

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic LANGHORNE HISTORIC DISTRICT

and or common Attleborough

2. Location

street & number See Continuation Sheet N/A not for publication

city, town Langhorne Borough and Middletown Township N/Avicinity of

state Pennsylvania code 042 county Bucks code 017

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<u>N/A</u> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<u>N/A</u> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple

street & number

city, town N/Avicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. County Administration Building

street & number Court Street

city, town Doylestown state PA

6. Representation in Existing Surveys

title Bucks County Conservancy Inventory of Historic Sites has this property been determined eligible? yes no

date 1976 federal state county local

depository for survey records Bucks County Conservancy,

city, town Doylestown state PA

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National Park Service**

National Register of Historic Places Continuation Sheet

LANGHORNE HISTORIC DISTRICT, BUCKS COUNTY

Section number 2 Page 1

Bounded roughly by Summit and Marshall Avenues on the north,
Green Street on the west, Richardson Avenue on the south, and
Pine Street on the east.

7. Description

LANGHORNE HISTORIC DISTRICT

Langhorne, Bucks Co., PA

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date N/A

Describe the present and original (if known) physical appearance

The Langhorne Historic District is located in rolling terrain and comprises a major portion of Langhorne Borough. It is situated four miles south of Newtown and seven miles northwest of Bristol in southern Bucks County. Buildings in the district are centered along two crossroads that stretch through the district, with side streets laid in perpendicular directions to the crossroads. The contributing buildings are primarily two and one-half story residences built of frame or stone. These buildings were erected between 1738 and 1937, with the majority constructed between 1850 and 1937. Most of the contributing buildings are vernacular; a minority exemplify a range of styles from early nineteenth century Federal homes to early twentieth century bungalows. Although they constitute one-sixth of all buildings in the district, non-contributing buildings are generally of the same scale and use as the contributing resources and do not detract greatly from the district's integrity. The nominated historic district contains 252 contributing buildings, one contributing site (a cemetery), and 51 non-contributing buildings. Three of the contributing buildings--the Joseph Richardson House, the Langhorne Library, and the Tomlinson-Huddleston House--have already been listed on the National Register.

The contributing buildings in the Langhorne Historic District are of fairly consistent size, construction and use. The great majority of buildings are two and one-half stories high, with a few three and one-half story Victorian homes and one and one-half story bungalows scattered through the district. Ninety-seven per cent of the buildings are residential; only three per cent are of commercial or public use. Just over one half of the buildings are frame, especially those dating from the nineteenth and early twentieth centuries. About one fourth are gneiss, a greenish crystalline rock that is found in southern Bucks County. One tenth of the contributing buildings are built of a salmon-colored brick produced during the nineteenth century in a brick yard that stood just outside the district boundaries. Dark brown glazed masonry block is another construction material found in a few late 1920's houses.

The Langhorne Historic District began in the early eighteenth century as a crossroads settlement with subsequent development spreading along the crossroads and then into the quadrants formed by the two roads. The first houses, store and inn in the district were built at the crossroads of Maple and Bellevue Avenue by the mid-eighteenth century. Houses were then built within fifty feet of the roadside along these two roads from the mid-eighteenth century into the nineteenth century. During the late eighteenth century the southeast quadrant along East Richardson Avenue was divided into small lots, and construction of houses set close to the road began. The southwest quadrant was sparsely developed until the mid-nineteenth century when the land was laid out in small plots. Most of the homes in this quadrant were erected close to curbsides between 1875 and 1937. Houses were laid out in the northeast quadrant during the nineteenth centuries close to roads branching off of Maple and Bellevue Avenues. The northwest quadrangle remained open farmsteads through the mid-nineteenth century. This area was divided for residential development in an irregular pattern during the late nineteenth and early twentieth centuries. Reflecting these periods of development, eleven per cent of the contributing buildings in the district were constructed.

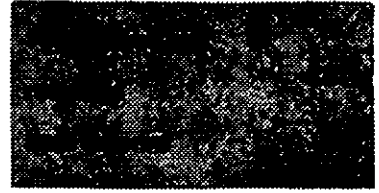
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LANGHORNE HISTORIC DISTRICT, Bucks County

Continuation sheet Description

Item number 7

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during the eighteenth century, fourteen per cent between 1800 and 1850, fifty-seven per cent during the second half of the nineteenth century, and eighteen per cent between 1900 and 1937.

The majority of buildings in the district are vernacular in design. These buildings are generally plain in appearance with simple ornamentation such as boxed cornices and flat faced window surrounds. They lack design features and ornamentation that can be associated with high styles. An outstanding example of these vernacular buildings is the oldest building in the district, the 1738 Joseph Richardson House at the southwest corner of Bellevue and Maple Avenues. This two and one-half story stone edifice features a three-bay core with boxed cornice that wraps around the gable ends as pent eaves 12/12 windows with plain surrounds, and a transomed front entrance. A small one story gambrel-roofed wing projects off the west gable end. Another fine vernacular building closely associated with Quakers who settled in Langhorne is the 1793 Middletown Monthly Meetinghouse at 453 West Maple Avenue. This stone, two story, six bay wide building is also framed by a boxed cornice that extends as gable end pent eaves. The Meetinghouse is pierced by plain 8/8 and 8/12 windows, with a first story wrap around porch roof supported by squared timbers.

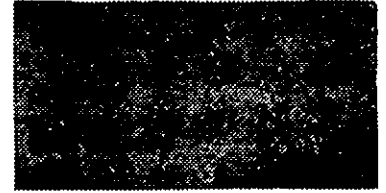
A minority of homes are constructed in a range of high styles, beginning with early nineteenth century Federal houses. The 1830 Jonathan Stackhouse Home at 139 West Maple Avenue is a fine brick example of the Federal style. The five bay, two and one-half story edifice features a panelled front door with elliptical fanlight and sidelights, paired end chimneys, and arched domers. Other homes were built in styles popular during the mid-nineteenth century. The Allen Mitchell Residence, constructed in 1868 at 144 West Maple Avenue, is a massive brownstone example of the Italianate style. This three story mansion is surmounted by large paired brackets at the roofline, and a central square tower. One of the best examples of the Second Empire style is the 1870 Rachel Shaw Residence at 243 West Maple Avenue. Its tall, stately appearance is highlighted by a mansard roof, arched and pedimented windows with molded surrounds, and various projections for bays and porches.

Queen Anne and bungalow style homes appear among the late nineteenth and early twentieth century buildings in the district. The 1891 Henry Lovett House at 366 South Bellevue Avenue is a large, stone Queen Anne building. A porte-cochere covering the south entrance flanks the first floor level. An imposing turret dominates the southeast facade, and a veranda and one-story conical tower project from the northeast facade. Two circa 1930 bungalows stand at 127 and 137 Winchester Avenue. These two story, three bay wide homes have gable roofs with centrally located domers over front porches and large pane windows.

The fifty-one non-contributing buildings are scattered through the district. Eight of these buildings are pre-1937 edifices that have been altered greatly by such changes

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LANGHORNE HISTORIC DISTRICT, Bucks County

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as large modern additions. The remaining non-contributing resources are post-1937 buildings, almost all of which are homes. These houses are primarily two or two and one-half story frame structures, often built in ranch, Cape Cod, or split level designs. These post-1937 houses do not greatly intrude on the historic appearance of the district because they are similar in scale and use to the contributing buildings.

8. Significance

LANGHORNE HISTORIC DISTRICT

Langhorne, Bucks Co., PA

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-1937	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1738-1937 **Builder/Architect** Various

Statement of Significance (in one paragraph)

The Langhorne Historic District is important to transportation, commerce and architecture in southern Bucks County. The district was an important transportation center during the 18th and 19th centuries, serving major crossroads that connected Philadelphia with Trenton, and Bristol with northern Bucks County. Langhorne was also one of the principal eighteenth and nineteenth century commercial centers in southern Bucks County. The borough's varied businesses provided goods for farmers between Newtown to the north and Hulmeville to the southeast. In addition, Langhorne contains a collection of eighteenth to early twentieth century vernacular and high style architecture that is rivaled only by Newtown in southern Bucks County.

Langhorne was a major transportation crossroads and commercial village from the early eighteenth through the mid-nineteenth centuries. The community began at the intersection of two Lenni-Lenape Indian paths. Three Dutch and English colonists settled on the north side of this intersection by the early eighteenth century. As the Indian paths developed into roads later known as Bellevue and Maple Avenues, Joseph Richardson arrived in the early 1720's and by 1730 had opened a store in a portion of the inn on the northwest corner of the crossroads. In 1738, Richardson erected his house on the southwest corner and the store was moved to the southeast room of that building. The store continued to operate until 1770 and the inn remained prominent through the later part of the nineteenth century. Richardson's store, the inn, and traffic along the two roads drew more settlers and small businesses to Langhorne during the late eighteenth and early nineteenth centuries. Land in the southeast quadrant of the historic district was confiscated from Loyalist Gilbert Hicks during the American Revolution and divided into small plots. Re-named "Washington Village" after George Washington, this section was first settled during the late eighteenth century. More residents and businessmen erected buildings along Bellevue and Maple Avenues through the mid-nineteenth century. Houses also began to appear along side roads in the northeast quadrant of the historic district during the early nineteenth century. By the mid-nineteenth century Langhorne was a bustling village with homes and small stores and craftsmen's shops spread along Maple and Bellevue Avenues and several side streets.

The village of Langhorne was an important transportation center where two major roads through southern Bucks County met. Maple Avenue (present-day Route 213) extended from Philadelphia to Trenton and was the most direct route between these two cities. Bellevue Avenue (present day 413) was part of the Durham Road which stretched from Bristol northward through Bucks County to Easton. By 1760 regularly scheduled stage coaches began running between Philadelphia and Trenton with stops in Langhorne. By the early nineteenth century daily stage coaches carried passengers from Bristol through Langhorne to Easton. Passengers could stay overnight at the inn in Langhorne, or transfer from stages travelling north and south to coaches passing east and west. In 1828 passengers travelled on the Union Mail Line of Steamboats and Coaches which ferried them by steamboat from Philadelphia to Bristol, and then by stage from Bristol to Easton.

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Significance

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As a transfer point, Langhorne played a key role in stage coach travel in southern Bucks County. Langhorne was the only place in the county where stage passengers could change from the east-west Philadelphia to Trenton route to the north-south road between Bristol and Easton. Langhorne did not relinquish its leading role in regional overland transportation until the 1870's when railroads superceded stage coaches as the principal mode of transportation through southern Bucks County.

Langhorne was also important as a commercial center from the early eighteenth to mid-nineteenth centuries. Joseph Richardson's store was one of the earliest general stores in southern Bucks County. No store existed in Newtown until 1772 or in Fallsington to the east until 1789. As the number of businesses in Langhorne grew during the late eighteenth and early nineteenth centuries, the village became an important service center for farmers living between Newtown and Hulmeville. By the 1830's Langhorne boasted a wide variety of businesses, such as a dry goods store located at 119 West Maple Avenue, coach-making establishments at 109 West Maple Avenue and 201 South Bellevue Avenue, a cooper shop at 152 North Bellevue Avenue, and a silversmith at 146 North Bellevue Avenue. To the immediate north of Langhorne, only Newtown rivaled the village in terms of numbers and variety of businesses. To the east and south, Fallsington and Hulmeville contained smaller numbers of businesses that served farmers in their immediate vicinities. Langhorne continued to be an important service center for area farmers until the 1870's when suburbanization began to profoundly change Langhorne's development.

Langhorne grew rapidly from the 1870's to the early twentieth century as affluent Philadelphians moved into the borough and created a Philadelphia suburb out of an agricultural service center. Wealthy Philadelphia businessmen began to erect large high style homes along South Bellevue Avenue and West Maple Avenue during the 1870's. The Langhorne Improvement Company, established in 1888, capitalized on the newly constructed Philadelphia and Bound Brook Railroad to draw more Philadelphia residents to South Bellevue and West Maple Avenues. The first trolley in Bucks County, the Newtown, Langhorne and Bristol Trolley Street Railway Company, began transporting passengers in 1896 and brought more residents to Langhorne. By the early twentieth century the northeast and northwest quadrants of the historic district had been subdivided, rounding out the district's residential development. New businesses, including attorneys' and real estate offices, a movie theater and an ice cream parlor, replaced some of the earlier businesses to provide urban amenities for the new suburbanites.

Development of the borough slowed after World War I. Scattered bungalows were built during the 1920's to house new residents who moved to Langhorne.

New residents also moved into Cape Cod, ranch and split-level homes sprinkled through the district after 1937.

Suburban development mushroomed much more rapidly outside the district, particularly to the south and west. For example, areas in Middletown Township to the west and north as well as the Borough of Pennel to the south expanded after World War II as more people flocked to the suburbs of southern Bucks County.

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LANGHORNE HISTORIC DISTRICT, Bucks County

Section number 8 Page 2

Although surrounded by modern suburban developments, Langhorne retains an outstanding collection of vernacular and high style architecture from the early eighteenth to early twentieth centuries. Only Newtown rivals Langhorne in southern Bucks County in terms of both the number of vernacular buildings and the range and quality of high style buildings. Hulmeville Historic District (listed on the National Register in 1986) has a smaller number of vernacular homes constructed of stone or frame and has very few examples of high styles popular during the nineteenth and early twentieth centuries. Historic Fallsington (listed on the National Register in 1972) includes a much smaller number of buildings. This historic district has fine examples of high styles popular during the late eighteenth to mid-nineteenth centuries, including Federal, Georgian and Gothic Revival homes. Yet Fallsington lacks the later Queen Anne, Second Empire and bungalow homes found in Langhorne. The Bristol Historic District (listed on the National Register in 1987) includes large numbers of vernacular and high style buildings. However, more of the vernacular buildings are commercial than in Langhorne. Also, the high style homes in Bristol are generally larger and more ostentatious than those found in Langhorne. In southern Bucks County, only the Newtown Historic District (listed on the National Register in 1979, with three extensions listed in 1986) has a similar number and mix of stone and frame vernacular buildings. Newtown is also the only other historic district in the region that includes similar examples of high style homes ranging from Georgian to bungalow styles.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property 185 acres

Quadrangle name Langhorne, PA

Quadrangle scale 1:24000

UTM References

A	<u>1</u> <u>8</u>	<u>5</u> <u>0</u> <u>6</u> <u>6</u> <u>7</u> <u>0</u>	<u>4</u> <u>4</u> <u>4</u> <u>7</u> <u>8</u> <u>5</u> <u>0</u>
	Zone	Easting	Northing

B	<u>1</u> <u>8</u>	<u>5</u> <u>0</u> <u>7</u> <u>1</u> <u>1</u> <u>0</u>	<u>4</u> <u>4</u> <u>4</u> <u>7</u> <u>7</u> <u>7</u> <u>0</u>
	Zone	Easting	Northing

C	<u>1</u> <u>8</u>	<u>5</u> <u>0</u> <u>7</u> <u>2</u> <u>6</u> <u>0</u>	<u>4</u> <u>4</u> <u>4</u> <u>7</u> <u>0</u> <u>0</u> <u>0</u>
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D	<u>1</u> <u>8</u>	<u>5</u> <u>0</u> <u>6</u> <u>9</u> <u>1</u> <u>0</u>	<u>4</u> <u>4</u> <u>4</u> <u>6</u> <u>5</u> <u>2</u> <u>0</u>
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E	<u>1</u> <u>8</u>	<u>5</u> <u>0</u> <u>6</u> <u>1</u> <u>7</u> <u>0</u>	<u>4</u> <u>4</u> <u>4</u> <u>6</u> <u>9</u> <u>1</u> <u>0</u>
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F	<u>1</u> <u>8</u>	<u>5</u> <u>0</u> <u>6</u> <u>0</u> <u>8</u> <u>0</u>	<u>4</u> <u>4</u> <u>4</u> <u>6</u> <u>4</u> <u>0</u> <u>0</u>
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G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	n/a	county	n/a	code	n/a
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state	n/a	code	n/a	county	n/a	code	n/a
-------	-----	------	-----	--------	-----	------	-----

11. Form Prepared By

name/title Florence Wharton, Project Coordinator Barbara Heffelfinger, Research Assistant/

organization Langhorne Borough/PHMC

date William Sisson
July 8, 1987

street & number 114 East Maple Avenue/Penn Museum

telephone (215) 752-2079

city or town Langhorne/Harrisburg

state PA 19047

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title _____ date _____

For NPS use only

I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

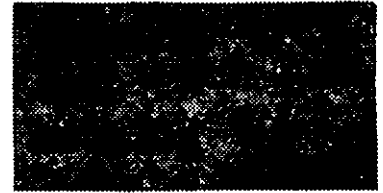
Attest:

date _____

Chief of Registration

United States Department of the Interior
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LANGHORNE HISTORIC DISTRICT, Bucks County

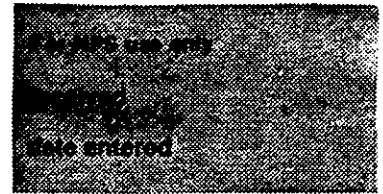
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- The Independent Gazetteer or The Chronicle of Freedom (Philadelphia, PA) Saturday, November 22, 1783. No. 108 "Plan of Building Lots" by William Goforth
- Bucks County Intelligencer (Doylestown, PA) May 26, 1828, Vol. 2, p. 10
- Bucks County Intelligencer (Doylestown, PA) Dec. 1, 1928), p. 7
- Map. "The Langhorne Improvement Company: Public Sale of Seventy Building Lots, October 20, 1888" Historic Langhorne Association, Inc.

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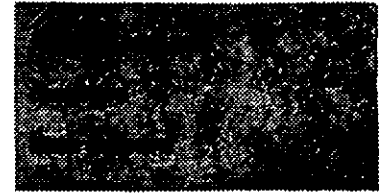
March 22, 1987 (Interview) A. Paul Townsend, Langhorne, PA

Dr. Raymond V. Hennessy A Walking Tour of Newtown (Newtown: Newtown Business
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1981) p.2-7

The Advance of Bucks County (Newtown, PA) December 18, 1986 "Village of Parkland
One of Bucks County's Early Resorts", p. 33,41.

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LANGHORNE HISTORIC DISTRICT, Bucks County

Continuation sheet Geographical Data Item number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Beginning at a point in the easterly side of North Bellevue Avenue approximately 200 feet northwesterly from the intersection of Bellevue Avenue and Summit Avenue at a point in the southerly corner of Tax Parcel 18-2-27; thence along said parcel north-easterly approximately 268.92 feet to a point in the line of Parcel 18-2-27; being the westerly corner of Parcel 18-2-26-2; thence along Parcel 18-2-26-2 southeasterly approximately 200 feet to a point on the northwesterly side of Summit Avenue; thence along the northwesterly side of Summit Avenue southwesterly approximately 132.79 feet to a point where the westerly line of Parcel 18-2-35, if extended, would strike the northwesterly side of Summit Avenue; thence along the line, if extended, southeasterly approximately 120 feet to the southerly corner of said Parcel 18-2-35; thence north-easterly by Parcel 18-2-35 and 18-2-36, 123.95 feet to a corner of Parcel 18-2-36; thence by same southeasterly 107 feet to a corner; thence northeasterly by Parcel 18-2-36, and through a portion of 18-2-42 and by 18-2-38, 18-2-39, 18-2-40, approxi-mately 540 feet to the southwesterly side of Pine Street; thence along the south-westerly side of Pine Street southeasterly approximately 251 feet to the southwesterly corner of Pine and Winchester Avenue.

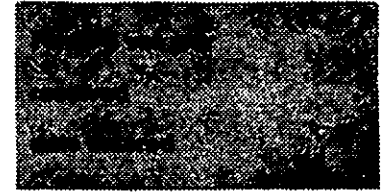
Thence crossing Pine Street and along the southeasterly side of Winchester Avenue, northeasterly approximately 655 feet to a corner; thence southeasterly approximately 240 feet; thence southwesterly approximately 400 feet to a point being the easterly corner of Parcel 18-4-62; thence along Marshall Avenue approximately 198 feet to the southerly corner of Parcel 18-4-62; thence crossing said Marshall Avenue, southwesterly approximately 40 feet to a corner of Parcel 18-4-92-1; thence by same southeasterly 129.36 feet to a point in the corner of 18-4-92; thence by said parcel southerly by various courses approximately 81.03 feet to a corner of Parcel 18-4-88; thence by same southwesterly 25.88 feet to another corner; thence by same and Parcel 18-4-88-2 southeasterly approximately 361.33 feet to the northerly corner of Parcel 18-4-84; thence by same southwesterly 200 feet to the northeasterly side of Pine Street; thence along same, northwesterly approximately 65 feet to a point where the northeasterly line of Parcel 18-4-80-1, if extended, would strike the northeasterly side of Pine Street; thence along said line, if extended and crossing Pine Street, southwesterly approximately 200 feet to a point being the westerly corner of Parcel 18-4-81; thence along a portion of Parcel 18-4-82 northerly approximately 75 feet to a corner; thence westerly approximately 84.2 feet to the northwesterly corner of Parcel 18-4-83; thence along same southeasterly approximately 203.66 feet to the northwesterly side of Watson Avenue; thence along said Avenue and Parcel 18-4-63, approximately 287 feet to a point in the line of Parcel 18-4-104 if extended, would strike the northerly side of Watson Avenue; thence along the line of Parcel 18-4-102-1 and crossing Watson Avenue approxi-mately 157 feet to a corner; thence southeasterly 53.74 feet to a corner in Parcel 18-4-105; thence along the northwesterly side of same, approximately 47.52 feet to another corner of said parcel, and thence by same southeasterly approximately 59 feet to a point in the line of Parcel 18-4-110; thence by same the following courses and distances: southeasterly approximately 155.6 feet, southwesterly 23.25 feet, south-easterly 79.86 feet, northeasterly 65.38 feet, southeasterly 91.65 feet, northeasterly approximately 210 feet and easterly approximately 100.55 feet to a corner of Parcel

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18-4-113; thence northeasterly approximately 40 feet to a corner in Parcel 18-4-112, southeasterly 175.35 feet to the northwesterly side of Maple Avenue.

Thence along Maple Avenue and crossing Pine Street northeasterly approximately 320 feet to the southwesterly side of Seventh Alley; thence along the same northwesterly approximately 133 feet to a point in the southerly line of Parcel 18-4-136, if extended; thence along same northeasterly approximately 220 feet to the northeasterly side of National Avenue; thence along same northwesterly approximately 178 feet to a corner being the southerly corner of Parcel 18-4-144; thence along same to a point in the line of Parcel 18-4-152; thence by same southeasterly 301.07 feet to the northwesterly side of Maple Avenue; thence along same northeasterly approximately 40 feet to a point of Parcel 18-4-189 also being the westerly side of Cherry Street, if extended, would strike the northerly side of Maple Avenue.

Thence along the westerly side of Cherry Street, crossing Richardson Avenue southeast approximately 780 feet to a point in the northerly side of Flowers Avenue being the southeasterly corner of Parcel 18-4-230; thence along the northerly side of Flowers Avenue crossing Pine Street southwesterly approximately 1,150 feet; thence southeasterly approximately 1,220 feet to the northwest side of Gillam Avenue. Thence along the northwesterly side of Gillam Avenue southwesterly 330 feet to the easterly side of Bellevue Avenue. Thence along same northwesterly 170 feet to a point in the line of Langhorne Borough.

Thence crossing Bellevue Avenue and along the westerly side of Parcel 18-3-114 northwesterly approximately 183 feet to the northerly corner of 18-3-115; thence along same southwesterly approximately 65 feet to a corner in Parcel 18-3-113-2; thence by same and Parcel 18-3-113 northwesterly 109.41 feet; thence continuing by Parcel 18-3-113 the following two (2) courses and distances: northerly 44.56 feet, northwesterly 46.17 feet to a point in the southerly line of Parcel 18-3-112-1; thence by same and Parcel 18-3-112-3 northeasterly approximately 65 feet to a corner; thence continuing by Parcel 18-3-112-3 and Parcel 18-3-112, 199.90 feet to a corner; thence continuing by Parcel 18-3-112, southwesterly approximately 130 feet to a corner of 18-3-111-1; thence along the easterly side of same and Parcel 18-3-100, 18-3-101, 18-3-102, 18-3-103, 18-3-104, 18-3-105, 18-3-106, 18-3-107, 18-3-108, and by its various courses and distances; thence along Parcel 18-3-108 southwesterly approximately 67 feet to a corner of Parcel 18-4-199-1; thence along the northeastwardly side of same and 18-4-199 crossing Richardson Avenue northwesterly approximately 200 feet to a corner in the northwesterly side of Richardson Avenue; thence along the northwesterly side of same southwesterly approximately 170 feet to a corner being a point where the southwesterly side of Station Avenue, if extended would strike the northwesterly side of Richardson Avenue.

Thence along the southwesterly side of Station Avenue southeastwardly 220 feet to a corner in Parcel 18-3-83-1; thence along said parcel the two (2) following courses and

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distances: southwesterly 90 feet, southeasterly 80 feet to a point in the line of Parcel 18-3-84; thence by said line southwesterly to a corner of Parcel 18-3-76; thence by same the four (4) following courses and distances: northwesterly 110 feet; southwesterly 40 feet; southeasterly 10 feet and southwesterly 74.71 feet to the northeasterly side of Hill Avenue. Thence crossing Hill Avenue approximately 150 feet to a corner in the line of Parcel 18-3-64; thence by same and Parcel 18-3-61 northerly crossing Richardson Avenue and by Parcel 18-3-35 approximately 340 feet to the northeasterly corner of said Parcel 18-3-35; thence along same and Parcel 18-3-36 southwesterly approximately 131.55 feet to a corner in Parcel 18-3-36; thence by same northwesterly 44.02 feet to a corner; thence by same and Parcel 18-3-37, 18-3-38, 18-3-39 and 18-3-40 southwesterly approximately 368.02 feet to the easterly side of Parcel 18-3-19; thence by same and Parcel 18-3-20 northwesterly approximately 105 feet to a corner; thence by Parcel 18-3-20 southwesterly approximately 110 feet to the westerly side of Green Street; thence along the southwesterly side of Green Street southeasterly approximately 60 feet to a point where the northwesterly line of Parcel 18-3-14-1, if extended, would strike said line; thence crossing Green Street and by Parcel 18-3-14-1, southwesterly approximately 150 feet to a corner; thence by Parcel 18-3-14-1 southeasterly approximately 50 feet to a point in the northwesterly side of Parcel 18-3-15; thence by same and Parcel 18-3-18 and 18-3-18-1 approximately 270 feet to the Langhorne Borough line.

Thence along the Middletown Township line northwesterly approximately 280 feet to the northwesterly side of Maple Avenue; thence along the northwesterly side of same southwesterly approximately 625 feet to a corner of Parcel 22-21-8; thence by said parcel the three (3) following courses and distances: northwesterly approximately 225 feet, northeasterly approximately 420 feet, east-northeasterly 250 feet to a point in the Langhorne-Middletown line; thence by same northwesterly approximately 1,000 feet to the south side of Marshall Avenue.

Thence along the southerly side of same northeasterly approximately 568 feet to the westerly side of Parcel 18-2-54; thence along same southeasterly 189.82 feet to a point in the northwesterly line of Parcel 18-2-52; thence along same southwesterly approximately 120 feet to the westerly side of Green Street; thence along same southeast approximately 769.9 feet to the southeasterly line of Parcel 18-1-14, if said line were extended; thence along same and crossing Wells Avenue northeasterly approximately 330 feet to a point on the northwesterly side of Wells Avenue; thence by same northwesterly 329.6 feet to the southerly side of Watson Avenue; thence along same northeasterly approximately 250 feet to a point where the northeasterly line of Parcel 18-2-73, if extended would strike the southeasterly side of Watson Avenue; thence crossing Watson Avenue and along the northeasterly side of Parcel 18-3-73 northwesterly approximately 235 feet to a corner in line of Parcel 18-2-68; thence by said parcel the following four (4) courses and distances: northeasterly 76.4 feet, northerly 259.12 feet, southwesterly 95.2 feet and northwesterly 132.33 feet to a point on the southeasterly side of Marshall Avenue.

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LANGHORNE HISTORIC DISTRICT, Bucks County

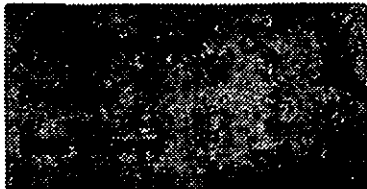
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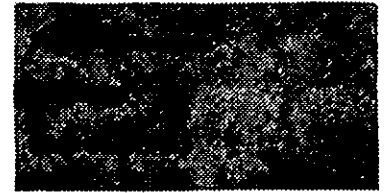


Thence along the southeasterly side of Marshall Avenue northeasterly approximately 170 feet to a point where the line of Parcel 18-2-4, if extended, would strike the southeasterly side of Marshall Avenue; thence crossing Marshall Avenue and along Parcel 18-2-4 the following five (5) courses and distances: northwesterly approximately 375 feet, southwesterly approximately 90 feet, north 197.1 feet, northwesterly 281.98 feet and northeasterly 247.4 feet to a point in the line of Parcel 18-2-4 being the westerly corner of Parcel 18-2-7; thence along Parcel 18-2-7 crossing Country Lane, known as Matthew Drive, and along Parcel 18-2-9 southeast approximately 475 feet to a corner; thence by Parcel 18-2-9, 18-2-10 and 18-2-11 northeasterly approximately 300.6 feet to a corner of Parcel 18-2-11; thence by same and crossing Country Lane, known as Matthew Drive, and by Parcel 18-2-6 northwesterly approximately 470 feet to a point in the line of Parcel 18-2-4; thence along 18-2-4 and crossing Bellevue Avenue northeasterly approximately 280 feet to a corner; thence along the northeasterly side of Bellevue Avenue, crossing Summit Avenue northwesterly approximately 235 feet to a point being the southerly corner of Parcel 18-2-27, being the Place of Beginning.

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LANGHORNE HISTORIC DISTRICT, Bucks County



Continuation sheet

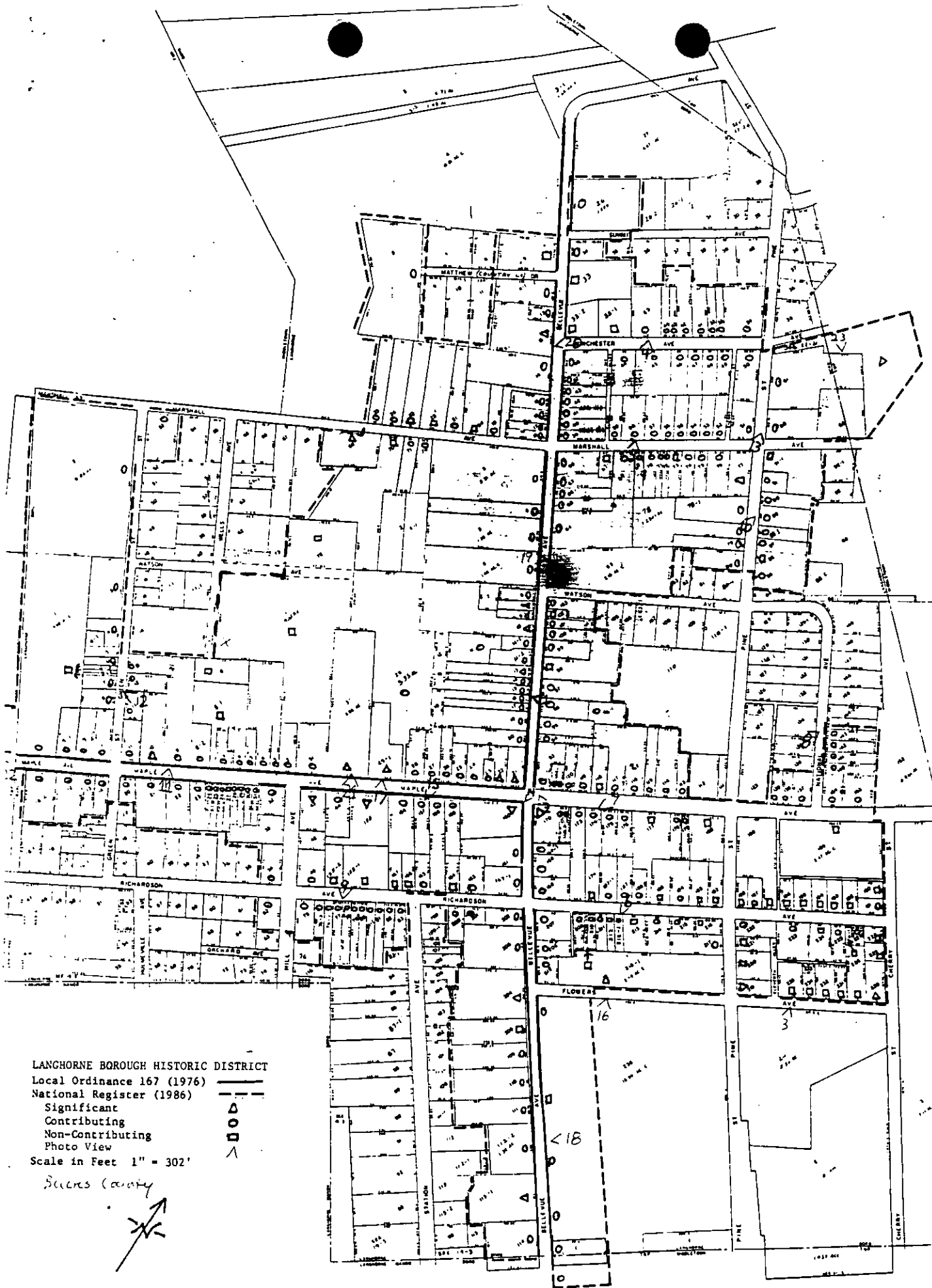
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The boundary is located to include the highest concentration of contributing buildings in Langhorne Borough. Modern (post-1937) houses and a golf course are excluded to the north and northwest of the historic district boundaries. Modern housing is also excluded along Wells Avenue, Watson Avenue and National Avenue, as well as immediately to the west and southwest of the District. To the southeast and east largely open land lies just outside the historic district boundary.



LANGHORNE BOROUGH HISTORIC DISTRICT
 Local Ordinance 167 (1976) ———
 National Register (1986) - - - - -
 Significant Δ
 Contributing \square
 Non-Contributing \dots
 Photo View \wedge
 Scale in Feet 1" = 302'

Sevier County





107 446 OXFORD VALLEY 0.3 MI. 448 (TRENTON WEST) 6064 III NE 449 450
 TRENTON (POST OFFICE) 7 MI.

Langhorne Historic District
 Bucks County
 Zone 18 - Langhorne Quadrangle

A	E 506670	N 4447850	E	E 506170	N 4446910
B	E 507110	N 4447770	F	E 506080	N 4446400
C	E 507260	N 4447000			
D	E 506910	N 4446520			