

**HISTORICAL AND
ARCHITECTURAL
SURVEY**

of

**FRICK'S LOCK
HISTORIC DISTRICT**

**EAST COVENTRY TOWNSHIP,
PENNSYLVANIA**

prepared for

EXELON NUCLEAR



FRENS and FRENS, LLC
Restoration Architects

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by

KATHLEEN M. ABPLANALP, Ph.D.

under agreement with

FRENS AND FRENS, LLC
Restoration Architects
120 South Church Street
West Chester, PA 19382

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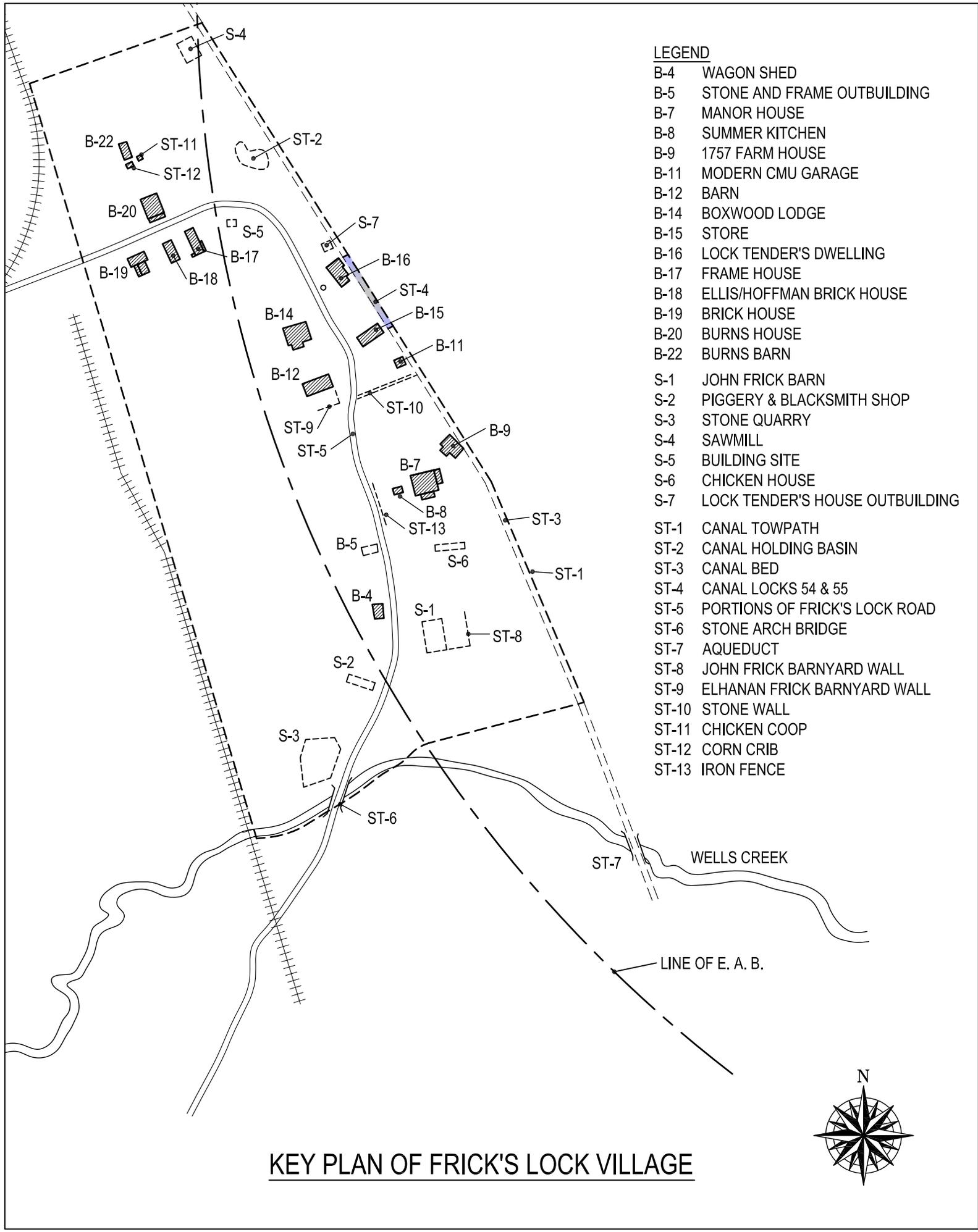
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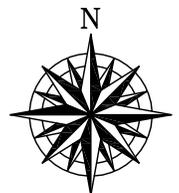
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Section One

Summary

In December 2009, Dale H. Frens, A.I.A., of Frens and Frens Restoration Architects, LLC, commissioned Kathleen M. Abplanalp, Ph.D., to conduct a historic resources survey of Frick's Lock Historic District on behalf of his client, Exelon Corporation. The purpose of this survey was to evaluate the integrity and historic significance of architectural resources within the district and to assess the continued viability of the district as a property listed on the National Register of Historic Places. Exelon Corporation, the owner of Frick's Lock Historic District, may use the findings of this survey, as well as input from the Pennsylvania Historical and Museum Commission [PHMC] and relevant stakeholders, to guide it in creating a plan for the future management of the site.

Background

Frick's Lock Village is a National-Register listed historic district in East Coventry Township, Chester County, Pennsylvania.¹ The approximately 18-acre district, which was listed on the National Register on November 21, 2003, is a rural village located one-quarter of a mile from the intersection of Frick's Lock Road and Sanatoga Road. The current nomination for the historic district lists 30 resources, including 15 buildings, ten structures, and five sites dating from the mid-eighteenth century to the late nineteenth century.

Frick's Lock Historic District is contained within property owned by Exelon Corporation. A significant part of Frick's Lock Historic District is contained within an Exclusion Area Boundary (EAB) around Exelon Corporation's Limerick Generating Station in Limerick Township, Montgomery County, Pennsylvania. The EAB for power reactors is defined in Title 10, Section 100.0 of the Code of Federal Regulations and is established as a means of "protecting individuals, including members of the public, in owner-controlled areas" within a specified radius of the generating station. Measures for determining the EAB are outlined in Section 100.11(a) (1) of the Code of Federal Regulations. Exelon designated the EBA for the Limerick Generating Station in 1972.

Prior to its listing on the National Register, Frick's Lock was evaluated for its historic and architectural significance by John Milner and Associates, Inc. In 1987, at the request of then owner Philadelphia Electric Company [PECO], John Milner Associates, Inc. produced a report that included an assessment of certain historic resources in the village.² This report, which identified 32 resources - 9 structures and 23 buildings - within a defined area, concluded that Frick's Lock Village met the criteria for listing as a district on the National Register of Historic Places. The Milner report did not address the presence of potential archaeological sites in the village.

¹ Frick's Lock Historic District. National Register of Historic Places. PHMC Key No.: 116261.

² John Milner Associates, Inc., "Architectural and Historical Documentation of the Frick's Lock Historic District, East Coventry Township, Chester County, Pennsylvania," 1987.

Under the current nomination, Frick's Lock meets National Register requirements for Criterion A because of its associations with an event or events that have made a significant contribution to the broad patterns of history. Specifically, the district has been recognized for its historic associations with the Schuylkill Navigation Company. The district also satisfies National Register requirements under Criterion C because it contains a demonstrated collection of "locally significant examples of 18th and 19th century rural vernacular architecture in East Coventry Township, Chester County, Pennsylvania."³ The period of significance for the district extends from 1757 to 1930. The early date reflects the settlement of Frick's Lock by Peter Grumbacher, a German farmer. The later date reflects the year at which the Schuylkill Navigation Company stopped operating the canal. The loss of canal traffic signaled the decline of the village as a small but important commercial outpost. It also helped precipitate the village's obsolescence as a location of future settlement. Although several of the identified contributing resources are archaeological sites or ruins, archaeological professionals were not consulted to verify the presence of significant below-ground remains within the district.

Since its acquisition by PECO and Exelon, and its subsequent inclusion within the Limerick Generating Station's EAB, Frick's Lock has been largely unoccupied. During its period of ownership by PECO and Exelon, the village has experienced deferred maintenance as well as acts of vandalism. As a consequence, Frick's Lock Historic has suffered a loss of integrity since its period of significance (1757-1930). This report will address this loss.

Scope of Work

At the request of Exelon, Frick's Lock Historic District was surveyed in December 2009, January 2010, and February, 2010. The survey was conducted to determine if the National Register nomination accurately reflected the history, significance, and integrity of the district since its listing in 2003. The survey examined individual contributing and non-contributing resources listed on the National Register. Findings from the survey have been used to make recommendations about whether discrete buildings, structures, and sites within the district qualify for listing as contributing or non-contributing resources. Findings have also been used to make judgments about the integrity of the district, the proper period of significance for the district, and the appropriate boundaries of the district. In evaluating the resources, all seven aspects of integrity, as defined by the Secretary of the Interior, including location, design, setting, materials, workmanship, feeling, and association have been considered. Conclusions may be used to recommend amendments, if necessary, to the Frick's Lock National Register nomination. The survey also considered discrete resources within the district that were not previously evaluated for inclusion, but which may have significant historic associations with Frick's Lock Village.

This survey does not draw any specific conclusions about archaeological sites within the district. The concentration of historic resources dating to the eighteenth and nineteenth centuries, as well as the relatively undisturbed nature of the site, however, may suggest a high potential for

³ Frick's Lock Historic District. National Register of Historic Places. PHMC Key No.: 116261.

archaeological remains. It may be useful for a professional who meets the Secretary of the Interior's qualifications for archaeology to determine if individual resources within the district qualify for listing as contributing resources. It may also be useful for an archaeologist to evaluate the potential of Frick's Lock as an archaeological district.

Section Two

Survey Findings: Evaluation of Listed Historic Resources

Resources within Frick's Lock Historic District will be recognized with the number-letter identifications used in the 1987 John Milner Report. Previously non-surveyed resources will be assigned new number-letter identifications.

B-4: Wagon Shed

This intact stone building sits on a rise on the west side of Frick's Lock Road. The wagon shed, which has two large gable-end bays and dates from the early to mid-eighteenth century, is an important physical component of the district and is associated with the early Grumbacher/Frick farm. The wagon shed, which was probably constructed with locally quarried stone, contributes to the architectural significance of the district. Built during a period that witnessed the arrival of canal traffic in the village, the wagon shed is also important for its indirect associations with the Schuylkill Navigation Company. The building retains a high level of integrity; its walls, roof and floors are well preserved and have not been compromised by the application of modern materials. The wagon shed should retain its listing as a contributing resource to the National Register district.

B-5: Outbuilding

The mid-nineteenth-century outbuilding associated with this site was demolished in 2007. A 1987 survey of Frick's Lock Village conducted by John Milner Associates notes that the building was similar in size, style, and materials to an extant wagon shed to the north.⁴ The outbuilding is a significant component of the early Frick farmstead. Its placement along Frick's Lock Road is evidence of the early spatial organization of the farm and the growing need for function-specific buildings during the early to mid-1800s. Above-ground remains of the one-and-a-half story rubble sandstone building survive as a pile of stones. The 2003 National Register nomination lists the outbuilding site as a contributing resource to Frick's Lock Village, although by 2001 the roof framing had collapsed.

The site does not retain sufficient integrity as an architectural resource to convey its association with the district's importance in the areas of architecture or transportation. This resource, however, which is associated with the early Grumbacher/Frick farm, should be evaluated by an archaeologist to determine if its significance and integrity justify its listing as a contributing archaeological site.

⁴ John Milner Associates, Inc, "Documentation of the Frick's Lock Historic District," 28.

B-7: Manor House

The Manor House, a stone dwelling that is partially covered with pebble-dash stucco, sits at the highest elevation in Frick's Lock Village. While the original house dates to the early 1800s, mid-to late-nineteenth-century modifications, including a two-story north-facing porch, lend the house the look of a later period. This porch, which marries common Classical Revival features with an anachronistic shed roof, may have been constructed during an 1856 alteration of the house that also included the addition of a bay window on the western elevation. The house also has a one-story porch that extends across the three central bays of the southern elevation. The nineteenth-century tastemaker, Andrew Jackson Downing himself, would likely have approved these embellishments. In his classic work, *The Architecture of County Homes*, Downing noted that in "raising the character of the farm-house, the first step above the really useful, is to add the porch, the veranda, and the bay window, since they are not only significant of real but of refined beauty."⁵

The Manor House provides particular evidence of the village's changing fortunes during the mid-nineteenth century when canal traffic was at its height. The building's owners, who comprised at least three generations of the Frick family, were successful when measured against other area farmers. Their wealth no doubt provided them with the means to improve the Manor House and to update it with finishings that had already gained favor in more populated areas. Census roles indicate that Jacob Frick, the likely occupant of the house in 1850, had real estate valued at \$28,000 at this time.⁶ Information gleaned from the federal agricultural census indicates that in 1850, John Frick, who succeeded his father as owner of the manor house, owned more arable land than all but one person in East Coventry Township and possessed real estate valued at \$15,000.⁷ John Frick's success earned him a sketch in the 1881 *History of Chester County*, where he was characterized as a "worthy citizen, and a lineal descendent of a noted ancestry."⁸

The Manor House retains a high level of integrity. Although the condition of the home has been compromised by a lack of maintenance and vandalism, the building preserves most features present during the district's period of significance. The Manor House has strong associations with the Schuylkill Canal Company. A representation of local vernacular design, the house also contributes to the district's significance in the area of architecture. The Manor House should be regarded as a contributing resource to the district.

⁵ Andrew Jackson Downing, *The Architecture of Country Houses* (New York: A. D. Appleton and Company 1850, 141. Reprint, New York: Dover Publications, 1969), 141.

⁶ Bureau of the Census, Federal Population Schedule 1850; East Coventry, Chester County, Pennsylvania; Roll M432_765; Page: 162A; Image: 329.

⁷ National Archives, Washington; Record Group 029, National Archives and Records Service, General Services Administration; Federal Decennial Census, 1850, Chester County, East Coventry Township.

⁸ J. Smith Futhey and Gilbert Cope, *History of Chester County, Pennsylvania* (Philadelphia: Louis H. Everts, 1881), 554.

B-8: Summer Kitchen

The summer kitchen is a two-story stone building covered with an application of pebble-dash stucco. The building, which is located to the west of the Manor House, is in fair condition and retains a high level of integrity; although the chimney had been removed at the roofline, the exterior of the stone and frame kitchen has been minimally compromised by the addition of modern materials. The interior also retains significant historic elements, including its original open cooking hearth. The retention of such a defining feature in a building of this age is telling; it suggests that the owners of the Manor House may have made use of the hearth even after the introduction of cook stoves during the mid-1800s. The kitchen also retains its original box winder staircase to the garret, an area that was possibly used for the storage of food items.⁹ The summer kitchen is a significant resource within the village; its presence evidences nineteenth-century trends that favored the transfer of hot cooking rooms outside of the main dwelling. It also evidences later nineteenth-century ideals that promoted the creation of separate spaces for men's and women's work. The Summer House should be regarded as a contributing resource to Frick's Lock Village.

B-9: 1757 House

The 1757 House is the earliest known resource in the village. Constructed for use as a banked farmhouse by Peter Grumbacher, this building originally comprised part of a large farmstead that numbered 119 acres. The two-story, 36' 4" x 20' house, constructed of rubble sandstone and partially covered with stucco, is in poor condition; the western elevation of the gabled roof is partially collapsed, and the interior has suffered substantial damage due to water penetration. The 1757 Grumbacher house nevertheless retains a fairly high level of integrity, with most loss predating the 2003 National Register nomination; the stone house preserves its original form and is largely uncompromised by historically inappropriate materials. Although the interior of the house contains woodwork dating to the nineteenth century, this modernization effort (which was incorporated during the district's period of significance) does not significantly affect the ability of the resource to convey its importance. An intact example of rural Chester County vernacular architecture and a significant component of an early canal-oriented village, the house qualifies for inclusion as a contributing resource to Frick's Lock Historic District.

B-11: Modern CMU Garage

This resource is a concrete block garage with its east wall built on top of a pre-existing rubblestone foundation/retaining wall. The National Register nomination notes that the foundation once supported a mule barn. Verification about the history of the resource as a mule barn is not included in the nomination. While the foundation of the building may be associated with the events for which the district is significant, the building lacks sufficient integrity to justify its inclusion as a contributing resource; with the exception of the eastern elevation, the walls of the building are modern concrete block units.

⁹ Gabrielle M. Lanier and Bernard L. Herman, *Everyday Architecture of the Mid-Atlantic* (Baltimore: Johns Hopkins University Press, 1997), 53.

B-12 Elhanan Frick Barn

The stone and frame bank barn is listed on the 2003 National Register nomination as a contributing resource to Frick's Lock Historic District. Likely constructed during the early nineteenth century, the three-bay barn employs a queen-post truss system. The lower level is uncoursed stone and the upper level is timber frame construction. The roof of the barn is slate. The loss of boards on the framed section of the barn and the application of asbestos shingles to this section has modestly compromised the historic character of the building. The barn nevertheless retains a high level of integrity on its exterior and interior. The barn also retains a substantial stone retaining wall at its eastern elevation.

The Elhanan Frick bank barn is strongly associated with the early occupation of Frick's Lock Village and with the Frick family's efforts to establish and manage a productive farm at this site. While the National Register nomination notes that the barn was constructed by Elhanan Frick during the 1850s, the barn may be associated with an earlier period. A 1987 report by John Milner Associates, in fact, dates the barn to the late eighteenth or early nineteenth century.¹⁰ Data from the 1850 federal agricultural census support the argument that the barn may have been in use during the first half of the nineteenth century. This census notes that John Frick, a successful farmer, owned a significant number of livestock, including five horses, ten milk cows, nine heads of cattle, and twenty swine.¹¹ It is plausible that Frick may have used this barn (which may have been constructed by his father, Jacob) before he constructed his own building in 1857 at the southern end of the district.

The barn is significant for its associations with the development of Frick's Lock as a canal village as well as a small commercial outpost. The barn is also significant for its contribution to the understanding of rural - and especially agricultural - architecture in southeastern Pennsylvania. Because the building retains sufficient integrity to convey its associations with the events for which the district is significant, it should be regarded as a contributing resource.

B-14: Elhanan Frick House/Boxwood

Dating to the mid- to late 1850s, the Elhanan Frick House, or Boxwood Manor, ties its presence in the village to the rising success of the Schuylkill Navigation Company during the middle of the nineteenth century. Built by Elhanan W. Frick, the stucco-covered brick house is significant for its associations with the growth of the canal-centered village, as well as for its contribution to the district's architectural narrative. A merchant and manufacturer, Elhanan Frick evidenced his aspirations to gentility through the construction of a house that was a holdover from the Federal period, but that embraced architectural trends favored by polite society. While Frick himself was the product of a rural farming tradition, the three-story Boxwood Manor was designed to suggest the owner's appreciation for urban civility and a refined aesthetic. Interestingly, Frick's standing as a member of the rural gentry appears to have been ephemeral; he sold his house in

¹⁰ John Milner Associates, "Documentation of Frick's Lock Historic District," 32.

¹¹ National Archives, Washington; Federal Decennial Census, 1850.

1860 and lived the final years of his life as a boarder in the home of his sister, Angeline, and brother-in-law, James Ellis.¹²

The house's second owner, Daniel Hause, was equally committed to establishing his place in the village hierarchy. An 1881 newspaper detailed Hause's efforts at "improving and repairing his property" with the addition of a "large and handsome arbor."¹³ A late-nineteenth-century lithograph reveals the house with a vine-adorned arbor on its southern elevation. It also shows the presence of an attractive shrub-filled garden - framed by a picket fence -at the front of the house (see Figure 1).

The integrity of certain features of the house, including the ornamental porch brackets and trim (which have been vandalized), as well as certain window sashes (which have been removed), has been compromised by neglect and vandalism. In addition, the boxwood hedges, which survived through at least 2001, have been removed. The Elhanan Frick house nevertheless preserves its most important and defining characteristics and has sufficient integrity to justify its continued listing as a contributing resource to the district.

B-15: Canal Store

The canal store is a significant contributing resource to Frick's Lock Village. Research suggests that the store's importance to the village was not fully recognized in the 2003 National Register nomination. Positioned directly adjacent to the Schuylkill Canal, the canal store served a thriving commercial enterprise for more than three quarters of a century and stimulated the evolution of Frick's Lock from a small farming community to a village of greater pretensions. A late-nineteenth-century lithograph of Frick's Lock reveals that the store entrance, which faced the canal side of the building and was mounted by a series of steps, provided boatmen with direct access from the locks (see Figure 1). An historic photograph indicates that the store was adjacent to a road that passed over the canal (see Figure 2).¹⁴

A 1934 travel handbook of Chester County observed the importance of the store to the area. It noted that "no similar commercial enterprise along the Schuylkill Navigation Canal was "more important or better known than Frick's of East Coventry." During the halcyon days of the canal era, the "well known" store was said to be a "scene of unusual activity" and was "open at any hour of the day or night."¹⁵ The National Register nomination notes that the store was in operation through 1922. Information collected for the federal census, however, reveals that

¹² U.S. Bureau of the Census, Federal Population Schedule for 1870; East Coventry, Chester, Pennsylvania; Roll M593_1323; Page: 81A; Image: 166.

¹³ Chester County Historical Society, Newspaper Clippings File: East Coventry Township Lands, L4.12.1881.

¹⁴ Laura Catalano and Kurt D. Zwikl, *Along the Schuylkill River* Charleston, S.C., Arcadia Publishing Company, 2009), 82.

¹⁵ Chester County Historical Society, Newspaper Clippings File: Schuylkill Navigation Company, 1919. *Reading Eagle* 18 May, 1919.

David Hause, the building's owner, was employed as a manager of a store in 1930.¹⁶ This finding suggests that store may have remained open up to this period. A 1919 *Reading Eagle* article on the Schuylkill Canal hinted at the eventual fate of canal stores like the one at Frick's Lock. It opined that "with the disappearance of the canal boat may also be mentioned the passing of the lock store, which was an indispensable adjunct to boating."¹⁷

Purposefully constructed to exploit growing canal traffic, the two-story stone canal store dates to the mid-1800s. Its associations with the events for which the district is historically significant is well documented. The store's associations with region's distinctive vernacular architecture is also well established. While the historic appearance of the building has been compromised by the application of modern stucco and by the removal of certain defining features, such as historic window sashes, the resource nevertheless maintains adequate integrity of location, design, setting, materials, workmanship, feeling, and association to justify its inclusion as a contributing resource to the district.

B-16: Lock Tender's House

The 1820s lock tender's house is listed as a contributing resource on the 2003 National Register nomination. The building is highly significant for its historical associations with the Schuylkill Navigation Company, as well as for its role in the evolution of Frick's Lock from an isolated farmstead to a village that supported local commerce. In early 2008, the lock tender's house was damaged by a fire. The building's integrity has been diminished as a consequence of this fire; wooden components of the building, including the roof framing, as well as window sashes and frames, do not survive. Remaining elements are largely limited to the perimeter stone walls, one interior stone wall, and gable-end chimneys of the original building, and the outer walls of the rear shed addition. The lock tender's house also suffered from a loss of integrity prior to the fire; while the building is currently covered with modern stucco, an historic photo indicates that until at least the 1930s, the outer walls of the house were uncoursed rubble stone, lightly stuccoed over.¹⁸ This photo also indicates that the house originally had nine-over-six sashes on its first story and six-over-six sashes on its second story (see Figure 3).

Although the house does not have the ability to convey its significance in the area of architecture, it does maintain sufficient integrity to convey its associations with the Schuylkill Navigation Company and with the growth of the village as a small center of commerce. The building's integrity of materials and workmanship have been heavily compromised by the fire, but they have not been lost; the stone walls as well as the gable end chimneys survive and clearly reveal the original form and structure of the building. In addition, the lock tender's house retains a high level of integrity of setting, feeling, and association; its location at the edge of the

¹⁶ U.S. Bureau of the Census, Federal Population Schedule for 1930; East Coventry, Chester, Pennsylvania; Roll 2019; Page: 1A; Enumeration District: 25; Image: 548.

¹⁷ Wilmer W. McElree, *Around the Boundaries of Chester County* (West Chester, Pennsylvania: n.p., 1934), 465.

¹⁸ Reading Area Community College, Schuylkill Navigation System Collection. Appraisal of Schuylkill Navigation Co. Canal for Commonwealth of Pennsylvania: Stone Former Watchman's Dwelling, East Coventry Township, Chester County, 1947.

locks, for example, recalls the central role of the canal in the growth of the village. These aspects of integrity help to compensate for losses to the house's historic fabric. The lock tender's listing as a contributing resource to the district is justified by its well-documented associations with the village's canal history as well as by its overall integrity.

Purposefully constructed to exploit growing canal traffic, the two-story stone canal store dates to the mid-1800s. Its associations with the events for which the district is historically significant is well documented. The store's associations with region's distinctive vernacular architecture is also well established. While the historic appearance of the building has been compromised by the application of modern stucco and by the removal of certain defining features, such as historic window sashes, the resource nevertheless maintains adequate integrity of location, design, setting, materials, workmanship, feeling, and association to justify its inclusion as a contributing resource to the district.

B-17: Plank Frame House

The mid-nineteenth-century house is listed as a contributing resource to Frick's Lock Historic District. Located near the northern edge of the district, the two-and-a-half-story house has a two-story ell addition at its rear elevation. A layer of fiber-cement shingles covers the original German siding on the building.

The house is unusual for the region because of its plank frame construction. Lacking corner posts, the house is framed with vertical planks that are secured at the sill and plate. Diagonal corner braces provide lateral stability. The presence of a plank frame building in the village is curious and may indicate the work of a non-local builder.

Due to vandalism and neglect, the house is in poor condition. The roof and second story floor in the rear addition has collapsed, but a temporary roof and roof framing remains intact. The integrity of the house has also suffered as a result of vandalism and neglect; the front porch, which spanned the first story of the building and was supported by turned posts and ornamental brackets, is missing and an additional porch on the eastern elevation of the house has been removed. The application of shingle siding to the exterior of the house conceals original German siding.

Although the house has suffered a great loss of integrity since its period of significance, its contribution to the understanding of architectural history is significant. Because of the relative rarity of its plank frame construction in Chester County, as well as its ability to inform scholars and the public about regional building practices, the house should be regarded as a contributing resource to Frick's Lock Historic District.

B-18: Ellis/Hoffman Brick House

The two-and-a-half story brick Ellis Hoffman House dates to the mid-nineteenth century. Located near the northern end of the district, the house was constructed during a period that witnessed a heavy increase of canal-related traffic through Frick's Lock Village. Historic atlases identify the house as that of Ellis Hoffman in 1860 and that of David Hause (the longtime

proprietor of the canal store) in 1873¹⁹ (see Figures 4 and 5). Although Hause had a long association with the house, he probably never occupied the building; the 1873 atlas marks Hause as the owner of three other buildings in the village, including the large dwelling in which he likely lived, Boxwood Manor.

The Ellis/Hoffman House is in poor condition. The roof of the building has collapsed and portions of the floor on the second story have fallen in. The house has also lost some integrity dating to its period of significance; on the front and side elevations, the first story has been parged. On the rear elevation, the second story has been parged. The front shed-roof porch of the house has also been removed. In addition, sashes in several windows have been removed.

The house nevertheless retains a sufficient level of integrity to convey its associations with the areas for which the district is significant - transportation and architecture. While the integrity of workmanship has been diminished by the loss of historic fabric, the building's integrity of design, setting, feeling, and association are good. This resource is one of four mid-nineteenth-century brick houses in the village. Although modest, it represents an architectural transition within rural Chester County that favored the increasing use of brick in the construction of buildings. The Ellis/Hoffman House should remain a contributing resource to Frick's Lock Historic District.

B-19: Brick House

The circa mid-nineteenth-century Brick House is associated with the transition of Frick's Lock from an isolated agricultural settlement to a village of modest commercial importance. The house, which is located at the northern end of the district, appears as that of James Ellis, Jr. on an 1860 map²⁰ (see Figure 4). Ellis, Jr. is identified as a store tender in the 1860 federal census.²¹ The Brick House was constructed during a period in which canal traffic through Frick's Lock was relatively heavy. Located on a small parcel of land, the house is part of a compact development of mid- to late-nineteenth-century houses and appears to be closely associated with canal and railroad-related activities.

The Brick House retains a good level of integrity. The form and structure of the building have not been compromised by applications of modern materials. In addition, the home's porch, which possesses Eastlake-like stick work between its supports, is intact. Although the porch may be a later addition, it is nevertheless a defining feature of the house and fits within the period of significance for the district. While the house is not individually significant for its design, its presence in the district helps to inform the village's evolution from a mid-eighteenth-century farming settlement to a diversified post-Civil War era community that was highly dependent on the canal for its survival.

¹⁹ T.J. Kennedy, "Map of Chester County, Pennsylvania" (Philadelphia T.J. Kennedy, 1860); H.F. Bridgens and A.R. Witmer, *Atlas of Chester County, Pennsylvania* (Lancaster, Pennsylvania: Safe Harbor, 1873).

²⁰ Kennedy, "Map of Chester County, Pennsylvania."

²¹ U.S. Bureau of the Census. Federal Population Schedule for 1860; East Coventry, Chester, Pennsylvania; Roll M653_1093; Page: 333; Image: 340.

B-20: Burns Farmhouse

The National Register nomination dates the Burns Farmhouse to between 1882 and 1892. An 1873 map suggests that the house may have been constructed at least ten years earlier (see Figure 5). This map identifies James L. Ellis as the owner of the house at this time.²² The large size of the house in relation to the smaller dwellings on the south side of Frick's Lock road, as well as the proximity of the house to farmland Ellis purchased in 1853 from the estate of Jacob Frick, his father-in-law, suggests that Ellis may have occupied this building before he sold it to Aaron S. Burns in 1892.

The Burns farmhouse has experienced some loss of integrity following the district's period of significance. A layer of brick-patterned, asphalt sheet siding covers the original German siding, various window sashes have been removed or destroyed, and the front porch, which was supported by wooden posts and brackets, has been removed. The house nonetheless retains a good level of integrity. The plan of the house is largely unchanged. The house also preserves defining features, including much original interior woodwork (including a fireplace mantel with a shallow bracketed shelf and stairs with a circle-end starting step) that help distinguish its owner as a modestly prosperous farmer and businessman. The house is an integral component of Frick's Lock; its construction, as well as survival, provide evidence of the village's changing character and function during the years following the canal boom. The overall integrity of the house, as well as its association with the areas for which the district is significant, justify its continued listing as a contributing resource.

Structure 1: Canal Towpath

Like the canal bed, the canal towpath is a component part of the National Register-eligible Schuylkill Navigation Company from locks 52-53 to locks 54-55. The towpath is also listed as a contributing resource to Frick's Lock Historic District. The towpath, which is located on the east side of the canal, is significant for its associations with the Schuylkill Navigation Company and with the development of Frick's Lock during the nineteenth century. The integrity of the towpath has been compromised by the heavy growth of vegetation at its edges. Historic photos reveal that the path was nearly free of trees and undergrowth when the canal was in operation. The towpath nevertheless retains sufficient integrity to justify its inclusion as a contributing resource to the district. The path's integrity of location and setting are especially high and may compensate for any loss of integrity caused by the intrusion of vegetative overgrowth. It may be useful to consult an archeologist to confirm the presence of specific materials, including stone and earth, that the nomination lists as material components of the towpath.

Structure 2: Canal Holding Basin

The holding basin is a component part of the National-Register eligible Schuylkill Navigation Company from locks 52-53 to locks 54-55. The National Register nomination also includes the

²² Bridgens, *Atlas of Chester County*.

holding basin as a contributing resource to Frick's Lock District.²³ The nomination notes that the holding basin is an earthen structure. The structure has been filled in and does not exhibit any visible above-ground remains. While the basin's association with the canal is evident, its integrity should be evaluated with the aid of a qualified archaeologist.

Structure 3: Canal Bed

The canal bed in the vicinity of Frick's Lock dates to the mid-1820s. Research suggests that the bed was filled with water through at least 1937, but that it had stopped functioning as a component of a transportation system a decade earlier. Newspaper articles dating to the late nineteenth and early twentieth centuries chronicle the troubles of the canal during this period and even earlier. Indeed, by 1900, the railroad had deprived the canal of so much freight that traffic on the waterway was reduced to just a handful of boats each day.²⁴ During the early twentieth century, isolated efforts to repair and upgrade the infrastructure of the canal did little to attract more boats to the water. By 1919, "word that the old Schuylkill canal will be used no more, but allowed to fill with mud" signaled the death of the once celebrated waterway²⁵

The canal bed is a component part of the National Register-eligible Schuylkill Navigation Company from locks 52-53 to locks 54-55.²⁶ The canal bed is also listed as a contributing resource to Frick's Lock Historic District. A conduit for canal traffic, the bed has significant associations with the Schuylkill Navigation Company and the development of Frick's Lock as a small commercial hub of local value. Although the National Register nomination identifies the canal bed as a stone, earth, and log structure, an archaeologist should be consulted to both verify the structure's materials and construction, and to determine its eligibility under Criterion D.

Structure 4: Canal Locks Nos. 54 and 55

Canal locks 54 and 55 are paired double locks. With the exception of Laurel Locks, they are the only combined, or double lift locks, on the Schuylkill Navigation Canal. Locks 54 and 55 represent an upper chamber and a lower chamber, respectively. The double locks allowed boats to navigate gradients that were too high to mount with a single lift. In 1846 the Schuylkill Navigation Company widened each of the locks to create parallel east/west adjacent locks that each contained two chambers. The parallel locks accommodated increased traffic on the canal by letting two boats pass through simultaneously. An early 1880s survey of the canal reveals the design of the parallel double lock lift²⁷ (see Figure 6). A federal census indicates that a

²³ Ibid.

²⁴ The Chester County Historical Society has a newspaper file that contains voluminous clippings documenting the decline of the canal during the late nineteenth and early twentieth centuries.

²⁵ Chester County Historical Society. Newspaper Clippings File: Schuylkill Navigation Company, 1919: L 8.18 1919.

²⁶ SHPO Eligible 02/07/2005; ER No: 2003-8005-029. Key No. 140714.

²⁷ Schuylkill Navigation Company Survey of Locks 54 and 55, 1882-1884, in William Stuart Wells, "The Schuylkill Navigation and the Girard Canal." (masters thesis, University of Pennsylvania, 1989), 126.

tender, James Miller, was operating Frick's Locks through at least 1920.²⁸ (Miller, who lived with his wife, seven children, and a boarder, presumably occupied the lock tender's house.) An historic aerial photo suggests that the lock structures may have been filled with water through at least 1937.²⁹

Locks 54 and 55 are highly significant for their associations with Schuylkill Navigation Company and with the growth of Frick's Lock during the nineteenth century. At lock 54, visible above-ground remains of the structure are limited to stone coping on the walls, stone stairs, and portions of what may be the stone wing walls on the east and west sides of the structure. At lock 55, visible above-ground remains include what may be stone wing walls and unidentified cut stone in the area of the filled chamber.

Canal locks 54 and 55 are listed as contributing resources to Frick's Lock Historic District. The locks are also components of the National Register-eligible Schuylkill Navigation Canal in this area.³⁰ Locks 54 and 55, as well as related components of the canal at Frick's Lock, should be evaluated as an archeological site for potential eligibility under Criterion D.

Structure 5: Portions of Frick's Lock Road

The National Register nomination incorrectly dates the section of Frick's Lock Road that runs through the district to 1777. The nomination notes that the road was part of a route that ran directly from Heister's Ford to Parker's Ford, through the property of Peter Grumbacher. A thoroughly documented historic survey, however, definitively dates the road through the village to 1856³¹ (see Figure 7). This survey, which is accompanied by a detailed map, indicates that Frick's Lock Road commenced at its current location on Sanatoga Road, passed by the residences at the northern end of the district, and after a sharp turn near the canal, continued south past the remaining buildings in the village as well as through the "improved land" of John and David Frick." The 1856 survey and map show that the road terminated at Sanatoga Road, approximately one-half mile south of its starting point.

The 1856 road survey and map are highly revealing and lend new information to the history of the village. These documents show the presence of several non-extant buildings within the National Register boundaries including James L. Ellis's "boat, timber, and steam saw mill" at the northern end of the district, and Elhanan Frick's lumber and coal yard along the canal. The documents also confirm the mid-1850s construction date of E.W. Frick's canal store.

The portion of Frick's Lock Road that passes through the village is important to the history of the district. The road was spine on which the nineteenth-century village was planned and over

²⁸ Bureau of the Census, 1920 United States Federal Census, East Coventry, Chester, Pennsylvania; Roll T625_1549; Page: 3B; Enumeration District: 28; Image: 1069.

²⁹ Hagley Digital Archives: Dallin Aero Surveys, County ID: ahk, Roll ID: 68 Photo #: 23; 30 November, 1937.

³⁰ SHPO Eligible 02/07/2005.

³¹ "Proceedings on a Road in the Township of East Coventry," 9 August 1856. Chester County Archives. Clerk of Courts: Road and Bridge Papers, Docket J, pages 278-280.

which agricultural and canal-related goods passed. During the second half of the nineteenth century, the road provided access to John Frick's brick and tile works, located approximately 500 feet south of the southern boundary of the district. By the late nineteenth century, it also carried a stone arch bridge over the tracks of the newly laid tracks of the Pennsylvania Railroad.

Frick's Lock road has a good level integrity. Its course through the village is the same as that reflected on historic maps. The road is currently macadamized. Although the early road was probably dirt, an historic map indicates that it was paved by 1934.³² Frick's Lock Road should be regarded as a contributing resource to the district.

Structure 6: Stone Arch Bridge spanning Wells Creek Ravine

The National Register nomination dates the stone arch bridge over Wells Creek to 1777, based on a stone in the bridge bearing this date. However, a visual inspection of the bridge does not confirm this finding. The bridge more likely dates to a later period; its erection was probably concomitant with construction of the 1856 road that runs through the village. Like the road, the bridge facilitated the movement of traffic in and out of the village and hastened the development of Frick's Lock during the nineteenth century. The bridge, which was probably constructed of locally quarried stone, retains a high level of integrity. Although the northwest wing wall of the bridge has collapsed into the bed below it, the bridge preserves its structure and historic character. The bridge should remain a contributing resource on the National Register nomination.

Structure 7: Aqueduct

The aqueduct is located at the southern end of the district. The structure carried the canal over Wells Creek ravine. Above-ground remains of the aqueduct are limited to large abutments of semi-dressed stone. The timber walls of the aqueduct, which served as a container for the canal water, are not extant. The National Register nomination dates the aqueduct to between 1820 and 1824. Although there was undoubtedly an aqueduct at this site when the canal was completed during the 1820s, visible extant remains of the Frick's Lock aqueduct date to 1872. During this year, according to a report by the Schuylkill Navigation Company, "the one-span aqueduct below lock nos. 54 and 55 was rebuilt during the last winter, with new abutments, wing walls, and sides."³³

The aqueduct is a significant component of the Schuylkill Navigation Company's Girard Canal. Although its timber walls are gone, its massive stone abutments survive to document an engineering system designed to carry the canal over a natural waterway. Because of its associations with the development and operation of the canal and its overall integrity, the aqueduct should remain a contributing resource to the district.

³² Franklin Survey Company, *Property Atlas of Chester County, Pennsylvania. Vol. II.* (Philadelphia: Franklin Survey Company, 1934).

³³ "Report of the President and Managers of Schuylkill Navigation Company to the Stockholders, 1873," quoted in William Stuart Wells, "The Schuylkill Navigation and the Girard Canal." (master's thesis, University of Pennsylvania, 1989), 126.

Structure 8: John Frick Barnyard Wall

The mid-nineteenth-century John Frick barnyard stone wall is associated with a barn that was destroyed in 1998. Likely constructed of locally quarried stone, the barnyard wall contained livestock and aided in the production of manure. A portion of the wall has been removed to create access from Frick's Lock Road to the fields east of the village. Although this loss has undermined the integrity of the wall, it has not fatally compromised the historic character of the resource. The wall qualifies for listing as a contributing resource because of its associations with the canal-era village and because of its contributions to the built environment of the district.

Structure 9: Elhanan Frick Barnyard Wall

The National Register nomination erroneously identifies Structure 10 as a stone barnyard wall. This resource is actually a curved retaining wall that joins with a stone barnyard wall to the immediate south. The retaining wall is associated with the Elhanan Frick bank barn and may date to the period of construction for the bank barn. The wall was constructed to create a level surface at the barn's upper threshing level. The wall, which was probably constructed with locally quarried stone, contributes to the significance of the district in the areas of architecture and should be regarded as a contributing resource.

Site 1: John Frick Barn

The John Frick Barn dates to the mid-nineteenth century. The barn was significant both for its design and construction - which summoned Chester County vernacular building traditions - and with the Schuylkill Navigation Canal, a venture that brought relative prosperity to the village. Although above-ground features of the John Frick Barn were completely demolished in 1998, the associated site was nevertheless identified in the 2003 National Register nomination as contributing resource to Frick's Lock Historic District. The site does not maintain enough above-ground integrity to qualify as a contributing architectural resource to the district because it cannot convey its significance. It is recommended that the barn and silo site, which may retain below-ground remains, be evaluated by a qualified archaeologist to determine potential eligibility as contributing resource under Criterion D.

Site 2: Piggery, Heifer, and Blacksmith Shop

Like the John Frick Barn, the site associated with the piggery, heifer, and blacksmith shop does not maintain adequate integrity to convey its significance as a contributing architectural resource to Frick's Lock Village. The above-ground remains of the site consist of nine poured concrete footings that probably supported the piggery, heifer, and blacksmith shop. The site should be assessed by a qualified archaeologist to establish its significance in relation to the district and to determine if it warrants listing as a contributing archaeological site under Criterion D.

Site 3: Stone Quarry

The circa 1775 stone quarry should be regarded as a contributing resource to Frick's Lock

Historic District. The 2003 nomination notes that quarry, which is located in the southwestern area of the village, was a source of stone for many of the buildings and structures in the village. More recent research conducted for the purpose of this survey indicates that the quarry had additional value to the village and was in active use through at least the end of the nineteenth century. According to an 1894 newspaper article, the Pennsylvania Slag and Stone Company of Philadelphia signed a ten-year lease to mine stones from the quarry at Frick's Lock. The company, which transferred the stone via a siding to the Pennsylvania Railroad, considered its lease a "boon" because the "chop rock" at the quarry was "extremely scarce" and was recognized as a superior medium for macadamizing Philadelphia streets. The paper noted that the owner of the quarry, John Frick, would reap considerable profits from his business arrangement with the excavating company. Frick, the *Pottstown News* reflected, would "realize as much from [the lease] as the entire farm is worth at the present market price."³⁴ The Pennsylvania Slag and Stone Company leased land on both the east and west sides of the railroad tracks and was reported to have employed 50 men at the quarry.

Site 4: Boatyard and Sawmill

An 1860 map reveals the presence of a sawmill within close proximity to the canal.³⁵ The 1856 survey of Frick's Lock Road also documents a sawmill in this area. There are no visible above-ground remains of a boatyard or sawmill site, however. It is recommended that a qualified archaeologist make a determination about the possible presence of a sawmill or boatyard site within the current district boundaries. If it is established that the resource is located within the district boundaries, research should be undertaken to determine both its relationship to Frick's Lock and its significance to the district.

Survey Findings: Evaluation of Non-Listed Historic Resources

The survey located additional possible historic resources within Frick's Lock Historic District that are not identified in the National Register nomination. Recommendations for these resources are noted below.

B-22: Barn at Burns property

The late-nineteenth or early-twentieth century barn is associated with B-20, the frame house of Aaron Burns. The two-story, gabled-roof frame barn is covered on all sides with corrugated metal siding that postdates the district's period of significance. The metal siding fully obscures the barn's vertical board siding. Although the building appears to be a mixed-use barn, the condition and integrity of the building make the barn's original use and design difficult to determine.

One of several outbuildings associated with the farm, the barn is located just to the north of the Burn' house. A federal agricultural census indicates that in 1927, the property associated with

³⁴ Chester County Historical Society. Newspaper Clippings File: Pennsylvania Slag and Stone Company: L11.23.1894.

³⁵ Kennedy, "Map of Chester County, Pennsylvania."

the Burns farmstead had one tractor and a three-acre orchard of pear and apple trees.³⁶ It is reasonable to assume that L. Stephen Overholtzer, the farm owner at the time, used the barn to aid in the operation of his dairy.

The Burns barn does not contribute to Frick's Lock's significance in the area of transportation; by the time the barn was constructed, the Schuylkill Navigation Company's canal had long ceased to be an asset to the residents of Frick's Lock. Because of its poor condition and integrity, it is difficult to determine the architectural significance of the barn; the metal siding not only conceals the building's original materials, it also greatly conceals the form of the building. The extremely poor condition of the barn's interior also limits any understanding of the resource's historic use; the roof, floor, and back wall have collapsed. Because of its poor condition, the barn lacks sufficient integrity to convey any potential significance in the area of architecture. The barn should not be listed as a contributing resource to the district.

Structure 11: Chicken Coop

The chicken coop is located to the southeast of the Burns barn. The coop is elevated off the ground on cinderblocks at the corners. The frame building, which is sheathed with vertical wood board siding, has a shed roof. At its southern elevation the coop has a board-and-batten door. Like many chicken coops of this era, this building has a south facing window to allow for maximum penetration of natural light. The window has six-over-six sashes. The chicken coop retains a good level of integrity. Its materials are original to its date of construction and the function of the resource is evident from a visual inspection.

Although the chicken coop is associated with farming operations located on the Burns property, it shares a weak association with the events for which the district is significant: transportation and architecture. The coop likely dates to the early twentieth century and is therefore not historically associated with canal-related activities. A common architectural form that was not locally or regionally distinctive, the chicken coop does not qualify for listing as a contributing resource to the village (see recommendations for evaluation of district in the area of agriculture).

Structure 12: Corn Crib

The grain storage shed is associated with the Burns farm. The shed, which dates to the late nineteenth or early twentieth century, is located between the Burns house and Burns barn. The framed structure is typical of grain storage sheds of this period. Widely spaced horizontal slats, which were employed for ventilation purposes, form the outer walls. The shed is associated with an early-twentieth-century farm and does not contribute to the significance of the district in the areas of transportation or architecture. The shed should not be regarded as a contributing resource to the district (see recommendations for evaluation of district in the area of agriculture).

³⁶ Pennsylvania State Archives, Harrisburg; record Group 1, Records of the Department of Agriculture; Division of Crop Reporting; Farm Census Returns, 1927, Chester County, East Coventry Township.

Structure 13: Iron Fence at Manor House

This forged iron hairpin fence runs parallel to Frick's Lock Road approximately 15 feet from the Summer Kitchen. It extends north, approximately x feet, from a point just south of the kitchen. The fence, which is interrupted by a walkway that runs east towards the Manor House, may have been part of a larger feature that once contained the "yard" associated with the Manor House and kitchen. Dating to the late nineteenth or early twentieth century, the hairpin fence is a character-defining feature of the district. Its placement at the edge of the Manor House property reflects ideals that governed the use of space during the Victorian era. Indeed, the dwelling's occupants used a simple, yet decorative iron fence to effectively create a suburban "front lawn" in a rural village. By separating the house, kitchen, and immediate land from the surrounding fields, the fence introduced a sense of order to the property. The fence should be regarded as an important small-scale element within the district.

Site 5: Building Site

Historic maps and aerial photographs suggest that there was a building near the bend at the Frick's Lock road.³⁷ The maps and photographs indicate that the building was on the south side of the road, adjacent to resource B-17. An 1873 map shows the property to be that of David Hause, the owner and operator of the canal store. A 1934 survey map indicates that the building was likely a shed or a barn.³⁸ It may be useful for an archaeologist to examine this site to make a recommendation about its potential as an archaeological site, based on its history, significance and integrity.

Site 6: Wells Chicken House

The Wells chicken house, which was identified as a building in the 1987 John Milner report, is not extant. Above-ground remains of the resource, which are located to the north of the John Frick barn site, are limited to a concrete foundation. The Wells chicken house, which was constructed during the early twentieth century, does not possess any above-ground integrity, nor does it contribute to the significance of the district in the areas of transportation and architecture. The chicken house is consequentially ineligible for listing as a contributing resource to the district.

Site 7: Lock Tender's House Outbuilding

Historic maps and photos indicate that a frame outbuilding once stood to the north of the lock tender's house. This building is also visible in a late-nineteenth-century lithograph of Frick's Lock Village.³⁹ An 1856 survey of Frick's Lock Road suggests that the building that once occupied this site may have been used to store coal. The site should be evaluated by a qualified archaeologist.

³⁷ Kennedy, "Map of Chester County, Pennsylvania"; Bridgens, *Atlas of Chester County, Pennsylvania*; Dallin Aero Surveys, 30 November, 1937.

³⁸ Franklin Survey Company, *Property Atlas of Chester County, Pennsylvania*.

³⁹ Cremers, *Coventry: The Skool Kill District*, 115.

Section Three

Additional Findings

The Frick's Lock Historic District should be evaluated for its significance in the area of agriculture. Research indicates that farming helped sustain Frick's Lock before, during, and after the Schuylkill Navigation Company established a presence in the village. Indeed, information compiled from federal population and agricultural censuses from the mid-nineteenth century to 1930s indicates that historically, farming was one of the primary occupations Frick's Lock residents.

The presence of early agricultural-related buildings at Frick's Lock provides visual evidence of the importance of farming to this community during the late eighteenth and early nineteenth centuries. Scholarly research also confirms that Frick's Lock was an early and productive farming settlement during this period; the village's earliest resident, Peter Grumbacher, cultivated 150 acres of land in the vicinity of his mid-1800s farmstead. Grumbacher's daughter, Catherine, and son-in-law, Jacob Frick, farmed this land into the 1800s. Their heirs continued farming much of the land through the nineteenth century.

The importance of agriculture to residents of Frick's Lock became even more magnified following the gradual abandonment of the canal during the late nineteenth and early twentieth centuries. The prevalence of farmers in and around the village during the late nineteenth century points to a move by residents to embrace work other than that which was directly tied to the canal. A 1902 newspaper article noted that the near cessation of canal traffic had led "boatmen who have found a livelihood upon this inland waterway to turn to another means of making a living, and during the summer they have rented and farmed small tracts of land" in the vicinity.⁴⁰ The Pennsylvania railroad's decision to locate a station at Frick's Lock in 1885 may even have been influenced by an understanding that the community would continue to be relevant even after the Schuylkill Navigation Company abandoned operations on the canal. This frame Stick-style station (which is not extant) was located at the southwest intersection of Frick's Lock Road and the tracks. A landlord, at least, saw the benefit of offering "summer boarding at Frick's Lock five minutes' walk from the station."⁴¹ This advertisement was more likely directed toward seasonal farm laborers than summer vacationers. During the year in which the Pennsylvania Railroad established a station at Frick's Lock, residents of the village also rallied to get an "agricultural implement and machine shop" located in their community.⁴² These efforts attest to residents' faith in the ability of a farming economy to sustain their community.

Land within John and Jacob Frick's farmstead was being cultivated well into the twentieth century; a federal agricultural census reveals that in 1927, property associated with this farmstead was used to cultivate crops such as corn, wheat, oat, and potatoes. During this year,

⁴⁰ Chester County Historical Society. Newspaper Clippings File: Schuylkill Navigation Company, 1902: L.9.18.1902.

⁴¹ *Philadelphia Inquirer*, 16 May, 1900: 14.

⁴² Chester County Historical Society. Newspaper Clippings File: L 4.27.1885.

the historic Frick farmstead, which contained two silos, also had peach and apple orchards and a large number of livestock, including 200 hens and 56 head of cattle.⁴³

The presence of a large warehouse at the northern end of the village has diminished the ability of the district to convey its associations with eighteenth and nineteenth-century farming. The Limerick Generating Station, which is located on the east side of the Schuylkill River, has also undermined the ability of Frick's Lock to convey its historical function as a farming community; the plant's massive cooling towers have an obvious adverse visual effect on the village. Noise from the plant also compromises the integrity of feeling.

Frick's Lock nevertheless retains a high level of integrity as an agricultural landscape. The village's integrity of location, design, and association are particularly good; the layout of Frick's Lock demonstrates a conscious effort to apply prevailing methodologies to the planning and siting of discrete farm-related buildings and structures within the village. The neighboring fields, which are still cultivated, also lend the village the appearance of an intact farming community. Based on the above findings, the district should be evaluated for its potential significance in the area of agriculture.

Section Four

Conclusions

Based on the findings of this survey, the current boundaries of Frick's Lock Historic District appear to be appropriate. A majority of resources listed as contributing on the 2003 National Register continue to share an association with the Schuylkill Navigation Company. Many also remain important for their contributions in the area of architecture. Although the justification for the northeast boundary of the district is weak due to the indeterminate location of the boat yard, a contraction or extension of the district boundaries is not currently justified.

Discrete resources within the district should be evaluated for their significance as archaeological resources. Although the National Register nomination lists several archaeological sites as contributing resources to the district, it is unclear if these sites, which presumably contain below-ground remains, have been evaluated by a qualified archaeologist. Until they are, their status as contributing resources to the district should be regarded as indeterminate. Because of the district's concentration of historic resources - which appear to have remained relatively undisturbed since the period of significance - Frick's Lock should also be evaluated as a possible archaeological district.

Finally, Frick's Lock should be evaluated for its possible significance in the area of agriculture. From the mid-eighteenth century until at least 1930, the village functioned as a farming hamlet. Its significance as an agricultural community both contributed to and reflected its significance as a canal-oriented community.

⁴³ Pennsylvania State Archives, Farm Census Returns, 1927. Chester County.

Section Five

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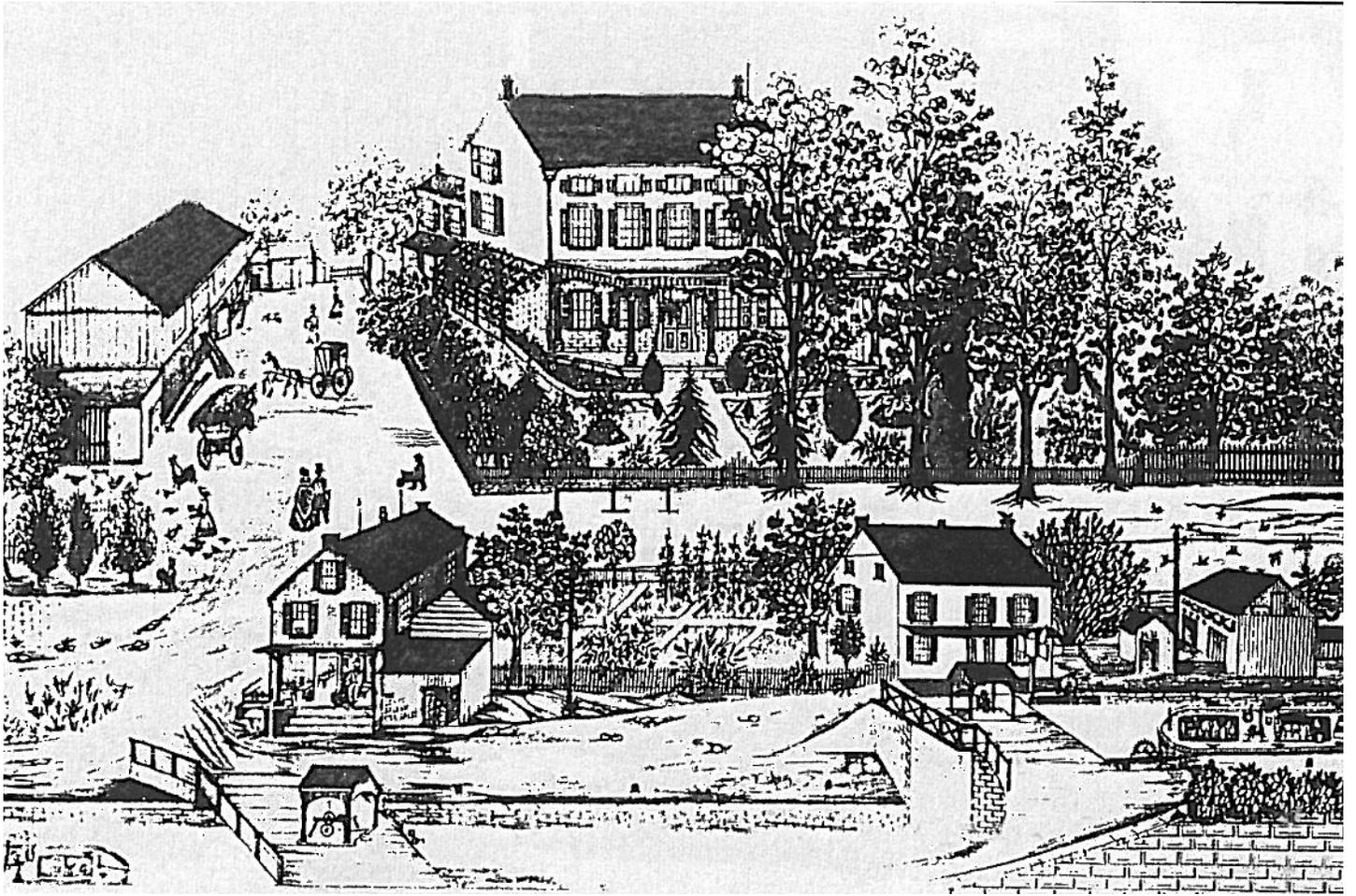


Figure 1. Lithograph of Frick's Lock Village, circa 1860. Reproduced from Estelle Cremers, *Coventry: The Skool Kill District*, 2003.

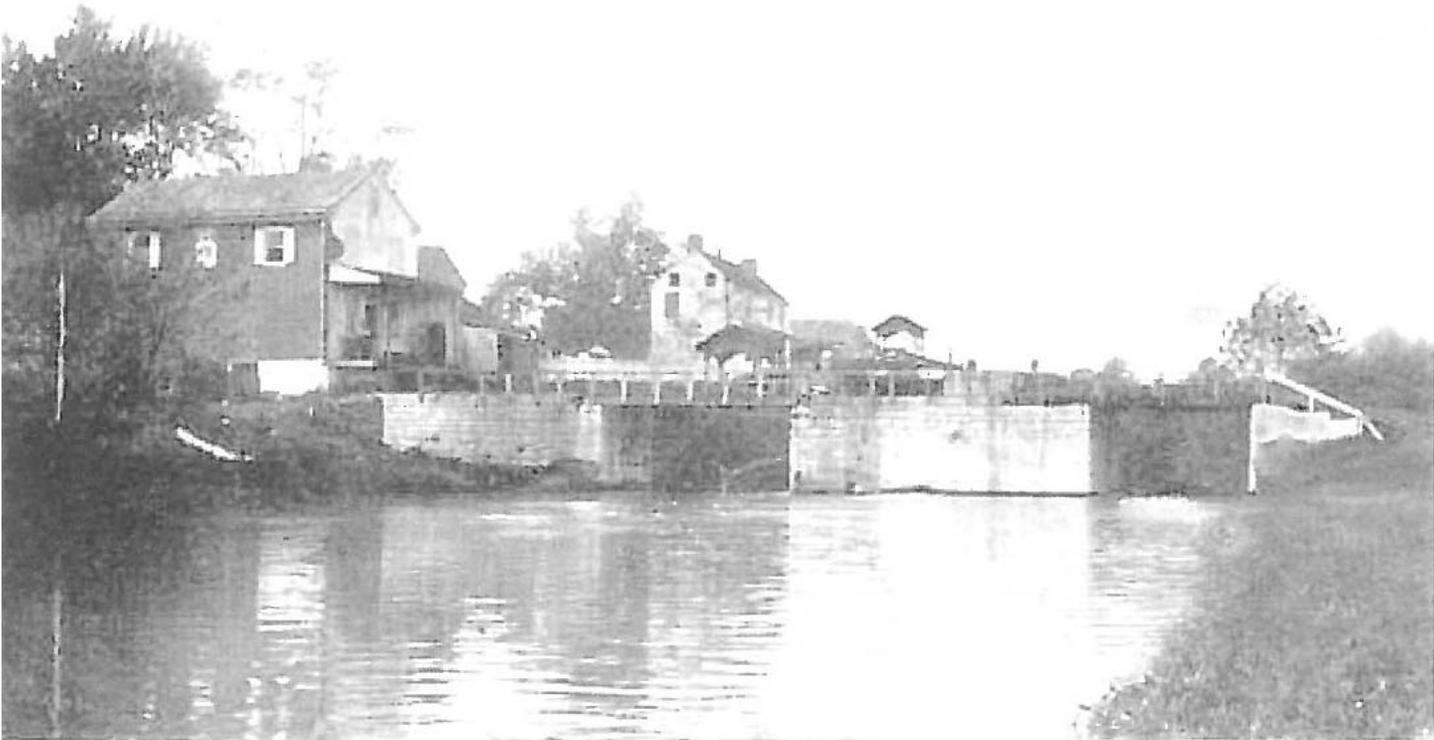


Figure 2. Undated photographs of Locks 54 and 55, with canal store in background.

Reproduced from Laura Catalano and Kurt D. Zwikl, Along the Schuylkill River, 2009.



Figure 3. Photograph of Lock Tender's House, 1846. Reading Area Community College, Yocum Library, Schuylkill Navigation Collection.

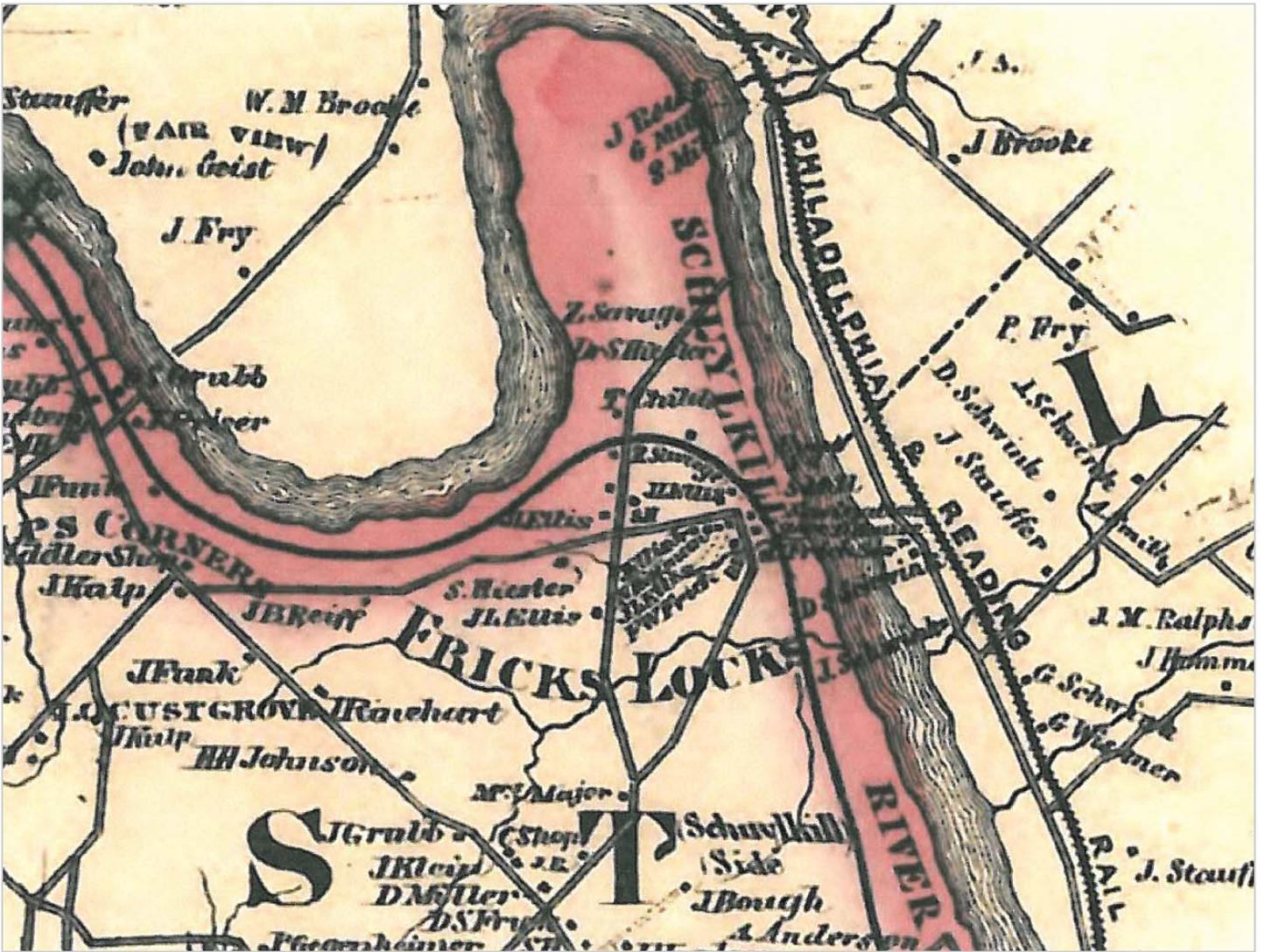
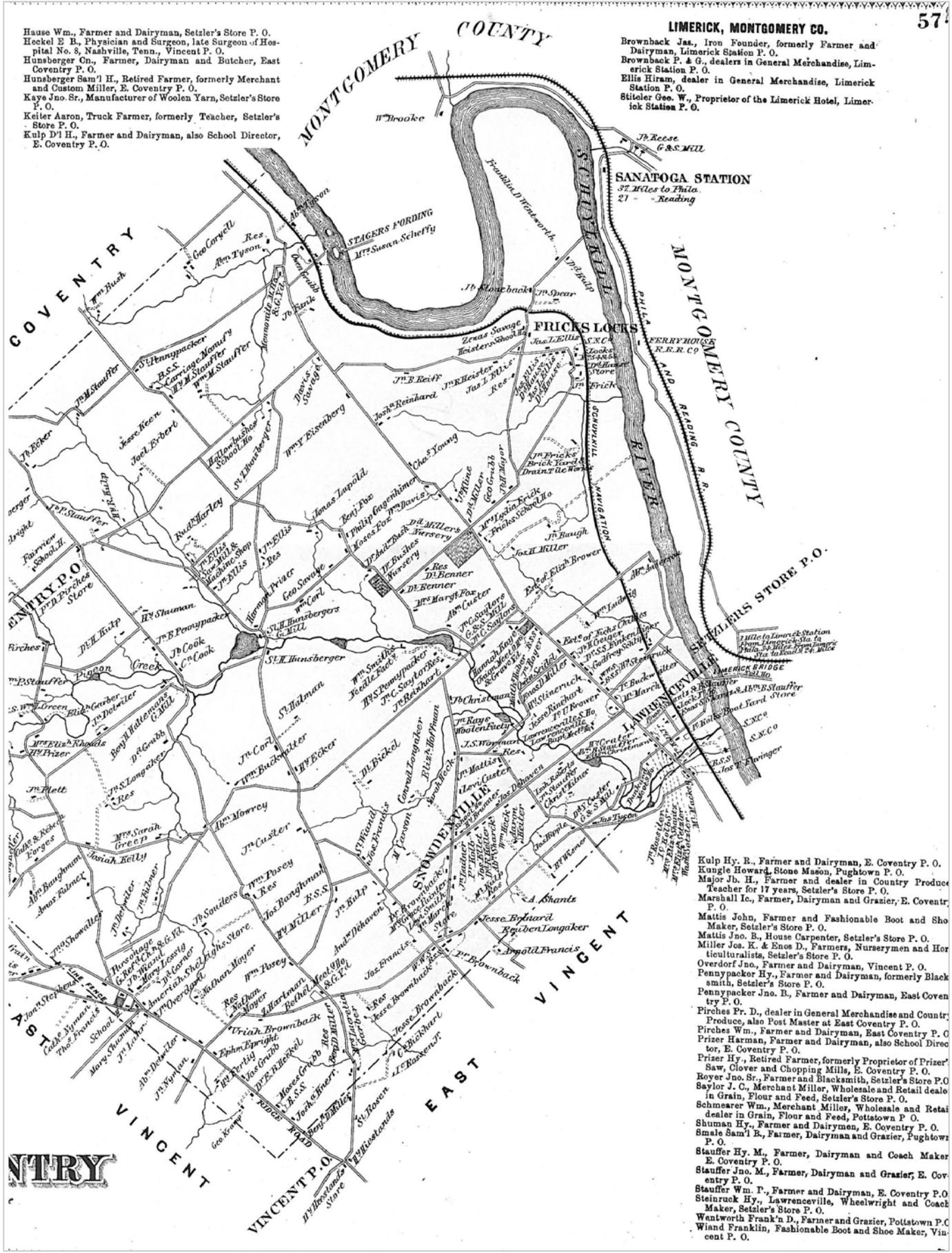


Figure 4. T.J. Kennedy, "Map of Chester County, Pennsylvania," 1860.

Hause Wm., Farmer and Dairyman, Setzler's Store P. O.
 Heckel E. B., Physician and Surgeon, late Surgeon of Hospital No. 8, Nashville, Tenn., Vincent P. O.
 Hunsberger Ch., Farmer, Dairyman and Butcher, East Coventry P. O.
 Hunsberger Saml H., Retired Farmer, formerly Merchant and Custom Miller, E. Coventry P. O.
 Kaye Jno. Sr., Manufacturer of Woolen Yarn, Setzler's Store P. O.
 Keiler Aaron, Truck Farmer, formerly Teacher, Setzler's Store P. O.
 Kulp D. I. H., Farmer and Dairyman, also School Director, E. Coventry P. O.

LIMERICK, MONTGOMERY CO.
 Brownback Jas., Iron Founder, formerly Farmer and Dairyman, Limerick Station P. O.
 Brownback P. & G., dealers in General Merchandise, Limerick Station P. O.
 Ellis Hiram, dealer in General Merchandise, Limerick Station P. O.
 Stiteler Geo. W., Proprietor of the Limerick Hotel, Limerick Station P. O.



Kulp Hy. R., Farmer and Dairyman, E. Coventry P. O.
 Kungle Howard, Stone Mason, Pughtown P. O.
 Major Jb. H., Farmer and dealer in Country Produce Teacher for 17 years, Setzler's Store P. O.
 Marshall Ic., Farmer, Dairyman and Grazier, E. Coventry P. O.
 Mattis John, Farmer and Fashionable Boot and Shoemaker, Setzler's Store P. O.
 Mattis Jno. B., House Carpenter, Setzler's Store P. O.
 Miller Jno. K. & Enos D., Farmers, Nurserymen and Horticulturalists, Setzler's Store P. O.
 Overdorf Jno., Farmer and Dairyman, Vincent P. O.
 Pennypacker Hy., Farmer and Dairyman, formerly Blacksmith, Setzler's Store P. O.
 Pennypacker Jno. B., Farmer and Dairyman, East Coventry P. O.
 Pirches Fr. D., dealer in General Merchandise and Country Produce, also Post Master at East Coventry P. O.
 Pirches Wm., Farmer and Dairyman, East Coventry P. O.
 Prizer Harman, Farmer and Dairyman, also School Director, E. Coventry P. O.
 Prizer Hy., Retired Farmer, formerly Proprietor of Prizer Saw, Clover and Chopping Mills, E. Coventry P. O.
 Royer Jno. Sr., Farmer and Blacksmith, Setzler's Store P. O.
 Baylor J. C., Merchant Miller, Wholesale and Retail dealer in Grain, Flour and Feed, Setzler's Store P. O.
 Schmeaer Wm., Merchant Miller, Wholesale and Retail dealer in Grain, Flour and Feed, Pottstown P. O.
 Shuman Hy., Farmer and Dairyman, E. Coventry P. O.
 Smale Saml B., Farmer, Dairyman and Grazier, Pughtown P. O.
 Stauffer Hy. M., Farmer, Dairyman and Coach Maker, E. Coventry P. O.
 Stauffer Jno. M., Farmer, Dairyman and Grazier, E. Coventry P. O.
 Stauffer Wm. P., Farmer and Dairyman, E. Coventry P. O.
 Steinruck Hy., Lawrenceville, Wheelwright and Coach Maker, Setzler's Store P. O.
 Wentworth Frank N. D., Farmer and Grazier, Pottstown P. O.
 Wiand Franklin, Fashionable Boot and Shoe Maker, Vincent P. O.

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Figure 5. H.F. Bridgens and A.R. Witmer, Atlas of Chester County, Pennsylvania, 1873.

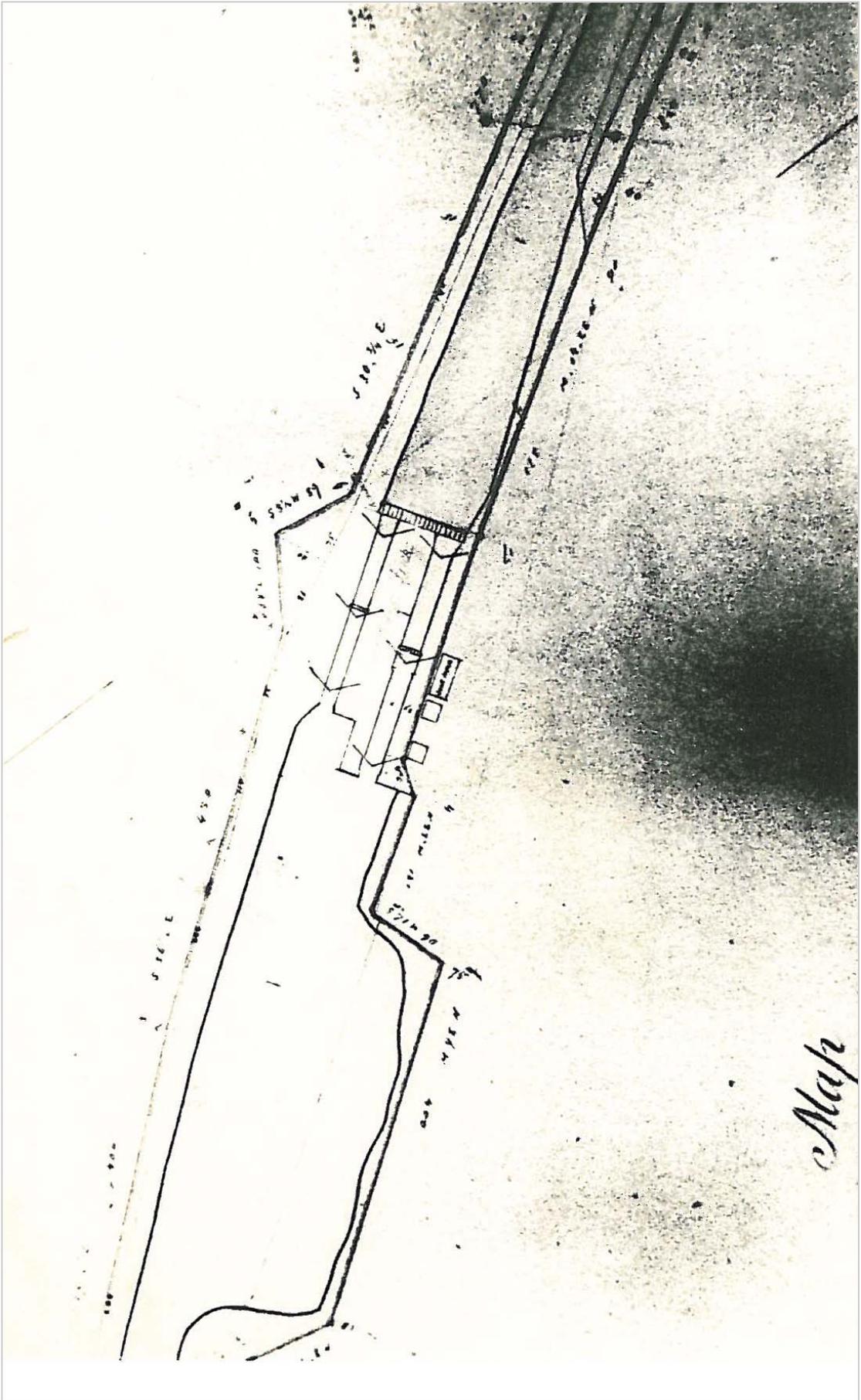


Figure 6. Schuylkill Navigation Company survey of Frick's Locks nos. 54 and 55, 1882-1884. Reproduced from William Stuart Wells, "The Schuylkill Navigation and the Girard Canal," 1989.

