing Markers, in order to prevent their continued loss; **(4)** Encouraging *PennDOT* and other state agencies to partner with *KMT* to meaningfully advance the restoration, repair and documentation of existing Markers; **(5)** Advancing the idea of a *PennDOT* sponsored Adopt-a-Marker program to help preserve the Markers and increase corporate and private partnership opportunities; **(6)** Announcing the *Trust's* new ability to provide replacement parts and even new historically accurate Keystone Marker signs and posts to those who are interested in preserving existing Markers and furthering the success of the new Marker program; and **(7)** Enhancing the ability of the *Trust* to continue its efforts to document and catalog the remaining original Markers through a growing state-wide network of volunteers.

11. PREVIOUS PPA INVOLVEMENT

In the past, *Preservation PA* has posted information on the "News & Events" section of their website related to the preservation efforts of the *Keystone Marker Trust*. *PresPA* has also provided letters of support to the Trust for *DCED* and Transportation Enhancement grant applications.

12. OTHER HELP FROM PRESPEA

Preservation PA has a state-wide "voice" and "reach" that the *Keystone Marker Trust* lacks. Original Markers exist in every county of the Commonwealth, so the continuing loss of these important historic road-side objects should be a state-wide preservation concern. At Risk listing will certainly raise awareness of the plight of the original Keystone Markers, but *PresPA's* standing might also assist the Trust in facilitating working relationships with other state agencies and support might lend "weight" to continuing interactions with *PHMC* and *PennDOT*. Further, *KMT* would like to publicize their new capability to produce new historically accurate Keystone Markers and replacement parts for existing Markers. The *Trust* hopes to install the first of the new Keystone Markers in high visibility locations and could use *PresPA's* assistance in attracting

ROAD-SIDE OBJECTS: KEYSTONE MARKERS

2011 PRESERVATION PA: PENNSYLVANIA "AT RISK" NOMINATION

the attention of major cities such as Philadelphia, Pittsburg and Harrisburg, among others. It is the firm belief of the *Trust* that a successful new Keystone Marker program will increase awareness, as well as interest, in preservation of the existing Markers.

13. ADDITIONAL COMMENTS / RECOMMENDATIONS

The *Keystone Marker Trust* has the good fortune to have numerous supporters from across the Commonwealth. Many have even provided written letters of support for a recent *Department of Community and Economic Development (DCED)* grant application still under review by that agency. Those letters of support are attached to this application and include:

PennDOT
Pennsylvania Historical and Museum Commission
National Trust for Historic Preservation
Preservation Pennsylvania
Urban Land Institute--Ed McMahon
Pittsburgh History and Landmarks Foundation
Paul Daniel Marriott and Associates
Representative William Adolph (R-165th District and House Appropriations Chairman)
Senator Andrew Dinniman (D-19th District)
Representative Jim Cox (R-129th District)
Representative Tom Murt (R-152nd District)
Representative Mark Keller (R-86th District)
Franklin County Historical Society
Jonestown Borough
Lewisburg Borough
Wayne
Juniata County
Highspire
Lincoln Highway Heritage Corridor
Guilford Township Supervisor
Borough of Duncannon

02/11/10 08



pennsylvania
DEPARTMENT OF TRANSPORTATION
COMMONWEALTH OF PENNSYLVANIA

December 23, 2010

Mr. Rick Guinan
Director for the Center for Operations
Pennsylvania Department of Community and Economic Development
400 North Street
4th Floor
Harrisburg, PA 17120

Re: Keystone Marker Trust

Dear Mr. Guinan:

I am writing to express the Department's support for the goals and initiatives of the Keystone Marker Trust and their effort to secure funding through the Department of Community and Economic Development to advance their objectives. Many of the Trust's programs are closely aligned with our own "Smart Transportation" themes, particularly the emphasis on strong communities that promote towns over sprawl and the preservation of historic community values as reflected in the markers. The Trust has actively sought to partner with the Department in the maintenance and repair of Keystone Markers, helping to stretch scarce maintenance dollars and greatly enhancing the historic context of community gateways throughout the Commonwealth.

The Department strongly endorses the Keystone Marker Trust's grant application and believes that an investment in the Trust's initiatives will benefit many Pennsylvania communities for a long time to come. Please give their request for funding every possible consideration.

Sincerely,

A handwritten signature in black ink that reads "R. W. Thompson".

FOR **Brian G. Thompson, P.E., Director**
Bureau of Project Delivery



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
300 NORTH STREET
HARRISBURG, PENNSYLVANIA 17120-0024
www.phmc.state.pa.us

EXECUTIVE DIRECTOR

To Whom It May Concern:

Please accept this letter in support of the Keystone Marker Trust's (KMT) application for funding. We understand Preservation Pennsylvania is the KMT's partner in this grant request.

The Pennsylvania Historical and Museum Commission (PHMC) is the official state history organization for Pennsylvania and is specifically charged with reviewing all signage that is historical in nature.

We understand that history is one of the state's most valuable assets as it faces considerable challenges in the years ahead to attract and retain industries, enhance tourism by marketing unique places, and rebuilding civic pride.

The program being established by the Keystone Marker Trust is an economical, long-lasting way to address these needs while creating employment opportunities across the state and reducing the state's infrastructure burden for years to come.

The keystone markers were once character-defining features of all of Pennsylvania's towns, river crossings, trails, etc. In the places where they remain, they are cherished elements of local fabric. Sadly, though many towns and civic groups have long sought to restore, refurbish, or replace their markers, the ability to do so has not existed for nearly 50 years. At PennDOT's request, the Keystone Marker Trust has assumed responsibility for the marker program and has worked diligently to create a program that will:

- Use the markers to market Pennsylvania towns and attractions using an interactive website that is tied into Google Earth and mobile Ipod/Droid features.
- Encourage adoption of the state's sustainable growth policy codified in the Keystone Principles & Criteria for Growth, Investment & Resource Conservation.
- Marker-adopting organizations will pledge to adopt the Keystone Principles.
- Promote community stewardship and civic pride through marker adoption. The KMT is developing an educational tool kit to use the markers to teach state and community history.

Production and installation of new markers, as well as repair of existing markers will be undertaken by Pennsylvania workers. Paints provided by Pittsburgh Paints and preservation and restoration services by Pennsylvania firms will generate employment in the near and long term.

The Keystone Marker Trust is seeking only modest support to augment the donations and volunteer labor they have marshaled from across the Commonwealth. We strongly encourage your support of their program.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara Franco', written over a light blue horizontal line.

Barbara Franco
Executive Director

December 15, 2010



To Whom It May Concern,

Please accept this letter in support of the Keystone Marker Trust's (KMT) application for funding. The National Trust for Historic Preservation has a great interest in Pennsylvania's future and recognizes this opportunity to enhance the state's tourism by marketing its unique places.

The keystone markers were once a character-defining feature for all of Pennsylvania's towns, river crossings, and trails. In the places where they remain, they are cherished elements of local fabric. Though many towns and civic groups have long sought to restore, refurbish, or replace their markers over time, the ability to do so has not existed for nearly 50 years.

At PennDOT's request, the Keystone Marker Trust has assumed responsibility for the marker program and will provide an economical, long-lasting way to address tourism, history, and create civic pride and a sense of place, while at the same time enhancing employment across the state and reducing the Pennsylvania's own infrastructure burden for years to come.

We strongly encourage your support of their program.

Sincerely,

A handwritten signature in black ink that reads "Walter W. Gallas".

Walter W. Gallas, AICP
Director, Northeast Field Office



December 14, 2010

Please accept this letter in support of the Keystone Marker Trust's (KMT) application for funding. I understand Preservation Pennsylvania is the KMT's partner in this grant request.

As the co-author of the book, Better Models for Development in Pennsylvania, I have a deep interest in Pennsylvania's future. I recognize Pennsylvania's need for new investment in the multiple senses of that word both from within and outside state boarders.

- Pennsylvania needs to attract new industry and retain and grow existing industry by setting itself apart from other investment-hungry states.
• Pennsylvania needs to enhance tourism by marketing its unique places in an equally-unique way accessible to technology-savvy visitors, most of whom arrive by car.
• Pennsylvania needs a rebirth of civic pride and a re-commitment of its citizens to responsibility for the place they call home. As state resources to care for its infrastructure become increasingly stretched, a citizenry cognizant of the cumulative value of even small acts of stewardship becomes increasingly necessary.

I see the program being established by the Keystone Marker Trust as an economical, long-lasting way to address all of these needs while at the same time creating employment across the state and reducing the state's own infrastructure burden for years to come.

A recent DCNR report decried Pennsylvania's gateways as lacking in ways that negatively impact outside investment, tourism, and civic pride. Emblematic of this deficiency is our communities' ongoing loss of their most recognizable and distinctly Pennsylvania feature: the much-photographed, century-old keystone markers that once guarded all of their entrances.

The keystone markers were once the character-defining features of all of Pennsylvania's towns, river crossings, trails, etc. In the places where they remain, they are cherished elements of local fabric. Sadly, though many towns and civic groups have long sought to restore, refurbish, or replace their markers, the ability to do so has not existed for nearly 50 years. At PennDOT's request, the Keystone Marker Trust has assumed responsibility for the marker program and has worked diligently to create a program that will:

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F. Yuri Zaslavsky, Dallas, TX
John H. Zeman, Jacksonville, North Carolina

- Use the markers to market Pennsylvania towns and attractions using an interactive website that is tied into Google Earth and mobile Ipod/Droid features. On-the-road travelers will be able to find the markers closest to them at any given moment and click on an icon that will tell them about special events and attractions in that marker's town. Municipalities will be given access to update the information associated with their marker.
- Encourage adoption of the state's sustainable growth policy codified in the Keystone Principles & Criteria for Growth, Investment & Resource Conservation. Marker-adopting organizations will pledge to adopt the Keystone Principles. The Principles are the state's own blueprint to attract investment with a high return and minimal drain on state resources and infrastructure. The Principles guide towns to think and act collectively in ways that protect our open space and heritage resources while re-invigorating our under-utilized commercial and industrial assets.
- Promote community stewardship and civic pride through marker adoption. The KMT is developing an educational tool kit to use the markers to teach state and community history.

Production and installation of new markers, as well as repair of existing markers will be undertaken by Pennsylvania workers. Paints provided by Pittsburgh Paints and preservation and restoration services by Pennsylvania firms will generate employment in the near and long term.

The Keystone Marker Trust is seeking only modest support to augment the donations and volunteer labor they have marshaled from across the Commonwealth. I strongly encourage your support of their program.

Sincerely,



Edward T. McMahon
Senior Resident Fellow



PITTSBURGH HISTORY & LANDMARKS FOUNDATION

100 West Station Square Drive, Suite 450
Pittsburgh, PA 15219-1134
412-471-5808 • FAX 412-471-1633 • www.phlf.org

January 10, 2011

Mr. Rick Gynan
Director, Center for Operations
Department of Community Economic Development
400 North Street – 4th Floor
Harrisburg, PA 17120

Dear Mr. Gynan:

Please accept this letter in support of the Keystone Marker Trust's (KMT) application for funding. We understand Preservation Pennsylvania is the KMT's partner in this grant request.

Our organization has as its mission to identify and save historically significant places; revitalize historic neighborhoods, towns and urban areas; preserve historic farms and historic designated landscapes; and educate people about the Pittsburgh region's rich architectural heritage.

With this mission, we have a deep interest in Pennsylvania's future. Pennsylvania needs to enhance tourism by marketing its unique places in an equally-unique way accessible to technology-savvy visitors, most of whom arrive by car. We see the program being established by the Keystone Marker Trust as an economical, long-lasting way to address this need while at the same time creating employment across the state.

A recent DCNR report written by renowned Urban Land Institute Senior Fellow Ed McMahon decried Pennsylvania's gateways as lacking in ways that negatively impact outside investment, tourism, and civic pride. Emblematic of this deficiency is our communities' ongoing loss of their most recognizable and distinctly Pennsylvania feature: the much-photographed, century-old keystone markers that once guarded all of their entrances.

The keystone markers were once the character-defining features of all of Pennsylvania's towns, river crossings, trails, etc. In the places where they remain, they are cherished elements of local fabric. Sadly, though many towns and civic groups have long sought to restore, refurbish, or replace their markers, the ability to do so has not existed for nearly 50 years.

At PennDOT's request, the Keystone Marker Trust has assumed responsibility for the marker program and has worked diligently to create a program that will:

- Use the markers to market Pennsylvania towns and attractions using an interactive website that is tied into Google Earth and mobile Ipod/Droid features. On-the-road

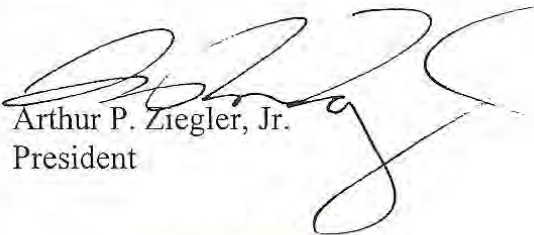
travelers will be able to find the markers closest to them at any given moment and click on an icon that will tell them about special events and attractions in that marker's town. Municipalities will be given access to update the information associated with their marker; and

- Promote community stewardship and civic pride through marker adoption. The KMT is developing an educational tool kit to use the markers to teach state and community history, among other things.

Production and installation of new markers, as well as repair of existing markers will be undertaken by Pennsylvania workers. Paints provided by Pittsburgh Paints and preservation and restoration services by Pennsylvania firms will generate employment in the near and long term.

The Keystone Marker Trust is seeking only modest support to augment the donations and volunteer labor they have marshaled from across the Commonwealth. We encourage your support of their program.

Sincerely,



Arthur P. Ziegler, Jr.
President

Paul Daniel Marriott + Associates

Historic and Scenic Road Preservation Planners

3140 Wisconsin Avenue, NW, Suite 804
Washington, DC 20016 USA
202.686.2860

20 January 2011

To Whom it May Concern:

Please accept this letter in support of the Keystone Marker Trust's (KMT) application for funding. I understand Preservation Pennsylvania is the KMT's partner in this grant request.

Paul Daniel Marriott + Associates (PDM+A) is a nationally and internationally recognized leader in the field of historic roads. The firm has been an advocate for responsible and sustainable planning for historic road resources working for local, state, tribal and national governments. Dan Marriott, Principal, earned his BS in Landscape Architecture from the Pennsylvania State University and is both familiar with and aware of the important contribution the Keystone Markers provide to roadside Pennsylvania, community gateways and natural resource identification across the state. Collectively, the markers form an important collection that unifies and distinguishes the state.

PDM+A supports the goals outlined by the Keystone Marker Trust:

- Pennsylvania needs to attract new industry and retain and grow existing industry by setting itself apart from other investment-hungry states.
- Pennsylvania needs to enhance tourism by marketing its unique places in an equally-unique way accessible to technology-savvy visitors, most of whom arrive by car.
- Pennsylvania needs a rebirth of civic pride and a re-commitment of its citizens to responsibility for the place they call home. As state resources to care for its infrastructure become increasingly stretched, a citizenry cognizant of the cumulative value of even small acts of stewardship becomes increasingly necessary.

A recent DCNR report by the Urban Land Institute decried Pennsylvania's gateways as lacking in ways that negatively impact outside investment, tourism, and civic pride. PDM+A has long used Pennsylvania gateways as an example of state and local transportation and tourism policy that diminishes the historic richness and desirable destinations in the Keystone State through negative first impressions. Preserving, protecting and restoring the historic Keystone Markers would be an important effort in correcting Pennsylvania's gateway inequality with neighboring states.

The keystone markers were once the character-defining features of all of Pennsylvania's towns, river crossings, trails, etc. In the places where they remain, they are cherished

PAGE TWO

elements of local fabric. Sadly, though many towns and civic groups have long sought to restore, refurbish, or replace their markers, the ability to do so has not existed for nearly 50 years. At PennDOT's request, the Keystone Marker Trust has assumed responsibility for the marker program and has worked diligently to create a program that will:

- Use the markers to market Pennsylvania towns and attractions using an interactive website that is tied into Google Earth and mobile Ipod/Droid features. On-the-road travelers will be able to find the markers closest to them at any given moment and click on an icon that will tell them about special events and attractions in that marker's town. Municipalities will be given access to update the information associated with their marker.
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Production and installation of new markers, as well as repair of existing markers, will be undertaken by Pennsylvania workers. Paints provided by Pittsburgh Paints and preservation and restoration services by Pennsylvania firms will generate employment in the near and long term.

The Keystone Marker Trust is seeking only modest support to augment the donations and volunteer labor they have marshaled from across the Commonwealth. PDM+A strongly encourages your support of their program.

Sincerely,



Paul Daniel Marriott
Principal

ANDREW E. DINNIMAN

State Senator
19TH District

Senate Box 203019
183 Main Capitol Building
Harrisburg, PA 17120-3019
717-787-5709
Fax: 717-787-4384

One North Church Street
West Chester, PA 19380-3006
610-692-2112
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Pennsylvania Emergency Management Council
State Board of Education

West Chester

February 11, 2011

Mr. Rick Guinan, Director
Center of Operations
PA Department of Community
and Economic Development
400 North Street
Harrisburg, PA 17120

Dear Mr. Guinan,

I am writing to support Keystone Marker Trust and their application to be awarded funding through the Department of Community and Economic Development.

The Keystone Marker Trust's mission is to establish a program around markers that celebrates Pennsylvania's identity and creates a network of Pennsylvania communities and organizations dedicated to sound sustainable growth that encourages tourism and responsible citizenship. It is my understanding that the Keystone Marker Trust will use department funding for a two phase project dedicated to producing and re-installing replica markers. Phase one involves the creation of new patters that will allow for the Keystone Marker Trust to restore the most damaged markers and install new ones. Phase two will provide funds to towns to re-install long-missing markers and encourage them to adopt the Keystone Marker Trust principles.

I support Keystone Marker Trusts application and I believe that the Pennsylvania Department of Community and Economic Development will find that Keystone Marker Trusts efforts meet the letter and spirit of the program an respectfully urge the Department to award the full amount of their request.

Sincerely,

A handwritten signature in blue ink that reads "Andy E. Dinniman".

Andrew E. Dinniman
State Senator – 19th District

AED:dcv

JIM COX, MEMBER
129TH LEGISLATIVE DISTRICT

HARRISBURG OFFICE:

155A EAST WING
P.O. BOX 202129
HARRISBURG, PA 17120-2129
PHONE: (717) 772-2435
FAX: (717) 260-6516

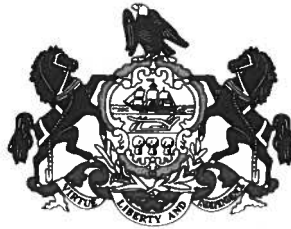
DISTRICT OFFICE:

2909 WINDMILL ROAD, SUITE 7
SINKING SPRING, PA 19608-1681
PHONE: (610) 670-0139
FAX: (610) 927-3584

TOLL FREE: (866) 538-2938

E-MAIL: JIMCOX@REPJIMCOX.COM

WEBSITE: WWW.REPJIMCOX.COM



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HARRISBURG

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SCHOOL PROPERTY TAX RELIEF CAUCUS
VETERAN'S CAUCUS

February 16, 2011

Rick Guinan, Director, Center of Operations
Department of Community & Economic Development
4th Floor, Keystone Bldg
Harrisburg, PA 17120

Dear Mr. Guinan:

A *Single Application for Assistance* completed by the Keystone Marker Trust and Preservation Pennsylvania has been submitted to your department for consideration. I understand Preservation Pennsylvania is the KMT's partner in this grant request.

Keystone markers once marked the entrance to almost every Pennsylvania town and are a true piece of state history. The funding requested would allow the restoration and replacement of the once-common keystone highway markers. In addition to restoring and replacing the markers, KMT has also accepted the responsibility of maintaining the markers thus removing that burden from the Department of Transportation.

I can assure you that the Keystone Marker Trust is a worthy competitor in the grant program and that this particular venture will provide a benefit for the entire state of Pennsylvania. Additionally, all who travel our roadways will benefit from their dedication and hard work.

The application has my full support. I urge you and the Department to strongly consider and approve this application should the request meet all of the eligibility requirements for the grant program. Should you need any additional information, or if I can be of assistance in any way, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads 'Jim Cox'.

Jim Cox
State Representative
129th District

JAC/jes

cc: Nathaniel Guest

January 31, 2011

Rick Guinan, Director
Center of Operations
PA Dept. of Community and Economic Development
400 North Street
Harrisburg, PA 17120

Dear Mr. Guinan:

I am pleased to learn that the Keystone Marker Trust has completed a grant request to DCED to restore cast iron town name signs. I wish to express my full support for this project.

I realize that the Keystone Markers which once graced the entrance to Pennsylvania towns, rivers, creeks, etc., were an important characteristic of our state's identity using the brilliant blue and gold keystone on each marker. In order to continue this recognition of Pennsylvania's identity it is important that these markers be restored and re-introduced as proud symbols unique to our state. I agree with the Trust that restoration of these markers creates a network of Pennsylvania communities dedicated to sound, sustainable growth that encourages tourism and responsible citizenship.

So that this project can move forward and provide an important impression for visitors and reminders for citizens of our Pennsylvania communities of their own place in society for future generations any monies you can provide through a grant will be gratefully appreciated. Therefore, I urge favorable review of the grant request for funding to restore the many cast iron name town name signs throughout the commonwealth. Thank you for allowing me the opportunity to express my support for a project that will be valuable to so many of our citizens of all age groups.

Sincerely,

MARK K. KELLER
State Representative
86th Legislative District

WILLIAM F. ADOLPH, JR., MEMBER
ROOM 245, MAIN CAPITOL BUILDING
PO BOX 202165
HARRISBURG PA 17120-2165
PHONE: (717) 787-1248
FAX: (717) 705-1851

DISTRICT OFFICE:
920 WEST SPROUL ROAD
SPRINGFIELD PA 19064
PHONE: (610) 544-9878
FAX: (610) 338-2294



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COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

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PENNSYLVANIA HIGHER EDUCATION
ASSISTANCE AGENCY
CHAIRMAN

RULES COMMITTEE

WEBSITE: williamadolph.com
E-MAIL: wadolph@pahousegop.com

March 2, 2011

The Honorable C. Alan Walker
Secretary
Department of Community and
Economic Development
4th Floor, Commonwealth Keystone Building
Harrisburg, PA 17120

Dear Secretary Walker:

A Single Application for Assistance completed by the Keystone Marker Trust and Preservation Pennsylvania is being submitted to your department for consideration via on-line through the Department's website. Their application number is 8015912. I support their efforts in this valuable project.

The purpose of this grant request is to promote community development and tourism in Pennsylvania through restoration and replacement of the beautiful keystone highway markers. This project would provide a favorable first impression for visitors and reminders for citizens of our Pennsylvania communities of their own place in society for future generations to come. As you can see by the project description, the funding requested is important to the Keystone Marker Trust and Preservation Pennsylvania to allow them to continue the project successfully.

The Keystone Marker Trust and Preservation Pennsylvania is a worthy competitor in the grant program and plays a vital role in the community.

This application has my support. I urge you and your Department to strongly consider and approve this application should the request meet all of the eligibility requirements for the grant program.

Sincerely,

William F. Adolph, Jr., Member
165th Legislative District

WFAjr/vrh



P.O. BOX 582 • LIGONIER, PA 15658 • PHONE: 724.238.9030 • FAX: 724.238.9310

August 27, 2010

John T. Graham
365 Peach Ridge Road
Elliottsburg, PA 17024

Dear John,

Sorry I could not respond soon after I received your May letter. A few weeks after that I began responding, but remembered you and your wife were waiting to be assigned at a lighthouse for the summer. With the summer winding down, I thought I'd give it another try.

I do remember the May presentation that you and Nathaniel made at the Preservation PA Conference. Our paths also crossed in the lobby of the Commonwealth building when I was manning a table with Alan Chace, formerly of DCNR.

I think your project is amazing; you are to be commended for tackling this enormous project. Road signage is a tough one; they are constantly at risk – vandalism, snowplows, road widenings, neglect, etc. I know we 'lose' about 4-5 of our Lincoln Highway road signs in our 200-mile Corridor each year. It is a strain on our resources and manpower to replace them.

Again, I wish you luck, John.

Sincerely,

Olga A. Herbert
Executive Director

**COUNTY COMMISSIONERS
JUNIATA COUNTY**



Commissioners
JEFFERY M. ZIMMERMAN
DALE S. SHELLEY
TERESA J. O'NEAL

Administrator/Chief Clerk
G. SHERLYN MOSEBEY

Solicitor
ANDREW WINDER

26 NORTH MAIN STREET • P.O. BOX 68
MIFFLINTOWN, PENNSYLVANIA 17059
PHONE 717-436-7704 • FAX NO. 717-436-7766

September 8, 2010

John T. Graham
Keystone Marker Trust Fund
365 Peach Ridge Road
Ellitsburg, PA 17024

Dear Jack,


Some months ago you contacted me re Mifflintown's town marker located along old route 322 as you enter the borough traveling eastbound. It had been neglected for years and was in sad but restorable condition.

Through your efforts and the cooperation of the Mifflintown Borough Council and the borough maintenance staff the sign has been restored and welcomes travelers to my hometown. There is an adage that says you have only one chance to make a good first impression. The restored Mifflintown Marker and the recent renovation/restoration of the Juniata County Courthouse do just that, make a good first impression!

It is important to preserve the remaining town markers, not only in Juniata County but throughout the Commonwealth. Hopefully other communities will recognize the opportunity they have to "make a good first impression" and have their town marker restored to its original condition.

Thanks for your continued efforts in this endeavor.

Sincerely,



Jeffrey M. Zimmerman
Chairman
Juniata County Commissioners



BOROUGH OF JONESTOWN

295 South Mill Street, PO Box 446 Jonestown, PA 17038

Phone: (717)861-5414 Fax: (717) 865-0154

www.jonestownpa.org

May 4, 2010

Mr. Jack Graham
365 Peach Ridge Road
Elliottsburg, PA 17024

Dear Mr. Graham:

The Borough of Jonestown was founded in 1761. All of us take great pride in our Historical Community. Many structures of historical significance can be found throughout the town. There are four roads that access the Borough and at each entrance we have placed 'Welcome to Jonestown' signs to assure that everyone entering town feels at home. The welcome signs have been placed in concert with our historical markers in the hope that all who come to visit or pass through will realize the historical significance of our town. We continue to maintain the markers to assure that the importance of the history of Jonestown is not forgotten.

Sincerely,

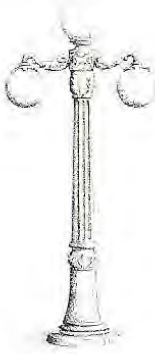
Tyler Longenecker, Mayor

George Kaufman, Former Mayor

Tyler Longenecker, Mayor
Dennis Houser, President
Oriana Spittle, Vice President

Paul Bird, Council Member
Lynn Kleinfelter, Council Member
Ronald Gue, Council Member

Jason Kern, Council Member
Joel Lehman, Council Member



Borough of Lewisburg

55 S. Fifth Street, Suite 1 • Lewisburg, Pennsylvania 17837-1867
Telephone 570-523-3614 • Fax 570-524-2270

May 12, 2010

John T. Graham
365 Peach Ridge Road
Elliottsburg, PA 17024

Reference: Repainting of Historic Lewisburg Sign

Dear Mr. Graham:

Thank you for bringing the condition of our historic cast iron sign to our attention. Although we are the smallest municipality in Union County, it is still very difficult to be "everywhere" so your expression of concern was certainly welcomed.

The Borough crew immediately took the sign down, hand painted it, and put it back up. I am sure the next time you visit us, you will be pleased with this sign.

Thank you again.

Sincerely,



Chad N. Smith
Borough Manager



**FRANKLIN
COUNTY
HISTORICAL
SOCIETY**
KITTOCHTINNY

175 East King Street
Chambersburg, PA 17201
717-264-1667
Email: history@pa.net

March 3, 2010

Jack Graham
365 Peach Ridge Road
Elliottsburg, PA 17024

Board of Directors:

- Joan Applegate
- Walter Bailey
- Kris Greenawalt
- Ellen Gsell - Secretary
- Heather Hershey - Treasurer
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- Harold Leister
- William Nitterhouse
- Carl Ocker
- Michael Ripton - President
- Anna Rotz
- Beate Schiwiek
- Penny Stoner
- Connie Strunk
- Robert Windemuth - Vice President

Dear Mr. Graham,

Franklin County Historical Society-Kittochtinny and St. Thomas Historical Society support the initiative to locate, restore and replace the cast iron city markers installed by the Pennsylvania Highway Department in the 1920's. Franklin County is fortunate to still display a large number of these markers throughout the county, but at the same time many are missing and unaccounted for. These cast iron city markers loan great credibility to the local landscape of Pennsylvania.

Sincerely,

Kris Greenawalt
Board of Directors



THE
HIGHSPIRE HISTORICAL
SOCIETY
HIGHSPIRE, PENNSYLVANIA 17034

RESEARCH

COLLECTION

PRESERVATION
OF
LOCAL
HISTORY

Debbie Whittle
1681 Landvater Rd.
Hummelstown, Pa.
August 23, 2010
sdwhit@comcast.net

Nathaniel,

*The Highspire Historical Society is currently trying to
Possibly get 2 blue and gold Keystone Markers for our
town.*

*Mr. Tom Herald, a former president and long time resident
is currently handling the task of researching the Keystone
Markers. He would write the correct historical information
for the marker/s. His goal is to have the marker/s for our
2014 Bicentennial Celebration. Please accept this letter as a
form of support in your project on creating patterns for
replica signs.*

To contact or for questions:

Mr Tom Herald
169 Market St.
Highspire, Pa. 17034 717-939-0887

Regards,

Debbie Whittle

Debbie Whittle, President of the Highspire Historical Society

GUILFORD TOWNSHIP SUPERVISORS

115 Spring Valley Road
Chambersburg, Pennsylvania 17202
Phone (717) 264-6626 (Supervisors)
(717) 264-0077 (Zoning)
e-mail: gtsups@guilfordtwp.us (Supervisors)
wstatler@guilfordtwp.us (Zoning)

February 8, 2011

**Mr. Nathaniel Guest
The Keystone Marker Trust
4020 Prospect Hill Lane
Pottstown, PA 19464**

To Whom It May Concern:

The Guilford Township Supervisors, Chambersburg, Pennsylvania, located in Franklin County, hope that The Keystone Marker Trust will secure grant money from the Department of Community and Economic Development (DCED) and/or from the Pennsylvania Department of Transportation (PennDOT) Transportation Enhancement Program.

Said grant to be used for creating "patterns" for casting replicas of the town markers and posts that were initially installed by the Pennsylvania Department of Highway in the 1920's and 1930's.

These signs are very historic. Currently, PennDOT does not acknowledge ownership or maintenance responsibility on these signs.

This endeavor by The Keystone Marker Trust is admirable and will fill a void in towns and local governments trying to replace signs that are now missing.

**Sincerely,
GUILFORD TOWNSHIP SUPERVISORS**



**Gregory L. Cook
Chairman**