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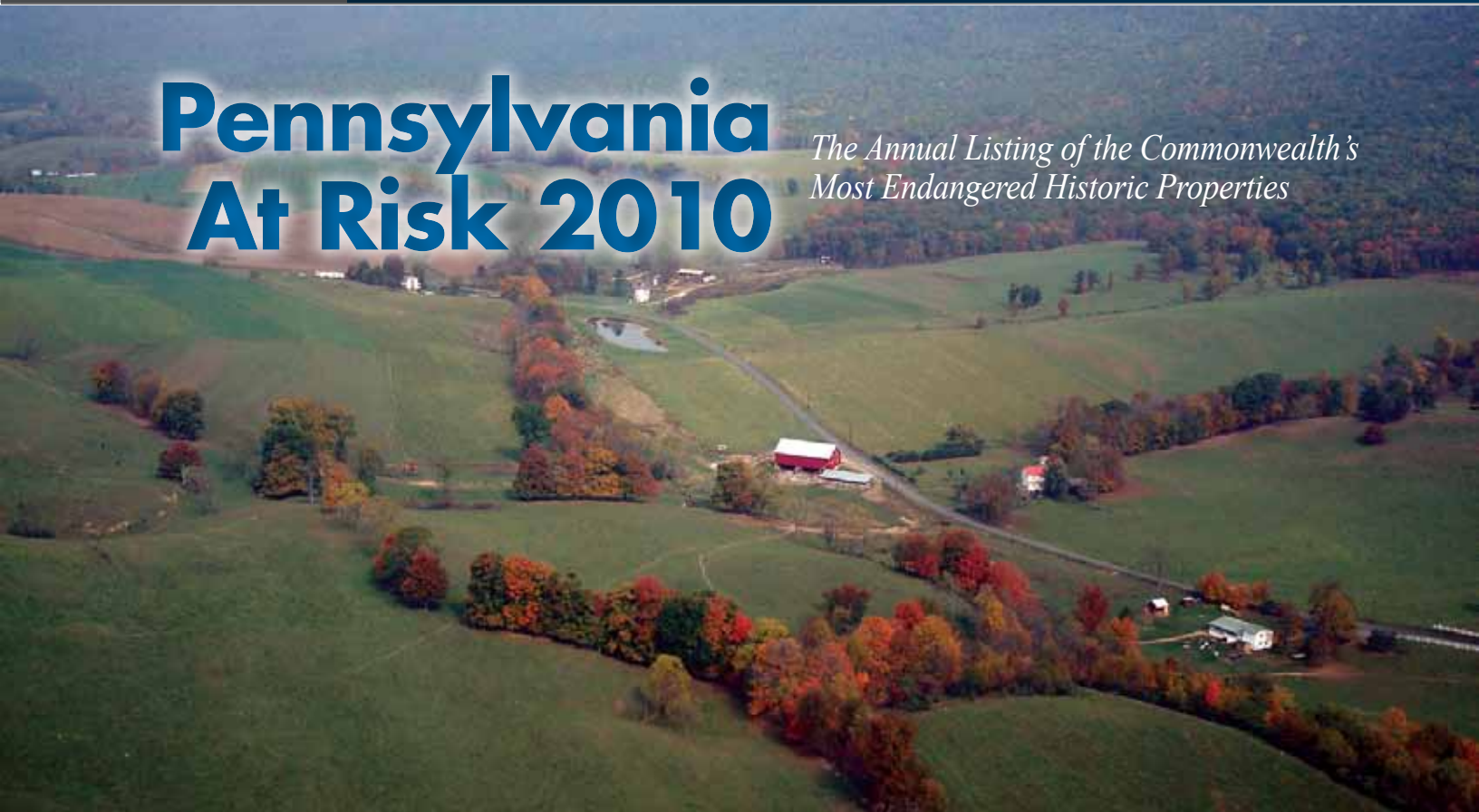
Preserving

The Newsletter Dedicated to Preserving Pennsylvania's Historic Places

P E N N S Y L V A N I A

Pennsylvania At Risk 2010

*The Annual Listing of the Commonwealth's
Most Endangered Historic Properties*



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Pennsylvania At Risk

serves as a representative sampling of the Commonwealth's most endangered historic resources. For the purpose of the list, endangerment is defined as threat of demolition, significant deterioration, vandalism, alteration, and/or loss of its historic setting. It is our belief that publishing this list draws statewide attention to the plight of Pennsylvania's historic resources, promotes local action to protect resources, and encourages additional state funding for historic sites.

This list is compiled from recommendations made by our members, local heritage organizations, the board and staff of Preservation Pennsylvania, and the Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission.

Criteria for Listing

- The property is listed or determined eligible for listing in the National Register of Historic Places, or
- The property is considered a contributing structure in a National Register Historic District, or
- The property is designated historic by local government, and
- The property is faced with imminent, recognized endangerment either from overt action, neglect, incompatible use, or loss of context.

Preservation Pennsylvania welcomes your comments on this year's list, your updates on the status of past entries, and your suggestions for future listings.

On the Cover...

Dutch Corner Rural Historic District, Bedford Township, Bedford County. Construction of wind turbines on the ridge that surrounds this rural historic district threaten to alter the character of the hillside, impact the agricultural community's water supply, and create significant noise disturbance.

Eagles Mere Historic District, Eagles Mere, Sullivan County. Located in The Park neighborhood of Eagles Mere, this cottage is just one example of the many homes in Eagles Mere that will suffer if Marcellus shale alters the historic lakeside resort community's water supply or secluded character.

East Stroudsburg Railroad Station, East Stroudsburg, Monroe County. The station was recently saved after demolition had begun, and now stands in a temporary location awaiting reconstruction and restoration in a new location.

Plantation Plenty, Independence Township, Washington County. Also known as the Isaac Manchester Farm, this tremendously significant historic farm is currently threatened by longwall mining.

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Mission Statement Preservation Pennsylvania, through creative partnerships, targeted educational and advocacy programs, advisory assistance, and special projects, assists Pennsylvania communities to protect and utilize the historic resources they want to preserve for the future.

Preserving Pennsylvania: Pennsylvania At Risk is an annual publication of Preservation Pennsylvania, Inc., 257 North Street, Harrisburg, PA 17101, phone 717.234.2310, fax 717.234.2522, info@preservationpa.org, www.preservationpa.org.

This publication has been financed in part by funds from the Pennsylvania Historical and Museum Commission. However, the content and opinions do not necessarily reflect the views or policies of the Pennsylvania Historical and Museum Commission, nor does the mention of trade names or commercial products constitute an endorsement or recommendation by them. Additional support is provided by membership dues and contributions. Portions of the newsletter that are not copyrighted or reprinted from other sources may be reprinted provided proper credit is given.



East Stroudsburg Railroad Station East Stroudsburg, Monroe County

Significance

Built in 1864 as the Stroudsburg station on the Delaware, Lackawanna and Western Railroad, the East Stroudsburg Railroad Station is a landmark in the community. The railroad—constructed through Monroe County in 1856—and station were built on farmland donated by a prominent settler in rural Dansbury, located across the Broadhead Creek about a mile from the bustling village of Stroudsburg, where undeveloped land was scarce and prices high. The depot's presence led to rapid commercial growth, establishing Crystal Street as the business hub of a rapidly expanding community.

The train served area residents traveling elsewhere, supplied the region's important vacation tourist trade with a flood of visitors, and quickly replaced the Delaware River as the primary vehicle for moving raw materials and manufactured goods, fostering a new wave of industrial activity in the area. As a result of the increased traffic, Crystal Street developed as a bustling commercial district, with merchants, hotels, liveries and other businesses to serve the depot's rail passengers. Expanded in 1883 and remodeled in 1915, the station has long been a central icon in the community. It continued to serve passengers until train service was halted in 1970, and was used on a limited basis as a freight depot until 1976.

In addition to spurring the development of East Stroudsburg in the late nineteenth century, the station was a key component of the revitalization of that same community approximately 100 years later. After the station was closed in the 1970s, the building fell into disrepair. In 1978, the Redevelopment Authority of Monroe County acquired the building for the borough in an effort to save the structure. It was listed in the National Register of Historic Places in 1980, and sold to a private developer who invested over \$800,000 into rehabilitating the building, opening an upscale cocktail lounge and restaurant known as Dansbury Depot in 1984. The adaptive reuse project was a turning point in the revitalization of Crystal Street, and the restaurant served as a successful commercial anchor in the downtown for over 25 years.

East Stroudsburg Railroad Station in its original location, July 2010. The building had been vacant for nearly a year since a kitchen fire occurred in 2009, and is now threatened with demolition.

Threat

In October, 2009, a kitchen fire severely damaged the southern end of the station. Sitting vacant for nearly a year while weather took a toll on the damaged, unrepaired building, it was sold to a new owner in July, 2010. When the new owner announced his plans to demolish the East Stroudsburg Railroad Station and build a new four-story mixed-use development in its place, the community jumped into action in an attempt to halt the demolition.

Despite a tremendous community effort to save the station, including an intense campaign by Save the Dansbury Depot Citizens Group, the threat to the building was absolutely imminent. Efforts to work with the new owner and attempts to acquire the property were unsuccessful. An injunction postponed demolition for a few days, but on July 29th, 2010, demolition began; the entire trackside canopy, an enclosed freight canopy at the southern end of the building, and about 1/4 of the main station itself were demolished, even as attempts to broker a deal to relocate the station progressed. Demolition was halted when the developer agreed to transfer ownership of the building to the EastBurg Community Alliance (ECA) if funding could be secured for the move. Narrowly escaping a final demolition deadline, two local grants were secured. The building has been lifted off of its original site and currently stands in a temporary location while plans are prepared for the station's permanent site on borough-owned property.

Thanks to the amazing efforts of East Stroudsburg's residents and supporters, and the partnerships between community groups, non-profits, private corporations and individuals and the borough, the building was saved from demolition...for now. But the war is not over. Initial funding only covers partial reconstruction and restoration. If the necessary funds can be raised, the East Stroudsburg Railroad Station will be restored as a valuable community asset once again.



East Stroudsburg Railroad Station partially demolished and saved from demolition, now standing in a temporary location awaiting reconstruction and restoration on its new site.



U.S.S. Olympia Philadelphia, Philadelphia County

Significance

Built by the United Iron Works of San Francisco in 1890-1893 and commissioned in 1895, the cruiser U.S.S. Olympia is a National Historic Landmark that represents critical points in time both in America's development as a country and the Navy's emergence as a global power. She served as the flagship of the Asiatic Squadron in the Spanish-American War: it was from the Olympia's bridge on May 1, 1898 during the Battle of Manila Bay in the Philippines that Commodore George Dewey issued the famous command: "You may fire when you are ready, Gridley." The Spanish fleet was destroyed, while the American fleet – led by the Olympia – was minimally damaged.

The U.S.S. Olympia was later active in the Atlantic, Caribbean and Mediterranean, and served as a Naval Academy training vessel. Its final mission was bringing home the body of World War I's Unknown Soldier from France in 1921, before being decommissioned in 1922. The U.S.S. Olympia was nearly scrapped in the 1950s, but local citizens were able to save it. Olympia opened as a museum in 1958, but its owners have struggled to fund necessary maintenance ever since.

Threat

The U.S.S. Olympia is currently open to visitors, and was scheduled to close to the public November 22, 2010. However, it was recently announced that she will remain open until January. Since taking ownership of the ship in 1996, the Independence Seaport Museum in Philadelphia has spent \$5.5 million on repairs, inspections and maintenance of the Olympia. The ship's hull is already covered with hundreds of patches, and inspectors have concluded that the ship could decay to a point beyond saving within a few years if nothing is done. The cruiser should have been dry-docked for maintenance every twenty years, but has been in the Delaware River without a break from wind and waves since 1945. The Independence Seaport Museum does not have the \$10 million necessary to dredge the marina, tow the ship to dry-dock and restore it. Without major refurbishment, and a plan for its future use and preservation the Olympia will either sink at its moorings on the Delaware River, be sold for scrap, or be scuttled for an artificial reef just off Cape May, New Jersey. While efforts to secure private or public funding for the project have been unsuccessful to date, the National Park Service has begun working with stakeholders to organize a charette in January to seek a positive preservation outcome.

Schuylkill School Schuylkill Township, Chester County

Significance

Schuylkill School was built in 1930 and opened that year. It contained a gym and eight classrooms, with one classroom for each grade, first through eighth. This relatively large, modern stone building reflected a national trend toward school consolidation, bringing children from a number of small one- and two-room schoolhouses throughout the area together under one roof, where teaching could be more targeted toward their stage of development. When it opened, the school became a distinctive landmark in the township.

Construction of the school, as well as improvement of the road network that allowed children to travel to the school on busses, was made possible through the philanthropy of Frank B. Foster. Foster helped fund three consolidated schools in Chester County, the other two of which are still in use. Architects Davis and Dunlap of Philadelphia designed the Schuylkill School, which had thick stone walls at Foster's request, since he believed that stone walls were the physical representation of permanence. Foster believed that rural children should have all the opportunities of city children, and so included auditoriums, gymnasiums, and landscaping that incorporated athletic fields and playgrounds in his schools. He also donated book cases and musical instruments for use in the schools.

In 2002, the Schuylkill School was determined eligible for inclusion in the National Register of Historic Places for its reflection of the education history in Schuylkill Township and the trend toward school consolidation, recognizing the important role of Frank B. Foster.

Threat

In 2002, the Phoenixville Area School District began to consider demolition of the Schuylkill School. For eight years, local residents organized as Friends of Schuylkill School have been working to prevent demolition of the building. They conducted fundraising and research, and engaged in numerous debates on the subject.

In 2002, the school was still in use, and the school district was encouraged to seek alternatives to demolition. The district commissioned a study of potential new uses of the building, which recommended that the building be rehabilitated for use as an annex to the adjacent new school building, as administrative offices for the district, or as a community center. The school was closed in 2003. Since then, the school district has neglected the building, and its condition has deteriorated.

Despite studies that have identified several potential new uses for the building, the Phoenixville Area School District decided that they have no use for the deteriorating building. In July 2010, they submitted a demolition permit application to Schuylkill Township. A Township ordinance states that permits to demolish historic resources must be reviewed by the historical commission, which would then render a non-binding opinion to the Zoning Hearing Board. The zoning board would then decide the matter. But in this case, the Schuylkill Township Supervisors voted to waive those procedural requirements, and approved the demolition permit with no input from the Schuylkill Township Historical Commission or the Zoning Hearing Board. Demolition of the Schuylkill School has been approved, and is scheduled to begin in December. The ground where the historic school now stands will become a parking lot.





Stewartstown Railroad Stewartstown to New Freedom, York County

Significance

The Stewartstown Railroad is an example of a farmers' railroad that once served the agricultural and light manufacturing interests of a largely rural area of southern York County. Seven significant railroad structures along the 7.4-mile line have been listed in the National Register of Historic Places as part of a multiple property documentation form for the Railroad Resources of York County, and the line itself has been determined eligible for inclusion in the National Register for its significance in the development of both local rail transportation and agricultural production in York County.

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Beginning in 1884 and continuing until 1972, the Stewartstown Railroad provided an outlet to the Northern Central Railroad at New Freedom, enabling agricultural producers and local manufacturers to reach markets in Baltimore and York by substantially more efficient and economical means than was afforded by the local roads of the time. The resulting increased productivity improved the financial situation of area farmers, allowing them to import manufactured goods from those cities by rail. The line also provided passenger service, improving the social and business networks of local residents and other communities.

The roadbed, track and bridges were constructed to substantially lighter engineering standards than those employed by mainline railroads of the day. Wherever possible, locally produced or secondhand materials were used in order to minimize costs. Retaining significant features including the railroad bed and 70 and 80 lb. rail manufactured between 1882 and 1914, two stations, an engine house, remnants of steam locomotive servicing facilities, four bridges, and one stone culvert, the Stewartstown Railroad retains the character and appearance it possessed from its time of construction in 1884 through its peak years in the mid-1920s and throughout its gradual decline into the 1950s. The Stewartstown Railroad remains in business under its original charter of 1884, never having merged with another railroad or been subject to any form of corporate reorganization. This is the only such operation to survive to the present day that continues to exhibit these characteristics.

Threat

As southern York County's population grew in the decades after World War II and the area's transportation network improved, the Stewartstown Railroad struggled but survived. Operations ceased following Hurricane Agnes in 1972, which severely damaged the Northern Central Branch of the Penn Central Railroad, to which the Stewartstown Railroad connected. Limited freight and passenger service was resumed on the Stewartstown Railroad in 1985 and occasional passenger excursions began. While out of use for 12 years and back in use only occasionally since then, maintenance of the line has been limited. The Stewartstown Railroad's long term survival is threatened by deferred maintenance, vandalism and the effects of rapid residential and commercial development in the region.



For many years, rail historian George Hart served as the President of the Stewartstown Railroad Company and was its largest shareholder. His financial generosity enabled the company to continue operations through the tough times described above – but resulted in a substantial lien against the Company and its assets. The Stewartstown Railroad Company believed that Mr. Hart had made arrangements for the debt to be forgiven following his passing. However, those arrangements were never made and a lien of just over \$352,000 has now passed via his estate to the Bucks County Historical Society (BCHS).

To benefit from the value of Mr. Hart's bequest, the BCHS will need to ask for repayment of the lien. However, that means that the Stewartstown Railroad would be forced to liquidate its assets to raise the \$352,000 that it owes. However, if the BCHS will agree to defer payment of the lien for several years, the Stewartstown Railroad will have an opportunity to implement their business plan, which calls for the repair of the line so that it can be restored to operation and opened as an attraction, the organization will likely be able to support a loan or other arrangement for repayment of the lien.



Stewartstown Railroad bridge, which is listed in the National Register of Historic Places and contributes to the National Register eligible Stewartstown Railroad. (Above left)

This Place Matters! Many supporters of the Stewartstown Railroad demonstrate how much this historic railroad means to them. (Above right)

Tracks of the Stewartstown Railroad, as they wind through rural southern York County. (Left)



Overview of Holland Hall, built in 1899 for A.C. Huidekoper and surviving as Meadville's only Gilded Age mansion.

Holland Hall (Huidekoper Mansion) Meadville, Crawford County

Significance

Holland Hall was built by Arthur Clark (A.C.) Huidekoper in 1899. Its Dutch influence is a reflection of his family's heritage, and contributes to its significance as an example of an eclectic late Victorian era mansion of notable scale, design and massing. Holland Hall is Meadville's only Gilded Age mansion. As such, it reflects important aspects of that period of industrialization and the cultural history associated with it.

A. C. Huidekoper was born to a wealthy family in Meadville in 1845. His grandfather, Harm Jan (H. J.) Huidekoper, immigrated to the United States from Amsterdam in 1798. In 1802 H. J. became the agent in northwestern Pennsylvania for the Holland Land Company. An astute businessman, H. J. amassed enough wealth to buy out the Holland Land Company in 1830 and established the Huidekoper Land Company. By 1840, Huidekoper was the largest landowner in the United States.

A.C. Huidekoper attended Exeter Academy, served as a Major in the Civil War, and attended Harvard Law School. In 1869 he married Frances Reynolds, also of Meadville, and the daughter of William Reynolds, the original investor in the Atlantic & Great Western Railroad. Huidekoper and his father-in-law made large fortunes in the coal, iron, oil and railroad industries in the years following the Civil War. Active in two local railroad companies, A. C. also organized the U.S. and Ontario Steam Navigation Company. Although he was engaged in business in Pennsylvania, Huidekoper is best known as a legendary rancher in the Badlands of North Dakota. In 1883, he bought 23,000 acres of railroad land in North Dakota and founded several large ranches, including the H.T. Ranch where he had more than 12,000 horses at one time. In 1907, he sold his ranch but continued to breed horses and prize cattle at his farm at Conneaut Lake near Meadville, Pennsylvania. A.C. died in 1928, his wife Frances surviving him.

Holland Hall was built in 1899 for A.C. Huidekoper and his wife Frances Reynolds. The large, yellow brick building incorporates a smaller two-story red brick building built for Tanner White in 1804 and occupied by the Huidekopers after their marriage in 1869. The house was lifted, turned 90 degrees, and moved up the hill to its current location, where it was encased by the much larger yellow brick building. A testament to the inclusion of the older house, the building's northwest gable says 1804, while the southwest gable says 1899. Designed by New York Architect Alfred Huidekoper Thorpe, Holland Hall is a clear reflection of the wealth of the Huidekoper family and the popular styles of the day.

Threat

Holland Hall is currently threatened with demolition. Following the death of Frances Reynolds Huidekoper in 1932, Holland Hall was sold to Allegheny College's Phi Delta Theta fraternity in 1935, who occupied it until 1995. At that time it was purchased by an individual who intended to renovate it for a conference and bed and breakfast facility. The fraternity's bedroom and bathroom walls and fixtures were removed, as were all of the electrical, plumbing and heating fixtures. Unfortunately, plans for the rehabilitation fell through, and the building has been vacant for fifteen years. The property is currently available for sale at a price that would attract buyers who want to demolish it and build new on that site. In order to prevent the demolition or continued neglect of Holland Hall, a buyer interested in acquiring and rehabilitating this architecturally significant building is needed.



Overview of the farmstead, showing the 1815 Isaac Manchester House with its associated distillery, spring and carriage house, granary, workshop and barn.

Plantation Plenty (Isaac Manchester Farm) Avella, Independence Township, Washington County

Significance

Plantation Plenty is a farm of just over 400 acres that contains buildings of outstanding design and construction that were carefully built and have been sensitively preserved. Having been owned and occupied by the members of the Manchester family since before 1800, the farm's landscape features, its buildings and their contents provide invaluable insight into the daily life of a prosperous Western Pennsylvania family from the end of the eighteenth century to the present. The property also has the potential to provide information about the property's inhabitants prior to the Manchester family, including the Monongahela and the area's early settlers.

Built by Isaac Manchester and completed in 1815, the house is one of the finest examples of Georgian architecture in Western Pennsylvania. Its form reflects Isaac Manchester's experience as a builder in Newport, Rhode Island, while the interior details illustrate the style and skills of Philadelphia cabinetmaker John McGowan. In addition to the brick house, the farm includes a 1773 stillhouse built by Captain Samuel Teeter before Manchester bought the property, a circa 1800 workshop, an 1803 bank barn, a circa 1815 granary and chicken house, and a circa 1818 springhouse and carriage house, all arranged around three sides of the farmyard quadrangle east of the house. There are also a few more recent outbuildings on the farm that have allowed the property to continue to function as a working farm.

Plantation Plenty is not only significant for its architecture. It is also an important example of a working farm that successfully blends modern agricultural techniques with what is cherished of the past. Under the management of Isaac Manchester from 1800 through 1851, the farm specialized in the production of beef cattle. Isaac's son, Col. Asa Manchester, who operated the farm from 1851 through 1896, specialized in breeding Merino sheep and producing wool. Asa's daughters continued to manage the farm after their father's passing.

During their tenure on the farm, production was focused on dairying, namely the production of butter and cheese. The property is currently operating as a multi-faceted organic farm, producing milk, beef, pork, eggs and a variety of fruits and vegetables. The farm's buildings and landscape features, as well as the implements that have been used and are preserved on site, reflect the changing trends in agriculture and the technologies that allowed the Manchester family to be successful in a variety of agricultural endeavors.

While Plantation Plenty is significant for its architecture and direct association with important trends in Pennsylvania agriculture, what makes it very unique and tremendously important is the collection of tools, implements, letters, and other objects that tell the story of the lives of Isaac Manchester and his descendants. In the house, there are twelve quilts made by and for members of the family, as



1803 bank barn built by Isaac Manchester as part of Plantation Plenty.

well as hundreds of letters chronicling the events and thoughts of those that lived there. The workshop houses the tools – such as the mold in which the bricks were made and the joiners and planes with which the lumber was hewn – that were made and used to build the house and outbuildings on the property.

The carriage house contains carriages and sleighs used on the farm, as well as saddles, harnesses and other related equipment. The dog-powered butter churn, a large cheese press, several sausage presses, crocks, jugs and lamps are stored in the spring house. Plows and other agricultural implements fill the stillhouse. When a new item was purchased, the item that it replaced was carefully set aside and preserved rather than discarded. Each article present on the farm shows the continuum of technology and style over time. And most importantly, it is all in its original context. This is not a series of items collected to illustrate changing trends and technologies; rather, it is an intact collection of the tools used on this farm, by this family over six generations of life and farming.

While much of the significance of Plantation Plenty is clearly visible through its buildings, landscape features, and artifacts, the property also has archaeological significance that is not so easily seen, but is important nonetheless. The property contains the site of Fort Teeter, which has not yet been excavated, as well as a Monongahela village.

continued >>

Threat

The significance of Plantation Plenty is indisputable. And the descendents of Isaac Manchester have worked diligently for 210 years to preserve the landscape, buildings and objects that make it so important. However, despite the property's importance and remarkable state of preservation, it is now threatened by longwall mining.

Longwall mining is a highly productive underground coal mining technique, where large mining machines that have multiple coal shearers mounted on a series of self-advancing hydraulic ceiling supports move forward underground, cutting coal from the wall face, extracting panels of coal as wide as the mining machinery and up to 12,000 feet long. Coal falls onto a conveyor belt for removal from the mine. As the longwall miner advances along the panel, the roof behind the miner is allowed to collapse and land at the surface drops between four and six feet. As a result of this subsidence, significant impacts to water resources, landscapes and buildings can occur.

When Alice Manchester sold the mineral rights to the farm in 1915, she excluded the three-acre area containing the house and outbuildings adjacent to it, clearly with the intent of preserving the farm. This means that longwall mining will not occur directly beneath the farmstead. However, because of the deflection angle associated with longwall mine subsidence, it is still quite likely that the historic buildings that comprise Plantation Plenty will be physically impacted by longwall mining.

In addition to potential physical impacts to the farm's buildings, subsidence of the landscape surrounding the farmstead could render

the farm unworkable by disrupting the topography and eliminating the water supply. Subsidence disrupts the topography, making it hazardous for grazing livestock, impractical to work as cropland because of the steep, irregular contours, and often creating depressions that hold water and are too wet to be productive. In many cases, roads and farm lanes become impassible.

At Plantation Plenty, the greatest threat from longwall mining is to the water supply. The working farm relies on several springs and wells to water its livestock and provide potable water for use in the house. The subsidence caused by longwall mining under the farm will fracture the rock that forms the springs and wells, and may alter or eliminate them. Without a natural and reliable source of water available, the farm will not be operable and the legacy that the Manchesters have worked so hard to preserve will be lost.

In addition to the physical effects of land being undercut and subsiding to fill the void left where the coal was removed, the air shafts that are necessary to flush air into the mines have the potential to impact historic properties, such as Plantation Plenty. The vents are large and unsightly, and the exhaust fan necessary to help air flow through the mine shaft creates noise perpetually. In the case of Plantation Plenty, a large ventilation shaft is proposed immediately adjacent to the 3-acre protected farmstead. This would be a visual intrusion on the historic farm, and would alter the farm's setting by introducing noise inappropriate to the quiet, agrarian landscape.

122-124 and 126 West Miner Street West Chester, Chester County

Significance

The National Register listed West Chester Historic District (Boundary Increase) is locally significant as a governmental and commercial center that contains resources that reflect period architectural styles and the urban growth pattern of the community's development. Examples of commercial, institutional, industrial and residential buildings that reflect various types and styles of architecture from various periods are all important to defining the town's unique and important historic character. Residential buildings built circa 1844 and 1837, respectively, the buildings at 122-124 and 126 West Miner Street in West Chester are both contributing elements to the West Chester Historic District. Buildings such as these were designed to house the expanded population of the borough, and reflect the architectural forms and styles common in the periods in which they were built and updated. As such, they are an important part of the historic fabric of the larger community.

122-124 and 126 West Miner Street, West Chester: First Presbyterian Church proposes to demolish these historic buildings in order to expand their facilities.



Threat

Both buildings are currently threatened with demolition. They are owned by the adjacent First Presbyterian Church, which proposes to tear them down to make room for additional facilities. The current proposal

is a complete reversal from the Church's originally presented plan which incorporated the two buildings into the expanded facility. While the buildings are located within the National Register listed West Chester Historic District, they lie outside of the locally regulated historic district. **National Register listing does not protect historic properties from demolition. The power to preserve historic resources lies at the local level.** If the buildings were in a locally regulated historic district that had the authority to review and permit or deny demolition, they would not be in danger. However, because local zoning is the only tool in place, as long as the new use proposed for the properties is permitted by zoning, these buildings will almost certainly be lost. The demolition of these two historic buildings will result in a significant loss of the community's historic fabric, and will erode the historic character of the larger community.



Laverock Hill (Sims) Estate Cheltenham and Springfield Townships, Montgomery County

Significance

Built for Isaac T. Starr beginning in 1915, the Laverock Hill Estate remains one of the last intact Gilded Age country estates in Montgomery County. Its centerpiece is an 11,000 square foot residence created in a neo-Georgian style and enhanced with the use of local materials and colloquial design details. Most of the major rooms are enhanced with raised panel wainscoting and millwork trim and cornice molding that combine the best of Colonial and Georgian motifs. In addition to the house, architect Charles Platt also built a greenhouse, a two-story carriage house flanked by two 2,000 square foot servant's residences, a two-story stable, and a brick wall that defines the property and surrounding neighborhood as part of the 1915 improvement of the property. The 42-acre property also includes a 19th century stone dwelling, the farm's original horse and cattle barn, the former dairy barn (now a residence), and four additional dwellings. Ellen Biddle Shipman designed and installed the elaborate formal gardens throughout the estate, including visual avenues lined with trees, lush perennial borders, and mazes of boxwood leading to large open green spaces surrounded with indigenous shrubs and trees that respect the original site.

As one of the last properties that provides people with a view into the historical richness of the area, the estate is very important to those that reside in the community, as well as those that pass along Willow Grove Avenue. The estate is the "gateway" property into the neighborhood and its namesake (Laverock) is the community's identity.

Threat

The Laverock Hill mansion has been vacant for nearly three years, as have the stable, carriage house and greenhouse. Eight residences on the property are currently rented. In early 2008, developer Hansen Properties, LLC acquired the 42-acre tract that comprises the Laverock Hill Estate, including the historic mansion along with its outbuildings and gardens. The developer has submitted a zoning, subdivision and land development application to Cheltenham Township, proposing to demolish the historic mansion, formal gardens, green house, tennis court, brick barn, courtyard and two small residences contiguous to the mansion in order to construct eight four-story condominium buildings. The development would include 216 residential units, 368 above-ground parking spaces and associated roads and access lanes, water, sewer, and other utility lines to service the community. The units would be marketed for sale and rental to adults, age 55 and over. No plans have been submitted yet for the portion of the property in Springfield Township, but the developer has expressed an interest in building at least 120 cluster housing units with requisite parking, roads and utilities on that portion of the estate.

The property has been determined eligible for inclusion in the National Register of Historic Places. However, it is not located in a local historic district that is regulated by a historic preservation ordinance and it may not be regulated by the Cheltenham Township historic preservation zoning overlay. Cheltenham Township has a historic preservation overlay ordinance, however age-restricted developments are exempt from the ordinance. The township's age-restricted overlay does encourage adaptive reuse of historic buildings.

In an attempt to preserve the site, over 150 neighboring families have informally organized into a group called Save Laverock Hill. The group has been working with several local historical societies, historical commissions, and preservation organizations, which all support the preservation of the Laverock Hill Estate. Their goal is to have the current permit application denied, and to work to find an alternative plan for the use of the property.

Because they plan to demolish the buildings and grounds, the current owner is not maintaining them, which is resulting in their deterioration. If not addressed in the near future, this deferred maintenance will also pose a threat to this historic property.





Dutch Corner Rural Historic District Bedford Township, Bedford County

Significance

Dutch Corner is a rural area that is clearly defined by Evitts Mountain, which wraps the hollow on the north, east, and south sides. The Dutch Corner Rural Historic District includes over 30 historic farmsteads, as well as the former site of Oppenheimer, a late-nineteenth/early twentieth century mining community that has generally disappeared from the landscape. This district includes cultivated land, pastures, and wood lots that supported the area's historic industries, including farming. A historic church, school, and multiple cemeteries are also present in the district.

Evitts Mountain is a dominant natural feature that clearly forms the physical, visual, and legal edge of the Dutch Corner Rural Historic District. Historic deed records indicate that the steep slopes up to the top of the ridge were an integral part of the local farms. The terrain limited the cultivation of crops to the lower elevations, but iron ore, water, and timber resources were an essential part of the livelihood of the farms. Farmers sold timber and/or used it to construct buildings and fences, or as fuel. The forest lands also provided shelter for roaming livestock, and was a habitat for game that supplemented the diets of local residents.

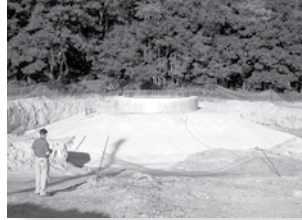
Dutch Corner is a clearly identifiable rural area that is significant as an intact example of a rural agricultural community in Bedford County that reflects common trends in agricultural production and related industries over time. This district retains its historic character and conveys an excellent sense of feeling.

Threat

Iberdrola Renewables has formed a subsidiary called Atlantic Wind, LLC to develop 24 turbines in a chain along the top of Evitts Mountain. This development will result in drastic changes to the Dutch Corner Rural Historic District, and will severely compromise qualities of the district that contribute to its significance.



Each of the 24 40-story turbines will stand on a flat concrete turbine pad, and will be linked to the adjacent turbines by an underground cable. An overhead transmission line will carry the energy produced by the turbines down the northeast slope of the mountain to a substation at the base of the mountain. In order to build the project, Iberdrola plans to remove trees from the top of Evitts Mountain, blasting and bulldozing to flatten it for the turbine pads and access road that is necessary to allow passage of the huge cranes and other heavy



equipment needed to haul cement, transmission cables, and the turbines into place. A three-foot trench will also be blasted for the underground cable to connect the turbines. The rock removed during blasting will be pulverized for fill used to level the

mountain for development. The vast majority of this construction will take place on the side of the mountain within the Dutch Corner Rural Historic District, having a devastating effect on the character of the mountain that is an integral part of this significant historic resource.

In addition to reshaping the mountainside and altering its appearance and character, the blasting necessary to build the wind project on Evitts Mountain will fracture the bedrock through which groundwater flows. If groundwater flow is changed such that springs and wells are deprived of groundwater, residents living in the valley below the proposed wind project will be unable to effectively operate the farms that characterize this rural historic district.

The character of the Dutch Corner Rural Historic District will also be impacted by noise generated by operation of the wind turbines. Noise studies conducted in the Dutch Corner area show that there is currently little man-made noise that is not seasonal (farming) or transient (vehicles on local roads) in the area. If the wind turbines commence operation, turbine noise will increase sound levels on nearby properties by 15 to 20 dBA. As a result, the soundscape will be permanently altered such that the natural sounds of a rural community will be replaced with the constant sound of wind turbine operations.

Bedford County's rural character is best preserved by smart development in areas designated for development. Development on forested steep slopes, such as this wind project, clearly contradicts the planning framework for Bedford County.

Overview of the Dutch Corner Rural Historic District, with Evitt's Mountain where the wind development is proposed in the background. Deforestation and earthmoving on the mountain, as well as noise and water impacts threaten to compromise the historic character of the district. (Above left)

Example of the concrete base that will be constructed at each of the 24 proposed wind turbine locations on the top of Evitt's Mountain. Copyrighted photo printed with permission from Jacksons Journeys. (Above right)

Deforestation and earthmoving required to build access roads needed for construction of the proposed wind turbines. Copyrighted photo printed with permission from Jacksons Journeys. (Above left)



Eagles Mere Historic District Eagles Mere, Sullivan County

Significance

Eagles Mere Historic District is a late nineteenth and early twentieth century resort community consisting of cottages of various architectural styles, boat houses, commercial buildings, churches, and outbuildings situated around Eagles Mere Lake, a natural spring-fed lake 2,100 feet above sea level in the Allegheny Mountains. In addition to the buildings and lake, the district includes Eagles Mere Beach, hiking trails, and pristine wooded areas, and is surrounded by thousands of acres of forest. Eagles Mere's integrity as a turn-of-the-century summer resort remains intact. Most of the buildings continue to be used for their original, resort-based purposes. The lake, trails and forest are also largely unaltered; motorized boats on the lake and vehicles on the trails are prohibited in order to preserve the health of the environment and peaceful nature of the community.

By the mid-1880s, Eagles Mere exemplified a movement that was sweeping the nation: wealthy families from cities such as Williamsport, Philadelphia and Washington, D.C. headed to this mountain lake resort to escape the city. Surrounded by clean air and healing waters, they enjoyed leisure, recreation, entertainment and cultural activities. In order to accommodate these visitors, hotels, rental cottages, commercial establishments and religious buildings were constructed around the lake where swimming and boating were the main attraction.

Recognizing that the lake and its wooded surroundings were the reason visitors came to Eagles Mere, lots in the community's first development were sold in the 1880s with the restriction that no buildings except boathouses or docks could be constructed within 100 feet of the lake, and that the lake and shore must remain available for public use. When the Eagles Mere Syndicate formed in 1885 and acquired the budding development at the southern end of the lake, they applied the same restrictions to the properties that they sold around the lake. The Syndicate also planned and built the community's infrastructure, laid

out hiking trails, developed the beach area, helped finance the Eagles Mere Railway, and worked with local hotel operators to promote the resort they had created. The Syndicate was later taken over by the Eagles Mere Land Company and the Eagles Mere Boat Company, who in 1961 were both bought out by the Eagles Mere Association. Today the Eagles Mere Association still owns and manages several of the lakeside community's key attractions, such as the beach.

As a turn-of-the-century resort community, the Eagles Mere Historic District is significant in the areas of architecture, recreation and conservation. The community contains a notable collection of domestic resort cottages reflecting architectural styles common in the late nineteenth and early twentieth century including the Shingle, Queen Anne and Craftsman styles. The district is significant for its association with the mountain lake resort leisure movement that took place during this era, when industrialized cities were increasingly dirty and dangerous, and an improved transportation made resort vacations more feasible. Eagles Mere is also an important early example of a successful conservation effort: since the 1880s, a series of individuals and organizations has worked to ensure that the surrounding natural beauty of the district was never compromised. Protection of Eagles Mere's natural resources, especially the lake, its shoreline, and much of the forest surrounding the lake may be the single most important factor affecting Eagles Mere's continuing ability to attract vacationers.

Threat

Both the Eagles Mere Association and the Eagles Mere Conservancy have been working hard over the years to protect Eagles Mere's legacy by preserving its natural features and buildings in order to keep it

attractive as a secluded and pure rural retreat for visitors and residents. However, the setting that is so important in defining the character of this historic district is currently threatened by natural gas extraction from Marcellus shale.



Natural gas extraction is currently booming in Pennsylvania. New technologies – namely horizontal drilling and hydraulic fracturing – are making gas extraction from deep Marcellus shale reserves economically feasible and therefore very attractive in a day when demands for domestic energy are high and jobs are relatively scarce. While there are certainly benefits to this sudden economic activity, there are also costs or potential risks associated with the industry. One of these risks is a negative impact to historic resources, if the locations of gas wells, pipelines, and related infrastructure are not chosen carefully. In the case of the Eagles Mere Historic District, natural gas extraction from Marcellus shale has the potential to severely impact the features that make the historic resort community

unique and economically vital, namely the pristine spring fed lake and the forests on the surrounding mountains, and the overall quiet, secluded quality of the community and its setting.

The primary concern in Eagles Mere is damage to the water supply. If the presence of the lake or the quality of the water in it is impacted - either through excessive water consumption or the contamination of surface or groundwater - the central core around which the historic district formed, and continues to be focused today, would be ruined. While this may seem like an environmental issue, it has a very real potential to negatively impact the primary character defining feature of the historic district and severely compromise its integrity. Without a clean and attractive lake, Eagles Mere will almost certainly cease to exist as a mountain resort community. There is no public water supply in Eagles Mere, so the wells that provide water to the community are also critical to its survival.

The Marcellus shale industry also threatens the Eagles Mere Historic District in other ways. Private access roads are necessary to enable trucks and equipment to access and service each well. Construction of these roads could fragment the surrounding forests that comprise the setting of Eagles Mere. Heavy truck traffic along local public roads and on new private access roads will be required both during exploration and drilling of the well and throughout its life as trucks service the well. This increased traffic will alter the serene setting of the lakeside resort community.

As is the case with the construction of well pads and access roads, the construction of gas pipelines also has the potential to compromise the setting of the Eagles Mere Historic District. Pipelines are necessary for moving the gas from the well site to market. Pipeline construction results in additional ground disturbance and traffic, and also has the potential to impact aesthetic aspects of the project area.

The character of the environment of Eagles Mere may further be compromised by the compressors that are installed at each well. The compressors are used to increase the gas pressure from the wells before the gas is shipped to market. The compressors run non-stop, and can produce significant amounts of unwanted noise. Clearly, this noise would detract from the relaxing, recreational atmosphere that defines the historic character of the Eagles Mere Historic District.

Unlike many places whose economy could benefit tremendously from natural gas extraction, the same industry threatens the economy of Eagles Mere. This community is a historic resort, where people go to enjoy the area's natural beauty, fresh air, and seclusion. If the area's water supply or quality is damaged, or the peaceful, secluded nature of the area is altered by increased truck traffic and the operation of heavy equipment, those very features that make Eagles Mere attractive will be lost. The quality of life will change, and fewer people will chose to reside in and visit the community, potentially devastating the town's economic wellbeing.

Marcellus shale is providing many Pennsylvania communities a significant opportunity for economic development and improvements in the quality of life. However, there are some locations where the industry could significantly diminish quality of life by altering the historic character of the place rather than improve it. It is important that the benefits and costs of Marcellus shale both be considered, and only those locations where the long term costs would not outweigh the short term benefits be developed for natural gas extraction. Through cooperation among landowners, public agencies and the gas drilling companies, mutual agreement can be reached to allow for natural gas extraction from Marcellus shale where appropriate, but not in locations where significant archaeological and historic resources would be damaged or lost.





Neuweiler Brewery Allentown, Lehigh County

Significance

Construction of this large brewery began in 1911 and the facility opened in 1913 producing traditional German style beers commonly referred to as “nix besser,” meaning none better. Although its primary brew house retained a late-nineteenth century vertical configuration, the plant’s up-to-date facilities made it one of the most modern breweries in the United States. Designed by Philadelphia architects Kurt Peuckert and Clarence Wunder to satisfy the demands of its owner Louis F. Neuweiler, the brewery was more elaborately adorned than most industrial facilities of its day. At its peak, the Neuweiler Brewery was one of the largest employers in the City of Allentown and produced as many as 300,000 barrels of beer each year.

Between 1920 and 1933, the company diversified its products in an attempt to survive prohibition; they produced a very low alcohol content beer and other carbonated beverages and tonics. Although more than one half of the country’s breweries never opened again after prohibition, Neuweiler’s beer production picked up again beginning in 1933 and the bottling plant was expanded in 1934. In 1935, Neuweiler was among the first breweries to sell their beer in cans rather than bottles. Despite the company’s

evolution, the brewery was eventually unable to compete with the large breweries farther west: the facility was no longer state-of-the-art, and Americans generally came to prefer lighter beers over Neuweiler’s traditional German Ales and Porters.

Threat

The Neuweiler Brewery was unable to compete successfully in the years after World War II, when large breweries were expanding in the Midwest

and Americans began to favor lighter beers. The company finally closed its doors in 1968 and entered bankruptcy the following year. The vast majority of the property has remained vacant since then, under private ownership. Underutilization of the buildings has led to their neglect and deterioration, which now threatens the resource’s survival.



As a result of condemnation proceedings that concluded in September 2009, the Redevelopment Authority of the City of Allentown (RACA) now owns the property. Recognizing the significance of the Neuweiler Brewery, RACA commissioned an initial structural assessment of the property, which shows that the complex is currently structurally sound. However, further deterioration and neglect could jeopardize the structural integrity of the buildings and, therefore, result in the need to demolish them. Much to the dismay of the community, the tall smokestack emblazoned with the Neuweiler name has already had to be removed. RACA expects to begin an environmental clean-up of the property shortly, to facilitate its rehabilitation. In addition, the City of Allentown is embarking on a planning process focused on the future of the Lehigh River waterfront. The Neuweiler Brewery lies at the center of this plan’s area of focus, and recommendations for the brewery’s reuse will be central to this larger plan for enhancing the vibrancy and quality of life along the Lehigh River. RACA is taking initial steps to facilitate rehabilitation of the brewery, but its future remains uncertain.

Overview of the Neuweiler Brewery, with its prominent brew house and corner office building. (Above left)

This bottling facility was added to the Neuweiler Brewery in 1934, after production resumed following the Prohibition. (Right)

The Neuweiler Brewery contains more architectural detail than was common on industrial buildings of the time, including this 1912 date and cornucopia illustrating the ingredients in Neuweiler’s beer. (Above right)



Pennsylvania At Risk 2010 *Updates on Previously Listed Properties*



J. W. Cooper High School **Shenandoah, Schuylkill County**

Shenandoah, Schuylkill County
(PA At Risk 2001)

Kent Steinmetz, President of Steinmetz Jewelers in Hamburg, purchased the J. W. Cooper School in 2009 with the goal of transforming it into a regional hub for business, entertainment, recreation, arts and crafts, and perhaps even living. Despite the fact that he has received none of the grants he has applied for and is not having success in getting bank financing for the project, Steinmetz is making tremendous progress in rehabilitating the building and getting it back in use. The building currently houses a branch of Steinmetz Jewelers, Caledonia Vintage, a recording studio called Interface Studios, a studio and darkroom for TLC Photo, and a performing arts school. Together these businesses provide employment for eleven people in the community.

Steinmetz and his supporters continue to hold fundraisers and special events in the building. Several concerts have been held in the auditorium. So far, financial support for the Cooper project has come from alumni, local residents and businesses, with volunteers doing most of the work. Renovations have included installation of new glass in the windows, new front doors, fixing a hole in the roof, significant plumbing upgrades, rehabilitation of classrooms and ancillary spaces (such

as locker rooms) to house businesses, and rehabilitation of the auditorium and balcony for community events. With the help of many others in the community, Steinmetz continues to make impressive progress in bringing the Cooper School back to life as a community asset.



Saylor Cement Kilns **Coplay, Lehigh County**

(PA At Risk 2005)

The spectacular cement kilns in Coplay are still at risk. Originally protected by a building that was demolished in the 1920s, the kilns now stand out doors, exposed to the weather. Four of the nine kilns were stabilized in 2000, but the remaining five need similar work to ensure their survival. The county owns the kilns and the park in which they stand, but has assigned the responsibility to raise funds for their preservation and maintenance to the Saylor Cement Kilns Preservation Society.

Current efforts are underway to revitalize the Saylor Cement Kilns Preservation Society, and help them work with other similar groups in Lehigh County, as well as other local preservation and cultural groups, the County, and the municipality to rehabilitate the remaining kilns that can be saved, and preserve and interpret them for the public.

Church of the Assumption **Spring Garden Street,** **Philadelphia**

(PA At Risk 2009)

In 2009, the Church of the Assumption of the Blessed Mary in Philadelphia was listed in the Philadelphia Register of Historic Places. The building's owner, a non-profit HIV/AIDS support group called Siloam Wellness, appealed that designation, because it stood in the way of application for a demolition permit. The designation was upheld.

However, on September 10, 2010, the Philadelphia Historical Commission voted 6-5 to allow Siloam Wellness to demolish the Church of the Assumption after the group satisfied the hardship provision of the city's historic preservation ordinance. In a final attempt to save the building from demolition, the Callow Hill Neighborhood Association filed an appeal, which will be heard by the city's Department of Licenses and Inspections on November 30th. Unless the Historical Commission's decision is overturned, this 1849 Gothic Revival church will likely be demolished as soon as Siloam secures the funds to take it down. In today's market, the property is worth more to Siloam without the church on it.

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