Norristown Design Changes
and
Chester County Potential Visual Effect Evaluation

A Report Supplementary to:
An Investigation of Potential Visual Effects
Upon Previously Recorded Historic Sites
in the Vicinity of
Proposed Limerick Transmission Lines,
Montgomery and Chester Counties, Pennsylvania

submitted to

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF PLATES

I. INTRODUCTION

The Philadelphia Electric Company (PE) has petitioned the Pennsylvania Public Utility Commission (PUC) regarding siting review requirements of proposed power transmission lines. PE's petition included listings of previously recorded historic sites within two miles of the proposed lines, and described general steps taken to reduce potential visual effects to those sites. The PUC requested additional information regarding the visibility of the proposed lines from each identified historic site, and the extent to which current views would be adversely affected. To assist PE in responding to the PUC request, John Milner Associates, Inc. prepared a report entitled: An Investigation of Potential Visual Effects upon Previously Recorded Historic Sites in the Vicinity of Proposed Limerick Transmission Lines, Montgomery and Chester Counties, Pennsylvania (Struthers and Zatz 1982). Subsequently, design changes which will affect historic sites in Norristown have been made, and visual effects to numerous sites in Chester County which were not included in the original site listings have been evaluated. These supplementary data are presented in the following report. In the interest of clarity, the report is divided into major sections concerned with Norristown and Chester County. The Chester County section is further divided in chapters describing the methods and results of the evaluation, discussions of engineering and other environmental constraints and mitigative options. The final chapter presents recommendations to reduce or eliminate identified potential adverse visual effects to the historic sites. Tables, figures, plates, and appendices complete the report.

II. NORRISTOWN

This initial report (Struthers and Zatz 1982:Table 2.2) included 16 historic sites in Norristown Borough which were expected to suffer adverse visual changes related to the Cromby-Plymouth Meeting line. Although initiated for a variety of reasons, effective mitigative design changes have subsequently been implemented which will eliminate negative changes in the view sheds of the historic site.

The original plan called for conductors to be supported by extension of approximately 50 feet to existing railroad "H"-shaped catenary structures on the easterly side of Norristown (Plate 1). Under the current design, more aesthetic and less obtrusive tubular steel structures will be used and the catenary structures will be removed. The total number of support structures will be reduced from the present 32 catenary structures and seven wood poles to approximately 21 single-pole structures. To the extent possible, these structures will be located in mid-block areas to take advantage of screening afforded by buildings and to prevent unobstructed views down streets to the support structures. The overall result of these modifications will be positive visual changes to the existing view sheds. Based on these and other mitigative measures to be taken by PE, the Borough of Norristown has passed a resolution in support of PE's proposal and has withdrawn an earlier resolution to the contrary (Appendix 1).

III. CHESTER COUNTY

Historic sites in Chester County may be visually affected by the proposed westerly Limerick-Cromby transmission line and/or the proposed Cromby-Plymouth Meeting line. The former generally parallels the Schuylkill River and occupies an existing railroad right-of-way. The latter follows an existing transmission line at the eastern end of the project area north of Phoenixville (Figure 1). Its existing lattice structure will be replaced with more aesthetic and less obtrusive tubular structures. Both the current conditions and proposed facilities are described more fully in the initial report. The following sections describe the methods and results of the current investigation and provide additional information necessary to develop feasible and effective measures for mitigating potential adverse effects.

A. Methods

Meetings were held with Mrs. Estelle Cremers and Mrs. Samuel Morris of the French and Pickering Creeks Conservation Trust, Inc. to obtain information generated by the Trust's historic sites inventory. Sites ranging in significance from a pending National Register Historic District to sites probably not eligible for the National Register were listed by site number and owner, and locations were identified on the 7.5 minute Phoenixville quadrangle. Chester County Architectural Inventory forms for each site were obtained at the Chester County Historical Society. Subsequently, an on-site inspection was conducted to define and record the right-of-way visibility and current viewing conditions from each site. Visibility was at a maximum during fieldwork due to the absence of lush spring and summer vegetation. After the completion of field work, sites were intially divided into groups which have no view of the proposed rights-of-way, and those from which proposed facilities may be visible. The latter group was further divided into those from which the visual change will be negligible, due to low visibility or currently negative viewing conditions, and those which are expected to suffer adverse visual changes. Recommendations to reduce or eliminate the adverse changes were developed based on field observations and technical data provided by PE.

B. Results

1. No Visual Effect Anticipated

Of the 47 sites investigated, six have no view of the right-of-way due to intervening natural or cultural obstructions. An additional three sites have view sheds which include the right-of-way but, based on a conversation with Mrs. Cremers and a brief field view, are not considered potentially eligible for the National Register. These sites are listed in Table 1 and identified in Figure 1. Since the proposed lines will have no effect upon significant historic characteristics of the sites, they are not considered further.

2. Negligible Visual Effect Anticipated

Sixteen of the remaining sites will have views of the proposed facilities but are not considered to be potentially adversely affected by them. As detailed below for each site, the no effect evaluation is based on the anticipated minimal view shed changes, or on very negative viewing conditions already present. The sites are listed in Table 2 and are indicated in Figure 1.

Sites 004 and 005 are well removed from the Limerick-Cromby line, but have limited views of existing lattice structures on the Cromby-Plymouth Meeting line from their side and back yards. Neither site faces the right-of-way and both have mature yard trees which will further reduce the right-of-way visibility during the spring, summer, and fall months. The closest site, 004, is approximately 1,850 feet from the lattice structure to the southwest and 2,400 feet from one to the southeast. Although the lattice structure will be replaced with lower, more narrow, and less obtrusive pole structures, the change is considered negligible due to the limited visibility of the right-of-way.

Sites 145 and 146 are connected houses and are also removed from the Limerick-Cromby right-of-way. The existing Cromby generating station and facilities on the Cromby-Plymouth Meeting right-of-way are slightly visible from the rear of the properties. Yard trees and woods along the Schuylkill

River may completely block the view with summer foliage. The change from lattice to pole structures is considered negligible due to the low visibility of the right-of-way.

Site 147 may also have a limited view of structures on the Cromby-Plymouth Meeting right-of-way looking northeast down the road on the eastern side of the property. With the exception of road-side woods, the view shed is dominated by the Cromby generating plant and by a fenced substation facing the property. Accordingly, the view shed change from lattice to pole structures is considered negligible.

Sites 092, 093, and 080 also have current views of the Cromby generating plant from their side or back yards, although its visibility is limited by yard trees and woods. In addition, site 092 is within 300 feet of an existing PE right-of-way with lattice structures. Although pole structures will be added to the site's view sheds, the change is considered insignificant due to the limited visibility and negative qualities of current view sheds.

Site 099, located in Spring City, fronts onto Main Street and faces away from the right-of-way. From the rear of the property, facing the right-of-way, the view shed includes an intervening railroad spur, commercial structures, a fenced storage yard, rubble piles, and other negative visual elements. Although proposed tubular poles may be visible over these obstructions, the intrusion is insignificant compared with the present viewing conditions.

Site 103, also in Spring City, is located on the west side of Main Street on a hill facing the right-of-way. Its view of the right-of-way and other industrial development is limited to breaks in screening provided by yard trees and two story buildings on the opposite side of Main Street. The very low visibility and extant industrial development within the view shed lead to the conclusion that effects of the proposed transmission line will be negligible.

Site 097 lies on a hill facing northeastward towards the right-of-way. However, its view of the right-of-way is obscured by a heavily wooded rise between the site and right-of-way. It is possible that the tops of pole-type support structures may be slightly visible, but the intrusion they may present is expected to be minimal.

Site 061 may also have a slight view of support structure tops but is screened by an embankment with mature trees between it and the right-of-way. Excavation related to an artificial impounding basin and numerous abandoned automobiles and other debris are also included in the view towards the right-of-way. Accordingly, any change which may result from the transmission facilities is considered insignificant.

Sites 050 and 036 are located on Sanatoga Road southwest of the Limerick generating plant. Site 036 faces the right-of-way but is screened by a building on the opposite side of the road, while site 050 faces away from the right-of-way. Both have partial views of the Limerick generating plant and the existing Limerick-Whitpain transmission lines. The tops of support structures on the proposed Limerick-Cromby line may be visible, but are insignificant compared with the current view of the generating facilities.

Site 038, River Bend Farm (Appendix 2), and Site 039 lie on opposite sides of Sanatoga Road. Both have views of the Limerick generating plant and existing lattice structures but are screened by yard trees and outbuildings (Plate 2). Although proposed pole structures will present additional negative elements to the site's view sheds, the change is expected to be minimal due to the low visibility of the right-of-way and the visual dominance of the cooling towers and existing lattice structures.

3. Adverse Visual Effect Anticipated

The remaining sites are expected to suffer adverse visual impacts from the Limerick-Cromby transmission line. They include a pending National Register District and associated structures (Parker's Ford, Sites 085 through 093), four nearby properties (Sites 095, 096, 074, and 075), and an additional group of historic structures (Fricks Lock, Sites 041 through

049; Figure 1, Table 3). For each of these areas, the following section present brief descriptions of the sites and proposed facilities. Mitigative measures to reduce the adverse effects are recommended in the final report chapter.

a. Parker's Ford

Parker's Ford. or Old Parkerford, is a pending National Register Historic District located between Route 724 and the Schuylkill River, south of Linfield Road (Figure 2). As specified in the District's Nomination (Appendix 3), it is significant in the areas of transportation, military, and industry. It served travellers on the "Great Road" between Reading and Philadelphia, an important transportation corridor prior to the Revolution. During the Revolution, it was the site of Washington's crossing of the Schuylkill with the Continental Army in pursuit of General Howe. The District's industrial significance stems from eighteenth century grist and saw mills powered by a race from Pigeon Creek, and by its close association with nineteenth century canal and railroad developments.

Five properties are identified in the District Nomination, including a 1766 tavern (site 086), associated stables (087) and residence (085), and two additional residences (sites 088 and 089). To the south on Old Schuylkill Road are four additional properties (sites 090, 091, 092, and 093) which were not included in the Nomination but which may merit consideration as historic resources potentially eligible for the National Register. The formal District boundaries include the Schuylkill River, the East Vincent-East Coventry Township line, and a current property line. The western boundary is narratively defined as the center line of Route 724, but is graphically depicted as the railroad.

Although the District is located near commercial and industrial developments, its setting is almost rural in character. Route 724 bypasses the District, serving to maintain its integrity, but commercial development and traffic volume along the highway present some audible and visual intrusions. The railroad is adjacent to Route 724 and is separated from the historic structures by a distance of 300 feet or more occupied by a fallow field and irregular stands of mature and immature deciduous trees.

Proposed support structure locations all lie within the railroad right-of-way as indicated in Figure 2. Four support structures (field numbers 19, 20, 21, and 22) will present visual intrusions of varying severity to Parker's Ford. The structures proposed are tapered steel poles, rust brown in color, with delta configurations. Structure 19 is 99 feet high to accommodate other utility crossings at Linfield Road, structures 20 and 22 are both 80 feet in height, and structure 21 is expected to be 85 feet high. It should be noted that these structure heights are among the lowest proposed for any of the five transmission lines.

Structure 21 will present the greatest visual intrusion due to its central location, absence of railroad-side screening, and breaks in other intervening vegetation. As can be seen in Plate 3, National Register properties to the north are less visible than non-Register sites to the south due to screening provided by mature deciduous trees and brush. From support structures 20 and 22, the visibility is further obscured by small trees and brush adjacent to the railroad (Plates 4 and 5).

Although at least portions of the proposed facilities will be visible from various viewpoints within the District, their impact is expected to be low. The lines will tend to reinforce the visual definition of the District boundary currently provided by Route 724 and the railroad, but will change neither the location nor character of the boundary. It should also be recalled that the transportation, military, and industrial significance of the District are related to Old Schuylkill Road, the canal and race remnants, and the Schuylkill River. The proposed facilities are marginal to these elements, and will be somewhat visible only from Old Schuylkill Road.

b. Sites 074 and 075

Located north of Old Parkerford and west of the right-of-way, sites 074 and 075 are situated almost directly across from the proposed location of support structure 19 (Figure 2). As indicated in Plate 6, minimal screening is present between the sites, existing utility lines, Route 724, and the proposed structure location. Within 100 feet of the sites, the support structure will be highly visible from them.

c. Sites 095 and 096

Sites 095 and 096 are located south of Old Parkersford, proximate to support structures 24 and 25 (Figure 2). Site 095 fronts onto Old Schuylkill Road, and faces the right-of-way. It lies within approximately 150 feet of structure 24. Site 096, the Heess property, faces away from the right-of-way but is immediately adjacent to it. Some screening is provided by existing yard trees, brush, and small trees adjacent to the railroad.

Through discussions with the landowner, PE has undertaken design modifications to reduce the adverse visual changes to the Heess property. Support structure 25 has been moved to the eastern property line and the opposite side of the railroad. As indicated in Plate 7, it will be partially screened by yard trees and other trees and brush. PE has also agreed to install additional plantings to further screen the proposed facilities. From structure 24, the Heess property is screened by existing trees adjacent to the railroad (Plate 8), as is site 095 (Plate 9). However, the top of the structure may be visible from a viewer standing in front of site 095 and facing away from the site.

d. Fricks Lock

Fricks Lock includes nine sites identified in the Chester County Survey (sites 041 through 049). According to the inventory forms, John Frick owned sites 048 and 049 in 1873, and by 1883 he had also acquired sites 045 and 046. The Futhey and Cope History of Chester County (1881:554) indicates that John Frick, born in 1811, "moved with his parents, when two years old, to the farm he now owns, and on which he has even since resided," but makes no further mention of Fricks Lock.

The buildings are clustered along an isolated segment of Fricks Lock Road between the railroad right-of-way and the Schuylkill River (Figure 3). Immediately to the west are large industrial buildings and to the east, across the river, are the cooling towers and associated buildings of the Limerick generating plant. Despite such close proximity of these negative

elements, their intrusion upon Fricks Lock is limited to some extent by irregular topography, the tightly clustered building pattern, and most importantly, by the surrounding trees and dense undergrowth (Plate 10).

It should be further noted that Fricks Lock was acquired by PE as part of its Limerick Site acquisition. It is unlikely that the property would be attractive for private restoration or rehabilitation, under incentives of the Economic Recovery Tax Act of 1981 for example, regardless of the proposed transmission facilities. The significance and National Register eligibility of Fricks Lock may have been compromised by its proximity to Limerick and the plant's effect on the site's integrity of setting, feeling, and association.

Three support structures are required in the Fricks Lock vicinity. The first, near the western bank of the Schuylkill River, will be approximately 122 feet in height, and the second, located 800 feet to the southwest, is designed at approximately 116 feet. These two structures will be screened by an expanse of woods approximately 150 feet deep. The conductors will pass overhead within approximately 50 feet of site 046 to a 129 feet high support structure on the railroad. This span of approximately 865 feet takes maximum advantage of existing vegetation to screen proposed tower locations. The conductors, however, will be highly visible as they cross Fricks Lock Road and adjacent cleared areas. From elsewhere, their visibility is expected to be variable, depending upon the extent to which vegetation and buildings block sight lines.

C. Engineering and Other Environmental Considerations

To facilitate selection of mitigative measures, a brief discussion of engineering and other environmental constraints is in order. It should be noted that the proposed transmission lines have been designed from the outset to present the most pleasing appearance possible while maintaining acceptable standards of safety and reliability. Since 1968 the design, location, and maintenance of PE's overhead transmission lines have been guided by a formal statement of its intent to minimize the visual impacts

of overhead transmission lines. The appended brochure outlines PE's Policy and Program towards this end (Appendix 5).

A factor specific to the proposed Limerick-Cromby line in Chester County is the right-of-way width and its influence on the height and span of support structures. As indicated in our previous report, the line will occupy an existing Conrail right-of-way for 8.63 miles. The use of existing utility corridors is greatly preferred to the establishment of new corridors, although it may impose certain design constraints. For example, delta configurations are generally preferred over vertical configurations because adequate space between conductors can be maintained with lower support structures (Plate 11). However, on the Limerick-Cromby line, the narrow right-of-way is insufficient in many areas to accommodate the wider expanse of the delta configurations. The space between structures, and the number of structures required, are also influenced by the width and configuration of the right-of-way. Numerous curves on the right-of-way require additional structures at turning points to keep the lines completely within the right-of-way. Reduced spans are also required by a narrow right-of-way to limit the horizontal swing-out of conductors.

An alternate route, along an existing transmission line south of the proposed route, was considered by PE at the request of the Chester County Planning Commission. It was rejected due to its greater length and cost, and because it would be disruptive to established current use of the right-of-way by adjacent landowners. In addition, the proposed route makes use of existing access roads and will be made available to the county for recreational use. Based on these and other considerations, the County of Chester has withdrawn its objection to the proposed transmission line (Appendix 6).

It should be noted that underground transmission lines may reduce visual impacts but are generally less desirable than overhead lines for a number of reasons. Their installation requires extensive excavation, total clearing of vegetation, and precludes replanting of trees and shrubs. Cable failures may require additional post-construction excavation and

clearing. In addition, heat generated by buried cables may adversely affect vegetation and the use of oil in underground conduits introduces the risk of ground and water pollution. The cost differential between overhead and underground facilities may also be sufficient to make the latter infeasible. As an example, a cost differential of $7,800,000 was estimated in 1980 for a transmission line segment of approximately 2 miles in length. Even if the above factors are acceptable, underground transmission lines may not eliminate adverse visual effects. Fenced terminal yards are required at each end of the buried route and above ground markers are required at all angles in the line.

D. Mitigative Options

Within the above constraints, several options are available to reduce or eliminate adverse visual effects to the historic resources. These options include design and location adjustments to proposed support structures, and the installation of visual barriers between the resource and transmission line facilities. Specific techniques and considerations of these options are outlined as follows:

Structure Design Changes. Although the structures have been designed from the outset to minimize visual intrusions, additional refinements may be possible in some cases. For example, it may be possible to reduce the height of structures by suspending the conductors in delta rather than vertical configurations. Such a change may require lowering existing facilities which cross or parallel the right-of-way, and may also require additional right-of-way width to accommodate the necessary distance between conductors.

Structure Location Changes. Support structures may be made less visible by changing their location within the right-of-way. By shifting structures up or down the right-of-way it may be possible to take advantage of screening provided by existing vegetation, buildings, or other barriers, in addition to increasing the distance between the structure and resource. In some cases, it may be possible to shift a structure location from on top of the railroad embankment or other high ground to a lower setting near the edge of the right-of-way.

Visual Barriers. Vegetative screens are the type of visual barrier most often appropriate for historic sites. Their effectiveness depends upon the height, density, location, and type of vegetation used. In most cases, it is more effective to locate plantings near the resource rather than along the transmission line. Such placement enables lower, less mature plantings to screen the line from viewers on the historic property. Numerous factors should be considered in the selection of specific plantings. Evergreens provide winter as well as summer screening but, due to their conical shape, may present a more open canopy. Ideally, trees or shrubs would be of sufficient height at the time of planting to completely screen the line and would blend with existing vegetation. The property owner's consent is, of course, required for on-site planting, and the owner's involvement in the selection and placement of plantings would also assist in providing effective and acceptable visual screening.

E. Recommendations

The following paragraphs suggest specific mitigative measures to reduce or eliminate the identified potential adverse effects. In addition to the site-specific measures, close adherence to PE's Policy and Program (Appendix 5) will further limit visual impacts. In the vicinity of historic resources, clearing and trimming should be kept to a minimum, and access roads, staging, and storage areas should be restricted. Heavy equipment operation and other construction-related disturbance should also be minimized to the extent possible. Site-specific recommendations are as follows:

1. Parker's Ford

As indicated above, support structures 20, 21, and 22, located along the western District boundary, will be partially visible from Parker's Ford. sites to south, those not included in the District Nomination, will have less restricted views of the proposed facilities than will sites included in the District. It is believed that these visual intrusions can be successfully mitigated by the installation of additional trees and shrubs between the right-of-way and sites on the western side of Old Schuylkill Road. Rather than a straight line row of trees, blending new plantings

with the existing patch-work of trees would be more in keeping with the District's current and historic environments. In addition to screening the District from proposed power lines, the recommended plantings will also serve to reduce the visual and audible intrusions from Route 724. Other mitigative measures, such as structure design changes or relocation, are not considered suitable or necessary. The currently specified structure heights are low, and their relocation up or down the right-of-way is unlikely to provide a significant decrease in visibility. It is believed that trees and shrubs similar to those currently present and planted in an unobtrusive pattern can eliminate or greatly reduce adverse visual effects to the Parker's Ford Historic District.

2. Sites 074 and 075

As indicated in Plate 6, sites 074 and 075 be almost directly across Route 724 from proposed support structure 19. The shallow set-back of the houses and the proximity of Route 724 and the right-of-way limit the possibilities for effective visual screening. Relocation of the structure to north of Linfield Road was considered but is not practical for a variety of reasons. To maintain required clearance and to stay within the right-of-way, a vertical configuration structure over 100 feet high would be required, and either an additional structure would have to be added or all structure locations southward to Old Schuylkill Road, including those near Parker's Ford, would also have to be relocated. Raising the height of one structure and adding and additional structure would cost approximately $25,000 and may be only minimally effective in reducing the lines' visibility. Relocating the remaining structures would place Structure 21 closer to the historic Parker's Ford properties and is not recommended.

An additional option to reduce the effects to sites 074 and 075 has been developed by PE and is recommended. It is to relocate Structure 19 approximately 50 feet to the south, and would require no additional adjustments. Although the distance is minor, it would significantly reduce the visual intrusions for two reasons. First, the structure would be located to the sides rather than directly in front of the sites, and secondly, it would be viewed against a background of high sycamore trees

rather than against a more open horizon. Although closer to the Parker's Ford Historic District, the relocated structure is not expected to affect it.

3. Sites 095 and 096

As indicated previously, mitigative measures including structure relocation and screening have been agreed to for the Heess property (site 096). It is recommended that additional vegetative screening be provided between site 095 and support Structure 24.

Relocation of Structure 24 to the northwest would further reduce its visual impact. However, its location is directly tied to that of Structure 25. Due to the narrow and curvilinear configuration of the right-of-way, relocation of Structure 24 would require a similar relocation towards the Heess property of Structure 25, or it would require the installation of an additional support structure. Neither option is considered desirable because they are likely to increase, rather than decrease, overall visual intrusions.

Another option may be to acquire additional right-of-way from property owners adjacent to the existing railroad right-of-way on its northern side. An increase in the right-of-way width would allow a greater span between Structures 24 and 25. The additional right-of-way cost and the owners' willingness are unknown. In addition, relocation of structures off the existing railroad may affect nearby archeological site Ch-56. Further evaluation of these factors may determine that the option is neither feasible nor appropriate.

4. Fricks Lock

As described previously, the proposed facilities will cross over Fricks Lock. Although support structures are generally well screened by existing vegetation, conductors will be highly visible as they cross Fricks Lock Road between sites 046 and 049. An option considered to reduce or eliminate the visual intrusion was to move the river to right-of-way crossing to the north or south, outside of the Fricks Lock community. Relocation to

the south, perhaps along the existing Peach Bottom-Whitpain transmission corridor, was preferred because it would avoid Fricks Lock completely and may also eliminate any change to the view shed of River Bend Farm, a National Register site. However, additional considerations decrease the practicality of such an approach. The northern terminus of the line is determined by the location of a substation at Limerick. The more acute angles formed by a southward relocation would require two additional heavy angle structures and one additional tangent structure, resulting in a cost increase of approximately $150,000. Additional significant costs may also be incurred in adjusting the existing Peach Bottom-Whitpain facilities to accommodate the proposed line. Such expense may not be justified when consideration is given to the site's undetermined National Register eligibility, and the dominance of current visual and other intrusions from the generating plant over those which may result from the proposed transmission facilities.

Nevertheless, it is believed that effective and efficient mitigation can be achieved if the lines are constructed as originally proposed. It is recommended that clearing in the Fricks Lock vicinity be kept to a minimum to retain existing vegetation which serves to screen the sites from the generating plant as well as from proposed transmission facilities. Additional spot plantings in Fricks Lock are also recommended, as necessary and practical, to further reduce the conductors' visibility. Although they may not be eliminated, the visual intrusions could be significantly reduced without inordinate expense.

IV. REFERENCES CITED

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1881 History of Chester County, Pennsylvania. Louis N. Everts, Philadelphia. Unigraphic, Inc. Evansville, Indiana, 1974 reproduction.

Struthers, Thomas L. and Karyn L. Zatz

1982 An Investigation of Potential Visual Effects Upon Previously Recorded Historic Sites in the Vicinity of Proposed Limerick Transmission Lines, Montgomery and Chester Counties, Pennsylvania. By John Milner Associates, Inc. for the Philadelphia Electric Company.

TABLES

TABLE 1: NO VISUAL EFFECT ANTICIPATED

Site Number	Name	Out of Viewing Range	Not National Register Potential
	Old Phoenixville	X	
001	Seitler	X	
002	Szczepanski	X	
008		X	
077	Bliss		X
078	Griffin		X
079	Maxwell		X
108	PA, DGS	X	
	Zion Church	X	

TABLE 2: NEGLIGIBLE VISUAL EFFECT ANTICIPATED

Site Number	Name
004	Zimmerman (Lodzuk)
005	Lobock
036	Bauer
038	River Bend Farm
039	Wolag Corp.
050	McKee
061	Klipple
080	Kulp
092	Brown
093	Ottinger
097	Mitchel
099	Harker
103	Ferguson
145	O'Connor
146	Wells
147	Szabo

TABLE 3: ADVERSE VISUAL EFFECT ANTICIPATED
(Prior to Mitigation)

	Site Number	Name
Fricks Lock	041	Philadelphia Electric Company
	042	Philadelphia Electric Company
	043	Philadelphia Electric Company
	044	Philadelphia Electric Company
	045	Philadelphia Electric Company
	046	Philadelphia Electric Company
	047	Philadelphia Electric Company
	048	Philadelphia Electric Company
	049	Philadelphia Electric Company
Parker's Ford National Register District (pending)		
	085*	Hall
	086*	Deininger
	087*	Batts
	088*	Turner
	089*	Tudor
	090	Pioshay
	091	Rodney
	092	Collins
	093	Daniels
Nearby Properties		
	074	Wilson
	075	Miller
	095	Reed
	096	Heess

*Included in National Register District Nomination

FIGURES

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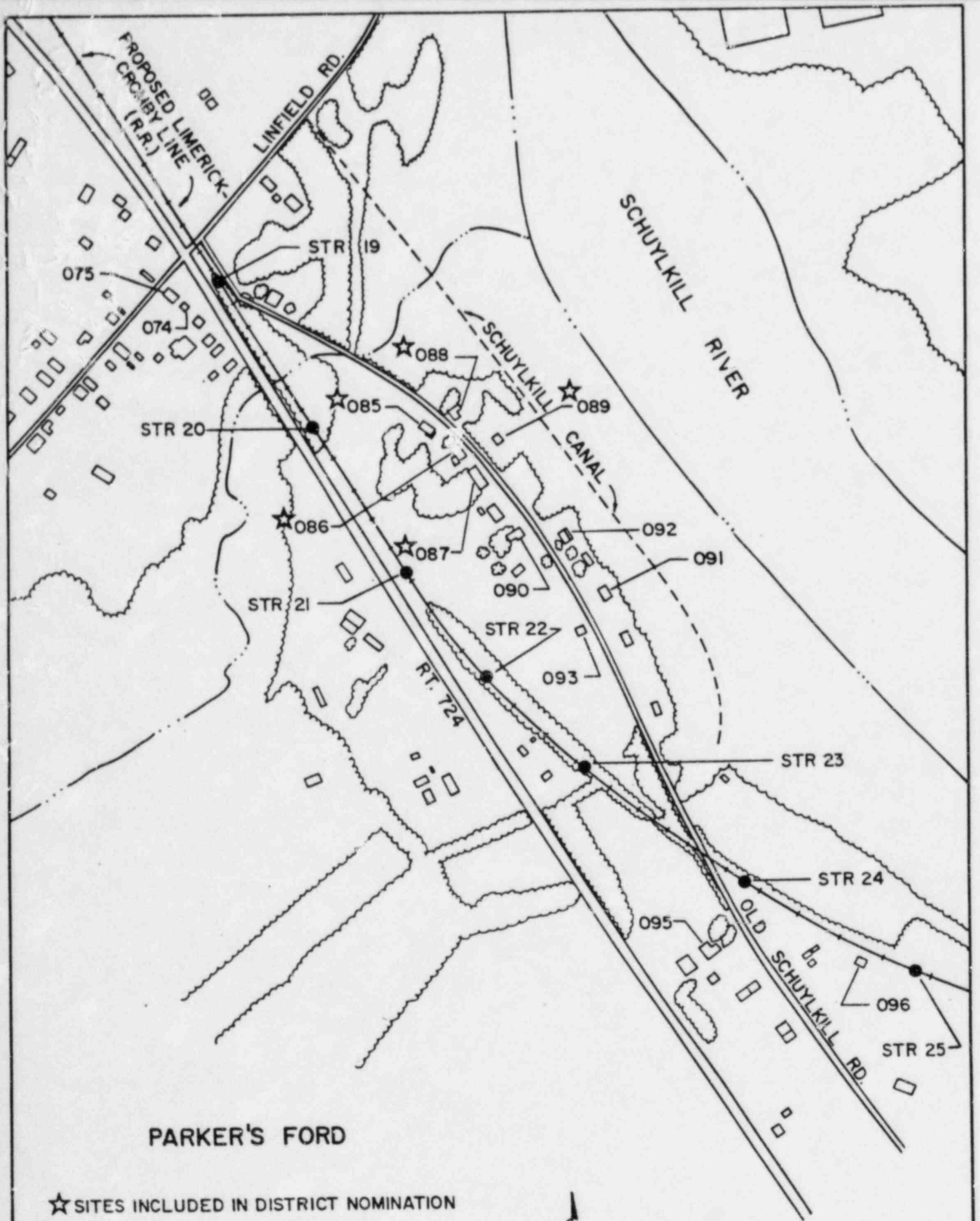

PROPOSED LIMERICK-CROMBY LINE (P.R.R.)
LINFIELD RD.
SCHUYLKILL RIVER
SCHUYLKILL CANAL
STR 19
075
074
088
089
085
STR 20
086
087
092
091
090
STR 21
STR 22
093
RT. 724
STR 23
STR 24
095
OLD SCHUYLKILL RD.
096
STR 25
PARKER'S FORD
SITES INCLUDED IN DISTRICT NOMINATION
PROPOSED SUPPORT STRUCTURE
0 200 600 FT.

FIGURE 2

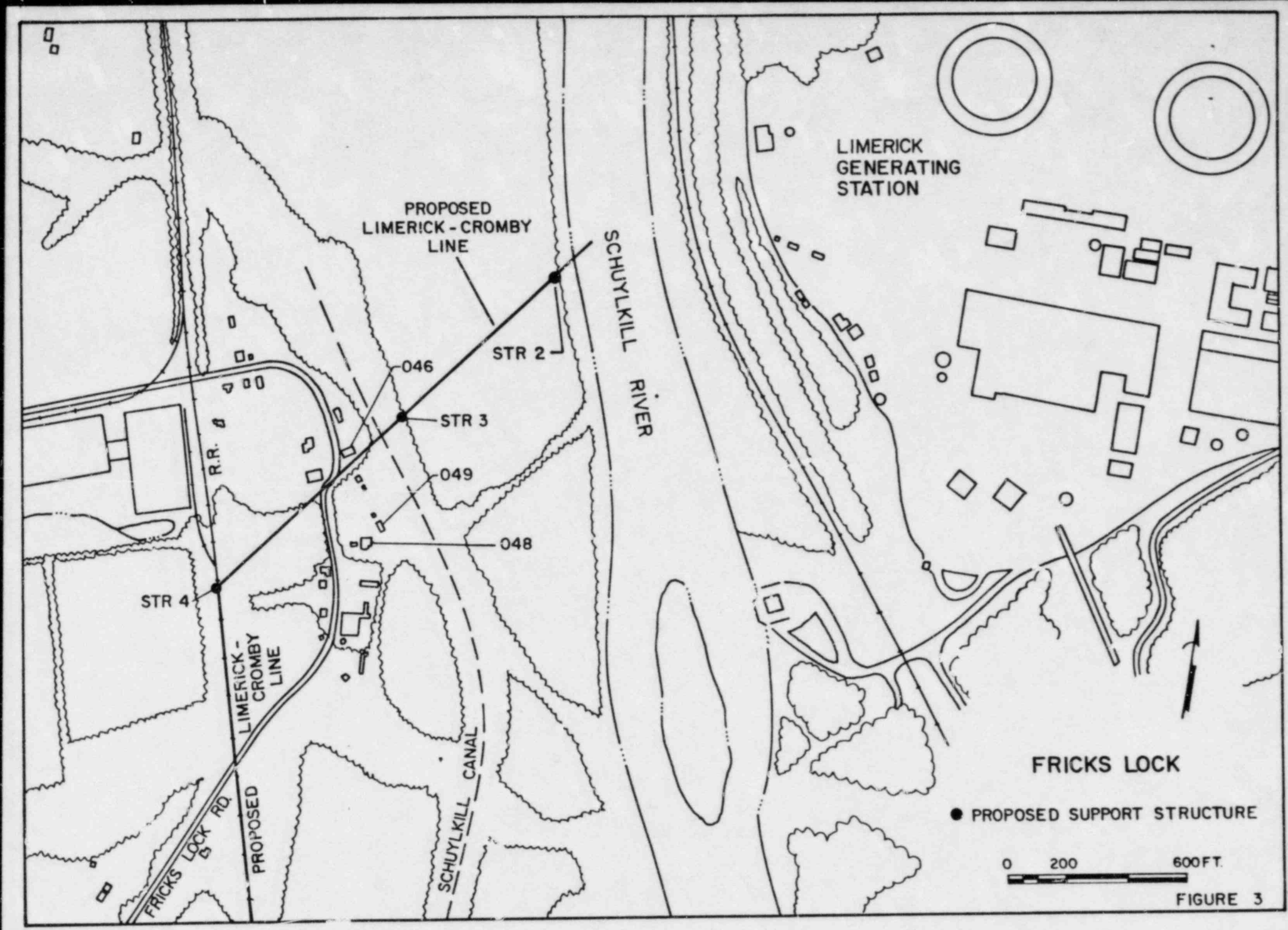

LIMERICK
GENERATING
STATION
PROPOSED
LIMERICK - CROMBY
LINE
SCHUYLKILL RIVER
STR 2
046
STR 3
049
048
STR 4
R.R.
LIMERICK -
CROMBY
LINE
PROPOSED
FRICKS LOCK RD.
SCHUYLKILL CANAL
FRICKS LOCK
PROPOSED SUPPORT STRUCTURE
0 200 600FT.

FIGURE 3

PLATES

Plate 1. Norristown. Catenary railroad structures to be removed.

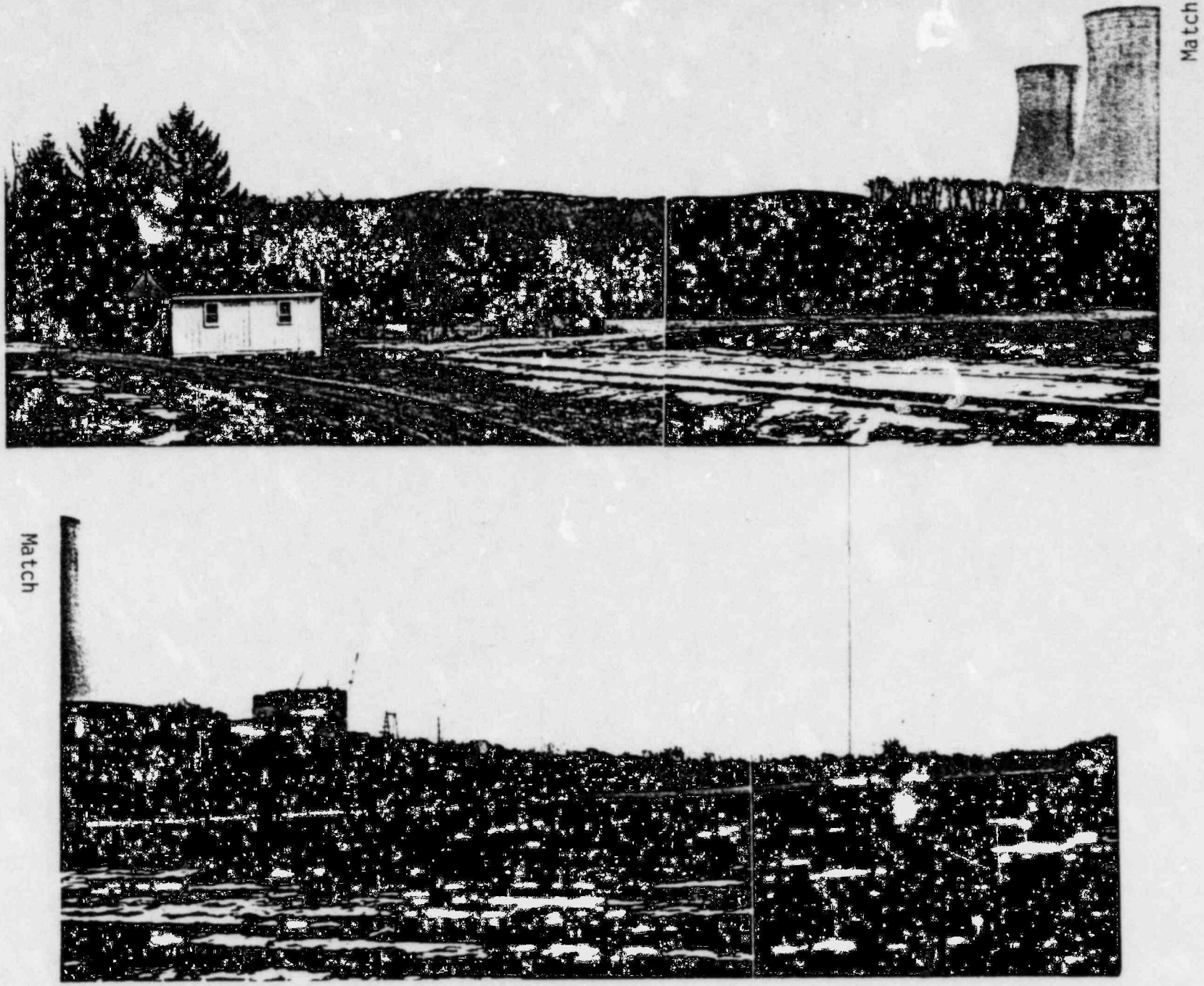
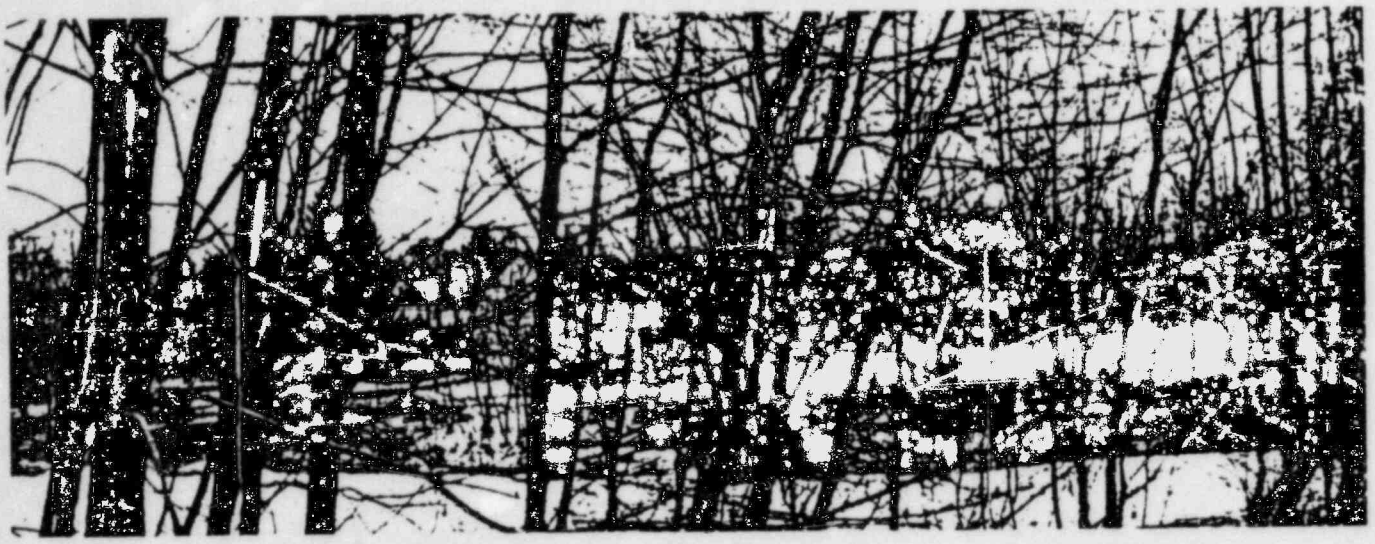


Plate 2. View from south of River Bend Farm. Looking east (top) and southeast (bottom).

Plate 3. View from proposed support Structure 21 to Parker's Ford. Looking north (top) to east (bottom).



Match

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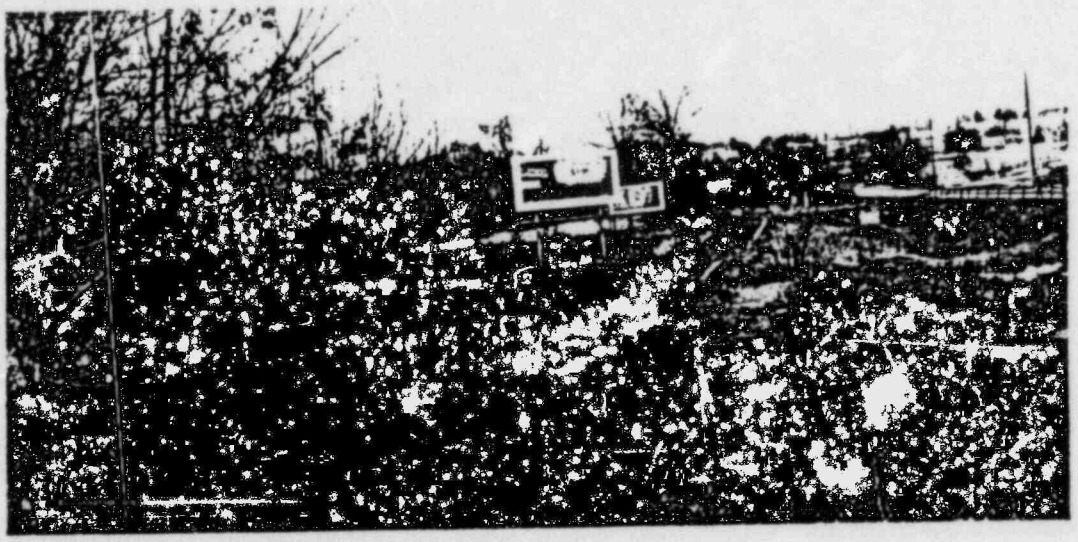


Plate 4. View from proposed support Structure 20 to Parker's Ford. Looking east (top) and southeast (bottom).

Match

Match

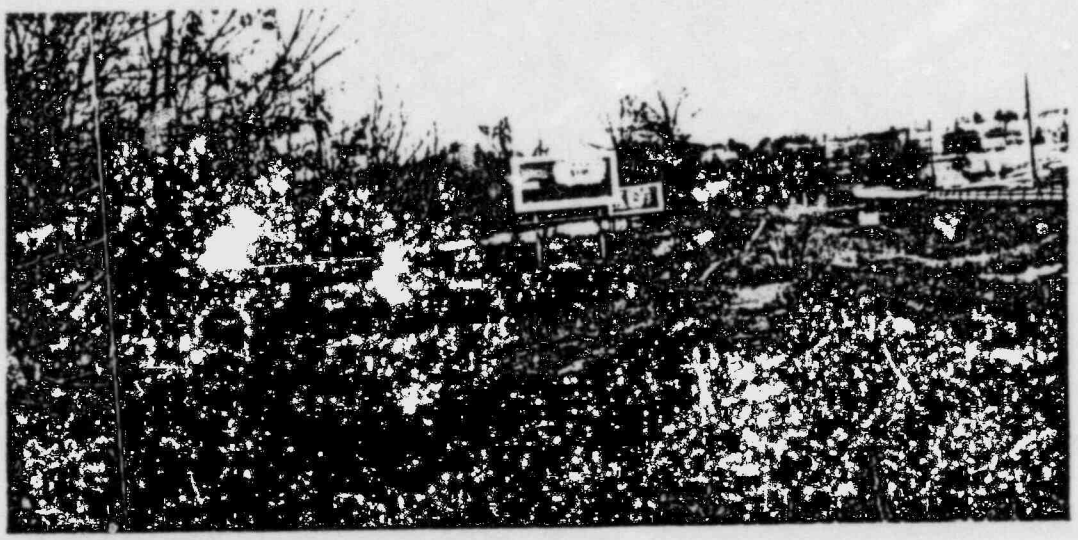


Plate 4. View from proposed support Structure 20 to Parker's Ford. Looking east (top) and southeast (bottom).

Plate 5. View from proposed support Structure 22 to Parker's Ford. Looking north (top) and east (bottom).

Plate 6. View from proposed support Structure 19 to Sites 074 (left) and 075 (right). Looking east across Route 724.

Plate 7. View from proposed support Structure 25 to Site 096. Looking west.

Plate 8. View from proposed support Structure 24 to Site 096. Looking southeast.

Plate 9. View from proposed support Structure 24 to Site 095. Looking southwest.

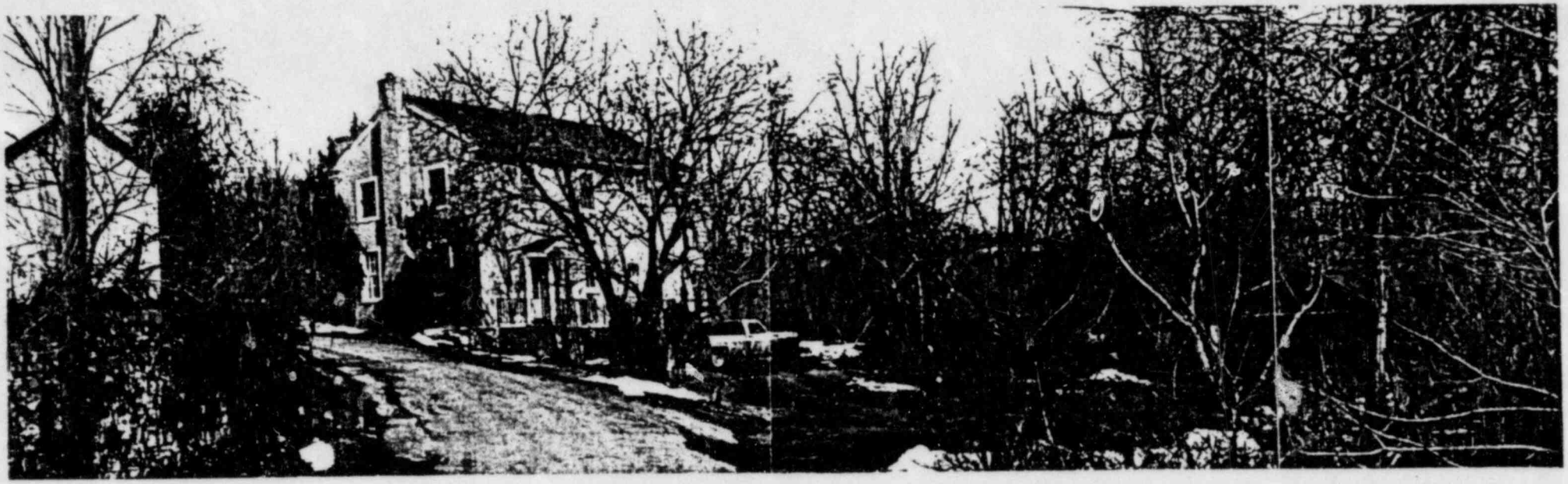
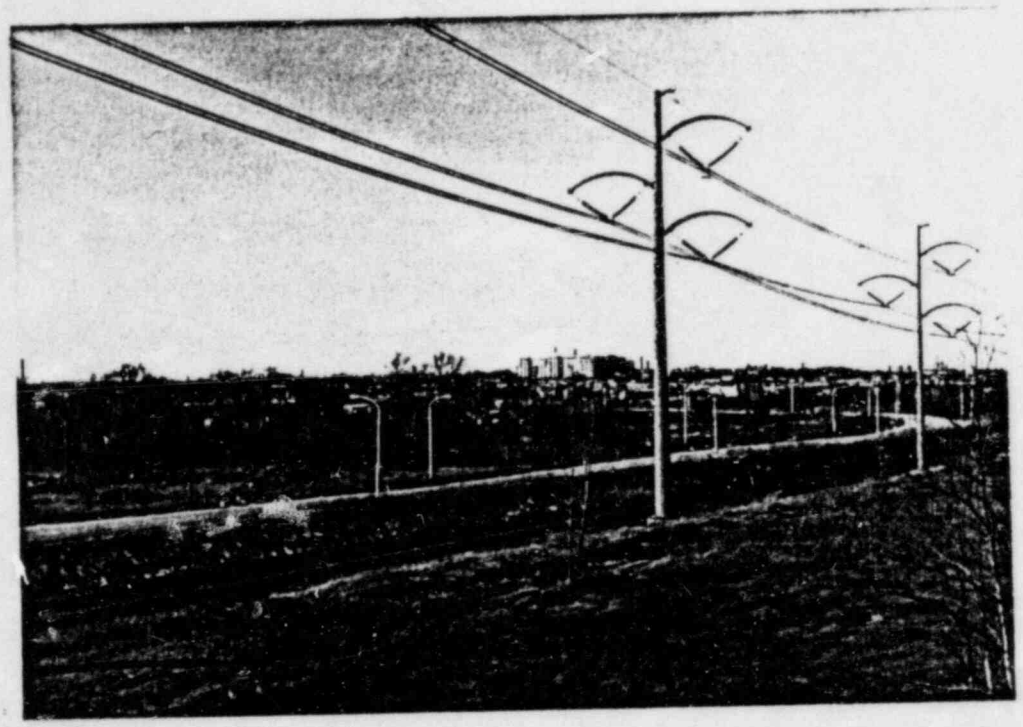


Plate 10. View from proposed overhead crossing of Fricks Lock. Looking north to Site 046 (left), and northeast to proposed support Structure 3 and cooling towers.



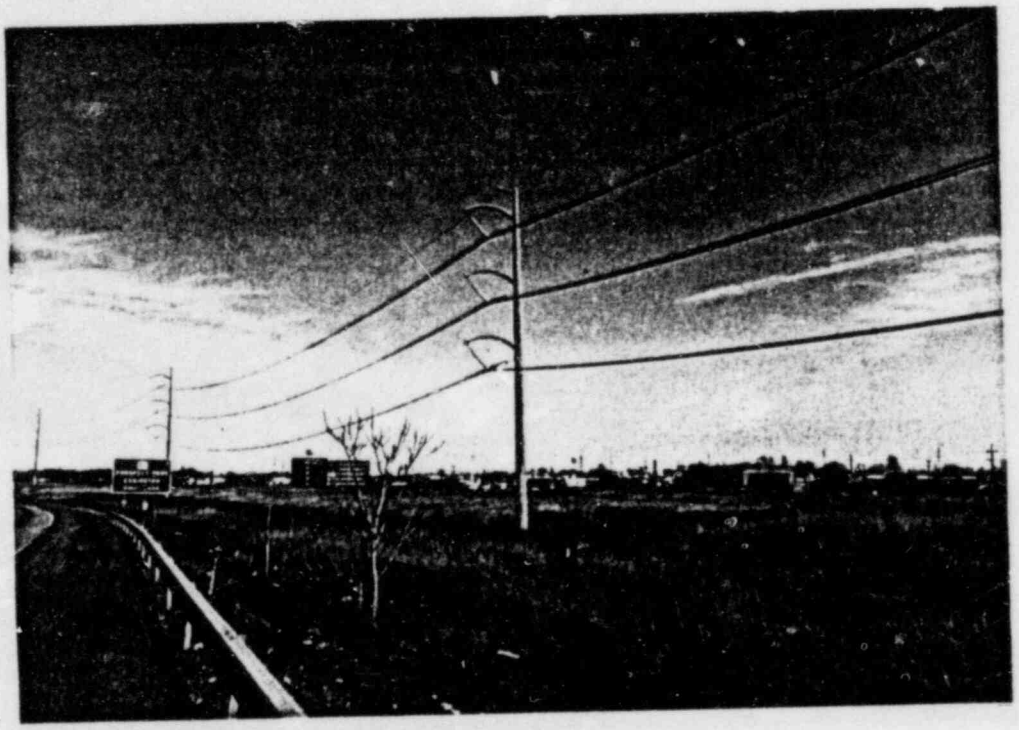
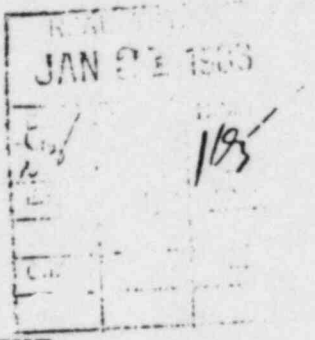


Plate 11. Comparative support structures. Delta configuration (top), and vertical configuration (bottom).

APPENDIX 1 - Borough of Norristown Comments



RESOLUTION NO. 83-102

A RESOLUTION TO SUPPORT THE PETITION OF THE PHILADELPHIA ELECTRIC COMPANY REQUESTING A WAIVER OF THE REQUIREMENTS TO FILE AN APPLICATION FOR AUTHORITY TO CONSTRUCT PROPOSED TRANSMISSION LINES.

WHEREAS, the Philadelphia Electric Company in Docket No. P-810309 has petitioned the Pennsylvania Public Utility Commission requesting a waiver from the requirements to file an application pursuant to 52 Pa. Code §57.71, et seq. thereby permitting it to construct certain transmission lines which are designed to cross and pass through the Borough of Norristown; and

WHEREAS, Borough Council of the Borough of Norristown on March 2, 1982 resolved and enacted a resolution opposing the request of Philadelphia Electric Company for a waiver and requested that Philadelphia Electric Company be required to follow the procedures set forth in 52 Pa. Code §57.71, et seq; and

WHERAS, Borough Council and other representatives of the Borough of Norristown have met with representatives of Philadelphia Electric Company to discuss Philadelphia Electric Company's proposal; and

WHEREAS, Borough Council of the Borough of Norristown has requested Philadelphia Electric Company to divert the route of the Cromby - Plymouth Meeting transmission line where it crosses and passes through the Borough of Norristown to property which Philadelphia Electric Company is purchasing from the Penn Central Railroad, which property is a portion of the railroad right-of-way proposed to be used by the Philadelphia Electric Company, and has set forth certain conditions with respect to the use of such property; and

WHEREAS, Philadelphia Electric Company is willing to use such property subject to these conditions.

NOW, THEREFORE, BE IT RESOLVED AND ENACTED by Borough Council of the Borough of Norristown that Borough Council withdraw Resolution 82-104 of March 2, 1982 and further withdraw any objections to the proposal of Philadelphia Electric Company, as amended and as subject to the conditions required by Borough Council and agreed to by the Philadelphia Electric Company by letter dated January 5, 1983 attached hereto as Exhibit "A"; and the Pennsylvania Public Utility Commission shall be notified that Borough Council has no objections to the petition of Philadelphia

Electric Company at Docket No. P-810309 requesting a waiver from the requirements to file an application pursuant to 52 Pa. Code §57.71, et seq. in accordance with the conditions embodied in this Resolution.

RESOLVED AND ENACTED by Borough Council of the Borough of Norristown this 5th day of January, A.D., 1983.

President

ATTEST:

Secretary

APPROVED by the Mayor of the Borough of Norristown, this 5th day of January, A.D., 1983.

Mayor

83-102

PHILADELPHIA ELECTRIC COMPANY

2301 MARKET STREET

P.O. BOX 8699

PHILADELPHIA, PA. 19101

(215) 841-4000

REAL ESTATE DIVISION

January 5, 1983

Mr. Richard E. Schmoyer
Director of Planning
The Borough of Norristown
Norristown, Pennsylvania 19401

Dear Mr. Schmoyer:

I would like to acknowledge receipt of your letter to me dated December 21, 1982 relating to our proposed Cromby to Plymouth Meeting 230 KV transmission line which occupies the former Phoenixville Secondary Branch of the Penn Central Railroad which extends through Norristown Borough. In your letter you reiterated the six conditions that were enumerated by Charles Dewees, Chairman of Borough Council's Municipal Projects Committee at our evening meeting with Borough Council in December, required for Council to consider the approval of our proposed transmission line project.

I will address the six conditions in the order that you gave them in your letter.

1. Philadelphia Electric Company has already provided assurance of its willingness to cooperate with the Borough and County in the development of the Valley Forge Bike Trail by virtue of our submission to the County of a proposed Deed of Easement which would provide for the Bike Trail. A copy of the Deed of Easement which was previously submitted to the County is enclosed herewith for your reference, together with our Letter of Commitment.

2. Philadelphia Electric Company, in accordance with its established policies will clean up the debris lining the existing right of way in Norristown Borough. The area will be posted and we do monitor our right of way corridors on a routine basis in an effort to prevent future dumping. In addition, we will cooperate fully with the Borough of Norristown in reacting to any complaints regarding dumping on our property without our permission. Our cooperation will provide for not only the clean up of the debris, but also the prosecution of offenders if identified.

3. The pole that is to be located between Pearl Street and Chain Street in the Westend will be placed mid-way between Pearl and Chain at the farthest possible position from the existing residential units on these Streets. In addition, I am enclosing herewith our plans which show the precise location of this and all other poles within the Borough for your review.

4. As a part of our preliminary preparation of the right of way corridor, Philadelphia Electric Company shall remove all existing metal catenary structures along the right of way which have been abandoned by Conrail. The location of these structures are shown on the plans submitted under item 3.

5. Philadelphia Electric Company agrees to cooperate fully with the Borough and the County in the development of our property within the NITADS REVITALIZATION AREA to insure that this development is in concert with the plans which will be approved by the Borough and the County based on the NITADS development plan. In order to insure that there are no future misunderstandings between the parties regarding the proper development, Philadelphia Electric Company shall enter into an agreement with the Borough of Norristown and the County in order to address the specifics of the manner in which we shall cooperate for the proper development of this area.

6. Philadelphia Electric Company shall, as a part of the preparation of the right of way remove the former DeKalb Street station platform. Provided we get prompt approval from the PUC, the work required for the removal could begin as early as the summer of 1983.

I would like to again thank you for your fine cooperation in reviewing our project and giving us the benefit of your planning expertise.

Yours very truly,

D. S. Frieman
Manager

lb

cc: Charles Dewees, Chairman
Municipal Projects Committee

John Plonski, Borough Manager

G. N. DeCowsky, Chief Electrical Engineer
E. J. Bradley, Esq., Associate General Counsel
B. R. Stowell, Manager, Schuylkill Division

DOCUMENT/ PAGE PULLED

ANO. 8304070359

NO. OF PAGES 1

REASON

☐ PAGE ILLEGIBLE.

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☐ BETTER COPY REQUESTED ON

☒ PAGE TOO LARGE TO FILM.

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☒ FILMED ON APERTURE CARD NO 8304070359-02

APPENDIX 2 - River Bend Farm National Register Nomination

ited States Department of the Interior
ritage Conservation and Recreation Service

ational Register of Historic Places
ventory—Nomination Form

For HCRS use only
received
date entered

Instructions in *How to Complete National Register Forms*
e all entries—complete applicable sections

Name

ric River Bend Farm

or common

Location

t & number Sanatoga Road, R.D., ___ not for publication

town Pottstown, ___ vicinity of East Coventry Twsp. congressional district

Penna. Zip code 19464 county Chester code

Classification

gory	Ownership	Status	Present Use	
district	___ public	X occupied	___ agriculture	___ museum
building(s)	X private	___ unoccupied	___ commercial	___ park
structure	___ both	___ work in progress	___ educational	X private residence
site	Public Acquisition	Accessible	___ entertainment	___ religious
object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

Owner of Property

Dr. & Mrs. George F. Gowan

& number River Bend Farm, R.D., Sanatoga Road,

own Pottstown, ___ vicinity of East Coventry Twsp. state Pa., 19464

Location of Legal Description

house, registry of deeds, etc. Chester County Court House

& number High Street,

own West Chester, state Pa., 19380

Representation in Existing Surveys

has this property been determined elegible? ___ yes ___ no

___ federal ___ state ___ county ___ local

itory for survey records

own state

Significance

od
prehistoric
1400–1499
1500–1599
1600–1699
1700–1799
1800–1899
1900–

Areas of Significance—Check and justify below

___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
X archeology-historic	___ conservation	___ law	___ science
___ agriculture	___ economics	___ literature	___ sculpture
X architecture	___ education	X military	___ social/ humanitarian
___ art	___ engineering	___ music	___ theater
___ commerce	___ exploration/settlement	___ philosophy	___ transportation
___ communications	___ industry	X politics/government	___ other (specify)
	___ invention		

cific dates House c. 1765-70 Builder/~~Architect~~ John Hiester

ement of Significance (in one paragraph)

he Schuylkill River is the northeast boundary between Chester and Montry counties for 25 miles. It is singularized by three great looping bends een Pottstown and Phoenixville which create fingers of valuable land known points'. River Bend Farm is part of one of these points. As the name ests, it lays in the crook of a long, lazy bend. It had been a favorite t to the local Indians because its particular shape made it possible to e the numerous wild turkeys into its underbrush and into trap-pens or es prepared for them. This gave rise to the name "Turkey Point" - a name ied on today by the farm acro s the road which was part of the original hase.

he first record of purchase was November 28, 1763, when the Casdorp fambought 600 acres including the entire point from Thomas and Richard Penn. y Casdorp was a shipwright in Philadelphia. His sister, Jane, had married ph Allen, a cabinetmaker of note in the city. Henry's brother, Jacob, d on the family farm in Bedminster, Bucks County, with their spinster er, Mary. These five people, plus Henry's wife, Elizabeth, bought Turkey t for £600. It proved a good investment. Joseph Allen advertised it months later, in the Pennsylvania Gazette:

"To be sold by the subscriber, a commodious tract of land, lying in Coventry Township, Chester Co., commonly known by the name of Turkey Point, containing 600 acres bounded on theRiver Schuylkill on which it is very pleasantly situated and is well known to be as good a piece as any in said township. There are two plantations erected thereon, under good fence and well timbered with about 10 acres of meadow already made and a large quantity more may be made. It will be sold together or divided to suit the purchaser. For further particulars enquire of the subscriber, living in 2nd St. near the corner of Spruce St."

"Joseph Allen" 3/1/1764

Casdorps sold to Michael Hillegas and Francis Winey on May 23, 1764. paid £2400.

he cleared land and "two plantations' indicate that the Point was occubefore the Casdorps purchased, unless the three Casdorp men did a heran job of improving the land in four winter months. Typical plantations, houses were small and built of squared logs with simple animal shelters t of the same materials. Grapevine wound between uprights (posts) made llent fence and good use of an abundant material.

Hillegas and Winey seem also to have bought for investment. They were ed on the deed as 'merchants of Philadelphia and they kept the property sixteen and a half months at which time (10/8/1765), they sold 300 acres aniel Hiester, a tanner of Sumneytown, (Philadelphia County, later Montry County). This deed hangs in the halls of Perkiomen Preparatory School.

er the Revolution, Michael Hillegas became the first Treasurer of the ted States.

Until this time, the farm appears to have been occupied by lessees renters (or perhaps, squatters). And, indeed, Daniel Hiester did not e on the property either. He bought it for his eldest son, John, and wife, Hannah Pawling. John and Hannah were already living in Coven- Township and could have been living on the property but there is no ord of this being true. John was also a tanner. Ten years later, e 7, 1775, deed records show that Daniel Heester (sic) and Catherine, wife, of Upper Salford Township (Sumneytown) sold to their son, John ster, and Catherine, his wife, of Coventry Township. (Either the scribe e a mistake in the name of John's wife or else Hannah had died and remarried.) Family records further bear out living arrangements by ording that Daniel's second son, Daniel, remained on the homestead at neytown.

The Hiester family produced patriots and legislators from the time their arrival in this country in 1732. Three brothers emigrated from of, Germany, two going to Bern Township (Berks County) in 1732, and Daniel, arriving in 1737 and going to Goshenhoppen in Philadelphia nty.

Daniel's sons served in leading capacities in the American Revolution. son, Daniel, was a member of the Supreme Executive Council of Pennsyl- ia and also was Brigadier General in the Pennsylvania Militia. He was ember of the first, second, third and fourth Congresses. John, of entry Township, Chester County, was Captain of a company of Militia the Battle of Brandywine and moved on to become Colonel of a Regiment Associators. After the war, he was appointed a Brigadier General of Chester County Militia and then Major General of the Militia of ster and Delaware Counties. He was later elected to the state legis- ure serving the district of Coventry, Chester County, in the Senate m 1802 to 1806 and then was elected to Congress in 1806. His son, iel, was becoming active in county politics having been a candidate delegate to the First Congress in 1788 (when he received 209 votes) 1792 (when he received 2009 votes). He was not elected, however, un- 1808. John Hiester had led the family into the political arena as ly as 1773 when he was appointed to a Board of Commissioners to clear Schuylkill River of obstructions to navigation. The Board was appoin- by the Assembly and Hiester was reappointed in 1781 and 1784. It was happenstance, then, to find him interested and active in the Schuyl- l Navigation Company which eventually built the Schuylkill Canal in 2, which, of course, ran through River Bend Farm.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

IONAL REGISTER OF HISTORIC PLACES
NVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

ONTINUATION SHEET - ITEM NUMBER 8 PAGE 3

To carry on the family traditions, John's brother, Daniel, was cted to the Maryland legislature from Hagerstown to which he had ed, and his brother, Gabriel, was a Pennsylvania legislator for 30 rs from Bucks County. A cousin, Joseph Hiester, from Berks County, ame the 5th. Governor of Pennsylvania in 1820. John's son, Daniel, ved many county commissions such as Recorder of Deeds in 1821 and ister of Wills in the same year. Earlier, he had been Prothonotary 1800 and Clerk of all Courts. He was appointed to the first board directors of the National Bank of Chester County in 1814 and was made st Cashier of that institution, a position he filled many years.

Such a consistent spirit of public responsibility speaks well for patriotic environment of the Hiester home. But for all of his ob- us ability, John Hiester died intestate. The farm, now 153 acres, was d at public sale in 1833 to Frederick K. Yost for $7573.50. The old buildings had long since given way to the beautiful stone dwelling se and stone barn that stands today. Laid out simply but with gen- us proportions and above average detailing, John Hiester built his se shortly after 1765 when his father took title. The use of keystones, internal chimney, the 24-lite windows, the wide, full length hall h staircase at the rear, the open stairwell with landings all speak architectural awareness rare in the Coventries in 1765. The plan is ost identical to Washington's Headquarters at Valley Forge, which able edifice has a fireback in one of its fireplaces which came from er Bend Farm house. It was donated by a later owner. This fine artic- tion of early, colonial architecture, brought to the budding perimeters settlement, declare the particular background of its builder, General n Hiester.

The significance of River Bend Farm is in its architecture, the mmunity minded spirit of its early owner and builder, and also in land itself which is rich in archeological importance. It contin- to reveal Indian activity as the farmer's prepare their fields for ps. J. Bennett Nolan, writing his book "The Schuylkill" in 1951, s on page 117:

> "Frick's Locks, once an important boating center, dozed al- most forgotten on the south bank until very recently, when a treasure trove of Indian spears and artifacts was turned up accidentally by a farmer who was plowing his field..."

n Frick was neighbor to John Hiester. The spears and artifacts ld have been those necessary hunting equipages used when Turkey nt was a game-seekers' paradise. Indians came to it overland and the river. The natural point was an excellent fording place and was wn as Turkey Point ferry before the Hiester ownership. It was called

ster's Ford until a covered bridge spanned the Schuylkill River
that spot. Crooked Hill Tavern is on the opposite side. It is in-
esting that the map included with this registration as the Clinton
of 1776, and which may have been made by Major Robert André, should
e Hiester Ford as a "good ford". Major André was held prisoner for
rief period at Crooked Hill Tavern before his execution.

The colonial importance of the Hiester family, which carried well
o the 1800's, is worthy of preservation in itself. General Hiester
remembered by county citizens long after he was buried in Union
etery in nearby Perkerford. His participation in community affairs,
loyal defence of his homeland, his able leadership in the legisla-
e and his appreciation of the finer points of architecture speak well
a man who moved his particular time forward.

APPENDIX 3 - Parker's Ford National Register Nomination

sylvania Historical and Museum Commission
Historic Resource Nomination

OFFICIAL USE ONLY		
PI	—	—
PR	—	—
NR	—	—

SEE INFORMATION SHEET BEFORE FILLING OUT FORM
PLEASE TYPE

STORICAL NAME OF PROPERTY:

Parkerford or old Parkerford

OCATION:

EET Old Schuylkill Road CITY Spring City

WNSHIP East Vincent COUNTY Chester Congressional District

LASSIFICATION:

ORY
t
ng(s)
ure

OWNERSHIP
X private
— public
— both

STATUS
X occupied
— unoccupied
— work in progress

PUBLIC ACQUISITION
— in process
— being considered

ACCESSIBLE
X Yes: restricted
— Yes: unrestricted
— No

PRESENT USE
— Agriculture
— Commercial
— Educational
— Entertainment
— Government
X Industrial
X Military
— Museum
— Park
— Private Residence
— Religious
— Scientific
X Transportation
— Other

WNERSHIP:

Multiple STREET

N STATE ZIP

OCATION of LEGAL DESCRIPTION:

OUSE, REGISTRY OF DEEDS, ETC. Chester County Court House

High Street CITY, TOWN West Chester COUNTY Chester

EPRESENTATION in EXISTING SURVEYS:

F SURVEY:

SURVEY; FEDERAL ☐ STATE ☐ LOCAL ☐

ORY FOR SURVEY RECORDS:

STATE

4. Property owners:

Mr. and Mrs. Nicholas Tudor
265 Old Schuylkill Road
Spring City, PA 19475

Mr. George Deininger

Phoenixville, PA 19460

Mr. and Mrs. Kenneth Hall
268 Old Schuylkill Road
Spring City, PA 19475

Mr. and Mrs. Gerald R. Batts
264 Old Schuylkill Road
Spring City, PA 19475

Alice Simmons
461 Delmar Street
Philadelphiia, PA 19128

Ms. Kit Turner
267 Old Schuylkill Road
Spring City, PA 19475

ESCRIPTION:

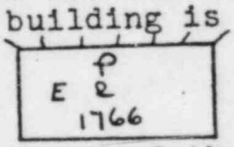
eck One

iginal Site ☐

oved ☐ Date ____

Architectural Description: A written description including features such as stories in height, length and width, number of bays, alterations and additions to the main structure; type of roof, windows, door, chimney design and placement, materials and style of construction; and a floor plan, if possible.

The oldest houses in this complex are the Tavern (House #1)- 1766 - and stables and the house to the north of the Tavern, House #2. The Tavern was t by Edward Parker immediately after he purchased 223 acres from Nicholas er (Keyser). It is a five bay structure with the main entrance in the center There is a small porch presently sheltering the door, but wooden joists evidence of an original porch, hood or bonnet of even smaller proportions. house has good quoins and is built of native red sandstone, the front in h cut blocks. There is a water course across the front just above the ar window arches. By the placement of the cellar windows and their decora- arches, the building originally sat higher than it does now and had steps each the first floor level. It is gable roofed with a good box cornice and rly shows evidence of a full return across the ends. The building is two ies high with a chimney on each end. A datestone reading is on north gable.



A one and one half story kitchen is attached to the north rear of the build- which originally formed two sides of a court at the back of the tavern. necessary household equipage of cave/root cellar, well, and ice house are l in evidence, the cave being especially well preserved. These form the d side of the court and the stables form the fourth side. The cave is two rs deep dropping about 7' for the first floor and another 8' for the lower nd floor.

The Tavern measures 39'6" x 30'6" with the kitchen extending another 21'3". kitchen has a large walk-in fireplace with bake shelf and beehive oven to west. This room may have been only one floor at one time. A porch extended ss the entire south wall.

The tavern room was entered directly from the front door and was warmed by rge corner fireplace. A smaller room behind that served as the Keeper's . Originally two rooms were on the south side of the house with a fireplace een them. These have been thrown into one room with a fireplace on the south . Ceilings are about 8 1/2' high and windows are 6/9 on the first floor and on the second.

The second floor is divided into seven rooms, the seventh room being a er cubicle for the hanging of clothing and as a repository for baggage. An ual feature of this floor is the ability to throw the three front rooms into long meeting hall by the use of two sets of folding partitions. All parti- s, both first and second floors, are beaded boards in random widths. The c also was most certainly used for travellers accommodations since the ster is finished all the way even though a door closes off the third floor.

t of the original hardware remains in Suffolk latches with pointed cusps and pair of rat-tail hinges on the closet beside the cooking fireplace. All dow sash and much of the glass is original.

The most unusual feature of the house is its basement ceiling or raftering eat logs are cut into wedge shapes with the broad side of the wedge downwards d laid about 3" apart. The space created by the wedge is filled with medium

is undetermined why such a heavy construction was deemed necessary unless was to create a cave-like moisture in the basement for wine, brandy and food rage. Half of the basement is brick floored and this half had a stone shelf ing about three and a half feet from the floor across the south end with a ned flume or passage which appears to have carried water into the shelf. The er must have exited at a point which is now covered by back fill around the ndation. (see cellar diagram.)

The stables stand to the south of the Tavern paralleling the road. They e been converted into living quarters. The original stable doors faced the ern with stalls or ties on either side of a walkthrough. They were adver- ed in 1850 as designed for 30 horses. A cobblestone courtyard between the ern and the stables has been allowed to grow over in grass. Floods of 200 rs have deposited silt which has raised the ground level. The original ble floor was probably about at the present cellar depth.

The house to the north of the Tavern, (House #2) is also stone but is ccoed. It was built with the same cellar raftering that the Tavern had ch, unfortunately, has been recently removed, the basement filled with gravel concreted. This house is four bays long on the first floor and one bay p. The second floor has five bays across the front. There are two front rs at different heights and it may have been the house advertised for two ilies in an 1851 sale notice. In 1891, a large frame addition was added on south side which at a later date accommodated six apartments. This had n removed to feature the original house.

Across from the Tavern is the Henry Parker House (House #3), a three bay ne house, two floors high with a datestone of 1801. It was built by Edward ker's son, Henry and his wife, Susannah. Originally it had two rooms to a or. Presently the first floor is one room. A cooking fireplace stands at north end and a heating fireplace at the south end. A wing, one story, the north serves as a modern kitchen. This was an original stone lean-to the 1801 building. When the house was restored in 1932, an inside wall with ished pointing was found on the west leading to the belief that another se or building stood beyond the present house. The canal bed remains just tone's throw outside the east door. A fine built-in corner cupboard stands the southeast corner of the first floor.

To the north of House #3 is House #4, a stone house of uncertain origin. is five bays long, two bays deep and has an ell extending to the east at ross gable from the core. It is two stories high, gable roofed and has ee early dormers in the roof. It has been Victorianized to some degree with orch over the center three bays and an iron fence. Victorian mantels are d inside. The cider mill and Blacksmith Shop foundation are by the mill e running close to the north side of the house.

The buildings known to have been on the property but now gone are the st and saw mill built about 1720 and rebuilt about 1800, the cider mill, a cksmith shop built about 1847-50 or earlier, a 40'x 60' barn with the Tavern a frame barn with the two family house. The dam and race for the mill in- ries can still be followed. Several other houses in the vicinity are of lly early date but not included in this registration due to the distance lved and newer housing in between. Most notably among these is the Christiar

tz house about 3/4 mile south of the Tavern and at one time part of the rn/Mill tract. A log house is found in the records, the house in which y and Susannah Parker first lived, but it has not been located and may been replaced by Henry Parker's 1801 house.

SIGNIFICANCE:

Statement: Write in your own words a brief statement of significance for each area checked.

OD

Date of construction: Tavern 1766
H. P. House 1801
Tavern -Edward Park

1600 - 1699 ☐
1700 - 1799 ☒
1800 - 1899 ☒
1900 - Present ☐

architect: ~~House Henry~~ Parker
builder: _____

A

__ ARCHEOLOGY-PREHISTORIC	__ EDUCATION	__ POLITICS/GOVERNMENT
__ ARCHEOLOGY-HISTORIC	__ ENGINEERING	__ RELIGION
__ AGRICULTURE	__ EXPLORATION/SETTLEMENT	__ SCIENCE
__ ARCHITECTURE	X INDUSTRY	__ SCULPTURE
__ ART	__ LANDSCAPE ARCHITECTURE	__ SOCIAL/HUMANITARIAN
__ COMMERCE	__ LAW	__ THEATER
__ COMMUNICATIONS	__ LITERATURE	X TRANSPORTATION
__ COMMUNITY PLANNING	X MILITARY	__ OTHER (SPECIFY)
__ CONSERVATION	__ MUSIC	_____
__ ECONOMICS	__ PHILOSOPHY	_____

The significance of the five buildings included in this registration is ee fold, viz:

1. The oldest standing buildings are of importance to the transportation of the region in that they were erected before the American Revolution to provide facilities for travellers on the 'great road' from Reading to Philadelphia.

2. Historically, the ford known as Parker's, served General Washington and the Continental Army during the Revolution as a place of crossing when Washington urgently wanted to block Howe's march toward Philadelphia.

3. Industrially, it is an important 18th century mill site and an integral part of the 19th century canal era and railroad surge.

The Schuylkill River was a busy thoroughfare in the very early 18th century at the point of entry of each tributary stream, a hamlet or village sprang o existence. It was akin to the inland crossroad of the 19th century. The bank of the Schuylkill River in upper Chester County was called the oolkill District' until it became specifically Coventry c. 1724. Pigeon k flows into the Schuylkill River at that point where the Skoolkill District the West New Jersey Society land known as Vincent Township. The line was e uncertain in the first decade of the 18th century, but the water of on Creek was so pure and strong, that settlers cared little for the name of township.

By 1700, settlers were filling the valleys and John Henry Kursten was issuec rcel of 750 acres "for 1000 years" by the Philadelphia Rolls Office. More le came. John Reator bought a tract of 163 acres at the mouth of Pigeon k and built a small grist and saw mill using a single dam and race from on Creek. A trail from the new town of Reading to Philadelphia was connect- the settlements on the west bank by land as the river had done by water. A tion for a tavern house was circulated in 1748 by Edward Parker. The trade eased steadily and in 1766, Edward Parker bought Reator's early land, now d by Nicholas Keiser, and built thereon a Tavern, commodious stabling, a , and other buildings. The Tavern, known over the course of the next hundrec s as Parker's Tavern, Parker's Inn, Brooks', and the Sign of General Pike, respected for its good fare, conviviality and comforts, and was located in a spot on the river as to be in constant touch with both Chester and Phila

The geographic position of Parker's Ford came into great use when
eral Washington needed a ford to take his army to the east bank of the
ylkill in his 'race for the fords' with General Howe after the Battle of
Clouds. He had just experienced that drenching battle on September 16th,
, and had repaired to the protected valley of the French Creek where Warwick
Redding Furnaces could dry and restore his guns and replenish his munitions.
e of General Howe's position, Washington knew he must get between the
ylkill and Philadelphia if he was to turn Howe's army. He sent Hamilton
Lee ahead with small contingents to scout the east bank. They reported
r crossing on September 18th as extremely hazardous due to "logs, debris
high water," the aftermath of the torrential rains. But as The Reverend
y Melchior Muhlenberg wrote in his journal on September 19th,

> "Yesterday and all night we had cold, stormy wind without rain. This has lowered the high rivers and gives both armies an opportunity to march across in either direction."

though Parker's Ford was one of the more shallow fords, the crossing would
reast high and tricky over the shoals and small rocks. The island, however,
d break and divide the full force of the rushing waters.

While the army waited on the west bank for word from Hamilton and Lee,
ington dictated a letter to Congress at 2 p.m., saying:

> "...I am now repassing the Schuylkill at Parker's Ford, with the main body of the army, which will be over in an hour or two, though it is deep and rapid.... As soon as the troops have crossed the river, I shall march them as expeditiously as possible towards Fatland, Swedes', and the other fords, where it is most probable the enemy will attempt to pass...."

troops stripped to the skin to cross, knowing all too well the discomfort
arching in wet clothing, albeit the morning of the 19th having recorded
first frost of the season, but the officers including General Washington
soaked. The crossing was made in good time and the west bank did not
rience the press of the full army again.

After the war years, development moved even faster on the west bank.
adelphia investment in the area became greater, and Thomas Willing and
rt Morris bought half of the West New Jersey Society's land for a little
than the unpaid taxes. To most of the inhabitants in Vincent this was a
ome event for it meant that they could now purchase and receive good title
heir lands. But along the river, where land had been turning over for al-
100 years, by inheritance and by sale, harsh words and bitter dispute
e. Willing believed he was due rents from everyone. The residents be-
ed they owed no more than taxes. After eighteen years of legal concourse,
final negotiations were made and good titles were issued by Willing. How-
, the 'owners' suffered financial damage which in some cases caused con-
rable hardship. Parker was one of these, it would seem, for he sold off
odly portion of his land and died during the course of the litigation.

Edward was growing older, and in 1785, he had signed an Agreement between self and his son, Henry, listed "Miller", and Jonathan Brook, listed "Black-th". Brook and Henry Parker were sued by Willing, the suit brought against real estate of Edward Parker. In 1791, Edward Parker, the son of the ern keeper, sold 160 acres to Christian Swartz conditioned on the assump-n of the debt due to Thomas Willing. Henry continued the disagreement with ling, and eventually sold half of his interest in the mill property to n Rinehart, then lost the remainder to sheriff sale at which time Rinehart ght it in. Rinehart sold a half interest back to Henry Parker in 1801 and 1804 sold the other half to Parker's son-in-law, John Wilson. The mills ch then became known as Wilson's Mills, remained until 1847 when they were d away from the family and closed.

The early years of the 19th century brought a new activity to the river the building of the Schuylkill River Canal. A regular canal fever was ing the countryside, and the need to bring farmers' produce and coal from northern counties to Philadelphia made the meandering Schuylkill an attrac-e and defensible experiment. A canal could shorten the distance incurred the three great loops between Pottstown and Phoenixville as well as provide e navigable depths. Parker's Ford was on one of these loops and the canal e directly in front of Henry Parker's house. Never one to overlook an ortunity, the Parker family, negotiated with the Schuylkill Navigation pany to use the old race and blacksmith shop as a slackwater inlet to re-r flatboats or harness as needed.

Where Pigeon Creek enters the Schuylkill River, an aquaduct was construct to carry the new canal over the creek. It was constructed of heavy timbers, e a half barrel, and was held in place by stone support walls which still nd. The timbers swelled when wet and held enough water to float the light t flatboats. There was a gate in the middle of Pigeon Creek and a walk-for man and donkey over the top. A mile farther upstream was Lock #57 ineered and built by Alexander Lawrence. For a generation thereafter, the lage of Parker's Ford was known as Lawrenceville in honor of the Lock lder.

The canal days were probably the most halcyon of all in the history of ker's Ford. The lazy pace of floating boats, the bray of answering mules, sounding horn as boats approached, the greeting of regular travellers--it meant business for the Tavern. The Tavern, having left the Parker family 1825 when it was purchased by Job Fudge, was called, under the new owner, Sign of the General Pike.

Then came the Railroad days and the conscious effort to turn enthusiasm the canals to endorsement of the railroads. The canal had come in 1824-25. 830, the Reading Railroad Company was buying land to lay its tracks on both s of the river. In 1884, the Pennsylvania Railroad laid a competitive line he west side. Eventually, the Schuylkill Navigation Company was leased and purchased by the Reading Railroad Company. By 1900, the canal was just a sant memory. Nature itself helped dim the canal days by several disastrous ds which caused extensive damage and closed the final chapter on the canal.

ll operating today on the opposite bank the Railroad is a major link between ladelphia and Pottsville. The west bank is a siding for certain industrial panies.

The early part of the 20th century saw a rise and fall to the economies Parker's Ford as 1923 shaped one more dream. In that year, Olivia R. Swartle Philadelphia purchased at Sheriff Sale forty-eight acres including the ern, the Henry Parker House, the stables and the remaining part of the Mill ct. Olivia envisioned well laid out streets with dwellings along the river, canal, the railroad and the 'improved' road. However, the "Olivia R. rtley Cabin, Cottage and Bungalow Colony" never materialized. Instead, the erse occurred. In the 1940's, straightening and widening of the old River d by-passed the early village allowing Parker's Ford to remain today much it was in the 18th century. The change, symbolic of the 20th century shift transportation from waterways to highways has resulted in a concentration building around the new road, Route 724.

In September 19, 1977, in a re-enactment of Washington's critical ssing of the Schuylkill, residents expressed pride in their Colonial heritage rgrown and half hidden, the cluster of 18th century buildings, are a link in e. The Tavern, with its great log rafters and ample hospitality, the Henry ker House and others stand watch over the rise and fall of the ever flowing er as it slips silently to the Delaware. Six stone pillars are all that ain of the Aquaduct, the canal is but a wide depression behind the river, Railroad, a periodic whistle in the wind. Although a bridge replaces ford a little upstream, Parker's Ford is still a place of communication ween the centuries and between the counties as it was to the Colonists in 18th Century.

Parker's Ford

Appending Material

Rivers were the first line of ingress and egress to the townships north of the first Philadelphia settlements, and the Schuylkill River was the path explored by the Swedes, the English and the Germans to upper Philadelphia (now Montgomery), Chester and Berks Counties. Men paddled canoes up the pastoral Schuylkill almost as soon as boats deposited the first passengers in Penn's Greene Towne. By 1708, the "Proprietary Commissioners", thru the Philadelphia Rolls Office, Book A-4-74, issued a parcel of 750 acres "with appurtenances" to John Henry Kursten for a "term of 1000 years" to begin after August 5, 1704. Kursten paid annually "one penny Sterling" for each hundred acres. By 1711, Kursten granted the 750 acres to John Jacob Fullweiler for the "residue of 1000 years" and in 1718, Fullweiler's widow "conveyed" the premises to Jacob Buckholtz for a more conservative "residue of 600 years".

These transactions are an interesting insight into the legal procedures of the early colony for at this point several legal transfers had obviously taken place but a patent had been issued to no one. Early records give a clear indication by name of other people living on the properties, tenants in possession or simply recognizing their presence.

Not all parcels were as large as Kursten's. In 1714, John Reator had surveyed "by virtue of a Warrant", 163 acres "lying on the west side of the River Schuylkill" and also an island of about 5 acres "lying opposite" the said tract. It lay next to other land belonging to John Reator. Reator built on and improved his tract, but in 1717 released it, probably for a mortgage, to Edward Smout of Philadelphia who reassigned it to Jacob and Henry Buckholtz. Jacob Buckholtz was the same who had purchased the 750 acres from the Widow Fullweiler and the lands lay contiguous to each other.

In 1735, the Buckholtzes sold Reator's 163 acres to a weaver of Germantown named Anthony Tunis. Six months later, Tunis added 60 acres on the south line "to better accommodate the mills and plantation" on his first piece. This is the first specific mention of what the improvements were. On June 14, 1736, Tunis applied for and received the first Patent on the property, Patent Book A-8-147, thirty-two years after its first 'sale'. The Patent included 223 acres and the island, a mill and at least one house, all of which Tunis sold to Nicholas Keyser (Keiser) of Coventry, a millwright.

Tunis is an early name in Germantown being spelled variously as Tunes, Teunisen, Tunnes, and Tennis. Anthony's father, Abraham, is said to have been the Germantown Teunisen referred to by Pastorius as "my tenant".

The Keisers became steady deep-rooted citizens holding their mill seat several generations, and owning a larger acreage adjacent. From the records, it is clear that a mill was grinding grain by power from Pigeon Creek as early as 1720 or before. This would be one of the earliest mill sites in the Skoolkill District. Whether they were built by Reator or the Buckholtzes cannot be ascertained from existing records. Skoolkill District was the first tax designation for this region. Vincent was used about 1700 and Coventry is found by 1724. The line of division between Vincent and Coventry, however, was not clear in this area until Samuel Lightfoot's map of 1741.

In 1738, Tunis bought from Buckholtz 285 additional acres adjacent to the mill property of his first purchase. Two years later, he took a mortgage from John Knowles, a Philadelphia innkeeper, for the 285 acre tract. Tunis probably did not live on any of these lands, although he married a girl from the Merion townships and did leave Germantown. In 1743, Tunis reassigned the 285 acres to Henry Brower and Brower sold 15 acres of it to Nicholas Keiser the same year. It cannot be said with any assurance that the presence of an Innkeeper as owner has any bearing on the original opening of an Inn on this property or in any wise locates the Inn on its present site. However, it must be noted that an Edward Parker applied for a Tavern license as early as 1748 in Coventry. While owning both above described acreages, the Keisers sold the 223 acres of the Reator/Tunis Patent, which lay in both Vincent and Coventry Townships, to Edward Parker in 1766.

After so many transfers, it would seem that title and ownership was clearly identified, but when Thomas Willing and Robert Morris of Philadelphia bought half of the lands of the West New Jersey Society (Vincent Township), all previous ownership appears to have been negated. Willing emerged sole owner, since he bought out Morris, and claimed ownership of the entire 10,098½ acres. Since most of the township had been occupied by terre tenants for almost one hundred years, (The West New Jersey Society did not want to sell parcels, preferring to lease them), the new ownership was greeted with relief. But along the river, where first settlement had occurred, the occupants believed they were legally seized of their lands and resisted Willing's intrusion. A long law suit of eighteen years resulted against half a dozen or more "owners". It continued into the 19th century. The notes of testimony have not yet been located and it can only be surmised that negotiation must have been accomplished, for the Parkers, Keisers and others remained several more generations.

BIBLIOGRAPHICAL DATA:

List major books and documents consulted to write the inventory form

ARY

este: County Court House: Deed Books - Patent D86-66; Survey A75-187; A75-188
ouse #1 and #3) H40-1053; R17-460; Q16-(388)-113; F16-(378)-265; D13-564;
-(114)-310; X3-(70)-461; R2-(41)-394;(Stables) I40-483; F37-467; N26-57;
ouse #2) K48-247; T35-880; I25-(606)-249; I19-(456)-477; F17-(403)-154;F16-
8-68; X13-320-503; X13-320-502;X13-320-501; C12-275-405; O11-261-388;I7-156-
;(House #4) I34-162; A-54-420; K21-507-433; T17-406-307; D14-326-188; B7-
9-163; B6-137-461; K6-132-221; K6-132-73; (Sheriff'sD.B.) 5-77; R5-312;
-251; A8-367; O6-136-341; W2-45-97; L5-1080238; F5-103-73;Q33-204; C32-332;
1-204; U18-239; Q33-201; R11-264-344; D6-384; D6-383; $5-1140306; R5-114-308;
-108-517; G5-104-275;Z4-40194; X2-566; T2-43-73; S2-42-411; S2-42-326.

See Continuance Sheet

GEOGRAPHICAL DATA:

erage of NOMINATED PROPERTY 3.4795 Acres

UTM REFERENCES

A ZONE EASTING NORTHING

B ZONE EASTING NORTHING

C

D

Verbal boundary description and justification

See Continuance Sheet

FORM PREPARED BY:

Estelle Cremers, Priscilla Crowell, Eleanor Barger, Eleanor Morris

NIZATION (if any) French and Pickering Creeks Conservation Trust TELEPHONE 469-0150

T Box 360 - R.D. 2 CITY Pottstown

PA ZIP 19464 DATE May 28, 1981

SEND COMPLETED FORM TO:

Office of Historic Preservation
Pennsylvania Historical and Museum Commission
P. O. Box 1026 Harrisburg, Pennsylvania 17120

PRIMARY (continued)

Breou's Original Series of Farm Maps. Chester County, PA Philadelphia: W. H. Kirk and Co., 1883.

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Tavern Petitions

The Writings of George Washington, by Jared Sparks, Vol. V, Pub.Russell, Odiorne, and Metcalf, and Hilliard, Gray and Co., Boston, 1834.

SECONDARY

Campaign to Valley Forge, John F. Reed,"Chapter IX. The Race for the Fords", University of Pennsylvania Press, Philadelphia, PA, 1965.

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The Pictorial Sketch Book of Pennsylvania, Eli Bowen, W. White Smith, Publisher, 195 Chestnut Street, Philadelphia, PA, 1854, page 81. (Reading Railroad Documentation)

History of Montgomery County, Pennsylvania, by Theodore W . Bean, Ed. Everts and Peck, 1884, Philadelphia, PA page 123, "The Schuylkill" (Condition of fords)

Local Heritage - 1777-1977, Ann E. Tudor, Typescript, pages 9-12

Conversations with local owners

Research with Hagley Museum

BEGINNING at the point of intersection of the center lines of New Schuylkill Road (T.R. 724) and the Township line between East Vincent Township and East Coventry Township. Thence extending along the Township line North 48^0 East 449.30' to a point on the center line of old Schuylkill Road and along the Township line to the Schuylkill River. Thence continuing along the Township line to the Schuylkill River; Thence following the said river south about 428' to a SE corner of lands belonging to Nicholas Tudor; Thence following said line of Tudor's land south 58^0 25' West to a point on the center line of Great Schuylkill Road; thence South 51^0 36' West 180' to a point; Thence South 38^0 23' East 141.64' to a point; Thence South 40^0 10' West 355' to a point on the center line of New Schuylkill Road (T.R. 724) Thence extending along the same North 26^0 18' West 415' more or less to the place of beginning.

CONTAINING 7.4795 Acres $\pm$

NATIONAL PARK SERVICE

TIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

NAME

STORIC Parker's Ford

ND/OR COMMON Old Parkerford

LOCATION

TY, TOWN Old Schuylkill Road VICINITY OF E. Vincent Twsp. COUNTY Chester STATE Pa.

MAP REFERENCE

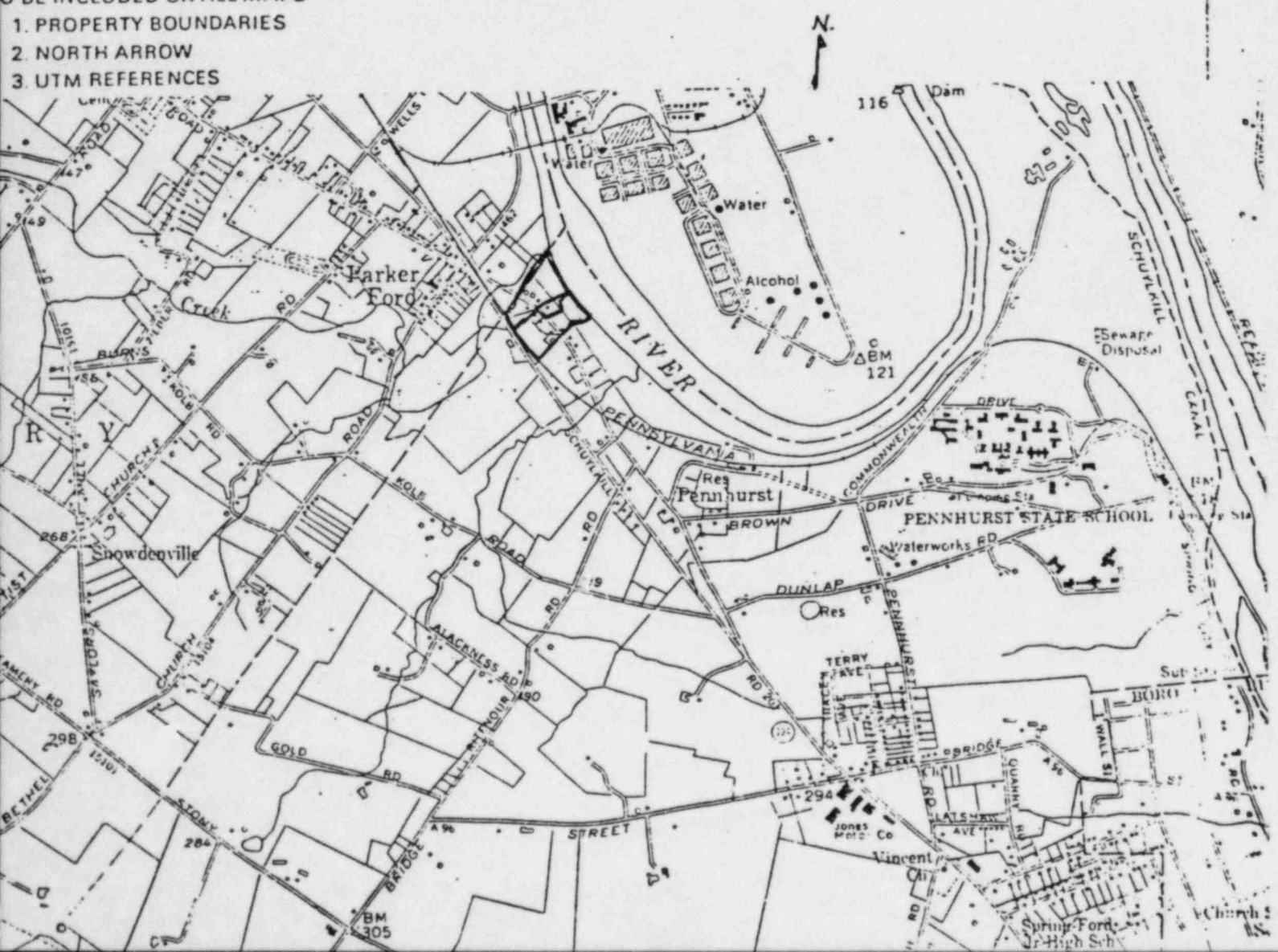
OURCE USGS

CALE 1" = 2000' DATE 1955

#1

REQUIREMENTS

O BE INCLUDED ON ALL MAPS
1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



NATIONAL PARK SERVICE

ONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

AME

ORIC Parker's Ford

OR COMMON

CATION

TOWN Parkerford —VICINITY OF E.Vincent COUNTY Chester STATE PA

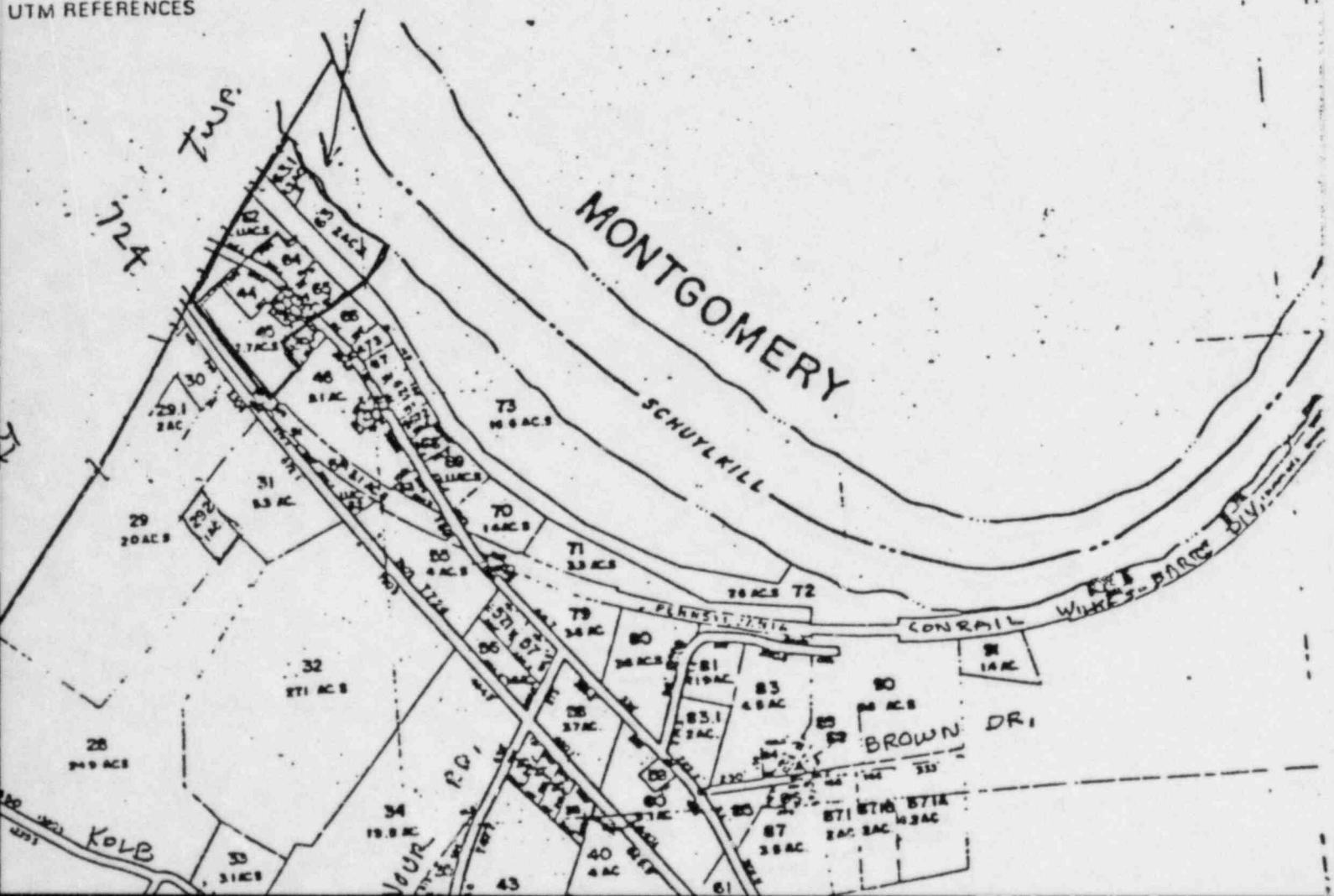
AP REFERENCE

ACE East Vincent Tax Map

E 1" = 800 feet DATE 1970 #2

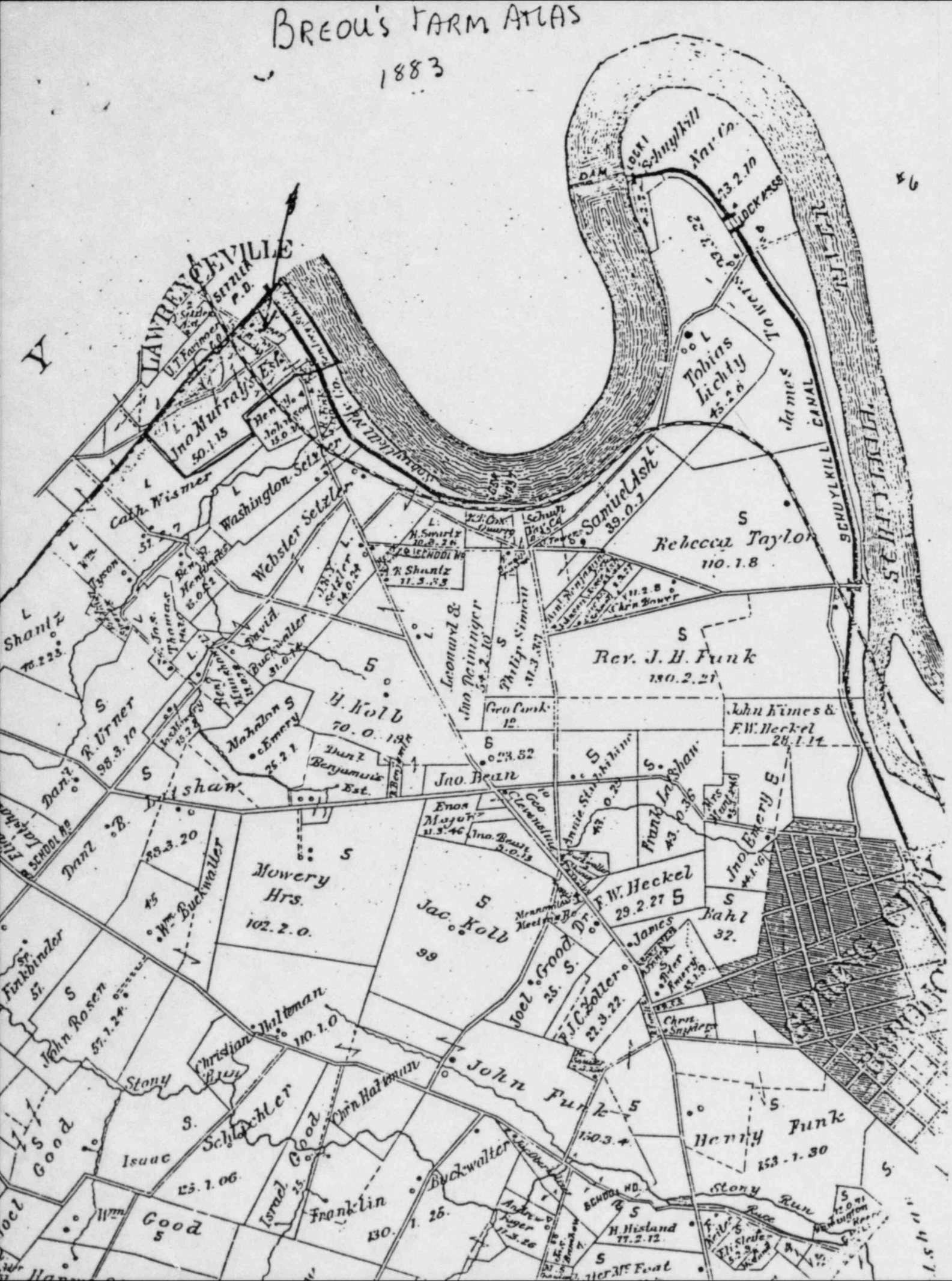
QUIREMENTS

BE INCLUDED ON ALL MAPS
PROPERTY BOUNDARIES
NORTH ARROW
UTM REFERENCES

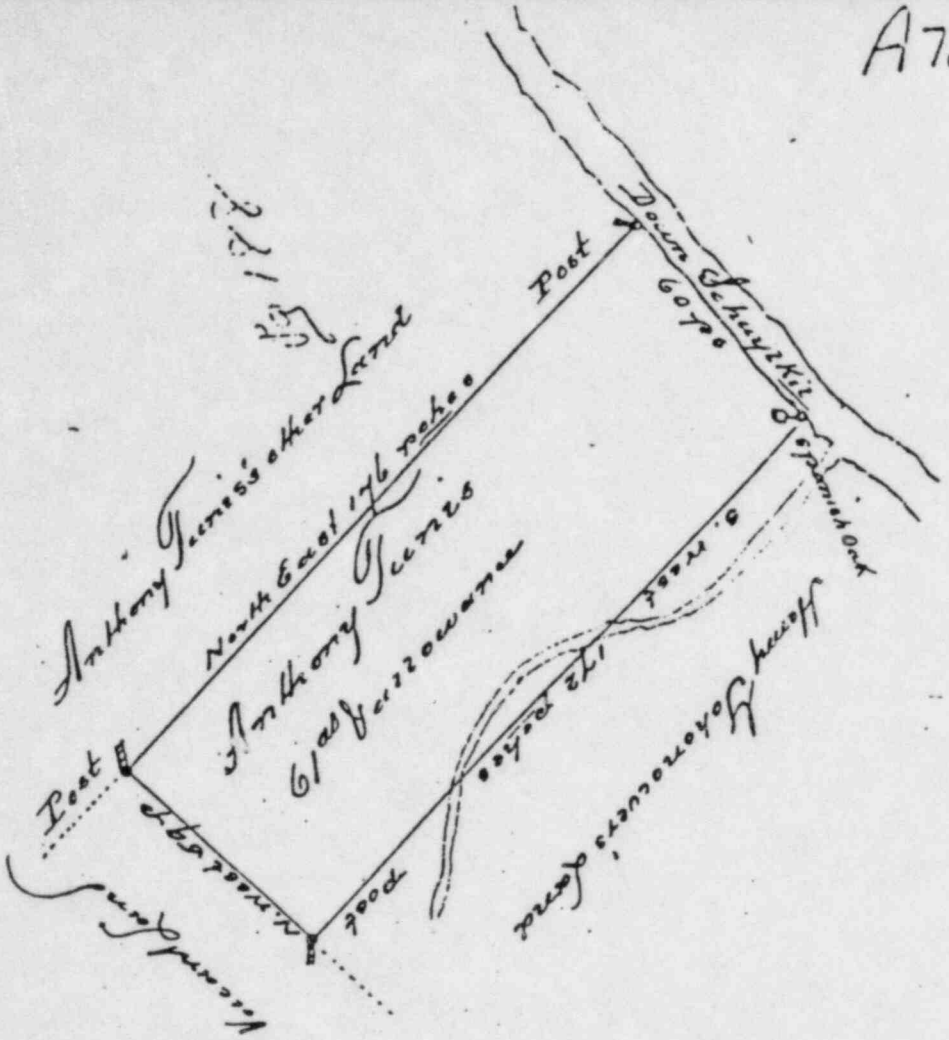


BREOU'S FARM ATLAS

1883



A75-



above described Tract of Land situate in the County of Chester
Surveyd to Edward Smout the 4th of May 1718 for fifty acres
is found to contain Sixty one acres and the usual allowance for
roads

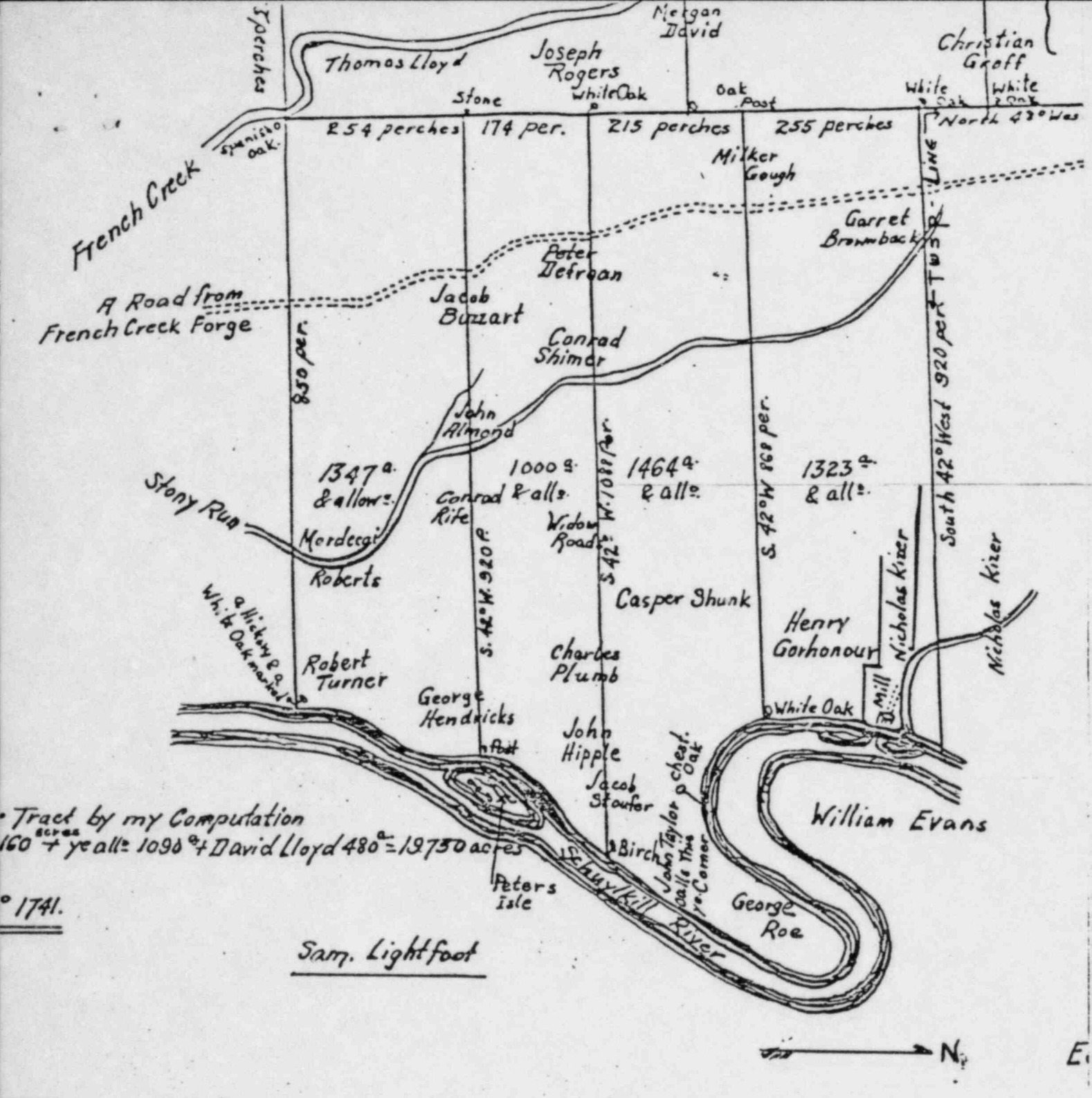
Jno. Jno. Taylor

NAME
HISTORIC Parker's Ford
AND/OR COMMON

LOCATION
STREET AND NUMBER Parkerford VICINITY OF E. Vincent COUNTY Chester STATE PA

MAP REFERENCE
SOURCE 2 Surveys to ANTHONY Tunis
DATE 1736

#3



NAME

HISTORIC Parker's Ford

AND/OR COMMON

LOCATION

STREET & NUMBER

CITY, TOWN Parkerford ___VICINITY OF E. Vincent COUNTY Chester STATE PA

MAP REFERENCE

SOURCE Samuel Lightfoot Survey map of Vincent Township showing esixtence of mill under Nicholas Kiser ownership.

SCALE DATE 1741

4

APPENDIX 4 - Heess Property

SYLVANIA HISTORIC RESOURCE SURVEY FORM
CE OF HISTORIC PRESERVATION Box 026
ISTORICAL & MUSEUM COMMISSION Harrisburg, PA 17120

7. Local survey organization: Chester Co. Historical Society

5. present name

1. County: Chester

erty owners name and address
Richard M. Heess
ing City PA 19475

9. tax parcel number / other number: 21-1-79

10. U.T.M. zone 18 | easting 450950 | northing 4414210
Map # 21-4
usgs sheet: Phoenixville

11. status (other surveys, lists etc.)

6. other name (historic name if any)

2. municipality: East Vincent Twp.

ification
( ) structure ( ) object ( )
lding(x)
.R. distric: yes ( ) no ( )

13. date(s) (how determined): c.1797

14. period: 1700-1799

15. style, design or folk type: Vernacular

19. original use: residence-farm

20. present use: residence

tect or engineer

17. contractor or builder: Christian Swartz

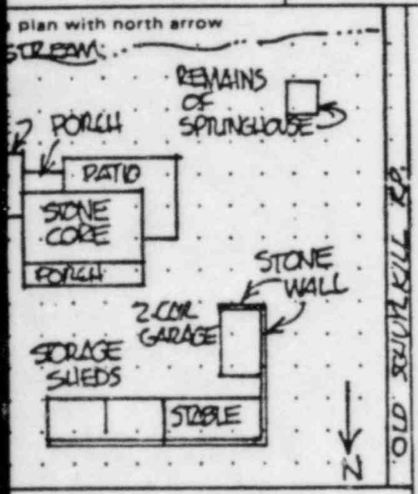
18. primary building mat./construction: native red sandstone

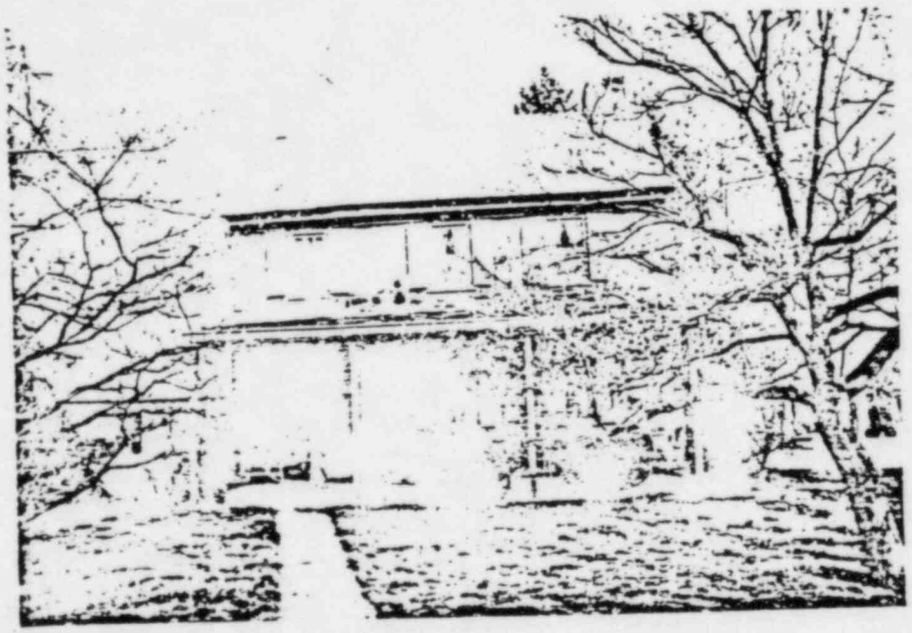
21. condition: excellent

22. integrity: excellent

3. street address or specific location: Old Schuylkill Rd. end of Reitnour Rd.

plan with north arrow





to notation
16-20A - North Exp
Keim 1980

/location
HS 01-16#

f description (note unusual features, integrit

use completely restored. Large (11½") walk-in fireplace and others ing used. Open original beaded beams, old hardware, extremely large d unusual quoines.

(continue on back if necessary)

tory, significance and/or background

eds research.

(continue on back if necessary)

rces of information

(continue on back if necessary)

29. prepared by:
Estelle Cremers
F.P.C.C.T.

30. date: 1/2/81

revision(s)

4. survey code: 029(01)-21-148

T ONAL DATA/PHOTOS
all continuations from front

4. survey code 029-01-21-148

UATION
ecommended as eligible for the State and National Register. Early,
nusual architecture. Restored. Further research would determine
hat which is original or replaced in detail.

EVALUATOR(S)
Doris M. Powell

CHESTER COUNTY ARCHITECTURAL INVENTORY FORM

I. Site Information

Form No.	Recorded by	Date
00045	Elaine Hess	Feb. 1980

County	Region	Municipality	Site #	USGS Quad	Street #	Street Name
15	01	21	006		3767	Old Schuylkill Road

UTM Reference: West ☐ ☐☐ South ☐☐ ☐☐ East ☐ ☐☐ North ☐☐ ☐☐

01-16 21
KEIM

Owner/Contact Mr. and Mrs. Richard M. Hess Phone 495-7544

II. Classification (Select the category which best describes the present and original use)

A Present Use

B Original Use

A. Residence - Non-Farm
B. Residence-Farm
C. Commercial
D. Educational
E. Entertainment
F. Government
G. Industrial
H. Museum
I. Military
J. Religious
K. Scientific
L. Transportation
M. Park/Cemetery
N. Row House
O. End Row House
P. Semi-Detached or Duplex
Q. Can't Determine
R. Other

III. Date of Construction

C Core C Major Wing

A. 1680-1730
B. 1730-1780
C. 1780-1820
D. 1820-1860
E. 1860-1900
F. 1900-1930

Source of Date

___ Estimate X Datestone ___ Hearsay

X Deed, Tax list, etc. ___ Other

SEE ATTACHED COPY OF [illegible] OF THE DEED RECORDS AT THE CHESTER CO. HISTORICAL SOCIETY FILES

Sketch Datestone (Optional)

Architect/Builder (if known) CHRISTIAN SWEITZ

IV. Historical Significance (if known) SEE ATTACHED INFORMATION FROM FUTHEY & COPE, HISTORY OF C.C. CHRISTIAN SWEITZ [illegible] THE [illegible] ON MAY 8, 1777 (THOMAS WILLING)

V. Map References: If the site appears on any historic maps, mark X in the appropriate box(es) and indicate property owner if possible.

X 1873 Witmar's Farm Atlas [illegible]

X 1883 Breou Farm Atlas [illegible]

___ Sanborn Maps

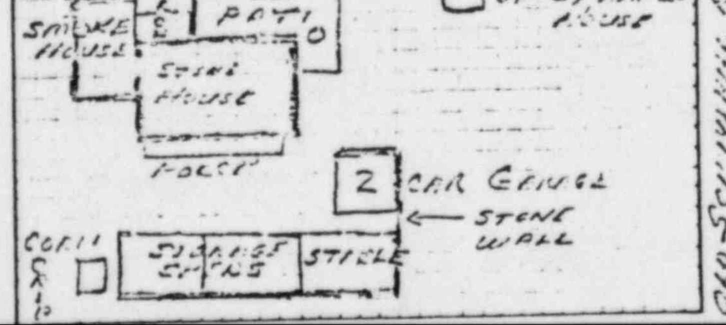
___ Franklin Maps

Additional Maps/Information:

VI. Associated Buildings: Mark X in the box(es) which indicate any buildings presently associated with the site.

X Barn(s) remains
X Springhouse
X Smokehouse
___ Ice house
___ Root Cellar
X Shed
X Stable
___ Other GARAGE (2 CAR)
___ Carriage House
___ Kiln
___ Outhouse
X Corn Crib
___ Cemetery
___ Windmill
___ Tenant house

PLAN SKETCH: In the space provided sketch the site, including location of associated buildings, roads, major vegetation, streams, stone walls, etc. Sketch plan of main structure, showing placement of wings, porches, etc.



ARCHITECTURAL FIELD SURVEY

UCTIONS; To provide the requested information, choose the most appropriate illustration and place the letter designation for the illustration in the answer box usually located in the left column of the page.

Often a major addition has been added to a structure long after its original construction. Because the design features may be different, the information below is requested for the CORE (the original structure) and the oldest MAJOR WING (an addition substantially constructed and relatively large in size). Other wings will not be included on this survey form unless mentioned at the end.

This form should not be used for barns, springhouses, or other out-buildings. Another form will be used for these structures.

If the information is "not applicable", write "O" in the answer box.

ARCHITECTURAL STYLE

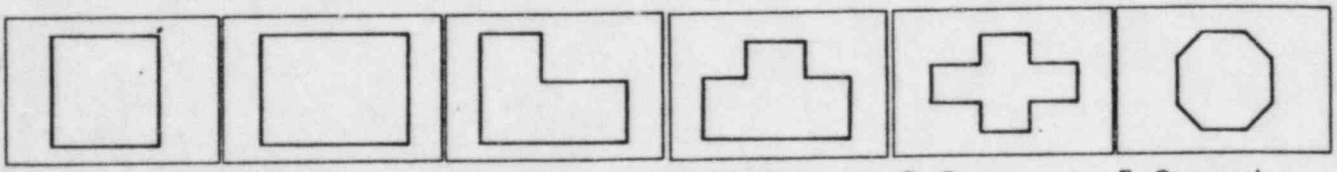
[A] ore [L] major wing

Using the architectural style sheet, determine which of the designated architectural styles most appropriately describes the building.

ARCHITECTURAL FEATURES

an form of existing ucture.

[B] core [B] major wing

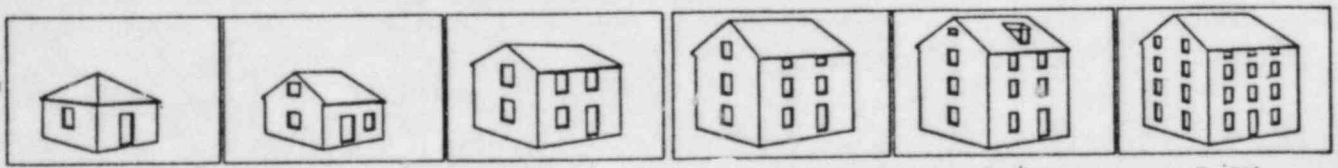


A. Square B. Rectangular C. "L" Shape D. "T" Shape E. Cross F. Octagonal

G. Other H. Can't determine

umber of floors in re structure and in ajor wings.

[D] core [B] major wing

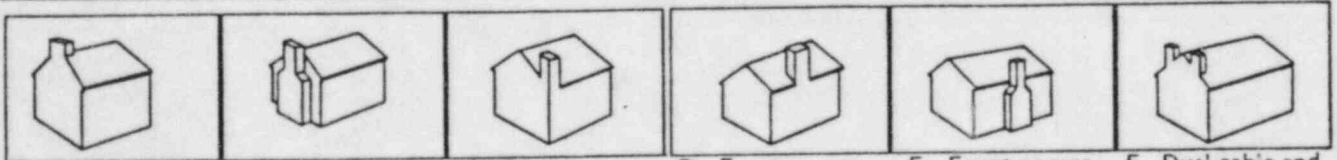


A. 1 Floor B. 1½ Floors C. 2 D. 2½ E. 3 F. 3½

G. 4 or more H. Can't determine

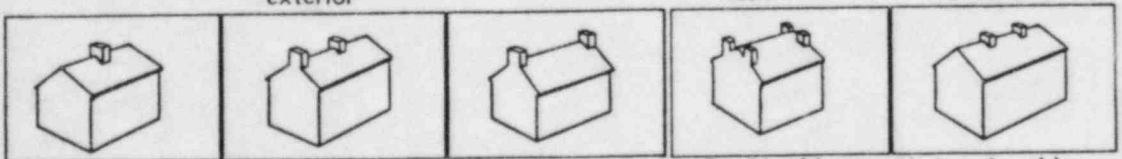
himney locations

[ ] re [A] major wing



A. Gable end, flush B. Gable end, exterior C. Corner D. Front or rear, flush E. Front or rear, exterior F. Dual gable end

esignate two f necesarry



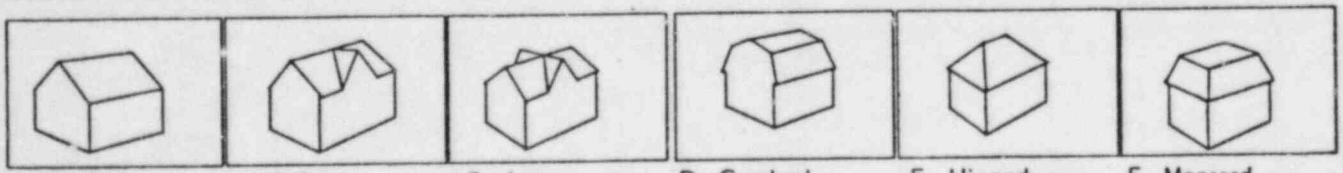
G. Interior H. Gable and interior I. Both gable ends J. Double chimney both gables K. Interior chimneys 2 or more

L. Other

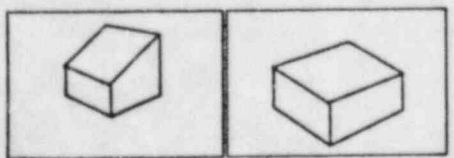
M. Can't determine

ominant roof hape.

[A] core [A] major wing



A. Gable B. 3 Gables C. 4 or more gables D. Gambrel E. Hipped F. Mansard



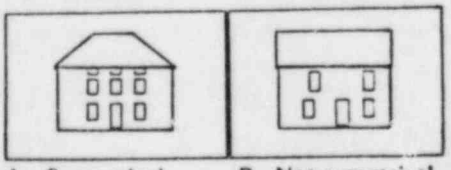
G. Shed H. Flat

I. Other J. Cant' determine

5A

Is the core structure facade symetrical in the arrangement of doors and windows?

[A] core [A] major wing

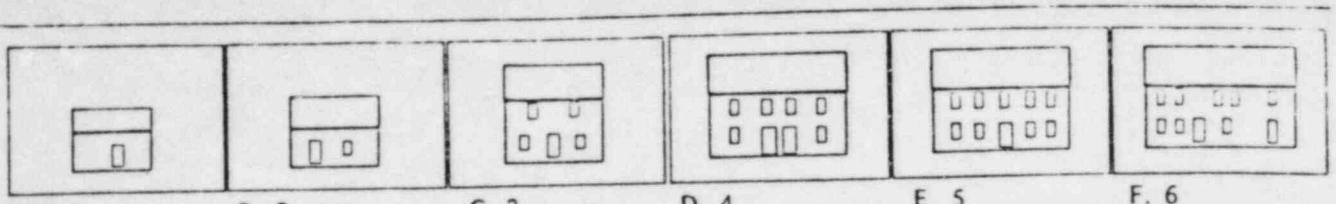


A. Symetrical B. Not symetrical

C. Can't determine

Number of bays in the core structure and in the major wing

[C] core [5] major wing

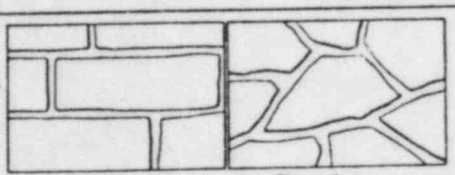


A. 1 B. 2 C. 3 D. 4 E. 5 F. 6
G. 7 or more H. Can't determine

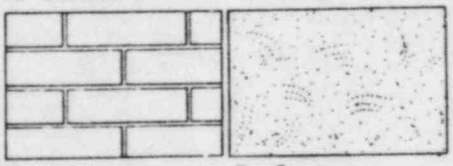
STRUCTURAL FEATURES

Foundation materials

[B] core [A] major wing



A. Cut stone B. Rough stone

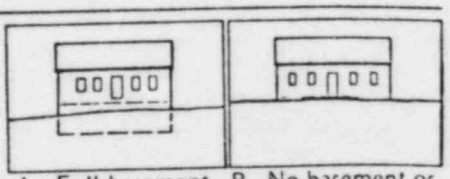


C. Brick D. Stucco
E. Other F. Can't determine

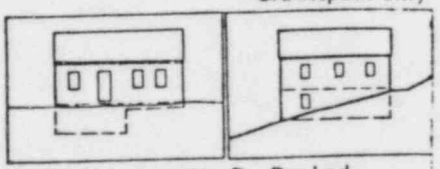
8

Basement or crawl space arrangement.

[A] core [B] major wing



A. Full basement B. No basement or Crawlspace only



C. Both basement Crawlspace D. Banked
E. Other F. Can't determine

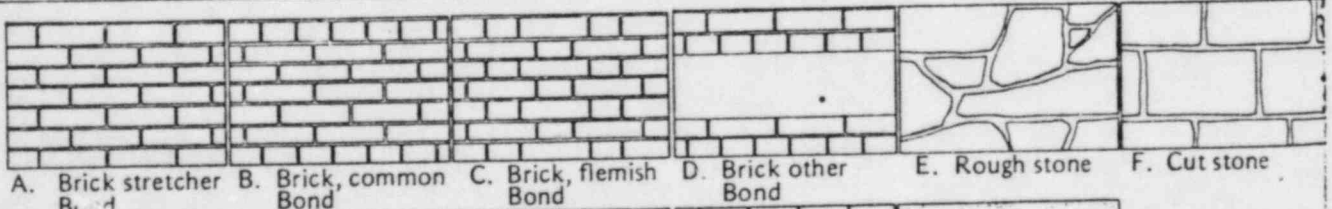
If stone is used, what type is it?

[E] core [E] major wing

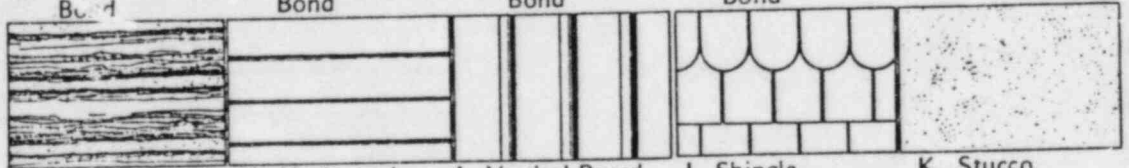
A. Green Serpentine
B. Hornblende
C. Sandstone
D. Quartz
E. Fieldstone
F. Dolomite, Limestone, or Marble
G. Other
H. Can't determine

Dominant exterior wall material. (designate two if necessary)

[E] core [E] major wing



A. Brick stretcher Bond B. Brick, common Bond C. Brick, flemish Bond D. Brick other Bond E. Rough stone F. Cut stone

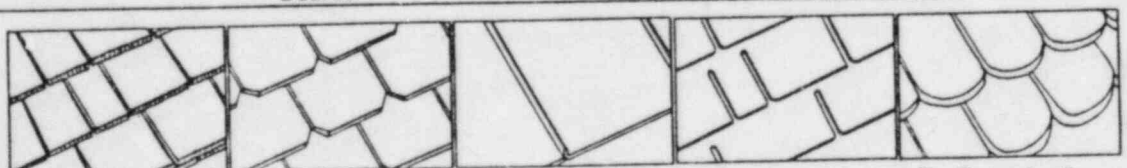


G. Log H. Horizontal Boards I. Vertical Board J. Shingle K. Stucco
L. Other
M. Can't determine

Dominant roof material.

[C] core [C] major wing

SPANISH TILE



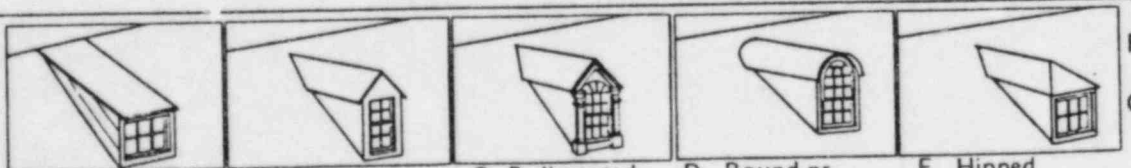
A. Wood shingle B. Slate C. Tin or Metal D. Asphalt shingle E. Ceramic tile
F. Other
G. Can't determine

DESIGN FEATURES

Style of dormers

[O] core [O] major wing

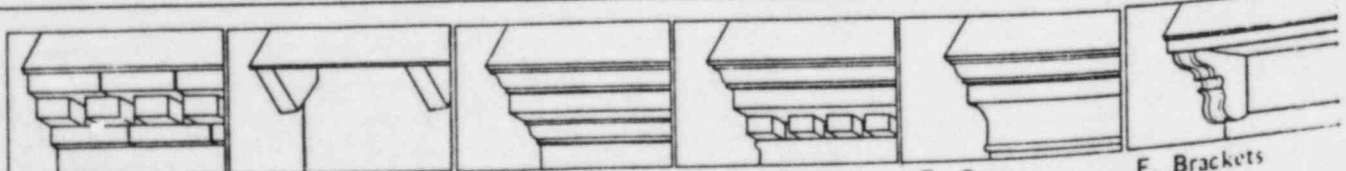
NONE



A. Shed B. Plain gable C. Pedimented gable D. Round or elliptical E. Hipped
F. Other
G. Can't determine

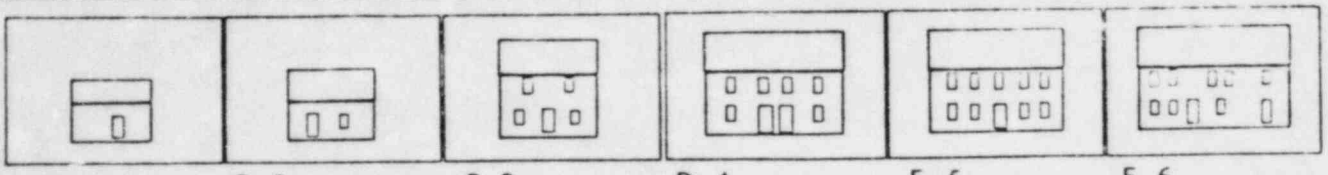
Style of cornice trim

[C] core [C] major wing



A. Brick Cornice B. Plain C. Box D. Wood dentils E. Cove F. Brackets
G. Other F. Can't determine

Number of bays in the core structure and in the major wing

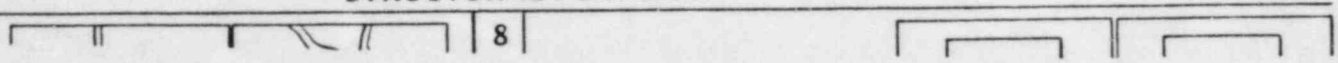


[C] core [B] major wing

A. 1 B. 2 C. 3 D. 4 E. 5 F. 6

G. 7 or more H. Can't determine

STRUCTURAL FEATURES



Num

1 1, Peter Swartz & Mary wife to

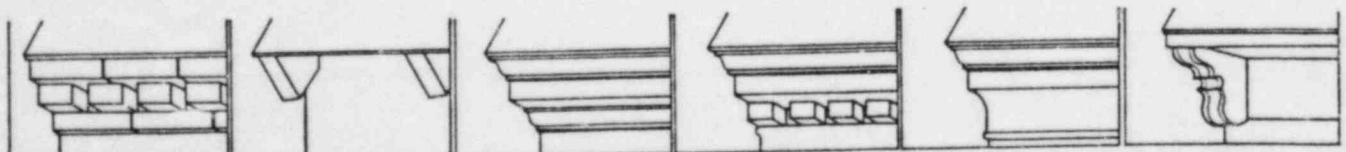
Dated 4-1-1824.
Acknowledged 4-1-1824.
Recorded 4-2-1824.

WILLIAM PENN - 1686 TO
MAJ. ROBERT THOMPSON - 1691 TO
ROBERT THOMPSON - 1783 TO
J. REED, R. MORRIS, AND THOMAS WILLING - 1783 TO
THOMAS WILLING - 1797 TO CHRISTIAN SWARTZ BUILDER OF THIS HOUSE!

"William Penn also sold to Maj. Robert Thompson, of Newington Green, in the county of Middlesex, England, 10,000 acres in Pennsylvania, April 20, 1686, which land was to be set out and divided into two several townships, which were to lie contiguous, and to be seated with ten families apiece within twelve months next ensuing the date of sale. Robert Thompson, by will dated April 14, 1691, entailed the land. We next find deeds of lease and release, June 29 and 30, 1775, from Robert Thompson, Esq., of Eisham, in Lincolnshire, only brother of William Thompson, Esq.(who died without issue), eldest son of William Thompson, Esq., only son of William Thompson, late of Hackney, in Middlesex, Esq., eldest son of Maj. Robert Thompson, aforesaid, to Joseph Reed, Esq., Thomas Willing, Esq., and Robert Morris, Esq., all of Philadelphia, for the above 10,000 acres. The price paid for this was £5500. Dec. 10, 1783, Joseph Reed sold his interest to the other partners for £2000, and a patent was granted to Morris and Willing, June 28, 1787, for 10,098 acres in Vincent, called "Westover." Morris sold out to Willing, Dec. 1, 1789, for £12,000. This patent covered the parts of East and West Vincent adjoining Coventry. A patent was granted to the West New Jersey Society for the remainder of the land in Vincent, or 10,098½ acres, Dec. 5, 1791."1

1J. Smith Futhey and Gilbert Cope, History of Chester County, Pennsylvania (Philadelphia: Louis H. Everts, 1881), p. 209.

Style of cornice trim



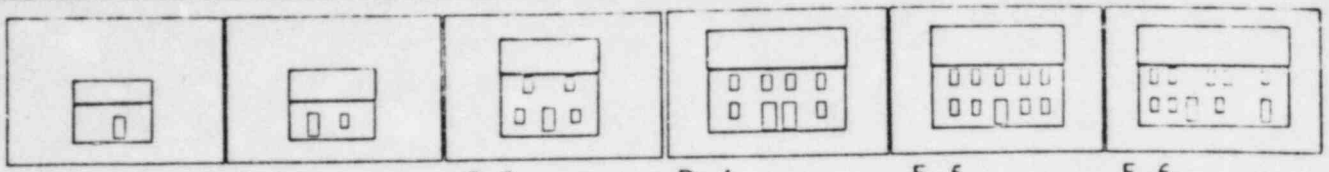
[C] core [C] major wing

A. Brick Cornice B. Plain C. Box D. Wood dentils E. Cove F. Brackets

G. Other F. Can't determine

Number of bays in the core structure and in the major wing

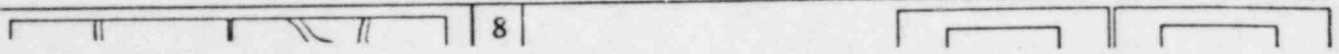
core [C] major wing [B]



A. 1 B. 2 C. 3 D. 4 E. 5 F. 6

G. 7 or more H. Can't determine

STRUCTURAL FEATURES



8

Num

Dated 4-1-1824.
Acknowledged 4-1-1824.
Recorded 4-2-1824.
In the Recorder's Office of Chester County, Pa., in
Deed Book W3 Vol. 69 Page 43

DEED

Peter Swartz & Mary wife
to
Frederick Setzler
See Deeds in misc. Deeds #44 Page 444 1-9-23.

Acknowledged before J.P.
Are words grant bargain sell used? yes
Conveys to grantee his heirs & assigns
Habendum to " " " & assigns forever
Subject to anything? see below
Have grantors all signed? yes
Consideration, $ 426.25.
DESCRIPTION:— Mary Swartz by mark

Whereas Thomas Willing by indenture dated 5-8-1797 conveyed 160 A. 128 Per. in Vincent Township unto Christian Swartz by deed in O.B-38-411

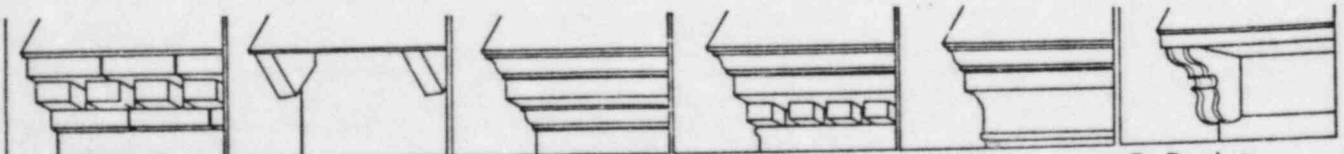
Recites death of Christian Swartz leaving a widow and 7 children. Recites Orphans Court proceedings on his estate whereby said premises were adjudged to Jacob Swartz, eldest son.

And conveys unto Frederick Setzler a certain messuage and plantation and tract of land in Vincent Township, BEGINNING in the middle of the reading road; thence along the same and by land of the heirs of Edward Evans the 4 next courses N 18 W 17.9 Per., and S 47½ W 16.1 and S 64½ W 30.6 and N 39½ W 8/10 to a corner of the heirs of George Diemer's land; thence by the same the 2 next courses S 40½ W 47.2 and S 4½ W 22.6; thence partly by land of the said Diemer and John Schillick S 44½ E 37.9; thence by land of the said John Schillick S 42½ W 20.6 to a stone; thence by land of the heirs of Henry Munshower S 74 E 82.2 to a corner of Andrew Swartz's land; thence by the same N 22¼ E 85½ into the middle of the said Reading road; thence along the middle of the same and by land of the said Andrew Swartz the 2 next courses S 34 E 25.6 and S 22½ E 22.3 into

over

Style of cornice trim

core [C] major wing [C]

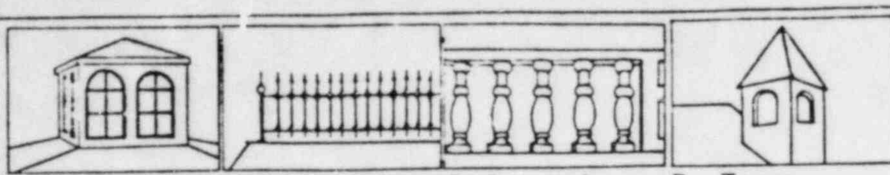


A. Brick Cornice B. Plain C. Box D Wood dentils E. Cove F. Brackets

G. Other F. Can't determine

ther apertures or design work in the roof.

[O] core   [O] major wing



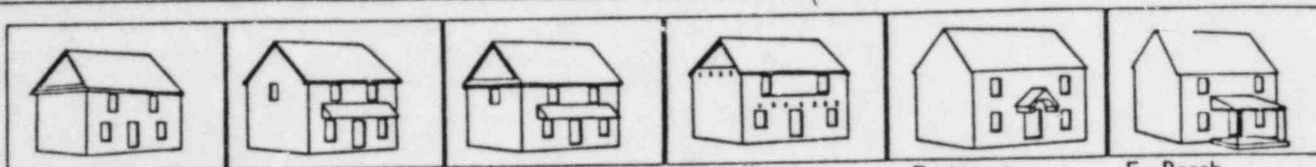
A. Cupola   B. Widow's walk   C. Balustrade   D. Turret

E. Other

F. Can't determine

Is there evidence or remains of pent or porch additions?

[E] core   [O] major wing

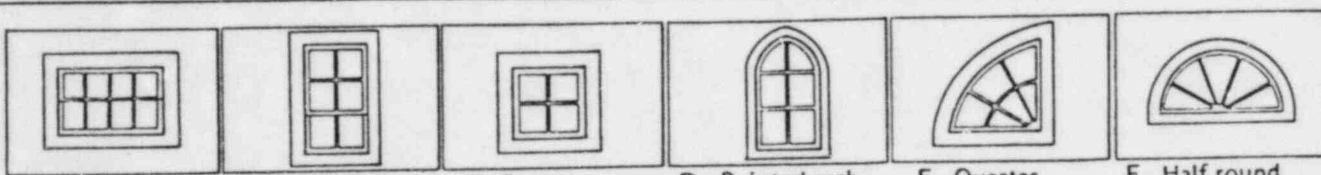


A. Pent roof   B. Pent Eave   C. Pent roof & Eave   D. Evidence   E. Hood   F. Porch

---

What type of windows are in the gables?

[C] core   [O] major wing

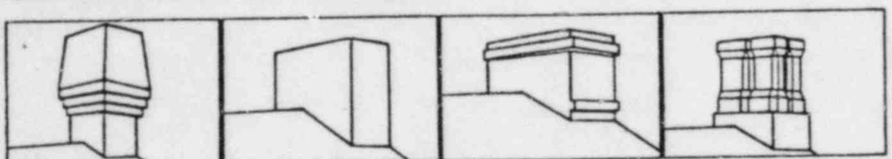


A. Horizontal rectangle   B. Vertical rectangle   C. Square   D. Pointed arch   E. Quarter   F. Half round

G. Other   H. Can't determine

Chimney stack design

[C] core   [B] major wing

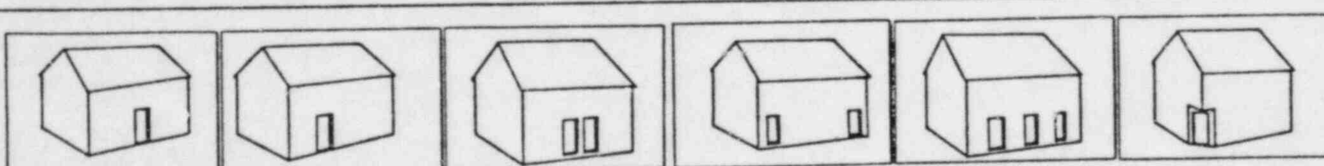


A. Corbeling   B. Plain   C. Lipped   D. Separate flues

E. Other

Main entrance arrangement

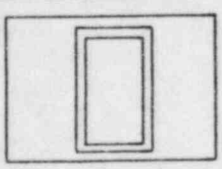
[B] core



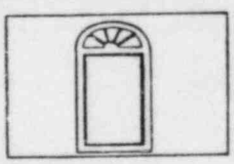
A. Single centered   B. Single offcenter   C. Double-balanced   D. Double-unbalanced   E. More than 2   F. Corner (1 or both)

Which of the following design features are prominent in the windows and doors.

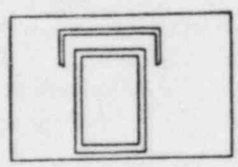
Write "Y" if Yes
"N" if No



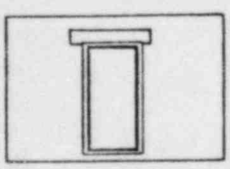
A. Plain frame — [Y] core [Y] major wing



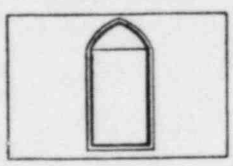
E. Elliptical arch with fan light — [N] core [Y] major wing



I. Label — [N] core [N] major wing

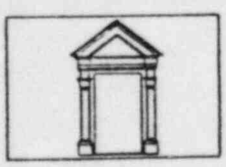


B. Lintel — [Y] core [N] major wing

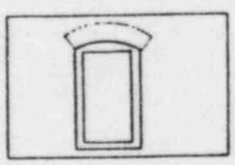


F. Pointed arch — [N] core [N] major wing

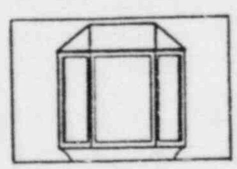
J. Palladian window — [N] core [Y] major wing



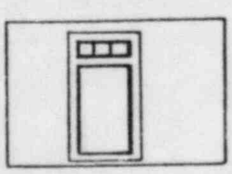
C. Pediment — [N] core [N] major wing



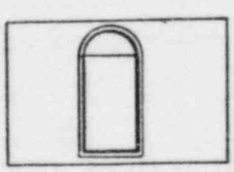
G. Flat arch — [N] core [N] major wing



K. Bay Window — [N] core [N] major wing



D. Transom — [N] core [N] major wing



H. Round arch — [N] core [Y] major wing

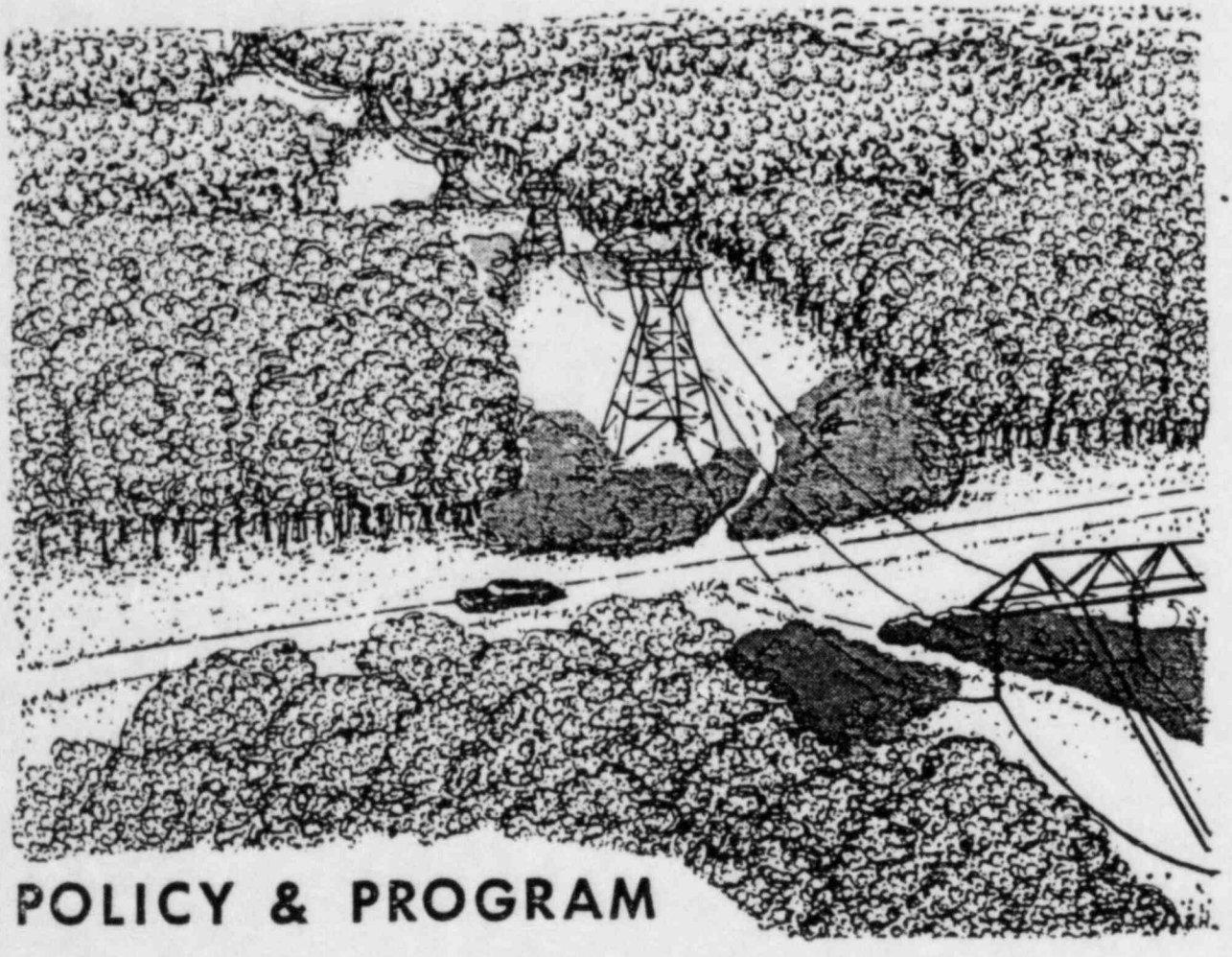
L. Other Multiple opening
M. Other — [N] core [N] major wing

---

other notable features are present in the building? For example: Stained Glass or Leaded Windows, Bake Ovens, Ironwork, Quoins, Hardware.

House has been completely restored, large (11 1/2 feet) walk-in fireplaces, others being used — "adzed" beams, old hardware, etc. This house has extremely large and unusual quoins!

APPENDIX 5 - Philadelphia Electric Policy and Program



POLICY & PROGRAM

FOR IMPROVING APPEARANCE OF OVERHEAD TRANSMISSION LINES

PHILADELPHIA ELECTRIC COMPANY

PHILADELPHIA ELECTRIC COMPANY SYSTEM
DESIGN, CONSTRUCTION, OPERATION AND MAINTENANCE
OF OVERHEAD TRANSMISSION LINES

As public desire for environmental improvement grows, more attention is focused on areas, including overhead transmission line rights-of-way, where careful planning and management provides attractive communal benefits. Recognizing the need for a better understanding of its efforts in this direction, the Company is formally stating its policy on design, location, operation and maintenance of transmission lines.

In addition to the primary consideration of safety and reliability, each Department involved will be responsible in its area for adherence to the policy herewith stated with regard to appearance and joint use of rights-of-way for all transmission lines throughout the system.

1. TRANSMISSION LINES SHALL BE CONSTRUCTED AND OPERATED WITH THE INTENT OF PRESENTING A PLEASING APPEARANCE THAT WILL MAINTAIN SCENIC VALUES.

2. JOINT USE OF TRANSMISSION LINE RIGHTS-OF-WAY BY NEIGHBORING PROPERTY OWNERS AND LOCAL COMMUNITIES SHALL BE PROMOTED WITHIN LIMTS OF PUBLIC SAFETY AND REASONABLE REQUIREMENTS OF THE ELECTRIC COMPANY.

The Appearance Coordinating Committee has provided guide lines in a Program designed to assist in the integration of all efforts to fully implement the stated policy. It will continue to review the plans for each major project. Any individual or other utility, agency or industry, utilizing land or sharing right-of-way of the Company will be expected to comply with the policy.

APPROVED:

September 1968

PHILADELPHIA ELECTRIC COMPANY

POLICY

&

PROGRAM

FOR IMPROVING APPEARANCE OF

OVERHEAD TRANSMISSION LINES

PHILADELPHIA ELECTRIC COMPANY
PROGRAM TO IMPROVE APPEARANCE
OF OVERHEAD TRANSMISSION LINES

———— • ————

INTRODUCTION

Tremendous change in the Philadelphia Metropolitan Area is anticipated by Philadelphia Electric Company and, as growth extends farther into the countryside, power availability must be maintained. Transportation facilities will likewise be extended with increased interconnecting links, thus bringing more people in visual contact with high-voltage transmission lines.

In short, the public is both served and increasingly exposed to highway and electric power improvements, and the standards in appearance must keep pace with those of the planned improvement of other community facilities. Overhead transmission lines are no exception.

Community residents are becoming attuned to municipal and county planning, and the orderly use and arrangement of land and buildings - - to such extent that appearance of the landscape is assuming an importance to the average citizen scarcely seen in this country before.

Philadelphia Electric Company has demonstrated that substations and service buildings *can* be made compatible with every environment, under a program which began some 15 years ago. A similar effort is now being applied to their overhead transmission lines.

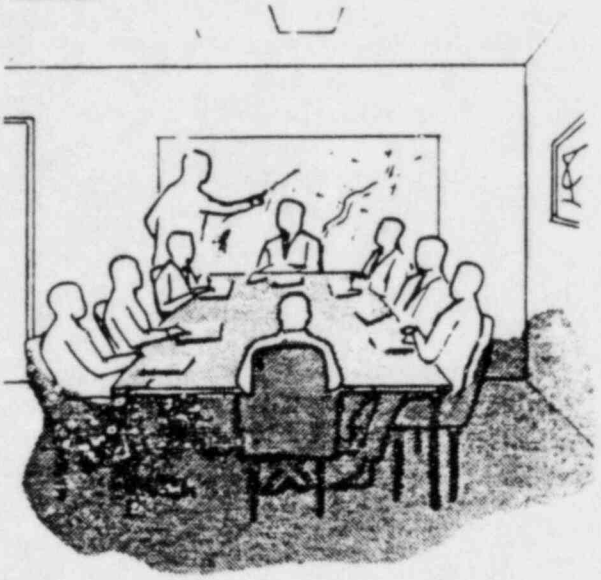
PURPOSE

- To provide right-of-way which is pleasing in appearance and as unobtrusive as possible, without jeopardizing the high reliability inherent in the Electric Company's transmission system.
- To reduce the impact of overhead transmission structures at reasonable cost.
- To avoid soil erosion by promoting appropriate vegetation within limits of safety and maintenance standards.
- To further encourage compatible useage of the rights-of-way by adjoining property owners and responsible community groups.

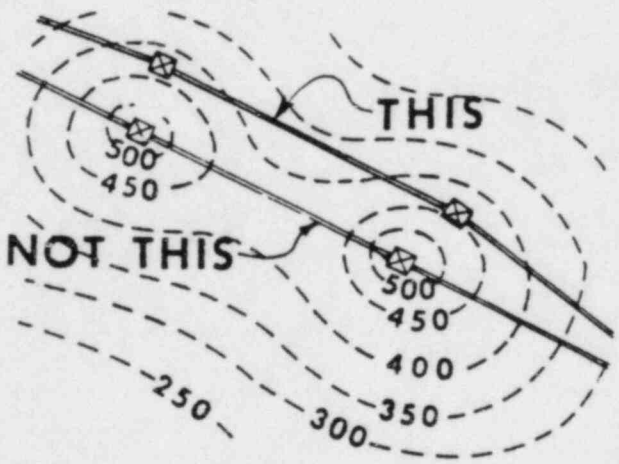
IMPLEMENTATION OF THE PROGRAM

I. PLANNING AND DESIGN

A. PLANNING



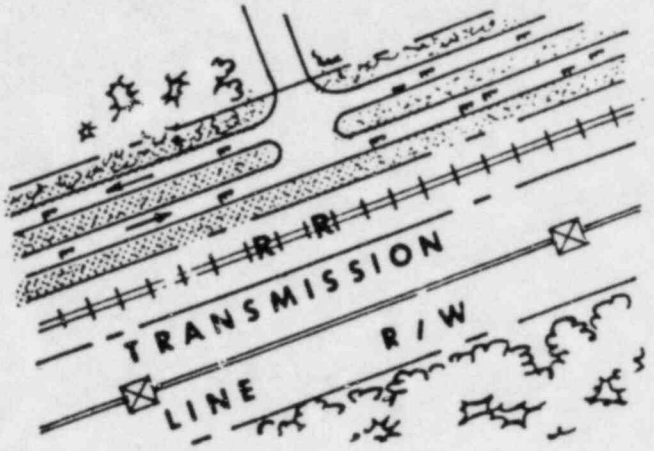
1. Consultations will be held with governmental agencies concerned with land use, to explain the need for the new transmission line passing through their jurisdiction and to ascertain their comments on construction of the line. The Electric Company's policies and program for improvement of the appearance of transmission lines will be included in the discussions.



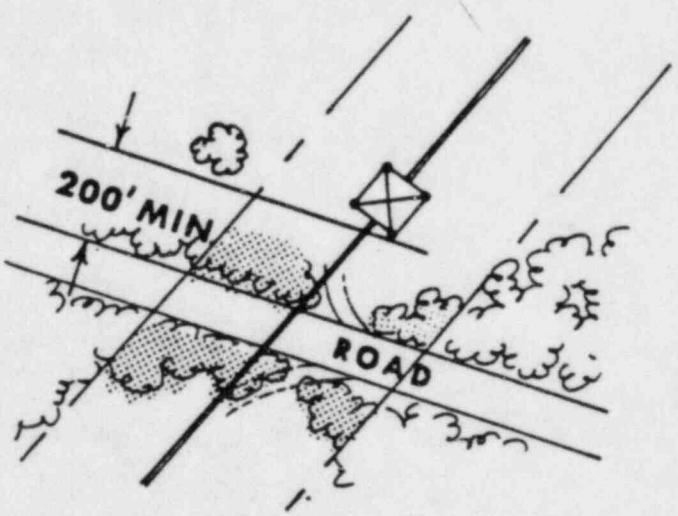
2. Consideration will be given to topography, in alignment as well as in structure location. Ground form alone is one of the most effective tools for the screening of transmission lines, and does not change with the seasons.

3. Consideration will be given to existing vegetation avoiding damage to particular specimens of beauty or of some historical significance.

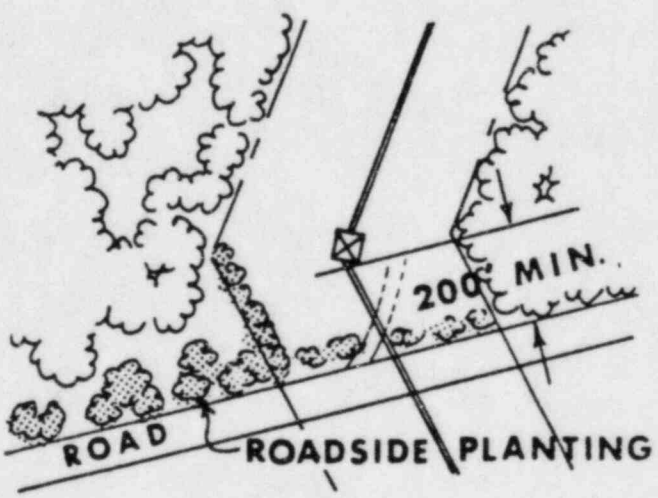
4. Consideration will be given to transmission line rights-of-way being parallel and adjacent to railroads and limited access highways, creating a utilities corridor. The joint useage of railroad structures will be continued. Aside from appearance, such practice promotes development of a more orderly land use pattern.



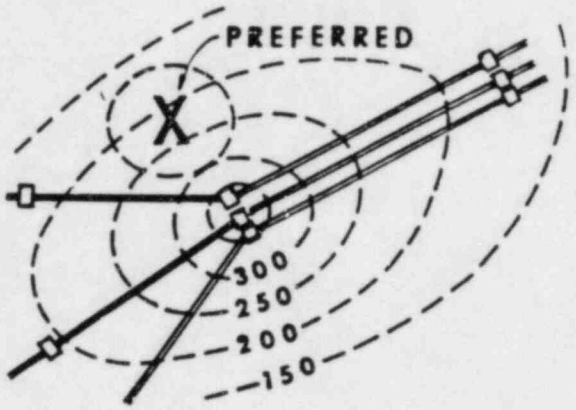
5. In the spacing of structures, where transmission lines cross roadways, wherever possible, a minimum distance of 200 ft. will be maintained between the roadway and the nearest structure, even if this requires the addition of a structure to adjust spans. This is done to provide space for future roadway widening and planting. (See paragraph III-C, page 9.)



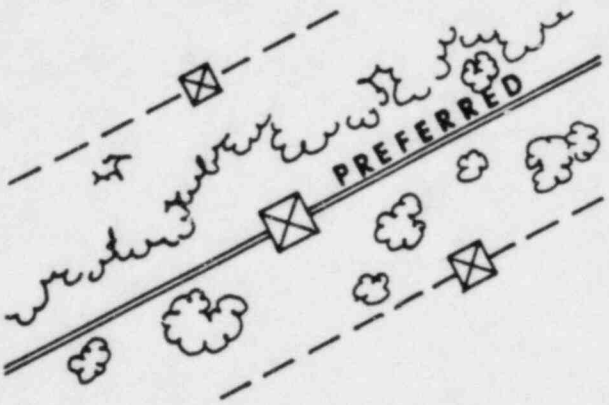
6. Where angles are required in the alignment of transmission lines, such angles should be avoided in close proximity to roads crossed by the lines. In addition to the points of paragraph 5, above, the vista up the right-of-way is difficult to screen. Roadside planting will be considered in accordance with paragraph III-C, page 9.



7. A series or cluster of structures should be avoided on high elevations. Preferably, they will be located "just over the brow" of the hill, determined by the more vulnerable point of view.

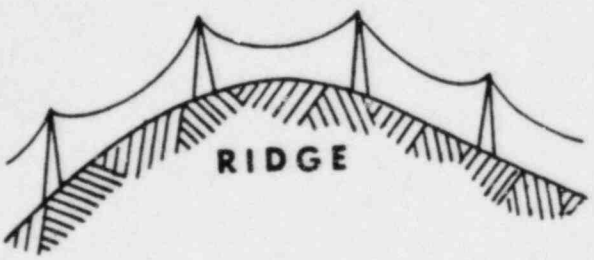


8. Lines are to be located at the edge of heavy woods, where possible, rather than through the center or entirely in the open. Structures seen against a background of woods are usually the least conspicuous, and the appearance of a "slash" is thus avoided. If necessary to pass through woods, landscape treatment will be in accordance with Section III, page 6.



B. DESIGN OF STRUCTURES

1. Transmission structures of contemporary design will be used at those locations where needed to promote public acceptance.
2. Color treatment of structures will be studied carefully for each location.
3. Where a lowering of the lines is needed to improve the appearance, additional structures with shorter spans may be used.
4. At ridges, consideration will be given to placing a structure on each side of ridge rather than a structure on the peak of the ridge.



CONSTRUCTION

A. PRIOR TO CONSTRUCTION, the Electric Company representative will contact all affected property owners and arrange for the following:

1. Maintenance of fences and gates.
2. Protection of farmers' crops, on or near the right-of-way.
3. Access to facilities during construction.
4. Maintenance of stream banks by re-seeding or planting to avoid erosion.
5. Maintenance of water courses using culverts or fords.
6. Disposition of timber that may be cut.
7. Any other items previously agreed on with affected property owner during negotiations for right-of-way.

B. CLEARING

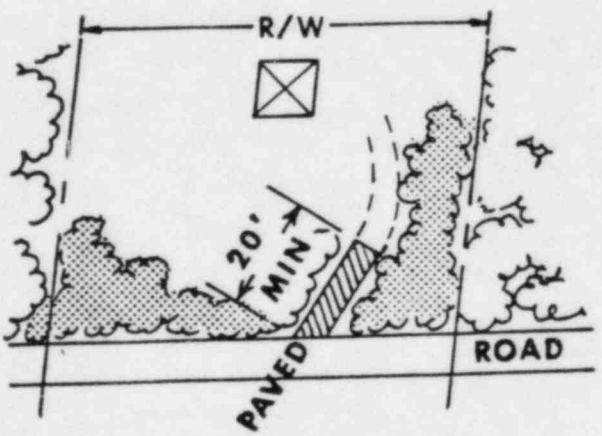
Clearing will be done in accordance with Section III, page 6.

C. DISPOSAL OF DEBRIS

1. Debris will be burned or otherwise disposed of on the site *only* in accordance with a previously obtained permit from the particular municipality, and with consent of the property owner.
2. If disposal on the site is not permitted, disposal will be done off the site by methods, and at locations, approved by the Electric Company.

D. ACCESS ROADS

1. Access roads will be installed at the beginning of the work, and will be the *only* roads used by construction vehicles.
2. Where appropriate, to improve appearance, access roads will



be paved with asphalt for a minimum distance of twenty (20) feet from the public road.

3. Access roads off public roads will be constructed at an angle to avoid a vista up the transmission line.
4. Access roads will be located to minimize interference with property use.
5. If a berm exists along a public road, it will be maintained except for an access road.

E. SUPERVISION

All clearing and disposal of debris, and the location, alignment and construction of access roads, will be supervised by an Electric Company representative.

III. LANDSCAPE TREATMENT

A. SELECTIVE THINNING

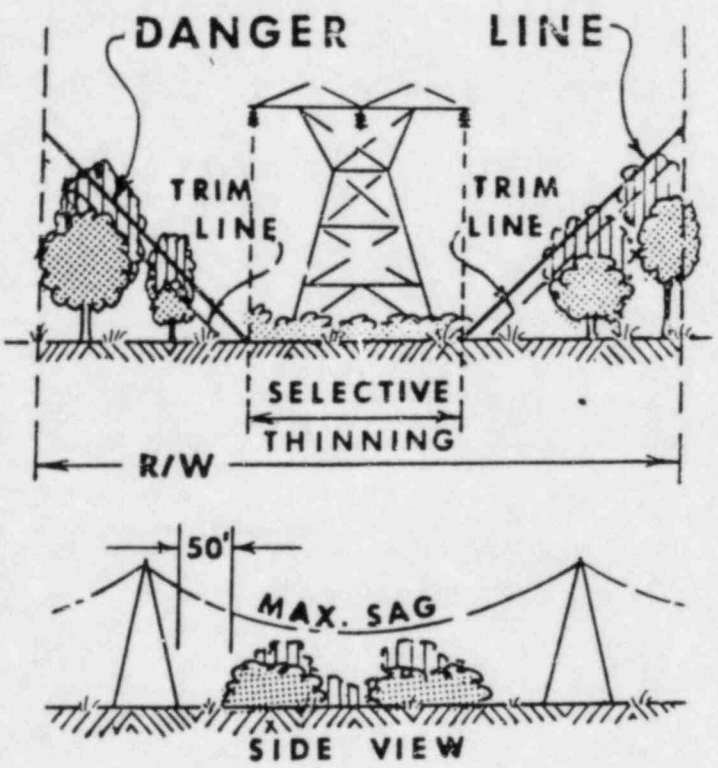
1. All desirable small-growing trees and shrubs* within the right-of-way will be retained except:
   a. Where development of a community's public use facility is imminent;
   b. Where clearing is required for facilities and access roads.
2. Access road clearing will be no wider than necessary for construction and maintenance equipment.
   a. Access roads will be planned to avoid a straight line in order to blend the roads into their surroundings.
   b. Access roads will be located to minimize destruction of desirable plants and damage to pasture and cultivated fields.
3. Trim or remove "Danger Trees" in accordance with diagram shown on next page.

* See Appendix.

a. "Danger Trees" will be trimmed below danger line to provide for 5 year growth.

b. The extent of trimming or removing for electrical safety will be designated in the field with individual markings.

c. Where "danger trees" are removed entirely, stumps will be cut off flush with the ground.



d. Where no small trees or native shrubs exist but there are large trees, some larger trees may be retained if trimmed to safety clearance as per diagram above.

B. TOTAL CLEARING

1. Total clearing will be done only at the following locations:

   a. Where additional area is required for pulling of wires.

   b. Where woods of "danger trees" are very dense and have no undergrowth to retain.

   c. Areas of small but dense growth, or brush*, which present a fire hazard to either the conductors or structures, will be cleared as shown on Sketch on page 8. These areas may be controlled by a selective herbicidal brush control program.

2. If surface of ground is severely disturbed by clearing, it will be regraded and seeded with appropriate ground cover.

* See Appendix.

DENSE GROWTH BRUSH AREAS

PLAN VIEW

NOT TO SCALE

3. Avoid clearing within 100 feet of road, where possible, except for access roads.

4. Whenever time permits, a work schedule will be followed to gain maximum natural growth.

5. Clearing and planting will be in advance of line construction, when possible, to reduce impact of operation to a minimum.

C. PLANTING

1. All planting designs will be prepared by a landscape architect and will be approved by the Appearance Coordinating Committee.

2. Planting designs will take the following items into consideration:

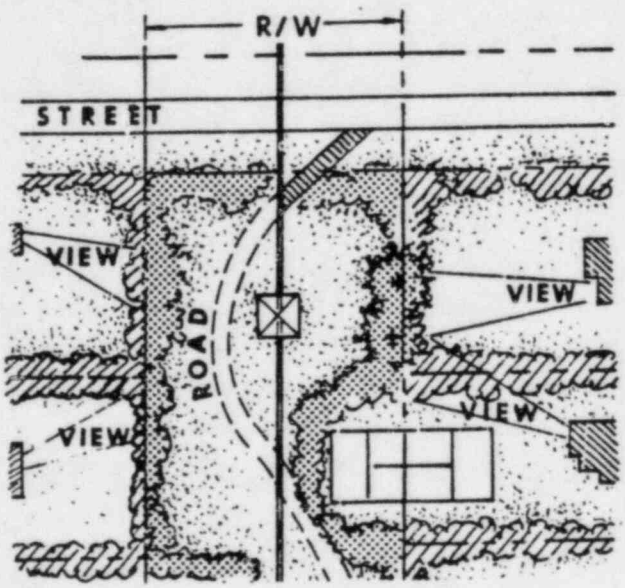
   a. Plant types will be selected which will not create hazards to service reliability.

   b. Planting will be selected to blend with existing vegetation and go as far as possible toward replacing vegetation which was removed.

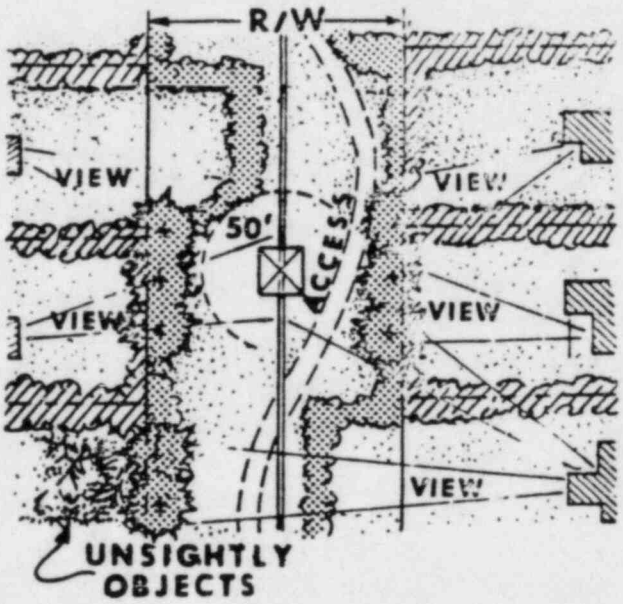
   c. At heavily travelled highways, cooperation s' ould be encouraged with the State Department of Highways and the local community on possible planting on the highway right-of-way across and beyond the transmission line right-of-way, provided that such practice would improve the transmission line in a manner not otherwise possible.

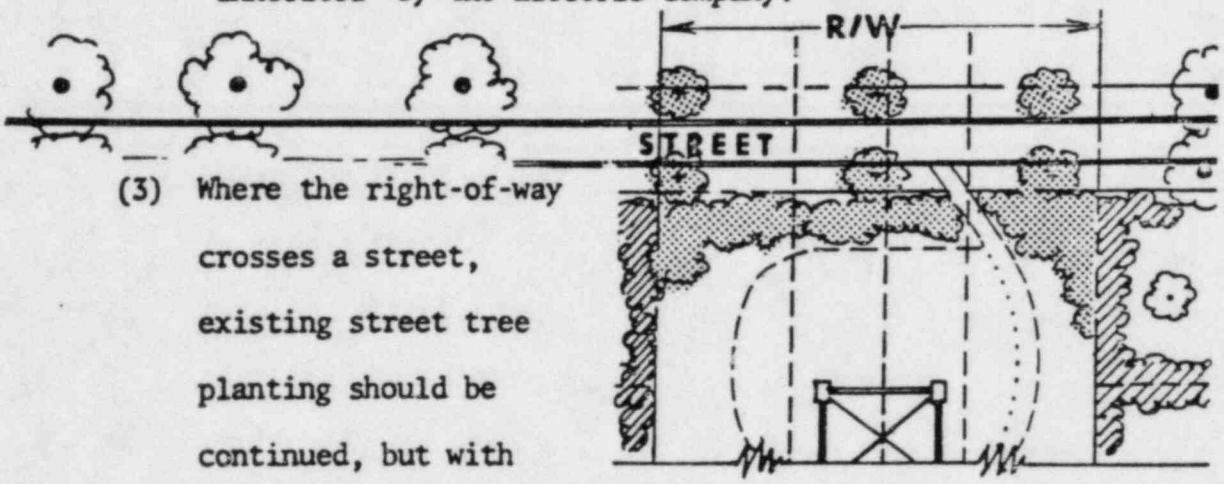
   d. In developed areas where the right-of-way runs along the property lines of residential lots:

      (1) Lot owners should be further encouraged to extend the effective depth of their lot by using, under license, a part of the right-of-way "as their own".

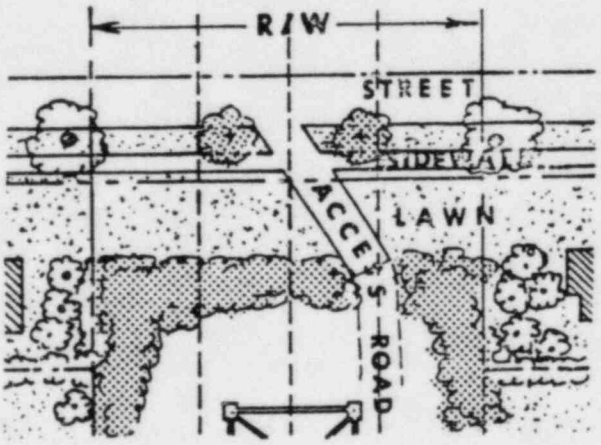


(2) Where lot owners do not wish to use a part of the right-of-way, planting should augment theirs, if any, in particular at structures or where an unsightly view across the right-of-way is "inherited" by the Electric Company.





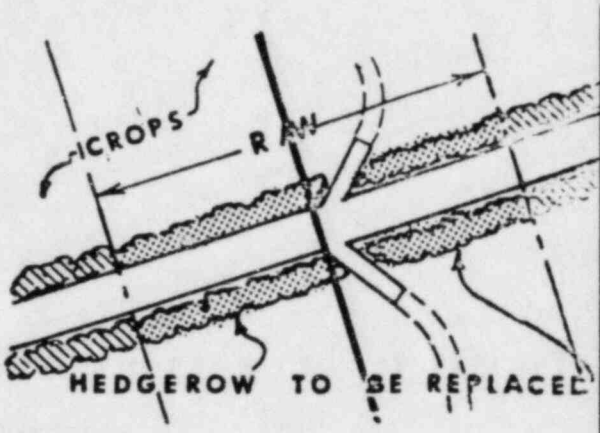
(3) Where the right-of-way crosses a street, existing street tree planting should be continued, but with selected trees*. The local Shade Tree Commission will be consulted.



(4) Additional planting will be done to conform with the neighboring properties either in the area of the sidewalk or near the building line, whichever is appropriate.

* See Appendix.

e. In suburbs and semi-rural areas, nearby existing vegetation should suggest types of plants to be used. Where a hedgerow must be removed because of undesirable character or growth, it will be replaced using selected* plantings.



f. To make the Electric Company's rights-of-way more attractive, existing trees and shrubs will be retained and supplemented with new plantings as shown by sketches on page 12.

g. Where occasional trees exist in meadows, additional planting will be considered with great care.

h. There will be no planting in open areas:

(1) Without the land owner's permission;

(2) Where planting would interfere with a farmer's crops;

(3) Where such planting would not blend with the surroundings.

D. SUPERVISION

All selective thinning, total clearing and planting installation will be supervised by an Electric Company representative.

IV. OTHER USES OF RIGHTS-OF-WAY

A. USES

1. Investigation and promotion of community use of rights-of-way, where appropriate, will be initiated in conjunction with the "Design" stage.

2. Pastureland, landscape nurseries and cropland are preferred uses of transmission line rights-of-way.

* See Appendix.

3. In urban and semi-rural areas, community use of the rights-of-way would appear more likely than in rural areas, due to the greater need for open land.

   a. It is to the mutual advantage of community and Electr c Company, for the rights-of-way to be used and licensed:

      (1) For little league baseball fields, soccer fields, tennis courts, etc.

      (2) For extension of school playgrounds, for running track, field events, band practice, etc.

      (3) For hiking and riding trails.

      (4) For picnicking and camping.

      (5) For off-street parking.

      (6) For certain commercial, industrial and governmental activities.

4. All such useage must comply with the intent of this program, with public safety and with the paramount needs of the Electric Company.

B. ADMINISTRATION

Division and District Managers will inform the proper authorities of rights-of-way available for community use, and the procedures for obtaining such useage.

APPENDIX

TYPES OF TREES TO BE SAVED OR PLANTED

Aralia
Alder
Birch (Gray & Red)
Butternut
Crabapple
Dogwood
Hackberry
Hawthorn
Hemlock
Holly
Hophornbeam
Hornbeam
Larch
Linden
(Silver or White)
Maples
(Box, Hedge or Stripped)
Mountain Ash
Mulberry
Osage Orange
Persimmon
Pines
Quaking Aspen
Redbud
Red Cedar
Sassafras
Shadblow
Silverbell
Slippery Elm
Sourgum
Sweetgum
Willow (Goat, Curly)
Yellowwood

DANGER TREES

Any tree or shrub which, in whole or in part, exists or grows within the "danger zone" with respect to power line safety. Where most of the tree falls within the danger zone, the tree shall be removed.

BRUSH

Native shrub growth matted closely, to such extent as to form a fire hazard. The same shrubs growing more openly would not be classified as "brush".

DESIRABLE SHRUBS TO BE SAVED OR PLANTED

Arrowwood
Bayberry
Blackhaw
Blueberry
Buckthorn
Bush Honeysuckle
Chokeberry
Elderberry
Euonymus
Fringe Tree
Hazelnut
Laurel
Nannyberry
Rhododendron
Spicebush
Sumac
Summersweet
Wild Azalea
Witchhazel
Withe-rod

APPENDIX 6 - County of Chester Comments

PHILADELPHIA ELECTRIC COMPANY
2301 MARKET STREET
P.O. BOX 8699
PHILADELPHIA, PA. 19101
(215) 841-4000
REAL ESTATE DIVISION

August 6, 1982

Mr. George W. Fasic, Director
Chester County Planning Commission
Dague Building
235 West Market Street
West Chester, Pennsylvania 19380

Dear Mr. Fasic:

Thank you for your letter of April 27, 1982 with respect to the routing of a proposed 230 KV line within a railroad right of way that generally follows the westerly side of the Schuylkill River between our Limerick Station now under construction and our existing Cromby Station. The railroad right of way is part of Conrail's Schuylkill Secondary Branch between Philadelphia and Reading, which they are in the process of abandoning.

In your letter you asked us to address and consider certain objectives relating to the proposed 230 KV line that were of concern to the various municipalities affected. We will try by starting with a comparison of an alternate route suggested by the Planning Commission with the proposed route.

The alternate route is a right of way owned by this Company. It is 10.4 miles long and can be broken into two segments. One segment is a three mile, 300 foot wide right of way. On this right of way is one 500 KV line supported by lattice type structures which were erected in 1965.

The other segment is 7.4 miles long, 75 feet wide with a 66 KV and a 33 KV line on lattice-type structures that were erected in 1929. Also on this segment are two 33 KV wood pole lines located on both edges of the right of way between Cromby and Route 724, a distance of approximately one mile.

The alternate route extends from Limerick in a westerly direction crossing the Schuylkill River, Route 724 and within the 300 foot wide right of way a distance of 3.5 miles to where it intersects with the 75 foot wide right of way. From that point the route extends in a southerly direction within the 75 foot wide right of way, recrossing Route 724 a distance of approximately 7 miles to Cromby. The alternate route is in East Coventry, East Vincent and East Pikeland Townships and passes through an area predominantly agricultural. The terrain along this route is rolling with scattered homes at the road crossings. Elevations along the route range from 100 feet to 350 feet above sea level. The present land use along and within the route is approximately 60 percent agricultural with the balance being wood lots, untillable land and meadow. Over the years this right of way has been integrated and used in conjunction with the adjoining properties. There are no access roads to the existing structures on the right of way.

Zoning on both sides of this route is 94 percent residential and 6 percent commercial with virtually no planned changes in zoning for the future.

The proposed route as described in the Petition submitted to the Public Utility Commission will extend from Limerick in a westerly direction through property owned by this Company and crossing the Schuylkill River a distance of approximately one-half mile to a point on the railroad right of way owned by Conrail. From this point the route will extend in a southerly and easterly direction generally following the river and within the railroad right of way for a distance of 7 miles to Cromby.

The proposed route is in East Coventry, East Vincent and East Pikeland Townships and the Borough of Spring City. It traverses a generally flat, low-lying area. Elevations along the route range from 100 feet to 150 feet above sea level. Present land uses along the route are mixed. In Spring City the route passes through an area predominantly industrial with some commercial and a small residential section in the southern portion of the Borough. Single homes are also located in the area between Parkerford and Pennhurst. The balance of the route passes through areas either farmed or fallow with some industrial activity between Parkerford and Limerick.

Present zoning along this route is 42 percent industrial and commercial, 18 percent residential with the remaining 40 percent divided between open space and institutional. Overall on planned future use the percentages will not change appreciably. In Spring City you will have less industrial between the railroad and the river with more industrial and commercial in the area between Parkerford and Limerick.

ADVANTAGES OF THE ALTERNATE ROUTE

Existing aerial transmission line has already impacted the area. Entire right of way is owned by this Company.

DISADVANTAGES OF THE ALTERNATE ROUTE

More costly. Alternate route is 38 percent longer, 10.4 miles versus 7.5 miles.

It will use up space reserved for a future 500 KV line. On the 300 foot wide segment there is room for another 500 KV line. By utilizing this space for the proposed 230 KV line, it could mean costly special construction for a future 500 KV line or the acquisition of new right of way. Removal of the existing and construction of new facilities, together with new access roads will interfere with and disturb the present use being made of the right of way by the adjoining property owners. Over the years the right of way has been assimilated into most of the properties on either side of the right of way.

ADVANTAGES OF THE PROPOSED ROUTE

Less costly. The alternate route is 38 percent longer than the proposed route.

Minimal impact on the properties adjoining the right of way. Railroad right of way is a separate property with its own access roads. The adjacent properties for the most part do not overlap or use the right of way. This Company's use of the railroad right of way will help to preserve the area for open space and/or recreational uses.

DISADVANTAGES OF THE PROPOSED ROUTE

An additional visual impact will be introduced into the area. The uncertainty of the status of the railroad right of way. Conrail had agreed to grant an easement for our facilities, however, they are now offering to sell their right of way to us. We have submitted to them, in writing, our intentions to purchase the entire right of way that lies within our service area, not only because of the proposed line but also because we have facilities occupying the railroad right of way at other locations. At the present time specifically when the right of way can be sold by Conrail has not been determined.

Our preference for the routing is the proposed route that lies within the railroad right of way. It is more economical, it will have the least affect on the current use both on the right of way and on the properties adjoining the right of way. Space will be preserved on our 300 foot wide segment (3 miles) of the alternate route for a future line. The proposed route is compatible with the existing and future planned land uses, namely industrial, commercial, open space, institutional with approximately one mile of the 7 miles along the railroad right of way in the residential category.

Multiple uses along the alternate route would be limited to the present use which is mostly agricultural. On the proposed route because of physical aspects of the railroad right of way, it would be adaptable for use as a hiking, biking, riding or other recreational uses sponsored by the community.

When we acquire title to the right of way, please be assured that subject to our use and in the form of a permanent easement at a nominal consideration, the right of way will be available to the County for hiking, biking, passive recreation or open space. Public crossings at reasonable locations as a means of access to recreation areas or the Schuylkill River will be permitted.

We do not have any plans to grade the right of way. However, access roads will be cleared and upgraded during construction. They will be left intact for possible future use.

If we only acquire an easement over the right of way we will consent and agree to the aforementioned activities taking place on the right of way and will cooperate with the municipalities involved in utilizing the corridor for community benefits.

Television and radio reception will not be affected by the proposed 230 KV line. Picture clarity and signal strength in the immediate area of the proposed line will be evaluated prior to construction. If there is a question with respect to interference after construction, we will then be in a position to respond to each inquiry.

We feel that the bracketing effect of the two proposed lines between Limerick and Cromby on the railroad right of way will be minimal. The rights of way are in a low-lying area with trees along the river's edge and in certain areas such as Royersford and the southerly side of Spring City you have industrial activity. We are, however, reviewing the railroad routing in Montgomery County because of the cost to replace the railroad communication system.

I believe we have responded to the concerns expressed in your letter. However, if you have additional questions or would like to discuss the contents of this letter, please let me know. Also, if the communities affected have questions on any aspects of the proposed 230 KV line, we will meet with the officials of these communities at a time and place convenient to them.

Very truly yours,

DSF

D. S. Frieman
Manager

HMS:dmp