

**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 Harriman Historic District

and or common N/A

2. Location

street & number Please see continuation sheets N/A not for publication

city, town Bristol 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"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" 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 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 Ownership

street & number N/A

city, town N/A N/A vicinity of state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. Bucks County Recorder of Deeds, Bucks County Courthouse

street & number East Court Street

city, town Doylestown state Pennsylvania

6. Representation in Existing Surveys

title Pennsylvania Historic Resource Survey has this property been determined eligible? yes no

date 1986 federal state county local

depository for survey records Pennsylvania Historical and Museum Commission

city, town Harrisburg state Pennsylvania

7. Description

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

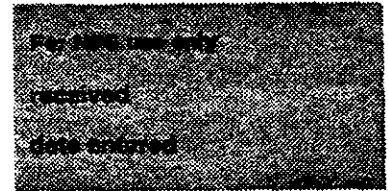
The 17-acre Harriman Historic District, located in the northernmost ward of the Borough of Bristol in southern Bucks County, Pennsylvania, was largely constructed in early 1918 as a planned residential community for workers employed at the nearby Emergency Fleet Corporation (EFC) shipyard, located just east of Harriman on the Delaware River. The district contains 109 residential buildings and the former Harriman Public School, presently the Bristol Junior/Senior High School. Five buildings, 4.5 percent of the total, do not contribute to the character of the district because they are less than fifty years old.

The irregularly-shaped district is contained within Harriman's original oval plan, bounded by West Circle on the southwest, East Circle on the northeast, Farragut Avenue on the southeast, and Trenton Avenue on the northwest. The oval is bisected longitudinally by Wilson Avenue, a broad, tree-lined boulevard. The majority of the streets within the district are named for American presidents, reflecting both the government's role in the design and construction of the community and the widespread patriotic fervor that accompanied the nation's entry into World War I.

The district incorporates all portions of Harriman developed by the Emergency Fleet Corporation that retain a sense of time and place. Some blocks and portions of blocks within the original oval were either not developed by the EFC or have been significantly rebuilt or altered from their original appearance. The district boundaries exclude these areas, which are concentrated in the west and northeast portions of the oval.

The collective architectural integrity of the nominated buildings is fair. Virtually all buildings in the district have been altered to some extent. The most common alterations include changes to porches, the addition of dormers, and the application of new siding materials. Despite these alterations the district conveys a distinct sense of time and place and clearly represents a coherently planned and built residential community.

The EFC did not construct all of the buildings within the district. Six rows of modest brick workers' housing occupied a portion of the town site at the time that the EFC began developing the community in early 1918. These six rows, located in the 200 block of Hayes and Cleveland Streets, are the oldest buildings in the district. The Standard Cast Iron Pipe & Foundry Company, whose closed plant formed the basis of the

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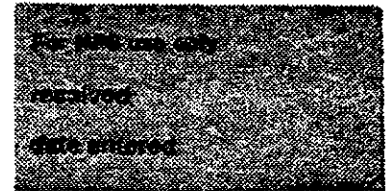
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Harriman Historic District, Bucks County
DESCRIPTION (continued)

EFC shipyard, constructed these rows as worker housing c. 1907. The rows are located along angled streets that do not conform to the site plan created for the remainder of the town by the EFC in 1917 and are quite different in appearance from EFC housing. They represent a radically different attitude towards workers and worker housing. The rows are expressed as single buildings, each containing eight or ten fourteen-foot wide units. They are simple buildings nearly devoid of ornamentation. The individual units of each row are integrated by a simple, continuous, wood cornice and a correspondingly simple, and continuous, shed-roofed porch. Later alterations to the rows, principally the enclosure of porches, have diminished their uniform appearance while providing the units with an individual identity wholly lacking in the original design. The housing constructed in Harriman by the EFC, although built only ten years after the rowhouses, presents a sharp visual contrast to those stark, uniform buildings. The EFC made every effort to provide modern, attractive housing, and utilized a variety of materials, design elements, and architectural details to lend an air of individuality to both individual units and buildings.

The extent of the Emergency Fleet Corporation's planning effort at Harriman is apparent in both the architectural cohesiveness of the community and the controlled symmetry of the town plan. Most blocks in the community are precisely symmetrical, with identically sized and designed buildings occupying opposite sides of the blocks. In several instances, particularly in the 200 and 300 blocks of Jackson Street, this symmetrical planning is extended to adjacent blocks. As a result, the two sides of the 200 block of Jackson Street present identical streetscapes, consisting of a large, six-unit building in the center of the block flanked by four-unit and three-unit buildings. The 300 block of Jackson Street repeats this pattern, but without the three-unit buildings. Each side of the street, therefore, is a mirror image of the opposite side, as well as a totally symmetrical composition in its own right. This design symmetry is also apparent in the 1500 and 1600 blocks of Wilson Avenue.

The Emergency Fleet Corporation constructed 98 residential buildings in the district. Eighty-five (87 percent) of these are multi-family residences. The most common multi-family residences in the district contain four units. The 34 four-unit buildings comprise 40 percent of

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Harriman Historic District, Bucks County
DESCRIPTION (continued)

the total number of multi-family EFC buildings in the district. Duplexes -- 21 buildings constituting 25 percent of the EFC multi-family buildings -- and triplexes -- 12 buildings constituting 14 percent of the EFC multi-family buildings -- are the next most common building types. The EFC also constructed 18 buildings containing five, six, seven, or eight residential units. These large buildings account for 21 percent of the multi-family buildings built by the EFC in the district.

The multi-family buildings constructed by the EFC at Harriman are freely interpreted examples of Tudor Revival and Colonial Revival styles. All are frame buildings, although the first stories of many are constructed of brick. The second stories of the Tudor Revival style buildings were originally stuccoed, and some were ornamented with applied half-timbering. The roofs of these buildings, nearly all of which retain their original slate, are steeply pitched, and are either gabled or jerkinhead in configuration. Large gabled, shed, or jerkinhead roof dormers dominate the roofs of most of the Tudor Revival style buildings.

The Colonial Revival style buildings constructed by the EFC at Harriman resemble the Tudor Revival style buildings in many respects. The principal differences are their lack of ornamental half-timbering and their less steeply pitched roofs. The slate roofs are gabled or gambrelled, and are dominated by large dormers. The Colonial Revival style buildings were originally either stuccoed or clad with clapboards. Along the 200 block of Cleveland and McKinley Streets and the 300 block of Garfield, Hayes, and Cleveland Streets there are a number of Colonial Revival style buildings with large, imposing two-story porches or verandas and other Georgian or Colonial Revival style details.

In addition to the multi-family housing described above the EFC constructed thirteen single family residences for foremen and other senior personnel. These buildings, located in the southern portion of the district (mostly along West Circle), display a variety of design elements, and are perhaps best described as bungalows.

The single non-residential building in the district is the former Harriman Public School, now the Bristol Junior/Senior High School. The school and its athletic fields dominate the central portion of the district. Both are located on the northwest side of Wilson Avenue

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Harriman Historic District, Bucks County
DESCRIPTION (continued)

between Harrison and Garfield Streets. Much of the present school building dates from 1959, when the original building was greatly enlarged, but portions of the original brick building survive and are visible amidst the newer additions. The block opposite the school on the southeast side of Wilson Avenue between Harrison and Garfield Streets is excluded from the district. This tract originally contained the Victory Hotel, a five-hundred room Spanish Colonial Revival style building constructed by the EFC. The hotel was razed between 1921 and 1927 and the block was subdivided into residential building lots. Since the houses and other buildings that occupy these lots post-date Harriman's period of significance, this tract is excluded from the district.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" 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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1907 - 1921 **Builder/Architect** Fred T. Ley Company, Inc.

Statement of Significance (in one paragraph)

* The Harriman Historic District is a historically significant residential community closely associated with the massive mobilization of American industry that occurred during World War I. The United States Shipping Board's Emergency Fleet Corporation (EFC) financed the construction of Harriman in order to provide needed housing for the thousands of workers employed at the nearby EFC shipyard. Harriman constituted the largest single housing project undertaken by the EFC in the United States. It is emblematic of a period when the Delaware River contained the largest concentration of shipyards in the United States.

World War I impacted the American economy long before the United States entered the conflict in April 1917. Shortly after the outbreak of hostilities in 1914 American foreign trade began to experience a shortage of merchant ships. The domestic merchant marine did not possess enough ships to supply the nation's foreign and domestic trade requirements, and foreign ships, which traditionally made up for this shortfall, became either unavailable, as they were diverted to the needs of their own governments, or targets for preying submarines and surface ships. In September 1916 the United States government responded to the wartime shipping shortage by establishing the United States Shipping Board. A subsidiary of the Board, the Emergency Fleet Corporation (EFC) was charged with operating and maintaining a domestic merchant marine for use during wartime (Smith and Betters 1931:1; Tyler 1958:106).

Among the EFC's principal activities in the months immediately following American entry into the war were the establishment of three new, innovative "fabricating" shipyards at Newark, New Jersey, Bristol, Pennsylvania, and Hog Island, Pennsylvania. These yards received structural parts manufactured at other plants and assembled them into steel-hulled merchant ships. This radical departure from traditional shipbuilding practice, in which all components of a vessel were fabricated and assembled at one site, constituted one of the earliest efforts to apply the principles of mass production to shipbuilding (Smith and Betters 1931:28). In addition to the development of the fabricating yards the EFC also promoted, and in many instances paid for, the expansion of existing shipyards on both coasts and the Great Lakes.

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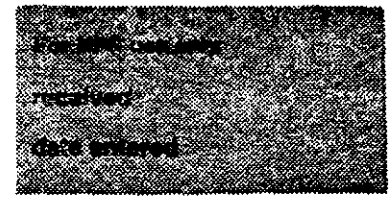
Harriman Historic District, Bucks County
SIGNIFICANCE (continued)

The Merchant Shipbuilding Corporation (MSC), a privately held corporation chartered in Delaware and organized and controlled by financier W. Averill Harriman, owned the EFC shipyard at Bristol. Harriman had purchased the plant of the bankrupt Standard Cast Iron Pipe & Foundry Company in early 1917, intending, as a private venture, to construct a modern shipyard, utilizing the existing buildings. Following the United States' entry into World War I Harriman quickly modified his plans and negotiated a contract with the EFC that called for the Fleet Corporation to construct the yard, which it would lease from Merchant Shipbuilding. In return Merchant Shipbuilding agreed to construct forty 9,000-ton steel-hulled freighters for the government for a fixed fee (Times 1917a:13). Construction of the ways and fitting out pier, and conversion of the former Standard Cast Iron Pipe & Foundry Company buildings, began in September 1917. The first keels were laid in February 1918 and the first launching took place in early August 1918 (Green 1938:33-35; Times 1918a:3).

* The new shipyard brought 11,000 new workers and their families to Bristol, far outstripping the stock of available local housing. Similar housing shortages developed across the country in areas where the EFC constructed new shipyards or contracted with existing yards for greatly increased levels of production. As the shortage became more severe it threatened to restrict production at the yards, prompting one EFC official to propose declaring the areas around the shipyards war zones so that housing could be commandeered (Times 1917b:15). Rather than take this drastic measure the EFC determined that the high cost of establishing and expanding the yards, coupled with the shortage of building materials, precluded the private sector from taking an active role in the construction of the worker housing and necessitated the government's involvement (Times 1917c:6). Congress concurred, and in December 1917 appropriated \$35,000,000 for the construction of housing for shipyard workers. The EFC required these houses, arranged in self-contained communities that would provide for the "social, moral and physical wellbeing of the shipbuilding employees," be built quickly without appearing ramshackle (Times 1917d:6). By the Armistice in November 1918, EFC housing projects were completed or well underway at fifteen separate locations across the country. The government had spent

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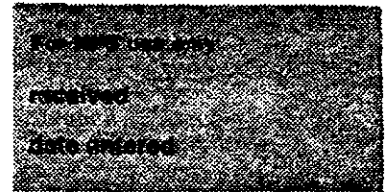
Harriman Historic District, Bucks County
SIGNIFICANCE (continued)

approximately \$75,000,000 constructing residences and other facilities for over 56,000 people (Hurley 1927:184).

Conceived and planned as a self-sufficient community, Harriman, named for the owner of the Merchant Shipbuilding Corporation, had its own sewage, water, and lighting systems, a central heating plant that supplied steam heat to 212 apartments and 66 bungalows, and its own police and fire departments. At its peak, Harriman housed approximately 3,800 workers and their families in 320 houses, 278 apartments, and 22 dormitories. The community also contained 18 stores, a school, a 40-bed hospital, the 500 room Victory Hotel, and the Merchant Restaurant, a vast establishment covering nearly an acre of ground, and capable of serving 12,000 meals per day. With the exception of the greatly altered hospital and the former Harriman Public School, none of the community's support facilities survive (Inquirer 1921a; U.S. Shipping Board 1920:228; Green 1938:34).

A Massachusetts-based general contracting firm, the Fred T. Ley Company, Inc., apparently developed the overall town plan and designed the individual buildings. The annual reports of the United States Shipping Board contain no indication that an architect was associated with the design of Harriman, as they do for virtually all other EFC housing projects. The reason for this omission may be that the general contractor assumed responsibility for this work at Harriman. Construction began about March 1918, and some buildings were ready for occupancy by late July. Local newspapers reported, however, that workers initially refused to live in the new buildings because of high rents. Rents for 1918 are unknown, but in 1921 they amounted to as much as \$40 per month (U.S. Shipping Board 1920:234; Inquirer 1918; Inquirer 1921a).

The carefully planned community, with its wide tree-lined streets, generous building lots, and enclosure of a standard grid pattern within an oval, attests to the EFC's efforts to build model communities, not merely barracks and quarters for workers. This attention to workers' needs and desires is also evident in the design of the individual buildings. Several standard designs are used throughout the community, a practice that simplified and facilitated construction, but the overall

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SIGNIFICANCE (continued)

appearance of the streetscapes is not one of unwavering uniformity. Buildings that contain multiple units are articulated in such a way that the individual units stand out as separate components of the overall composition. These building and design practices reveal a clear effort to provide families and workers with a sense that they lived in an individual apartment or house, not simply at a specific street number.

The EFC's philosophy of what constituted appropriate worker housing, and its efforts to implement this philosophy by constructing buildings that visually expressed individual units, stands in sharp contrast to the absolute uniformity found in the six rows of worker housing constructed on the Harriman site by the Standard Cast Iron Pipe & Foundry Company about ten years prior to the onset of the EFC project (Grundy 1917:101; Times 1918a:3). These rows, purchased by the EFC and incorporated into the Harriman community, reflect an attitude towards workers and workers' needs antithetical to that adopted by the EFC. The starkly uniform, unadorned buildings attest to a desire to provide workers with little more than shelter. As a result, the juxtaposition of these bleak rows with the EFC housing is striking.

Merchant Shipbuilding continued to operate the Bristol shipyard under contract to the EFC after the Armistice, and Harriman continued to serve as the residential community for the shipyard's workers. The need for new ships declined dramatically in the years after 1918, and in February 1921 the EFC and Merchant Shipbuilding closed the Bristol shipyard (Times 1921a:15). The Federal government ceased to have an interest in the ownership of Harriman following the closure of the yard, and in December 1921 the entire community was offered for sale at public auction. Individual properties with the community were purchased by both residents and investors. The Borough of Bristol purchased and assumed responsibility for the operation of the various community services and annexed Harriman into the borough as a new ward. The Federal government realized approximately \$870,000 from the sale, a fraction of the nearly \$5.6 million spent designing and constructing the community (U.S. Shipping Board 1922:203; Inquirer 1921b).

Following the sale of Harriman many of the largest buildings in the community were demolished. By 1927 the Victory Hotel, the Merchant

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SIGNIFICANCE (continued)

Restaurant, and several of the large boarding houses had been destroyed. These newly cleared sites were subdivided into lots and filled with new houses. Other new buildings were constructed on previously vacant lots located in the western portion of the oval. The shipyard was closed and the various buildings reused for other industrial purposes.

The EFC built worker housing at three other shipyards in Pennsylvania -- Hog Island, Chester, and Essington. At each of these locations the EFC built more than one housing project, unlike the single project that constituted Harriman. The four separate projects at Hog Island housed more workers than Harriman, but Harriman constituted the largest single EFC housing project in Pennsylvania. U.S. Shipping Board records further indicate that Harriman constituted the largest single housing project undertaken by the EFC in the United States (U.S. Shipping Board 1921:213; U.S. Shipping Board 1920:228-30).

The Harriman Historic District's close associations with the massive mobilization of American industry that occurred during World War I, its status as the largest single housing project constructed by the United States Shipping Board's Emergency Fleet Corporation, and its relative integrity all contribute to the historical significance of this government-financed, planned residential community. The carefully planned and designed community is also significant as an example of enlightened attitudes towards workers and worker housing. This aspect of the district's significance is enhanced by the presence within the district of six rows of earlier worker housing constructed by a private firm.

9. Major Bibliographical Reference

Please see continuation sheets.

10. Geographical Data

Acreeage of nominated property 17

Quadrangle name Bristol

Quadrangle scale 1:24,000

UTM References

A	1 8	5 1 3 2 0 0	4 4 3 9 8 5 0
	Zone	Easting	Northing

B	1 8	5 1 3 5 0 0	4 4 3 9 7 6 0
	Zone	Easting	Northing

C	1 8	5 1 3 2 4 0	4 4 3 9 2 2 0
	Zone	Easting	Northing

D	1 8	5 1 2 9 2 0	4 4 3 9 4 3 0
	Zone	Easting	Northing

E			
	Zone	Easting	Northing

F			
	Zone	Easting	Northing

G			
	Zone	Easting	Northing

H			
	Zone	Easting	Northing

Verbal boundary description and justification

Please see continuation sheets.

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

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
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state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
-------	------------	------	------------	--------	------------	------	------------

11. Form Prepared By

name/title Patrick W. O'Bannon, Principal Historian

organization John Milner Associates, Inc.

date December 1986

street & number 1133 Arch Street, 8th Floor

telephone (215) 561-7637

city or town Philadelphia

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 Dr. Larry E. Tise, State Historic Preservation Officer

date

3/26/07

For NPS use only

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

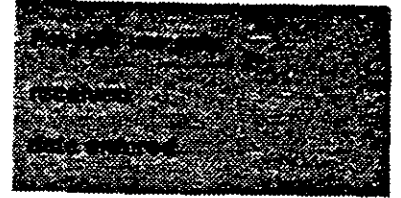
date

Keeper of the National Register

Attest:

date

Chief of Registration

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BIBLIOGRAPHICAL REFERENCES (continued)

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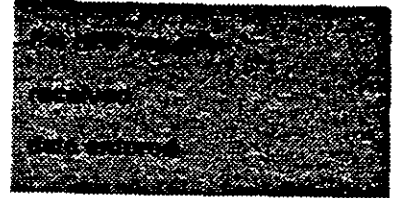
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Times

- 1917a New York Times. August 28, 1917. 13:2.
- 1917b New York Times. December 29, 1917. 15:1.
- 1917c New York Times. December 17, 1917. 6:4.
- 1917d New York Times. December 31, 1917. 6:8.
- 1918a New York Times. March 4, 1918. 3:1.
- 1921a New York Times. February 25, 1921. 15:7.

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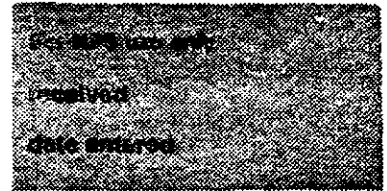
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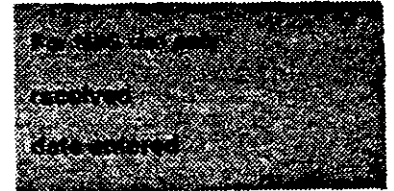
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Harriman Historic District, Bucks County
VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION (continued)

Beginning at a point on the east corner of the intersection of Monroe Street and Trenton Avenue, thence northeast along the southeast side of Trenton Avenue approximately 1,620 feet to a point on the south corner of the intersection of Trenton Avenue and Cleveland Street. Thence southeast along the southwest side of Cleveland Street approximately 495 feet to a point on the south corner of the intersection of Cleveland Street and Wilson Avenue. Thence northeast along the southeast side of Wilson Avenue approximately 275 feet to a point on the south corner of the intersection of Wilson Avenue and McKinley Street. Thence southeast along the southwest side of McKinley Avenue approximately 385 feet to a point on the southeast property line of 234 McKinley Street.

Thence southwest along the southeast property line of 234 McKinley Street approximately 100 feet to the rear (northeast) property line of the properties fronting onto the northeast side of the 200 block of Cleveland Street. Thence, in a generally southeasterly direction, along the rear property lines of the properties fronting onto the northeast side of the 200 block of Cleveland Street approximately 339 feet to a point on the northwest side of Farragut Avenue. Thence southwest along the northwest side of Farragut Avenue approximately 20 feet to a point on the south property line of 215 Cleveland Street. Thence west along the south property line of 215 Cleveland Street approximately 120 feet to a point on the east side of Cleveland Street. Thence approximately 60 feet across Cleveland Street to a point on the west side of the street on the south property line of 218 Cleveland Street. Thence west along the south property line of 218 Cleveland Street approximately 150 feet to the rear (west) property line of 218 Cleveland Street. Thence north and northwest along the rear (west and southwest) property lines of 218 Cleveland Street and the other properties fronting onto the west side of the 200 block of Cleveland Street, and crossing Wilson Avenue, approximately 605 feet to a point on the northwest side of Wilson Avenue.

Thence southwest along the northwest side of Wilson Avenue approximately 95 feet to a point. Thence southeast approximately 75 feet, across Wilson Avenue, to a point on the south corner of the intersection of Wilson Avenue and Hayes Street. Thence south along the west side of

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VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION (continued)

Hayes Street approximately 475 feet to a point on the south property line of 232 Hayes Street. Thence west along the south property line of 232 Hayes Street approximately 82 feet to a point on the northeast side of Garfield Street on the rear (southwest) property line of 232 Hayes Street. Thence along the rear (southwest and west) property lines of 232 Hayes Street and the other properties fronting onto the west side of the 200 block of Hayes Street approximately 480 feet to a point on the southeast side of Wilson Avenue. Thence northwest approximately 75 feet to a point on the northwest side of Wilson Avenue.

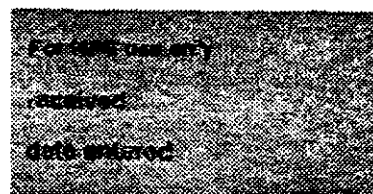
Thence southwest along the northwest side of Wilson Avenue approximately 800 feet to a point on the west corner of the intersection of Wilson Avenue and Harrison Street. Thence southeast across Wilson Avenue and along the southwest side of Harrison Street approximately 620 feet to a point on the southeast property line of 216 Harrison Street. Thence southwest along the southeast property line of 216 Harrison Street, 215 Jackson Street, 216 Jackson Street, 215 Monroe Street, and across Monroe Street, approximately 545 feet to a point on the southwest side of Monroe Street. Thence southeast along the southwest side of Monroe Street approximately 95 feet to a point on the west corner of the intersection of Monroe Street and West Circle.

Thence along the northerly side of West Circle, in a westerly direction, approximately 820 feet to a point on the northeast side of West Circle on the northwest property line of 263 West Circle. Thence northeast along the northwest property lines of 263 West Circle, 280 Madison Street, and 269 Madison Street approximately 420 feet, crossing Madison Street, to a point on the rear (northeast) property line of 269 Madison Street. Thence southeast along the northeast property lines of the properties fronting onto the northeast side of the 200 block of Madison Street approximately 160 feet to a point on the northwest property line of 248 Monroe Street. Thence northeast along the northwest property line of 248 Monroe Street approximately 160 feet, crossing Monroe Street, to a point on the northeast side of the street. Thence northwest along the northeast side of Monroe Street approximately 840 feet to the beginning.

These boundaries include all those portions of Harriman developed by the United States Shipping Board's Emergency Fleet Corporation prior to the

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

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



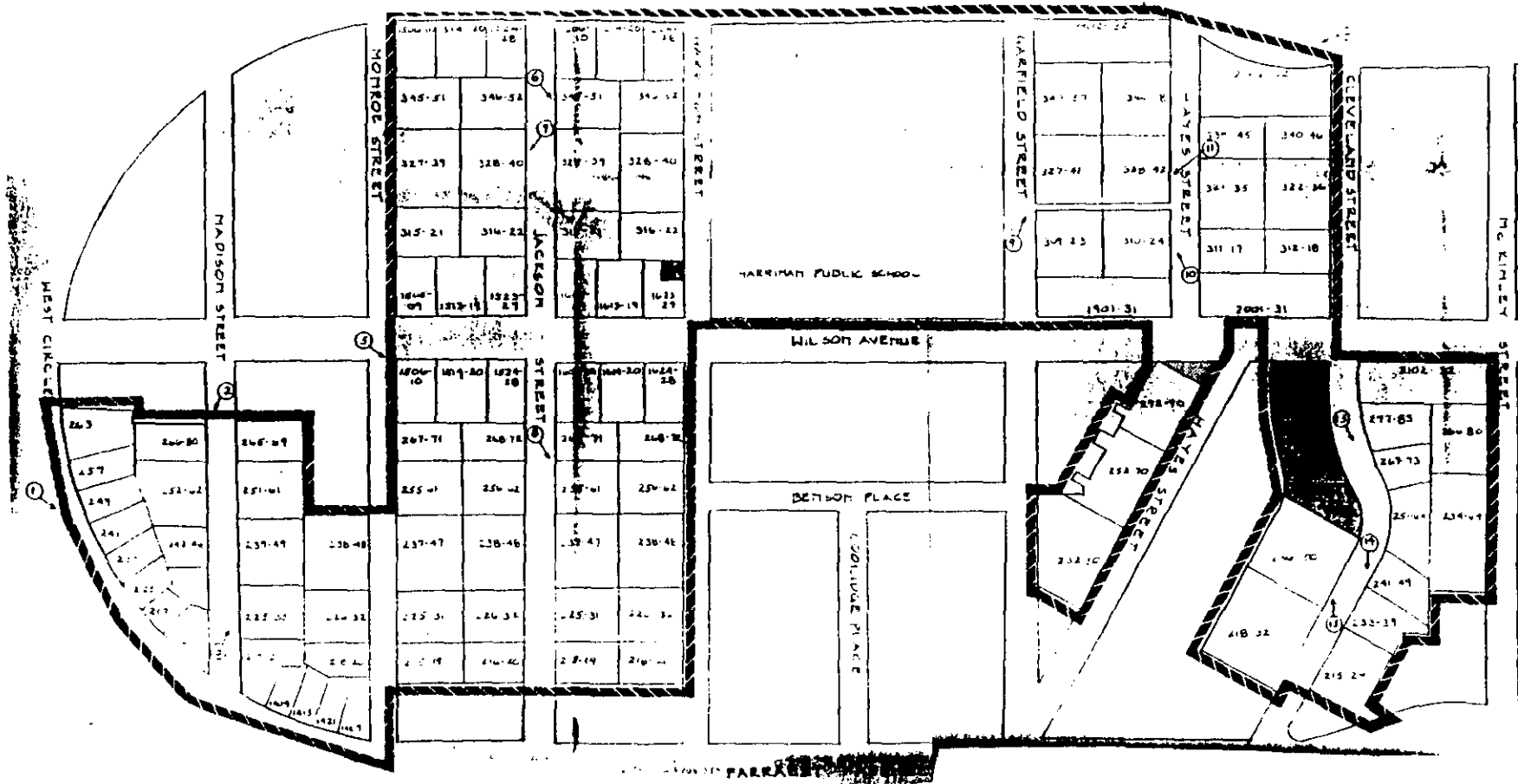
Continuation sheet

Item number 10

Page 4

Harriman Historic District, Bucks County
VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION (continued)

public sale of the community, in December 1921, that retain a significant degree of integrity. Those areas of the original town first developed after 1921, or significantly altered from their original appearance in the years after 1921, are excluded from these boundaries. These areas include the post-1921 residences built in the western portion of the oval, the post-1921 residences and religious buildings constructed on the sites of the Victory Hotel and Merchant Restaurant in the southeastern part of the oval, and five blocks at the northeast end of the oval whose integrity has been lost by the demolition and replacement of the original EFC-built boarding houses.



HARRIMAN HISTORIC DISTRICT

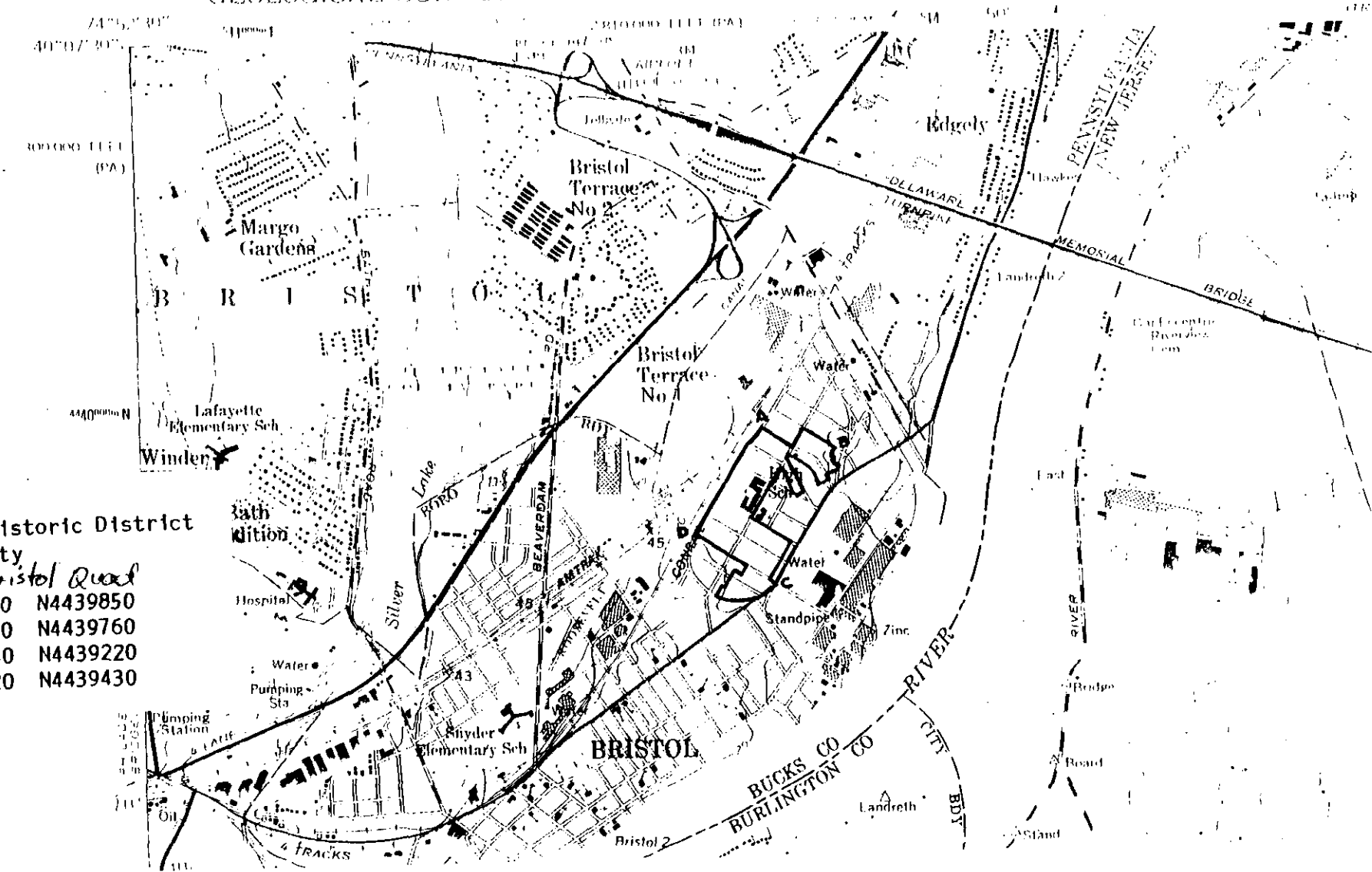
Bucks County

■ NON-CONTRIBUTING BUILDINGS

- - - UNBUILT LOTS

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



Harriman Historic District
Bucks County
Zone 18 *Bristol Quad*
A: E513200 N4439850
B: E513500 N4439760
C: E513240 N4439220
D: E512920 N4439430