

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Fricks Locks Historic District

other names/site number N/A

2. Location

street & number End of Fricks Lock Road, approx. 1000'E. of Sanatoga Road Not for publication

city or town East Coventry Township N/A vicinity

state Pennsylvania code PA county Chester code 029 zip code 19465

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Ken Hutter DSHPD October 2, 2003
Signature of certifying official/Title Date

Pennsylvania Historical & Museum Commission
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of the Keeper

Date of Action

Name of Property

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
12	2	buildings
5	0	sites
10	0	structures
0	0	objects
27	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed
in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: water-related

Domestic: single dwelling

Current Functions
(Enter categories from instructions)

Vacant/Not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Colonial: Federal

Other: Swiss Bank House

Mid-19th Century

Materials
(Enter categories from instructions)

foundation Stone: sandstone

walls Stone: sandstone

Brick; wood; stucco.

roof Asphalt/Metal

other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

SEE CONTINUATION SHEETS

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from Instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1757-1930

Significant Dates

1824, 1834, 1846

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

UNKNOWN

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

East Coventry Historical Commission

10. Geographical Data

Acreage of Property approximately 18 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	449120	4452535
Zone	Easting	Northing	
2	18	449265	4452600

3	18	449420	4452400
Zone	Easting	Northing	
4	18	449215	4452135

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Estelle Cremers

organization Historical Land Research date 11/25/2002

street & number 1801 Ridge Road telephone 610-469-6977

city or town Pottstown, state PA zip code 19465

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets X

Maps

- X A USGS map (7.5 or 15 minute series) indicating the property's location.
- X A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- X Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Limerick Nuclear Generating Station
 Att: Lisa Washak 610-718-3025
 street & number Evergreen & Sanatoga Roads telephone 215-841-4000
 city or town Sanatoga state PA zip code 19464

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Fricks Locks Historic District
Chester County, Pennsylvania

Fricks Locks Historic District is a nineteenth/twentieth century canal village, part of the Girard Reach on the Schuylkill River Canal in East Coventry Township, Chester County, Pennsylvania. It is a small district of twelve contributing buildings, ten contributing structures, and five contributing sites. There are no objects, and only two noncontributing buildings. The general appearance of the village is that of an early nineteenth century double-lock canal station situated on an active farm within which a store, a lockkeepers house, and several dwellings were built. The dwellings are two-story stone, brick, or frame buildings, some plastered, ranging in date from 1757 to 1892. On eighteen acres, the district accurately portrays the activity of the 19th and early 20th centuries at this spot. The locks were filled (not demolished) after 1930, and a large dairy barn and silo were taken down in 1998. Otherwise, the integrity of the village remains intact giving a true representation of a canal village.

SETTING, LAYOUT, GENERAL LANDSCAPE OF DISTRICT:

The Grumbacher 1757 House, the John Frick Manor House, Summer Kitchen, the Wagon Shed and remnants of farm buildings lay together in the south section of the village and include remnants of landscape plantings. The Elhanan Frick buildings, store, lockkeeper's house, locks and basins, and four newer dwellings fill the northern end of the village. Although the earliest standing building is the Grumbacher stone 1757 House (B-1), general appearance of the village is that of the 19th century. The 1757 House (B-1), the John Frick stone Manor House (B-2 - original thought to be ca.1820s, remodelled in 1854), and the stone Lockkeeper's House (B-5, ca.1824) are the oldest contributing buildings on the nominated tract. A ca.1850 stone and frame one-and-a-half story Wagon or carriage Shed (B-4) still stands. The contributing 1847 Elhanan Frick house (B-6), identified as 'Boxwood' for its quantity of English box bushes, the store (B-8), and two mid-19th century dwellings (B-10 and B-11) are constructed in brick plastered over. Two other dwellings (B-9 and B-12) are sided wood. House B-9, built ca.1855-56, is a plank house (uncommon in Chester County) sided-over with German siding and hidden under an additional asphalt or 'mineral cement' siding. House B-12 is a typical timber frame building, the German siding under 'insulated brick' or 'roll' siding. All are contributing. Brick used in these dwellings was a soft brick, termed salmon brick, and was made locally at a nearby brickyard. Because of its porosity, stucco was often, but not always, added. Stucco is used over all the stone buildings and was probably original to them.

A contributing stone & frame barn (B-7) was built by Elhanan Frick for a few animals and storage of store inventory about the same time as the stucco-over-brick 'Boxwood' house (B-6). It shows the stable to be native stone. The hay floor is part stone and part timber frame currently covered with asbestos shingles. There are also several small coops and a building, in poor repair, patched with various corrugated metal sidings behind house B-12 and included with that number as buildings of little or no consequence. B-7 thru B-12 are contributing buildings. The two noncontributing buildings are a concrete block one-floor garage (B-13) with an open lean-to shed attached on its long side and built on the light foundations of a canal mule barn. The other is a one-floor concrete block utility building of small capacity (B-14) beside the Elhanan Frick barn. These were built after 1953.

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Fricks Locks Historic District
Chester County, Pennsylvania

The site of the John Frick 1857 large stone barn (S-1), with frame forebay and long and high attached frame shedding and a modern silo, was demolished in 1998. The contributing barnyard wall remains as St.-9. Site S-2 identifies nine poured concrete footings that once supported a piggery and heifer barn and a blacksmith shop. S-3 identifies a now collapsed farm outbuilding while S-4 locates the non-operating site of the small stone quarry (near the high stone arch bridge) from which building stone was extracted for the bridge and farm buildings. These sites and structure lie SW of the 1757 House (B-1) and the Manor House (B-2) and are each contributing. The boat repair basin and saw mill site (S-5) is indicated as a site rather than part of the canal structure because it was an adjunct business not run by the Navigation Company.

The canal locks (St.-3), which date to 1824, are directly in front of the Lockkeeper's house and in front of the store. They have been filled to their cap stones, but the actual locks are beneath the fill intact and are intended to be unearthened. The first two locks were each 7-1/2' wide by 75' long, each intended to hold one boat at a time. In 1834, they were widened to 13' and lengthened to 90', intended to accommodate larger boats. In 1846, new locks were built between the older locks and the lock-keeper's house to accommodate the 110' long by nearly 18' wide boats that were to be standard for the coal trade coming down the canal. Each lock had a lift of 8-1/2', making an almost 18' foot total lift at Fricks Locks. The stone walls of the locks were another 3' above the filled water level. The canal bed (St.-1) and the holding basin (St.-4) are still easily visible but overgrown with 60 years of uncontrolled tree growth. The tow path (St.-2) is in process of being reclaimed, its path and ridge very evident. At the extreme southeast line of the nomination, stone abutments of an aqueduct (St.-5) over Wells Creek are still evident, the wooden platform and bridge that connected them long gone to decay.

North of the aqueduct is a strongly built stone arch bridge (St.-6) approximately 19' high and 54' long which carries Fricks Locks Road over a steep ravine through which tiny Wells Creek passes. Today Fricks Locks Road (St.-7) dead-ends just south of this bridge. A 1777 road survey shows the road coming directly south from Hiester's Ford through the Grumbacher farm into the tavern stand in Parker Ford. The road survey carries notation "Abandoned in 1803." The bridge is a monumental effort to have been constructed so early for a short, narrow span on a one-lane dirt road.

The 1757 House (B-1), standing between the Manor House and the canal, is built beside and attached to a strong spring (See floor plan). The 20'x36' house is a two-room per floor, stuccoed stone, in-bank building. It was first a simple springroom to which was added a two-and-a-half floor stone dwelling. The main entrance is in the two-bay south gable end. There were three entrances to the building plus the springroom entrance. One was into the basement on the east (or low) side of the bank and gave outside access to a ground level basement kitchen. That entrance is now stuccoed over. There is a fireplace in this room and winding stairs to the upper floors. The third entrance is on the west side, or high bank side, into the north room of the living quarters above the basement kitchen.

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Fricks Locks Historic District
Chester County, Pennsylvania

Access to an in-bank cold cellar or cave is from the northwest inside wall of this basement kitchen. There is no internal access between the basement kitchen and the springroom which is entered independently under the south porch beside the spring enclosure. The main or first floor is divided into a second kitchen and parlor. This second kitchen has a ground level entrance on the west, or upper bank, side with a porch. The parlor holds the main entrance on the south gable end of the building with a full gable end porch. A partition divides the two rooms. The second floor follows the same plan with no outside doors. The attic is undivided.

The Manor House (B-2) is a Federal stone, two-and-one-half floor 42.10' x 36.4' building partially built into a hillside and facing south and setting sidewise to the early Fricks Road. The stone walls are covered with pebble-dash stucco. It is five bays wide and three bays deep. Connected double internal chimneys are centered on the ridge line at each gable end, indicating a fireplace in every room. Two ornamental terra cotta chimney pots remain on the eastern chimney. The simple, wooden box cornice has short partial returns. The front (south) elevation has a shed-roofed porch over the three center bays supported by four square posts. Scars in the stucco indicate that there was an earlier hip-roofed porch that extended across the full south front and wrapped around the east side. Windows are rectangular openings fitted with double-hung 6/6 sash. Attic windows are 6/3 sash. The main entrance, centered on the south side, is framed by side lights and a transom.

The north facade repeats the south facade except that a double-story, shed-roofed, classically-detailed porch has been added over the north (rear) central bay. The upper floor of the porch has been screened in the mid twentieth century and a metal fire escape attached. Other 1854 features are a one-floor bay window attached to the 1st. floor west facade at the south end and a wood frame two floor extension attached to the north corner of the east facade with a one floor extension to it towards the south. Dating of the bay window appears to have been part of the 1854 renovation, but the two floor northeast cubicle probably occurred in the early 20th century under Wells ownership. There is a hooded door in the center of the west gable. The door leads directly, by a concrete path, to the one-and-a-half story Summer Kitchen or smokehouse, and is a direct path from the house kitchen to the summer kitchen. The interior of the Manor House is laid out with center hall and four balanced rooms per floor. Interior woodwork follows Greek Revival styling with window seats, very slightly flanged, panelled surrounds and mildly projecting eared (crosset) trim.

Building B-6, the Elhanan Frick house, "Boxwood," is also a five-bay, center hall house two-bays deep, but not as deep as the Manor House. It is three stories high with 3/3 sash windows at the front attic level and 6/6 at the attic gable ends. All other windows were 6/6 sash which have been changed to 6/1 sash. There is a brick two-floor kitchen extension to the rear as an ell, and a one floor, frame, hip-roofed early 20th century, one-room addition extending south from the ell. The centered front door has a simple surround and an ornamental transom over it.

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Fricks Locks Historic District
Chester County, Pennsylvania

The two-story, stuccoed brick store (B-8) is partially built into a bank with its entrance in the east gable end facing the canal. The basement is fully exposed on the east end underneath the entrance porch and partly around the south side. There is one original chimney in the east end and two modern chimneys near the west gable. The 1824 Lockkeeper's house (B-5) is a two-storied stucco-over-stone dwelling constructed in two phases. Patrick O'Bannon, in John Milner's "Architectural and Historical Documentation of the Fricks Lock District" (1988), says it clearly divides into two-thirds and one-third, but that it is unclear whether the north end or the south end was first. There are large internal chimneys centered on the ridge at each gable end. The northern chimney is more massive than the south chimney. Most of the windows are 6/6 double-hung sash, but the western end has 6/9 sash. The west facade faces Fricks Locks Road with a hooded entrance there, and the east facade directly faces toward the canal. There is a one floor shed-roofed addition of an early 20th century date jutting forward from the northeast corner of the east facade which encloses the north end of a full length shed-roofed porch. The top stonework of the replacement locks of 1846 interlock with the porch and its enclosure.

The four houses at the north end of the village (B-9, 10, 11, & 12) bear dates from 1856 to 1892 and were either built by James L. Ellis or sold by him as building lots. Two are brick and two are asbestos-covered wood. Their most prominent declaration of post 1850 construction are the 2/2 windows seen in B-9, B-10, and B-11. However, B-12 reverts back to 6/6 window panes many of which have been converted to 1/1. These houses are decidedly smaller than the stone or brick Frick houses. Each is two-and-one-half stories, gable roofed, B-9 and B-10 are 2-bay, B-11 is three bay, and B-12 is four bay. B-12 retains a few minor out-buildings and its barn is near collapse. B-10 has two eye-brow windows at attic level and is the only one that has lost its front door hood or porch. B-9 and B-11 have simple carpenter brackets on their porches.

The major standing barn in the village (B-7) is the Elhanan Frick ca.1847 stone and frame barn. Standing behind the store and on the NW side of the village road, family legend says it was built as an adjunct to Elhanan's store venture. A high, handsome stone wall with rounded corner separates what once was its barnyard from Fricks Locks Road. No forebay is evident. It may not have had one. Built into a bank, the barn faces south and its gable ends are stone to a square part way to the gable. Above the square, the roof has been raised by a frame upper section. Elhanan Frick and his successors, David Hause and Daniel Gausman, used it as a warehouse.

Fricks Locks still conveys the appearance of its active roughly 100 years of serving the local farming community. Through locking boats up and down the canal, receiving and sending merchandise for the surrounding community, it played an integral part in the life of the area. The locks have not been destroyed. They are not lost. One day with a bulldozer, people will restore them and begin the process of bringing the canal days back into view. The mechanics of a working lock site are still intact. The farm site has lost its most impressive barn structure (S-1), but the locks and dwellings and the landscape remain. Field farming still continues on adjacent land. The integrity retained by the individual buildings and structures as well as the overall setting, further enhance the district's significance and provide an extremely strong sense of time and place.

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Fricks Locks Historic District
Chester County, Pennsylvania

Located halfway between two river crossings - Parker's Ford and Heister's Ford - Fricks Locks Historic District meets Criterion A in the area of transportation for its association with the development of the Schuylkill River Navigation Canal. It also meets Criterion C in the area of architecture for its locally significant examples of 18th and 19th century rural vernacular architecture in East Coventry Township, Chester County, Pennsylvania. The period of significance begins at 1757 with the date of the earliest resource, and ends in 1930 when commerce on the canal ended. The district is one of few remaining village enclaves created by or for the canal that has not become lost in surrounding development. Fricks Locks village stands today, in deteriorating condition but clearly visible, as it appeared under the Schuylkill Navigation Company.

HISTORICAL BACKGROUND:

The land contained in Fricks Locks District is part of three adjacent tracts of land purchased in 1734 by Swiss immigrant and Anabaptist Johann "Hans" Grumbacher, (117 acres), in 1749 by Hans' widow, Elizabeth (Grumbacher) Engel, (119 acres), and in 1764 by Peter Grumbacher, son, (69 acres). Each of these three tracts fronted on the Schuylkill River. In April of 1764, Peter bought the 117 acre tract from his mother and siblings, and in September, 1764, he bought the 69 acre tract which bordered the northern edge of the 119 acre tract. In 1770, Peter purchased from his mother the middle 119 acres to put the entire Grumbacher farm in his possession.

In 1781, Peter's only child, Catharine Grumbacher, married John Frick. She was 15 years of age, John was 24 years old. They resided on the Peter Grumbacher 264 acre farm. All of the buildings standing today within the bounds of this historic district except the 1757 Grumbacher/Engel farmhouse are attributed in some way to the Frick family. After John Frick's death in 1822, the farm was divided between two of the seven children. Son Jacob took possession of the northeast portion containing the Locks and the Grumbacher/Engel 1757 stone house. The father, John Frick, I, had negotiated with the Schuylkill Navigation Company [SNC] as early as 1815-16 to carry a portion of the Girard Reach of the Canal across a substantial part of his farm and to build a double lock in the middle of the canal line through the Frick farm. The locks and the canal were opened in 1824.

The Navigation Company rarely bought land for its canal. They bought 'rights' on specified long term leases and they, the company, built the locks, sometimes the lock keeper's house, and did all of the necessary dredging. No record has been found of Frick's contract with the Navigation Company, but it may be presumed that he received a goodly sum - enough that he began to build a new 'large stone house' near the locks beside the 1757 house. Unquestionably, he was caught up in the excitement of 'canal fever' and wanted to be a part of it. Unfortunately, he died in 1822 at age 64, possibly from the fevers that have been associated with the building of that canal. When opportunity arose in 1843, Jacob reassembled the original acreage. Jacob died in 1852 and the farm was divided again, this time among Jacob's children, John, III, David, Angeline (Ellis), and Elhanan.

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Fricks Locks Historic District
Chester County, Pennsylvania

John, III, already living in the 1757 House, took title to 107 acres with the 1757 House, the Manor House and farm buildings; David took an 85 acre plantation near Parker Ford; Angeline and her husband, James L. Ellis, took 66 acres, part of which included the northeast end of this nomination; and Elhanan claimed 3.15 acres with the house, barn, and store he had built in 1847 at the locks. The lockkeeper's house appears to have been built by the Navigation Company. John and Mira Frick, who had been living in the 1757 House, moved into the Manor House where Mira made stylistic changes in 1854 that mark its appearance today. John Frick was a surveyor and a notary public as well as farmer and was known as "Squire Frick." He died in 1895 and the farm was sold in 1896 to Wilfred Staufer, a relative by marriage. In 1907, it was sold again to Irwin Wells and remained in the Wells family until the 1960s.

THE SCHUYLKILL NAVIGATION COMPANY:

The Schuylkill Navigation Company was chartered in March, 1815, when the Pennsylvania legislature passed an act authorizing its official organization.. Navigation had, however, been long anticipated in the minds of engineers. William Penn had seen the advantage of providing a navigable link between the Susquehanna and Delaware Rivers as early as 1690, for river navigation on the Susquehanna would carry trade directly into Baltimore - not Philadelphia. While some work was done clearing problem spots, improvements, though simple, were not fully effective until 1793.

In the interim, the idea of canals around problem spots in the river was projected for transporting many kinds of resources, particularly heavy or voluminous cargo, more economically than over the poor roads of the time. In 1768, the Legislature chartered the first two canal projects in America - the Delaware and Schuylkill Navigation (D&S) project and the Susquehanna Navigation project. After many years, the D&S became the Schuylkill Navigation Company, and the Susquehanna Project became the Union Canal. During the period 1816-1824, the Erie Canal was being built in New York state but only one section was opened before the Schuylkill Canal. The Schuylkill opened all but the uppermost 20 miles from Philadelphia to Pottsville in 1824. The Erie Canal officially opened about six months after the Schuylkill Canal. This was the dawn of a new era in transportation.

Over a ten year period, Schuylkill Navigation Company (SNC) constructed a slackwater navigation system, consisting of 32 dams, 23 sections (Reaches) of canal, 109 guard and lift locks, and one tunnel along and within the Schuylkill River between Philadelphia and the anthracite coal fields of Schuylkill County. The distance to be covered was 110 miles and would surmount a rise in elevation of 619 feet. The system opened from Philadelphia to Reading in 1824, and to Mt. Carbon in 1825. The last three miles through the greatest rise opened in 1828 to Port Carbon.

The longest Reach, the Girard Reach, extended 22 miles on the south side of the river from Lewis Dam below Reading to the slackwater of Vincent Dam three miles downstream from Fricks Locks. Up to December, 1824, the cost of construction was \$1,800,000. Repair of several leakages raised

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Fricks Locks Historic District
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the total cost to \$2.2 million by September of 1825. The Girard Reach, was specifically funded by a loan from the bank of Stephen Girard with a mortgage of \$230,850 in the form of a 'permanent loan' to the Company. Over the next several decades, the Schuylkill Navigation served as the principal means of transporting anthracite coal, as well as grains and other merchandise, to markets over the eastern seaboard.

Canal traffic was so great that it twice (1834 & 1846) became necessary to widen all the locks and deepen the canal bed. The canals were built with a bottom width of 30', a surface water width of 40', and a depth of 3'. They were deepened to 4' in 1834 and to 6.5' in 1846. The first locks had a chamber 75' long by 18' wide, designed to hold two 75' by 8.6' boats side-by-side. The capacity of such a boat was 20-25 tons. By 1834, it was deemed necessary to change boat size to 110' long and 13.5' wide which demanded a reworking of all locks and allowed only one boat to be locked at a time. By 1846, an even wider boat caused the second reworking of the lock size. The wider boat increased the capacity to 60 tons each. For many years, one string of coal barges down the Schuylkill Canal could carry more tonnage than a string of coal cars could be pulled behind the early steam engines. Total tonnage carried on the canal had increased phenomenally. In 1830, nearly 90,000 tons of coal were shipped by the Schuylkill Canal. By 1835, total coal and merchandise freight had increased to 536,000 tons, and by 1845, total tonnage was 1,287,950 tons. After surviving several damaging floods, the Company experienced its peak years of tonnage from 1855 to 1859. In that year (1859), 1,372,109 tons of coal and 1,370,409 tons of merchandise was shipped up and down the canal.

Almost simultaneously with the canal had come the advance of steam powered rail roads. The Philadelphia & Reading Railroad [P&R], chartered in 1834 and in operation on the Montgomery County side of the river by 1842, was in direct competition with the canal. By the 1846 enlargement of the canal, the SNC was able to meet the challenge, but the financial cost weakened the company. In 1864, the Navigation and P&R signed an agreement that the railroad would carry 55% of the coal trade and the canal 45%. Actually, at the time, the railroad could not handle the entire coal trade. The canal's chief problem was the roughly three month per year shut-down because of freezing weather conditions in winter, or drought in summer.

The canal had survived several miners' strikes throughout the '40s, '50s, and '60s, at which times almost no boats would come down the canal, but the SNC could fall back on other shipments than coal to keep it alive. But 1869 proved fatal. After a devastating prolonged drought, heavy rains finally rewatered the canal to a point where shipping could resume. Scarcely more than a week after resumption of navigation, the greatest flood to that date swept down the entire length of the Schuylkill River Valley. Both the SNC and the railroad were severely damaged, but by working together, both were in operation the following April. The SNC, however, was wounded to the core. In 1870, they leased all of their property to the P&R for 999 years.

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Fricks Locks Historic District
Chester County, Pennsylvania

Although the railroad still needed the canal, it worked toward rail supremacy to the detriment of the canal. A gradual abandonment of the canal began in 1888 when the section above Port Clinton was closed due to coal silt blocking the river channel. Traffic diminished on the canal as stronger and stronger steam locomotives were built, until in 1890, all coal shipments were given to the railroad. The canal struggled with private shipments through the 1920s but finally was closed in 1930. For years, the hydraulic separation process at the upper ports had been washing coal silt into the river which worked its way downstream. The last coal shipments down the canal were in 1926. Local traffic continued between Leesport and Philadelphia until 1930 and the last known boat, a private barge, came down the canal in 1934. The Schuylkill Navigation Company was dissolved in 1949, the canals conveyed to the Commonwealth of Pennsylvania and made a part of the 1950s De-silting Project in the Schuylkill River. Some portions, particularly of the Girard Reach and through both East and North Coventry townships, were taken over by PennDOT for rerouting the Old Schuylkill Road to its present #724 route.

FRICKS LOCKS VILLAGE:

A lock always needed a lock tender to 'lock' the boats. Some lock keepers, if near a village, had no more than a shanty by the lock, but where there was no available abode, a house was soon built for the lock keeper and his family. Usually, but not always, a store and buildings to stock pile going and coming cargo would soon appear at the lock. The time it took to lock a boat - about a half hour - provided an opportunity for boat passengers to stretch and find a snack in the store. The lock keeper and storekeeper collected, dispensed, and received shipping as well as mail. There were other 'ports' along the canals where there was not a lock. These provided boat repairs, (some built boats) and received previously consigned orders of coal, lumber and merchandise. Locks varied in their 'lift'. The largest could raise 18 feet. Fricks in-line double locks raised by increments of 8.5' each or a total lift of 17'. It was less expensive to build a double lift lock than a single higher lift. In the upper regions of the canal, there were some mountainous climbs where 'stair locks' were built with as many as five in-line locks.

Fricks Locks (Numbers 54 and 55) were in place when the canal opened in 1824 and the lock tender's house probably was built shortly after that date, although the 1757 House was near enough to have served the purpose for awhile. Taking advantage of the rapid rise in canal traffic, Elhanan Frick opened a general store sometime between 1840 and 1845 before he purchased his 3.15 commercial acres in 1853. He served many transportation, commercial, and agricultural needs surrounding East Coventry in both Chester and Montgomery County. He maintained a coal yard, a lumber yard, a salt house, and a small boat repair yard. He stocked feeds, fertilizers, lime, seeds, and basic groceries. It was a two-way business as farmers and millers brought their farm products to be shipped to markets in Philadelphia and took home supplies they needed. Elhanan Frick is first listed on taxes in 1845 when he was taxed \$200 for an unidentified occupation but no land. His father, Jacob, still owned the land. In 1853, Elhanan bought the buildings from his father's estate.

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He may have over-extended his finances, or possibly was caught in temporary recession of canal traffic, for in 1857, he turned his 3.5 acres over to receivers who sold it all to David Hause. Elhanan became general manager for the Frick clay tile works on the other end of the Frick farm. Under Hause, and later Daniel Gausman, his nephew, the store business thrived into the 20th century. This is how the farm grew into the small village center, essentially fueled by Frick energy, and continued under the Hause and Gausman proprietorship of the only retail venture in the village. Since the Frick family had had the foresight to bargain for a lock and owned the land, it was easily identified as their lock and village.

The northern-most 66 acres that James L. Ellis and Angeline (Frick) Ellis had bought of the Jacob Frick estate, was mildly developed by him into three small house lots and one four acre farm lot. Ellis kept most of the 66 acres which extended northward from the bounds of the Historic District. It is these four mid-19th century houses, the Elhanan Frick house, store, and barn, plus the older farmhouses and lock tender's house that constitute the architectural progression of Fricks Locks village.

ARCHITECTURAL PROGRESSION

There are eight dwellings, three farm buildings, and one store in the historic Fricks Locks compound ranging in date from 1757 to 1892. Five of these buildings are stuccoed stone, one is pointed stone, four are brick, and two are wood. All of the stone buildings are attributable to the first roughly one hundred years of Frick family ownership - 1757 to 1857 - and were associated first with farming and later with the Schuylkill Canal. The lock tender's stone house (# B-5, ca.1824-25) showed no fancy treatment. It was as perfunctory and forthright as was the stone 1757 House. The Manor House (# B-2, ca.1820) showed the owner's rising affluence mostly in size and generous floor plan rather than an awareness of architecture. Its 1854 remodelling introduced certain more stylish features such as a bay window and double tiered porch on the "cool side" of the house.

The Elhanan Frick's brick 'Boxwood' (# B-6, ca.1847-48) and brick store (# B-8 ca.1847) were directly attributable to canal activity. 'Boxwood' was influenced to a mild degree by architectural trends such as the third floor half windows across the front producing a generally higher facade, but still following a balanced central hall floor plan. The store building was strictly a commercial building without flourish. The brick and wood dwellings fall after the settlement of Jacob Frick's estate in 1852, attributable to the convenience of a store, post office, and canal and railroad connections. These three houses (B-9, 10, & 11 - 1856-1860) express the small lot owner of village life, clearly denoting a comfortable but less expansive living style than the Frick homes, but they also express an architectural awareness beyond the poorman's box-with-a-roof. While residents of near-by towns were building Gothic Revival, Italianate, and Queen Anne homes, some of great size, the more conservative rural families were content with what they could afford to care for by themselves with a few amenities. Fricks Locks carries a spectrum of rural vernacular architecture dating from mid-18th century through the 19th century and represents a continuum

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of rural design. There are only two buildings - B-13 & B-14 - which fall into the 20th century, and they are both minor in size, and noncontributing because of date, and are not buildings for habitation.

The obvious conservative progression in the architecture of this rural village, tasting cautiously that which nearby towns and boroughs were producing in quantity before and after the Civil War is typical of the provident, work-oriented ethic of the average citizen of the 19th century. It can be found in varying degrees across the nation. Fricks Locks Village is an example of the slow acceptance of architectural change in rural communities.

COMPARISONS:

To find a village that compares to Fricks Locks today is to hunt the needle-in-the-haystack. Picking out locks along the canal from Bridgeport (Norristown) to Reading one finds: Longford (Lock #61), Black Rock (Lock #59), Vincent Dam (Lock #58), Wilson's Boatyard (Lock #57) and Shantz' Lock (#56). Each has developed respectively into Port Providence, Mont Clare & Phoenixville, Spring City & Royersford; and Wilson and Shantz into Parker Ford. To the north, there is Madison (Kenilworth), Pottstown Landing, Laurel Locks, Monocacy, and Birdsboro. The first two have blended in with South Pottstown, although the Pottstown Landing street has strongly maintained its identity and is on the National Register, Monocacy has almost melded into Birdsboro and Douglasville. Only Laurel Locks has remained a farm with a grain mill of pre-canal date. This site has been immaculately restored and interpreted by its owners and has never claimed to be a village. Fricks Locks is an unusually pure example of a set-apart canal village.

SUMMARY HISTORY:

When in 1883-84, the Pennsylvania Railroad made a bid for the lucrative coal trade on the Schuylkill River, it ran what was titled the Schuylkill Valley Branch Line from Norristown to Pottstown and Reading, crossing the river twice. Passing through the Frick farm a few hundred feet north of the canal, it crossed over the canal a short distance northwest of Fricks Locks in a straight line from Parker Ford to the old Hiester Ford crossing of the Schuylkill River. Eventually operating under the name Corrail, passenger service was discontinued in 1953, but freight continued until 1976. Service was discontinued in 1982 and tracks were lifted.

The road that presently runs through Fricks Locks village and dead-ends at the south end of the nominated district was surveyed in 1777 as the direct road from Hiester's Ford to Parker's Ford. The north end was vacated by 1803, the road thereafter making a right angle westward turn at the upper end of the locks as it does today. The lower end of this one-car wide now macadam road was cut off by the railroad at a later date. There is a 19' high stone arch bridge, only 54' long within the bounds of this nomination, still in reasonably good condition. It carries the narrow Fricks Locks road over the deep Wells Creek ravine. A stone to the right of the keystoned arch on

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Fricks Locks Historic District
Chester County, Pennsylvania

the south facade of the bridge bears the imprint of 1772. The early date of this bridge on such a narrow, seemingly local road is by itself worthy of recognition.

Fricks Locks is a microcosm of several elements, namely, a large, thriving, above average farm, a one-store merchandising enterprise, and the participation in a tremendous transportation innovation that once gave great and phenomenal promise but was unavoidably superceded by steam, gasoline, and electric motor power. Its importance to the community rose and declined for more than a century. Completely dependent upon water power, Fricks Locks had nothing to fall back on when that navigation was outmoded. Its fate was sealed first by the closing of the water transportation system and secondly by the licensing of the Limerick Generating Station by the United States Nuclear Regulatory Commission when they allowed two nuclear reactors across the Schuylkill River which restricts against anyone living within a certain radius. Fricks Locks falls within that radius. If neither of these events had happened, Fricks Locks might have grown as other villages along the Schuylkill Navigation Canal did.

However, there was a third element that would probably have restricted its development. It fell just out of the traffic pattern that developed after 1731 from French Creek (Nutt's Road, Route 23) to the Berks county line and on to Reading. The canal had really been an unexpected boon to farmers who were living along its projected path. The 1731 road at nearby Parker Ford increasingly carried the land traffic to Potts Grove (Pottstown), Douglassville, Birdsboro, and Reading away from, or in-land from, the earliest river traffic. It was along this more trafficked road that villages and boroughs grew. Fricks Locks was just off that traffic pattern.

Fricks Locks is significant as a clearly intact hamlet, with domestic and commercial architecture spanning a period of approximately 140 years from 1757 to 1892, and lasted as a village to 1969, the date when Philadelphia Electric Company, (PECO, now Exelon) built the nuclear power plant across the Schuylkill River which required the village be vacated. At 1969, the village was still occupied and the farm in full production, forty years after the canal had closed, proving its viability as a village. The district buildings and structures illustrate the local evolution of rural domestic architecture and cultural changes that took place at Fricks Locks during this period. Fricks Locks Historic District serves as a tangible reminder of a period in transportation history that the canal provided to numerous rural areas for 100 years. Fricks Locks, more than most lock sites on the Schuylkill Canal, created its own village and sustained its growth for a period. When that period inevitably came to an end, the village was strong enough to continue on its own initiative until new factors forced its closure.

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Chester County public records: Recorder of Deeds, Register of Wills, Orphans' Court Records, Census and Tax records held at Chester County Archives, 601 Westtown Road, West Chester, PA. and at the Chester County Court House, High Street, West Chester, PA. 19382.

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INTERVIEWS: VARIOUS DATES.

WILLIAM CARL, CANAL HISTORY & SPECIFIC FRICKS LOCKS INFORMATION
He grew up in the lockkeeper's house.

LEONARD SHANER, RAILROAD HISTORY & OFFICIAL PROTECTOR OF GROUNDS
Descendant of several occupants of Fricks Locks and the neighborhood.

R. SCOTT BOWIE, CHAIRMAN OF EAST COVENTRY HISTORICAL COMMISSION.

LISA WASHAK, EXELON ENERGY COMPANY, Contact person Nuclear Information.

ROBERT IHLEIN, MANAGER OF EAST COVENTRY TOWNSHIP.

DOROTHY KOCHER, Resident in both the store and the 1757 house before 1969.

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Section 10 Page 1

Fricks Locks Historic District
Chester County, Pennsylvania

VERBAL BOUNDARY DESCRIPTION:

Beginning at the east end of a public road known as Fricks Locks Road (which is the point at which said road becomes private and enters Fricks Locks Village) and following the cinder bed of an abandoned railroad line approximately 15* northwest 400' to a point; thence leaving the railroad bed at approximately a 45* angle northeast 300' to a point in the towpath of the Schuylkill Navigation Company (now Exelon Corp.), the towpath being on the eastern (or river) side of the old canal; thence following the towpath and canal in a generally southeasterly direction 2150' to an aqueduct abutment on the south side of Wells Creek; thence southwest approximately 80* crossing the village extension of private Fricks Locks Road approximately 850' to the cinder bed of the abandoned railroad line; and thence northwest approximately 15*, following said railroad bed to the place of beginning at the dead-end of public Fricks Locks Road. Containing 18 acres.

BOUNDARY JUSTIFICATION:

The eastern boundary of the Fricks Locks Historic District is set by the still visible towpath on the east side of the Schuylkill River Navigation Canal. The western boundary is set at the southeastern edge of the still visible cinder bed of the Schuylkill Valley Branch line of the Pennsylvania Railroad (later known as Conrail), and does not include the railroad bed. The south boundary is set to connect the west and east boundaries from the visible point beside the railroad cinder bed just shy of the railroad bridge to the visible point of the SE edge of the canal aqueduct. The north boundary was arbitrarily set to close the east and west lines on the north and to include the boat repair yard and saw mill site known to have been an eighth of a mile above the locks.

These simple boundaries are easily visible on the landscape and include the known perimeters of the small historic village that grew around the Schuylkill Navigation Canal Locks #54 and #55. Township zoning has instituted Light Industrial use on the west margin of the railroad path which is currently occupied by a one-floor warehouse buildings. The area between the east side of the towpath is floodplain to the Schuylkill River and currently held in field farming use.

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Section Resource Inventory Page 1 Fricks Locks Historic District
Chester County, Pennsylvania

NO.	BUILDING NAME	C/NC	DATE.	MATERIAL	REMARKS
<u>B-1 thru B-4, St-6 & 9, and S-1 thru S-4 are the Frick Farm Complex (South end of District).</u>					
B-1	1757 House	C	1757 DS	Stone/Stucco	36'3"x20'2" bank house. Asphalt shingle roof. Spring outside, integrated into basement. Vaulted cave in bank & entered from inside basement kitchen.
B-2	Manor House	C	ca.1820	Stone/Stucco	Original size of ca.1820 house undetermined. 2-1/2 floor Neo-Classical 1854 re-do. Greek Revival style interior woodwork possibly 1854 make-over. North two-floor porch & bay window part of 1854 up-date. Present house is 42'10"x36.4". Standing seam metal roof. Original house built by John (1) Frick or Jacob Frick. Re-do by John (2) & Mira Frick.
B-3	Summer Kitchen	C	ca.1854 or earlier	Stone/Stucco	20'4"x15.3", 2 floor building originally 1 floor w/large fireplace. Standing seam metal roof.
B-4	Wagon Shed	C	pre 1857	Stone/frame	19'4"x30'4", 1-1/2 floors. Standing seam metal roof. Part of Jacob & John (2) Frick farm.
B-5	Lock Tender's House	C	c.1824-5; w/later addition	Stone/Stucco	44'9"x 17'8" includes addition. 2-1/2 floors. East side porch fronts directly on lock #54.
B-6	Elhanan Frick House "Boxwood"	C	c.1847-'48	Brick/Stucco	31'6 x 34'4" three floor ell-shaped building w/one floor addition, including Wash House. Asphalt shingle roof.

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Fricks Locks Historic District

Section Resource Inventory Page 2 Chester County, Pennsylvania

NO.	BUILDING NAME	C/NC	DATE	MATERIAL	REMARKS
B-7	Elhanan Frick Barn	C	ca.1847	Stone/Stucco and frame.	53.2'x28.2' 3-bay bank barn built by Elhanan Frick. Mineral/Cement shingle sided. Slate roof. Threshing floor over stable. Part of Elhanan Frick's 3.15 ac. store tract.
B-8	Canal Store	C	ca.1847-48	Brick/Stucco	40'6"x23' two floors over full basement. Asphalt shingle roof. Remained a store until 1922. One-floor porch on canal gable side.
B-9	Frame House	C	ca.1853-1856	Plank House, German sided under asphalt shingles.	16'8"x41' - 2-1/2 floor. Asphalt shingle roof.
B-10	Ellis/Hoffman House	C	ca.1856	Brick	30'2"x16'7" - 2-1/2 floors, 2-bay house. Roll roofing. Porch removed.
B-11	Brick House	C	c.1856 Rear add'n 1862.	Brick Brick	27'10"x32'9" - 2-1/2 floors. Square porch with stick work trim over center door.
B-12	Burns Farmhouse	C	c.1892 or 10 yrs. earlier	Frame w/German siding under "insul-brick" siding.	28'9"x 36'8" - 2-1/2 floors. Porch across full front. Outside iron pump at rear. Several small outbuildings and collapsing frame barn not counted.
B-13	Garage	NC	c.1950	concrete block	20'3"x27'10" one floor over concrete slab. Said to have replaced a mule shed of canal period.

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Chester County, Pennsylvania

NO.	BUILDING NAME	C/NC	DATE	MATERIAL	REMARKS
B-14	Utility Shed	NC	c.1975	Frame/OSB panel siding	12'3"x10'2" one floor building on concrete slab. Asphalt shingle roof.
STRUCTURES					
St.-1	Canal bed	C	1820-24	stone, earth, & log	Runs about 1/2 mile through District. Overgrown but still holds water in damp spots.
St.-2	Canal Towpath	C	1820-24	stone, earth	Parallels canal bed full distance. Overgrown but visible.
St.-3	Canal Locks #54 & #55.	C	1820-24	Huge cut stone	Locks in place but filled to cap stones.
St.-4	Canal Holding Basin	C	1820-24	Earth embankments.	Overgrown but visible.
St.-5	Aqueduct	C	1820-24	Stone	Abutments remain where canal crossed over Wells Creek at South end of Historic District.
St.-6	Bridge	C	<u>D.S. 177?</u>	Stone	19' high stone arch bridge, short 54' span over tiny Wells Creek. Fine masonry giving level grade crossing of a small chasm. Date inscribed in stone to right above arch (east side)

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Section Resource Inventory Page 4 Fricks Locks Historic District
Chester County, Pennsylvania

NO.	BUILDING NAME	C/NC	DATE	MATERIAL	REMARKS
St.-7	Portion of Fricks Locks Road	C	1777	Original-dirt road; now macadam.	Early road from Hiester's Ford to Parker's Ford through Grumbacher lands. Northern end abandoned in 1803. Remaining portion is present Fricks Locks Road thru village, dead ending at railroad crossing.
St.-8	Well	C	19th C.	Stone	Hand-dug, stoned, shallow well with light frame above-ground roof over it on concrete slab top.
St.-9	Wall	C	19th.C.	Stone	1857 John Frick barnyard wall.
St.-10	Wall	C	19th C.	Stone	ca.1847 Elhanan Frick barnyard curved wall by road.
SITES					
S-1	John Frick Barn and Silo	C	1857	Stone/Frame	Demolished in 1998. Large barn w/several frame additions. Barn faced East w/silo @ SW corner.
S-2	Piggery, Heifer Shed & Blacksmith shop.	C	ca.1900s	Stone	Nine footers remain. Buildings gone.
S-3	Outbuilding	C	ca.1857	Stone/Frame	19.5'x19.9' one story & loft collapsed building.
S-4	Stone Quarry	C	ca.1775-	Stone	Stone used to build bridge on property and farmhouses & farm buildings.

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Fricks Locks Historic District

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NO.	BUILDING NAME	C/NC	DATE	MATERIAL	REMARKS
S-5	Boat Yard & Saw Mill site.	C	ca.1830	Indentation	Seen on 19th century maps and canal drawings. Boat repairs. Once included a saw mill.

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Section ___ Photograph Log ___ Page ___ 1 ___ Fricks Locks Historic District
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No.	Date	Photographer	Subject	Direction
1.	4/02	Cremers, E.	Grumbacher/Frick Manor House & Summer Kitchen. Plaster breaking off stone on left corner wall. Windows boarded-1st floor. Ca.1820; remodel. 1854. (B.2 & B-3)	Lkg. NW.
2.	"	"	1857 John & Mira Frick barnyard wall (St.9 behind tree) showing nuclear towers in background which are on the NE (Montgomery Co.) side of the Schuylkill River. A flood plain, farmed field, & river lie between.	Lkg. E.
3.	"	"	1847 Elhanan Frick barn, small NC building and ca. 1847 Frick/Hause canal store. (B-7,8,14). Hard to see is 7'-8' high curving stone wall that follows the road between barn and store & levels terrain along side of barn. Spring ditch is piped through culvert under road at nearest utility pole in photo.	Lkg.N.NE
4.	"	"	"Boxwood", ca. 1847 brick home of Elhanan Frick	Lkg. NW
5.	"	"	Ca.1847 brick store, rear view from Fricks Locks Rd.	Lkg. E.
6.	"	"	Ca.1824 canal Lockkeeper's House. Photographer standing on filled lock #54. Cap stones of lock show in grass (St.3)	Lkg. W.
7.	"	"	Lockkeeper's House from Fricks Locks Road and roof over well. West side of house.	Lkg. E.
8.	"	"	Top stones of Lock #54 at edge of Lockkeeper's House east porch showing cap stones of lock gates (St.3).	Lkg. E.
9.	"	"	Distance view of filled Lock #55 (foreground) & Lock #54 (background) almost 8' above raised level of Lock #55.	Lkg. N.
10.	"	"	View from top of Lock #55 at drop-off to canal below. Photographer standing on filled Lock #55 used now as cart path to East side of canal & along South side of store (B-8). [NOTE: What appears white (or light) in photo is water cress. Brambles in foreground hide 8' drop.	Lkg. S.

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Section ___ Photograph Log Page 2 Fricks Locks Historic District
Chester County, Pennsylvania

No.	Date	Photographer	Subject	Direction
11	4/02.	Cremers	View of same; slightly different angle. Again light patches are not water. Area is marshy, choked with uncontrolled water cress.	Lkg. SE.
12.	"	"	Towpath (St.2) along eastern side of canal. Canal is on right side of photo; bank down to farmed field on left side of photo.	Lkg. S.
13.	"	"	Limerick Generating Station Cooling Towers looming over Fricks Locks Village store even though they are on the eastern side of the NW/SE running Schuylkill River - a considerable field & river distance from the village. B-13 (NC garage) are seen on right of photo; south side of store on left side of photo; dirt road is running between Fricks Locks Road, over Lock 55 to towpath and field.	Lkg. E.
14.	"	"	House #11. Ca. 1856.	

All Photographs were taken by E. Cremers in 2002, and negatives are held by same at Historical Land Research, 1801 Ridge Road, Pottstown, PA. 19465.

FRICKS LOCKS HISTORIC DISTRICT
LESTER COUNTY, PENNSYLVANIA

ETCH MAP
(NOT TO SCALE)

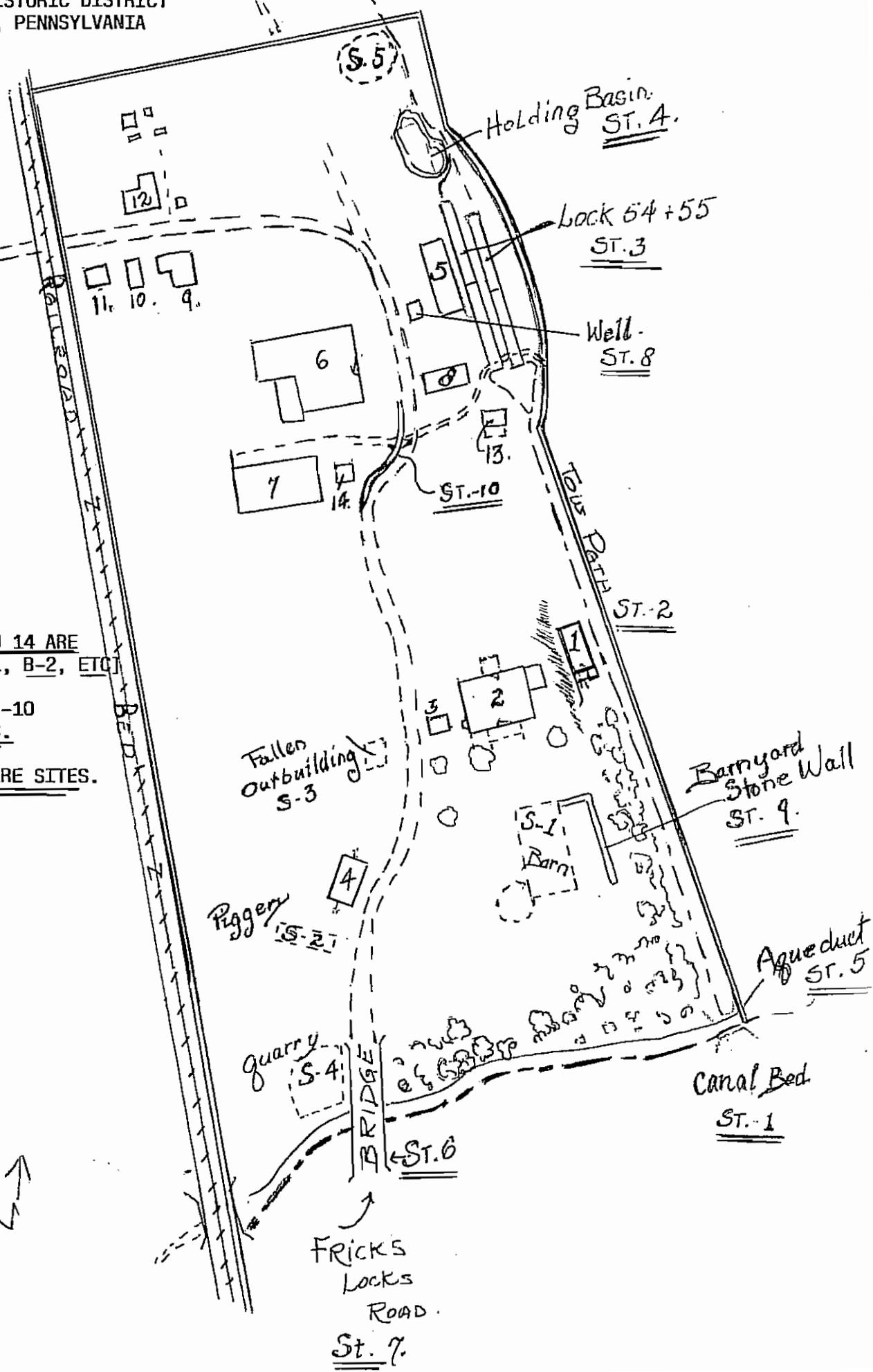
FRICKS LOCKS
ROAD

ST. 7.

NUMBERS 1 THRU 14 ARE
BUILDINGS [B-1, B-2, ETC]

ST.-1 THRU ST.-10
ARE STRUCTURES.

S-1 THRU S-5 ARE SITES.



S. 5

Holding Basin
ST. 4.

Lock 54+55
ST. 3

Well
ST. 8

ST. 10

ST. 2

Fallen
Outbuilding
S-3

Barnyard
Stone Wall
ST. 9.

Piggery
S-2

S-1
Barn

Aqueduct
ST. 5

Quarry
S-4

Canal Bed
ST. 1

RIDGE

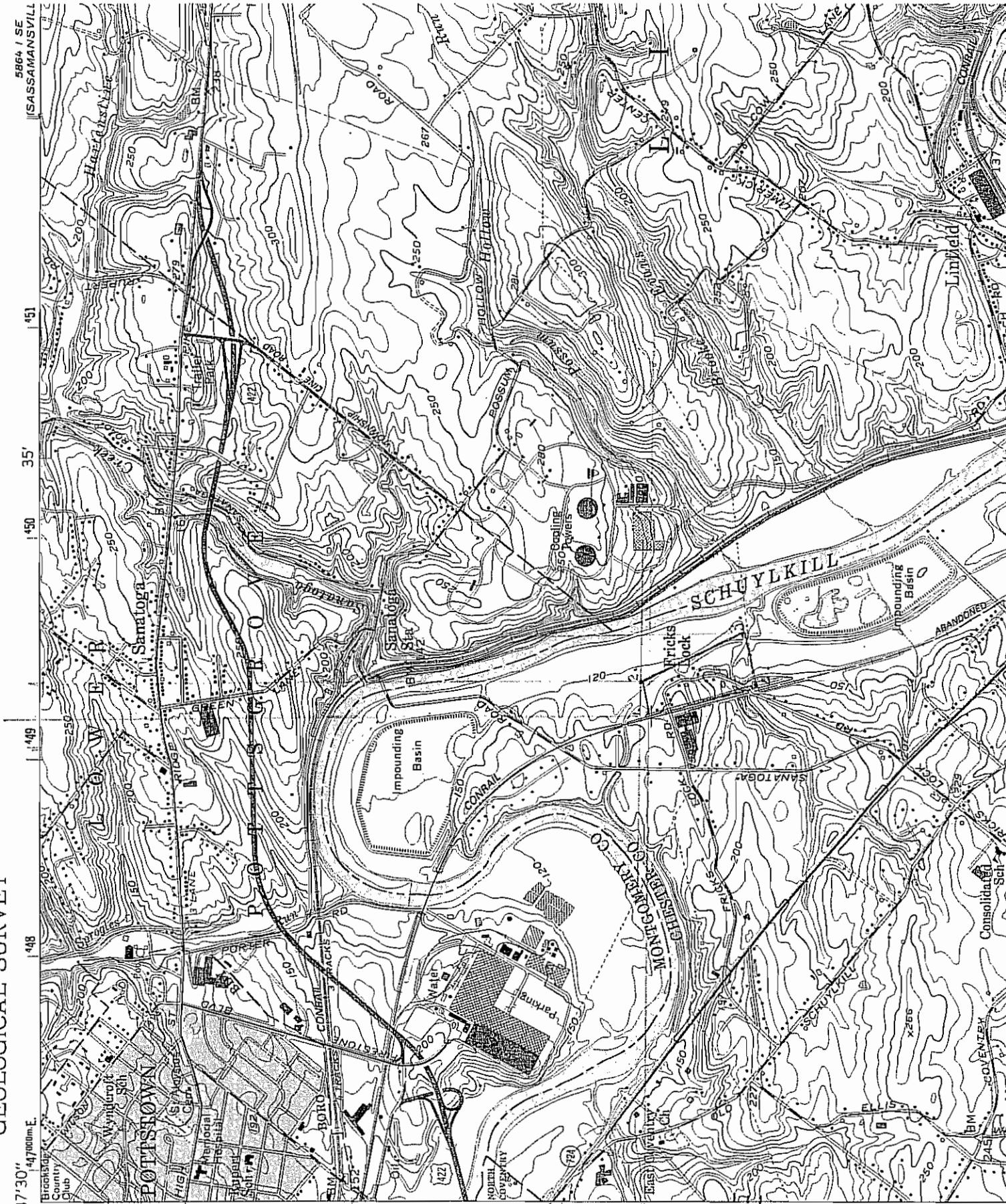
ST. 6

FRICKS
Locks
ROAD

ST. 7.

DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

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