

## MEMORANDUM

**To:** Jeremy Ammerman, PennDOT Engineering District 8-0  
**CC:** Scott Duncanson, Gannett-Fleming; Diane Nulton, HDR  
**From:** Benjamin Harvey, ASC Group, Inc.  
**Date:** December 14, 2020  
**Re:** S.R. 0083, Section 094, John Harris Memorial (South) Bridge Replacement, Harrisburg City, Dauphin County and Lemoyne Borough, Cumberland County (MPMS 113754; ER No. 2020-8301-043), Reconnaissance Survey

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### INTRODUCTION

The Pennsylvania Department of Transportation (PennDOT) is proposing to replace the John Harris Memorial (South) Bridge, S.R. 0083, Section 094 over the Susquehanna River between Lemoyne Borough, Cumberland County and Harrisburg City, Dauphin County, Pennsylvania (Figure 1). The purpose of this memo is to document the reconnaissance survey conducted by ASC Group, Inc. (ASC) to identify properties over 50 years old within the project's area of potential effects (APE) that may merit evaluation for the National Register of Historic Places (National Register; Figure 2).

### PROJECT DESCRIPTION

The project area is characterized by residential, highway, commercial and industrial developments in the City of Harrisburg, Lemoyne Borough, and Borough of New Cumberland, Pennsylvania (Figure 1). The terrain is mostly rolling, and the I-83 roadway bridge approaches are mostly in fill. The project area is heavily urbanized and includes residential housing, gas stations (including present and former), other service oriented businesses, and commercial/ industrial buildings. The Norfolk Southern Railway passes under the western end of the bridge, with a spur located adjacent to the western bridge approach.

The project begins at the common pier for the I-83 viaduct and South Bridge at the edge of the east river bank of the Susquehanna River and extends westward to just east of the PA 581 interchange. Proposed improvements include:

- Widening the South Bridge to four through lanes and one auxiliary lane in each direction
- Include local access connections to Front Street and also the Lemoyne interchange
- Mainline full reconstruction
- Replacement of mainline and/or local bridges
- Stormwater improvements

### PROJECT PURPOSE AND NEED

*Project Need 1:* The existing John Harris Memorial Bridge (I-83 South Bridge) consists of a fracture critical two-girder superstructure that is approaching the end of its fatigue life. Inspections and maintenance of the bridge will continue to increase in frequency and magnitude creating significant and unpredictable impacts to traffic movement in the Harrisburg area with more frequent lane closures and potentially a permanent closure of the bridge. When fatigue cracks are predicted to occur in increased frequency, a bridge is typically programmed for replacement. The cost to continually inspect for and mitigate new fatigue cracks is significant and should be avoided.

Project Need 2: The existing pavement for the majority of the project corridor is over 50 years old and has reached the end of its serviceable life span.

Project Need 3: The existing roadway configuration will not accommodate existing traffic volumes and will fail system-wide with future traffic volumes.

Project Need 4: The existing roadway system features design elements from 50 years ago which do not afford the safety characteristics of modern roadway design for high speed, high volume facilities. As a consequence, there are operational safety concerns with the existing mainline and interchange configurations.

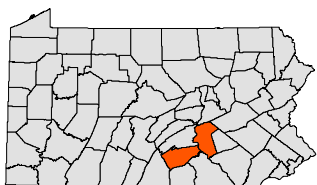
Project Need 5: The existing regional and local roadway network on the West Shore impedes mobility for pedestrians and bicyclists to safely access adjacent communities, businesses and places of employment within the project corridor severed by the railroad and I-83.

The purpose of the projects identified through the Master Plan Study are to improve traffic flow and safety around the City of Harrisburg by providing upgraded transportation facilities.

#### **PROJECT APE**

The APE for the project is an irregularly shaped polygon, which was drawn to account for potential physical visual and auditory impacts to historical properties (Photographs 1 to 5; Figure 2). The APE can be roughly divided into four sections. These are: a section on the east shore of the Susquehanna River in Harrisburg City; a section known as Riverton, located between the former Philadelphia & Reading Railroad and North Central Railroad tracks in Lemoyne; a section over the Susquehanna River; and, the South Lemoyne/Lower Walton section, located south of the former Philadelphia & Reading Railroad and I-83.

On the Harrisburg City side of the bridge, the APE extends as far east as the tracks of the former Pennsylvania Railroad (now Amtrak), and extends from Sycamore Street in the south to Paxton Street and the former Philadelphia & Reading Railroad Bridge in the north. Over the Susquehanna River, the APE extends from a line struck west from Sycamore Street in the south, to the Philadelphia & Reading Railroad Bridge in the north. On the Lemoyne Borough side of the bridge, the southern edges of the APE extend, from east to west, along Clark Street, north on Warren Street, along the property lines between Walton Street and Clark Street, along the property lines between Lowther Street and Walton Street west of S. 3rd Street, along Lowther Street and Brandt Avenue, with the western edge along S. 10th Street near Ayers Avenue. From the western edge, the northern boundary extends, from west to east, along Ayers Avenue, the right-of-way of the former Philadelphia & Reading Railroad, north on S. 5th Street, along Plum Street, north on S. 4th Street, along Peach Street, north to Apple Alley, along Apple Alley to east of S. 3rd Street before turning south, then east along Peach Street to Memorial Park, then encompassing the entirety of Memorial Park. The entire parcel of Memorial Park was included in the APE; however, any impacts to the park will only be visual/auditory in nature. No physical impacts are planned for any portion of Memorial Park.



**Figure 1**  
**Project Location Map**  
 S.R. 0083-094 John Harris Memorial (South) Bridge Project  
 Lemoyne Borough, Cumberland County and Harrisburg City, Dauphin County, Pennsylvania

Base: USGS Harrisburg East, Harrisburg West, Lemoyne, and Steelton, PA, 7.5' Series Quadrangles





**Photograph 1.** View of the John Harris Memorial (South) Bridge carrying traffic over the Susquehanna River, facing south.



**Photograph 2.** View near the south end of the APE on S. 3<sup>rd</sup> Street, facing northwest.



**Photograph 3.** View of the intersection of Lowther Street and S. 3<sup>rd</sup> Street in Lemoyne Borough, facing west.



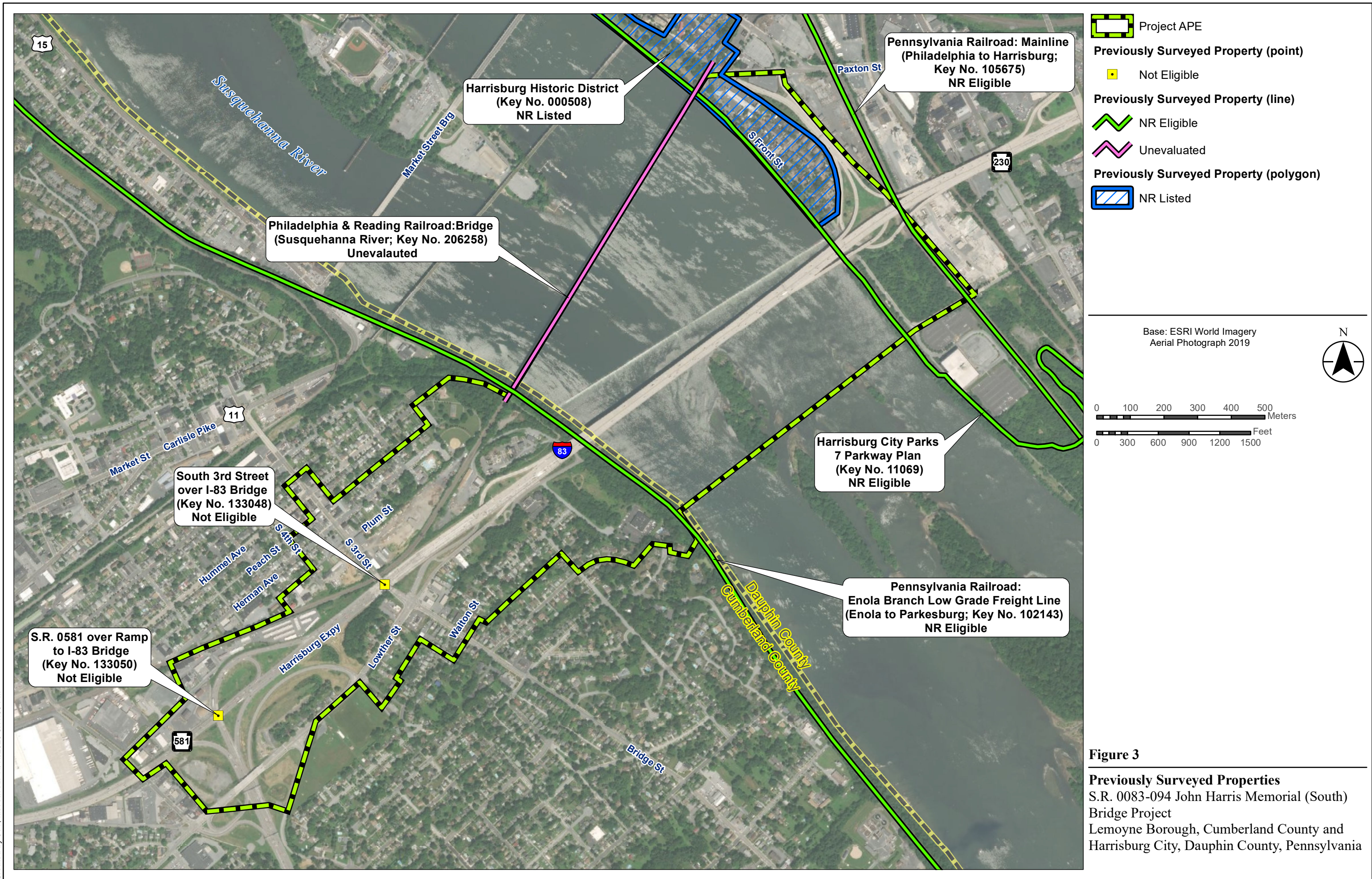
**Photograph 4.** View of S. 3<sup>rd</sup> Street from Plum Alley, facing northwest.



**Photograph 5.** View of the western portions of the APE on Lowther Street at Maple Street, facing southwest.

#### **BACKGROUND RESEARCH**

ASC conducted background research to understand the historical development of the project APE and to review the available information about previously surveyed historical properties. The research included a review of historical maps and atlases, aerial photography from the 1930s to the present, and records available in the Pennsylvania State Historic Preservation Office's (PA SHPO's) Cultural Resources Geographic Information System (CRGIS). Based on the research conducted, 7 properties in the project APE have been previously surveyed (Table 1; Figure 3). Three of these properties have previously been determined eligible for the National Register, and one is listed on the National Register. Two have previously been found not eligible for the National Register, and one has not yet been evaluated for eligibility.



**Table 1. Previously Surveyed Properties within the Project APE**

Key No.	Name	Address	Year Built	NRHP-Eligibility
000508	Harrisburg Historic District (Shipoke)	Between S. Front Street and Race Street south of Paxton Street	Various	Listed
102143	Pennsylvania Railroad: Enola Branch Low Grade Freight Line (Enola to Parkesburg)	West Bank Susquehanna River	1902/1906	Eligible
105675	Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg)	Between the east bank of the Susquehanna River and Cameron Street	1846/1854	Eligible
110669	Harrisburg City Parks 7 Parkway Plan	East Bank Susquehanna River	1903	Eligible
133048	Third Street Bridge	Third Street over RR/I-83	1992	Not Eligible
133050	Bridge	S.R. 0581 over Ramp to I-83	1952	Not Eligible
206258	Philadelphia & Reading Railroad: Bridge (Susquehanna River)	W. end Paxton Street at the Susquehanna River	1920	Unevaluated (HABS/HAER)

Source: CRGIS

## HISTORIC CONTEXT

### Settlement

Before the arrival of Europeans to central Pennsylvania, the land surrounding the Susquehanna River was inhabited by a Native American tribe called the Susquehannocks. The earliest written description of the group came from the travels of Captain John Smith, who encountered them in 1608 at the mouth of the Susquehanna River (Kent 1984, 26). The archaeology of the Susquehannocks has been studied extensively through excavations along the Susquehanna River in southern Lancaster County and as far north as present-day Lemoyne (Wyatt 2012, 72). The group was largely subsumed into the larger Iroquoian Confederacy in the seventeenth century, before re-emerging as the Conestogas in the late-seventeenth and early eighteenth century (Kent 1984, 58). The Conestogas, who were living just southeast of present day Dauphin County, likely traded with the earliest settlers who moved into the area.

The area that encompasses the project was first settled by Europeans in the early eighteenth century. Though some hunters likely passed through, the first settler is credited as John Harris, a trader who established himself along the Susquehanna River at present-day Harrisburg ca. 1717. John Harris worked as a trader, buying and selling goods with the Native American population that lived along the Susquehanna River and its tributaries. In addition to trading, John Harris operated a ferry across the river, charging for carrying people and animals across the water (Egle 1883, 292-293). After his death, Harris' land passed to his son, John Harris, Jr., who continued to operate the ferry, but also began to develop the area surrounding his homestead as a town. Through

his many political connections, when Dauphin County was established in 1785, Harrisburg (at that time Harris' Ferry) was declared the county seat. At the same time, John Harris, Jr. also donated four acres of land, contingent upon the seat of government for the state being moved to Harrisburg. This fortuitous set-aside helped make Harrisburg the state capitol in 1812 (Egle 1883, 294-295, 312).

Across the river, a second trading post was established by the Chartier family, though the exact location of this trading post is not known (Beckley 1973:7-8). The earliest crossings of the Susquehanna River were made by ferries, with multiple family operations along the river's banks. For example, the Kelso Ferry operated from the banks of present-day Lemoyne to Paxton Street, and the Simpson Ferry connected present-day New Cumberland with Paxton Street (Harrisburg Telegraph 1926:6).

Settlers began crossing the Susquehanna River into the future Cumberland County in the 1720s, despite the land still being under the ownership of Native American tribes, and settlement increased rapidly in the 1730s (Warner, Beers & Co. 1886:8-9). Native American title to the land in Cumberland County was transferred to the colony proprietors by a treaty in 1736. By 1762, approximately half of the land in Cumberland County had been patented and warranted by settlers (Warner, Beers & Co. 1886:39,19). Cumberland County was originally part of Lancaster County, but the distance settlers had to travel to conduct business in the county seat led them to petition for the creation of a new county. An act establishing the new county of Cumberland was passed in 1750, with Carlisle chosen as the seat of government (Warner, Beers & Co. 1886:66-70). Dauphin County was established and split off from Lancaster County in 1785, with Harris' Ferry (later Harrisburg) as the county seat. Lebanon County was later split off from Dauphin and Lancaster counties in 1813 (Kelker 1907, 70-73).

#### Expanding Transportation Networks

Pennsylvania's early settlers depended on rivers and Native American trails for movement; proper roads did not exist for many years. The Susquehanna River served as an important avenue for transportation and trade, especially the shipping of grain, coal, and timber to outside markets. In Dauphin County in the 1730s, early roads from Harrisburg were laid out southward to Baltimore and eastward to Chester County (Morgan 1877, 101-102). Efforts to build a road from Harrisburg to the Potomac River began in 1735, with the road laid out the following year, in large part through Cumberland County, although it was initially only completed as far as Shippensburg (Warner, Beers & Co. 1886:9, 72). The traffic demands on the early nineteenth century turnpikes overwhelmed the capabilities of most ferries, driving turnpike companies to build their own bridges or separate private companies to construct toll bridges, thus depriving ferries of their business.

The Pennsylvania General Assembly passed its first highway legislation in 1785 and subsequent legislation created additional roads, but state road building was hampered by inadequate funding. As an alternative, beginning in 1792, the state began to charter private turnpike companies that would construct roads and collect tolls to pay for maintenance and dividends to investors. In 1806, the legislature authorized the creation of what came to be known as the Pittsburgh Pike between Harrisburg and Pittsburgh. This road became an important route to the west, and its success spurred the formation of a large number of turnpike companies in the early nineteenth century. By 1831,

Pennsylvania led the country in turnpike road mileage, having approximately 3,000 miles divided among some 220 companies (PHMC and PennDOT 1986, 3-4). A State road from Harrisburg to Gettysburg was laid out in 1810 and passed through the southeastern portion of Cumberland County. The Hanover & Carlisle Turnpike, extending south from Carlisle, was begun in 1812; the Harrisburg & Chambersburg Turnpike, which passed through Carlisle and Shippensburg, was begun in 1816; and the Harrisburg & York Turnpike was built along the west side of the Susquehanna River (Warner, Beers & Co. 1886:75).

In the 1830s, railroads began to appear as a new form of transportation in the region. Railroads could run faster than canal boats and wagons, were not limited by weather conditions, and could easily handle changes in grade. One of the earliest railroads, the Pennsylvania Railroad, also became one of the largest railroads in the country. In 1857, the state sold the Main Line Canal to the Pennsylvania Railroad. By 1860, with 2,600 miles of trackage, the railroad had superseded the highways and canals as the preferred means of long-distance transportation in the state (PHMC and PennDOT 1986, 4-5). Numerous railroads passed through or terminated at Harrisburg, including: the Northern Central; Pennsylvania; Cumberland Valley; Philadelphia and Reading; Dauphin, Schuylkill, and Susquehanna; and South Mountain (Morgan 1877, 107-108).

Cumberland County had access to a railroad at an early date. The Cumberland Valley Railroad was chartered in 1831 to build a connection between Carlisle and the Susquehanna River opposite Harrisburg, with subsequent legislation in 1835 extending the line west to Chambersburg. Construction began in 1836 and the line was partially opened in 1837. A bridge over the Susquehanna River provided a direct connection to Harrisburg in 1839. (Stewart 1918: 145). The Northern Central Railroad followed the west bank of the Susquehanna River, including through the eastern end of Cumberland County (Warner, Beers & Co. 1886:77). The Reading Railroad also had a branch through the county, which connected Harrisburg and Shippensburg (Stewart 1918: 145).

In the early twentieth century, the railroads were supplemented with a regional network of electric interurban trolley lines. These interurban lines were often built in right-of-way adjacent to existing roads, although some also had private right-of-way. The interurbans carried freight as well as passengers and served as an additional means of transporting fresh farm products to urban markets. The Cumberland Valley Railroad converted the Dillsburg & Mechanicsburg Railroad to electricity in 1906 and operated it as an electric trolley line until 1928. Several lines operated in the Chambersburg area, with one extending as far east as Shippensburg and another connecting to Maryland lines to the south. The Chambersburg area interurbans never connected to the trolley networks in the Carlisle and Harrisburg area, so no interurban service ever passed fully through the county. The Cumberland Railway was chartered in 1908 and connected Carlisle and Newville. The Valley Traction Company, later replaced by Valley Railways, operated trolley lines from Harrisburg that crossed the Susquehanna River into Cumberland County, mostly serving suburbs along the river, but with one line extending as far as Carlisle. The interurban lines could not compete with the growing popularity of automobiles and closed or were replaced with bus routes by the 1930s (Hilton and Due 1960: 295-298).

Eventually, the railroads and trolleys were supplanted by new technology as well, in the form of the automobile. In the late nineteenth century, the popular use of the bicycle spurred the formation

of the Good Roads Movement, which advocated for improved road surfaces suitable for bicycle use and sought common cause with farmers who also would benefit from improved roads for their farm-to-market needs. In 1895, Pennsylvania enacted legislation which created procedures for any county to take over local roads and improve them. With the emergence of the automobile and the increasing volume of automobile traffic in the early twentieth century, local communities and counties were unable to cope with the construction, improvement, and maintenance of roads. In 1903, the state passed an act creating the State Highway Department, which could provide state assistance to townships and counties for road improvements. In 1911, the state passed the Sproul Act, which created a state highway system consisting of 8,835 miles of roads on 296 different routes linking county seats and other important locations (PHMC and PennDOT 1986, 5).

Pennsylvania also pioneered the creation of the long-distance superhighway with the Pennsylvania Turnpike, the first segment of which opened in 1940. With four lanes, no at-grade intersections, and very low roadway grades, the Pennsylvania Turnpike served as a model for the Interstate Highway System, which was created by the Federal Highway Act in 1956. By the late 1970s, 1,576 miles of Federal-aid interstate highways had been built in the state (PHMC and PennDOT 1986, 5). The construction of what was to become I-83, which terminates in Dauphin County at I-81, began as an upgrade of US 111 to an expressway beginning in 1950. The first segment was completed in 1952 and named the Harrisburg-York-Baltimore Expressway. Work on the first segment in Harrisburg began in 1952; construction of the segment that includes crossing the Susquehanna River over the John Harris Bridge began in 1958. The highway gained the I-83 designation in 1960, but construction was not completed until 1971 with the opening of the Eisenhower Interchange in Harrisburg (Kitsko 2019).

The earliest bridges in Pennsylvania were constructed of readily available natural materials, namely timber or stone. Timber bridges carried loads through the use of a truss or a combination of arch and truss. These timber bridges were sheathed in a roof and siding to protect the truss components from deterioration due to the weather. Early professional engineers patented some of these load-carrying systems, including Ithiel Town and Theodore Burr, both of whom have their names enshrined as part of the name of their bridge design. Burr designed and built a wooden covered bridge across the Susquehanna River at Harrisburg in 1813-1817. The bridge had 12 spans and was divided by City Island; portions of this bridge remained in use until 1902 (PHMC and PennDOT 1986, 61).

The building of the canal and railroad systems spurred the growth of the profession of civil engineers. The railroads' need for metal components also spurred the growth of the iron and steel industry. The use of manufactured materials and standardized components allowed the civil engineers to perform systematic analysis in the design of bridges. As a result, a variety of different types of metal bridges began to appear in Pennsylvania. The transition to iron bridge members began in the 1840s and had progressed by the 1860s to major bridge beams being made of rolled iron. By 1895, steel had replaced iron as the structural material for metal bridges. The overwhelming majority of metal bridges in the nineteenth and early twentieth centuries were metal truss bridges. The standardization of design, ease of construction, and adaptability to various site conditions made metal truss bridges a popular choice for local highway bridges (PHMC and PennDOT 1986, 9-10).

The development of concrete as a primary material in the construction of bridges was concurrent with the transition to the use of steel in bridge construction. By 1900, proponents of each material were patenting and selling their bridge types across the country. Concrete became the predominant material for highway bridges and short railroad spans in the early twentieth century. The transition from solid arches to open spandrel arches occurred by 1905. Smaller bridges also could be constructed using various types of concrete beams or slabs; such types culminated at mid-century with the emergence of the prestressed concrete beam bridge (PHMC and PennDOT 1986, 11, 13).

### Suburbanization

Prior to the development of urban trolley systems following the Civil War, the expansion of cities largely was limited by the distance that residents could walk to their place of employment, with the exception of the wealthy, who could travel by carriage or railroad into the city from the countryside each day. The first known public transportation in Harrisburg began in 1865 with a horse-drawn trolley that ran between downtown and McClay Street. Multiple companies formed over the next several decades to build lines to various neighborhoods or adjacent communities, such as Steelton. In 1888, companies began to convert from literal horsepower to electricity as their source of motive power. By the 1890s, the various traction companies in the city began to consolidate to eliminate duplicate routes, and a new company, the Cumberland Valley Traction Company, formed to build a trolley line along the west shore of the Susquehanna River. (Capital Area Transit 2019).

Trolley lines, especially after electrification, provided mass transit with speed and regular frequent service, allowing residents to commute to jobs or shopping districts from residential neighborhoods further from the congestion and pollution of the older portions of the city. As trolley lines expanded beyond already developed areas, new residential development would form along the trolley route and within walking distance of trolley stops. After having remained largely agricultural through the nineteenth century, real estate developers in the first decades of the twentieth century were able to tout Cumberland County's bucolic beauty, as well as its proximity to roadway and trolley networks, as selling points for suburban living. While suburbs along the West Shore of the Susquehanna River, such as Camp Hill, Lemoyne, New Cumberland, and Wormleysburg, saw the greatest growth due to their proximity to Harrisburg, the other boroughs further to the west in the county also developed their own suburban-style neighborhoods. Neighborhood plans varied, with some laid out as a grid of streets and others with winding, picturesque roads. Grid-street neighborhoods often were the location of mass-produced houses in popular residential types, such as foursquares or bungalows, generally marketed to the middle class. Residents in more upscale neighborhoods often built houses espousing popular architectural trends of the period, such as the handmade aesthetic behind the Craftsman style or various period revival styles such as the Tudor Revival or Colonial Revival (Van Dolsen 1990: 51-58).

As the rate of automobile ownership expanded in the early twentieth century, commuting by car became a popular alternative to the trolley systems. Additional suburbs developed in areas away from the trolley lines. Following World War II, a variety of factors came together to greatly expand the spread of automobile suburbs and a large-scale movement out of the cities. Population growth ("the Baby Boom") resulted in a housing shortage at the same time that changes in home building technology allowed for standardization and mass production. Additionally, the emerging interstate highway system and increased automobile ownership opened up large swathes of countryside to

residential development. With much of the rest of the world still rebuilding following the war, the economy of the U.S. entered a sustained period of prosperity. The economy provided workers with greater incomes with which to pay for land and a house, and the GI Bill provided assistance with mortgages and down payments. The economy also spurred employers to move their expanding businesses from the crowded cities to more open and sprawling office and industrial parks in the suburbs. Jobs moving to the suburbs further reinforced the impetus for residential suburban living. Due to the use of mass production and prefabrication, the new houses being built in the suburbs abandoned most of the eclectic or historical stylistic characteristics common to houses built before the war. House types like the ranch, the minimal traditional, the Cape Cod, or the split level had little ornamentation, had rectangular floor plans, and generally were one or one-and-one-half stories in height (PHMC 2015).

In the mid-twentieth century, Harrisburg's expansion continued to spread in all directions. The city had already annexed a number of small towns around it during its growth in the nineteenth century. With the arrival of the automobile, and eventually the construction of regional highways, workers in Harrisburg began to buy houses in the surrounding boroughs on both the east and west shores of the Susquehanna River. Today, Harrisburg functions as the center of a large capitol-region network, including residential, commercial, and industrial sectors. The downtown is a mixed-use community of business and residences, with industrial sites and offices increasingly moving to the periphery to take advantage of regional transportation networks.

The City of Harrisburg began to change in appearance in the early twentieth century. New modern buildings were constructed in downtown Harrisburg, the current state capitol building was constructed after an 1897 fire, and new buildings were added to the state capitol complex. The mayors and council members of the city embraced the City Beautiful movement and began a series of improvements after 1900. These included expanded park areas, including around the capitol and along the Susquehanna River (Kelker 1907, 525-526). As part of the expansion of the city's parks, this era also included the construction of the concrete steps leading down to the Susquehanna River, which were built of reinforced concrete between 1913 and 1915 to cover the city's existing sewer system (Fasick 2015).

### Lemoyne Borough

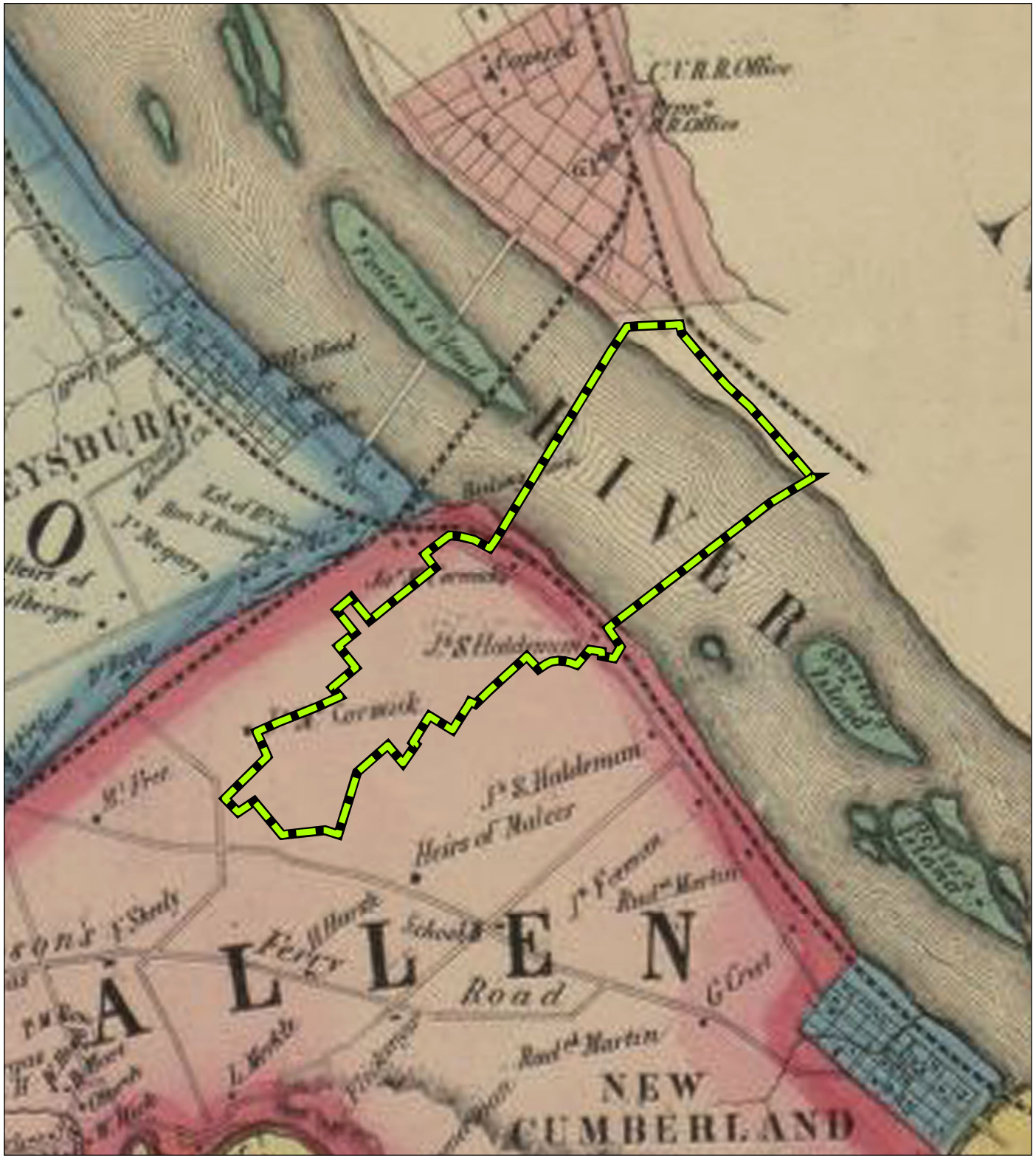
Although located just across the Susquehanna River from Harrisburg, the development of Lemoyne Borough took a very different path than the state capitol. European settlement of the central Susquehanna River Valley began in the early 18<sup>th</sup> century, and a ferry was established by settler John Harris around 1718. The earliest European settlers in what would become Lemoyne Borough settled at the western launch of John Harris' ferry. The Kelso family operated the ferry, in collaboration with John Harris, and thus assisted the shipment of goods across the river. In the mid-eighteenth century a turnpike road was built from Kelso's Ferry westward, connecting Harrisburg and Carlisle (Rowland 2020). In 1785, the town of Harrisburg was laid out on the eastern side of the river, and in 1815 Wormleysburg was laid out on the west side. On the eastern shore of the river, Harrisburg became the state capitol and developed a strong industrial economy. Throughout the nineteenth century, the economy of the western side of the river was based on agriculture, with small-scale supporting commercial and manufacturing activities (Figure 4).



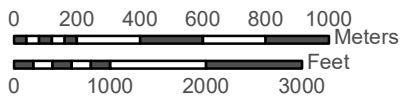
Section of the 1818 Melish-Whiteside Dauphin County map (Melish and Harrison 1818).

The first bridge over the Susquehanna River in the vicinity of Harrisburg was a wooden covered bridge designed by renowned bridge designer Theodore Burr sometime between 1813 and 1817. The bridge had 12 spans and was divided by City Island, portions of which remained in use until 1902 (PHMC and PennDOT 1986, 61). After the construction of this bridge over the river, the area on the west end of the bridge in modern-day Lemoyne became locally known as Bridgeport. The area remained largely undeveloped, with only a limited number of residences and businesses scattered along the Carlisle and Harrisburg Turnpike (modern-day Market Street; Beers 1872: 48; Figure 5). A second important change in the regional transportation network was the chartering of the Cumberland Valley Railroad in 1831. This railroad, which was constructed in 1837 from Bridgeport (modern-day Lemoyne) to Chambersburg, helped secure the Cumberland Valley as a national bread basket, allowing goods to flow from the valley into Harrisburg, from which they were transported to Philadelphia and New York. The railroad opened a bridge over the Susquehanna, connecting points west to Harrisburg by rail. The Pennsylvania Railroad bought a controlling interest in the Cumberland Valley Railroad in 1859, and began to integrate the railroad into its larger operations in the 1880s (Mechanicsburg Museum Association 2015). In ca. 1891, the Philadelphia & Reading Railroad extended their lines to the West Shore to compete with the Pennsylvania Railroad, buying the former right-of-way of the defunct Southern Pennsylvania Railroad.

During the Civil War, the hilltops overlooking Harrisburg City were identified as important strategic locations to guard against Confederate incursions. As such, Fort Washington and Fort Couch were developed on the hillsides, serving as artillery positions to protect Harrisburg. Both



Project APE



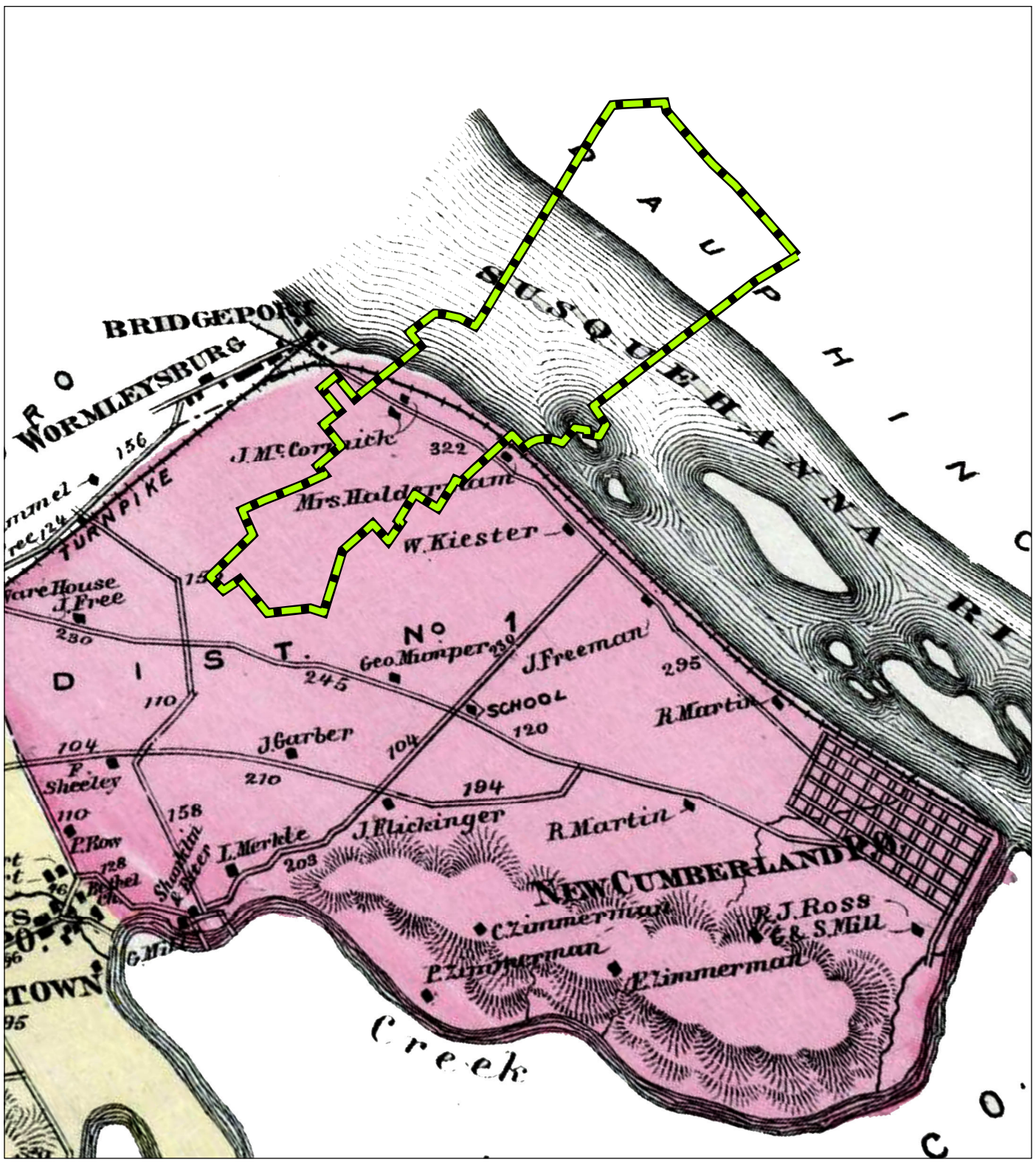
**Figure 4**

**1858 Atlas**

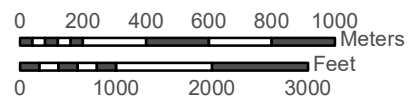
S.R. 0083-094 John Harris Memorial (South) Bridge Project

Lemoyne Borough, Cumberland County and Harrisburg City, Dauphin County, Pennsylvania

Base: H. F. Bridgens  
1858



 Project APE

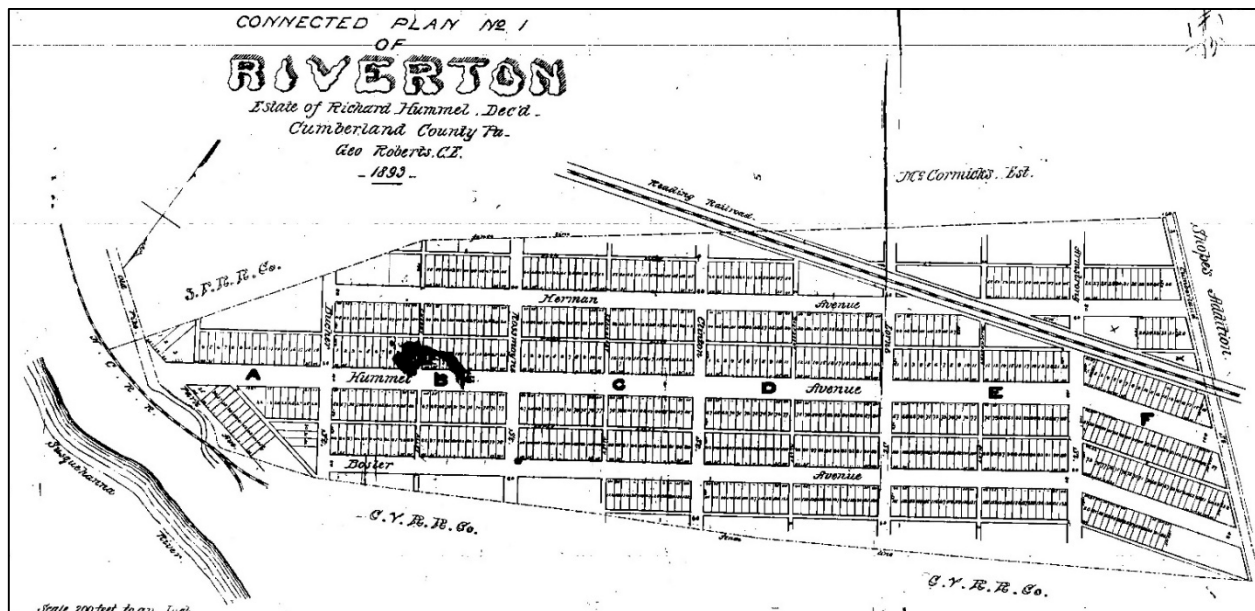


**Figure 5**  
 1872 Atlas  
 S.R. 0083-094 John Harris Memorial (South)  
 Bridge Project  
 Lemoyne Borough, Cumberland County and  
 Harrisburg City, Dauphin County, Pennsylvania

Base: F.W. Beers Atlas of Cumberland County  
 1872

forts were only in use for a limited time, and were never involved in any military actions. Remnants of Fort Couch remain visible in a small park today in Lemoyne Borough, and are commemorated by a historical marker (WITF 2019).

The largest landowner in what became the borough of Lemoyne was the Hummel family, who purchased 150 acres from the Kelsos in 1828, and continued to add to their land holdings over the rest of the nineteenth century. Much of the Hummel land was owned by a trust, which was managed by an attorney for the family, John A. Herman. Herman determined that the land was not productive, and decided to develop the Hummels' property into building lots. Beginning in the late 1880s, lots were laid out on the Hummel land, the majority of which were located south of the Cumberland Valley Railroad tracks. A plan of lots was officially filed with the county for Riverton in 1889 (Cumberland County Recorder of Deeds J-4:40). The plan shows most of the area divided into house lots, with a small area set aside at the eastern end to be used as a park. As the area developed, Riverton became the name for the entire area that would become Lemoyne, eclipsing the earlier name of Bridgeport (Harrisburg Telegraph 1913:10). Riverton was largely constrained by the Cumberland Valley Railroad on the north and the Philadelphia & Reading Railroad and the McCormick Estate on the south. The Philadelphia & Reading Railroad was established on the west shore to compete with the Pennsylvania Railroad ca. 1891. This helped to complete the railroad's Philadelphia, Harrisburg & Pittsburg Division.



1893 Plan of Riverton (Cumberland County Recorder of Deeds). Note that the Susquehanna River is at the left on this plan.

Prior to the development of communities on the West Shore of the Susquehanna River, the primary connection between Harrisburg and points west was what was known as the Camelback Bridge. This bridge was funded through the collection of tolls, which remained in place throughout its lifespan. The tolls, which were collected by the Harrisburg Bridge Company, covered the movement of both people, animals and wagons across the bridge. The tolls were collected to cover the construction of and repairs to the bridge, which was frequently damaged by ice, floodwaters, and occasionally by fire (Casella 1996:4). The Harrisburg Bridge Company continued to improve the Market Street Bridge in the twentieth century, and continued collecting tolls for the bridge's

use until its acquisition by PennDOT in 1949. Tolls continued to be collected until the funds were raised to pay for its acquisition, which finally ended in 1957 (Semmer 1997:9).

On the West Shore, there were various beginnings of residential development along the turnpike roads, with limited commercial enterprise consisting of the operation of taverns and a few general stores. There were a few industrial sites, dominated by grain and lumber milling. There were several previously-established boroughs, such as Wormleysburg, New Cumberland, and Camp Hill. Each of the communities maintained connections to Harrisburg, but were limited by the cost of the ferry and bridge tolls collected to reach the capital city. These connections allowed for a flow of goods out of the city to the surrounding boroughs, and the shipment of agricultural staples and limited industrial output into the city from Cumberland County.

The twentieth century growth of the west side of the Susquehanna River was largely driven by the construction of a new bridge and the introduction of a trolley system based out of Harrisburg beginning in the 1890s. The new bridge, consisting of a metal truss connecting to Harrisburg’s Walnut Street, was built in 1889, and operated with much cheaper

<b>Tolls of the Present Bridge.</b>	
Harrisburg Bridge Company. New schedule of tolls to take effect October 16th, 1871.	
Omnibus, coach, heavy wagon, sled or cart . . . . .	Twenty cents.
Each horse . . . . .	Ten "
Driver and each passenger . . . . .	Five "
Heavy wagons, sleds and carts, <i>when loaded</i> . . . . .	Twenty cents additional.
Carriage, light wagon or sleigh, with one horse and driver . . . . .	Twenty-five cents.
Each passenger . . . . .	Five cents.
Each additional horse . . . . .	Ten "
Light wagon, <i>when loaded</i> . . . . .	Ten cents additional.
Horse and rider . . . . .	Fifteen cents.
Horses, mules, cattle, led or driven . . . . .	Ten cents each.
Foot passengers . . . . .	Five "
Swine or sheep . . . . .	Two and a half "
Children under 12 years of age . . . . .	Three "
Laboring men by the week, forty cents, payable in advance.	
A two-horse wagon drawn by one horse, to be charged as with two horses.	
The gate keepers to decide as to application of above rates in all cases.	

Copy of the toll structure for the Market Street Bridge in 1871 (Harrisburg Telegraph 1889:3).

tolls than the Camelback Bridge, which operated largely as a monopoly. The effort to construct the new bridge was led by the People’s Bridge Company, which was formed in 1889. After numerous legal battles with the Harrisburg Bridge Company over construction of a bridge too close to their own, and after efforts by the bridge company to reduce tolls and thus draw support away from the new bridge, the People’s Bridge Company was granted a charter in March of that year (Casella 1996:6-7). The new bridge operated under a cheaper toll structure, providing increased access to Harrisburg markets for farmers and residents. The bridge ultimately operated under tolls until 1957, when the money for its acquisition by PennDOT was finally raised (Casella 1996:15).

Originally opened to pedestrians, the Walnut Street Bridge was later also used to carry trolleys over the river. The earliest plans for an electric trolley system on the West Shore were proposed between 1892 and 1893, all of which included construction on 3<sup>rd</sup> Street in Riverton (now Lemoyne) and extending from Marysville to New Cumberland. The first company to begin construction of trolley lines was the Cumberland Valley Traction Company, who began building their line from Carlisle toward Harrisburg in 1894. The Cumberland Valley Traction Company bought out the local trolley interests, and also began constructing lines across the Walnut Street Bridge and from the Susquehanna River to the west. The first trolleys were operated in 1895, and eventually included tracks on 3<sup>rd</sup> Street, Hummel Avenue, and Market Street (Siebert and Steinmetz 1982:1-5).

After the opening of the trolley system, each of the West Shore boroughs saw periods of growth and development. New housing sprang up along the trolley line as more workers from Harrisburg

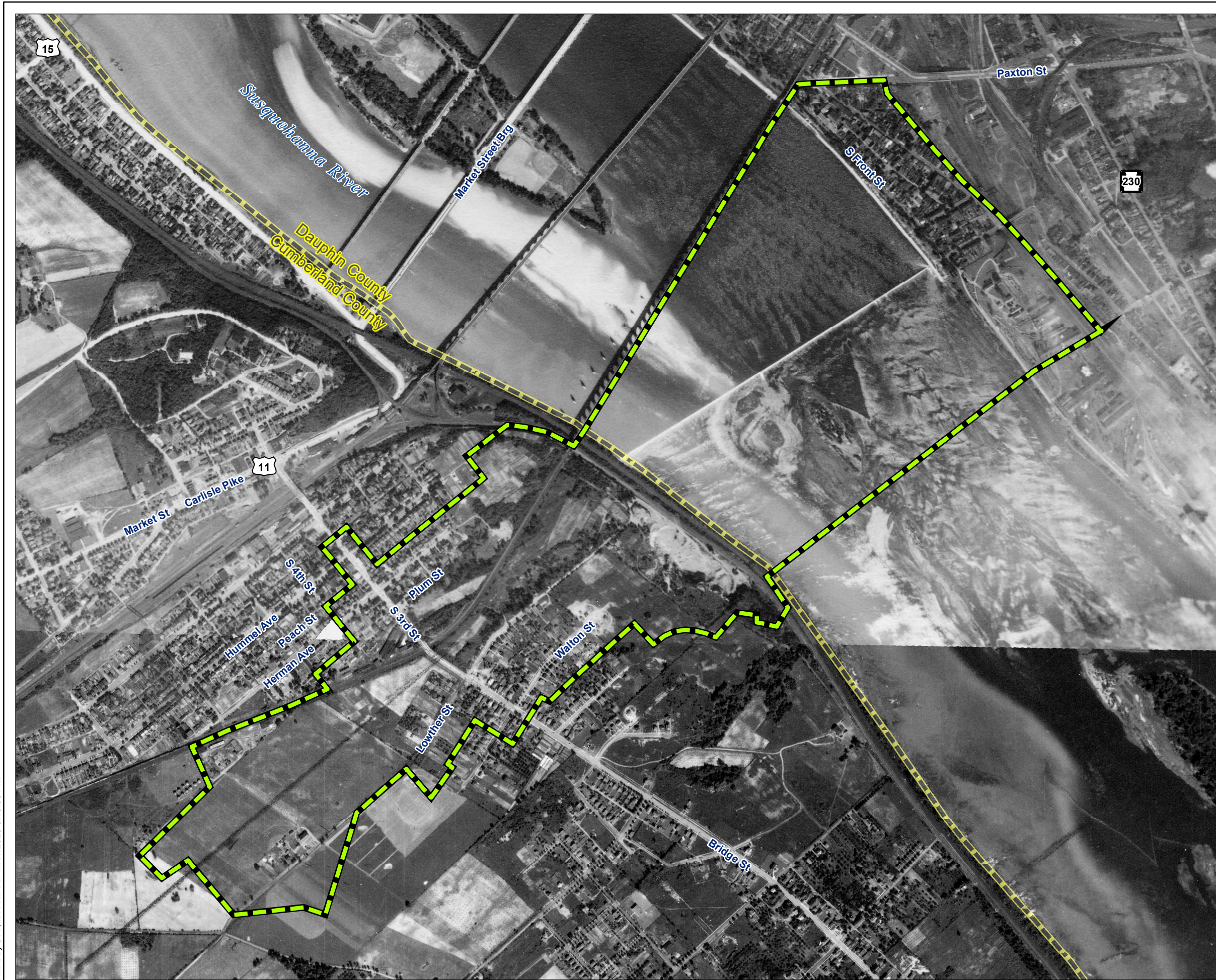


Philadelphia & Reading Railroad. This estate laid out lots and began selling them off ca. 1916. This area, which continued to develop over the next 20 years, became known as Lower Walton, or the Lower Walton Tract (Harrisburg Telegraph 1916:13). This area was composed almost entirely of residential development, with wood-frame and brick dwellings lining the streets and providing workers ready access to the trolley line on S. 3<sup>rd</sup> Street.

The boundaries of Lemoyne Borough were largely set after two annexations in the 1920s, and the borough was nearly 100% developed by 1930. The borough is bounded on the south by New Cumberland Borough, on the north by Wormleysburg Borough, and on the west by Camp Hill Borough. In 1910, the first census after the borough's incorporation, the population was 1,393. The population grew modestly by 1920 to 1,939 residents. The period between 1920 and 1930 was one of expansive growth, adding more than twice the number of residents with a final population count of 4,171 (U.S. Census Bureau 1910, 1920, 1930). After 1930, the majority of Lemoyne's land was developed, and growth slowed, ranging from a low of approximately 3,900 residents to a high of 4,662 (Figures 6 to 8). This is primarily due to the fact that Lemoyne did not have additional farmland within the borough's boundary that could be developed during other periods of growth in the region. For the remainder of the twentieth century, Lemoyne Borough remained a suburb to Harrisburg. Although the means of access to the city changed, from trolleys to buses and ultimately automobiles, the residents have continued to live and work in the wider region.

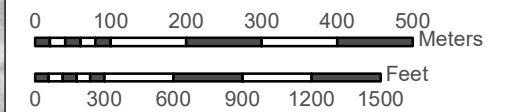
#### **RECONNAISSANCE SURVEY METHODOLOGY**

A reconnaissance survey was conducted of the project APE in September 2020. The reconnaissance consisted of a vehicular/pedestrian survey of the entire APE, with photographs and notes taken for every building or structure over 50 years in age. Efforts were made to identify any individual properties that may require evaluation for the National Register, as well as determine the boundaries of any residential groupings that merit evaluation as a district.



 Project APE

Base: Aerial Photograph  
1937



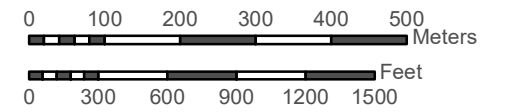
**Figure 6**

**1937 Aerial**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



 Project APE

Base: Aerial Photograph  
1958



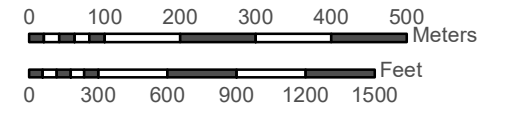
**Figure 7**

**1958 Aerial**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



 Project APE

Base: Aerial Photograph  
1970



**Figure 8**  
**1970 Aerial**  
 S.R. 0083-094 John Harris Memorial (South) Bridge Project  
 Lemoyne Borough, Cumberland County and Harrisburg City, Dauphin County, Pennsylvania

**RESULTS**

A total of 248 properties were surveyed within the APE, and 19 are recommended for additional documentation (Figures 9 and 10). Six properties are recommended for documentation on abbreviated PHRS forms. An additional 10 properties are recommended for evaluation on full PHRS forms. Finally, three districts/groupings are recommended for evaluation on full PHRS forms. These recommendations are shown in Table 2. In assessing the results of the reconnaissance survey, the APE was broken into four sections. These included the bulk of Lemoyne Borough (historically known as Riverton), the area of Lemoyne Borough south of Interstate 83 (historically known as Lower Walton or the Lower Walton Tract), the Susquehanna River, and the area located on the east shore of the Susquehanna River in Harrisburg City (locally known as Shipoke). Each section of the APE is characterized and described in more detail below.

**Table 2. Properties/Neighborhoods Recommended for Further Study**

Survey #	Name/Address	Potential National Register Criteria	Recommended Documentation	Figure 9 Sheet #	Photo #
ASC-001	Lamar Advertising/308 S. 10 <sup>th</sup> Street	Criterion C	Abbreviated PHRS Form	1	6
ASC-011	C.S. Willis & Sons Feed Mill/S. 5 <sup>th</sup> Street	Criteria A & C	Full PHRS Form	3	7
ASC-024	Citizens Fire Company No. 1/326 Herman Avenue	Criterion A	Full PHRS Form	3	11
ASC-034	Grace United Evangelical Church/309 Herman Avenue	Criterion C	Full PHRS Form	4	12
ASC-040	West Shore National Bank of Lemoyne/300 Hummel Avenue	Criteria A & C	Full PHRS Form	4	13
ASC-047	119-121 S. 3 <sup>rd</sup> Street	Criterion C	Abbreviated PHRS Form	4	16
ASC-051	S.B. Leach Apartment Building/235-241 Hummel Avenue	Criterion C	Abbreviated PHRS Form	4	17
ASC-053	Jacob A. Kunkel Building/222-224 S. 3 <sup>rd</sup> Street	Criteria A & C	Full PHRS Form	4	14
ASC-115	BCR Music & Sound/300 S. 3 <sup>rd</sup> Street	Criteria A & C	Full PHRS Form	4	15
ASC-116	Firestone Motors Salvage Yard/330 S. Third Street	Criterion A	Full PHRS Form	4	8
ASC-134	347 Lowther Street	Criterion C	Abbreviated PHRS Form	7	20
ASC-168	450 S. 3 <sup>rd</sup> Street	Criteria A & C	Full PHRS Form	7	21
ASC-243	Philadelphia & Reading Railroad: Philadelphia, Harrisburg & Pittsburg Division	Criterion A	Full PHRS Form	12	26
ASC-245	Front Street Sewage Pumping Station/830 S. Front Street	Criteria A & C	Full PHRS Form	13	28
ASC-247	Quality Inn/525 S. Front Street	Criteria A & C	Abbreviated PHRS Form	15	27
ASC-248	Round Brick Structure	Criterion A	Abbreviated PHRS Form	3	8

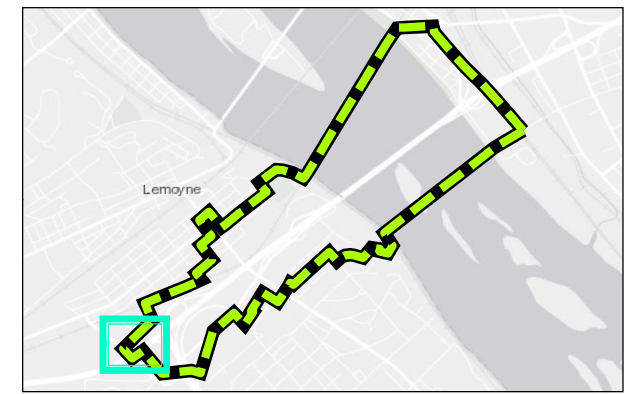
Survey #	Name/Address	Potential National Register Criteria	Recommended Documentation	Figure 9 Sheet #	Photo #
	Lower Walton Subdivision	Criteria A & C	Full PHRS Form	7-9	24
	Riverton Plan Subdivision	Criteria A & C	Full PHRS Form	3-5	18, 19
	Waldon Terrace Subdivision	Criteria A & C	Full PHRS Form	6	23




### Riverton/Lemoyne

A large portion of the project APE is located in Lemoyne Borough north of I-83, an area historically called Riverton. The western reaches of this area within the APE are located south of the former Philadelphia & Reading Railroad tracks. This area is dominated by commercial and industrial development, with an auto body shop, self-storage, and a PennDOT maintenance facility. At the far west end of the APE is a building on S. 10<sup>th</sup> Street that serves as the office of Lamar Advertising (ASC-001; Photograph 6). This one-story brick building was constructed in the mid-twentieth century, and has simple elements of the Mid-century Modern style. However, the building has been altered by changes to the entry vestibule and the construction of a large rear addition. Due to these alterations, the property appears to be not eligible for the National Register. However, the property is recommended for documentation on an abbreviated PHRS form to confirm this status.

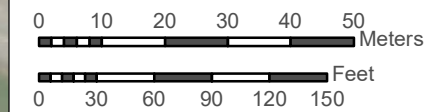


**Photograph 6.** Southwest (façade) and northwest (side) elevations of the Lamar Advertising Building, facing east.



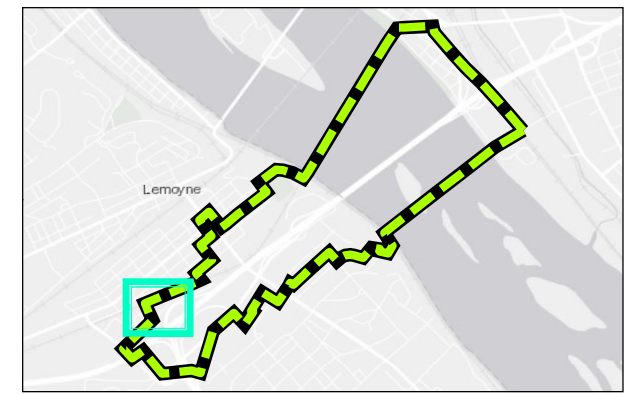
-  Project APE
-  Property Surveyed
-  Photograph Location



Base: ESRI World Imagery  
Aerial Photograph 2019



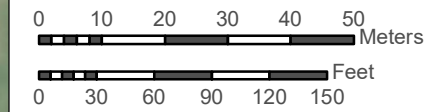
**Figure 9** **Sheet 1 of 15**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



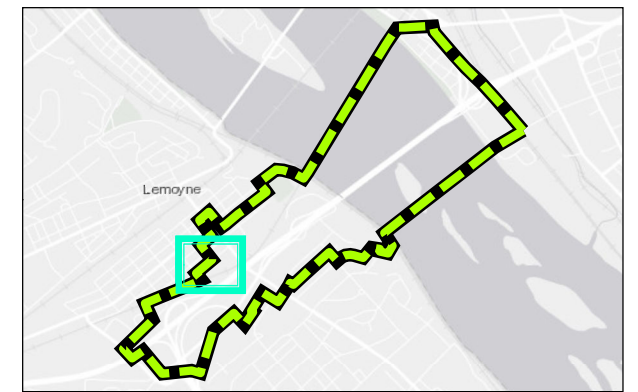
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-  Property Surveyed




Base: ESRI World Imagery  
Aerial Photograph 2019



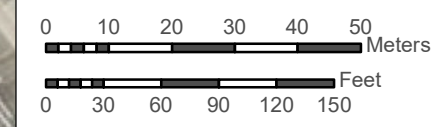
**Figure 9**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



-  Project APE
-  Property Surveyed
-  Photograph Location

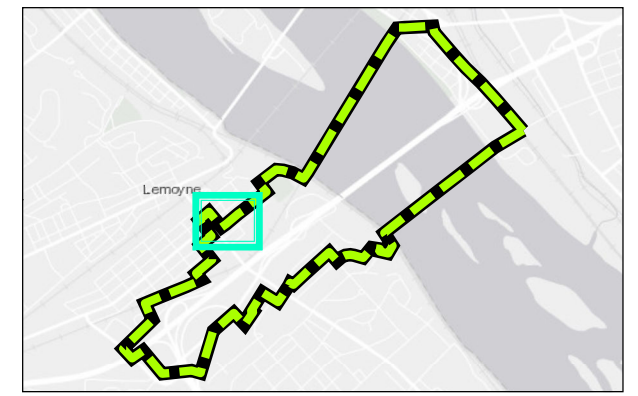
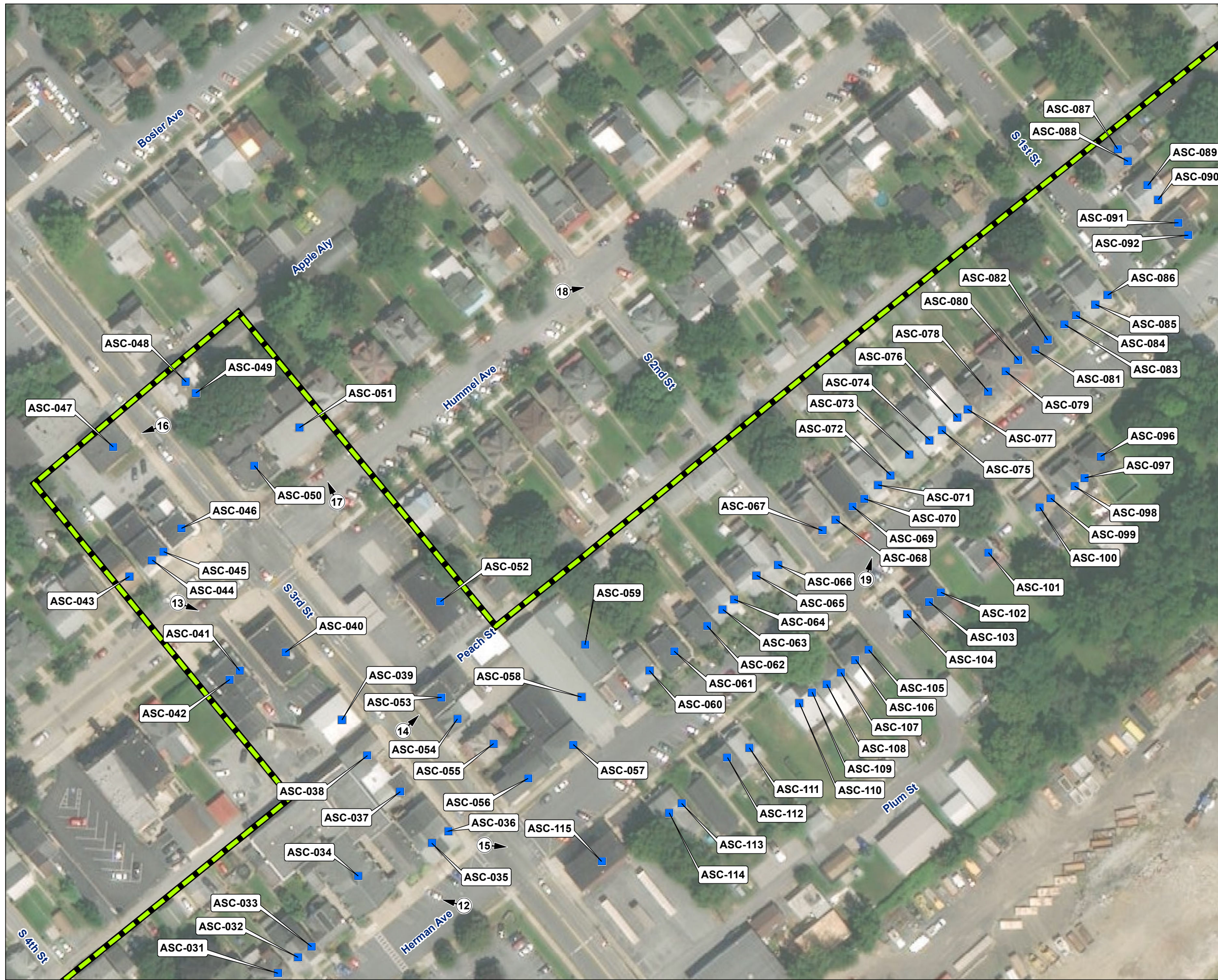
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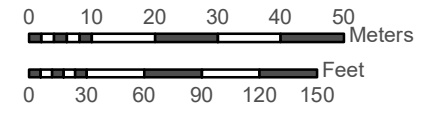
**Figure 9** **Sheet 3 of 15**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



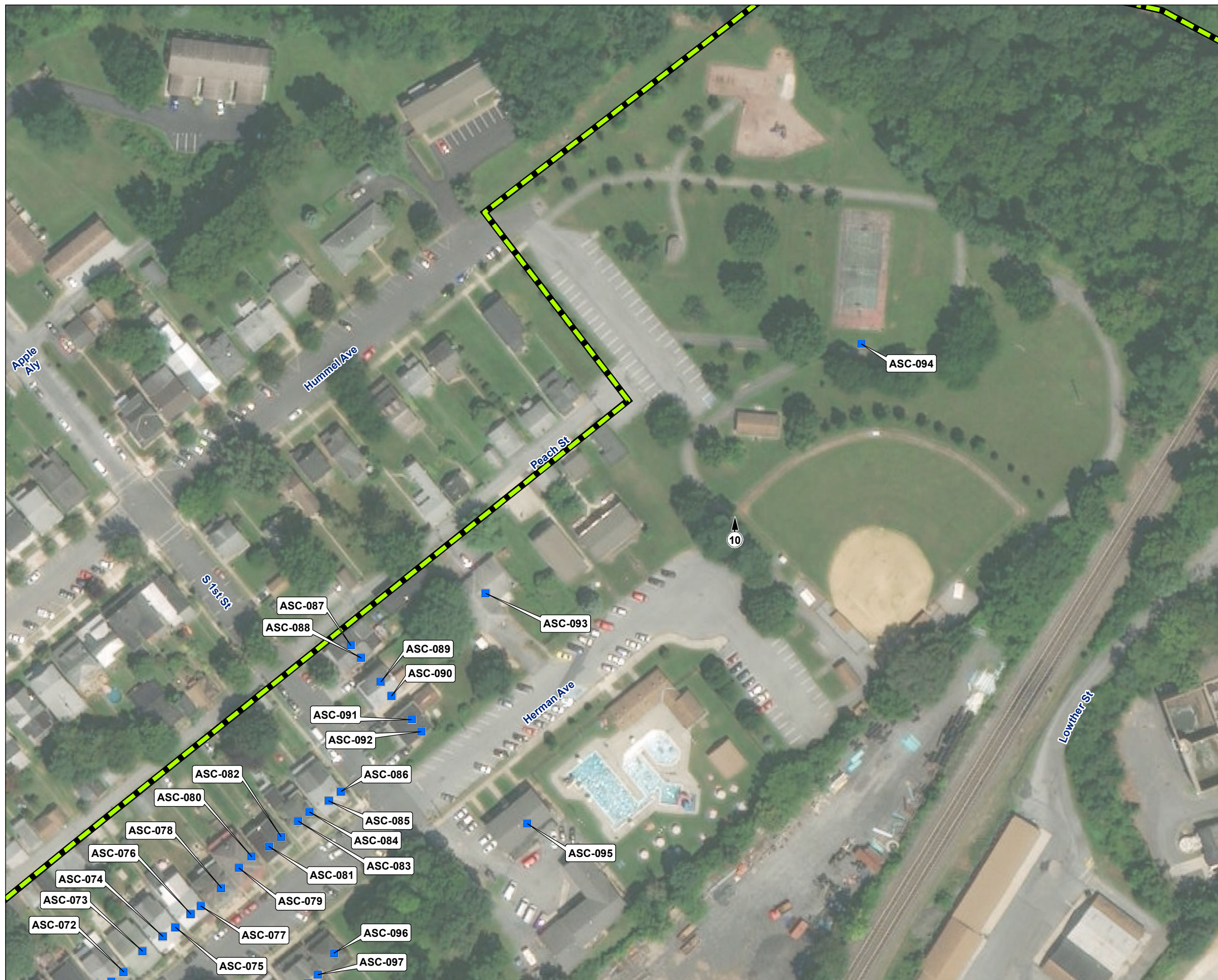
-  Project APE
-  Property Surveyed
-  Photograph Location

Base: ESRI World Imagery  
Aerial Photograph 2019



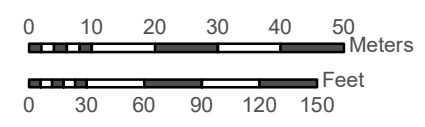
**Figure 9** Sheet 4 of 15

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Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



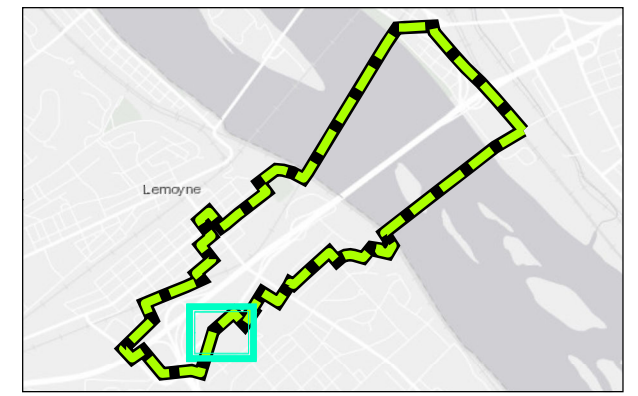
- Project APE
- Property Surveyed
- Photograph Location

Base: ESRI World Imagery  
Aerial Photograph 2019



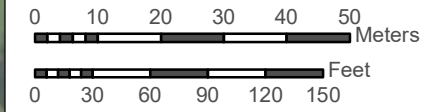
**Figure 9** **Sheet 5 of 15**

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S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



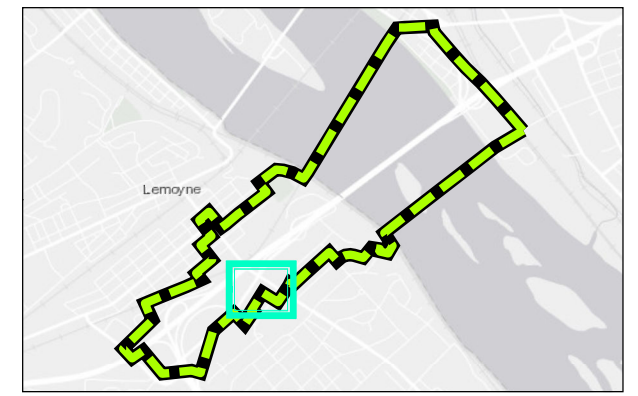
- Project APE
- Property Surveyed
- Photograph Location




Base: ESRI World Imagery  
Aerial Photograph 2019



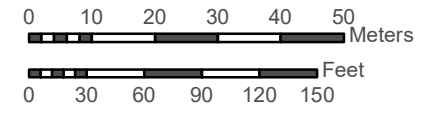
**Figure 9** **Sheet 6 of 15**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



-  Project APE
-  Property Surveyed
-  Photograph Location

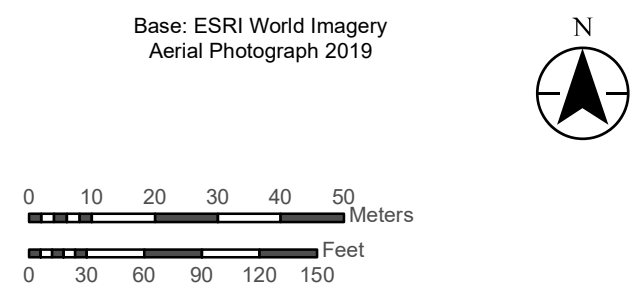
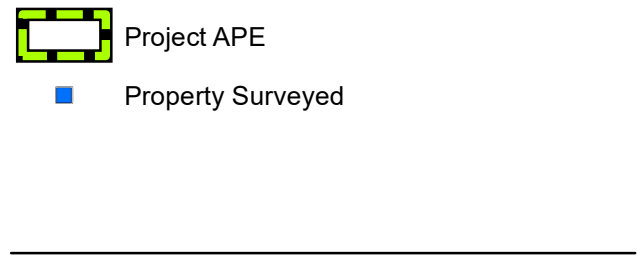
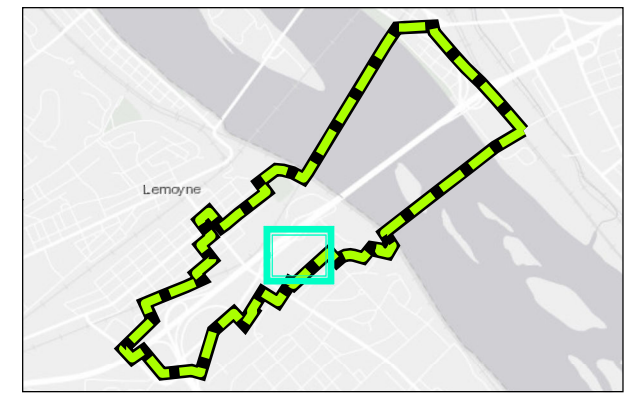
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Aerial Photograph 2019



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**Figure 9** Sheet 7 of 15

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



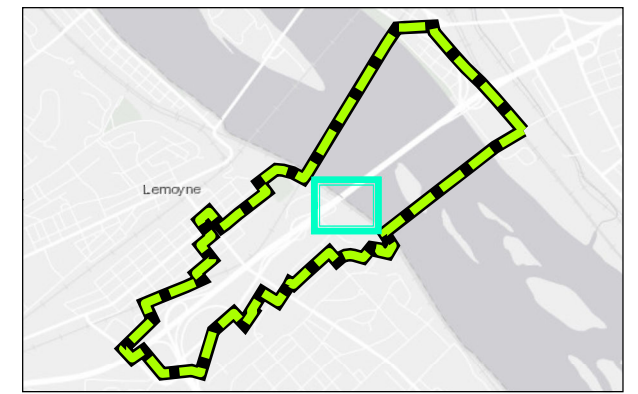
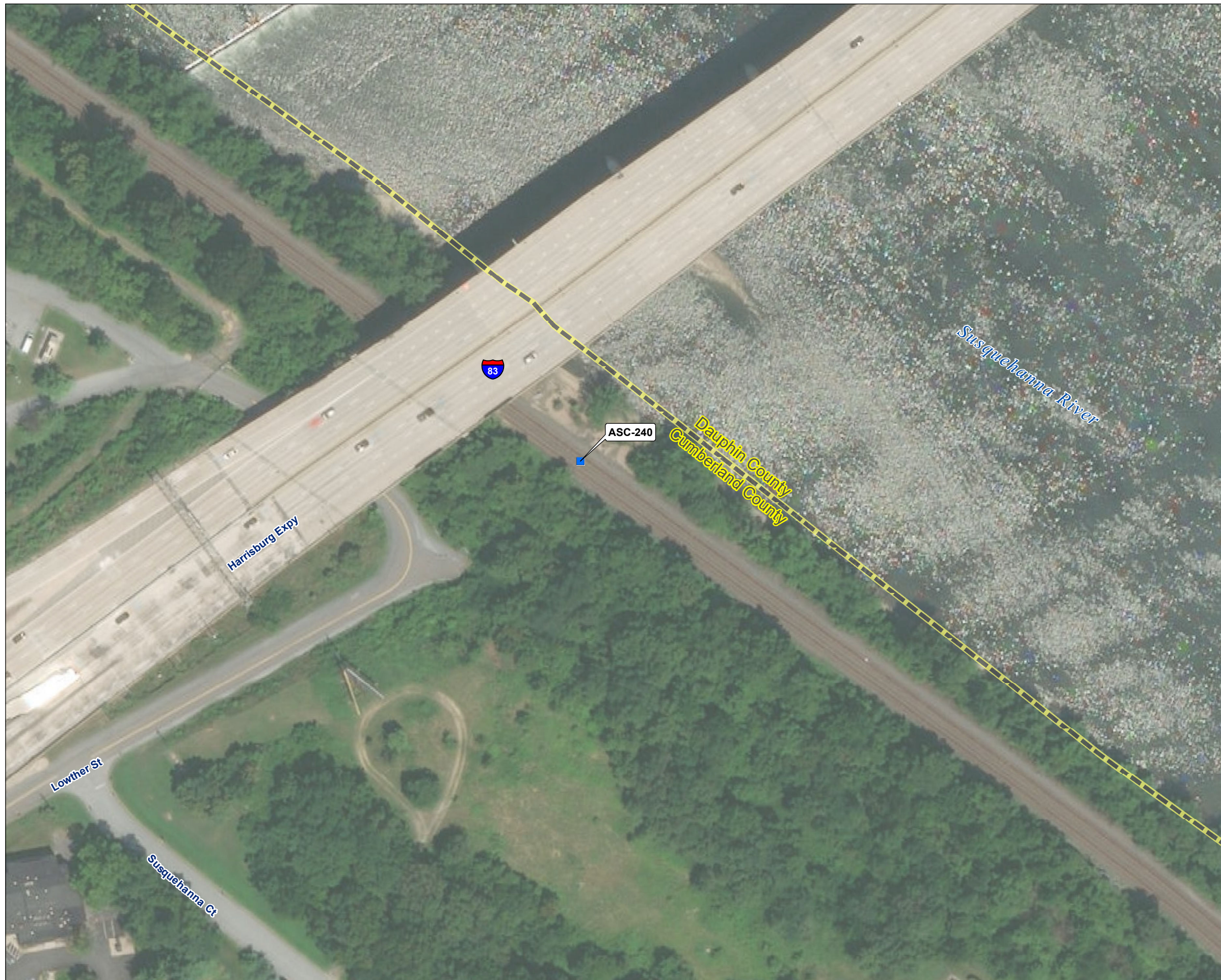
**Figure 9** **Sheet 8 of 15**  
**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania





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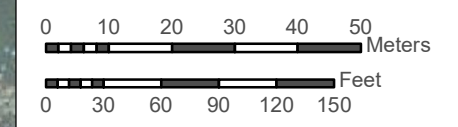
**Figure 9** **Sheet 9 of 15**

**Properties Surveyed**  
 S.R. 0083-094 John Harris Memorial (South)  
 Bridge Project  
 Lemoyne Borough, Cumberland County and  
 Harrisburg City, Dauphin County, Pennsylvania



-  Project APE
-  Property Surveyed

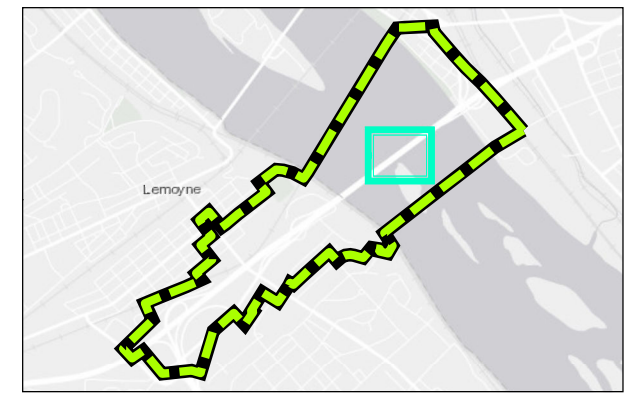
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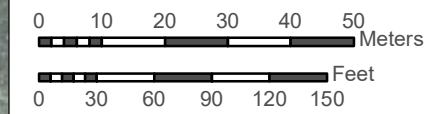
**Figure 9** **Sheet 10 of 15**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



-  Project APE
-  Property Surveyed

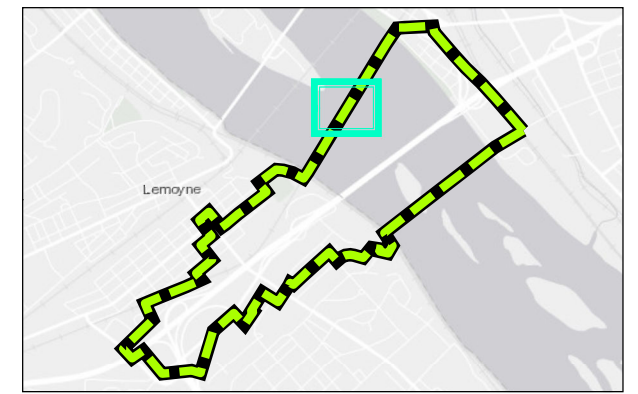
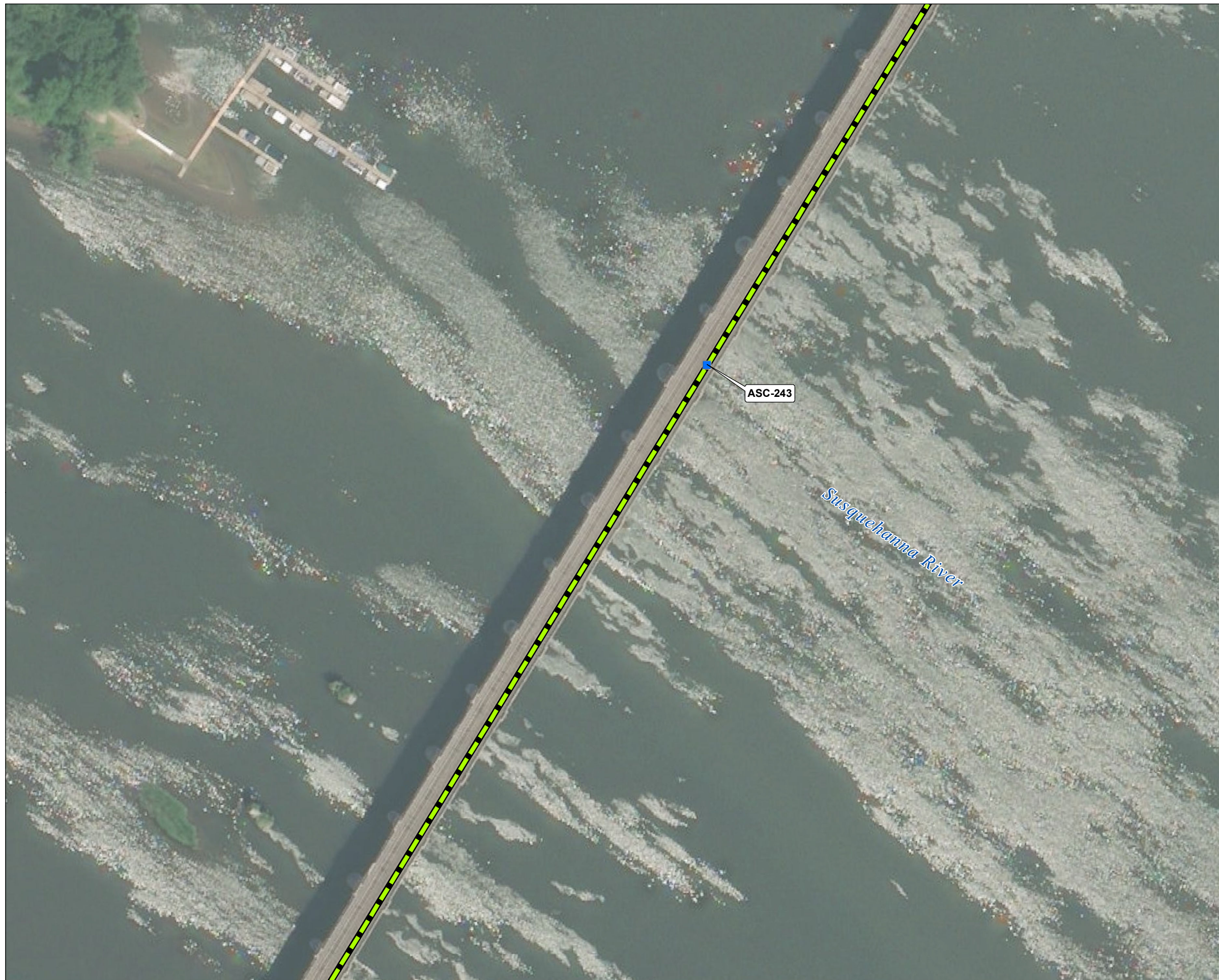
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**Figure 9**

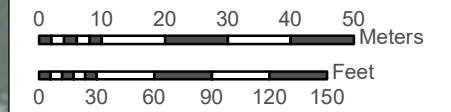
**Properties Surveyed**

S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



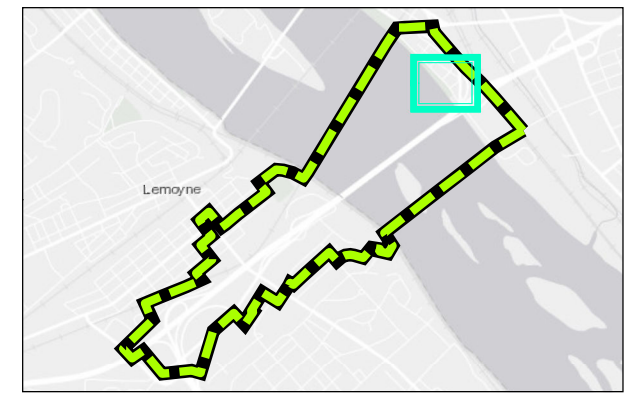
-  Project APE
-  Property Surveyed




Base: ESRI World Imagery  
Aerial Photograph 2019



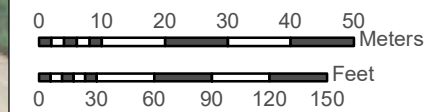
**Figure 9**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



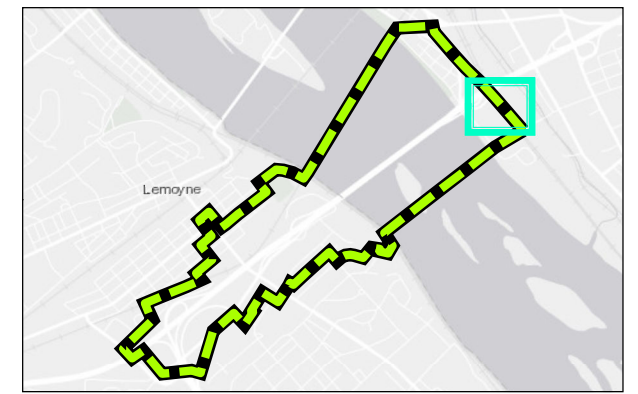
-  Project APE
-  Property Surveyed
-  Photograph Location



Base: ESRI World Imagery  
Aerial Photograph 2019



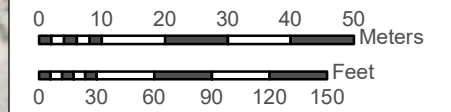
**Figure 9**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



-  Project APE
-  Property Surveyed

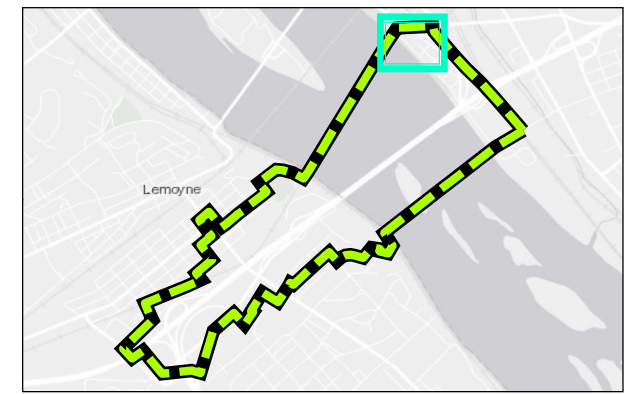
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Aerial Photograph 2019






**Figure 9**

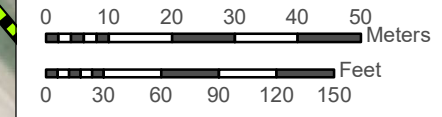
**Properties Surveyed**

S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



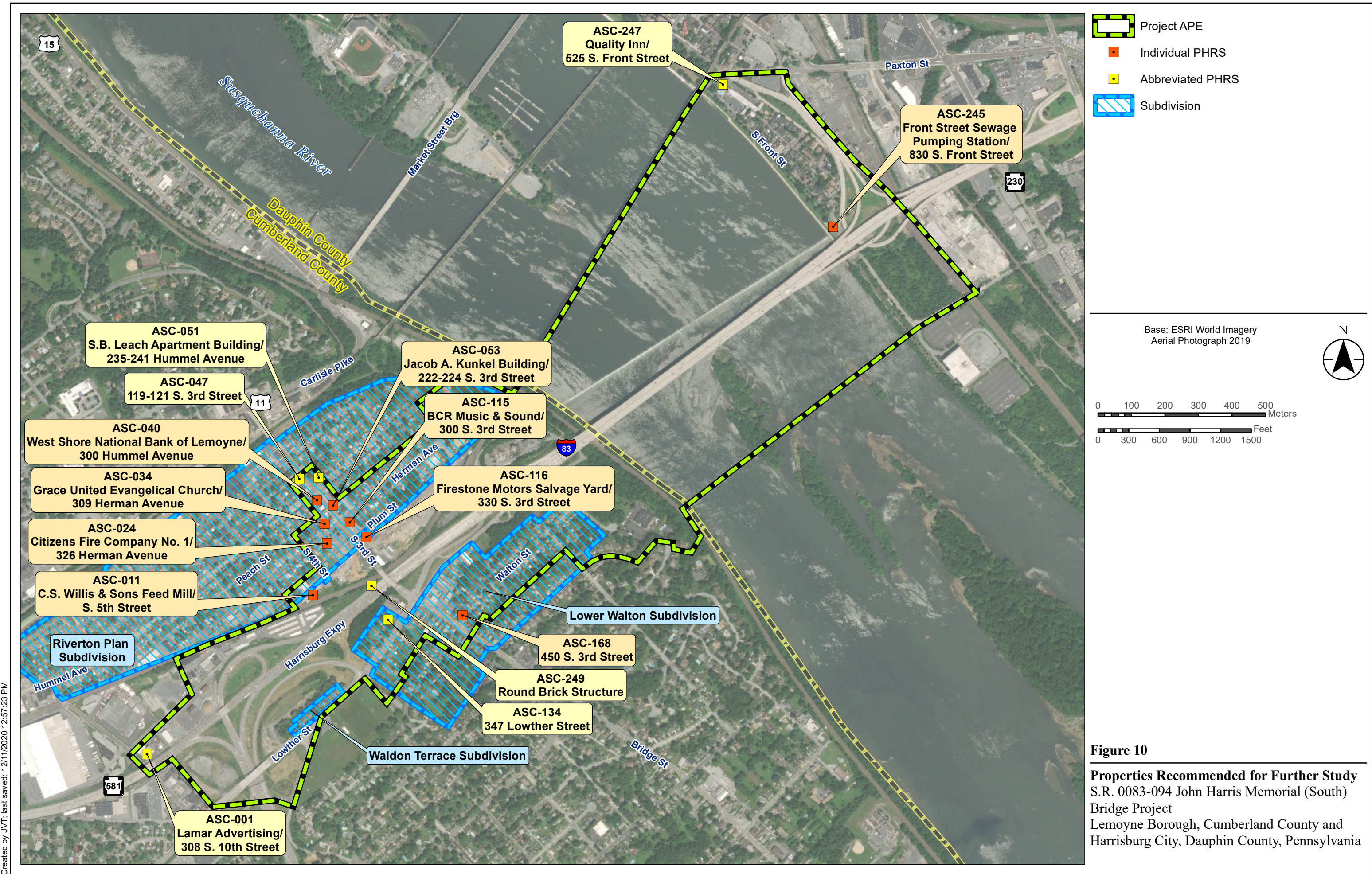
-  Project APE
-  Property Surveyed
-  Photograph Location

Base: ESRI World Imagery  
Aerial Photograph 2019



**Figure 9** **Sheet 15 of 15**

**Properties Surveyed**  
S.R. 0083-094 John Harris Memorial (South)  
Bridge Project  
Lemoyne Borough, Cumberland County and  
Harrisburg City, Dauphin County, Pennsylvania



**Figure 10**  
**Properties Recommended for Further Study**  
 S.R. 0083-094 John Harris Memorial (South) Bridge Project  
 Lemoyne Borough, Cumberland County and Harrisburg City, Dauphin County, Pennsylvania

The next segment of the APE within this section is the area east of S. 5<sup>th</sup> Street to S. 3<sup>rd</sup> Street, south of Plum Street. This area consists of mixed uses, with both industrial and residential buildings. The area was historically home to the C.S. Willis & Sons Feed Mill (ASC-011; Photograph 7) and a former lumber yard (ASC-017) that has since been largely demolished. Based on background research conducted, it appears that the residential buildings surrounding the feed mill were purchased by the Willis family over the years. The feed mill is a two-story brick structure with a limestone foundation. There are several sliding doors and a one-story awning on the north elevation. Due to the joint history shared by the mill and the surrounding residences, they are recommended for documentation together as a small grouping or district. Almost all of the buildings associated with the lumber yard have been demolished, thus no additional recordation is recommended for this property. Just south of the former Philadelphia & Reading Railroad tracks in this portion of Lemoyne is a round structure constructed of stone and brick (ASC-249; Photograph 8). The historical use of the structure is unknown, but it is recommended for documentation on an abbreviated PHRS form.



**Photograph 7.** East (side) and south (rear) elevations of the C. S. Willis Feed Mill, facing west.



**Photograph 8.** View of the Round Brick Structure on the north side of I-83, facing northwest.

East of S. 3<sup>rd</sup> Street, and also south of Plum Street, is a former auto salvage yard associated with a car dealership located on Market Street in Lemoyne called Firestone Motors (ASC-116: Photograph 9). These concrete block and metal buildings were constructed in the 1950s and 1960s, and remained in the same use for much of the twentieth century. Recently, the property was sold and the lot has become a contractor staging area. Firestone Motors is recommended for evaluation on a full PHRS form.



**Photograph 9.** Southwest (façade) elevation of Firestone Motors, facing north.

The east side of Lemoyne is dominated by Memorial Park (ASC-094; Photograph 10), which can be accessed from Herman Avenue and Hummel Avenue. The park land was set aside when the plan of Riverton was made in the 1880s, but was not developed as a recreational resource until the mid-twentieth century. The park features athletic fields and courts, a playground, and a swimming pool. Based on a review of aerial photographs from the twentieth century, none of the current park features are over 50 years old, thus the park appears to be not eligible for the National Register.



**Photograph 10.** View of portions of Lemoyne Borough’s Memorial Park, facing north.

The remainder of the APE within Lemoyne Borough consists primarily of early-twentieth century suburban residential and commercial development. This includes single-family houses, duplexes, and a few apartment buildings. Commercial buildings line S. 3<sup>rd</sup> Street, with a few on Hummel Avenue. There are several properties among this urban/suburban area that are recommended for evaluation. These include the building of Citizens Fires Company No. 1 at 326 Herman Avenue (ASC-024; Photograph 11), Grace United Evangelical Church (ASC-034; Photograph 12), the former West Shore National Bank of Lemoyne (ASC-040; Photograph 13), the Jacob A. Kunkel Building at 222-224 S. 3<sup>rd</sup> Street (ASC-053; Photograph 14), and BCR Music & Sound (ASC-115; Photograph 15). All of these properties appear to merit evaluation for the National Register due to their potential significance under Criteria A and/or C.



**Photograph 11.** Northwest (façade) elevation of Citizens Fire Company No. 1, facing southeast.



**Photograph 12.** Southeast (façade) elevation of Grace United Evangelical Church, facing northwest.



**Photograph 13.** Northwest (façade) and southwest (side) elevations of the former West Shore National Bank of Lemoyne, facing southeast.



**Photograph 14.** Southwest (façade) elevation of the Jacob A. Kunkel Building, facing northeast.



**Photograph 15.** Southwest (façade) and northwest (side) elevations of BCR Music & Sound, facing east.

There are also several properties in the suburban portion of Lemoyne Borough recommended for documentation on abbreviated PHRS forms. This includes the commercial property at 119-121 S. 3<sup>rd</sup> Street (ASC-047; Photograph 16) and the S. B. Leach Apartment Building at 235-241 Hummel Avenue (ASC-051; Photograph 17). These properties appear to lack integrity and/or significance, but are recommended for additional documentation to confirm this status.



**Photograph 16.** Northeast (façade) elevation of the building at 119-121 S. 3<sup>rd</sup> Street, facing southwest.



**Photograph 17.** Southeast (façade) elevation of the S. B. Leach Apartment building at 235-241 Hummel Avenue, facing northwest.

In addition to the individual properties that are recommended for evaluation, it is also recommended that the portion of Lemoyne Borough that was developed as the Riverton Plan Subdivision (the former Hummel Estate), be evaluated as a possible historic district (Photographs 18 and 19). A more in-depth history of this area is included in the historic context above. The district will be evaluated for its potential significance under the National Register criteria, weighing the history of the development of the Riverton subdivision with the type, quality, and integrity of buildings within the boundaries.



**Photograph 18.** View of a typical streetscape in the Riverton Plan section of Lemoyne on Hummel Avenue, facing east.



**Photograph 19.** Representative view of dwellings in the Riverton Plan section of Lemoyne on Herman Avenue, facing northeast.

#### Lower Walton/South Lemoyne

The Lower Walton/South Lemoyne sections of the project area include all of the portions of Lemoyne Borough south of I-83 down to the borough boundary, and include two properties located in New Cumberland Borough. The east-west extent of this area is from the Susquehanna River to I-83 after it turns south and crosses under Lowther Street. The primary arteries in this portion of the APE are Lowther Street (roughly east-west) and S. 3<sup>rd</sup> Street (roughly north-south). The area is generally characterized with residential development that was constructed between the early- and mid-twentieth century. There are a few commercial and office properties included in this area, including surrounding the intersection of Lowther Street and S. 3<sup>rd</sup> Street, and on Lowther Street as it approaches the river. Lowther Street currently serves as the on-ramp to I-83 North.

The residential buildings in this area are predominantly single-family houses on small lots. There are also several duplexes, and a few apartment complexes. Mid-twentieth century development in the area is concentrated along the eastern edge of Walton Street, on Warren Street, on the cul-de-sacs projecting east of Warren Street, and also west of the current Lemoyne exit of I-83 North. A few properties in this area have been identified for further documentation and evaluation. One of these is the residence at 347 Lowther Street (ASC-134; Photograph 20). From the street, this property has elements of Mid-century Modern styling, like a low-pitched overhanging roof and integrated carport. However, the stylistic elements visible are minimal, and do not appear to be significant, thus the property is recommended for documentation on an abbreviated PHRS form.



**Photograph 20.** Southeast (façade) elevation of 347 Lowther Street, facing west. Note the features of the Mid-century Modern style like the projecting wall sections and shallow-pitched roof with a large attached carport.

At the northeast corner of S. 3<sup>rd</sup> Street and Walton Street there is a ca. 1940 brick apartment building (ASC-168; Photograph 21). The building retains its metal casement windows, and has a number of concrete decorative elements along the cornice line. Due to the apparent high level of integrity and possible significance, this property is recommended for National Register evaluation on a full PHRS form.



**Photograph 21.** Southwest (façade) and southeast (side) elevations of the apartment building at 450 S. 3<sup>rd</sup> Street, facing north.

Finally, there is a large residence located at 83 Carol Place (ASC-239; Photograph 22). This dwelling was constructed ca. 1963 from designs by architect I. William Eppleman, for a local radiologist, Dr. Gene Triano, and his family. Eppleman, who grew up in Lancaster County and lived for many years in Columbia, studied at Franklin and Marshall College and later at the Carnegie Institute of Technology (now Carnegie Mellon University), where he trained to become an architect (Ruth 1975:1). In his early career, Eppleman appears to have worked for various firms around the country, maintaining his registration as an architect in Pennsylvania, Florida, and New York in the late 1930s. Eppleman is said to have designed a number of homes in the Harrisburg area, but a list of his projects could not be found. Eppleman died in 1974, and remained close with the Triano family during his lifetime (Ruth 1975:2). Initial efforts at fieldwork were begun in October 2020 for the property at 83 Carol Place, however the property owners did not allow survey efforts to be completed. Due to a lack of visibility from the street, the property was recommended for further evaluation on a full PHRS form, which will be limited based on photographs taken before the owner asked the surveyors to leave.



**Photograph 22.** View of the southwest elevation of the property at 83 Carol Place, facing north.



**Photograph 23:** View of the northwest elevation of the property at 83 Carol Place, facing northeast.



**Photograph 24:** View of the recessed courtyard off the southeast and southwest elevations of the property at 83 Carol Place, facing northeast.

In addition to these individual properties, two historic districts are recommended for evaluation for National Register eligibility in this area. One of these is a small group of houses located on Lowther Street near the west end of the APE known as the Waldon Terrace Subdivision

(Photograph 23). These 10 dwellings were constructed ca. 1950, and appear to have been subdivided and constructed by one builder. The houses are all simple one-story dwellings with brick facades. The second historic district recommended for evaluation is the Lower Walton Subdivision, which includes the majority of the area between I-83 and the Lemoyne Borough line, from Maple Street to Warren Street (Photograph 24). This area appears to have grown around the intersection of Walton Street and 3<sup>rd</sup> Street, expanding in all directions in the early twentieth century. This potential historic district is recommended for evaluation on a full PHRS form.



**Photograph 25.** View of houses in Waldon Terrace, located along Lowther Street, facing west.



**Photograph 26.** View of a portion of Lower Walton, on the east side of S. 3<sup>rd</sup> Street, facing northwest.

### Susquehanna River

There are a few resources over 50 years old that span the Susquehanna River in the APE. First among these is the project bridge, which was first constructed in 1958, but which has been heavily modified during subsequent improvements to accommodate the increasing traffic on I-83 (ASC-241). Just north of the bridge is a concrete low-head dam that spans the river (ASC-242; Photograph 25). Constructed in 1913, the dam is a hollow reinforced concrete slab and buttress structure totaling 3,460 feet (Israel-Davidson 2020). This dam is of a common type used on rivers across the country, does not appear to be significant, and thus is not recommended for further evaluation. Finally, along the north edge of the APE is the Philadelphia & Reading Railroad: Bridge (Susquehanna River; Key No. 206258; ASC-243; Photograph 26). This railroad bridge was constructed between 1920 and 1924. The 46-span reinforced concrete arch bridge was designed by engineers of the Philadelphia & Reading Railroad and constructed by T.L. Eyre and the James McGraw Company, both of Philadelphia. The bridge has previously been surveyed as part of Historic American Engineering Record documentation, and is recommended for evaluation as part of the larger Philadelphia & Reading Railroad: Philadelphia, Harrisburg & Pittsburgh Division (Harrisburg to Gettysburg).



**Photograph 27.** View of the dam crossing the Susquehanna River just north of the John Harris Memorial Bridge (I-83), facing west.



**Photograph 28.** View of the closed spandrel arch bridge carrying the former Philadelphia & Reading Railroad over the Susquehanna River, facing southwest.

Harrisburg City/Shipoke

The east end of the APE is dominated by the Harrisburg Historic District (Key No. 000508); specifically, the portion of the district that encompasses the area known as Shipoke (ASC-246).

This is one of the earliest neighborhoods in the city, with residences dating from the nineteenth century predominating. The area flooded badly during Tropical Storm Agnes, thus it has a number of blocks with homes constructed since the early 1970s. Included in the Harrisburg Historic District is one property that is being recommended for further documentation, the Quality Inn/Passage to India at 525 S. Front Street (ASC-247; Photograph 27). This property is non-contributing to the Harrisburg Historic District, but was constructed ca. 1965. The hotel has since undergone extensive surface-treatment updates, while the overall footprint remains the same. Due to the property's age, but lack of overall integrity, an abbreviated PHRS form is recommended to document it. A second property of interest on the Harrisburg side of the river is the Front Street Sewage Pumping Station, located at 830 S. Front Street (ASC-245; Photograph 28). The pumping station was constructed in 1958, and includes elements of the Mid-century Modern style like mixed concrete and brick construction, ribbon windows, and raised lettering. The property is noted as an inventory item associated with the Harrisburg City Parks 7 Parkway Plan, but no contributing or non-contributing status has been established. The pumping station is recommended for National Register evaluation through the completion of a full PHRS form. Additional previously evaluated resources on the east side of the river include the Harrisburg City Parks 7 Parkway Plan (Key No. 110669; ASC-244) and the grade of the Pennsylvania Railroad Mainline: Philadelphia to Harrisburg (Key No. 105675 ;ASC-248).



**Photograph 29.** View of the office of the Quality Inn/Passage to India, facing south.



**Photograph 30.** View of the east and north elevations of the Front Street Sewage Pumping Station, facing south.

## **CONCLUSIONS**

The reconnaissance survey for the project resulted in the recommendation that 10 individual properties be evaluated for the National Register through the preparation of full PHRS forms. An additional three historic districts/groupings have been identified for National Register evaluation through the preparation of full PHRS forms. Finally, six additional properties are recommended for documentation using the abbreviated PHRS form. All of these properties are recommended for evaluation for the National Register, at the discretion of the PennDOT District 8-0 Cultural Resources Professional (CRP).

## **ATTACHMENTS**

Attachment A: Table of Surveyed Properties

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**ATTACHMENT A:**

**TABLE OF SURVEYED PROPERTIES**

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-001	Cumberland	Lemoyne	308 S. Tenth Street	N/A	Lamar Advertising	Commerce/Trade - Business	ca. 1955	Mid-Century Modern	N/A	Lacks Significance	Not Eligible	Abbreviated PHRS	
ASC-002	Cumberland	Lemoyne	Ayers Avenue	N/A	N/A	Unknown	ca. 1965	No Style	N/A	Lacks Significance and Integrity	Not Eligible	None	
ASC-003	Cumberland	Lemoyne	714 Ayers Avenue	N/A	D&T Mechanical/Electrical	Domestic - Single Residence	ca. 1920	No Style	N/A	Lacks Significance and Integrity	Not Eligible	None	
ASC-004	Cumberland	Lemoyne	714-720 Plum Street	N/A	N/A	Commerce/Trade - Business	ca. 1920/1990	No Style	N/A	Lacks Significance and Integrity	Not Eligible	None	
ASC-005	Cumberland	Lemoyne	350 S. Seventh Street	N/A	Storage Depot	Commerce/Trade - Business	ca. 1970	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	None	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-006	Cumberland	Lemoyne	342 S. Fifth Street	N/A	N/A	Domestic - Single Residence	ca. 1915	Other - Foursquare	N/A	Lacks Significance	Not Eligible	C.S. Willis & Sons Feed Mill PHRS	
ASC-007	Cumberland	Lemoyne	332 S. Fifth Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS/C.S. Willis & Sons Feed Mill PHRS	
ASC-008	Cumberland	Lemoyne	330 S. Fifth Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS/C.S. Willis & Sons Feed Mill PHRS	
ASC-009	Cumberland	Lemoyne	328 S. Fifth Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS/C.S. Willis & Sons Feed Mill PHRS	
ASC-010	Cumberland	Lemoyne	342 S. Fifth Street	N/A	N/A	Domestic - Single Residence	ca. 1900	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS/C.S. Willis & Sons Feed Mill PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-011	Cumberland	Lemoine	404 S. Fourth Street	N/A	C.S. Willis & Sons Feed Mill	Industry/Processing/Extraction - Unknown Use	ca. 1900	No Style	N/A	Possible Significance	Potentially Eligible	Individual PHRS	 
ASC-012	Cumberland	Lemoine	420 Plum Street	N/A	N/A	Domestic - Single Residence	ca. 1900	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS/C.S. Willis & Sons Feed Mill PHRS	
ASC-013	Cumberland	Lemoine	418 Plum Street	N/A	N/A	Domestic - Single Residence	ca. 1900	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS/C.S. Willis & Sons Feed Mill PHRS	
ASC-014	Cumberland	Lemoine	348 Plum Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-015	Cumberland	Lemoine	344 Plum Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-016	Cumberland	Lemoine	342 Plum Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-017	Cumberland	Lemoine	319 S.Third Street	N/A	N/A	Industry/Processing/Extraction - Lumber Yard	ca. 1970 /2000	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	 
ASC-018	Cumberland	Lemoine	344 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-019	Cumberland	Lemoyne	342 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-020	Cumberland	Lemoyne	340 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-021	Cumberland	Lemoyne	338 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-022	Cumberland	Lemoyne	336 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-023	Cumberland	Lemoyne	334 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-024	Cumberland	Lemoyne	326 Herman Avenue	N/A	Citizens Fire Company No. 1	Government - Fire Station	ca. 1925 /1976	No Style	N/A	Possible Significance	Potentially Eligible	Riverton Plan Subdivision PHRS/Individual PHRS	
ASC-025	Cumberland	Lemoyne	345-349 Herman Avenue	N/A	N/A	Domestic - Apartment	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-026	Cumberland	Lemoyne	343 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-027	Cumberland	Lemoyne	341 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-028	Cumberland	Lemoyne	339 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-029	Cumberland	Lemoyne	335 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-030	Cumberland	Lemoyne	333 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-031	Cumberland	Lemoyne	331 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-032	Cumberland	Lemoyne	327 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-033	Cumberland	Lemoyne	325 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-034	Cumberland	Lemoyne	309 Herman Avenue	N/A	Grace United Methodist Church	Religion - Religious Facility	1933	Gothic Revival	N/A	Possible Significance/Retain s Integrity	Potentially Eligible	Riverton Plan Subdivision PHRS/Individual PHRS	
ASC-035	Cumberland	Lemoyne	305 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-036	Cumberland	Lemoyne	303 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-037	Cumberland	Lemoyne	225/227 S. Third Street	N/A	Player's Exchange	Commerce/Trade - Business	ca. 1920	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-038	Cumberland	Lemoyne	221-223 S. Third Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-039	Cumberland	Lemoyne	219 S. Third Street	N/A	N/A	Commerce/Trade - Business	ca. 1920	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-040	Cumberland	Lemoyne	300 Hummel Avenue	N/A	Lemoyne Borough Office	Government - Borough Office		Classical Revival	N/A	Possible Significance/Retain s Integrity	Potentially Eligible	Riverton Plan Subdivision PHRS/Individual PHRS	
ASC-041	Cumberland	Lemoyne	310 Hummel Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	Second Empire	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-042	Cumberland	Lemoyne	312 Hummel Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	Second Empire	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-043	Cumberland	Lemoyne	313 Hummel Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-044	Cumberland	Lemoyne	309 Hummel Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-045	Cumberland	Lemoyne	307 Hummel Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-046	Cumberland	Lemoyne	305 Hummel Avenue	N/A	Lemoyne Coil & Collectibles	Commerce/Trade - Business	ca. 1910	Second Empire	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-047	Cumberland	Lemoyne	119-121 S. Third Street	N/A	N/A	Commerce/Trade - Business	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS/Abbreviated PHRS	
ASC-048	Cumberland	Lemoyne	122 S. Third Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-049	Cumberland	Lemoine	120 S. Third Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-050	Cumberland	Lemoine	247 Hummel Avenue	N/A	Lemoine Family Restaurant	Domestic - Single Residence	ca. 1900	Second Empire	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-051	Cumberland	Lemoine	235-241 Hummel Avenue	N/A	S.B. Leach Apartment Building	Domestic - Apartment	ca. 1925	Classical Revival	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS/Abbreviated PHRS	
ASC-052	Cumberland	Lemoine	216 S. Third Street	N/A	Lemoine Mart	Transportation - Road-related	ca. 1955	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-053	Cumberland	Lemoine	222-224 S. Third Street	N/A	Kauffman's Coffee/ Fraulie's Delicatessen	Commerce/Trade - Business	ca. 1910	No Style	N/A	Possible Significance	Potentially Eligible	Riverton Plan Subdivision PHRS/Individual PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-054	Cumberland	Lemoyne	226 S. Third Street	N/A	Anew Hair	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-055	Cumberland	Lemoyne	232 S. Third Street	N/A	R. L. Welsh Roofing	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-056	Cumberland	Lemoyne	236 S. Third Street	N/A	Lee's Nails	Commerce/Trade - Business	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-057	Cumberland	Lemoyne	235/237 Herman Avenue	N/A	N/A	Domestic - Apartment	ca. 1925	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-058	Cumberland	Lemoyne	229 Herman Avenue	N/A	N/A	Transportation - Road-related	ca. 1925	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	





Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-059	Cumberland	Lemoyne	227 Herman Avenue	N/A	Cain Automotive	Transportation - Road-related	ca. 1915	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-060	Cumberland	Lemoyne	225 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-061	Cumberland	Lemoyne	219 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-062	Cumberland	Lemoyne	215 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-063	Cumberland	Lemoyne	213 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	




Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-064	Cumberland	Lemoyne	211 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-065	Cumberland	Lemoyne	209 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-066	Cumberland	Lemoyne	205 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-067	Cumberland	Lemoyne	147 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-068	Cumberland	Lemoyne	145 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-069	Cumberland	Lemoyne	141 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-070	Cumberland	Lemoyne	139 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-071	Cumberland	Lemoyne	137 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-072	Cumberland	Lemoyne	135 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-073	Cumberland	Lemoyne	133 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-074	Cumberland	Lemoyne	131 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-075	Cumberland	Lemoyne	129 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-076	Cumberland	Lemoyne	127 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-077	Cumberland	Lemoyne	125 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-078	Cumberland	Lemoyne	121 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	Other - Foursquare	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-079	Cumberland	Lemoyne	119 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-080	Cumberland	Lemoyne	117 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-081	Cumberland	Lemoyne	111 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1965	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-082	Cumberland	Lemoyne	109 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1965	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-083	Cumberland	Lemoyne	107 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-084	Cumberland	Lemoyne	105 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-085	Cumberland	Lemoyne	103 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-086	Cumberland	Lemoyne	101 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-087	Cumberland	Lemoyne	222 S. First Street	N/A	N/A	Domestic - Single Residence	ca. 1960	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-088	Cumberland	Lemoyne	224 S. First Street	N/A	N/A	Domestic - Single Residence	ca. 1960	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-089	Cumberland	Lemoyne	226 S. First Street	N/A	N/A	Domestic - Single Residence	ca. 1960	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-090	Cumberland	Lemoyne	228 S. First Street	N/A	N/A	Domestic - Single Residence	ca. 1960	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-091	Cumberland	Lemoyne	230 S. First Street	N/A	N/A	Domestic - Single Residence	ca. 1960	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-092	Cumberland	Lemoyne	232 S. First Street	N/A	N/A	Domestic - Single Residence	ca. 1960	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-093	Cumberland	Lemoyne	82 Peach Street	N/A	N/A	Domestic - Single Residence	ca. 1965	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-094	Cumberland	Lemoine	28-94 Herman Avenue	N/A	Lemoine Memorial Park Pool	Recreation/Entertainment	ca. 1970	No Style	N/A	Lacks Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-094	Cumberland	Lemoine		N/A	Lemoine Memorial Park	Recreation - Park	ca. 1970	No Style	N/A	Lacks Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-095	Cumberland	Lemoine	98 Herman Avenue	N/A	N/A	Domestic - Apartment	ca. 1970	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-096	Cumberland	Lemoine	118 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	Colonial Revival	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-097	Cumberland	Lemoyne	122 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-098	Cumberland	Lemoyne	124 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-099	Cumberland	Lemoyne	126 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-100	Cumberland	Lemoyne	128 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-101	Cumberland	Lemoyne	134 Herman Avenue	N/A	N/A	Domestic - Multiple Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-102	Cumberland	Lemoyne	142 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-103	Cumberland	Lemoyne	144 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-104	Cumberland	Lemoyne	148 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-105	Cumberland	Lemoyne	202 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-106	Cumberland	Lemoyne	204 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-107	Cumberland	Lemoyne	206 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-108	Cumberland	Lemoyne	208 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-109	Cumberland	Lemoyne	210 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-110	Cumberland	Lemoyne	212 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-111	Cumberland	Lemoyne	220 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-112	Cumberland	Lemoine	222/224 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-113	Cumberland	Lemoine	230 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1900	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-114	Cumberland	Lemoine	232 Herman Avenue	N/A	N/A	Domestic - Single Residence	ca. 1900	No Style	N/A	Lacks Significance	Not Eligible	Riverton Plan Subdivision PHRS	
ASC-115	Cumberland	Lemoine	300 Third Street	N/A	BCR Music	Commerce/Trade - Business	ca. 1900	No Style	N/A	Retains some integrity; possible significance	Not Eligible	Riverton Plan Subdivision PHRS/Individual PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-116	Cumberland	Lemoine	330 Third Street	N/A	Firestone Motors	Transportation - Road-related	ca. 1950-1965	No Style	N/A	Possible Significance	Potentially Eligible	Individual PHRS	 
ASC-117	Cumberland	Lemoine	S. 3rd Street	133048	Bridge	Transportation - Road-related	1992	No Style	Not Eligible	Lacks Significance	Not Eligible	None	
ASC-118	Cumberland	Lemoine	641 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-119	Cumberland	Lemoine	631 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Waldon Terrace Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-120	Cumberland	Lemoyne	621 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-121	Cumberland	Lemoyne	611 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-122	Cumberland	Lemoyne	601 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-123	Cumberland	Lemoyne	551 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-124	Cumberland	Lemoyne	541 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-125	Cumberland	Lemoyne	531 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-126	Cumberland	Lemoyne	521 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-127	Cumberland	Lemoyne	511 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Waldon Terrace Subdivision PHRS	
ASC-128	Cumberland	Lemoyne	375 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1935	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-129	Cumberland	Lemoyne	371 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1930	Bungalow/Craftsman	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	



Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-130	Cumberland	Lemoyne	365 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1955	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-131	Cumberland	Lemoyne	359 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1965	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-132	Cumberland	Lemoyne	355 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1925	Tudor Revival	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-133	Cumberland	Lemoyne	351 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1954	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-134	Cumberland	Lemoyne	347 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1965	Mid-Century Modern	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS/Abbreviated PHRS	





Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-135	Cumberland	Lemoyne	329 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-136	Cumberland	Lemoyne	Lowther Street/Maple Avenue	N/A	Pennsylvania Railroad Car/Maple Street Park	Recreation - Park	ca. 1970	N/A	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-137	Cumberland	Lemoyne	410 Maple Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-138	Cumberland	Lemoyne	400 Maple Street	N/A	N/A	Domestic - Single Residence	ca. 1950	Mixed - Colonial Revival/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-139	Cumberland	Lemoyne	378 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-140	Cumberland	Lemoyne	376 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-141	Cumberland	Lemoyne	360 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1955	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-142	Cumberland	Lemoyne	344 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1955	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-143	Cumberland	Lemoyne	340 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-144	Cumberland	Lemoyne	334 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1950	Tudor Revival	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	




Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-145	Cumberland	Lemoyne	328 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1925	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-146	Cumberland	Lemoyne	278 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-147	Cumberland	Lemoyne	274 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-148	Cumberland	Lemoyne	270 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-149	Cumberland	Lemoyne	266 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-150	Cumberland	Lemoyne	262 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1930	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-151	Cumberland	Lemoyne	258 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-152	Cumberland	Lemoyne	248 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1930	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-153	Cumberland	Lemoyne	N/A- Picture 43 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-154	Cumberland	Lemoyne	242 Lowther Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-155	Cumberland	Lemoyne	427 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-156	Cumberland	Lemoyne	435 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-157	Cumberland	Lemoyne	441 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-158	Cumberland	Lemoyne	447 Third Street	N/A	N/A	Domestic - Apartment	ca. 1920	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-159	Cumberland	Lemoyne	453 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-160	Cumberland	Lemoyne	319 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-161	Cumberland	Lemoyne	503 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-162	Cumberland	Lemoyne	505 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-163	Cumberland	Lemoyne	511 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-164	Cumberland	Lemoyne	513 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1910	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-165	Cumberland	Lemoyne	514 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-166	Cumberland	Lemoyne	512 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-167	Cumberland	Lemoyne	504 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-168	Cumberland	Lemoyne	450 Third Street	N/A	N/A	Domestic - Apartment	ca. 1940	Art Deco	N/A	Possible Significance/Retain s Integrity	Potentially Eligible	Lower Walton Subdivision PHRS/Individual PHRS	
ASC-169	Cumberland	Lemoyne	446 Third Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-170	Cumberland	Lemoyne	285 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-171	Cumberland	Lemoyne	281 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-172	Cumberland	Lemoyne	277 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Other - Foursquare	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-173	Cumberland	Lemoyne	275 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1955	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-174	Cumberland	Lemoyne	265 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-175	Cumberland	Lemoyne	263 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1965	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-176	Cumberland	Lemoyne	261 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1925	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-177	Cumberland	Lemoyne	257 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1925	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-178	Cumberland	Lemoyne	251 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-179	Cumberland	Lemoyne	243 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-180	Cumberland	Lemoyne	241 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-181	Cumberland	Lemoyne	239 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-182	Cumberland	Lemoyne	233 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-183	Cumberland	Lemoyne	231 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-184	Cumberland	Lemoyne	227 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1935	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-185	Cumberland	Lemoyne	225 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1935	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-186	Cumberland	Lemoyne	207 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-187	Cumberland	Lemoyne	205 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-188	Cumberland	Lemoyne	203 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-189	Cumberland	Lemoyne	201 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-190	Cumberland	Lemoyne	117 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-191	Cumberland	Lemoyne	113 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-192	Cumberland	Lemoyne	109 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-193	Cumberland	Lemoyne	105 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-194	Cumberland	Lemoyne	101 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-195	Cumberland	Lemoyne	286 Walton Street	N/A	N/A	Domestic - Single Residence	1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-196	Cumberland	Lemoyne	282 Walton Street	N/A	N/A	Domestic - Single Residence	1920	Tudor Revival	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-197	Cumberland	Lemoyne	278 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-198	Cumberland	Lemoyne	274 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-199	Cumberland	Lemoyne	272 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-200	Cumberland	Lemoyne	268 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1915	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-201	Cumberland	Lemoyne	264 Walton Street	N/A	N/A	Domestic - Single Residence	1920	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-202	Cumberland	Lemoyne	260 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1915	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-203	Cumberland	Lemoyne	256 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-204	Cumberland	Lemoyne	246 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-205	Cumberland	Lemoyne	244 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-206	Cumberland	Lemoyne	242 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-207	Cumberland	Lemoyne	240 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1920	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-208	Cumberland	Lemoyne	238 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1930	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-209	Cumberland	Lemoyne	236 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1930	Bungalow/Craftsman	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	






Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-210	Cumberland	Lemoyne	234 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1935	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-211	Cumberland	Lemoyne	230 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-212	Cumberland	Lemoyne	228 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1935	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-213	Cumberland	Lemoyne	226 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1935	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-214	Cumberland	Lemoyne	224 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-215	Cumberland	Lemoyne	222 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1935	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-216	Cumberland	Lemoyne	501 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-217	Cumberland	Lemoyne	503 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-218	Cumberland	Lemoyne	505 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	
ASC-219	Cumberland	Lemoyne	517 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-220	Cumberland	Lemoyne	102 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-221	Cumberland	Lemoyne	104 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-222	Cumberland	Lemoyne	106 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-223	Cumberland	Lemoyne	108 Walton Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-224	Cumberland	Lemoyne	500 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-225	Cumberland	Lemoyne	506 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-226	Cumberland	Lemoyne	512 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-227	Cumberland	Lemoyne	103 Clarkton Court	N/A	N/A	Domestic - Single Residence	ca. 1965	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-228	Cumberland	Lemoyne	101 Clarkton Court	N/A	N/A	Domestic - Single Residence	ca. 1965	Other - Split-Level	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-229	Cumberland	Lemoyne	100 Clarkton Court	N/A	N/A	Domestic - Single Residence	ca. 1965	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-230	Cumberland	Lemoyne	104 Clarkton Court	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-231	Cumberland	Lemoyne	518 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-232	Cumberland	Lemoyne	530 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	Colonial Revival	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-233	Cumberland	Lemoyne	544 Warren Street	N/A	N/A	Domestic - Single Residence	ca. 1940	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-234	Cumberland	Lemoyne	123 Clark Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-235	Cumberland	Lemoyne	119 Clark Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-236	Cumberland	Lemoyne	117 Clark Street	N/A	N/A	Domestic - Single Residence	ca. 1950	Other - Split-Level	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-237	Cumberland	Lemoyne	115 Clark Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-238	Cumberland	Lemoyne	111 Clark Street	N/A	N/A	Domestic - Single Residence	ca. 1950	No Style	N/A	Lacks Significance	Not Eligible	Lower Walton Subdivision PHRS	
ASC-239	Cumberland	New Cumberland	83 Carol Place	N/A	N/A	Domestic - Single Residence	ca. 1965	Mid-Century Modern	N/A	Possible Significance	Potentially Eligible	None - Property owner refused access	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-240	Cumberland	Lemoyne	West Bank Susquehanna River	102143	Enola Low Grade Railroad	Transportation - Railroad-Related	1902/1906	N/A	Eligible	Retains Significance and Integrity	Eligible	None	
ASC-241	Multiple	Multiple	I-83	N/A	John Harris Memorial Bridge	Transportation - Railroad-Related	ca. 1958	N/A	N/A	Lacks Integrity	Not Eligible	None	
ASC-242	Multiple	Multiple	Susquehanna River	N/A	Dock Street Dam	Industry/Processing/Extraction - Dam	1913	N/A	N/A	Lacks Significance	Not Eligible	None	
ASC-243	Multiple	Multiple	Susquehanna River	206258	Philadelphia & Reading Railroad: Bridge	Transportation - Railroad-Related	1922	N/A	Undetermined	Possible Significance	Potentially Eligible	Individual PHRS for Railroad line, including the bridge.	
ASC-244	Dauphin	Harrisburg City	Susquehanna River	110669	Harrisburg City Parks 7 Parkway Plan	Recreation - Park		N/A	Eligible	Retains Significance and Integrity	Eligible	None	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-246	Dauphin	Harrisburg City	Various	000508	Shipoke/Harrisburg HD	Multi	Various	Various	Listed	Retains Significance and Integrity	Eligible	None	 
ASC-247	Dauphin	Harrisburg City	525 S. Front Street	N/A	Comfort Inn/Passage to India	Domestic - Hotel	ca. 1965	No Style	N/A	Lacks Integrity	Not Eligible	Abbreviated PHRS	
ASC-245	Dauphin	Harrisburg City	830 S. Front Street	N/A	Front Street Sewage Pumping Station	Government - Public Works	1958	Mid-Century Modern	Associated with Kay No. 110669 - No Contributing/ Non-contributing status noted	Possible Significance/Retains Integrity	Potentially Eligible	Individual PHRS	
ASC-248	Dauphin	Harrisburg City		105675	Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg)	Transportation - Railroad-Related	ca. 1846	N/A	Eligible	Retains Significance and Integrity	Eligible	None	

Survey Control Number	County	Municipality	Address	Key No.	Property Name	Historic Use	Year Built	Architectural Style	Current NR Status	Significance/ Integrity	Individual NR Recommendation	HRSF Recommendation	Photograph
ASC-249	Cumberland	Lemoine			Round Brick Structure	Unknown	ca. 1935	No Style	N/A	Lacks Significance and Integrity	Not Eligible	Abbreviated PHRS	