

UPDATES TO HISTORIC DISTRICTS

2023-2024 PennDOT Plan

The purpose of this document is to provide guidance and models for updating small historic districts. Small historic districts, such as villages or crossroads, are the third most encountered resource on PennDOT projects. The documentation for previously identified historic districts in Pennsylvania is often outdated, does not reflect current scholarship, or is incomplete. In recent years, there have been several PennDOT projects involving historic districts that were identified and initially recorded years ago. During the Section 106 process, the SHPO routinely requested more information, highlighting the need for this workplan task. Additionally, potential new historic districts have been identified by ongoing SHPO survey efforts but have neither been evaluated for eligibility nor fully documented.

Methodology

As outlined in the PennDOT 2023-2024 workplan, this task focuses on updating new or existing small historic districts with either old or nonexistent documentation. SHPO staff worked with PennDOT staff to select historic districts that fit these criteria. SHPO and PennDOT staff worked on updating three of these districts this fiscal year: Rothrocksville Historic District, Lenhartsville Historic District, and Treichlersville/Village of Hereford Historic District, all in Berks County. The other historic districts identified by PennDOT and SHPO staff may be updated in the next fiscal year, if this task carries over.

SHPO staff reviewed existing documentation for the three selected districts, examined districts in the field with PennDOT staff, and compiled written resource updates – including new eligibility recommendations. These district updates are included in the appendix at the end of this document and will be uploaded to the resources in PA-SHARE. They are meant to serve as templates or models for updating similar small districts with limited prior documentation.

Submission Requirements

As part of this workplan item, SHPO staff were tasked with creating written guidance on updating historic district documentation, including submission requirements. See below for this guidance.

- I. Background Research - Background research will include a review of relevant documentation in local repositories, including local histories, historic mapping and newspaper clippings/files, and PA-SHARE. A review of the collection of Sanborn Fire Insurance Maps (if pertinent to the district), other historic mapping, and historic aerial imagery will be completed.
- II. Field Work - This will include taking photographs of representative streetscapes and significant public (governmental, institutional, and commercial) buildings throughout the area. Photographs should convey current conditions, typical appearances, and any significant features of the community. Include streetscapes, typical building types, and resources that may be unique or especially notable. If possible, retake photos from the same vantage points as historic images or photographs from previous documentation in order to compare views and document changes in integrity. District boundaries should be inspected and revised as needed.

III. Deliverables

- a. Color coded tax parcel mapping showing historic construction, construction younger than 50 years old, and vacant lots.
- b. Comparison of historic mapping and/or historic aerial imagery to existing conditions.
- c. Color photographs of representative streetscapes and significant buildings (including, but not limited to, governmental and institutional buildings) through the district. Photographs should be numbered, labeled, and keyed on an aerial image or street map.
- d. Narrative statement describing the district generally and specifically identifying and describing notable buildings or other historic properties within the district.
- e. Narrative statement regarding retention of integrity within the district and ability or lack thereof to convey historic significance as defined by the National Register.
- f. A developmental history of the area and its evolution over time. If a developmental history for the district was previously developed, it should be updated as needed to incorporate any new scholarship and to include the more recent past.
- g. A brief narrative and synopsis of any properties within the survey area which are candidates for further study and individual National Register evaluation.
- h. Statement of significance that addresses important local trends or events as described in the developmental history. The statement of significance should consider each National Register Criterion in turn and should address any applicable Criteria Considerations. If a statement of significance was previously developed for the district, it should be updated as needed to incorporate any new potential area/s of significance.
- i. If the district retains integrity and significance, period/s of significance shall be provided and justified. If the district was previously recorded and already has a proposed period or periods of significance, this should be assessed and updated as needed.
- j. If the district retains integrity and significance, a proposed boundary shall be provided and justified. If a boundary was previously developed for this district, it should be updated to reflect the district's current conditions.

APPENDIX

Updated Documentation for Lenhartsville, Rothrocksville, and Treichlersville/Village of Hereford
Historic Districts, Berks County, PA

June 2024

Lenhartsville Boro Historic District

Location

Lenhartsville Boro Historic District is a crossroads community located at the intersection of PA-143 and Old U.S. 22 in northern Berks County. It is located on the western bank of Maiden Creek, a tributary of the Schuylkill River. Interstate 78 was constructed just north of Lenhartsville, which has its own exit. The borough is surrounded by Greenwich Township, and encompasses 0.14 square miles of land.

History and Development

Local histories describe Lenhartsville as “the chief village” of Greenwich Township.¹ While today the borough lies to the west of Maiden Creek, historically the community was situated on both banks of Maiden Creek (also known as the Ontelaunee). The borough’s name derives from the original German settlers, the Lenhart family, whose farm (1978RE00992) is individually listed on the National Register and lies just north of Lenhartsville. The family moved into the area by the mid-eighteenth century, and were prominent property owners, farmers, and millers.² At the turn of the nineteenth century, approximately 1,000 people resided within Greenwich Township.³ A grist mill was established at Lenhartsville by 1818, and during the early nineteenth century it was mostly known for its milling operations and its location along the state road (Figure 1).⁴ Local historian Morton L. Montgomery states that the community’s growth was “slow and uneventful until after the erection of the Maiden-creek Furnace, on the east side of the creek.”⁵ This furnace was initially founded in 1827 and expanded into a substantial industrial complex when George Merkel assumed ownership in 1835.

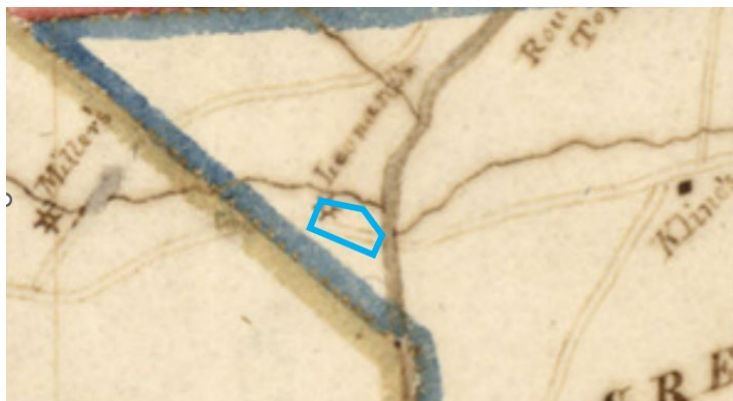


Figure 1. Berks County, 1818 map showing a mill at the location of Lenhartsville. Manuscript map by surveyor Henry M. Richards copied from the original by Jno. E. Whiteside, September 2, 1818, in the Land Office archives. LOC S#708, PSA RG-17, [Pennsylvania Early County Maps and Atlases \(psu.edu\)](https://www.psu.edu/early-county-maps-and-atlases).

¹ Morton L. Montgomery, *History of Berks County in Pennsylvania* (Philadelphia: Everts, Peck & Richards, 1886), 1079.

² Morton L. Montgomery, *Historical and Biographical Annals of Berks County Pennsylvania* (Chicago: J. H. Beers & Co., 1909), 819, 1680.

³ United States Census Bureau, *1800 Census: Return of the Whole Number of Persons within the Several Districts of the United States* (Washington, DC: 1801).

⁴ Cyrus T. Fox, *Reading and Berks County Pennsylvania: A History* (New York: Lewis Historical Publishing Company, Inc., 1925), 346.

⁵ Montgomery, *History of Berks County*, 1079.

By the mid-nineteenth century, Lenhartsville boasted an inn (c. 1842), a Farmers and Drovers House (1856), a post office (1854), carriage shop (by 1860), and two taverns (by 1862) (Figures 2-4). Frieden's Church, a union Lutheran and Reformed church, was established on the east side of Maiden Creek near the ironworks in 1856 and had a congregation of over 100 people by the early twentieth century.⁶ The Berks County Railroad, later taken over by the Philadelphia and Reading Railroad (2010RE02630) built a line along Maiden Creek and established a station at Lenhartsville on the east side of Maiden Creek in 1874, which also contributed to local commercial development (Figure 5). In 1887, Lenhartsville formally incorporated as a borough. At the time, the village had approximately fifty buildings, including two stores. Additional commercial establishments, a coal and lumber yard, and a post office were located near the furnace on the east side of Maiden Creek.⁷ A public school building (1995RE41663) was constructed shortly after the borough was established. The Sons of America Camp No. 531 paid \$1,400 to build a hall in 1893.⁸ (This likely is the building adjacent to the schoolhouse and described as a the Lenhartsville Lodge in the 1986 HRSF for resource no. 1995RE41663.)

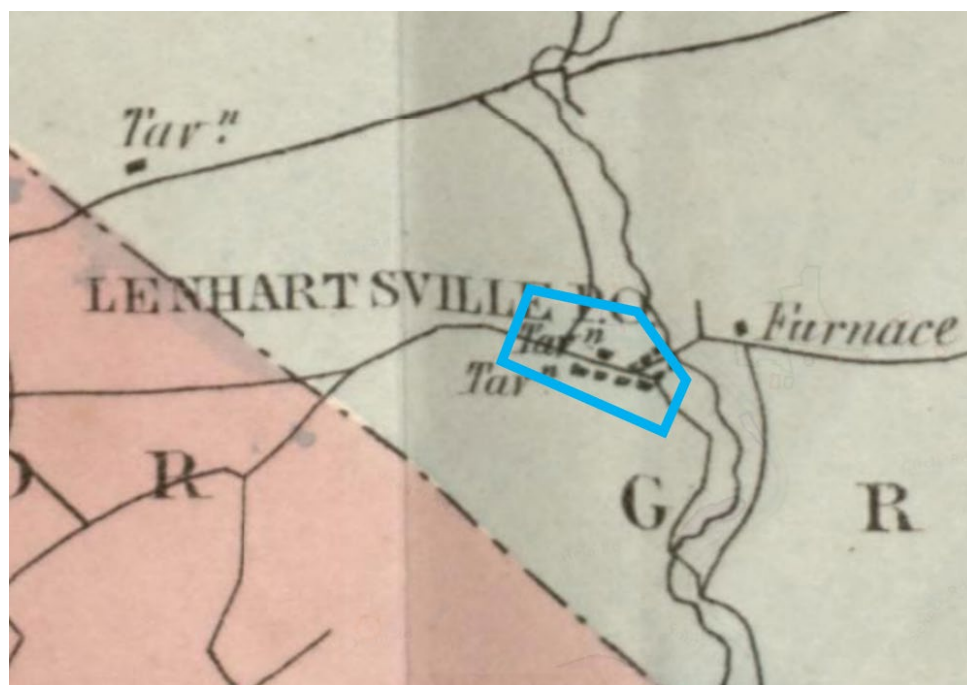


Figure 2. 1854 map of Berks County, showing an inn and mill in Lenhartsville and Merkel's iron forge to the east of Maiden Creek. The current borough boundaries are outlined in blue. M. S. Henry, M. K. Boyer, and David McLellan. *Map of Berks County, Pennsylvania: From Surveys* (Reading, PA: 1854) <https://www.loc.gov/item/2012590208/>.

⁶ Montgomery, *History of Berks County*, 85. Fox states the church was founded and built a few years earlier in 1853, but most sources including the HRSF uses the 1856 date provided by Montgomery (Fox, *Reading and Berks County*, 287).

⁷ Montgomery, *History of Berks County*, 1079; Fox, *Reading and Berks County*, 284; and Montgomery, *Historical and Biographical Annals*, 1231. See also Figures 1-5.

⁸ Fox, *Reading and Berks County*, 346.



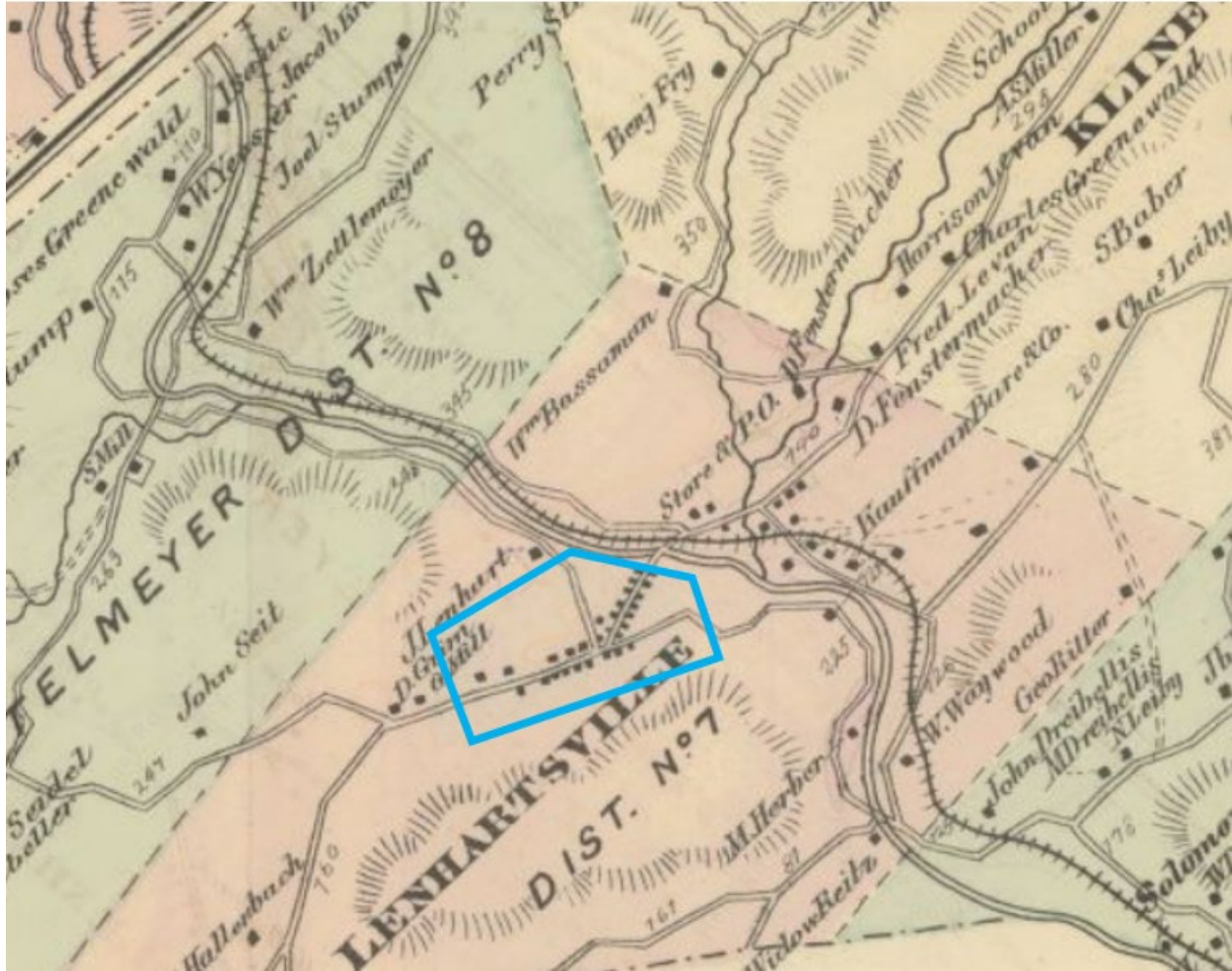


Figure 5. 1876 map showing twenty-nine buildings in Lenhartsville and the railroad tracks. The current borough boundaries are outlined in blue. Illustrated Historical Atlas of Berks County, Pennsylvania. Compiled and drawn from personal examinations, surveys, and under the personal supervision of F. A. Davis and published under the superintendence of H. L. Kochersperger by the Reading Publishing House, 1876. 37 maps. 15 x 17 1/2. PSA#896, L3010.

| Year | Population | % Change | Year | Population | % Change |
|------|------------|----------|------|------------|----------|
| 1880 | 161 | NA | 1960 | 209 | -9% |
| 1890 | 152 | -6% | 1970 | 220 | 5% |
| 1900 | 144 | -5% | 1980 | 200 | -9% |
| 1910 | 153 | 6% | 1990 | 195 | -2.5% |
| 1920 | 144 | -5% | 2000 | 173 | -11% |
| 1930 | 204 | 42% | 2010 | 165 | -5% |
| 1940 | 211 | 3% | 2020 | 180 | 9% |
| 1950 | 229 | 9% | | | |

Table 1. United States Decennial Census enumeration totals for Lenhartsville.

In the early twentieth century, Lenhartsville was still described as being located on both sides of Maiden Creek, “but mainly on the right bank,” or the east bank, where the ironworks were located and which is now outside of the borough’s boundaries.⁹ In the 1910s, Lenhartsville was much the same as it was in the late nineteenth century (Figure 6). Its population was enumerated at 150 residents (Table 1), and it contained fifty buildings, including two hotels, three stores, and a blacksmith shop. The two oldest surviving structures in town dated to the early nineteenth century: an 1818 residence on the west side of the village and the original church building.¹⁰ A local history written by Cyrus T. Fox noted in 1925 the recent construction of the Penn Street Bridge (1991RE01037), which he described as “a fine reinforced concrete bridge” that had replaced “an old and rather picturesque covered wooden bridge.”¹¹ The iron industry, a driver of growth during the mid- and late-nineteenth centuries, had closed and was already in a ruined state. The borough, however, still “contain[ed] several hotels and stores, a shirt factory, and several other industries.”¹² In addition, Fox stated that “Lenhartsville [was] coming to be a popular summer resort.”¹³

During the mid-twentieth century, Lenhartsville’s population peaked at 229 residents. The population has declined in recent decades but is still within historic norms (Table 1). Peters Brothers, Inc., a commercial trucking company that specializes in refrigerated shipments, was established in 1950. Also during the 1950s, Interstate 78 was constructed north of town, which likely contributed to the growth and success of this business. Peters Brothers, Inc., began operations with a small, regional fleet, but expanded in the 1980s and now operates nationally. Its operations occupy a large lot on the north side of West Penn Street.¹⁴



Figure 6. Lenhartsville in 1911. The current borough boundaries are outlined in blue. 1911 USGS Hamburg Topographic Quadrangle Map, 1:62500. [USGS Historical Topographic Map Explorer \(arcgis.com\)](https://arcgis.com)

⁹ Fox, *Reading and Berks County*, 284.

¹⁰ Montgomery, *Historical and Biographical Annals*, 1680

¹¹ Fox, *Reading and Berks County*, 284.

¹² Fox, *Reading and Berks County*, 284.

¹³ Fox, *Reading and Berks County*, 285.

¹⁴ “About Us,” *Peters Brothers*. <https://peterstrucking.net/about/>

Previously Recorded Resources within Lenhartsville

| Resource # | Name | Location | Date | Eligibility |
|-------------|--------------------------------------|---|------------|--------------|
| 2019RE22992 | Lenhartsville Boro Historic District | Intersection of Route 143 and Old Route 22 | 1850-1899 | Undetermined |
| 2019RE19741 | Lenhartsville–Penn Street Section | E Penn Street, from Willow Street intersection east to Maiden Creek | 1850-1874 | Undetermined |
| 1995RE41664 | Lenhartsville–Old Route 22 Section | N side of Penn Street, from Willow Street intersection west | 1850-1924 | Undetermined |
| 1995RE41663 | Lenhartsville School and Lodge | 18 and 14 Willow Street | 1890s | Undetermined |
| 1978RE00992 | Lenhart Farm | West side of Route 143, south of I-78 to Furnace Creek | 1800-1899 | Listed |
| 1991RE01037 | Penn Street Bridge | Penn Street, crossing Maiden Creek | 1922 | Eligible |
| 2004RE10745 | Bridge | Old Route 22, crossing Maiden Creek | Circa 1946 | Not Eligible |
| 2004RE04739 | Bridge | Route 143, crossing Furnace Creek | 1932 | Not Eligible |

Table 2. Previously Resourced Resources in Lenhartsville Borough

Lenhartsville Boro Historic District (2019RE22992)

The borough was initially recorded as a historic district in 1986. It has never been evaluated for National Register eligibility. The initial recorder, P. Hopkins, described the resource as “of good integrity but lacking significance in its architecture.” Hopkins identified the period of significance as the nineteenth century and described all twentieth century resources as nonhistoric. He noted fifty resources on Old Route 22, and an additional three “historical buildings” and twelve early to mid-twentieth century buildings on Route 143. He described the borough as largely unchanged from its late-nineteenth century size and configuration, and notes that it contained several commercial establishments as well as a post office and library. The boundaries of the district were coterminous with the borough boundaries.

Penn Street (2019RE19741) and Old Route 22 (1995RE41664) Sections

When Hopkins originally recorded the district in 1986, he also recorded sections of the district on individual Historic Resources Survey Forms. He described Penn Street (2019RE19741) as “the least changed” and “most intact streetscape,” and also noted that the oldest residences were located on this street. Properties included a store, tin shop, blacksmith shop, doctor’s office, and houses. Old Route 22 (1995RE41664) contained the 1911 Washington House Inn, which was located on the site of an earlier 1842 inn that had been destroyed by fire. Also located on Old Route 22 were nineteenth-century brick houses with decorative wood trim and early-twentieth century foursquare homes.

Lenhartsville School and Lodge (1995RE41663)

The Lenhartsville School is a one-room brick schoolhouse that had excellent integrity and was in good condition when Hopkins recorded it in 1986. Adjacent to the schoolhouse was a historic lodge building that had been converted into a museum. The buildings were constructed circa 1890, and the Pennsylvania Dutch Folk Culture Society had recently restored both buildings.

Lenhart Farm (1978RE00992)

This property was listed on the National Register in 1977 under Criterion C, with a period of significance spanning the nineteenth century. The National Register boundary extends partially into the original boundary for the Lenhartsville Boro Historic District, but the farm buildings were located just outside of the district boundaries.

Penn Street Bridge (1991RE01037)

The 1922 Penn Street Bridge was determined eligible in 1991 under Criterion C as an architecturally distinctive example of a concrete bridge.

Bridge (2004RE10745)

This circa 1946 concrete bridge was determined not eligible in the early 2000s.

Bridge (2004RE04739)

This concrete slab bridge with concrete balustrades was constructed in 1932. It was described it as “an example of a common state standard design” with “no innovative or distinctive details.” Reviewers determined the bridge was not “historically or technologically significant” and recommended it not eligible in 1998.

Previously Recorded Resources in the Vicinity of Lenhartsville

A number of other resources have been recorded outside of the historic district but in the vicinity of Lenhartsville. The resources most closely related to the history and development of Lenhartsville are the Philadelphia and Reading Railroad (2010RE02630), whose tracks run north-south along Maiden Creek immediately east of Lenhartsville, and properties related to the Maiden Creek Charcoal Furnace (2004RE04552, known historically as the Merkel Furnace).

| Resource # | Name | Location | Date | Eligibility |
|-------------|-----------------------------------|--|-----------|--------------|
| 2010RE02630 | Philadelphia & Reading RR | Tracks run east of and parallel to Maiden Creek | By 1976 | Eligible |
| 2004RE04552 | Maiden Creek Charcoal Furnace | Old Route 22, east of Maiden Creek and south of I-78 | 1827-1922 | Eligible |
| 2004RE12117 | Heim Farm | Saddle and Feather Hill Roads | 1833 | Eligible |
| 2004RE01358 | Miller Property | Old Route 22, east of Maiden Creek and south of I-78 | 1834 | Eligible |
| 2004RE06181 | Frieden's United Church of Christ | On southwest side of Old Route 22 | 1856-1857 | Not Eligible |
| 1989RE00631 | Merkel Grist Mill | Dreibelbis Station Road | 1875-1939 | Listed |

Table 3. Previously Recorded Resources Near Lenhartsville

Philadelphia & Reading Railroad (2010RE02630)

A branch of the Philadelphia & Reading Railroad lays east of Lenhartsville, running roughly north-south parallel to Maiden Creek. The railroad was incorporated in 1833, and it was built mainly to haul coal from the anthracite coal fields to Philadelphia. Its main branch, constructed between 1835-1842, connected Mount Carbon in Schuylkill County to Philadelphia. The branch on Maiden Creek was built in 1874 by the Berks County Railroad Company, with a station in Lenhartsville. The railroad company later reorganized under the name of the Schuylkill and Lehigh Railroad Company, and the Philadelphia and Reading Railroad acquired use of the railroad under a lease by 1886.¹⁵

Maiden Creek Charcoal Furnace (2004RE04552)

This ironworks complex was initially recorded in 1986 and was updated in 1990 and 2001. The SHPO determined the property eligible under Criteria A and C in 2004. The forge was established by two brothers, Samuel and Nicholas V. R. Hunter, around 1827, but the forge is most closely associated with George Merkel. The Merkel family took over the ironworks in 1835, and the industrial complex grew substantially under George Merkel's direction. At one point, it consisted of a stone grist mill, two substantial brick "mansions," ten tenement houses, two barns, stables, a grain shed, and store. After George Merkel died in 1876, Jacob Spang and his wife, Sarah Spang, assumed ownership, but by 1891 operations declined and they began selling portions of the property. The final sale occurred in 1922, at which point the ironworks ceased operations. The property is currently in a ruined state, consisting of several walls and building foundations, with the furnace being the most intact standing structure. HRSF documents indicate that this industry "was significant in development of the area."

Heim Farm (2004RE12117)

This historic farm property was determined eligible under Criteria A and C in 2000. It was purchased by ironmaster George Merkel in 1866.

Miller Property (2004RE01358)

This property consists of a tenant house and a couple of outbuildings built between 1835-1876 that had originally been part of the Maiden Creek Charcoal Furnace operations. It was determined eligible under Criterion C in 2004.





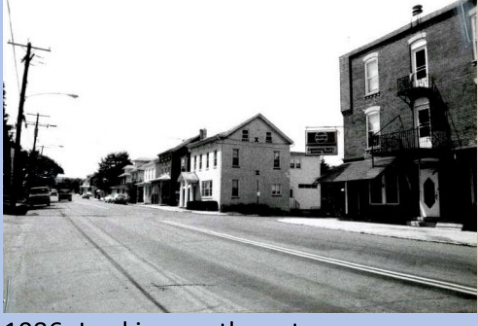

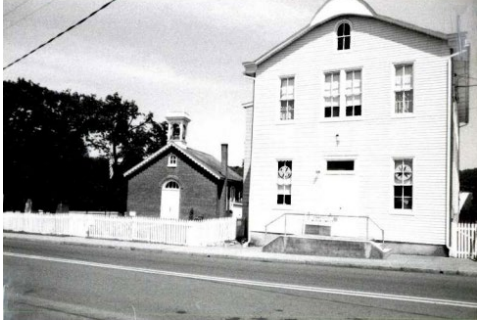

Frieden's United Church of Christ (2004RE06181)





One of the furnace tenant houses was originally located on this property, but it was razed in 1961. The church building dates to 1856-1857, and there is also a historic one-room brick schoolhouse building, known as the "Furnace School," that may have served children of furnace employees.

Merkel Grist Mill (1989RE00631)

George Merkel, who came from a long line of prominent millers, built this historic mill as part of the Maiden Creek Furnace complex. The first mill at the site was constructed circa 1835 and burned in 1875. The extant mill was built immediately after the fire. It was later remodeled by Jacob Spang in 1885 and was in operation into the 1970s. The property was listed on the National Register in 1990 under Criteria A and C, with a period of significance of 1875-1939.

¹⁵ Montgomery, *History of Berks County in Pennsylvania*, 462.

| Resource | Previous Photo | Current Photo |
|--|--|---|
| Lenhartsville Boro Historic District (2019RE22992) |  <p data-bbox="427 569 678 596">1986 – Looking west.</p> |  <p data-bbox="930 569 1182 596">2024 – Looking west.</p> |
| Penn Street Section (2019RE19741) |  <p data-bbox="427 936 672 963">1986 – Looking east.</p> |  <p data-bbox="930 936 1175 963">2024 – Looking east.</p> |
| Old Route 22 Section (1995RE41664) |  <p data-bbox="427 1293 732 1320">1986- Looking northwest.</p> |  <p data-bbox="930 1293 1247 1320">2024 – Looking northwest.</p> |
| Lenhartsville School and Lodge (1995RE41663) |  <p data-bbox="427 1650 672 1677">1986 – Looking east.</p> |  <p data-bbox="930 1650 1162 1677">2024- Looking east.</p> |

| Resource | Previous Photo | Current Photo |
|-------------------------------------|--|---|
| Lenhart Farm (1978RE00992) |  <p>1976 – Looking south.</p> |  <p>2024 (From Google Streetview) – Looking south. Note the demolition of the barn.</p> |
| Penn Street Bridge (1991RE01037) |  <p>1991</p> |  <p>2024</p> |
| Bridge (2004RE10745) | No prior photographic documentation |  <p>2024 – Looking north.</p> |



| Resource | Previous Photo | Current Photo |
|-------------------------|--|--|
| Bridge (2004RE04739) |  A black and white photograph showing a concrete bridge over a creek. The bridge has a simple design with a single span. The surrounding area is overgrown with vegetation. A speed limit sign is visible on the left side of the road. n.d. Looking northeast |  A color photograph of the same bridge, taken in 2024. The bridge is now paved and has a yellow and black striped safety sign on the right side. The surrounding area is more maintained with grass and some trees. 2024 – Looking northeast. |

Table 4. Comparison of Current and Previously Recorded Resource Conditions

Description

Lenhartsville Historic District is centered on the intersection of five streets: West Penn Street, Willow Street, East Penn Street, Old U.S. 22, and Chestnut Street. Historically, commercial enterprises have anchored the “points” of this intersection, with residential development running linearly along the “spokes” of the streets as they extend out from the village center. Nineteenth-century development centered on East and West Penn Streets. Early twentieth-century development is most prevalent along Willow Street and the western portion of West Penn Street, as well as some infill. Mid-twentieth and later residential development is clustered to on the south side of Chestnut Street, in the southeast corner of the borough. Newer commercial and industrial development can also be found in the northwest corner of the borough. In 1950, Peters Brothers, Inc., a commercial trucking business, was founded in Lenhartsville. The business has since expanded, and now occupies a substantial lot on the northwest edge of town. (See Figure 7 for a map depicting the construction dates of resources within Lenhartsville and Figures 8-12 for aerial and satellite imagery of the borough).

East Penn Street

When the district was originally recorded, East Penn Street was identified as having the most integrity from the nineteenth century; that remains true today. At the intersection with Old U.S. 22, on the south side of East Penn Street, is a substantial mid-nineteenth-century, three-story, seven-bay, stone building with a low-pitched, side gabled roof and a two-story addition on the south façade. The building is currently vacant and deteriorating but, besides some replacement windows, retains its integrity. The building was built circa 1856 by William Reis, and originally held the Farmers and Drovers Hotel (Photo 2). Continuing northeast on East Penn Street toward Maiden Creek, both sides of the street are lined with mid to late-nineteenth century residences. The architecture is very cohesive, with almost all homes being two-story, three-bay buildings with side-gabled roofs. Common alterations include replacement windows and doors and the introduction of modern siding (Photos 3-6). Today, East Penn Street dead-ends at the Penn Street Bridge (1991RE01037), which has been closed to traffic but is still extant (Photo 6). From the nineteenth through mid-twentieth centuries, this was the main entrance to the borough from the east. In 1922, the concrete Penn Street Bridge replaced a wooden, covered bridge that had spanned Maiden Creek. By 1946, this bridge became obsolete when Old U.S. 22 was realigned south of East Penn Street and a new bridge (2004RE10745) constructed over Maiden Creek (Photo 11).

Willow Street

Willow Street extends north of the town's central intersection. Most of the homes located along Willow Street date from the early to mid-twentieth century, reflecting the later development of this section of the borough. Buildings include cape cod/minimal traditional, bungalow, foursquare, and ranch houses. In general, the building stock along Willow Street is less dense and cohesive than East Penn Street. Significant resources include borough's lodge and a historic one-room schoolhouse (1995RE41663), which are located adjacent to each other on the east side of the street (Photo 8). The lodge is a two-story, three-bay building with a front-gable roof. It contains original 4/4 double-hung sash windows, and there is a narrow, two-story, concrete-block addition on the north façade. It now is home to an attorney's office, the local historical society, and a laundry mat. On the lot to the north of the lodge building, set back from the road, is a one-room, front gabled, brick schoolhouse capped with a bell tower. The schoolhouse currently serves as the borough's hall. Both late nineteenth-century buildings appear largely unchanged from when they were originally recorded in 1986 and are in good condition. A concrete bridge (2004RE04739) spans Furnace Creek at the northern borough boundary (Photo 12).

West Penn Street

West Penn Street is characterized by a mix of nineteenth and twentieth-century commercial and residential buildings (Photos 1, 7, and 9). Buildings are much less densely spaced on the south side of West Penn Street, and Peters Brothers, Inc., a commercial trucking operation, occupies a large lot on the north side of the street. One significant resource is the Deitsch Eck Restaurant. Originally called Washington House, this 1911 hotel was built on the site of an earlier 1842 inn. The building is situated at the "point" of the intersection of Willow Street and East Penn Street, on the north side of West Penn Street, and is a substantial, three-story, brick commercial building. It has replacement 1/1 double-hung sash windows with brick sills and segmental arch brick headers. Corbeled brickwork runs under the eaves and extends partially down the building's corners, visually framing its upper story (Photo 10).

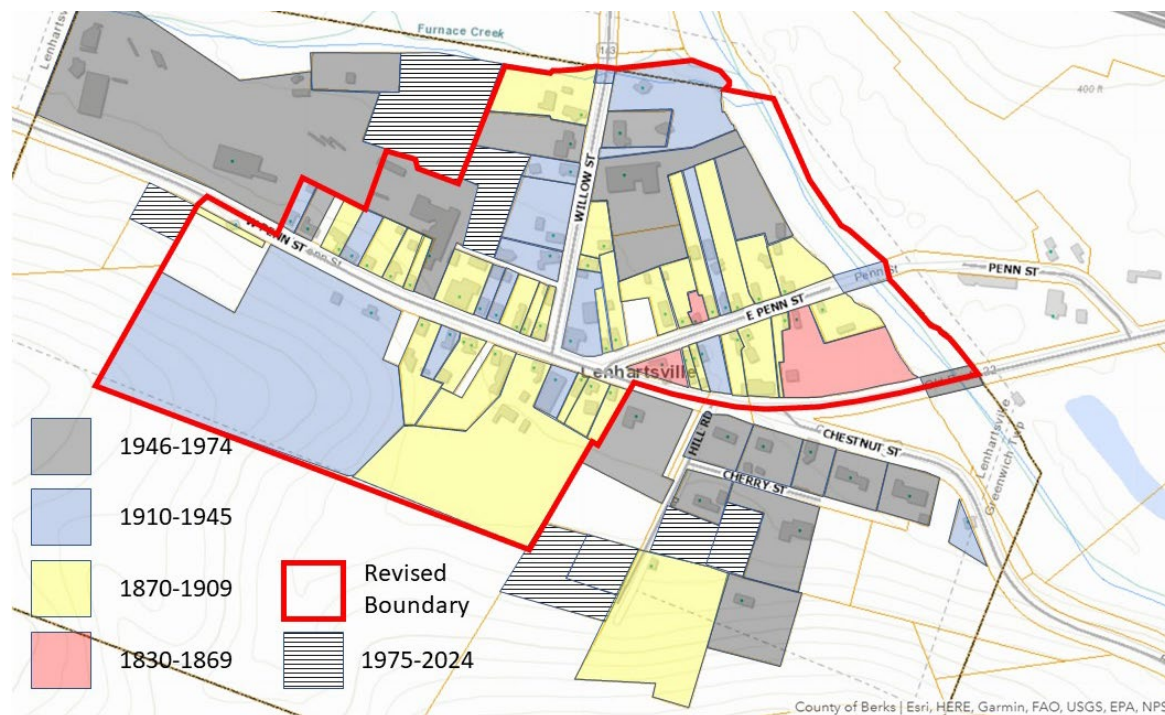


Figure 7. Lenhartsville Historic District with parcels color coded to reflect construction dates. The revised district boundaries are in red.



Photo 1. West Penn Street, looking southeast



Photo 2. East Penn Street, looking east.



Photo 3. East Penn Street looking southwest.



Photo 4. East Penn Street looking southeast.



Photo 5. East Penn Street looking southeast.



Photo 6. East Penn Street, looking east toward the Penn Street Bridge (1991RE01037).



Photo 7. West Penn Street looking north.



Photo 8. Willow Street looking east toward Lenhartsville School and Lodge (1995RE41663).



Photo 9. West Penn Street looking west.



Photo 10. West Penn Street looking northwest.



Photo 11. Looking north toward Old U.S. 22 Bridge (2004RE10745).



Photo 12. Looking northeast toward the Willow Street Bridge (2004RE04739).

Integrity Statement

Overall, Lenhartsville maintains all seven aspects of integrity.

Location – Historic resources within the Lenhartsville Historic District have not been moved and the district retains integrity of location.

Setting – There have been some changes to the setting, including the realignment and construction of the Old U.S. Route 22 Bridge between 1937-1946, the development of a commercial trucking facility on the west end of the borough beginning in 1950, the construction of I-78 north of the borough, and some late twentieth-century residential development south of Chestnut Street. However, the surrounding countryside maintains its agricultural character, and Lenhartsville maintains its historical relationships to Maiden Creek and its orienting road alignments.

Materials – Some historical buildings within the historic district feature replacement windows and modern aluminum or vinyl siding, but overall, the district maintains integrity of materials.

Workmanship – Integrity of workmanship is maintained, as many contributing buildings retain original brick and stone masonry walls, wood trim, and other architectural features that demonstrate late-nineteenth and early-twentieth century craftsmanship.

Design – The district retains integrity of design. The road alignments and distribution of commercial and residential buildings have remained largely unchanged since the nineteenth century.

Feeling and Association – The district maintains integrity of feeling and association, and still conveys its history as a rural crossroads community.

Significance

The Lenhartsville Historic District is recommended eligible with local significance under Criterion A for Commerce and under Criterion C for Architecture.

Criterion A – Lenhartsville is locally significant under Criterion A in the area of Commerce, as it served as an important commercial and service hub for the surrounding area.

Criterion B – The historic district is not eligible under Criterion B. While the village is named after the Lenharts, a family of prominent early settlers and mill operators, their activities do not appear significant enough to merit consideration under Criterion B.

Criterion C – The historic district is eligible under Criterion C, as it contains a locally significant and cohesive collection of mid-nineteenth through early-twentieth century commercial and residential architecture. Architectural styles and vernacular forms are representative of small rural communities in Pennsylvania during the mid-nineteenth through early-twentieth centuries.

Criterion D – The above ground resources within the district are not eligible under Criterion D, as they lack the potential to provide important information about history.

Period of Significance - The period of significance is circa 1830-1945. The beginning date of the period of significance is based on the earliest extant historic resources in the district. The end date is based on the realignment of Old U.S. 22 and the construction of a new bridge over Maiden Creek. This realignment altered traffic flow into Lenhartsville and marked the beginning of a series of significant changes – including the establishment and expansion of the Peters Brothers trucking operation starting in the 1950s and the construction of I-78 north of town. These changes reflected a shift toward high-speed highway and interstate travel, which rendered obsolete many of the services traditionally offered by Lenhartsville as a crossroads village.

District Boundary – When the district was originally recorded, the boundary was recorded as coterminous with the borough boundary. This boundary has been revised to exclude the mid-twentieth century and later residential development on the south side of Chestnut Street. The revised boundary also excludes late-twentieth and early-twenty-first century commercial trucking and other distribution, warehouse, and manufacturing properties concentrated in the northwest portion of the borough. The east boundary of the district is Maiden Creek. The southern boundary follows Old U.S. 22 west to the borough's central intersection, and then follows the tax parcel boundaries for the properties on the south side of West Penn Street. The boundary then cuts northeast, following the parcel boundaries of the residential and commercial properties on the north side of West Penn Street. The northern boundary follows the lot lines of the northernmost residences on Willow Street (Figures 7 and 8).

Photo Log and Key Map

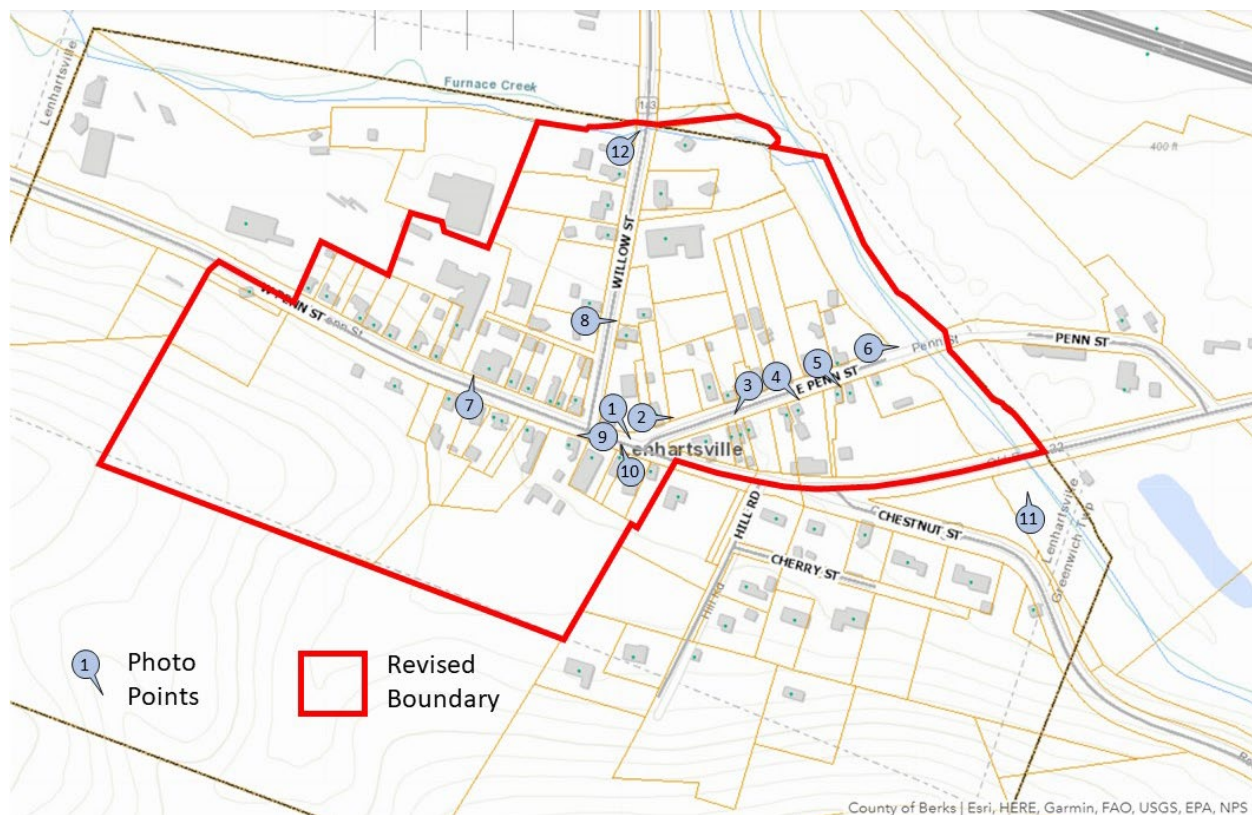


Figure 8. Photo Key Map

| Photo No. | Description | Direction |
|-----------|---|-----------|
| 1 | West Penn Street. | Southeast |
| 2 | East Penn Street. | East |
| 3 | East Penn Street. | Southwest |
| 4 | East Penn Street. | Southeast |
| 5 | East Penn Street. | Southeast |
| 6 | Penn Street Bridge (1991RE01037). | East |
| 7 | West Penn Street. | North |
| 8 | Lenhartsville School and Lodge (1995RE41663). | East |
| 9 | West Penn Street. | West |
| 10 | West Penn Street. | Northwest |
| 11 | Old U.S. 22 Bridge (2004RE10745). | North |
| 12 | Willow Street Bridge (2004RE04739). | Northeast |

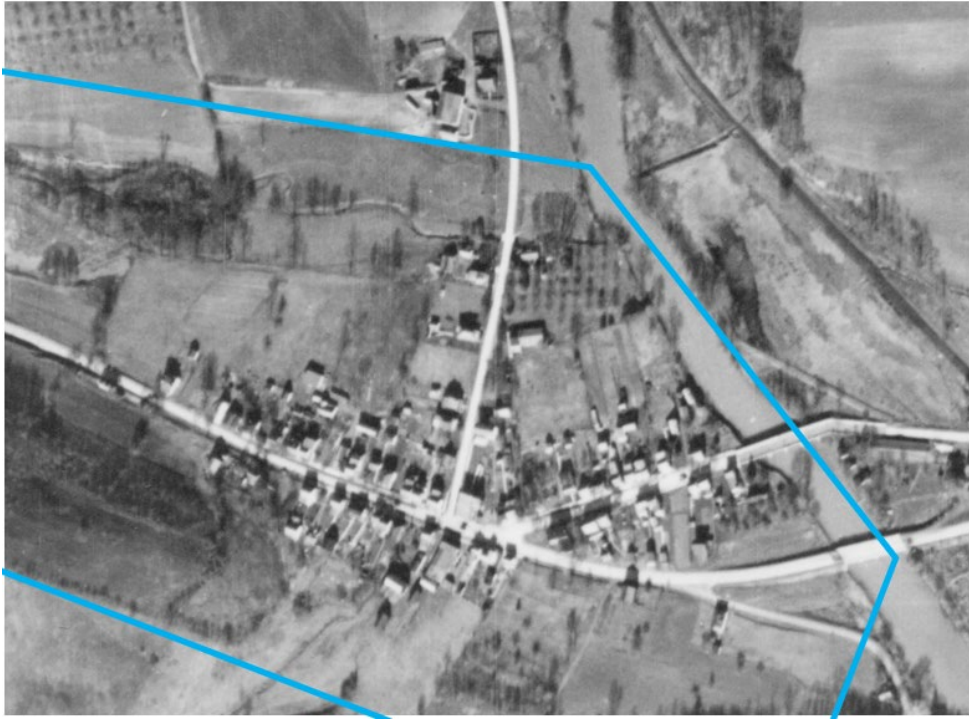


Figure 9. 1946 Aerial Photograph. The current borough boundaries are outlined in blue. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](http://PennPilot.arcgis.com).



Figure 10. 1958 Aerial Photograph. The current borough boundaries are outlined in blue. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](http://PennPilot.arcgis.com).



Figure 11. 1971 Aerial Photo. The current borough boundaries are outlined in blue. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://pennpilot.arcgis.com).

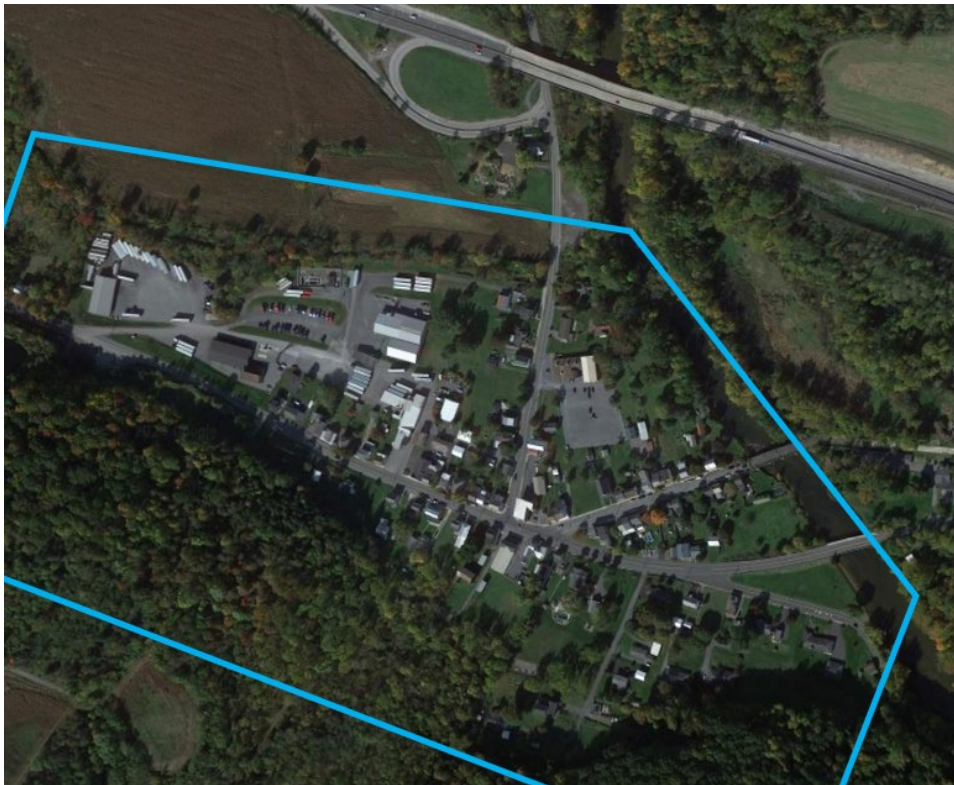


Figure 12. Current view of Lenhartsville. The borough boundaries are outlined in blue. Google Earth, <https://earth.google.com/>, accessed 4/16/2024.

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Fox, Cyrus T. *Reading and Berks County Pennsylvania: A History*. New York: Lewis Historical Publishing Company, Inc., 1925.

Montgomery, Morton L. *Historical and Biographical Annals of Berks County Pennsylvania* (Chicago: J. H. Beers & Co., 1909

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United States Census Bureau. *1800 Census: Return of the Whole Number of Persons within the Several Districts of the United States*. Washington, DC: 1801.

Rothrockville Historic District

Location and Setting

Rothrockville, located within Maxatawny Township, at the far eastern edge of Berks County near the Leigh County line, includes a small linear village along busy Route 222, also known as Kutztown Road. Today, Rothrockville does not appear on a map under its historic name, but rather is presented as Maxatawny when searching via Google Earth. Maxatawny Township, where historic Rothrockville is located encompasses a total of 26.3 square miles and includes the majority of Kutztown University, which is west of the Rothrockville. The immediate area surrounding the village remains agricultural land with Schaefer Run stream directly to the north. The district is bounded by Old Tipton Road to the east and Klines Corner Road to the west and includes the immediate parcels that front Route 222 between the two.

History and Development

Founded around 1830 by Pennsylvania-born Jonas Rothrock, an “eccentric” physician who, according to local lore, was not well regarded by his neighbors for his “quarrelsome disposition.” He settled in the area of Berks County, by way of Macungie, where he practiced medicine along with running a public-house and also serving as a justice of the peace.¹ According to a news article that ran in the Reading Eagle newspaper as part of a special series celebrating Berks County’s 250th anniversary back in April 2002, Rothrock purchased his first tract of land in the area in 1829, built a public house, and later went on to purchase additional land. However, the article states that although Rothrock had built an additional tavern and hotel on his later acquired land, he had lost it by way of sheriffs sale in 1846 to Jesse Grim. The 1878 map indicated that Rothrockville boasted a tin shop, tavern and a store, along with a handful of residential buildings. The original village had grown to approximately 30 buildings by the late 1880s and centered around the two taverns (Figure 9) as well as a store and several mechanical shops.² The local inn during the 1880s also served as the local post office (Figure 10) which supplied daily mail to the village.³ Rothrockville was one of the larger settlements in Maxatawny Township at the time.

The immediate area surrounding the historic village was agricultural land and was known to be of excellent land for farming.⁴ According to the Maxatawny Township website its name means “Bear’s Path Creek” and is derived from the Native American word, Machksithanne, from the language of the Lenni Lenape, who were the first known inhabitants of the area.

Rothrockville was surveyed by the Berks County Conservancy in 1986 as the Village of Maxatawny but limited documentation was completed, and no individual resources were identified. Rather a brief description of the history was provided along with three images of the streetscape within the lineal

¹ Morton L. Montgomery, *History of Berks County in Pennsylvania* (Philadelphia: Everts, Peck & Richards, 1886), 1048.

² Montgomery, *History of Berks County*, 1048

³ Montgomery, *History of Berks County*, 1048

⁴ Morton L. Montgomery, *Historical and Biographical Annals of Berks County Pennsylvania* (Chicago: J. H. Beers & Co., 1909), 524, 525, 590, 795,

district. SHPO staff did not review National Register eligibility at the time and the district resource in PA SHARE (resource # 2015RE01508) was listed at undetermined. The district, at the time the resource was surveyed, consisted of approximately 19.62 acres and was estimated to have around 30 buildings within the boundary as indicated on the site map (Figure 11). Buildings ranged from both commercial and residential. The survey states that the major growth for the village occurred between 1875-1899.

Analysis of the historic aerials show that the village remained mostly the same in terms of growth between 1938 and 1958 with only a few additional buildings constructed within the boundary. One being an automobile service station constructed between 1947 and 1958 and appears in the 1986 survey photos. The service station has since been converted to a residence and a large autobody shop was built sometime after 1971. It also appears some additional residential development occurred between 1958 and 1971 along the east side of Old Topton Road and the east side of Kline Corners road.







Resources listed within the vicinity of Rothrocksville

Approximately 5 miles west of Rothrocksville, along Route 222/Kutztown Road and within Maxatawny Township lies the Kemp's Hotel (PA SHARE 1978RE01081, Figure 1), one of Berks Counties oldest hotels dating to 1795 with later additions in 1852. It was listed in the National Register of Historic Places in 1978 under criterion A, commerce and served as a public house along old Route 222 for nearly two centuries hosting travels of such fame as John Adams and was listed on a 1789 calendar as one of the seven traveler stops on the road from Easton to Reading.⁵ Being this road was utilized greatly by travelers it is not unreasonable that when Rothrocksville was founded in the 1830s it would boast a public house as well.



Figure 1. Kemp's Hotel photo from PA SHARE resource #1978RE01081

⁵ Kemp's Hotel ,National Register of Historic Places, 1978 [National Archives NextGen Catalog](#)

| Resource | Previous Photo | Current Photo |
|-------------------------------|---|--|
| Rothrocksville 2015RE01508 |  <p>1986 – Looking east</p> |  <p>2024 – Looking east</p> |
| Rothrocksville 2015RE01508 |  <p>1986 – Looking west</p> |  <p>2024 – Looking west</p> |
| Rothrocksville 2015RE01508 |  <p>1986 – Looking east</p> |  <p>2024 – Looking east</p> |

A field view was conducted on April 23, 2024, by SHPO staff, along with PennDOT preservation staff, and it was determined that the district lacked integrity. Unfortunately, due to the high volume of traffic along Route 222, the field view conducted was solely vehicular and consisted of driving the lineal village numerous times. The following photos were either obtained during the site visit or pulled from google earth. Unfortunately, historic images of the same buildings were not available for comparison.

Current photos of buildings within the village



Photo 1. 15811 E. Kutztown Road; believed to possibly one of the two public houses, located at western boundary line.



Figure 2. 15899 E. Kutztown Road; believed to possibly be the other public house. Located at eastern boundary line.

Examples of recent construction/full remodel found in the village



Photo 2. 15861 E. Kutztown Road



Photo 3. 15827 E. Kutztown Road.



Figure 3. Western end of district showing late Twentieth Century construction, facing east.



Figure 4. Center of district streetscape showing remodeled buildings and porch infill in the distance, facing west.



Figure 5. Streetscape view of district showing new and remodeled construction, facing east.



Figure 6. Streetscape showing new construction, facing east.



Figure 7. Intersection of Old Tipton Rd. and Route 222 showing late twentieth century construction and alterations.



Figure 8. Streetscape showing twentieth century construction, outside district boundary, looking north towards Route 222.

Example of additions and replacement materials:



Photo 4. 15865 E. Kutztown Road.



Photo 5. 15839 E. Kutztown Road

Integrity Assessment:

Rothrocksville does not retain all seven aspects of integrity.

Location – Historic resources within the Rothrocksville Historic District have not been moved and the district retains integrity of location.

Setting – There have been some changes to the setting, including realignment, widening construction and road improvements to Route 222 and the construction of twentieth-century residential and commercial development within the boundary. However, the immediate surrounding countryside maintains its agricultural character, with more development occurring east of the village in neighboring Leigh County.

Materials – Although many of the buildings appear to remain in some form from their original construction the majority have been altered to various degrees. The removal of historic materials and introduction of vinyl siding, modern windows, replacement roofs, as well as non-historic additions are seen throughout the district. A few buildings that are present on the 1938 aerial appear to be no longer extant. Mid to late-twentieth century construction and remodeling that has occurred within the district boundary has greatly altered the overall appearance which therefore no longer conveys a mid to late-nineteenth century crossroads village. However, a few remaining buildings within the district do appear to retain original material, although some are in poor condition.

Workmanship – Integrity of workmanship is not maintained to reflect a significant mid to late-nineteenth century village. Although some buildings retain original brick or stone masonry walls as well as wood trim, the majority of the buildings have lost character defining features through infill of porches, large additions and the introduction of modern materials. Overall, the district does not demonstrate late-nineteenth century craftsmanship and modern construction distracts from the few buildings that do.

Design – The district retains some integrity of design as the road alignments remain for the most part and the village had not experienced much sprawl and remains linear in feel with some residential late-twentieth century development along Old Tipton Road and Klines Corner Road. Modern infill of both commercial and residential development has occurred within the district boundary.

Feeling and Association – The community does not maintain integrity of feeling and association, as it does not convey its history as a rural nineteenth-century crossroads community. The district does not possess architectural cohesion.

Significance

The Rothrocksville Historic District was originally recorded in 1987. The district was not formally evaluated for National Register eligibility at that time. The district is currently not eligible for the National Register.

Criterion A – The Rothrocksville Historic District does not meet the requirements to be eligible under Criterion A. Although it provided limited commercial services for the surrounding area in the late-nineteenth century, it was never a bustling hub of commerce or developed into more than a small rural community. The village lacks integrity to convey an association as a crossroad village of commerce, and is not recommended eligible under Criterion A.

Criterion B – The historic district is not eligible under Criterion B. While the village is named after Jacob Rothrock, a local physician and individual who owned a tavern in the area, he was not of exceptional notoriety to warrant significance under Criterion B.

Criterion C – The historic district is not eligible under Criterion C, as it does not contain an architecturally cohesive or otherwise architecturally important array of historic resources.

Criterion D – The above ground resources within the district are not eligible under Criterion D, as they lack the potential to provide important information about history.

Historic maps



Figure 9. 1854 map of Berks County, showing Siegfrieds Tavern (Kemp’s Hotel) near present day Kutztown as well as Swayer Inn at the west end of Rothrocksville and the second public house owned by Grime after 1846 at the east end of the lineal village. No other information was revealed during research regarding Brouse Inn indicated on the map along current day Old Tipton Road. M. S. Henry, M. K. Boyer, and David McLellan. *Map of Berks County, Pennsylvania: From Surveys* (Reading, PA: 1854) <https://www.loc.gov/item/2012590208/>.

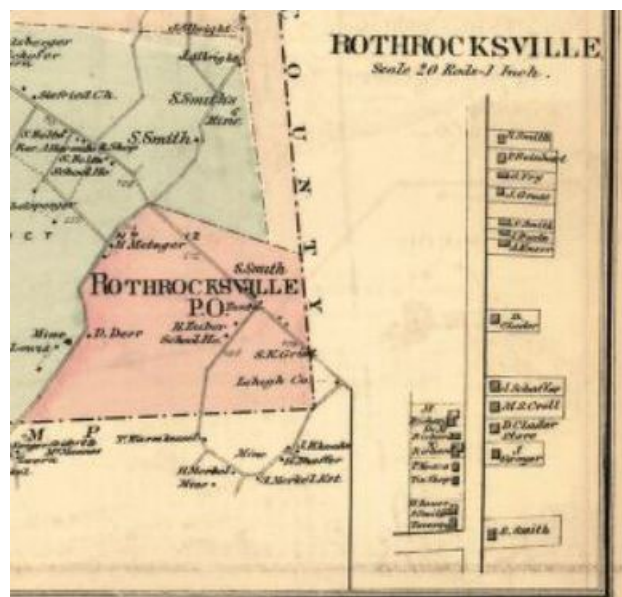


Figure 10. 1876 map of Maxatawny Township, close up showing the development of Rothrocksville at the time which included a tavern, tine shop and store along with residential buildings. [Viewing States/Pennsylvania/Berks County Atlas/pennsylvania 1876 v.sid \(ua.edu\)](#)

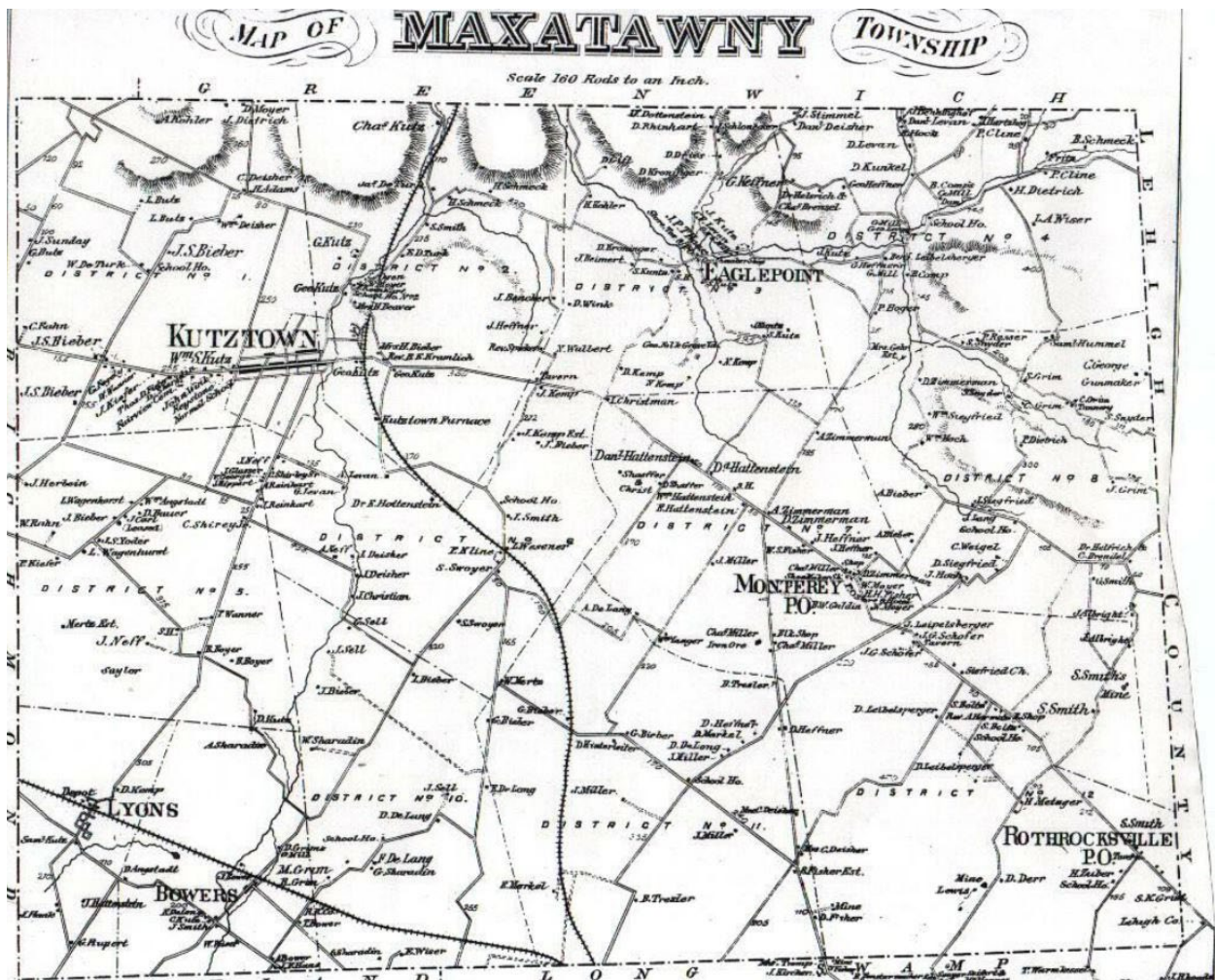


Figure 11. 1878 map of Maxatawny Township, showing Rothrockville P.O. in the lower right corner of the township map. maxat01.jpg (1027x820) (usgwarchives.net)

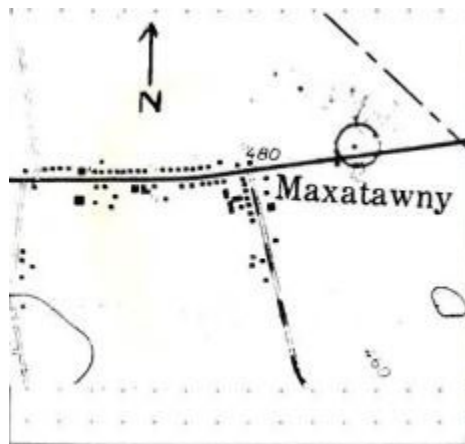


Figure 12. Site map from the 1986 historic Survey.

Aerial Photographs and Satellite Imagery



Figure 13. 1938 Aerial Photograph. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://pennpilot.arcgis.com).



Figure 14. 1938 Aerial Photograph. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://pennpilot.arcgis.com).



Figure 15. 1947 Aerial Photograph. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arccgis.com\)](https://pennpilot.com). . .



Figure 16. 1958 Aerial Photograph. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://pennpilot.arcgis.com).



Figure 17. 1971 Aerial Photograph. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://pennpilot.arcgis.com).



Figure 18. Zoomed 1971 Aerial Photograph. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://pennpilot.arcgis.com).



Figure 19. Maxatawny (Rothrocksville), Google earth, <https://earth.google.com/>, accessed 4/23/2024

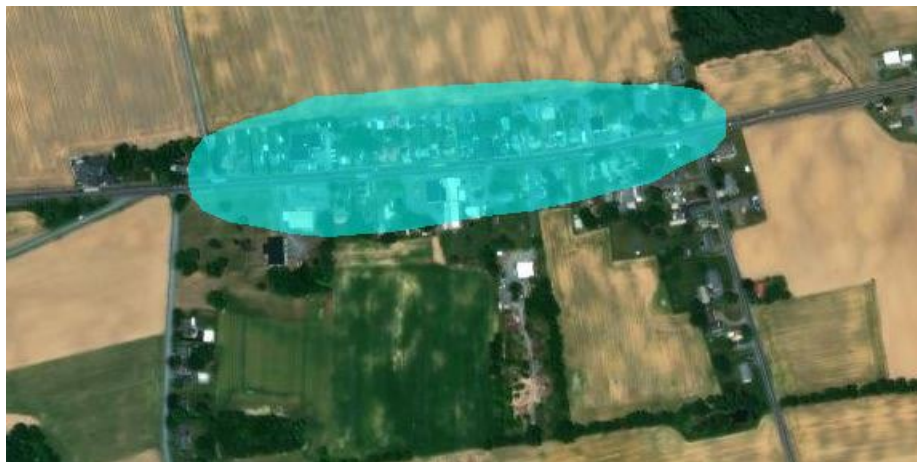


Figure 20. Original boundary as per PA SHARE



Figure 21. Revised boundary

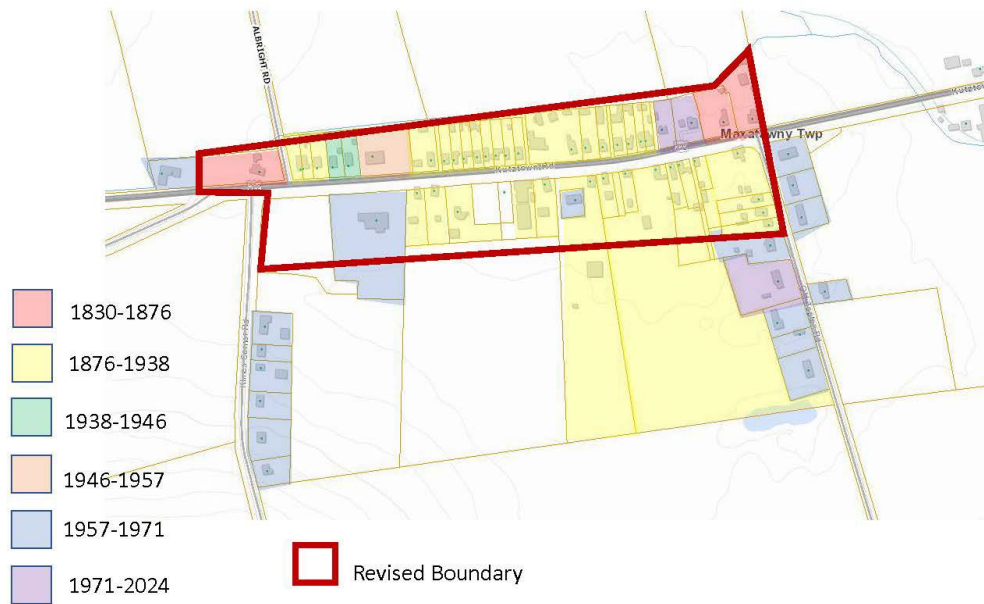


Figure 22. The Rothrocksville Historic District, with parcels color-coded to depict original construction dates and revised boundary in red. However, the map does not depict areas within the boundary that have experience extensive alterations which include the orange parcel where full remodeling is evident.



Figure 23. Keyed photo map with district boundary in red.

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Montgomery, Morton L. *Historical and Biographical Annals of Berks County Pennsylvania* (Chicago: J. H. Beers & Co., 1909

Montgomery, Morton L. *History of Berks County in Pennsylvania*. Philadelphia: Everts, Peck & Richards, 1886.

National Register of Historic Places, Kemp's Hotel, Kutztown, Berks County Pennsylvania, National Register #78002344, 1978.

<https://www.readingeagle.com/2019/10/28/united-states-of-berks-how-marion-and-maxatawny-townships-and-mohnton-got-their-names/am>

Treichlersville/Village of Hereford Historic District

Location

The Village of Hereford is located in Hereford Township in Berks County, Pennsylvania, at the intersection of PA-100 and PA-29. Perkiomen Creek, a tributary of the Schuylkill River, runs through the village.

History and Development¹

Prior to European settlement, the area now known as Hereford Township was inhabited by the Lenni Lenape people, who utilized the area for hunting and the gathering of resources such as chestnuts and cranberries. In the 1700s, the first English, southern German, Swiss, and French colonists arrived in the area, and established farms, iron ore mines and furnaces, grist and oil mills, and creameries. Hereford Township was originally surveyed in 1732, although its boundaries were much larger than today. Thanks to the iron industry, the township's population grew to encompass over 100 taxable persons by the 1750s. By the late 1700s, the region became primarily agricultural, and stone construction replaced log buildings (Figure 1).

The agricultural economy continued to expand during the 19th century, and commerce was further encouraged by the construction of rail lines in 1868. Treichlersville (now the Village of Hereford) developed primarily during this period. The village was named after Samuel Treichler, who opened a store and tavern circa 1830, and also served as the town postmaster.² The 1987 HRSF notes the Old Treichler Hotel and original Post Office building and the two most historically significant resources in the district. A number of mills were also established during the 19th century, all located on Perkiomen Creek (Figures 2 and 3).

¹ Unless otherwise noted, the following information is from A. D. Marble, "Phase I Archaeological Investigation: S.R. 0100, Section 07M, Pavement Preservation Project, Hereford Township, Washington Township, and Borough of Bally, Berks County, Pennsylvania" (November 2016), 29-32.

² Morton L. Montgomery, *History of Berks County in Pennsylvania* (Philadelphia: Everts, Peck & Richards, 1886), 1000.



Figure 1. Berks County, 1818 map, showing no development at the future location of Treichlersville/the Village of Hereford. Manuscript map by surveyor Henry M. Richards copied from the original by Jno. E. Whiteside, September 2, 1818, in the Land Office archives. LOC S#708, PSA RG-17, [Pennsylvania Early County Maps and Atlases \(psu.edu\)](https://www.psu.edu/library/specialcollections/pennsylvania-early-county-maps-and-atlases).



Figure 2. 1854 map of Treichlersville/the Village of Hereford showing the S. Treichler Store & Tavern (circled in red). M. S. Henry, M. K. Boyer, and David McLellan. *Map of Berks County, Pennsylvania: From Surveys* (Reading, PA: 1854) <https://www.loc.gov/item/2012590208/>.



Figure 3. 1860 map of Treichlersville/the Village of Hereford, showing the Sand Spring Hotel (Old Treichler Hotel) and St Treichler Store at the crossroads (circled in red). L. Fagan, H. F. Bridgens, and T. S. Wagner, *Map of Berks County, Pennsylvania: From Actual Surveys* (Philadelphia: H. F. Bridgens and T. S. Wagner, 1860) <https://www.loc.gov/item/2012592156/>.

While the iron industry had declined by the late nineteenth century, communities in Hereford Township saw continued civic development. By the 1920s there were eight schoolhouses in Hereford Township, and volunteer fire companies were organized during the early twentieth century. By the mid-twentieth century, development in the area reflected the prevalence of the automobile; subdivisions and tract housing became prevalent while the agricultural sector saw a decline. The 1987 HRSF noted the presence of a “huge mobile home park” on a hill to the west of the village, occupying the land of the original Teichler Homestead. The current population of the village is just under 1,000 residents.

Previously Recorded Resources

| Resource # | Name | Location | Date | Eligibility |
|-------------|--|--|-----------|--|
| 1991RE00452 | Treichlersville/ Village of Hereford Historic District | NW of the Intersection of PA-100 and PA-29 | 1825-1849 | Previously determined Eligible in 1991 |
| 1995RE36903 | Treichler Homestead – Outside of the Historic District | Siesholtzville Road, Hereford Township | 1800-1824 | Undetermined |

Table 1. Previously Resourced Resources

Treichlersville/Village of Hereford Historic District (1991RE00452)

The historic district was originally recorded in 1987. The district was not formally evaluated for National Register eligibility, but was later determined eligible in 1991. The initial recorder, P. Hopkins, described the resource in 1987 as consisting of “a small crossroads hamlet.” It contained two significant buildings: the Old Treichler Hotel, which was described as a six-bay, stone building covered in stucco, and the original Post Office. Hopkins noted that there were several other “Victorian” residences along Main Street, as well as a more recent construction, including one gas station. The mobile park Hereford Estates was visible to the west. The district was described as “of good integrity but lacking significance in its architecture.” The historic resource was revisited in 1991 as part of an Environmental Review project. Updated photographs were provided, although no additional narratives or other documentation were submitted. The district was determined eligible at that time, but the National Register criteria, area/s of significance, and period/s of significance were not specified. In 2016, the district was revisited again as part of a PennDOT resurfacing project. The district was photographed and a historical context for the area was written as part of a Phase I archaeological report.³ However, the eligibility of the significance of the district does not appear to have been updated or reassessed as part of the project, and the district was not otherwise documented at that time.

Treichler Homestead (1995RE36903)

This resource was recorded in 1987. It was not evaluated and has not been updated since its initial recording. It is located outside of the historic district but is historically associated. The Treichler Homestead consists of a stone, two-story, six-bay Georgian manor house. It was built by Samuel Treichler, the founder of Treichlersville (now the Village of Hereford). By the 1980s, the historic building was surrounded by Hereford Estates mobile home park.

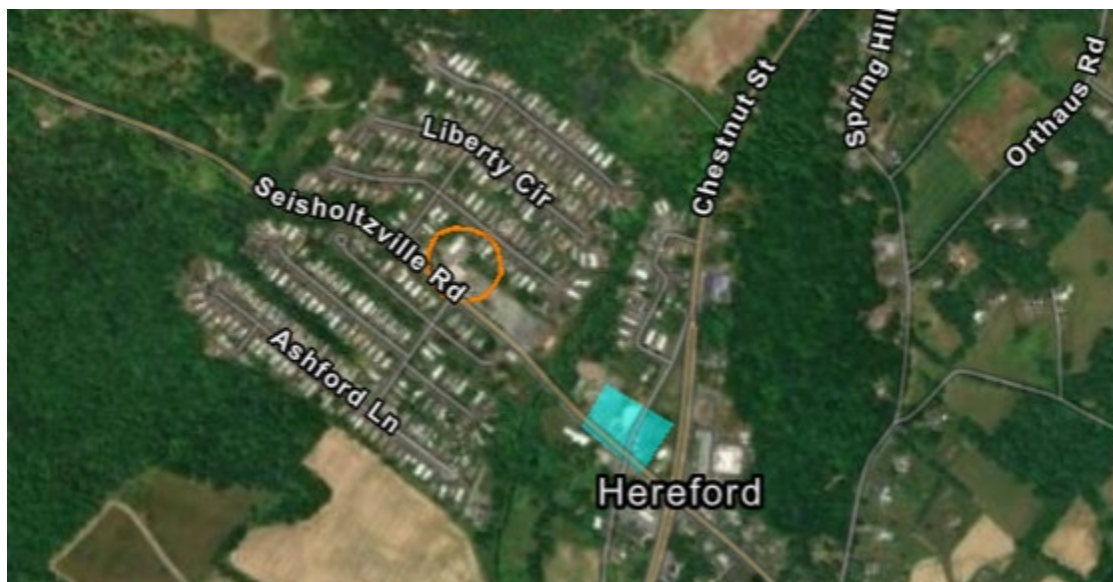


Figure 4. Previously recorded resources in the Village of Hereford. Treichler Homestead (1995RE36903) is indicated by the orange circle, and the Treichlersville/Village of Hereford Historic District (1991RE00452) is indicated by the light blue rectangle.

³ A. D. Marble, “Phase I Archaeological Investigation: S.R. 0100, Section 07M, Pavement Preservation Project, Hereford Township, Washington Township, and Borough of Bally, Berks County, Pennsylvania” (November 2016).

Description

The Treichlersville/Village of Hereford Historic District consists of a small crossroad community that was originally established circa 1820. The district boundaries were never clearly defined in previous documentation, but the district is centered on two early nineteenth century stone buildings situated at the crossroads of Seisholtzville Road (PA-29) and Star Road. The Old Treichler Hotel (also known as Poor Richard's Inn or the Hereford Inn) is a two-story, six-bay, side-gabled structure with a symmetrical main façade fronting Star Road. The building had been covered in stucco when it was documented during in 1987 and the early 1990s, but this has since been removed. The building has replacement windows and a modern door, and has a one-story addition attached to the north façade. Across the street is the Bee and Bear Store, which served as a store and the old post office during the nineteenth century. It is a two-story, gable-ell building fronting Seisholtzville Road (PA-29). Like the Old Treichler Hotel, most of its windows appear to be modern replacements. It appears to have been covered with stucco in 1987, but this has since been removed.

Other resources in the district were never inventoried, but in 1987, the HRSF described that there were several "Victorian houses" along the main street. In June of 2024, there were three other historic resources located at the crossroads. East of the Bee and Bear Store, at the corner of Chestnut Street (PA-100) and Seisholtzville Road (PA-29), there is a late-nineteenth century, two-story, Italianate-style house with original windows, bracketed cornice and portico, and stucco siding. West of Star Road on the south side Seisholtzville Road (PA-29), there are two turn-of-the-twentieth-century residences. One is a one-story, side-gabled building with replacement windows, an enclosed porch, aluminum siding, and detached garage. The other is a two-story, four-bay, side-gabled building with replacement windows, stucco siding, and significant one-story additions dating to the mid-twentieth century extending from the west façade. A few other late-nineteenth to early-twentieth-century residences are located south of the crossroads along Star Road.

There has been substantial commercial and residential development in the area during the late-twentieth and early-twenty-first centuries. The intersection of PA-100 and PA-29, which is one block east of the Old Treichler Hotel, has been realigned and widened, and is now a major intersection. There are two large gas stations at this intersection. A Turkey Hill gas station is located southwest of the intersection, and a Wawa was constructed within the last few years to the northeast of the intersection. The agricultural land that used to surround the district has been subdivided and developed. West and north of the historic district is Hereford Estates, a large mobile home park dating from the late-twentieth century. There is also substantial mid-twentieth century and later residential development east of the intersection (Figures 5 and 10-15).

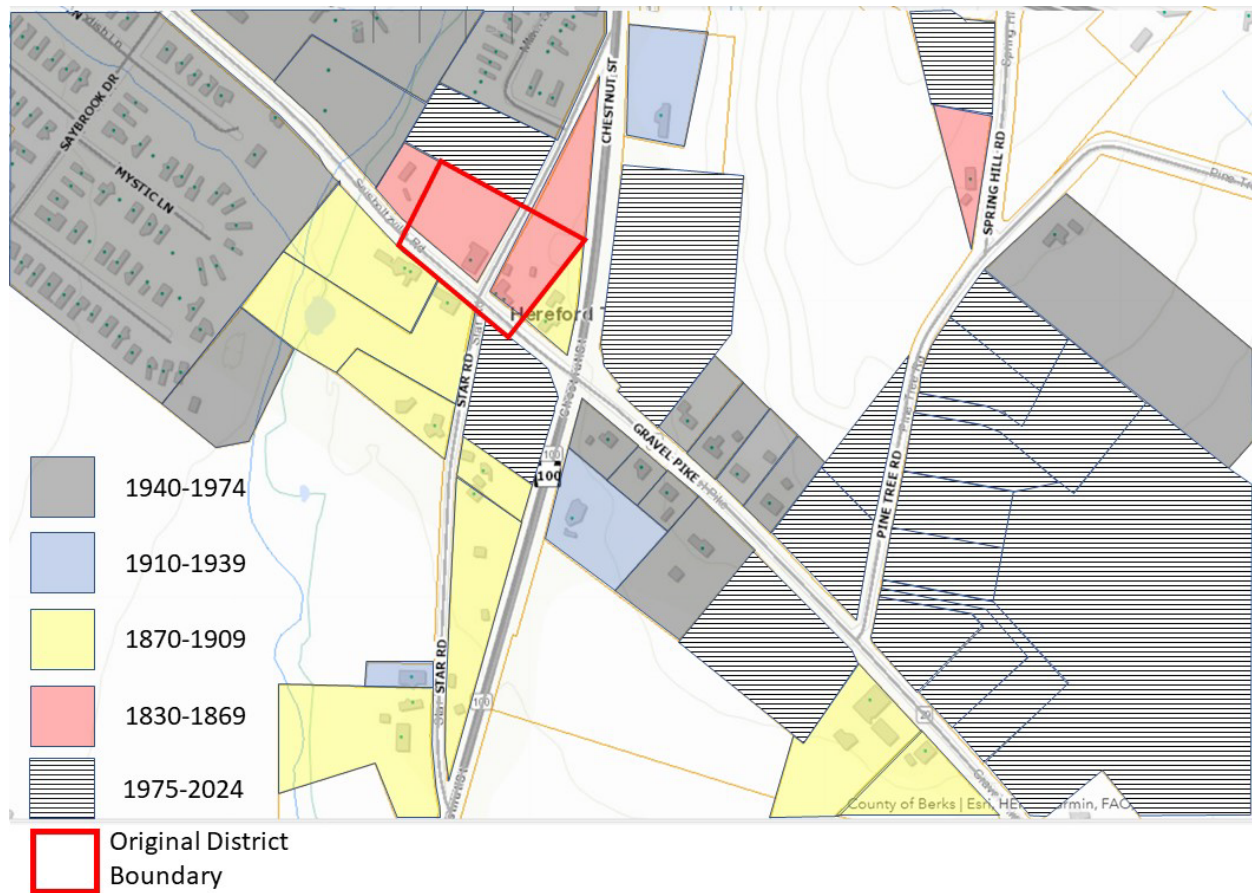




Figure 5. The Treichlersville/Village of Hereford Historic District, with parcels color-coded to depict construction dates.

SHPO and PennDOT staff visited the Treichlersville/Village of Hereford Historic District in June 2024, to photograph and update the districts. This record will be updated with current photographs when supplied by PennDOT staff. Google Streetview images have been used in the interim.

| Resource | Previous Photo | Current Photo |
|--|--|---|
| Treichlersville/ Village of Hereford Historic District (1991RE00452) |  <p>1987 – Looking north.</p> |  <p>2024 – From Google Streetview, looking north.</p> |







| | | |
|---|---|---|
| <p>Old Treichler Hotel (also called the Hereford Inn or Poor Richard's Inn)</p> |  <p>Circa 1991-1993, looking north</p> |  <p>2024 – From Google Streetview, looking north</p> |
| <p>Old Post Office</p> |  <p>Circa 1991-1993, looking northeast</p> |  <p>2024, from Google Streetview, looking northeast</p> |
| <p>Intersection of Old Route 100 and Seisholtzville Road</p> |  <p>Circa 1991-1993, looking east.</p> |  <p>2024, from Google Streetview, looking east</p> |

Table 2. Comparison of Current and Previously Recorded Resource Conditions



Figure 6. Looking northwest from the intersection of PA-100 with Seisholtzville Road. The Old Treichler Hotel and Post Office buildings are visible in the center of the image, to the right of the light-up billboard advertising gas prices. From Google Streetview, 2024.



Figure 7. Looking east on Seisholtzville Road. The Old Treichler Hotel is the stone building visible on the left side of the road. From Google Streetview, 2024.



Figure 8. Looking north on Star Road toward the historic Post Office. From Google Streetview. 2024.



Figure 9. Looking south on Chesnut Street toward the intersection with Seisholtzville Road. The Old Treichler Hotel is just visible on the far right of the image. From Google Streetview, 2024.

Integrity Statement

The Treichlersville/Village of Hereford Historic District lacks integrity due to substantial new development.

Location – The district does not contain moved resources and maintains integrity of location.

Setting – The integrity to of setting has been compromised by new development. The intersection of PA-100 and PA-29 has been realigned and widened, and is now a major intersection. There are two large gas stations at this intersection. A Turkey Hill gas station is located southwest of the intersection, and a Wawa was constructed within the last few years to the northeast of the intersection. The agricultural land that used to surround the district has been subdivided and developed. West and north of the historic district is Hereford Estates, a large mobile home park dating from the late twentieth century. There is also substantial mid-twentieth century and later residential development east of the intersection.

Design – The realignment and widening of the intersection of PA-100 and PA-29 along with the modern subdivision and development of what was previously agricultural land has changed the historic design of what had originally been a small crossroads community. Several of the extant historic resources feature substantial additions and other significant alterations.

Materials and Workmanship – Overall the district lacks integrity of materials and workmanship. There are few historic resources within the district, and many feature replacement windows and doors and modern siding materials, such as vinyl and aluminum. Due to new construction, the dominate materials and workmanship represented in the district date from the late-twentieth century or later.

Feeling and Association – Due to the substantial new development, the historic district no longer conveys its history as a small, rural crossroads community.

Significance

The Treichlersville/Village of Hereford Historic District was originally recorded in 1987. The district was not formally evaluated for National Register eligibility at that time, but was later determined eligible in 1991. No specific National Register criteria or areas of significance were specified when the district was determined eligible. The district is currently not eligible for national register. While it is locally significant under Criterion A, above ground resources lack integrity for listing on the National Register.

Criterion A – The Treichlersville/Village of Hereford Historic District is locally significant under Criterion A in the area of Commerce, as it served as an important commercial and service hub for the surrounding area. However, it lacks the integrity to convey this association, and is not recommended eligible under Criterion A.

Criterion B – The historic district is not eligible under Criterion B. While the village is named after Samuel Treichler, a locally important individual who owned a store and tavern in the area, this connection is not substantial enough to justify significance under Criterion B.

Criterion C – The historic district is not eligible under Criterion C. It does not contain an architecturally cohesive or otherwise architecturally important array of historic resources.

Criterion D – The above ground resources within the district are not eligible under Criterion D, as they lack the potential to provide important information about history. During ground disturbing work conducted in the early 1990s, SHPO expressed concern that there may be significant subsurface resources connected with the Old Treichler Hotel (then referred to as the Poor Richard's Inn). Testing has not been conducted, however, to determine the presence of any significant subsurface archaeological resources.

Aerial Photographs and Satellite Imagery



Figure 10. 1939 Aerial Photograph. The location of the Old Treichler Hotel and Post Office is circled in red. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://www.fsa.usda.gov/arcgis).



Figure 11. 1952 Aerial Photograph. The location of the Old Treichler Hotel and Post Office is circled in red. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://www.arcgis.com).



Figure 12. 1957 Aerial Photograph. The location of the Old Treichler Hotel and Post Office is circled in red. United States Department of Agriculture Farm Service Agency: FSA Aerial Photography Field, [Penn Pilot \(arcgis.com\)](https://arcgis.com).



Figure 13. Current satellite imagery of Treichlersville/the Village of Hereford. The location of the Old Treichler Hotel and Post Office is circled in red. Google Earth, <https://earth.google.com/>, accessed 6/25/2024.



Figure 14. Current setting of Treichlersville/the Village of Hereford. The location of the Old Treichler Hotel and Post Office is circled in red. Google Earth, <https://earth.google.com/>, accessed 6/25/2024.

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