

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM — PHOTO/SITE PLAN SHEET

89A

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Pennsylvania Historical and Museum Commission

Bureau of Historic Preservation

Box 1026, Harrisburg, PA 17108-1026

District

Survey Code/Tax Parcel/Other No.:

Municipality: Pottstown Borough

Address: Pottstown

Historic Name/Other Name: Pottstown Conservation District

County:

Montgomery

SITE PLAN

PHOTO INFORMATION

Attach Photo Here

Attachments

See

Direction
of Camera

Description of View

Number

Photographer Name:

Date:

Negative Location:

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM — DATA SHEET
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

89B

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: District
 County: 1. Montgomery 091 2. _____
 Municipality: 1. Pottstown Borough 2. _____
 Address: Pottstown
 Historic Name: Pottstown Conservation District
 Other Name: _____
 Owner Name/Address: Multiple
 Owner Category: ☒ Private ☒ Public-local _____ Public-state _____ Public-federal _____
 Resource Category: _____ Building ☒ District _____ Site _____ Structure _____ Object _____
 Number/Approximate Number of Resources Covered by This Form: 5,252
 USGS Quad: 1. Pottstown 2. Phoenixville
 UTM A. _____ C. _____
 References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Domestic</u>	<u>Single dwelling</u>	<u>01A</u>
B. <u>Commerce/Trade</u>	<u>business</u>	<u>02A</u>
C. <u>Religion</u>	<u>religious structure</u>	<u>06A</u>
D. <u>Education</u>	<u>School</u>	<u>05A</u>

Particular Type: A. _____
 B. _____
 C. _____
 D. _____

Current Function Category:	Subcategory:	Code:
A. <u>Domestic</u>	<u>Single dwelling</u>	<u>01A</u>
B. <u>Commerce/Trade</u>	<u>business</u>	<u>02A</u>
C. <u>Religion</u>	<u>religious structure</u>	<u>06A</u>
D. <u>Education</u>	<u>School</u>	<u>05A</u>

PHYSICAL DESCRIPTION

Architectural Classification: A. Mixed 90
 B. _____ C. _____
 D. _____ Other: _____
 Exterior Materials: Foundation Stone 40 Roof _____
 Walls Brick 30 Walls _____
 Other _____ Other _____
 Structural System: 1. Masonry 20 2. _____
 Wid: _____ Depth: _____ Stories/Height: 2 to 6

HISTORICAL INFORMATION

Year Built: ☒ c. 1850 to ☐ c. 1951 Additions/Alterations Dates: ☒ c. 1885 ; ☐ c. 1947

Basis for Dating: ☒ Documentary ☒ Physical

Explain: Various histories of Pottstown. Early maps of Pottstown.
Sanborne maps of Pottstown. Building permit records.

Cultural/Ethnic Affiliation:	1. _____	2. _____
Associated Individuals:	1. _____	2. _____
Associated Events:	1. _____	2. _____
Architects/Engineers:	1. _____	2. _____
Builders:	1. _____	2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

PREVIOUS SURVEY, DETERMINATIONS

Borough of Pottstown Comprehensive Plan, 1986 pp 11-1 through 11-38.
Borough of Pottstown Open Space Plan, 1996 pp 4-8 through 4-13.
Old Pottstown Historic District, 1987.
High Street Historic District, 1991

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: ☒ Yes ☐ No Context(s): _____

Contributes to Potential District ☐ Yes ☐ No District Name/Status: _____

Explain: Includes two existing National Register Historic Districts.

THREATS

Threats: ☐ 1. None ☐ 2. Public Development ☐ 3. Private Development ☐ 4. Neglect ☐ 5. Other

Explain:

SURVEYOR INFORMATION

Surveyor Name/Title: Robert E. Bartmann Date: 10.01

Project Name: Pottstown Conservation District

Organization: Pottstown Planning Commission Telephone: 610.376.5684

Street and No.: 1324 Pike Street

City, State: Reading, PA Zip Code: 19604

Additional Survey Documentation: _____

Associated Survey Codes: _____

PENNSYLVANIA HISTORICAL RESOURCE SURVEY FORM — NARRATIVE SHEET
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

89C

Survey Code: _____ Tax Parcel/Other No.: District
County: Montgomery Municipality: Pottstown Borough
Address: Pottstown
Historic/Other Name: Pottstown Conservation District

PHYSICAL DESCRIPTION:

The Pottstown Conservation District includes the following sub areas:

- | | |
|---------|---|
| Area 1 | Glasgow Village (non-contiguous area, separate DOE application has been made) |
| Area 2 | State Road |
| Area 3 | Farmington |
| Area 4 | Diamond |
| Area 5 | North Charlotte |
| Area 6 | Brookside |
| Area 7 | Washington Hill |
| Area 8 | Hill School |
| Area 9 | Bellview |
| Area 10 | Rosedale |
| Area 11 | Sunrise (a non-contiguous area, separate DOE application has been made) |
| Area 12 | Sunset |
| Area 13 | East End |
| Area 14 | High Street (National Register Historic District created in 1991) |
| Area 15 | Iron Works |
| Area 16 | South Side |
| Area 17 | Old Pottstown (National Register Historic District created in 1985) |
| Area 18 | 4 th Street |

A general physical description will be followed by descriptions of the sub areas

Pottstown is a 250-year-old borough of five square miles containing light and heavy industry, a traditional main street, a variety of residential areas, suburban shopping centers, and 21,000 residents who closely mirror the racial and economic diversity of Pennsylvania.

The Pottstown Conservation District comprises the central portion of Pottstown and part of the northern and eastern portions, about half the total land area of the borough. This area reflects the progressive development of the town from 1752 to the late 1940's.

Located 38 miles northwest of Philadelphia along the north bank of the Schuylkill River, Pottstown forms a rough rectangle with the long side along the river. John Potts, an iron master, built an elegant Georgian home for himself in 1752 on a hill immediately northwest of the confluence of the Schuylkill River and the Manatawny Creek. Potts located a forge, and later his town, on the flatlands just east of the creek.

Potts' town, originally called Pottsgrove, was thus bounded on the west by the Manatawny Creek and on the south by the Schuylkill River. A small hill a mile east of the Manatawny Creek, together with a surveyor's line going south from the hill to the Schuylkill River, the present day Adams Street, formed the eastern boundary of the town. The northern boundary was arbitrarily formed by Beech Street, which ran in a straight line from the Manatawny Creek to the hill. Beech Street, a mile north of the Schuylkill River and roughly parallel to it, remained the de facto northern edge of town until the late 1800's.

Potts laid out his town based on the Philadelphia grid pattern of right angled streets. The town's industrial, commercial, and residential areas form three distinct east-west horizontal bands.

- High Street, the main thoroughfare, and King Street, one block north of High Street and parallel to it, form the middle band and have traditionally been the focus of the town's commercial life.
- The bottom band, the area south of High Street to the Schuylkill River, has traditionally been used for industrial development.
- Immediately north of King Street, three parallel streets, Chestnut, Walnut, and Beech, form the third band of development. This area is predominately residential and is largely intact from the late 19th century.

From the late 1800's to the 1950's, the grid system was extended at a 70 degree angle from Beech Street two miles to the north and perpendicular to High Street on the developing east side of town. The gridiron area encompasses about 70 percent of Pottstown's land area and 80 percent of its structures. The **Pottstown Conservation District** comprises about 80 percent of the gridded area.

From its low point along the river, Pottstown gradually rises to the north. The Hill School is located on a prominent hill in the center of town. Seven creeks run into the Manatawny Creek or the Schuylkill River; all have been long covered over, except for a small pond on the Hill School campus.

For descriptive purposes, the **Pottstown Conservation District** has been divided in 16 areas, as follows:

2. State Road

State Road (now named State Street within the Borough of Pottstown) was an early transportation route that connected the iron mills of Pottstown to the surrounding farmland, Boyertown and Allentown. Today that function has been supplanted by the limited access highway Route 100.

This area was open farmland until sometime after the Civil War when a small group of residences were built along the west side of State Road south of Reynolds Avenue. These buildings are mostly 2-2½ story, Gothic Revival Style homes.

In 1885 the Borough's boundaries were increased to include the State Road area. Other than some scattered development of bungalows during the 1930's, the area remained farmland until after World War II. Beginning about 1947 the area rapidly developed and was nearly fully developed by 1955. Many of the homes of that period are modest-sized 1½ story Cape Cod Style homes on suburban lots that vary between 40 to 50 feet in width. Some of the earliest Cape Cod houses were built of stuccoed concrete block. Others were of frame construction but have brick or sometimes stone veneer. Within about five years the popularity of the Cape Cod Style gave way to the F.H.A. minimum sized Ranch Style home.

Of the 284 sites in the district, 32 were built prior to 1940 and the 217 were built between 1940 and 1951. Only 35 sites, about 12% of the total, were built after 1951.

3. Farmington Avenue

Farmington Avenue was an early route that connected Downtown Pottstown to the surrounding farmland to the north, to State Road and Boyertown.

This area began to be developed after the Civil War and was a spillover of growth from beyond the boundaries of the Old Borough. However, the majority of development occurred after this area was incorporated within the expanded boundaries of the Borough.

The development along Farmington Avenue includes a number of commercial properties. From the avenue the land rises to the northeast where many twin homes on narrow lots were built. Despite the high density of development, this area has taken on some characteristics of suburban development by setting the buildings back from the street to provide a front yard.

Architectural styles in this area include late Queen Anne, Gothic Revival, Italianate, Classic Revival, American 4 Square, late Federal, Bungalow and even late Art Deco Styles. Most of the architecture dates between 1880 and 1930 with that of the early 1900's predominating.

Of note is the group of Art Deco Style twin homes located along West Street and Farmington Avenue.

Of the 277 sites in the district, about a third were built prior to 1900 and half were built between 1900 and 1940. Only 17 sites – 6% of the total – were constructed after 1951.

4. Diamond Area

The small area near Diamond Street began developing in the 1930's by the construction of 1 to 2 story bungalows on suburban lots. The area was convenient to the trolley line on Charlotte Street but was on less expensive land that became available for development during the Great Depression. In 1941 a development of modest sized brick row homes was started along Spruce

Street and a few years later along Prospect Street. Development was ceased during the most intense years of World War II but started up again in 1947. With the exception of some more recent development along Spruce Street, the Diamond Area was completely developed by 1949. The earliest style to be found here is the Bungaloid Style. The predominate style which developed prior to World War II but was continued after is a Colonial Revival Style, brick two story row or twin homes. This was followed by the building of 1½ story Cape Cod Style homes on small suburban lots.

About 85% of the 151 sites in the district were constructed prior to 1951

5. North Charlotte

North Charlotte Street was an early route that provided access to Downtown Pottstown from the rural areas to the north. It also was a link to Pennsburg and Allentown. The southern portion of this area (the area south of East Street) is strongly associated with the architecture and urban pattern of Old Pottstown. The area developed outside of the original Borough but was annexed in 1885. The architecture closest to Old Pottstown generally dates from 1865 to 1890. Twin homes and row homes are situated along the street on narrow lots. Late Federal, Gothic Revival, Mansard, Victorian and Italianate are the styles found here. Almost all buildings are of brick bearing wall and of two to three stories tall.

The northern portion of the North Charlotte Area developed rapidly after a trolley line was installed on Charlotte Street and when the old Pottstown Hospital at Nightingale Street was developed. Most, but not all, of the development north of East Street is of a later period, generally from 1890 to 1930, and were the early suburbs of Pottstown. The lots are a little wider and the buildings are set back from the street to provide a front yard. Late Queen Anne, Classical Revival, American 4 Square and Bungaloid Styles predominate here. Except for the 1-2 story Bungaloid Style buildings, most are 2-2½ story, twin or single of brick construction. Many have front porches.

In general the buildings along Charlotte Street and some of Evans Street are of the high style and tend to be larger than those on surrounding streets. Also of note is the 3 story Jefferson Hotel at Jefferson and Charlotte Streets, the former Pottstown High School at Franklin and East Streets, and a five-story brick industrial building on Hanover Street north of Third Street.

Of 586 sites, 300 were built prior to 1900. Only 32 were built after 1951.

6. Brookside

The Brookside area is one of the earliest post-World War II developments to be completed. Development was started in 1947 and completed by 1949.

Development started with a group of two-story Colonial Revival Style twin homes along Washington Street. The remainder of the development is of 1-2 story Cape Cod Style, single

homes. The lots are about 40 to 50 feet wide and 100 feet deep. There is a front yard of 25 feet depth. The buildings are of frame construction but some have brick veneer. All the Cape Cod Style homes have the same building plan and vary only by the placement of dormer windows or a gable end. The whole has taken on an architectural patina as individuals have added a porch here or a window box there and much of the landscaping has matured.

The area has 126 sites, all constructed between 1940 and 1951.

7. Washington Hill

This area is a mixture of the old and new. Washington Hill is most easily identified as the highest promontory east of Hanover Street. At the peak is a public area that includes a water storage facility. Also near the peak are several churches. From the hill are views in all directions. Of particular note are views of Downtown Pottstown, The Hill School campus, vistas of Chester County to the south, and views of the Upland to the west.

The older developed portions of Washington Hill include some urban development that spilled over from the old Borough. This development includes late Federal Style, 2 story, modest sized housing. This is one of the few areas of Pottstown where there is still some older frame construction. There are also some 2-1/2 story brick homes of the Gothic Revival and Mansard Styles. There have also been some infill sites of 2 story, late Italianate and late Queen Anne Styles. Most of the older structures are located adjacent to Old Pottstown at the base of the hill. Near the top of the hill along Jefferson and Grant Streets are homes of the late Federal, Gothic Revival and Bungalow Styles. These sites tend to have a suburban development pattern of detached homes with front yards of 25 to 30 feet depths. Some of the homes are small.

Because of the steep terrain much of the area did not develop in a continuous pattern. The most buildable land was developed first, leaving many open sites. Many of these sites have now been filled in with more recent development but there is still today some vacant land.

The area has 336 sites. About 70% were built prior to 1900; 18% were built between 1900 and 1940, and 2% were built between 1940 and 1951; 10% are more recent.

8. The Hill School

This district includes the campus of The Hill School. The boundaries are evident by the open character of the land and change of land use. The campus of The Hill School includes about 52 structures; of these, about 43 were built between 1850 and 1920. Styles include Gothic Revival, Queen Anne, Collegiate Gothic, and Medieval Revival. There are also several modern-style structures of note.

The campus of The Hill School has a number of outstanding edifices that represent the development of this private educational institution. Buildings range from one-story cottages to

four-story dormitories. Buildings are of brick, stone, and stucco. The majority of buildings would be eligible for landmark status.

9. Bellview

The Bellview area consists of an area east of the Hill School containing 25 sites developed before 1900 and including buildings of the late Federal, Gothic Revival and Victorian Styles. Seventeen other sites were developed between 1900 and 1940. These are of the American 4 Square and Bungaloid Styles.

To the west of Keim Street is a suburban area developed between 1915 and 1955. Older development in this area was influenced by nearby access to public transportation of the High Street trolley line. Twin and single homes were developed along Rambler and Belleview Avenues. These are large homes of the American Craftsman (in stucco), Classic Revival and 2-1/2 story Bungaloid Styles. North of Beech Street the older homes were of the 1-1/2 story Bungaloid Style.

The depression and the war years allowed for very little construction over a 12-year period. Development resumed after World War II with the building of two story Colonial Revival Style brick homes along Cedar Street and was quickly followed by the building of smaller 1½ story, Cape Cod Style houses.

10. Rosedale

Although located near to the High Street trolley line, the Rosedale area developed as an automobile suburb. It spans a period from 1910 to 1950. This area is noted for its large lots and larger than average homes. The development is anchored by several mansions which attracted others to build large homes of many different styles.

Many homes along Rosedale Drive and Highland Avenue were built just prior to the Great Depression (and some even during that time). These homes are of a variety of styles, including American Craftsman, American 4 Square, Colonial Revival, Classic Revival, Spanish Mission, and 1-1/2 story Bungaloid. Most are of high style. Most are 2 to 2-1/2 stories of brick or stone.

Prior to and just after World War II other large homes were built on Park Boulevard, Roland Avenue and Mt. Vernon Avenue. These homes are mostly of the Colonial Revival Style, 2 to 2-1/2 stories and of stone with slate roofs.

Rosedale has 121 sites. About 48 sites were built between 1900 and 1940; 43 between 1940 and 1951, and 30 after 1951.

12. Sunset

This small area is comprised of World War II houses. The building of houses during the war nearly came to a halt while lumber, electric wire and other materials were being channeled to war

and food production industries. Oddly enough the Sunset development received approval to proceed. In 1944, 36 homes were built along Sunset Drive. Only one other residence in Pottstown received a construction permit for that year. These homes are single, 2 story brick homes of the Colonial Revival Style.

Soon after the war the development was expanded to include development along Cherry Lane. Many of these homes were typical 1½ story Cape Cod houses on small suburban lots.

Ninety-five percent of the 99 sites were built between 1940 and 1951.

13. East End

The East End Area is a residential neighborhood that was developed primarily between 1880 and 1930. The earliest development closest to High Street was along Queen Street west of Price Street and west of Mt. Vernon Street and at the intersection of Price and Queen streets. Other early development occurred closer to the steel mills and is located along Maple Street near Roland Street. Most of the early homes along Queen Street are of the twin, 2-1/2 story Gothic Revival, Mansard, or late Federal Styles. The smaller worker houses near the mills are of the 2 story late Federal Style. Brick bearing wall construction is used throughout.

Later development along South Street and Cherry Street are large twin or single homes of 2-1/2 story late Queen Anne, American 4 Square, Bungalow and Classic Revival Styles. These homes are of brick.

There are also twin, 2 story frame dwellings of late Italianate Style. These are found on the narrower lots along South Street west of Price Street. Along Center Avenue the Mansard and late Gothic Revival Styles are prevalent.

The older homes are on narrow lots and front on the street presenting an urban character whereas most other homes have front yards and tree lined streets of a suburban manner. There have also been a few infill areas of post-World War II, Cape Cod Style homes.

The area has 486 sites, of which 128 were built before 1900; 331 were built between 1900 and 1941, and 17 were built between 1940 and 1951. Only 10 sites are more recent.

14. High Street Historic District

This lineal District extends along both sides of High Street from Adams Street to Rosedale Drive, between the traditional downtown commercial center to the west and a new commercial area at the east end of the Borough. The area was placed on the National Register of Historic Places in 1992.

High Street closely follows what was once the Perkiomen Indian Path and later a dirt road called the Reading Perkiomen Turnpike. It was the main route from Philadelphia to Reading where it then linked to roads to Harrisburg and Lancaster.

There was little development along this section of High Street except for a few scattered houses and a drover's inn at Keim Street until after the Civil War. At that time development began to expand beyond the boundaries of old Pottstown. Soon many large country homes of Pottstown industrialists, bankers and merchants sprang up along the street with the vacant lots being filled in with the large but smaller homes of managers and professionals. Growth along the street was given impetus by the installation of an electric trolley line in 1893.

In general the architecture spans a period from 1865 to 1930. The predominant architectural styles are Queen Anne, American 4 Square, and Georgian Revival. There are also examples of late Federal, Italianate, Tudor Revival, Second Empire, Classical Revival, Victorian Gothic and Mission Styles.

There are a total of 150 significant buildings and structures within the district. Of this total, 126, or 84.0%, are judged to contribute to the District. Twenty-four, or 16.0%, are considered as noncontributing.

15. Iron Works

Although primarily a residential area, this district also contains a foundry and several other industrial buildings. The neighborhood developed along with the foundry and the nearby iron works. The semi-detached twin houses and row homes provided shelter for those who worked at the steel mill on the other side of the railroad tracks or at the foundry.

The homes are tightly grouped along the streets presenting a strong urban character. The homes are mostly of brick bearing wall construction. Some others are of frame. Some have lots as small as 13 feet wide by 70 feet deep. The architecture spans from 1865 to 1920. Buildings built before 1900 are of the late Federal, Gothic Revival and Mansard Styles. Architecture after 1900 is of the late Queen Anne or American 4 Square Styles.

Brick, 2 to 4 story industrial buildings generally date from 1880 to 1920. Of note is an industrial building along Washington Street which was once used to manufacture automobiles and the foundry complex at Keim and Cross Streets.

There are 211 sites in the district, of which 70% predate 1900 and nearly 30% were built between 1990 and 1940.

1610

16. South Side

This area is easily defined on the east and west by industrial areas, on the south by the railroad tracks and the Schuylkill River on the south and the commercial development of Downtown Pottstown to the north.

An interesting mixture of architecture in the district embodies much of the industrial history of Pottstown. Early industry along the river and later industrial development along the railroad provide the basis for this residential area. The semi-detached houses and row homes provided shelter for the mill and railroad workers. As an early ethnic neighborhood of German craftsmen, the area later evolved into homes for Eastern Europeans. A variety of industrial buildings, churches, and modest homes provide interest. Company-owned housing can still be seen. Landmarks include churches and industrial buildings.

The architecture generally spans a period from 1860 to 1910. Earlier styles include late Federal, Victorian, a vernacular style sometimes identified as Reading German, Mansard and a German Gothic church. Later styles include late Queen Anne and an eastern European church. Almost all buildings are of brick bearing wall construction. Most are of row homes or twin homes. The late Federal Style buildings are of 2 stories. Most others are 2-1/2 to three stories. Nearly all buildings are tightly grouped along the street line creating an urban character.

Eighty-five percent of the 269 sites were constructed prior to 1900, and virtually all the rest were built prior to 1940.

17. Old Pottstown Historic District

This area, roughly coterminous with the original portion of Pottstown laid out by John Potts, was placed on the National Register of Historic Places in 1985.

This area includes Pottstown's central business district. Most buildings span the era from 1850 to 1930. Old Pottstown contains small and large commercial buildings; the early churches of Pottstown; the houses of Pottstown's early community leaders, the wealthy; and ordinary persons; buildings of fraternal organizations; some industrial and warehouse structures; and government buildings. The environment is an expression of the days of great expansion and prosperity in Pottstown and western Montgomery County.

Except for a few commercial buildings, most buildings are 2-1/2 to 3 stories tall. Nearly half the residences are single detached homes on narrow lots, and the rest are either row homes or twins. Almost all buildings front along the street without any front yard. The narrow lots create a nearly solid street façade and reinforce the urban character of Old Pottstown.

With the exception of some stone front buildings, all are of wall bearing brick. There are very few frame buildings. Architectural styles include Late Federal, Victorian, Gothic Revival, Italianate, Richardsonian, and Late Victorian.

Of the approximate 1268 building sites in Old Pottstown, about 95% were developed prior to 1940. A number of the buildings qualify as historic landmarks.

The district has been expanded from the original National Register District to include a handful of sites along Manatawny Street, High Street near Adams and along Apple Street.

18. 4th Street

Much of this area was settled at a time when the growth of Pottstown was spilling beyond its old boundaries. A spurt of growth in Pottstown subsequent to the end of the Civil War made the development of this area inevitable. Two cemeteries had already been established outside of the Old Borough to either side of Hanover Street.

The old routes of Manatawny Street, State Street and Hanover Street along with the cross streets of Fourth Street and Eighth Street form the transportation network of the neighborhood.

For the most part the 4th Street area is an extension of the urban pattern of Old Pottstown. The attached row homes, the semi-detached twin homes and the single detached homes on narrow lots all define a strong street façade. Seldom are there front yards until you find the buildings of the 20th century. Then there are some front yards of depths from 10 to 20 feet.

Most of the buildings are 2 to 2-1/2 stories tall on lots that are from 15 to 20 feet wide. Most all buildings are of brick bearing wall construction. There are very few frame structures other than various out buildings.

The older buildings are generally located near the Downtown along portions of York and Hanover Streets. These range in era from 1865 to 1900 and are of the Late Federal, Gothic Revival, Mansard, Italianate and Victorian Styles. Buildings built between 1900 and 1940 generally include Late Queen Anne, American 4 Square and Bungaloid Styles.

Along Hanover Street is some post World War II development including Cape Cod, Ranch Style houses and garden apartments. More than 80% of the 583 structures in the district were built prior to 1900, and nearly all the rest were built prior to 1940.

HISTORICAL NARRATIVE:

General history

An important iron and steel town for two centuries, Pottstown was an industrial giant in Pennsylvania during the second industrial revolution of the late 19th century and the massive public works era of the early 20th century. Pottstown produced cannon for Washington and Grant, bridges from coast to coast, railroad tracks and cars that helped industrialize America, and some of the country's first skyscrapers.

Three miles from present day Pottstown, Thomas Rutter built Pennsylvania's first iron forge in 1717 at Colebrookdale along the Manatawny Creek. Nine years later, Thomas Potts moved from Germantown to join Rutter's business, and through good business practices and astute matchmaking for his children, ended up in control of the forge. By 1742, Thomas' son John Potts had taken over and expanded the industry, building two new forges along the Manatawny Creek.

In 1752, Potts purchased 995 acres from a Philadelphia merchant at the confluence of the Manatawny Creek and the Schuylkill River for a new iron plantation. To the west of the creek he built his home, Pottsgrove Manor, and to the east of the creek he built a new forge near the 1725 grist mill known as the Roller Mills. In 1761, Potts laid out a town around the forge, bounded at the west by the Manatawny Creek and the south by the Schuylkill River. The town's main thoroughfare, High Street, was part of the great road between Reading and Philadelphia. Many of the lots were immediately leased to relatives and plantation workers, and by 1764 there were already 19 houses in the town, a tavern, brewery, mills, and soon a school. But despite a steady demand for iron through the rest of the 18th century, the town was still no more than a village in 1800.

New methods of producing iron with coal had made charcoal blast furnaces less competitive, and Pottstown's iron industry atrophied during the early decades of the 1800s. The town, which had only grown to 721 people by 1840, reflected the reduced industrial activity. However, the lull was only temporary.

Pottstown's industrial potential and growth during the last half of the 19th century was significantly enhanced by the railroad industry. The first steam locomotive linked Pottstown to Reading and Philadelphia in 1839, and to Pottsville's rich coal mines by 1842. Now it was possible to import coal economically and to ship out finished iron products to vast new markets. The railroads also meant increased business for bridges to carry the tracks across streams and roads. In the early 1840s the Philadelphia and Reading Railroad constructed extensive machine shops for the repair of locomotives, cars, and bridges in Pottstown. A P&R blacksmith shop on Beech Street fabricated the country's first iron truss bridge in 1844 for use in Philadelphia. One of those trusses is now at the Smithsonian Institution. Together with railroad offices, the yards employed more than 400 people by 1880.

In 1846, two sixth generation Potts brothers created the Pottsgrove Iron Works, which consisted of a blast furnace and later a rolling mill along the Schuylkill River. Pottstown's population more than doubled from 721 in 1840 to 1,664 in 1850. Only a few homes survive from that period, mostly located on the first block of High Street. The small, simple two and a half story rowhouses with little ornamentation indicate the modest means of Pottstown residents at that time.

The first noted change to the area east of the Borough occurred in 1851 when a Presbyterian minister, Matthew Meigs, purchased a farmstead located on top of the hill and founded a private boarding school for boys, known as The Hill School. The school grew slowly. By the early 1870's, the enrollment was about 20 students.

Further to the east, the Edgewood Cemetery was established in 1866. A bridge built across the Schuylkill River in 1868 was connected to the Great Road (then known as the Perkiomen and Philadelphia Turnpike) by Keim Street. A small cluster of Federal-style homes developed around the intersection.

A major leap in town growth took place in the 1860s. In 1862 a railroad car manufacturing company was organized in Pottstown and the next year, a plate mill was erected which eventually became the Pottstown Iron Co. The latter grew to employ 670 people by 1880. A nail factory was built in 1866, and in the mid 1870s two more iron companies, the Warwick and Glasgow companies, were founded.

By 1870, most of the land within the town was developed, and good building sites were no longer available. Development spilled beyond the Borough in all directions.

East of the Borough, development occurred along the Perkiomen and Reading Turnpike. Members of the Potts family began to sell their holdings or build country mansions for themselves. In the early 1870's, a wealthy industrialist, Thomas McCaslin, built a large Italianate Villa at what is now 644 High Street. This was soon followed by the building of other mansions by the Potts family, such as Joseph Potts's Italianate-style home at 720 High Street and Dr. Wendell's Gothic Revival residence at 758 High Street.

In the 30 years from 1850 to 1880, the population had again more than doubled from 1,664 to 5,305. Two elaborate Romanesque churches, three Gothic Revival Churches, and a half-dozen humbler ones had been constructed, along with two train stations, an opera house, and at least six hotels. Of these 1860s-1880s buildings, only the Romanesque churches -- Emmanuel and Transfiguration -- and the Gothic Revival churches -- Trinity, First Methodist, and Christ Church -- still stand. The late Federal style homes were larger, usually detached, and dressed up with decorative Italianate touches such as projecting cornices, brackets, window hoods and floral cast iron basement grills.

By 1880, Pottstown had become Boom Town, U.S.A. The iron factories were attracting hundreds of workers from Philadelphia and beyond. John Ellis had built a factory to

produce his Ellis Champion Grain Thresher, which was being shipped to practically every grain growing country in the world.

The Montgomery Ledger, Pottstown's home newspaper, reported that housing was in great demand. A real estate salesman reported that he could "sell 25 houses in 24 hours if I had them to sell." A builder who had just completed eight homes on North Hanover Street said he had 40 applications for them. The Ledger reported that on Saturdays, payday at the mills, crowds of men and boys gathered on the street corners and made it difficult for shoppers to pass. The paper editorialized that a police force was needed to deal with the problems of growth.

"With a rapidly growing population, persons coming here from all parts of the country to seek employment in our industrial establishments, and laying as we do on a great highway between Reading and Philadelphia...it can hardly be possible that Pottstown will be free of the disorder, tumults, and attempts at depredations that follows the lot of other towns our size."

From a population of 5,305 in 1880, the town more than doubled in 10 years to 13,285 in 1890. The borough had also gained a gas company, a water company, a nascent electric company, a five-man police department, and three fire companies.

The 1880s and 1890s were the two great decades of residential, commercial and institutions building. The 100-500 blocks of High Street were almost completely rebuilt, with Italianate, Second Empire, and Queen Anne styles predominating. Affluent merchants and industrialists built elegant homes on High Street, King Street, and Hanover Street.

Jacob Sotter built a handsome Second Empire home at Hanover and Beech streets overlooking his boiler works farther west on Beech Street. Abraham Weitzenkorn, a Russian Jewish immigrant who had prospered after 30 years in the clothing business, built a Second Empire home at 53 King St. Solomon Stout, P&R Railroad official, constructed a handsome Gothic Revival home at 71 High St. Hanover Street, which had been an open field from King Street to Beech Street in 1876 except for the churches, was developed into Pottstown's prestige address. Some 30 Italianate, Queen Anne, and Second Empire homes were constructed for Pottstown's most affluent citizens.

The Gudebrod Brothers, who moved their silk mill to Pottstown in 1892, built a twin home in Queen Anne style in 1896. It is High Street's most fanciful home, a pastiche of corbeled brick chimneys, wooden shingled conical towers, elaborate window sash, and gingerbread porches.

Three fire companies were organized, each constructing Italianate fire houses. The Phillies, at Penn and Chestnut streets, had a six-story hose tower; Goodwill's, on South Hanover Street, boasted serpentine stone quoins and hoodmolds. The Empire's, which is the best preserved firehouse, was similar to the Phillies but lacked the hose tower. The 500 block of High Street was also developed intensively, with Queen Anne and Second

Empire homes predominating. Pottstown's industrial and commercial growth continued into the 20th century.

New sections of town sprang up on the northern border of Beech Street. The numbered Streets, Second through Fourth Streets, were surveyed shortly after the Civil War and filled with houses by 1900. New streets in the State Road and Farmington areas were platted in the early 1900's and building continued through the 1950's.

In 1893, the first electric rail line in Montgomery County, the Pottstown Passenger Railway Company, was established in Pottstown. The trolley ran along High Street and connected Pottstown with Sanatoga (4 miles to the east) and Stowe (3 miles to the west). In order to accommodate the trolley line, High Street was widened, leveled, and generally improved. A lengthy retaining wall was built along the base of the Hill School hill in order to create a more level route. The opening of the trolley line also opened the market for building lots at the east end of High Street.

A second trolley line, along North Charlotte Street, was opened in 1896, running past borough limits to an amusement park in present-day Lower Pottsgrove Township. Together with the construction of the Pottstown Hospital in 1893, the trolley helped create Pottstown's first northern suburbs.

The Rosedale neighborhood, first platted at the far east side of town in 1910, was Pottstown's first automobile suburb, with larger lots than anywhere else in the borough. Construction in Rosedale continued well into the 1960s.

The last section of Pottstown to be surveyed as part of a contiguous grid system, the North End, remained open land through the Great Depression. Pottstown's economic recovery by the 1940's led to the evolution of two distinct neighborhoods, one surrounding Diamond Street, and the other centered around Brookside Drive. The remaining areas of Pottstown's North End, to the borough line, were built out in the 1950's and 1960's.

As the town grew, its industrial base diversified a bit. Among other entrepreneurs the Gudebrod brothers established a silk mill in town and became the nation's first manufacturer of dental floss. Other silk mills followed. By World War I a dozen textile mills making underwear and shirts operated in the town. The Light Cycle Co., a manufacturer of bicycles in the 1890s, was bought out by Doehler-Jarvis in 1905, which manufactured die castings and auto parts from the old Cycle company plant on South Washington Street. Several of Pottstown's iron fabricating businesses evolved into a part of the McClintic-Marshall Steel Co., which in turn was purchased by Bethlehem Steel Co. in the 1930s. The George Washington and Golden Gate bridges were fabricated here, along with many early 20th century skyscrapers and landmarks such as the second Madison Square Garden. The Chadwick Car Co., a maker of luxury cars from 1905 to 1916, has become part of the present day Dana Corp., a manufacturer of car and truck parts.

One notable flurry of building within the Old Pottstown Historic District in the early 20th century was the construction of several Neo-classical buildings, including The Mercury office at Hanover and King streets in 1924; the Pottstown Library, High and Washington streets, 1920; the Masonic Temple, King and Franklin streets, 1926, and the Reading Railroad station, High Street concourse, 1928. In the 1930s, a few Art Deco storefronts were constructed on High Street, notably the Rose Shop at 209 High St. and the J.J. Newberry building at 243 High St.

History of sub areas

2. State Road

The State Road area is primarily representative of post-World War II development. This large area was virtually undeveloped open farmland until about 1947. The only early development was along the west side of State Road (now named State Street) south of Reynolds Avenue where there was a small cluster of Gothic Revival Style houses of the 1870's to 1880's. There was also some development of Bungaloid Style homes of the 1920's and 1930's built on the fringes of older urban development at Sixth Street.

Shortly after World War II home builders and later land developers began constructing small single family homes on suburban lots. The lots were 40 to 50 feet wide and 100 to 150 feet deep. The houses were of the 1 ½ story Cape Cod Style that met the minimum standards of the Federal Housing Administration (FHA). Almost all houses had the same floor plan and looked alike except that some plans were reverse hand.

As lumber was still scarce after the War some builders began building with concrete block walls which were then stuccoed. Many homes in the State Road area are of this construction.

Initially home builders built along streets that were already in place or that were already platted. Early post-War homes were built along Manatawny Street, State Street, Reynolds Avenue, Belmont Street, Spring Street, and along the numbered streets up to Ninth Street. Later development ushered in the minimum FHA standard Ranch Style house. Some later homes included attached garages whereas some of the earlier homes had only driveways or on-street parking.

Nearly the entire State Road area was developed by 1951. Subsequently some other homes were built along Tenth Street and portions of Clearview and Spring Streets. The area is still a robust residential area. Porches, dormer windows, picture windows, garages and other features have been added to some houses but most all retain the stylistic character of the post-War building period.

3. Farmington

Farmington Avenue is an old road that connects Pottstown northward to Boyertown. The road follows along the east side of a small stream that flowed through open farmland outside of the Old Pottstown Borough. As the borough's land filled up, development

began to expand north and east. Some of the older houses of the Farmington Avenue Area are of the late Federal and Italianate Styles. Built after the Civil War, these houses are located along Jefferson Street, Oak Street and portions of Spruce Street. However, most of the architecture of the Farmington Area is of the turn of the century, after that area had been annexed to the borough. Most of the homes are typical of the early street car suburbs. The lots are narrow (15 to 20 feet wide) and deep (135 to 145 feet). Attached twin houses are typical. The area differs from the urban Old Pottstown Area here, as front yards (5 to 20 feet deep) are evident.

Much of the development occurred between 1890 and 1930, with most being built from 1900 to 1920. The area developed rapidly during a period of Pottstown's expansion and was virtually completed by 1930. One small development at West Street, Hanover Street and Farmington Avenue was a complex of twin houses dating from 1942 and are of the Art Deco Style, the only notable buildings of that style in Pottstown.

Near Farmington Avenue and Hanover Street was and is some commercial and industrial development. Most of the "commercial" development has been modernized. However, an early millwork shop and a 1920's auto service station may still be seen.

The Farmington area represents a mixture of architectural styles that were abundant after the Victorian Period and prior to World War II.

4. Diamond

Pottstown's industries, businesses and residents were greatly affected by the Depression of 1929. During the early 1930's building construction was at a near standstill. One year only six new houses were built. By the end of the 1930's development began to pick up but the large homes of the pre-depression period were no longer the norm. Instead most opted for the smaller, more practical, self-maintained houses of the Bungalow Style.

The Diamond Area began its development with the building of bungalows on what was then cheap land of the outer areas. The area was just west of the more lavish homes of Charlotte Street but within walking distance to the trolley line.

In 1941 a developer began to build a self-contained development of modest sized two-story row houses of the Colonial Revival Style on very small lots (15 x 80 feet) with some common areas for parking, clothes drying and play. These were platted along Spruce Street, Diamond Street and Diamond Court. World War II brought construction to a halt. But as soon as materials became available after the war building resumed and the homes along Diamond, Fiest and Lee Streets were completed by 1947-1948.

This development was soon followed by the building of many frame and brick single homes of minimum FHA standards on small lots. Almost all of these are 1 ½ story houses of the Cape Cod Style. The Diamond Area was nearly fully developed by 1950. The architecture and town pattern represent a limited but important development from 1930 to 1950.

5. North Charlotte

The North Charlotte area represents a span of Pottstown's history from 1860 to 1930 and represents the architecture of the more affluent of Pottstown's early street car suburb.

North Charlotte Street was a major route that connected Downtown Pottstown to Allentown. Houses nearest to Old Pottstown are the oldest and are indicative of the growth that spilled beyond the Old Borough boundaries during and after the Civil War. Growth began creeping northward along Charlotte Street. Large houses of the late Federal, Italianate, Gothic Revival and Victorian Style may be noted as far north as East Street. The ever advancing development prompted officials to annex the area between Beech Street (the Old Borough line) and Diamond Street in 1885.

Growth was given even more impetus when the Pottstown Hospital was opened at Charlotte and Nightingale Streets in 1893. This was soon followed by the installation of a trolley line in 1896.

The homes north of East Street are from around the turn of the century and include late Gothic Revival, late Queen Anne and American 4 Square Styles. At the northern end of the North Charlotte area and along portions of Franklin Street are several examples of the Bungaloid Style.

6. Brookside

The Brookside residential community was the endeavor of a single developer to meet the great demand for housing after World War II. The initial phase of development, perhaps planned prior to the war, was the construction of two-story brick twin houses along an existing block of Washington Street. These homes were built in the Colonial Revival Style popular before the war and were completed in 1947.

During the construction of the first homes the Veterans Housing Administration (VHA) and the Federal Housing Administration (FHA) were making insured mortgage loans available to an expanding number of new families. The FHA adopted standards for suburban housing development.

The Brookside developers then followed the new standards, platted suburban lots (mostly 50 feet wide by 100 feet deep), built new streets and constructed small homes to the minimum FHA construction and space standards. All houses built during the second phase have similar floor plans. All are of frame construction. All are 1½-stories. All are of the Cape Cod Style. They differ from one another only in details such as a gabled or non-gabled entrance façade, the placement of a dormer, or a gable end window. All construction was completed by 1949.

Brookside is representative of post-World War II housing development done in mass and is reflective of the constancy of design and suburbanization that Federal policies and programs brought to many communities. The area is also representative of how 50 years

of efforts by various homeowners can inject the expression of individual needs and taste without destroying the uniformity and constancy of the neighborhood.

7. Washington Hill

The Washington Hill area was slowly developed over a lengthy time and is still being developed and redeveloped today. In general the architecture spans from the 1850's to the 1950's. The steep slopes of the hill have been a major restraint to development, but at the same time, have demanded some innovations for adapting buildings to sloping sites.

Development of the hill began when the Old Pottstown Borough no longer had building space causing growth to expand beyond the borough lines. The earliest development was at the base of the hill, where the slopes are not nearly so steep and where streets were more easily extended from the Old Borough. This growth was primarily along Lincoln Avenue west of Washington Street and along Walnut and Beech Streets east of the Old Borough.

Many of the platted streets were opened only as pressures for development dictated. Even today not all streets are built. This has resulted in a very irregular pattern of lots and lots of all sizes. The hillside lots were seen as less desirable and were developed by modest efforts of builders or by individuals. This has yielded a great variety of architectural styles and undefined styles.

In general, this section of Pottstown was inhabited by some of the less fortunate families. At one time the area was known by the pejorative term of "Chicken Hill" because of the many homes that had chicken coops, gardens and other livestock.

Most houses are of modest size and many are of frame construction. However, the homes along Walnut Street are 2 ½-story brick twin and single homes in the Gothic Revival or Italianate Styles. At the peak of the hill, along Grant Street are some substantial homes of the late Federal Style and Bungalow Style.

By tradition of building churches on a hill or rise, there are a number of churches located at the top of the hill. Part way up the slope is the Jefferson School, located between Beech Street and Lincoln Avenue. The school, which has provided a neighborhood focus since the 1920's, will soon be converted to housing for the elderly as a historic tax credit project.

8. Hill School

Just south of Washington Hill is another but shorter hill. It was on this hill in 1851 that Matthew Meigs purchased a farmstead east of Old Pottstown Borough and established a private boarding school for boys. It was named The Hill School. Starting with less than 20 students, the school has gone through many academic, social and architectural changes. The school is now coeducational, has a constant enrollment of about 500

students, is open to grades eight through twelve, and for many years has been considered among the premier boarding schools in the country.

The original school no longer exists, but the surviving architecture dates from the 1870's to the present. Nearly all buildings except those of utilitarian use may be considered of the high style. Styles include Classic Revival, Georgian Revival, Medieval Revival, Norman Gothic Revival, Tudor Revival, French Provincial Revival, Collegiate Gothic, Modern and Post-Modern.

Building uses include classroom buildings, dormitories, library, chapel, indoor athletic facilities, administrative offices, and houses and apartments for staff and faculty. The variety of styles and sizes of buildings are made at ease with one another by the well-maintained campus landscape.

The Hill School area has been an important part of Pottstown's economic and social history and has shaped a portion of its urban pattern.

9. Bellview

The earliest development in the Bellview area was the Perkiomen and Philadelphia turnpike (now High Street) which skirts the southern edge of the area. This was followed by the building of Keim Street that provided a pathway to a river crossing and early industries located several blocks south of High Street.

In 1866 the Edgewood Cemetery was established on open farmland at High and Keim Streets. In 1893 an electric trolley line was established along High Street bringing development to that street but not immediately to the area north of High Street.

It was not until the 1920's that the Bellview area began to develop. These were the homes of the middle class and of some of the workers that were employed by the nearby steel industries. Some of the earlier homes were built in the American Movement and are located along Rambler Street and Bellview Street. These streets broke with the traditional Pottstown grid pattern and were built in a curve line pattern reflective of the "City Beautiful" movement in America. Other early development occurred along Edgewood Street and Keim Street, north of Beech Street, where there are two-story, twin houses in the Bungaloid Style.

Development came to a halt during the Depression and World War II. After the war development resumed along Beech, Cedar, Price and Henry Streets. These homes were of brick in the 2-story Colonial Revival Style or the 1 ½-story Cape Cod Style. The Bellview area is representative of that period that shows the transition of architecture and town pattern from before to after the Depression and World War II interruption.

10. Rosedale

The Rosedale area was Pottstown's first automobile suburb. As such those who could afford automobiles could also afford larger homes. Platted in 1910, most residential development did not take hold until after 1915. As part of the "City Beautiful" movement, part of Rosedale Drive and Wilson Road were laid out as divided, tree-lined boulevards while Park Boulevard, Beech Street and other streets took on the curvilinear appearance of "estate" drives. Lots were made bigger than elsewhere in Pottstown.

Early development was anchored by the construction of several mansions at the outer reaches of Rosedale Drive, Grandview Drive and Burdan Drive. Other areas along Rosedale Drive and Highland Drive then filled in with larger houses of a variety of styles including American Movement, Georgian Revival, Tudor Revival and Spanish.

Although the Depression of 1929 drastically slowed development in Pottstown, building activity in the Rosedale area was seemingly immune. Building continued along Highland Avenue, Mt. Vernon Street, Wilson Street, Park Court and Park Boulevard. But the predominate style of the period up to World War II was Colonial Revival. Large rambling stone houses were built of that style.

Activity ceased during the War but accelerated again after 1946. Even today large homes with variations of the Colonial Revival Style continue to fill in empty lots. While older prominent families continued to occupy their mansions and large homes on High Street, the Rosedale area became the new Twentieth Century place to build and live.

12. Sunset

The Sunset area is an example of World War II era residential development. The area was platted just prior to the beginning of U.S. involvement in World War II. Somehow the builder was able to secure a priority on scarce building materials during the war (perhaps because of the expanded production of the nearby steel industry needed for the war effort). The builder began constructing modest sized two-story brick houses in the late Federal Style in 1945. Development began along those portions of Sunset Drive and Cherry Street closest to Keim Street.

Development continued after the war with a few more two-story homes, then quickly changed to small FHA minimum standard houses that are 1 ½-story Cape Cod Style houses. The entire area was completed before 1950.

13. East End

The development of the East End area paralleled the expansion of the nearby steel industries, the eastward growth from the center of Pottstown and the installation of an electric trolley line along High Street. Early development may be noted near the intersection of Price and Queen Streets, where there are a few 2 ½-story brick buildings of the late Federal and Mansard Styles, and along Center Avenue close to the industries

where the 2 ½-story Mansard Style houses predominate. Other than these earlier houses most of the development in the East End area dates from 1910 to 1941, straddling the years of the Depression.

Queen Street, the street closest to High Street, is developed with large houses that tend to emulate the styles of High Street. Late Queen Anne, late Gothic Revival, Classic Revival and some Italianate Styles are found along Queen Street. To compete with the size of the houses on High Street, many of the Queen Street houses are paired and share porches and details so that the two houses appear as one large house. These homes were built during the period from about 1910 to the Depression of 1929.

Another group of homes built during this period were houses for the factory workers. These two-story twin houses of frame or brick are expressed in the late Italianate or late Federal Styles. They are located along Maple Street and portions of Roland Street and South Street.

Following the Depression and ending with the beginning of World War II, most of the remaining open land was developed with variations of the Bungaloid Style. Most often these were 2 ½-story twin houses. A few were 1 ½-story single houses.

14. High Street

The High Street area has already been declared a National Register Historic District. Its history is one that predates Pottstown by the establishment of the Great Reading to Philadelphia Road. The earliest development was near the intersection of Keim and High Streets. Here an early drovers hotel provided a resting place where drovers and their flocks and herds could stay on the outskirts of town without fouling the center of the village. The area remained as open farmland until the mid-1800's when The Hill School was established on the north side of High Street just east of the Old Pottstown Borough, the Edgewood Cemetery was established in 1866, and after the Civil War when the old borough was completely developed and growth began spilling beyond its boundaries.

During the 1870's and 1880's large mansions were built along High Street east of the Borough. Some development of a more modest nature leapfrogged over farmland. Gothic Revival, Mansard and Queen Anne Style homes were built between Eden Street and Keim Streets.

In 1885 Pottstown annexed much of the surrounding area, quadrupling its size and including all of the High Street area. Development along High Street was greatly accelerated when an electric trolley line was established in 1893 connecting Pottstown with Stowe to the west and Sanatoga to the east. This allowed development to again leapfrog to the open land near Mt. Vernon Street where other mansions were built. Later the rest of the lots filled in. The area was essentially fully developed by 1915. The area represents one of Pottstown's earliest streetcar suburbs.

15. Iron Works

Most of the Iron Works area was developed between the end of the Civil War and the turn of the century. The area contains some early industrial buildings, homes of factory workers and some houses for the middle income families.

The development of the area was influenced by the expanded growth of Pottstown that spilled beyond the borders of the Old Pottstown Borough after the Civil War, the expansion of industries, and the well-traveled streets of Keim Street and Madison Street which lead to industries south of the railroad and to a bridge crossing at the Schuylkill River.

A small foundry located at Keim and Cross Streets provided employment for those who lived nearby. Modest sized two-story attached worker houses, some of frame, some of brick, are located along South Street near the foundry. The area along Queen Street, closest to High Street is developed with some larger attached, semi-detached and single houses of the late Queen Anne, Gothic Revival and Mansard Styles. The area was completely developed before 1900.

There are several older industrial buildings that are part of the neighborhood. In addition to the foundry there are warehouses and manufacturers still occupying turn of the century brick 2-to-4-story buildings. One of these is located at Washington Street and the railroad. The luxury Chadwick automobile was once manufactured here.

16. South Side

The South Side area was part of the Old Pottstown Borough, located between the main railroad line and the river. The South Side was a residential area convenient to the nearby rolling mill and steel manufacturing facilities. The oldest buildings are row houses along South Street and twin houses on Laurel Street. These houses are of the late Federal Style. The Laurel Street houses were at one time company-owned.

Later in the 1800's row and twin homes of the Gothic Revival, Mansard and Queen Anne Styles completed the neighborhood. Early in the 1900's some late Queen Anne Style homes were added. The South Side preserves the scale and forthright simplicity of a working class neighborhood and is basically unchanged for the last 100 years.

17. Old Pottstown

With the exception of the South Side area and some industry along the river, Old Pottstown portrays the Old Pottstown Borough as it was platted and established in 1848. This area contains Pottstown Central Business District. It represents the historical progression of Pottstown's architectural heritage from the 1850's to the present. It contains examples and the high styles of nearly all styles of architecture and nearly every type of architecture, including single homes, attached houses, apartments, retail stores

and consumer services, small industries, places of worship for nearly all religions, financial institutions, social clubs, warehouses, professional offices, and business offices. The area has already been designated as a National Register Historic District.

18. 4th Street

The 4th Street area was developed outside of the boundaries of Old Pottstown. Most of the architecture dates between 1860 and 1885 with a few houses that may be older and some that date as late as 1930. By the time of the Civil War the Old Borough was becoming nearly completely developed and workers at the iron works were finding it difficult to get affordable housing in the Borough. Rows of two-story brick, Federal Style houses were built along Second Street, closest to the Borough. Other early homes were built along Manatawny Street, a route that led to the iron works. The 4th Street area continued to develop as an extension of the urban pattern of Old Pottstown. Row houses and twin houses were first built to the street line. Most of the residents walked to work. There was a dramatic increase in industrial activity and population growth during and especially after the Civil War.

The area grew block by block with the architecture getting younger as it moved away from the Borough. The newer houses were of a more generous size than were the older workers' houses. Styles were updated and the introduction of front yards began to be evident along portions of Fourth and Fifth Streets. Twin houses or single houses took the place of row houses. Styles changed from Federal Style to Gothic Revival, Italianate and Mansard Styles. Later late Queen Anne and Bungalow Styles were introduced at the outer edges of the area.

The 4th Street area demonstrates the changes in architecture over a period of about 70 years, and this change can be seen by following a geographic progression from the boundary of Old Pottstown to Sixth Street.