

United States Department of the Interior
National Park Service

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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 Spring Valley Historic District

and or common Mechanic's Valley

2. Location

street & number U.S. Route 202 and Mill Road

N/A not for publication

city, town Buckingham Township N/A vicinity 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 type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> religious
	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> scientific
		<input type="checkbox"/> no	<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Bucks County Courthouse

street & number Court Street

city, town Doylestown state Pennsylvania

6. Representation in Existing Surveys

title Buckingham Historical Commission Survey has this property been determined eligible? yes no

date June 1978 federal state county local

depository for survey records Bucks County Conservancy

city, town Doylestown state Pennsylvania

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>N/A</u>

Describe the present and original (if known) physical appearance

The Spring Valley Historic District is a small village at the intersection of Route 202 and Mill Road in Buckingham Township, Bucks County. Watson Creek runs roughly from the north to the south through the district. The district boundaries parallel the creek and lie within the valley. The village is surrounded by agricultural fields that rise in elevation away from the valley. The layout of this crossroads village is generally irregular with buildings located along Route 202 and along Mill Road. The buildings are primarily two and a half story residences, constructed of stuccoed fieldstone in the vernacular form of the Georgian and Federal styles. Two phases of development occurred in the village. A mid eighteenth to early nineteenth century phase along the Mill Road contributed early residences and two mills. A building period from 1838 to 1871 developed along the "Buckingham and Doylestown Road" (now Route 202), which was initially opened in 1838 and turnpiked in 1848. This building phase contributed combination shop/residences. The contributing structures and site are related to the Upper Mill and Watson Creek. The district consists of forty two resources: thirty-two contributing buildings, two contributing structures and one contributing site; seven non-contributing buildings of which five are non-contributing outbuildings.

The layout of the village reveals the building periods in the district. Along Mill Road, the buildings which are primarily of late eighteenth century origin, are oriented in reference to the plat lines of the original patents. However, on the Doylestown-Buckingham Turnpike (Route 202) the buildings, which were constructed in the second to third quarter of the nineteenth century, are oriented to the road. Thus, Mill Road displays an eighteenth century feeling and Route 202, a nineteenth century aspect.

The setback of the buildings also follows this two phase development pattern. The setback of buildings along Mill Road is varied. Some structures are set fairly close, for example, 6-10-56, 6-10-152, 6-10-152-1, and 6-10-153; while others are set back well off the road: 6-10-13, 6-10-129 and 6-10-130. This variety of set back is dependent upon the function of the building and the encompassing property lines. For example, the mill on 6-10-56 is set right on the road's edge to facilitate its operations; while the dwelling on 6-10-13 is set in relation to the southerly light exposure and original property lines. However, along Route 202, the setback of the buildings is fairly consistent. Each building was constructed either in anticipation of or in response to the construction of the State road between Buckingham and Doylestown in 1838 and its change to a turnpike in 1848.

The types of buildings that predominate in Spring Valley are farm dwellings with outbuildings along Mill Road and there are what were originally residence/shop buildings on small lots along Route 202. The two milling centers are situated on Mill Road adjacent to Watson Creek for their waterpower- one at the north and the other at the south end of the district. The intersection of Route 202 and Mill Road was the area of concentration for commercial buildings

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in the nineteenth century: a blacksmith and wheelwright shop (6-29-5), a store (6-10-15), a cooperage (6-10-128B) and two inns (6-10-14 and 6-10-128). The residential/commercial building was the prevalent type of building in the village due to the village's nature as a "Mechanics Valley", referring to an artisan or craftsman.

The outstanding and oldest commercial buildings in the district are the two mills. The earliest section of the Upper Mill (aka Spring Valley Mill; 6-10-56) was constructed c. 1740 and the Lower Mill (aka Walker's Mill and Rice's Mill; TP# 6-10-196) was constructed c. 1820. The Spring Valley Mill or Upper Mill (6-10-56B) is comprised of four sections: two primary stone portions and two smaller frame additions. The stonework is random local fieldstone with roughly cut quoins at the corners. The ground is banked on the north side of the mill with only 1 and 3/4 stories of stonework exposed. The west gable end appears as a fuller two stories and the long south facade and east gable end wall shows 2 and 3/4 stories in height. The stone sections are joined end-to-end creating a long rectangle with a total length of 69 feet and 7 inches and a depth of 26 feet and 8 inches. The slate gable roof profile matches, blending to a single-unit effect, although the floor levels, and therefore fenestration, differ in each section. The overall exterior detailing is consistent: 6/6 windows, vertical batten doors- most of the two part "Dutch door" type, and a scalloped overhanging fascia board encircling the entire roof. On the south side, there are matching upper story service doors with gable hoods in both section one and two.

Evidence in the stonework, primarily the corner quoins and portions of the stone foundation, suggest that the earliest section of the present building is the three story stone portion closest to the road. This section contains most of the mill elements, specifically the 14 foot overshot waterwheel, the miller's office with a corner fireplace and two sets of tiered service doors with pulleys- one set by Mill Road in the west gable and one set along the south face. Two chimneys rise above this section, a southwest corner one for the office and a brick chimney in the middle of the north face to service a large fireplace installed in the early 20th century.

Section 2 is a thirty-one foot stone addition to the east of Section 1. In fenestration, it is 2 and 3/4 stories high and three bays wide with additional openings placed out of symmetry. In the bay nearest Section 1 are service doors at all three levels including the attic with its projecting hood. Inside the attic space of this section, the power mechanism to operate the pulley by the waterwheel is still evident. Above the first floor windows are keystone jack arches of the Federal period.

A 14 foot wide, two story frame and stone shed, Section 3 is attached to the east gable end of Section 2. In carriage house fashion, the rear and side first floor walls are fieldstone with the second levels frame covered with various materials, i.e., vertical barnboard siding, horizontal siding and newer

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windows on the south face. The floor joists appear to be re-used beams from another building. Section 4 is a one story, sixteen foot wide shed addition to the east of Section 3. It is frame with barnboard siding on a stone foundation with open garage bays to the south. While these sections do not have distinctively datable features, they appear to be mid to late nineteenth century additions. Aside from storage and garages, these sections do not suggest having a direct mill-related use.

The Lower Mill was constructed of fieldstone and is now partially stuccoed. The building underwent conversion to residential use in the 1970's. The building is three stories with an exposed basement and approximately five bays in length and three bays in width. It is composed of two sections. The first section has a large, contemporary, two-story, projecting bay on the southeasterly side. Section two is two stories and approximately three bays in width. This section is attached to the easterly gable end of section one. The building has large quoins, a slate gable roof with modern exhaust pipe chimneys. Both sections have slate gable roofs and windows and doorways that have been replaced with modern single-pane glass units. The service gable hood in the westerly gable end of section one has been retained. The alterations to the exterior were done when the building was adapted for residential use. This mill reflects the more efficient 19th century mill form: a building that is more vertical than horizontal.

The predominant architectural styles in the district are vernacular forms of the Georgian and Federal styles. The two major building periods in the district were the late eighteenth century settlement period from 1740 until 1838 and the state road/turnpike related building period from roughly 1838 to 1871. Examples of the earliest period of construction are 6-10-13, 6-10-56B, 6-10-129, 6-10-152, 6-10-152-1 6-10-153 and 6-10-196B. The common elements of this earlier building period are the stuccoed fieldstone construction, two story height, 9/6 and 6/6 windows, additions from later periods to the rear and sides of the buildings and one pile depth. There are few buildings with non-structural architectural detailing. The Clemmens residence on TP# 6-10-13 (c. 1774) on Mill Road is a stuccoed fieldstone building with three bays and a side section of four bays and a depth of one pile. The windows are 6/6 throughout with paneled and louvered shutters. The cornice is boxed and the roof is a gable type. The fenestration in the three bay section is regular and in the four bay it is irregular. Another example of this first building period in the district is the residence on TP# 6-10-152-1. This dwelling is constructed of stuccoed fieldstone. It is two and a half stories, three bays and one pile. The only details that could be associated with a style are its Federal dormers and brick parapet chimney at one gable end.

The second period of construction also exhibits the vernacular form of both the Georgian and Federal styles; however, there are some deviations from the pattern. This second period is typified by the following buildings: 6-10-14, 6-10-15, 6-10-16, 6-10-56A, 6-10-124-4, 6-10-125, 6-10-126A, 6-10-128A

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and B, 6-10-130, 6-10-196A, 6-29-3 and 6-29-4. Residences in this part of the village are oriented and set close to the road and are, in general, modest, three bay, single pile, two and a half story, frame or stone structures (6-29-3A, 6-29-4A, 6-10-128C, 6-10-125A, 6-10-124-4A, 6-10-17A, 6-10-14A). The builders were restrained and conservative in their construction of the Spring Valley buildings. This is evident in this continued use of the vernacular form of Georgian and Federal styles into the second half of the nineteenth century. An example of this conservative retention of architectural forms is the building on 6-10-56A. This residence is documented to have been constructed in 1853. This building maintains the earlier forms used in eighteenth century buildings. It is constructed of stuccoed fieldstone in three bays with 6/6 windows, louvered shutters, and a slate gable roof. It is similar to the Clemmens dwelling (6-10-13) in these respects.

Many of the outbuildings of this second building period are small, rectangular, two story barns with fieldstone first floors and frame upper levels (6-10-125B, 6-10-126B, 6-10-128B, 6-10-130B, 6-10-154A). The building on 6-10-124-4 is the most intact of these barns, the others have had minor modifications to their upper levels.

Of the contributing buildings, the only buildings to break the general simplistic character of Spring Valley's architecture are the residence on 6-10-14 and its related barn on 6-10-16 and the commercial buildings located on TP# 6-10-15 and 6-10-128. The elaborate cross-gables on the enlarged Federal house (6-10-14) and the tall steeple-like cupola ventilator on the barn (6-10-16) are departures from the more modest appearance of the other buildings of the period. The commercial buildings on TP# 6-10-15 and 6-10-128 are buildings that have been enlarged to a three story height and six bays and five bays respectively. These buildings were both enlarged in the mid nineteenth century. The scale of these two buildings differentiates them from the other buildings of this second building period.

The structures that contribute to the district are the Spring Valley Mill Dam and the single arch stone bridge on tax parcel 6-10-196. The mill dam is an approximately 150 foot long dry-wall stone structure nearly 8 feet high. The meadow before it is now lawn, the pond area beyond it is heavily silted, almost entirely obscuring the dam itself. The dam held water in the pond until the hurricane and flood of 1955 when it gave way at the main creek channel. Water entering the mill race was controlled by the sluice gate in the wall of the dam. The sluice gate is a simple mechanism with stone abutment walls and at the head of the race with a board set into the wall and raised through a slit in the top of the wall. The other contributing structure is a single arch stone bridge (located on a closed portion of Spring Valley Road between Route 202 and Mill Road) constructed of fieldstone and mortar in a single relieving arch. At present, it has concrete coping and the entire structure is in fair condition. The estimated age for the mill dam is c. 1840. The estimated construction date

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for the single arch stone bridge is c. 1836.

The one contributing site in Spring Valley is the area surrounding the Upper mill (TP# 6-10-56) which shows physical evidence of the mill race and tail race. The mill race, while partially filled in and obscured, appears to have been a 400 foot long earthen trench dug against the steep hillside paralleling Mill Road. The race begins at the sluice gate in the west end of the mill dam and pond and continues in a basically straight line to the mill structure. Approximately 75 feet from the grist mill is an overflow gate which was used to control the amount of water flowing in to the mill. The spillway for this gate appears like a terraced waterfall lined with stone. The first level still holds water. The water, when overflowing, would spill down to a ditch which crosses the back yard and empties into Mill Creek. Before entering the mill, the race which is parallel to the structure, turns at an angle to the south to enter the mill at a right angle. The water passed through an opening in the stone wall to the waterwheel. The tailrace carried the water in a channel underground out of the mill and back to the creek. Today the driveway crosses over the tailrace and the rear additions of the house have been built over the tailrace channel. On the Lower Mill property (6-10-196) there are fewer site related elements that indicate the site's earlier use as a mill. The physical evidence is inconclusive in regard to the location of the mill structures at the Lower mill property.

The district's integrity does not suffer by the inclusion of seven non-contributing buildings or by alterations that were made to the contributing buildings. The non-contributing buildings are 17% of the total resources. However, five of the non-contributing buildings are small outbuildings scattered throughout the district and most are set back from public view. Two of the non-contributing outbuildings were constructed during the district's period of significance but due to surface treatments they are considered non-contributing. The two non-contributing buildings stand next to one another on Route 202. One is a residential building built within the period of significance but now has exterior treatments that constitute a non-contributing appearance. The other non-contributing building is a commercial building, an early twentieth century auto shop/gas station. This building was constructed after the district's period of significance.

The village's first phase of development is virtually intact today with changes only in the enlargement of the homes with additions of similar scale and materials to the main core, the addition of discreetly placed garages and in the nineteenth century development of corner lots on the Buckingham and Doylestown Turnpike. Despite the alterations made to the Lower Mill during its conversion to residential use, the form and scale of the building, the survival of the gable service hood, the materials and setting all clearly indicate the building's origin. The bank barn on TP# 6-10-152 that was historically associated with the residence on TP# 6-10-152-1 was converted to a residence in the mid twentieth century. Like the Lower Mill, the barn retains its form,

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setting, and materials which reveal its historic function.

The buildings from the second period of development along Route 202 have for the most part retained their integrity. Examples of the type of modification would be the changes to the upper story service doors in the Blacksmith shop (6-29-5) and the cooperage (6-10-128B); both have been converted to windows. The carriage house on TP# 6-10-16 that was originally historically associated with TP# 6-10-14 was converted to a residence in the first half of the twentieth century. This building, like the other adaptive reuse projects in the village was done in a manner sympathetic to the architectural history of the outbuilding. The building retains its form, setting, materials and details (decorative cornice and louvered cupola). The district, with few non-contributing buildings and minor modifications to contributing buildings, still provides a physical historical impression that supports its period and areas of significance.

8. Significance

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/
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-1920	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1740-1920 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Spring Valley Historic District is significant in the areas of architecture and commerce. The village is of local significance as a good representation of a commercial service village that developed during the eighteenth and nineteenth centuries around a milling area and along a major nineteenth century transportation route. The architecture in the district is representative of central Bucks County vernacular eighteenth and nineteenth century construction. The Spring Valley Mill (aka Upper Mill; 6-10-56), the major impetus for village development, is a rare example in central Bucks County of an eighteenth century mill form with excellent integrity. The period of significance for the district began with the construction of the Spring Valley Mill and ended with the cessation of its operation along with that of the Lower Mill (aka Walker's Mill; Rice's Mill, 6-10-196) in the 1920's.

The village initially developed due to advantages of location and physical features that promoted early commercial activity. Early Bucks County villages typically developed at millseats or along transportation routes. Commercial activities at these sites attracted additional development to provide other services, i.e., blacksmiths, wheelwrights, and other artisans. Spring Valley developed along Watson Creek, which runs north and south through the district, which provided water power for five mill sites in the immediate area. Two of these mills (TP# 6-10-56B and 6-10-196) lie within the district and were the catalyst for settlement. A second period of growth in the mid nineteenth century followed the opening of the Buckingham to Doylestown Road which crossed the path of Mill Road. Mill Road, an eighteenth century road runs between the two mills, north to south through the district.

The Spring Valley Mill (6-10-56B), which was erected in the 1740's, is the earliest extant building in the district. In 1756, a road petition was made for a road to run from the Delaware River and past the Spring Valley Mill to provide access to the mill. This road became a fairly direct route to the York Road, located approximately a mile to the southeast of the mill. The York Road connected Philadelphia and New York. The section of this 1756 road that runs through the district, now called Mill Road, opened up the area for eighteenth century residential settlement. By 1763, there were several additional commercial buildings including a still house and dry goods shop in addition to the mill. However, the location of these buildings is unknown.

Development within the district was sporadic through the remainder of the eighteenth century and the first decades of the nineteenth century until the Lower Mill (TP# 6-10-196) was built to the southeast of Spring Valley Mill along Mill Road. With the establishment of the Lower Mill (c. 1820), the area's commercial and residential viability was strengthened. The exact date of construction for the Lower Mill has not been determined. Tax records for

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Buckingham Township are missing for the years 1807 through 1827; however, the mention of rent for this mill in 1822 estate records, establishes its construction by that date. There was probably not more than a small collection of buildings in the village until the second quarter of the nineteenth century. In 1827, the Spring Valley mill property was purchased by Jonathan Hough who also purchased several adjoining tracts of land. By Hough's death in 1838 the property had a Temperance House (6-10-14), joiner's shop, and other buildings in addition to the mill.

Much of the growth in the village occurred when the Doylestown to Buckingham State Road was opened through the valley in 1838, making the village an important crossroads. The strategic position of the village is revealed in a Spring Valley tavern license petition written by Oliver Hough in 1838 for the Temperance House (TP# 6-10-14). In this petition, Hough stated that he wanted to "afford accommodations to persons who travel to the river, mills, lumberyards, and...being in the immediate vicinity of the Buckingham lime kilns and having a large supply of good spring water it is a place at which travelers stop to water." Spring Valley's two mills, the road to the river, the location along the State Road to Buckingham, and the village's proximity to the Buckingham limekilns were all factors that contributed to growth.

With the increased traffic through Spring Valley along Mill Road and the State road, more craftsmen established businesses in this area near the mill and earned for it the name, Mechanic's Valley, by the late nineteenth century. During the remainder of the century, the village became a rural service center offering the usual and necessary services: general stores (at various times in 6-10-128A, 6-10-14 and 6-10-15); a blacksmith shop (parcel 6-29-5); a post office (housed in two buildings: 6-10-126B and later 6-10-128A); and two inns (6-10-128A, "Neff's Tavern" and the Temperance House, 6-10-14). The Temperance House (TP# 6-10-14) was recorded in the local tax records as early as 1838. By 1843, the Lower Mill (6-10-196) was advertised for sale as a grist and clover mill. Along the State Road, to the south of the Spring Valley Mill tract, Joseph Hough constructed a hotel circa 1845-50 (6-10-128). He had previously purchased the Spring Valley Store (6-10-15) and adjacent blacksmith shop (6-29-5; advertised as nearly new in 1857). The hotel (6-10-128) was apparently enlarged by the subsequent owner, John Neff. The store (6-10-15) when advertised for sale in 1877, was listed as a three story dwelling and store with a tailor shop above the store.

With the advance of industrialization and the introduction of railroad lines to Doylestown, the number of artisan shops in Spring Valley declined. The two mills closed around 1920. Spring Valley became an increasingly residential area with some in-home, owner-operated antique shops to serve the increase of auto touring in rural Bucks.

Spring Valley served milling and other commercial needs of the surrounding area. The nearest commercial areas in competition with Spring

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Valley were Mechanicsville to the north, Bushington (now Furlong) to the south, Buckingham village to the east and Doylestown to the west. Bushington was the closest village, approximately one mile away. In the nineteenth century, it was a crossroads hamlet with a cluster of buildings and a tavern. The concentration of buildings in Bushington was much lower than in Spring Valley. Bushington (Furlong) retains little architectural integrity and fails to evince an impression of a nineteenth century crossroads. Buckingham village, approximately two miles away, grew up around the intersection of three important roads: Durham Road (Route 413), "Doylestown-Buckingham Turnpike" (Route 202) and the Old York Road (Route 263). For this reason, Buckingham was a service area for these major transportation routes with a tavern and associated services. However, due to its use in the twentieth century as a major highway transportation center, Buckingham village has undergone substantial modification. Mechanicsville, approximately 1.25 miles from Spring Valley, was a small crossroads village that became important in the late nineteenth century, as the location of the Wilson Seed Company. Doylestown was another crossroads village located at the intersection of Easton Road (Route 611) and Coryell's Ferry Road (Route 202). Doylestown was a tavern-centered, small village in the eighteenth century. When Doylestown became the county seat in 1813, it grew tremendously in the commercial vein. Doylestown became a large town and a strong commercial competitor to Spring Valley. However, Doylestown, like all the above cited villages, did not develop around a mill. The presence of the mills and the topography of the Watson Creek valley serves to differentiate Spring Valley from surrounding villages.

Spring Valley Mill was the first grist mill to service the central Buckingham Township area, an area of approximately 5 square miles. The nearest locations for milling services that were in operation as early as Spring Valley are Dyerstown in Plumstead Township, Lingohocken (present day Wycombe) in Buckingham and Wrightstown Townships and Carversville in Solebury Township. Dyerstown is 2.5 miles to the northwest of Spring Valley, Lingohocken lies to the southeast 3.5 miles and Carversville to the north 5.5 miles. These villages all developed around eighteenth century mills as did Spring Valley.

Of all these villages, Spring Valley is the only one with a mill that has retained excellent architectural integrity and reflects the eighteenth and nineteenth century commercial purpose of the area. The unique integrity of the Spring Valley Mill cannot be claimed for the other mills. Lingohocken Mill (c. 1743) in what is now Wycombe was considerably altered in the early twentieth century. The village of Wycombe primarily developed after the opening of the North Pennsylvania Railroad Line in 1891. Neither Lingohocken Mill or its encompassing village reflects its eighteenth century origin. Carversville developed around Barcroft's mill which has been tentatively dated to c. 1730. This mill was reputed to have been rebuilt at least once. The last rebuilding, c. 1965, changed the mill considerably. The most noticeable alteration is the mansard roof which was added in the late nineteenth century. The building now

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has a strong late nineteenth century appearance. Dyer's Mill in Dyerstown was originally constructed c. 1714, rebuilt in 1804 and converted into a restaurant in the early 1920's. With these major alterations and modern additions, the building has undergone substantial modifications. The Spring Valley Mill has never been subject to adaptive reuse. Due to the maintenance of the mill in its early commercial form, it has retained its architectural integrity and some of its milling machinery. Despite the flood damage of 1955 to the Spring Valley Mill, the architectural form, a wooden overshot wheel, and remnants of the gears and hoists all remain. On the property, the mill dam, pond, race and sluice gates have also survived. The Spring Valley Mill is a significant contribution to the eighteenth century atmosphere of Mill Road and a rare survival of an early eighteenth century mill building in a central Bucks County village.

Like the Dyerstown Historic district and other area villages, Spring Valley shows no pattern in the plan of its individual buildings. With the exception of the commercial buildings, Spring Valley's buildings are representative of the vernacular Georgian and Federal forms of construction for central Bucks County rural dwellings. The majority of the houses are stuccoed stone, two and a half stories tall, with gable roofs, one pile in depth and vary in number of bays. Generally, the dwellings are three or five bays; however, often a side addition of one or two bays has been added that alters the earlier appearance of the building. The dwellings exhibit few ornamental details. The village was traditionally a collection of artisan's residences and shops with a small number of larger commercial and public buildings. Therefore, for the most part, none of the individual buildings are noteworthy architectural specimens, but collectively the district's architecture still presents a distinct nineteenth century, working class, appearance.

The Temperance House on TP# 6-10-14 is an example of additive architecture. The stucco was removed sometime in the twentieth century and reveals a three bay + one bay building. Presumably, the changes in scale and ornament, Greek Revival window hoods and small decorative cross gables, were made to update the building as a public house. The two, full, three story, stuccoed, stone buildings in the center of Spring Valley are not of unusual scale for commercial buildings. Point Pleasant has two three story public buildings at its crossroads. Dyerstown has a two and 3/4 story building that served as a store. Often, as in the case of Spring Valley, these buildings were originally two and a half stories, three bay residences that were expanded both laterally and vertically in the mid nineteenth century to meet public needs for taverns, stores, and inns. Spring Valley's dwellings and commercial buildings follow the vernacular construction pattern of central Bucks County buildings.

9. Major Bibliographical References

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10. Geographical Data

Acreeage of nominated property approximately 40.49

Quadrangle name Buckingham, Pa.

Quadrangle scale 1:24,000

UTM References

A

1	8	4	9	2	8	2	0	4	4	6	3	3	2	0
Zone	Easting			Northing										

B

1	8	4	9	2	9	2	0	4	4	6	3	3	0	0
Zone	Easting			Northing										

C

1	8	4	9	2	9	6	0	4	4	6	2	9	8	0
Zone	Easting			Northing										

D

1	8	4	9	3	2	4	0	4	4	6	2	7	0	0
Zone	Easting			Northing										

E

1	8	4	9	3	1	4	0	4	4	6	2	6	2	0
Zone	Easting			Northing										

F

1	8	4	9	2	8	6	0	4	4	6	2	7	4	0
Zone	Easting			Northing										

G

1	8	4	9	2	6	2	0	4	4	6	2	9	0	0
Zone	Easting			Northing										

H

1	8	4	9	2	6	8	0	4	4	6	3	0	2	0
Zone	Easting			Northing										

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

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Judith H. Moore, Assistant Director Historic Preservation Department
Kathryn Wannemacher, Buckingham Historical Commission

organization Bucks County Conservancy for the
Buckingham Historical Commission

date July 30, 1987

street & number 11 North Main Street

telephone (215) 345-7020 and 345-8966

city or town Doylestown

state Pennsylvania

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 Brent D. Glass, State Historic Preservation Officer

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
National Park Service**

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

Spring Valley, Bucks County, PA

Continuation sheet Bibliographic References Item number 9 Page 1

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United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

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Spring Valley, Bucks County, PA

Continuation sheet Bibliographic References Item number 9 Page 2

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

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

Spring Valley Historic District, Bucks County, PA

Continuation sheet Geographical Data

Item number

10

Page 1

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SPRING VALLEY BOUNDARY DESCRIPTION

Beginning at a point on the northerly side of U.S. Route 202 at the point where Mechanics Creek crosses the said road, thence along the creek in a northeasterly direction to the southwesterly corner of parcel 6-10-13. Thence by the same, North 52 degrees West 283.37' to the northwesterly corner of said parcel. Thence by same, North 52 degrees 30 minutes East 441.88' crossing Mill Road to strike the property line of 6-10-56. Thence, along the property line 6-10-56 North 25 degrees East 388.64'. Thence by same, North 31.75 degrees East 442.2' to the northwesterly corner of 6-10-56.

Thence along the property line of parcel 6-10-56, the following four courses and directions: South 57 degrees East 206.25'; South 23.25 degrees West 495'; South 69.25 degrees East 82.5'; and South 42 degrees West 229.22'. Thence, South 31 degrees 24 minutes East 222.58' along property line of parcel 6-29-6. Thence, North 72 degrees 12 minutes East 62.11' along property line of 6-29-3. Thence by same, South 13 degrees 30 minutes East 305.95' to a point on the southerly side of U.S. Route 202.

Thence, South 47 degrees 14 minutes East through parcel 6-10-152 for 475.5' and along the northeasterly line of parcel 6-10-152-1 for 237.39' and through parcel 6-10-196 for 582.76' to the southeasterly property line of 6-10-196. Thence, South 41 degrees 31 minutes West 435.08' to Mill Road. Thence along the same, North 47 degrees 15 minutes West 875.15'. Thence, crossing Mill Road to the southeasterly corner of parcel 6-10-153. Thence along the property line of 6-10-153, 60.5' to a point and 144' to the southwesterly corner of the same parcel and Mill Road. Thence along Mill Road, South 2 degrees 41 minutes East 177.2' to the southwesterly corner of parcel 6-10-130.

Thence, North 57 degrees 8 minutes West 327.2' along the property line of parcel 6-10-130. Thence by same, North 46 degrees 31 minutes West 148.3' to the northwesterly corner of parcel 6-10-130. Thence along the property line of parcel 6-10-129, North 52 degrees 47 minutes West 237.76'. Thence, North 44 degrees 47 minutes 10 seconds West 338.51' along parcel line 6-10-126. Thence along parcel 6-10-124-4 the following six courses, South 43 degrees 8 minutes West 110'; South 57 degrees 18 minutes West 126.65'; South 47 degrees 33 minutes West 70.64'; North 14 degrees 57 minutes West 46.37'; North 47 degrees 33 minutes West 25'; and North 41 degrees 13 minutes East 506.9' to the north side of U.S. Route 202 and the place of beginning.

SPRING VALLEY BOUNDARY JUSTIFICATION

The boundaries of the Spring Valley Historic District encompass the collection of buildings clustered at the cross roads of the Doylestown-Buckingham

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Spring Valley Historic District, Bucks County, PA

Continuation sheet Geographical Data Item number 10 Page 2

Turnpike and Mill Road. The north to south boundaries run roughly parallel to Watson Creek, the source of power for the commercial development of this village. The northern most boundary line on property 6-10-56 lies just north of the headwaters of the mill race and the mill dam, an important structure in the village's significance. The southernmost boundary lies just beyond the mill pond on parcel 6-10-196, the water source for the lower mill, and is the topographical limit of the floodplain. This boundary was also set to include the remains of the mill race. These two mills at the north and south ends of the boundary were the unofficial boundaries of the commercial village in the nineteenth century. The east to west boundary of the district is set to include the buildings erected after the construction of the Doylestown-Buckingham Turnpike in 1848. The western boundary was delineated to exclude a non-contributing commercial nursery. Spring Valley has natural topographic boundaries as its name suggests. The areas just outside of the boundary lines increase in elevation and visually the district boundaries are clear, for Route 202 and Mill Road curve upwards and out of the valley and the district. On the whole, the boundaries follow the historical property lines, the visual impact of the district and the edges of the traditional commercial district.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property approximately 40.49

Quadrangle name Buckingham, Pa.

Quadrangle scale 1:24,000

UTM References

A	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>2</u> <u>8</u> <u>2</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>3</u> <u>3</u> <u>2</u> <u>0</u>
	Zone	Easting	Northing

B	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>2</u> <u>9</u> <u>2</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>3</u> <u>3</u> <u>0</u> <u>0</u>
	Zone	Easting	Northing

C	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>2</u> <u>9</u> <u>6</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>2</u> <u>9</u> <u>8</u> <u>0</u>
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D	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>3</u> <u>2</u> <u>4</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>2</u> <u>7</u> <u>0</u> <u>0</u>
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E	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>3</u> <u>1</u> <u>4</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>2</u> <u>6</u> <u>2</u> <u>0</u>
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F	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>2</u> <u>8</u> <u>6</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>2</u> <u>7</u> <u>4</u> <u>0</u>
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G	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>2</u> <u>6</u> <u>2</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>2</u> <u>9</u> <u>0</u> <u>0</u>
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H	<u>1</u> <u>8</u>	<u>4</u> <u>9</u> <u>2</u> <u>6</u> <u>8</u> <u>0</u>	<u>4</u> <u>4</u> <u>6</u> <u>3</u> <u>0</u> <u>2</u> <u>0</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
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11. Form Prepared By

name/title Judith H. Moore, Assistant Director Historic Preservation Department
Kathryn Wannemacher, Buckingham Historical Commission

organization Buckingham Historical Commission

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street & number 11 North Main Street

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State Historic Preservation Officer signature

Brent D. Glass

title Brent D. Glass, State Historic Preservation Officer

date

For NPS use only

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

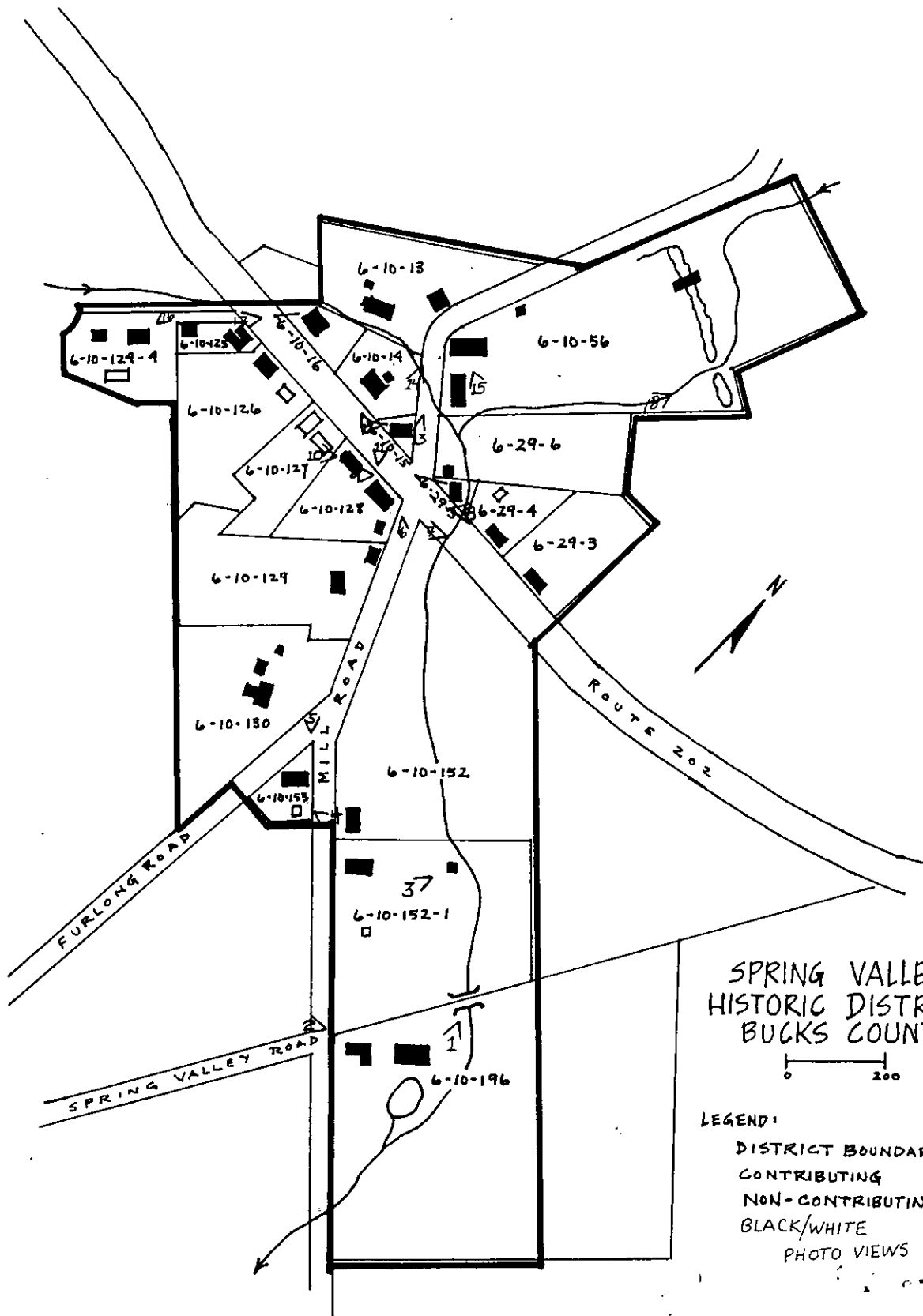
date

Keeper of the National Register

Attest:

date

Chief of Registration



SPRING VALLEY
HISTORIC DISTRICT
BUCKS COUNTY



- LEGEND:
- DISTRICT BOUNDARY
 - CONTRIBUTING
 - NON-CONTRIBUTING
 - BLACK/WHITE
 - PHOTO VIEWS

Spring Valley Historic District
 Bucks County
 Zone 18 - Buckingham Road

A	E 492820	N 4463320	F	E 492860	N 4463740
B	E 492920	N 4463300	G	E 492620	N 4462900
C	E 492460	N 4462970	H	E 492650	N 4463020
D	E 493240	N 4462700			

STOWN 19 MI.
 ALFONT 5 MI.

5964 1 SW
 (DOYLESTOWN)

