

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

historic name Morgantown Historic District

other names/site number Old Main Street Historic District

### 2. Location

street & number roughly from Walnut to Washington Streets (including Mulberry Street, Cherry Lane, Chestnut Street) between North & South Streets  not for publication

city or town Morgantown (Caernarvon Township)  vicinity

state Pennsylvania code PA county Berks code 011 zip code 19543

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Brent Glass Dr. Brent Glass, Exec. Dir. 9/14/95  
Signature of certifying official/Title Date

PA Historical and Museum Commission

State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
  - See continuation sheet.
- determined eligible for the National Register
  - See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action


5. Classification

Ownership of Property (Check as many boxes as apply)

- XX private
XX public-local
public-State
public-Federal

Category of Property (Check only one box)

- building(s)
XX district
site
structure
object

Number of Resources within Property (Do not include previously listed resources in the count.)

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, and Total.

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions (Enter categories from instructions)

- Domestic/Single Dwelling
Commerce/Restaurant
Commerce/Department Store
Commerce/Specialty Store
Religion/Religious Facility

Current Functions (Enter categories from instructions)

- Domestic/Single Dwelling
Domestic/Multi Dwelling
Commercial/Restaurant
Commercial/Specialty Store
Religion/Religious Facility

7. Description

Architectural Classification (Enter categories from instructions)

- Georgian
Gothic Revival
Italianate
Queen Anne
Prairie School
Bungalow/Craftsman

Materials (Enter categories from instructions)

- foundation Stone
walls Wood
Stone
roof Asphalt
other Metal (roof)

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
[B] Property is associated with the lives of persons significant in our past.
[x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
[D] Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A owned by a religious institution or used for religious purposes.
[ ] B removed from its original location.
[ ] C a birthplace or grave.
[ ] D a cemetery.
[ ] E a reconstructed building, object, or structure.
[ ] F a commemorative property.
[ ] G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
[ ] previously listed in the National Register
[ ] previously determined eligible by the National Register
[ ] designated a National Historic Landmark
[ ] recorded by Historic American Buildings Survey #
[ ] recorded by Historic American Engineering Record #

Areas of Significance

(Enter categories from instructions)

Commerce

Architecture

Period of Significance

ca. 1790-1945

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

- [ ] State Historic Preservation Office
[ ] Other State agency
[ ] Federal agency
[ ] Local government
[ ] University
[ ] Other

Name of repository:

10. Geographical Data

Acreeage of Property 21.3 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 2 6 4 2 4 5 6 5 4 4 4 5 3 6 5
Zone Easting Northing

3 2 6 4 2 3 8 2 0 4 4 4 5 0 0 0
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Carol Epler and Pamela Shenk

organization Tri-County Heritage Society date 7-12-95

street & number P. O. Box 352 telephone (610) 286-7477

city or town Morgantown state PA zip code 19543

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Morgantown Historic District  
Berks County, Pennsylvania

The Morgantown Historic District is a five block long section of a small, rural, linear village located on State Route 23 at the southernmost point of Berks County between the Lancaster and Chester County lines. The nearest towns are the Borough of Elverson, two miles to the east and the village of Churchtown, four miles to the west, both on State Rt. 23. Still surrounded by farmland, the village of Morgantown, which is only nine blocks long in its entirety, sits at the east end of the Conestoga River Valley. Formed by the Welsh Mountains, this fertile limestone valley, which terminates at the Susquehanna River, is about a mile wide at Morgantown. The Conestoga River originates just south of the village where several small, spring fed streams converge to form its headwaters.

The district is an intact rural village containing the church, tavern/hotel, homes and shops of the people who served the surrounding farm community, and Joanna Furnace. Modest in scale, these buildings reflect three periods of village growth. The core of the village, surrounding the center square, includes resources dating from ca. 1790-ca. 1850. Buildings are predominately of brown sandstone with Georgian style characteristics; however, a few log buildings, now sided or stuccoed over, and two small post and beam buildings also remain. The second period of growth, ca. 1850-ca. 1920, is reflected by frame Victorian era buildings which flank the core. Victorian styles dominate the streetscape from the center square west to the end of the village not only because of their number but also because of the gables and the intricate trim work which is in sharp contrast to the plainer, earlier stone buildings. The third period of growth, ca. 1920-1945, is reflected in period architecture found predominately at the east end of the district, map numbers 52, 54, 106, and 109. These buildings are generally smaller in scale. Cast stone is the most prevalent building material although brick, stone, and wood frame construction are also used. The buildings in the district exhibit excellent integrity overall and the streetscape still retains the look and feel of a 19th century rural village.

The district is composed of one hundred four contributing buildings, a cemetery (contributing site), a war memorial (contributing object) and twenty-two non contributing buildings. With the exception of the lodge hall, fire hall and garage, there is a pervasive residential character, generally domestic in scale.

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The district flanks both sides of Main Street, also known as State Rt. 23, for a distance five blocks long, (running east and west), and one block deep. The dimensions of each lot, which all front on Main Street, are 80 feet by 230 feet, running the entire depth of the block from North Street to South Street respectively.

South Street, from map number 80 to Mill Road, is unimproved and maintained by the property owners to access the rear of their properties. Swamp Creek, a tributary of Conestoga Creek, has carved a ravine which is a few hundred feet south of South Street and runs parallel to it for the same distance. South Street, from Mill Road to Map number 111, has been improved and dedicated for public use.

Main Street, for a one block long area in the center of the district, is 140 feet wide. This is designated as the center square. Properties are set back 70 feet from the center of the road. Building setbacks are another ten feet. The buildings all along Main Street are buffered by porches and small front lawns which front on a ribbon of sidewalk which runs the length of the village on both sides of the street.

The five intersecting streets are each 60 feet wide. The two streets at the west end of the district, Walnut and Mulberry, run north and south and intersect Main St. at right angles. On the north side of Main Street they interconnect with other village streets. On the south side of Main Street, they cross South Street and dead-end at the creek. At center square there is a "T" intersection created by the junction of Rt. 23 and Rt. 10 North. At the southeast corner of center square, Mill Road bears off Main Street at an angle and continues southeast out of the district, following Swamp Creek.

The two streets at the east end of the historic district, Chestnut Street and Washington Street, only two blocks long, are intersected in the middle by Main Street. They end at North and South Streets, respectively.

No one architectural style dominates the Morgantown Historic District. Styles included in the district are: Georgian, Gothic Revival, Italianate, Queen Anne, Prairie and Bungalow/Craftsman. In many of the district's buildings, Romantic and Victorian style architectural elements are grafted onto earlier, Georgian forms

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(Map numbers 85, 92, 95) displaying a broad similarity of scale and proportion through different facades. The colonial vernacular is seen in map numbers 9, 19, 83, and 98. They are early, plain forms, sided or stuccoed, with no additional adornments.

Georgian influence is visible in the house at the SW corner of Main Street and Mill Road (Map number 95), now The Village Inn restaurant. This stone building reflects Philadelphia architectural plan books. Built of red sandstone, it is a Georgian style, two and one-half floors high with fully articulated gabled dormers and cornice. In its original condition, it had a complimentary entrance since lost through several intermediate uses. Built on the site of an earlier, log structure, this house was constructed by the man who built Reading Furnace Mansion (four miles to the east), and displays the same unique dentilated cornice work, in the style of Gottlieb Drexel, that appears on the mansion.

A tavern/hotel, also built of red sandstone, is on the northwest corner of the square map number 20. Built in three sections, it reflects Georgian style influence but with less attention to detail than number 95. The earliest section is a five bay, two and one-half story building with Philadelphia-purchased, elliptical roofed dormers. A two bay, two and one-half story addition on the west end, built circa 1865, expands the building to seven bays. A full front porch has been retained, although enclosed. A one story cement block utility wing, extending northward at the rear, is a 20th century addition.

The town pump and trough were in close proximity to the tavern/hotel, near the center of the square. They were removed when the intersection was paved.

West of the tavern/hotel is a five bay red sandstone building, map number 17, built in two sections. The three bay, two and one-half story section on the west end, built circa 1800 was a dwelling. The two-bay addition, built circa 1815, was a tailor shop. The symmetry of the fenestration was altered when the shop door was converted to a window and a new entrance was created between the two window openings. Only wooden framework separates these three openings. The shop windows are 12/12 on the first floor and 12/8 on the second floor.

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Farther west, near the NE corner of Mulberry and Main Streets, map number 16, is a one-room, one and one-half story stone vernacular dwelling, built circa 1806. David Finger, local furniture maker, undertaker, and Justice of the Peace built a three bay, two and one-half story, frame, Georgian addition on the front of the earlier stone cottage circa 1849. Now sided with asbestos shingles, this property, until recently, was in the Finger family.

House number 14 on the NW corner of Mulberry and Main Streets is a three bay, two and one-half story Georgian style home, with a rear ell, built circa 1806. Circa 1850, a mirror-image addition was built on the west side resulting in a T-shaped double house. About the turn of the century the front and rear porches and the cornice were decorated in the Victorian style.

On the southeast corner of Main Street and Mill Road, map number 97, is a stucco over stone building. The west end, a dwelling built in 1825, had a Gothic dormer added after 1860. The east side was built in 1853 for commercial uses and is three stories. The first floor housed a general store. Over the years, the second floor accommodated various businesses, including a boy's academy. This addition, with the knee wall windows at the third floor level and the low pitched gable roof was the only attempt at Greek Revival architecture in the historic district. The facade has been altered to make additional store space. These changes, however, are non-permanent.

In 1868, a six bay, three story Italianate lodge/town meeting hall was built, with a tall, dome-roofed belvedere centered on the nearly flat roof, map number 93. Originally, the first floor housed a general store. Later, the local telephone exchange and Miss Bertolet's Select School for Girls occupied the second floor. The lodge/town meeting hall occupied the third floor. Much larger in mass than any building built in the village before or since, it is the only building of its type in the area.

Between 1850 and 1920, many homes were built along the main street and many older homes were remodeled to reflect Victorian styles creating architectural diversity in the streetscape. Map numbers 42, 46, 82, 84, 87B, and 94 represent conservative Victorian styles. Pointed trim over 2/2 windows, paired wooden brackets at the cornice line, single-pane transoms, front porches, side-rear porches, and double decker porches are common.



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Of the Victorian Gothic Revival style buildings, map number 39 is significant, ornate and by far the most pure example of this style. The earliest section of the house is seen in a plain Georgian style rear ell which was built in 1792. Later the three bay Georgian style section was added to the front. About 1870 the entire building was remodeled in the Victorian Gothic style. The noticeable changes to the roof line, and exterior decorations of the rear ell effectively disguise its Georgian origin. This building retains a very high degree of integrity.

On a smaller scale, house number 92, is also a three bay Georgian style stone house. A Queen Anne style frame addition has been built on the west side and the roof line was altered to incorporate a simple cross-gable. The addition includes two unusual two-story, three sided turrets, side by side, and a porch which wraps around the front corner of the stone section. The turret addition and the gable peak are both sided with fish-scale wooden shingles. The one story wrap-around porch was enclosed at the turn of the century when the building was used as the village post office. This enclosure was recently unsympathetically remodeled; however, the Victorian era architectural features are still visible. Other samples of frame buildings in period styles in the district include map numbers 6, 7, 13, 48, and 101.

From 1920 to 1945, the end of the period of significance, 18 houses were built at the east and west ends of the historic district. Map numbers 2, 105, 106, and 108, represent popular styles of that era including Colonial Revival, Prairie, and Craftsman, built in a variety of materials including wood, brick, cut stone, and cast stone. The red sandstone Colonial Revival style fire hall, map number 51, was built in 1921 and has a separate War Memorial, a contributing object, in 1924. A simple, red sandstone pillar with an arched top measuring about three feet by five feet, this monument bears a bronze tablet listing the names of local people who served in World War One.

Between 1922 and 1930, five bungalows were built at the edge of village, map numbers 52, 79B, 107, 109, 110. Two facades are cast stone, one is red sandstone, one is brick and one is frame. Several have hipped roofs and the others have gabled roofs leading into shed roofs over recessed porches. A frame double bungalow, built in 1916, is now asbestos sided and has a broad four bay dormer on both front and back, map numbers 75 and 76). Map number

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108, an American four-square, was purchased in 1925 from the catalog of the Gordon-Van Tyne Company, Davenport, Iowa, shipped via rail, and constructed on a lot owned by Dr. and Mrs. J. A. Zook.

Few intact outbuildings remain in the district. Five barns remain. One, map number 7, was a small, frame tobacco barn with horse stalls. This building retains remarkable integrity and sits, unused, at the back edge of the lot. Another, map number 45, was a long, frame building used only for tobacco storage. It is now converted to garages. The third, map number 76, was a conventional two-story barn which housed cattle and horses, carriages and farm equipment. The animal stalls have been converted to garages and the remainder of the barn is used for storage. The fourth, map number 93, is a small barn and carriage shed now used for storage. The fifth, map number 100, was a large bank barn now covered with siding and converted to apartments. All are listed as contributing resources.

Five chicken houses survive, map number 6, 13, 43, 52, 84. Although they are now used as storage sheds, they have retained their identity and are listed as contributing resources. One outhouse remains, map number 13, and is listed as a contributing resource. Four carriage sheds remain in the district. One, map number 4, has been converted to a dwelling. Two, described above, remain as part of barns and have been converted to garages. One, map number 39, retains its visual integrity as a carriage house. A free standing structure offset and set back slightly from the house, this two story building now serves as a two car garage. All are listed as contributing resources.

Of the 22 non-contributing buildings in the district, three are mobile homes, two are municipal buildings built after the period of significance, 14 are out buildings of minor importance, one is a modular home and two are commercial properties which have lost their integrity.

There are 20 contributing buildings, and two non contributing buildings now used for commercial purposes in the historic district.

From west to east, the first commercial building is Morgantown Medical Supply, map number 85. Located in a former private

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residence built circa 1850 and remodeled and enlarged in the Victorian style at the turn of the century, the present owner adaptively reused the building for commercial purposes without altering the facade or impacting negatively on the streetscape. Next is Zuber Realty, map number 87. The building has not been altered structurally and the facade remains intact. Continuing east, you come to the Morgantown Garage, map number 88, constructed in 1920, and now serving as a car dealership. Next is map number 91, Ranck's Restaurant, which operates in a Gothic Revival style frame building built circa 1895 as a combination residence and furniture store. The porches have been removed accentuating the Victorian storefront on the east half of the facade. Adjacent to Ranck's is Nuse's Deli, map number 92, which operates from a stone Georgian style building built circa 1867. In spite of an unsympathetic modernization of the one story enclosed porch the building still exhibits many interesting architectural features and its original form is readily recognized.

The I.O.O.F Lodge building, map number 93, built in 1868 for commercial and community uses, is currently vacant. An enclosed entrance on the first floor does not mar the otherwise intact facade of this six bay, three story Italianate building. Bev's Hair Care, map number 94, operates in a four-bay red sandstone house which shares a common wall with the Lodge Hall. Built in 1876 on the site of an early blacksmith shop, this building remains intact behind a large enclosed one story porch which houses the commercial enterprise. Next door is The Old Village Inn, map number 95, a three bay Georgian style built circa 1800 with a stone one story addition on the east and south sides. This building, which houses a restaurant, displays excellent integrity.

Crossing Mill Road the next building, map number 97, was built as a store and residence and still serves that purpose. Although the first floor storefront has been altered, the building retains a high degree of integrity.

Map number 108, is an American four-square catalog house. A two story, unsympathetic addition, built along the full length of the west side, houses the art gallery of local artist Jere Brady. The original catalog home has not been altered and retains a high degree of integrity.

The last commercial building on the south side of Main Street

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in the historic district is map number 111. A brick building constructed in 1930 as the local telephone exchange, it is now houses a branch of a regional dry-cleaning company. The exterior facade of the building is unchanged.

Map number 54B, on the north side of Main Street at the east end of the historic district is an American four-square duplex which houses a family counseling practice. Map number 52 is a cast stone bungalow which houses a Hopewell Mennonite Caring and Sharing Plan, Inc. The commercial uses are not readily noticeable on the exterior. Both buildings retain a high degree of integrity.

Three commercial properties on center square are map numbers 18, 19, and 20. Map number 18 is a Craftsman style building constructed in 1913 as a restaurant and residence. Unchanged in appearance, it now houses a beauty salon and apartments. Map number 19 is an early log building built on the German plan. German siding, an Eastlake porch (since enclosed) and Victorian style trim were added before the turn of the century. It is now a beverage outlet. Map number 20, a hotel/tavern which has existed on this site since 1750, is intact and retains a high degree of integrity.

The former carriage shop, map 11, and blacksmith shop, map 12, are the next commercial buildings. The carriage shop has been remodeled to house a podiatrist's office and apartments. The blacksmith shop is used by The Greenery, as flower and gift shop. Both retain their original barn-like shape and size but no other distinguishing features remain which would indicate their original functions. They are listed as non-contributing buildings.

Map number 9 is a small frame Georgian style building which houses a photographer's studio. An addition to the west side has a glass store-front window for display purposes. This building, believed to have been built circa 1820 with an addition in 1850, "feels" early and retains a high degree of integrity.

Finally, map number 2, is a Queen Anne style house built in 1914. In recent years it has housed a rug and vinyl flooring company but it is currently vacant. Its appearance is that of a dwelling, its integrity is intact.

The changes that have occurred to contributing and non

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contributing resources in the district have not significantly altered the overall character or integrity of the district. All contributing buildings appear in good repair and Victorian carpenter decorations have generally been retained. Turn of the century photographs show there has been little change in the built environment within the historic district. The rhythm of the streetscape has not been scarred by unsympathetic infill or building additions. Changes have been few and those that have been made are primarily cosmetic, not structural. Porches have been enclosed, paint color changed, but the look and feel of a 19th century country village remains. It is still a mixed use community with the hotel/tavern, shops/offices and private residences intermixed throughout the district.

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The Morgantown Historic District is significant under Criterion A for commerce and Criterion C for architecture. Commerce developed to serve the surrounding farm community and local iron and mining industry. The village contained stores, a school, a church, a tavern/hotel, other businesses, and homes supporting area farms, and nearby iron and mining communities. Morgantown took the forefront position commercially because of the converging transportation and trade routes. It lies north of the Welsh Mountain and south of the Forest Hills. Located at the entrance to the Conestoga Valley, the village was advantageously situated in the vicinity of three Indian paths which became the early trails for traders and settlers. It was, and still is, a point of merging commerce and transportation. The period of significance for the Morgantown Historic District, ca. 1790-1945, was chosen to cover the years of village commercial activity and architecture represented by existing resources. This period covers three stages of development, each reflected in the architecture and retained in the contributing resources of the historic district.

The first growth period began circa 1750. Primary sources indicate buildings existed inside the present parameters of the village by this date. Expansion occurred when peace loving Germans moved south from the Blue Mountain to the fertile Conestoga Valley after the French and Indian War. None of these buildings appear to be extant.

By 1770, development was significant enough to justify surveying and laying out a town plan. Laid out on land owned by Col. Jacob Morgan, the town was first known as Morgan's Town. Growth continued through the Revolutionary War because of the close proximity to the Jones mine and charcoal iron furnaces and forges at Hopewell, Warwick, Reading and Rebecca Furnaces and the forges at Windsor. These activities, which flourished during the Revolution, demanded skilled workers and services necessary to support small growing industrial communities through the end of the 18th century.

According to a circa 1802 map, the village contained at that time 12 stone houses and 19 log houses. There were two stores, three shops, three taverns, and one school house. Residents included two teachers, one doctor, one squire, one plasterer, one stone mason, one house carpenter, one saddler, one spinning wheel maker, two cabinetmakers, three tailors, and five shoemakers. In

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addition to a German plan log house (Map number 19), several other buildings are known to remain within the district from this period of growth. These early dwellings are all modest one and two room plans, one and one-half or two stories high. More may remain, disguised by Victorian style features.

Morgantown's first post office, established in 1805, was the third in Berks County. Stage routes soon followed to transport mail, packages and people. Routes came through Phoenixville, Yellow Springs, and Coventryville on the way to Reading and from Downingtown and Loag's Corner on the way to New Holland and Lancaster. This increasing activity reflects the importance of the village of Morgantown as the commercial hub for the surrounding area.

The War of 1812 brought a demand for specialized iron products produced in new foundries built in towns such as Phoenixville and Reading. Warwick, Reading and Rebecca Furnaces were out of blast by this time, and though Joanna and Hopewell continued operating, the effects of a slowing economy after the war were felt in the village.

The next period of growth occurred during the late 19th and early 20th centuries. These years, circa 1850 to 1920, brought a revived economy. This economic upswing was reflected in the construction of many homes in the Victorian styles along the village main street, map numbers 6, 7, 41, 82, 84, and 86 are examples. Older homes were "updated" in Victorian styles, creating architectural diversity in the streetscape. Examples include map numbers 19, 39, and 92.

This improvement in the local economy was related to larger urban population growth and regional settlement through this part of Pennsylvania through the late 19th century. Urban growth brought increased demand for processed farm products. Morgantown's position at a crossroads continued to favor its commercial activity and it became a center for trade of area merchant grist mills as well as saw mills, cider mills, and fulling mills erected on nearby streams. When the Wilmington and Northern Railroad was built in 1870, Morgantown residents again made the choice to serve as a seat

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of local commerce though stations were built in Elverson and Joanna. Morgantown residents aligned the community to Joanna, running a regular stage between the village and the station in that village. The result was that Morgantown grew while Joanna remained a small village.

In Morgantown, the growth was reflected by establishment of a carriage shop, blacksmith shop and harness shop, map numbers 12, 11, and 10, all built during in the late 19th century. Although all three buildings remain, buildings numbers 11 and 12 are non-contributing resources due to extensive alterations. Two other blacksmith shops are known to have existed in the village but no longer remain. A local furniture maker also built two residences and two furniture show rooms during this period, moving from one facility to the other as his business grew, map numbers 81B, 82, and 91. A confectionery and two general dry goods stores were also built and operated, map numbers 97, 93, and 40. All are contributing resources.

Following World War I the village again experienced a period of growth. This growth was residential in character and again attributable to population growth in the area as well as increasing urbanization in this part of the state. Eighteen houses were built at the east and west ends of the historic district. (Map numbers 75 A/B, 77, 79, 2, 90, 104, 105, 106, 107, 108, 109, 110, 49, 50, 52, and 54 A/B.) All are good examples of architectural styles popular during this period, including four squares, craftsman, and bungaloid. Some institutional development also came with increased growth in the 1920s. Commercial and public works constructed during this period include the firehall and associated war memorial, map numbers 51; the telephone company building, map numbers 111; another restaurant, map number 18; a butcher shop, map number 96; and Morgantown Garage, map number 89. Each of these buildings remains within the historic district.

This prosperous period, like the one previous, was again related to regional demand for farm goods, particularly dairy products and specialized agricultural goods raised near Morgantown, and then shipped through the village to urban markets. Morgantown also continued to serve as a small commercial center for the immediate region as evidenced in the solid construction, size, and decoration of storefronts as well as the dwellings merchants and others living and operating in the village.



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The Historic District has not changed greatly in either appearance or function, although Main Street has become busier. The district holds the old hotel, a flower shop, a commercial garage, real estate offices, a hobby shop, a photographer, a medical supply business, a fire house, the municipal building, the Tri-County Heritage Society Archives and Museum, and numerous restaurants and other small specialty shops. The economy is no longer farm related; rather, it caters to tourist oriented services.

Architecturally, little has changed within the historic district. The styles representing the three growth periods are still clearly visible. Few buildings have been lost since 1900 and the building inventory demonstrates that few buildings have been changed so significantly as to lose their historic integrity. Out of 128 resources in the district, only 22 are non-contributing. Additions and alterations have not significantly changed the streetscape. The overall integrity of the buildings within the historic district is high.

In 1900, the hotel at the main crossroad had a "pointer-board" sign showing directions to Reading, Honey Brook and Elverson. These towns are still contemporary towns to Morgantown. Reading, to the north, always the largest, is now a 3rd class city. As a manufacturing center, Reading has felt economic ups and downs more deeply than has Morgantown.

Elverson, two miles to the east, was established in the late 1700s. It is much like Morgantown in character but not as large. Even though it became host to the railroad in 1870 it never flourished. It retains the character of a small, early 19th century village. The Elverson Historic District was listed in the National Register in 1993.

Churchtown, four miles to the west, established circa 1730, is much earlier than either Morgantown or Elverson. It is the smallest of the three villages. It has grown little beyond its original core. Its economy was tied closely to the iron industry, specifically Windsor and Pool Forges. When the charcoal iron industry failed, the economy never recovered.

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Honey Brook, six miles to the south, started with a tavern about 1735-40 at the intersection of two Indian trade routes. It has expanded residentially to a greater degree than Elverson, but not as extensively as Morgantown. Its buildings, like those of Morgantown, exhibit a higher degree of architectural diversity than do the buildings of Elverson and Churchtown.

Joanna Station was the village two miles to the north with which Morgantown aligned itself when the railroad was built. Joanna, named for the furnace nearby, has never grown beyond its first few houses, station and store.

Birdsboro, circa 1740, about eight miles distant from Morgantown is situated on the Schuylkill River. An outgrowth of William Bird's forges and Mark Bird's Hopewell Furnace, it became a one-industry steel town which continued until the early 1980s. When the steel mill closed, the town's economy was severely depressed. Small in comparison to other steel mill towns, Birdsboro is larger than Morgantown but with fewer prospects for growth.

Morgantown's long-term commercial and architectural history is due to its location in the middle of a productive farming area coupled with good transportation routes which supported local farming and manufacturing. In recent years both farming and manufacturing have declined. Nevertheless, the district continues to reflect these historic activities and architecture.

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**VERBAL BOUNDARY DESCRIPTION**

Beginning at a point on the south side of State Highway Route 23, also known as Main Street, on the northwest corner of TP 35-03520 in the Village of Morgantown, Berks County, PA; thence southeast to the rear corner of the same; thence continuing southeast along western boundary of TP 35-33251 to a point on an alley called South Street. From thence northeast along South Street along the rear property line of TP 35-33251, TP 35-00755, TP 35-00776, TP 35-13100 to a corner where South Street and South Walnut Street meet. Thence continuing along South Street and crossing S. Walnut Street to the southwest rear corner of Site number 81A and proceeding northeast along South Street across the rear property line of TP 35-19485, TP 35-18362, TP 35-15550, TP 35-18000, TP 35-12864, TP 35-05648 to the southeast corner of TP 35-05649 and a point where South Street meets South Mulberry Street.

Thence continuing northeast along South Street, crossing the street known as South Mulberry Street to the southwest corner of TP 35-19435, continuing northeast across the rear property lines of TP 35-19436, TP 35-24601, TP 35-20475, TP 35-04400, TP 35-03545, TP 35-20601, to the southeast corner of Site number 96 where South Street meets Mill Road.

Crossing Mill Road in a northeasterly direction to the southeastern corner of TP 35-09735 and from thence following South Street across the rear property lines of TP 35-26370, TP 35-30161, TP 35-04761, to the southeast corner of Site number 103 at the intersection of South Street and South Chestnut Street.

Crossing South Chestnut Street to a point the southwest corner of TP 35-03800 and following South Street along the rear boundary lines of TP 35-03800, TP 35-25395, TP 35-14485, TP 35-24980, TP 35-03635, TP 35-07700, to the southeast corner of TP 35-02205, where South Street meets South Washington Street.

From thence northwest along South Washington Street and TP 35-02205 to the northeast corner of TP 35-07701 where South Washington Street intersects with State Highway Route 23, also known as Main Street. Continuing northwest and crossing State Highway Route 23

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to the northwest corner of the intersection of State Highway 23 and North Washington Street (which is also the southeast corner of TP 35-02300). From thence northeast, crossing North Washington Street to the northeast corner of the intersection of State Highway Route 23 and North Washington Street at the southwestern corner of TP 35-06205.

From thence continuing northeast across the southern boundary line of TP 35-06205, parallel with State Highway Route 23, to the southeast corner of TP 35-33470. Thence northwest along the eastern boundary line of TP 35-33470 to that lot's northeast corner. Thence southwest following North Street across the rear property line of TP 35-33470 to the northwest corner of TP 35-06205 where North Street intersects with North Washington Street.

Crossing North Washington Street and continuing southwest along North Street across the rear boundary lines of TP 35-02300, TP 35-12913, Site number 51, TP 35-04450, to the northwestern corner of TP 35-17975 and where North Street meets North Chestnut Street.

Crossing N. Chestnut Street and continuing southwest along North Street, across the rear property lines of TP 35-21175, TP 35-24590, TP 35-07850, TP 35-12801, TP 35-19750, TP 35-19725, TP 35-12420, TP 35-11100, TP 35-09750, to the western corner of TP 35-34369 where North Street meets with Cherry Street (State Highway Route 10).

Thence southeast along the west boundary line of TP 35-34369, which is also Cherry Street (State Highway Route 10), approximately 180 feet being midway along the western boundary of TP 35-34369; thence southwest crossing Cherry Street (State Highway Route 10), to the northeast corner of TP 35-33300. Thence southwest across the rear property line of TP 35-33300 to a point midway on the eastern boundary line of TP 35-33430. Thence northwest along the eastern boundary line of TP 35-33430 to that lot's northeastern corner.

From thence, and following North Street, southwest across the rear property lines of TP 35-33430, TP 35-12950, TP 35-14225, TP 35-26360, to the northwest corner of TP 35-16302 where North Street meets with North Mulberry Street.

Thence southeast along the western boundary line of TP 35-16302, which follows North Mulberry Street, approximately 180 feet to a point being midway along said boundary line. From thence southwest

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crossing Mulberry Street to the northeast corner of TP 35-20750 and southwest along the rear property line of TP 35-20750 to a point midway on the eastern boundary line of TP 35-10460. Thence northwest along eastern boundary line of TP 35-10460 to that lot's northern corner.

Thence southwest, following North Street, along the rear property lines of TP 35-10460, TP 35-26862, TP 35-26862, TP 35-21200, TP 35-03560, TP 35-04775, to the southwest corner of TP 35-18715, where North Street intersects with North Walnut Street.

Thence southwest crossing North Walnut Street to the northeast corner of TP 35-00646, and continuing along North Street, southwest along the rear property lines of TP 35-00646, TP 35-00645, TP 35-33275, to the southwest corner of TP 35-22060. Thence southeast along the western boundary line of TP 35-22060 to that lot's southeast corner, which is a point on State Highway Route 23, or Main Street. Thence crossing State Highway Route 23, also known as Main Street, to the place of beginning.

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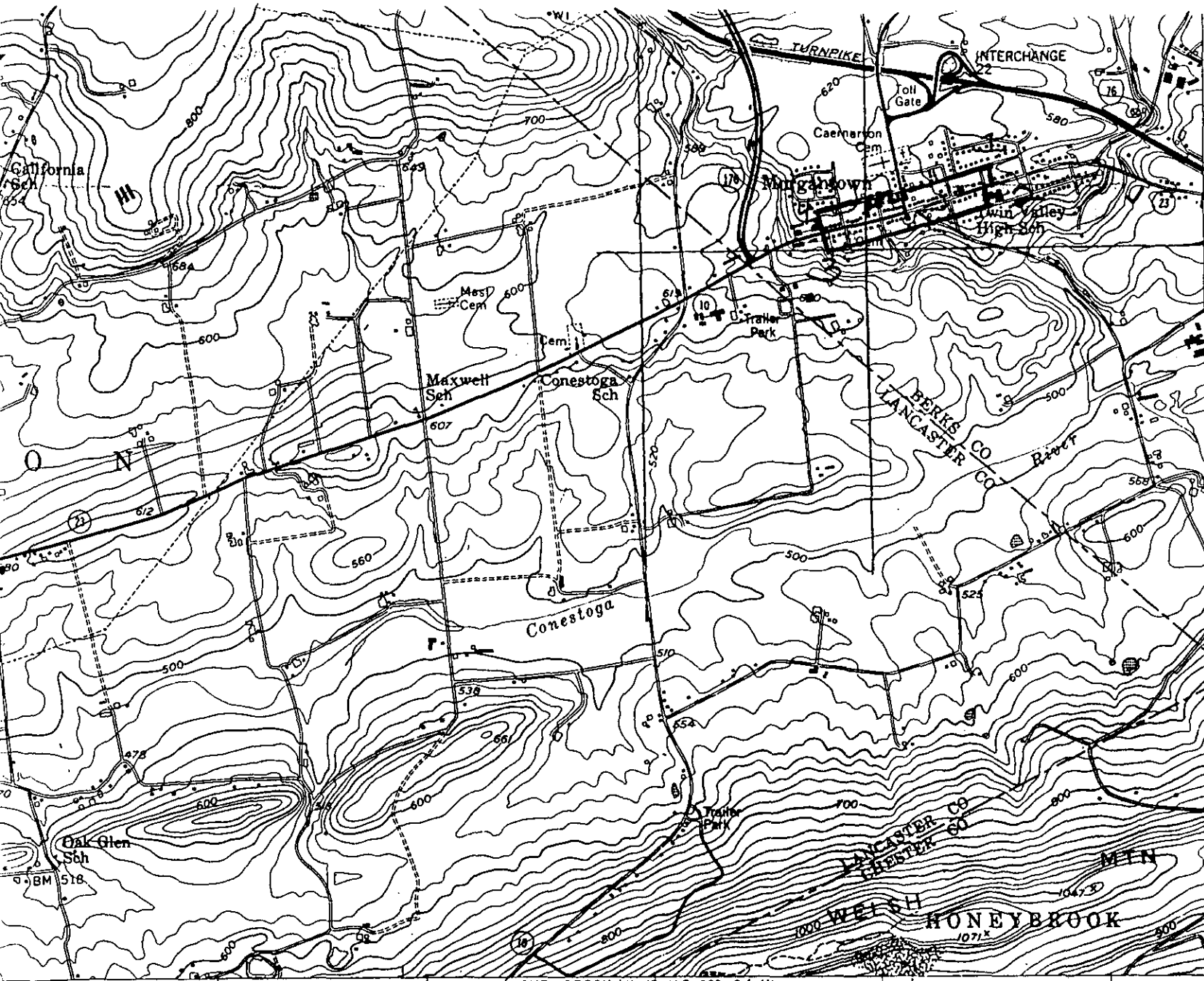
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### BOUNDARY JUSTIFICATION

The boundaries of the Morgantown Historic District have been chosen because they enclose the area that best reflects the commerce and architecture of the period of significance, ca. 1790-1945. Included within the boundaries are the earliest known surviving buildings in the village, dating from ca. 1790; a variety of architectural styles and commercial and domestic building types which reflect three periods of growth in the history of the village.



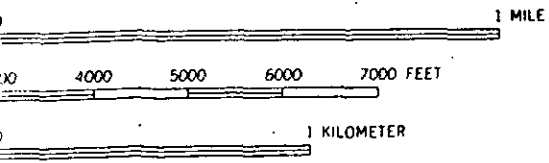


Morgantown  
Historic District  
Morgantown Quadrangle  
Zone 18  
UTMs  

Easting	Northing
1424565	4445365
2424560	4445175
3423820	4445000
4423775	4445180

13 MI. TO INTERCHANGE 23 PHILADELPHIA (CITY HALL) 44 MI.

BROOK) 11 SW  
:24000



HONEY BROOK (JUND. U.S. 322) 2.4 MI. INTERIOR- GEOLOGICAL SURVEY, RESTON, VIRGINIA-1989 425000m E 75°52'30" 40°07'30"

- ROAD CLASSIFICATION
- Heavy-duty ————— Light-duty —————
  - Medium-duty ————— Unimproved dirt - - - - -
  - Interstate Route                      ○ State Route

MORGANTOWN  
584 11 SE