BRIDGETOWN MILL, HEADRACE
Intersection of Bridgetown Road and Newtown Pike
Bridgetown
Bucks County
Pennsylvania

HAER PA-476-A
HAER PA-476-A

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
U.S. Department of the Interior
1849 C Street NW
Washington, DC 20240-0001

HISTORIC AMERICAN ENGINEERING RECORD

BRIDGETOWN MILL, HEADRACE

HAER No. PA-476-A

Location:

Intersection of Bridgetown Road and Newtown Pike
Bridgetown, Bucks County, Pennsylvania
UTM: 18.0506231.4448678
Quadrangle: Langhorne, Pa. 1:24,000

Date of Construction:

early 19th century; early 20th century alterations

Architect:

unknown

Present Owners:

County of Bucks
Administration Building
Doylestown, Pennsylvania 18901
(tax parcels 21-21-17 and 17-1)

and

Kimberly A. DaCosta
Michael J. and Loretta Messina
760 Langhorne-Newtown Road
Langhorne, Pennsylvania 19047-1536
(tax parcel 22-21-21)

Present Use:

abandoned

Significance:

The millrace is a contributing resource within the National Register-eligible Bridgetown Historic District. The district is locally significant as a nineteenth century crossroads community associated with the milling and tanning industries. In addition, the development of the community during the nineteenth century was closely associated with the locally prominent Jenks family. The mill and portions of the millrace are likely to date from the first half of the nineteenth century.

Project Information:

The Pennsylvania Department of Transportation plans to replace the existing Bridgetown Pike Bridge over Neshaminy Creek with a new bridge on a new alignment. In addition, Bridgetown Pike (S.R. 2010) would be realigned for a distance of approximately 250m (820 ft.) east of the bridge. The new road alignment would result in the demolition of Bridgetown Mill floodgate walls, headrace walls, and a portion of the headrace.

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Douglas C. McVarish/Project Architectural Historian
John Milner Associates, Inc.
309 North Matlack Street
West Chester, Pennsylvania 19380

DESCRIPTION OF PROPERTY AND SETTING

The Bridgetown Mill complex is situated in the vicinity of the intersection of Newtown Pike and Bridgetown Road in Bridgetown, Middletown Township, Bucks County, Pennsylvania. Surviving elements of the complex include a stone mill, dating from the mid-nineteenth century; the early nineteenth century mill house; remains of a headrace including segments of stone retaining walls, headgate, and channel; and concrete walls that may have served as a floodgate.

The principal remnants of the mill complex are the mill building itself, located approximately 41m (134 ft.) southwest of Newtown Pike-Bridgeton Road intersection, and the mill house. Both structures are located on the property of Kimberly A. DaCosta and Michael and Loretta Messina. The mill burned in 1949, and, as a result, retains little integrity of design. All that remains of the building are a few structural beams, the exterior rubble walls, and a few windows and doors. The roof was replaced following the fire. Presently, the interior of the mill appears as a single space, and nothing remains of the mill machinery. A small circular opening and concrete enframement, situated in the southernmost bay of the lower east wall, may indicate the location of the headrace outtake. A small, segmentally arched opening situated in the southernmost bay of the lower west wall and presently enclosed may indicate the location of the tailrace intake.

The mill house is located on the west side of Newtown Pike, approximately 40m (130 ft.) southeast of the mill. It consists of a two and one-half story, five bay, coursed rubble main block with a gabled roof and closed gable ends. A two story, two bay, coursed rubble wing with a shallow gabled roof adjoins the west facade of the main block. Fenestration on the main block consists of regularly placed one over one sash windows, some of them paired. These were installed in the early twentieth century. Fenestration on the wing consists of two over two sash windows, installed in the late nineteenth century. Nineteenth century engravings of the mill house (Smedley 1879) indicate that the wing once rose in one and one-half stories with a steeply pitched gabled roof. The main entry, centered on the lower east facade, is enframed by a shaped wood, pedimented frontispiece. Porches, probably added in the early twentieth century, adjoin the south facade of the main block, the northernmost bay of the north facade of the wing, and the entire east facade of the wing. Three symmetrically placed gabled dormers, probably added in the early nineteenth century, project from the east facade of the main block. Three other dormers, probably added in the early twentieth century, project from the west facade. Simple brick chimneys rise inside either gable end and along an interior wall of the main block.

A water-powered mill complex typically included structures to divert water from a river or stream through the mill wheel and to return the wastewater to the river or stream. These structures generally included a dam, a pair of headgates, a headrace, a flume or penstock, and a tail or waste race (Howard 1979:5-6). For efficient power generation, the millstream had to have both a dependable flow and a sufficient fall to provide ample water supply and force without the necessity of erecting large, tall dams (Lord 1983:9).

In the case of the Bridgeton Mill complex, Core Creek was dammed to form a millpond approximately 579m (1,900 ft.) east of the mill. Much of the dam has been removed. The portion that remains consists of two courses of dry-laid, partially slumped stone blocks adjoining a concrete slab. This concrete slab is a maximum of approximately 1.9m (6.2 ft.) tall and is a maximum of 3.5m (11.5 ft.) wide. The edge of the slab is approximately 6.4m (21 ft.) from the bank of Core Creek. Weiss and Sim described typical dam construction:

> To build a dam or weir, an obstruction solid enough to hold back water was needed. Some were made of logs and trees laid across the width of a stream, upon which smaller trees were laid at right angles until the required height was reached. Then over them heavy planks were spiked from one bank to the other. Other dams were built of rocks "laid dry" or with mortar, or bolted with iron bars. Many dams were constructed of logs and rocks combined. They were always put together following recognized plans of construction with careful regard to their foundations and walls so that they would withstand floods (Weiss and Sim 1956:27).

Howell described stone-filled crib construction for dams:

> Some consisted of continuous stone-filled cribbing of rough-hewn oak, pine, or locust logs, which were usually more than 9 inches square with each piece notched into those above and below. The cribbing supported a series of strongbacks, spaced about 4 feet, 6 inches apart, of both rough and hewn logs which were mostly around 10 inches in diameter. These strongbacks were laid parallel to the axis of the stream and at about a 45-degree angle, with the apex upstream and a double thickness of 1-inch planking nailed to them (Howell 1975:135).

Headgates were located where water entered the headrace adjacent to the dam. These gates allowed the mill owner to control how much water was in the race. The remaining portion of the Bridgetown Mill headgate walls consists of approximately seven courses of dry-laid stone wall with a short section of wall laid perpendicularly to the main section. Some races were constructed using planks braced with crosspieces of wood at regular intervals so that the sides would not cave in. It is uncertain whether such bracing was used in the Bridgetown headrace. Races were generally from three to six feet wide and three to six feet deep (Weiss and Sim 1956:27). The race was dug to provide an excess of water to ensure that the mill could operate at capacity in either wet or dry seasons. Water flow was generally controlled by a sluice gate at the mill, in addition to the headgate. These gates were protected by a lattice or grill made of wood slats which prevented driftwood from obstructing the flow of water or damaging the gate (Garber 1976:75).

The headrace probably began at the west end of a mill pond, which, according to historic maps, was located approximately 580m (1,900 ft.) northeast of the mill. The headrace extended west from the headgate, paralleling the north side of Bridgetown Road and crossing beneath present Newtown Pike within the jog of Bridgetown Road. South of Newtown Pike, the headrace roughly paralleled the south side of Bridgetown Road. A portion of the headrace, measuring approximately 61m (200 ft.) in length, 1.5m (5 ft.) in width, and 1.2m (4 ft.) in depth, is visible along the north side of Bridgetown Road. This portion of the headrace is defined by rounded earthen banks, while small trees have grown in the channel. Closer to the headgate, the headrace, while discernible, is less clearly defined. Immediately west of Newtown Pike on axis with the headrace is a pair of largely buried concrete blocks. The blocks are parallel to each other approximately 3.6m (11.8 ft.) apart. Each block is .3m (1 ft.) wide. The northwest block is 2m (6.7 ft.) long, while the southwest block is about 2.8 m (9 ft.) long. These may be the remains of twentieth century headrace walls.

Typically, a flume or penstock carried the water from the race to the waterwheel. Such flumes were typically of timber construction (Howell 1975:135). No traces remain of this structure. After passing through the waterwheel and generating power for the mill, the water flowed through a waste or tail race to return to the river or stream. As Charles Howell indicates, for maximum efficiency in operation of a waterwheel, it was essential that the tail water leave the wheel quickly (Howell 1975:134). In the case of the Bridgeton Mill, a local informant suggested that a tail race extended from the mill to Neshaminy Creek, although obvious physical evidence has not been located.

Other structures located in the vicinity of the millrace include a concrete retaining wall, located on the north side of Bridgetown Road west of the Newtown Pike intersection, and a floodgate, located on the north side of Bridgetown Road east of the Newtown Pike intersection. The concrete retaining wall appears to be of early twentieth century construction and was probably built to reduce erosion of the steep slope down to Core Creek. It extends west from the Newtown Pike bridge for a distance of about 45.7m (150 ft.) and protrudes a maximum of about .98m (3.2 ft.) above the adjoining ground surface. Portions of the wall are hidden by debris dumped next to it.

The concrete floodgate adjoins the millrace approximately 36.6m (120 ft.) east of the Bridgetown Road-Newtown Pike intersection. Similarity in aggregate to the concrete headrace blocks located on the mill property provides evidence that it was constructed concurrently with these blocks. The date "1913" is engraved in one of the walls of the floodgate. The floodgate consists of a box-like structure with a sloping concrete ramp floor. The ramp extends downward toward Core Creek for a distance of approximately 5.6m (18.5 ft.). The flanking walls are approximately

.27m (10.5 in.) thick. At the south end, these walls are approximately 1.6m (5.3 ft.) high and are approximately 1m (3.3 ft.) high at the north end of the floodgate. The south end of each side wall terminates in a cross wall, a t-shaped junction. The inner ends of this cross wall are broken, but matching hollows in the lower sections suggest that hinged flood gates were anchored to these walls. The outer ends of the cross wall, which anchor the floodgate to the bank of the headrace, are approximately .3m (1 ft.) in width and 1.4m (4.5 ft.) high.

BACKGROUND HISTORY

Bridgetown, the site of the mill, is a nineteenth century crossroads village associated with the milling and tanning industries. It is located in lower Bucks County, Pennsylvania, near the confluence of Neshaminy Creek, a major tributary of the Delaware River, and Core Creek, a relatively small but locally significant tributary of Neshaminy Creek. Bucks County was one of three original counties of Pennsylvania established by William Penn in 1682. Early development of Bucks County was primarily agricultural, characterized by a pattern of dispersed farmsteads. The major commercial centers were located along the Delaware River (Nolan 1943:407).

The earliest roads in Bucks County connected the commercial centers along the Delaware River with Philadelphia. Among the earliest was the Great Road, begun in 1692. The Great Road began at the Falls Ferry (present Morrisville) and extended westward to Fallsington, Four Lanes End (present Langhorne), and Feasterville (Geyer 1972:2). A year later the Newtown-Bristol Road was built, extending along the east side of Neshaminy Creek and connecting the port of Bristol with Newtown (Battle 1985:455).

During the eighteenth century, Neshaminy Creek and its tributaries, including Core Creek, provided numerous water power sites for saw and grist mills, and later for oil mills that processed flaxseed from area farms (Geyer 1972:6). Among the earliest of these was a grist and corn mill, located near the mouth of Core Creek. Deeds indicate that the mill was operating as early as 1742 when Jonas Preston purchased the property from Thomas and Dorothy Stackhouse (Bucks County Deed Book 160:597) and is likely to have been established by Robert Heaton or Thomas Stackhouse between 1708 and 1742 (Bucks County Deed Book 4:20). One source places the date at 1731 (Davis 1876:176).

In 1748, a road was laid out connecting the Great Road with Newtown-Bristol Road. Beginning at William Carter's House on the Great Road, the new road extended northward to Mill Creek, then eastward through Northampton Township to a sharp bend in Neshaminy Creek. Immediately east of Neshaminy Creek just below Core Creek at the mill of Jonas Preston, the road joined Newtown-Bristol Road (Bucks County Road Book A:41). The road became known as the Bridgetown Road, although it is unknown when the name was first applied to the crossroads community. The name Bridgetown first appeared on a map in 1831. Bridgetown Road did not appear on a map until 1850 (Kennedy 1831; Morris 1850).

In 1777, Joseph Jenks purchased the Preston mill from William Thompson of Warwick, Pennsylvania (Bucks County Deed Book 21:17). Jenks was a member of a prominent family of Quakers in Bucks County (Miller and Cohen 1977:3, 4). They traced their descent from Thomas Jenks (1699-1797), who, born in England or Wales, traveled with his parents to Pennsylvania in 1700. In 1731, he married and in 1734, established his homestead in Middletown Township. Sometime before 1740 (Davis 1975:38) Thomas Jenks built and operated a fulling mill, among the first in Bucks County, specializing in homespun goods. The mill, no longer extant, was located along Core Creek, about one and one-half miles northeast of the Preston mill. His son Joseph (1743-1820), who purchased the Preston mill from his father, is reported to have been a major agriculturalist in Bucks County. Not only did he operate the Preston mill, he also operated his father's fulling mill. His landholdings included a 51-acre tract immediately east of Bridgetown.

Joseph's son William (1766-1818) not only operated the grist mill but also farmed the 51-acre tract. In his will, dated 1805, Joseph left the mill and land to William (Michael H. Jenks Papers, Folder 2). However, in 1818 William's health declined, and Joseph, probably realizing that his son was soon to die, made an outright gift of his homestead and mills to William (Michael H. Jenks Papers, Folder 1). William died in 1818 shortly after the deed of gift was

made. Before his death, however, William bequeathed the homestead and mill to his sons Joseph (1792-1869) and Charles (1798-1823) (Bucks County Will Book 9:318). Following Charles's death in 1823, Joseph continued to operate the Jenks mill until the mid-1840s. He is said to have amassed considerable wealth as a merchant miller. In all, members of the Jenks family owned and operated the grist mill for 69 years (1777-1846).

It is not at all certain that the original Preston-Jenks mill was located on the same site as the existing mill, although there is little evidence to the contrary. Early published maps are notoriously inaccurate; nonetheless, it is worth noting that on the 1817 map the symbol for a mill appears north of Core Creek and east of Newtown-Bristol Road (Kennedy 1817). On the 1831 map, the symbol appears south of Core Creek and west of Newtown-Bristol Road. However, this notation could also indicate that the Preston-Jenks mill was located north of Bridgetown Road and possibly closer to the mouth of Core Creek than the existing mill.

The 1846 notice of public sale of the mill property describes it as follows:

> about 9 Acres of superior bottom land (besides some fifteen acres occupied by the MILL DAM, POND, RACE, WATER RIGHTS, &c. on Core Creek) upon which are erected a splendid three story stone MERCHANT MILL, 65 by 40 feet, entirely rebuilt in 1840, of the best material and upon the most approved plan. The gearing is upon the vertical principle, simplified in every particular, and the wheels and shafting are all iron. The stream has a perpendicular fall of 19 feet, thrown upon a 16 foot water wheel, with a 12 foot bucket, which propels 4 pair of burr stones, four and a half feet in diameter. The bolting cloths are very superior, capable of bolting 100 bbls. of Flour in twelve hours; and one pair of burrs will and often have ground for weeks together 100 bbls. of an extra quality. The STREAM LOCATION, and many advantages are universally admitted to be second to none in the county; and the surrounding fertile country always affords an ample supply of grain. It is 5 miles from sloop navigation on the Neshamony, and two and a half miles from an excellent turnpike road. The mill (if necessary) could with comparatively trifling expense be converted into a cotton or some other manufacturing establishment, and is well calculated for any thing of the kind. There is a spacious stone fireproof CORN KILN adjoining the mill, upon Crook's patent principle, with sheet iron pans.
>
> THE MANSION HOUSE is a large and convenient two story stone building, 48 by 33 feet, with four rooms and a hall upon the first floor, and 5 rooms and an entry on the second floor, in good order and repair, with a large stone kitchen adjoining, and pump at the door, the whole surrounded by a beautiful lawn, garden, &c. - a large hay house and stabling; carriage and wagon house, cow house, smoke house; new story [sic] STONE TENEMENT &c. (*Bucks County Intelligencer*, September 23, 1846).

In 1847 the assignees of Joseph Jenks sold the mill property to Samuel Comfort who apparently operated the mill himself (Bucks County Deed Book 74:199). In 1855 the property was conveyed to Jesse Comfort (Bucks County Deed Book 110:169). In November of the same year, Jesse Comfort put the property up for sale (*Bucks County Intelligencer*, November 13, 1855), but was apparently unsuccessful in locating a buyer. In 1876, Anna E. Comfort sold the property to Benjamin S. Woodman (Bucks County Deed Book 178:75). The property remained in the Woodman family until 1953 (Bucks County Deed Book 1127:27), and the mill continued to operate until 1939 (Robertson et al. 1990:20). A close examination of historic maps (Scott 1876; Noll 1891) seems to indicate that by the 1870s, a new mill building may have been constructed on the north side of Bridgetown Road. This conjecture is supported by the presence of a stone wall and a concrete retaining wall, which roughly parallel Core Creek (Robertson et al. 1990), and the report of a local resident who indicated that a building stood north of Bridgetown Road during the early twentieth century (Berger 1986:32).

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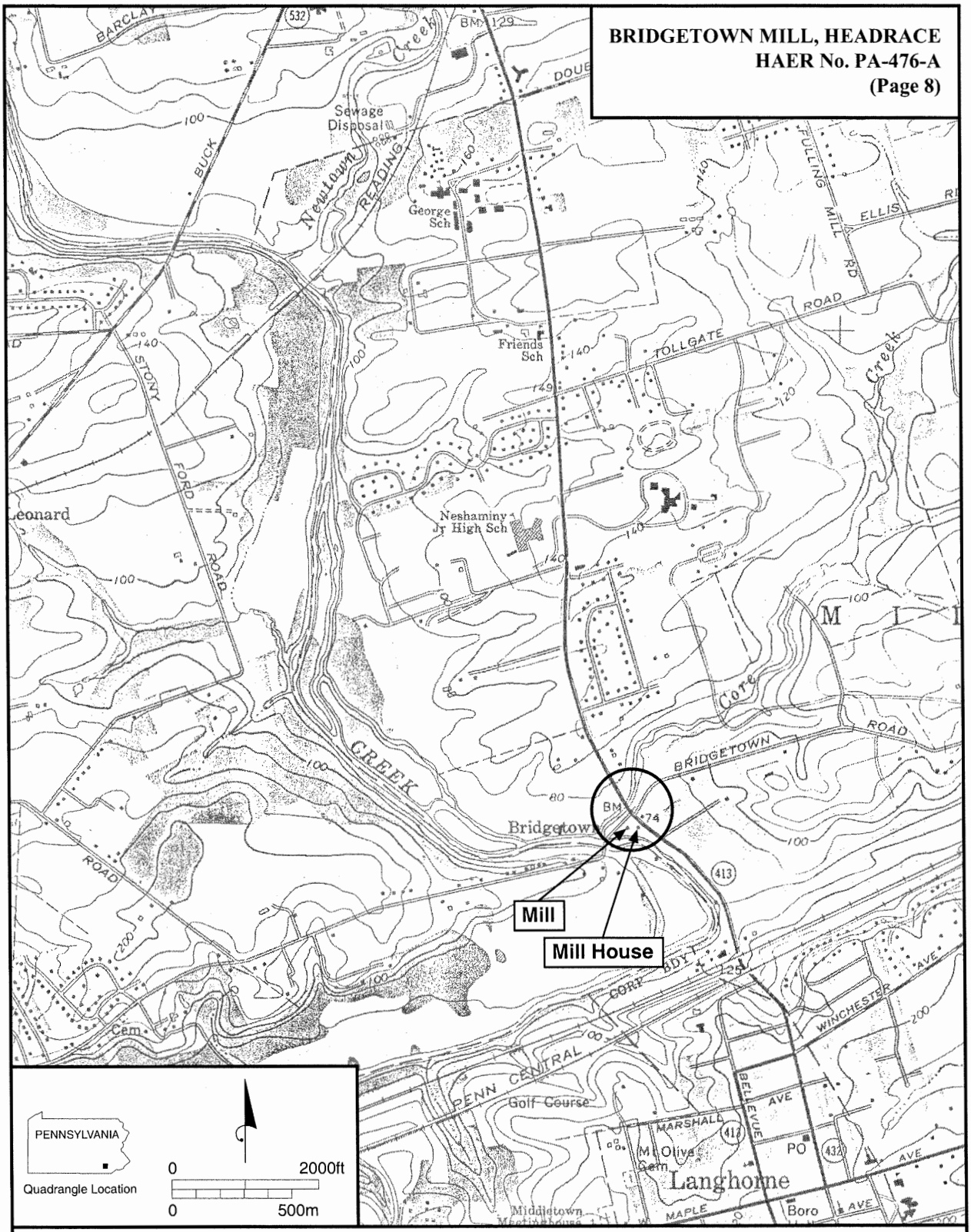


Figure 1. Detail, *Langhorne, Pa.* 7.5 minute quadrangle (USGS 1973), showing location of Bridgetown Mill complex.

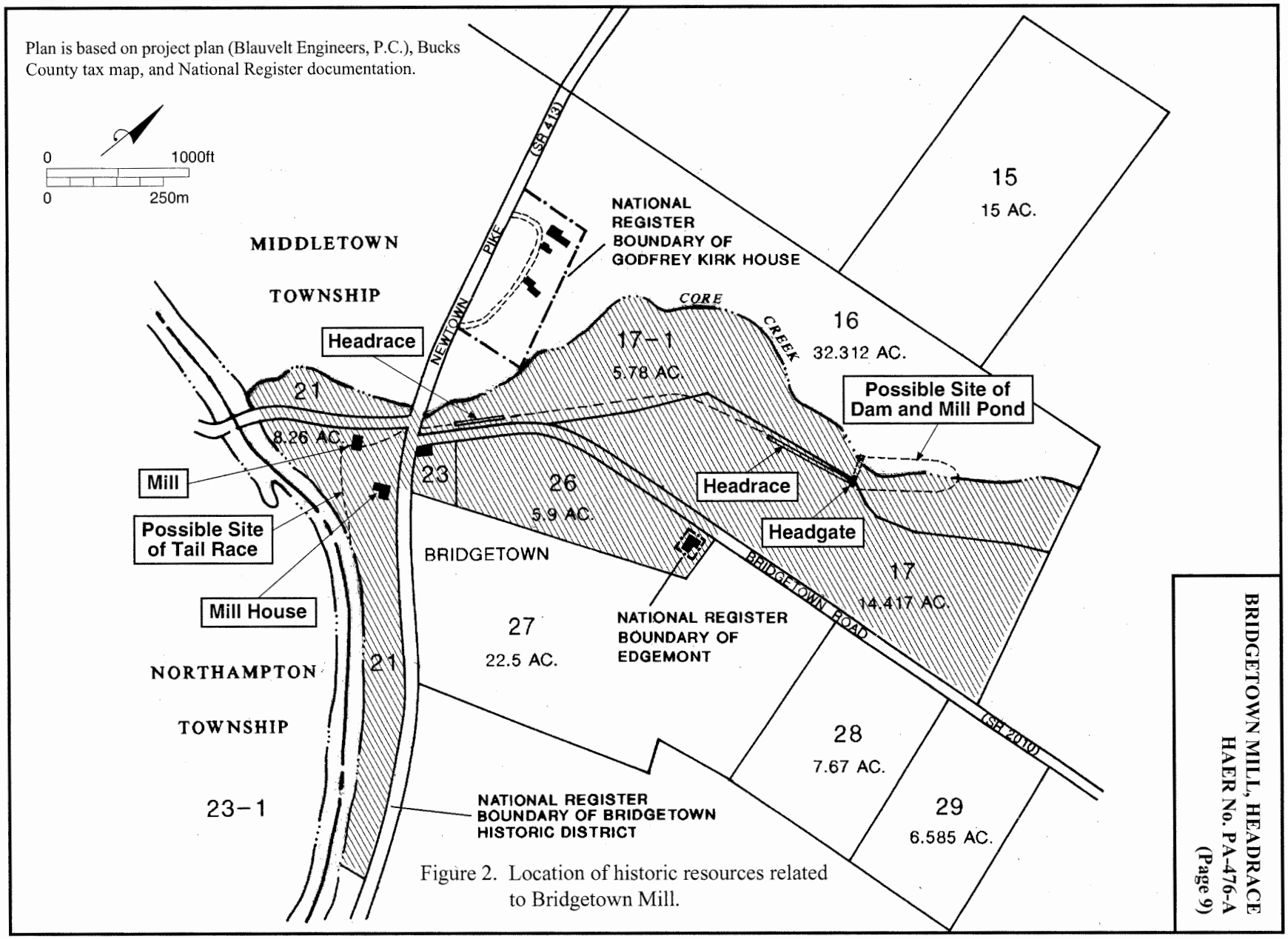
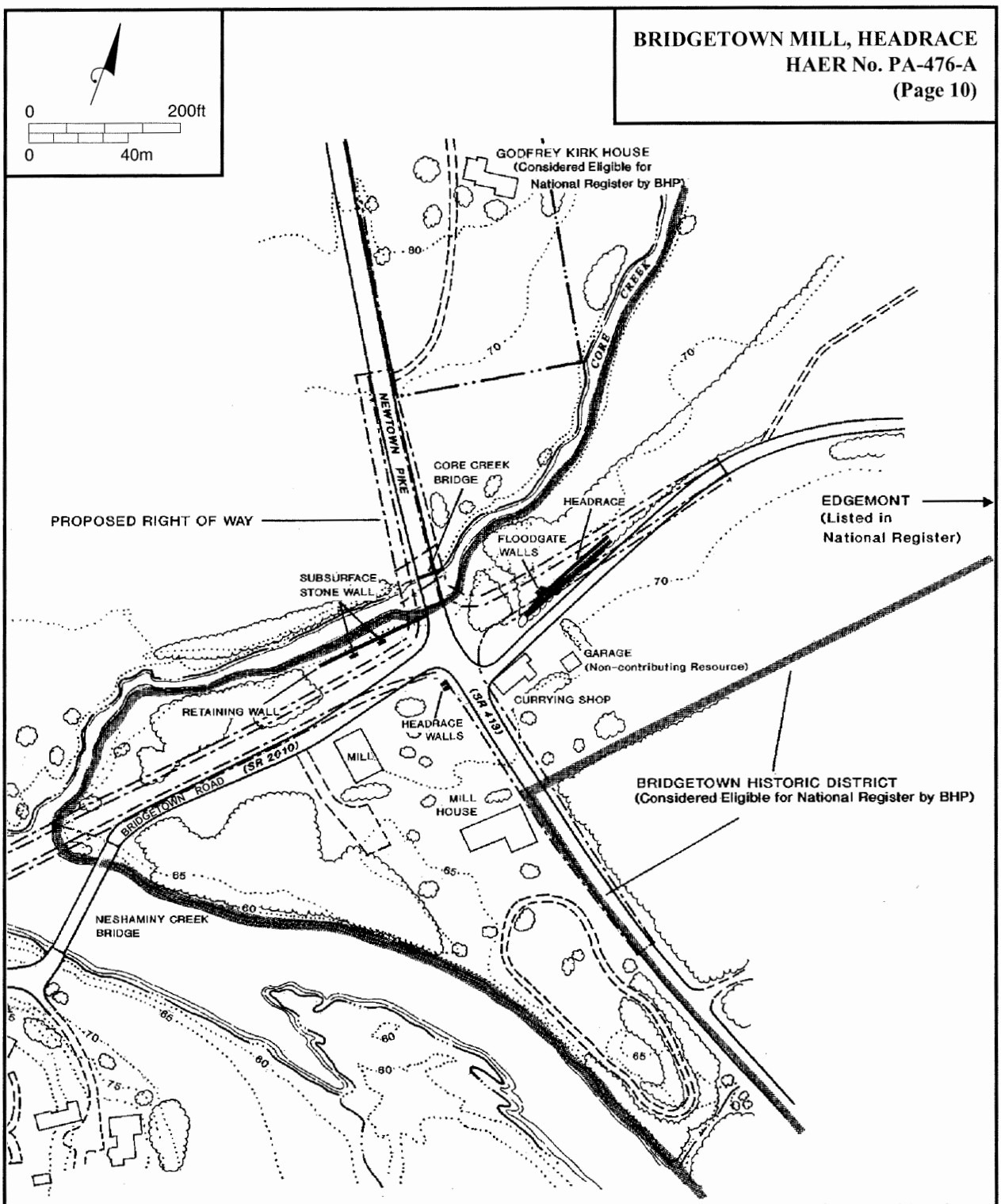


Figure 2. Location of historic resources related to Bridgetown Mill.



Plan is based on project plan (Blauvelt Engineers, P.C.) and National Register documentation.

Figure 3. Detail showing historic resources in the vicinity of the Newtown Pike-Bridgetown Road intersection.

Drawing was prepared by John Milner Associates, Inc. (1997).

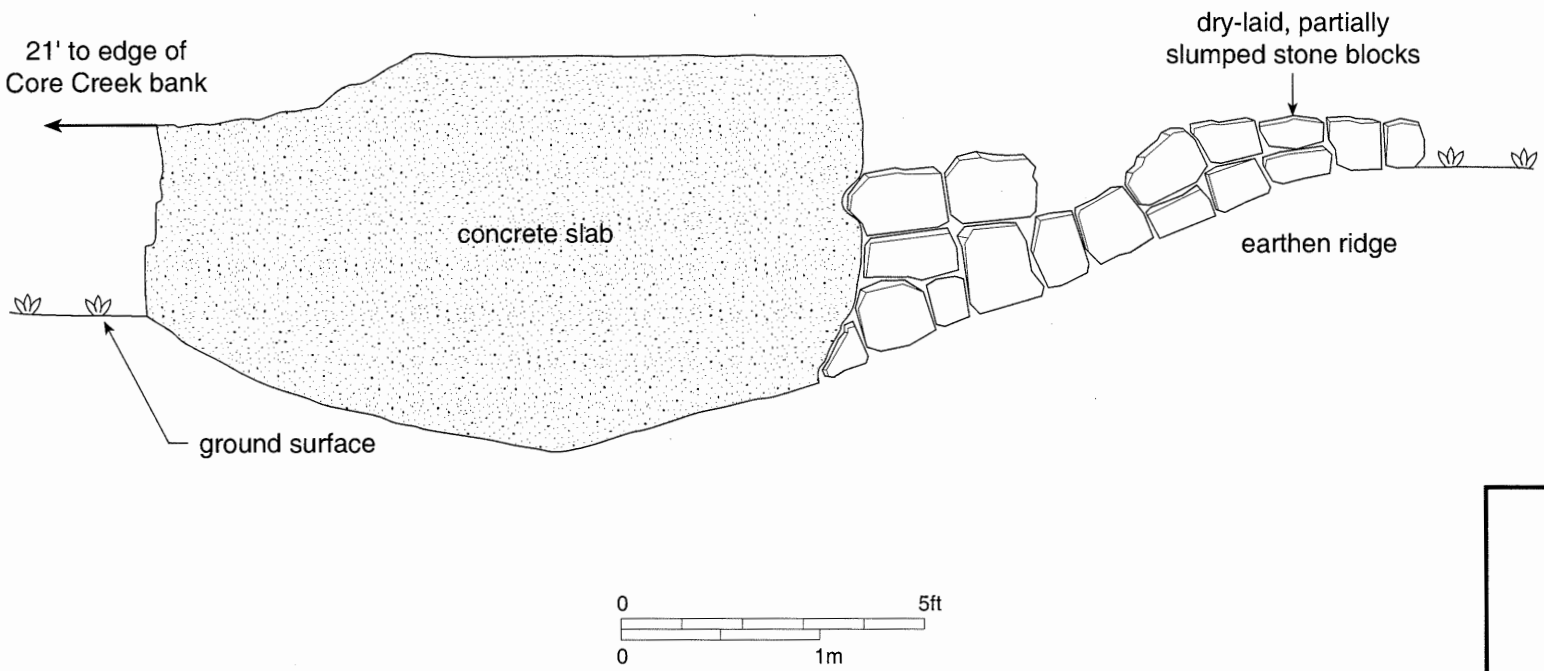


Figure 4. Elevation of dam section, west face, south side of Core Creek.

Drawings were prepared by John Milner Associates, Inc. (1997).

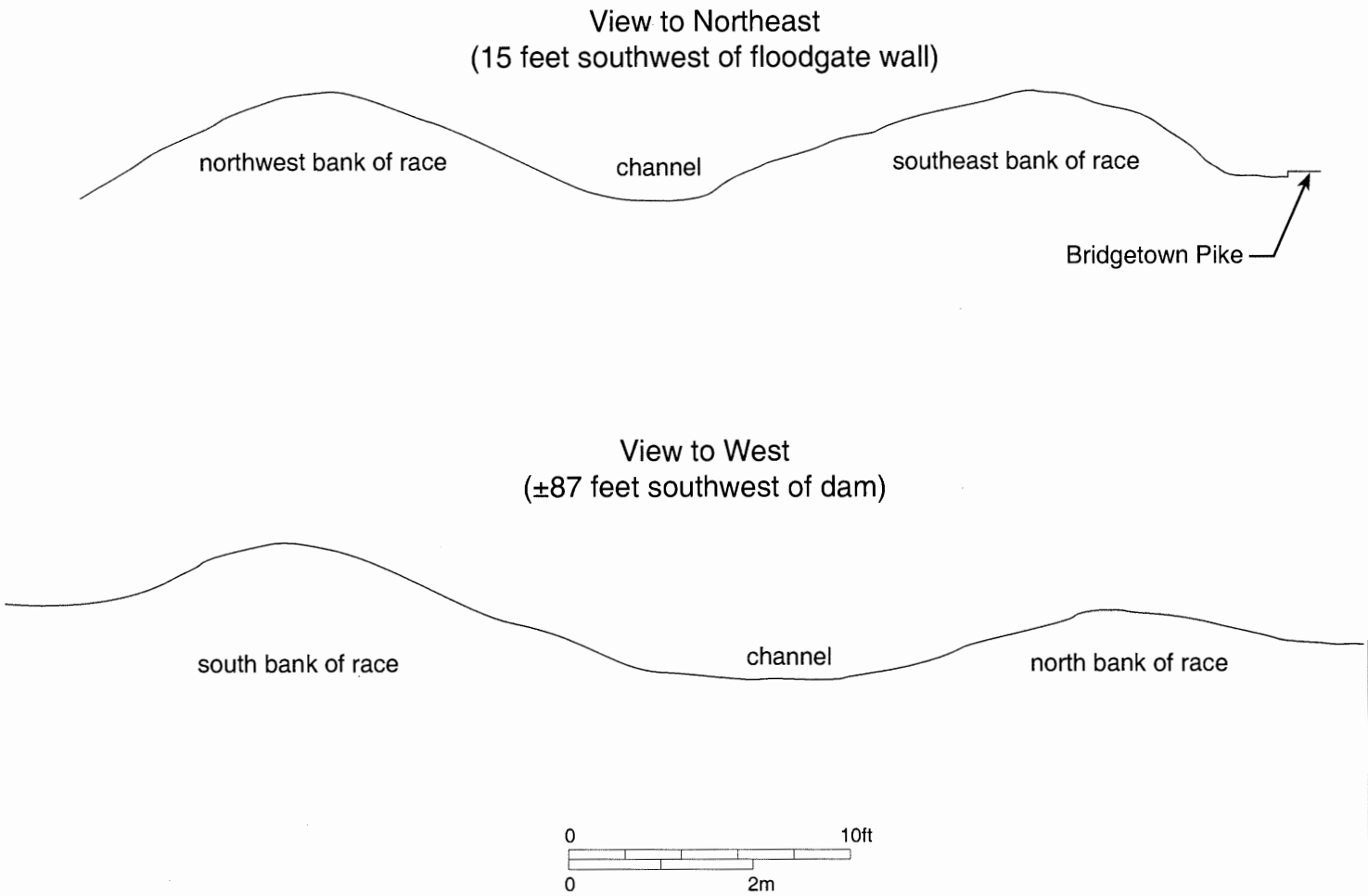


Figure 5. Cross-sections through the headrace.

Drawing was prepared by John Milner Associates, Inc. (1997).

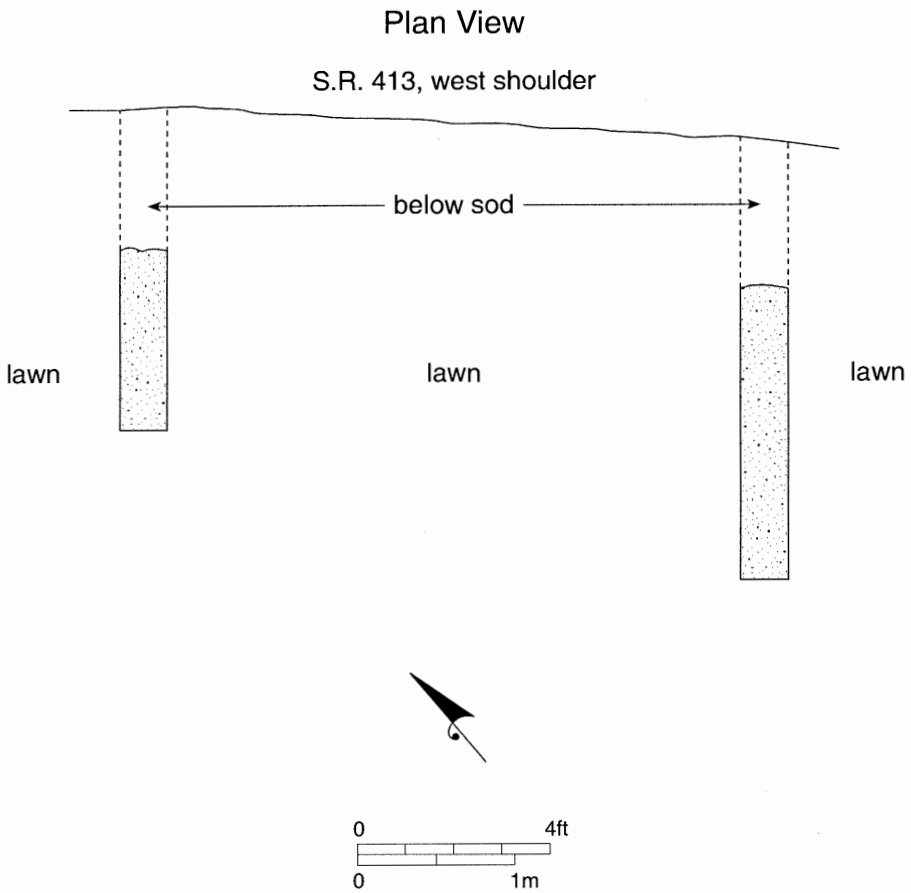


Figure 6. Plan view of concrete headrace blocks.

Drawings were prepared by John Milner Associates, Inc. (1997).

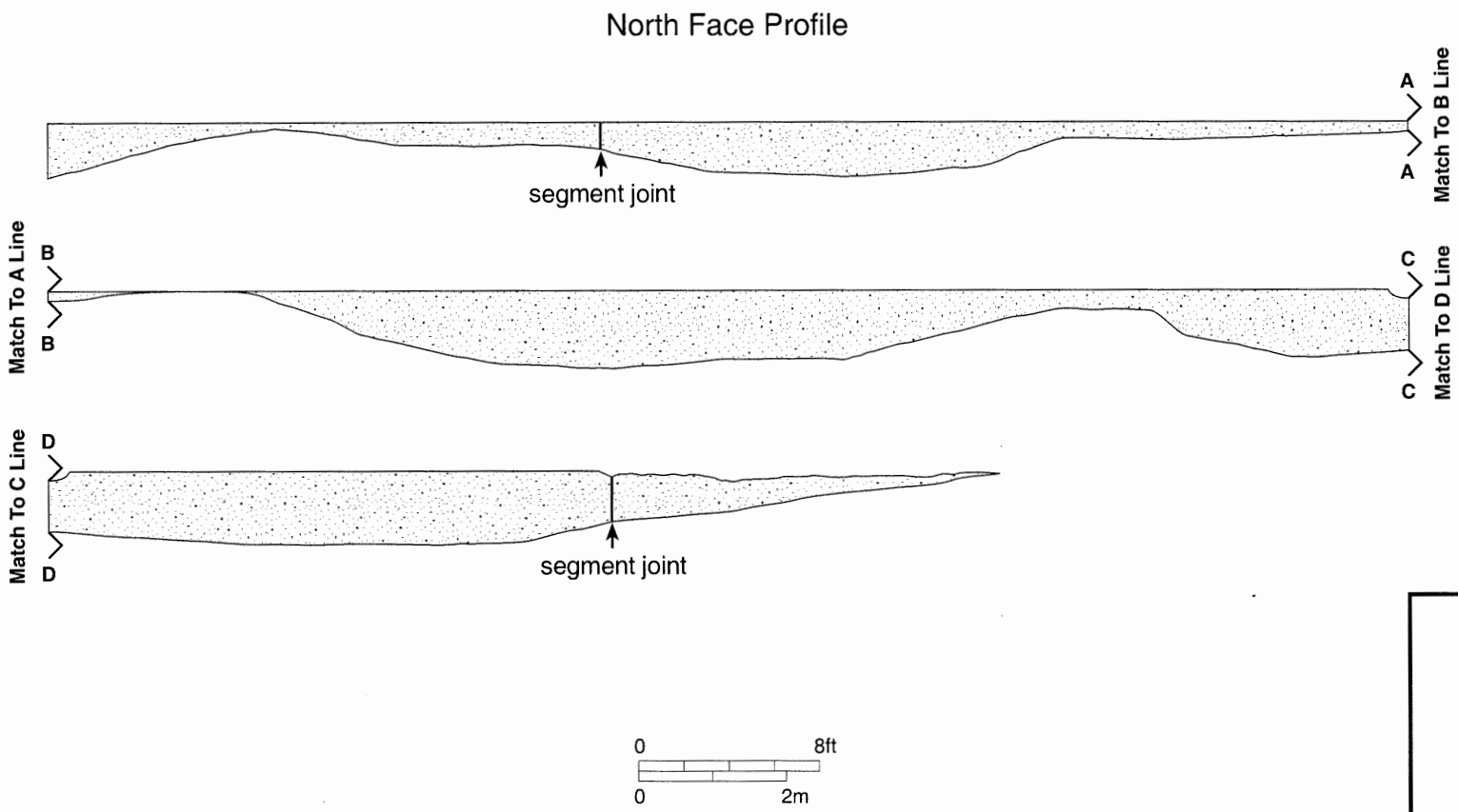


Figure 7. Concrete retaining wall, north face profile.

Drawings were prepared by John Milner Associates, Inc. (1997).

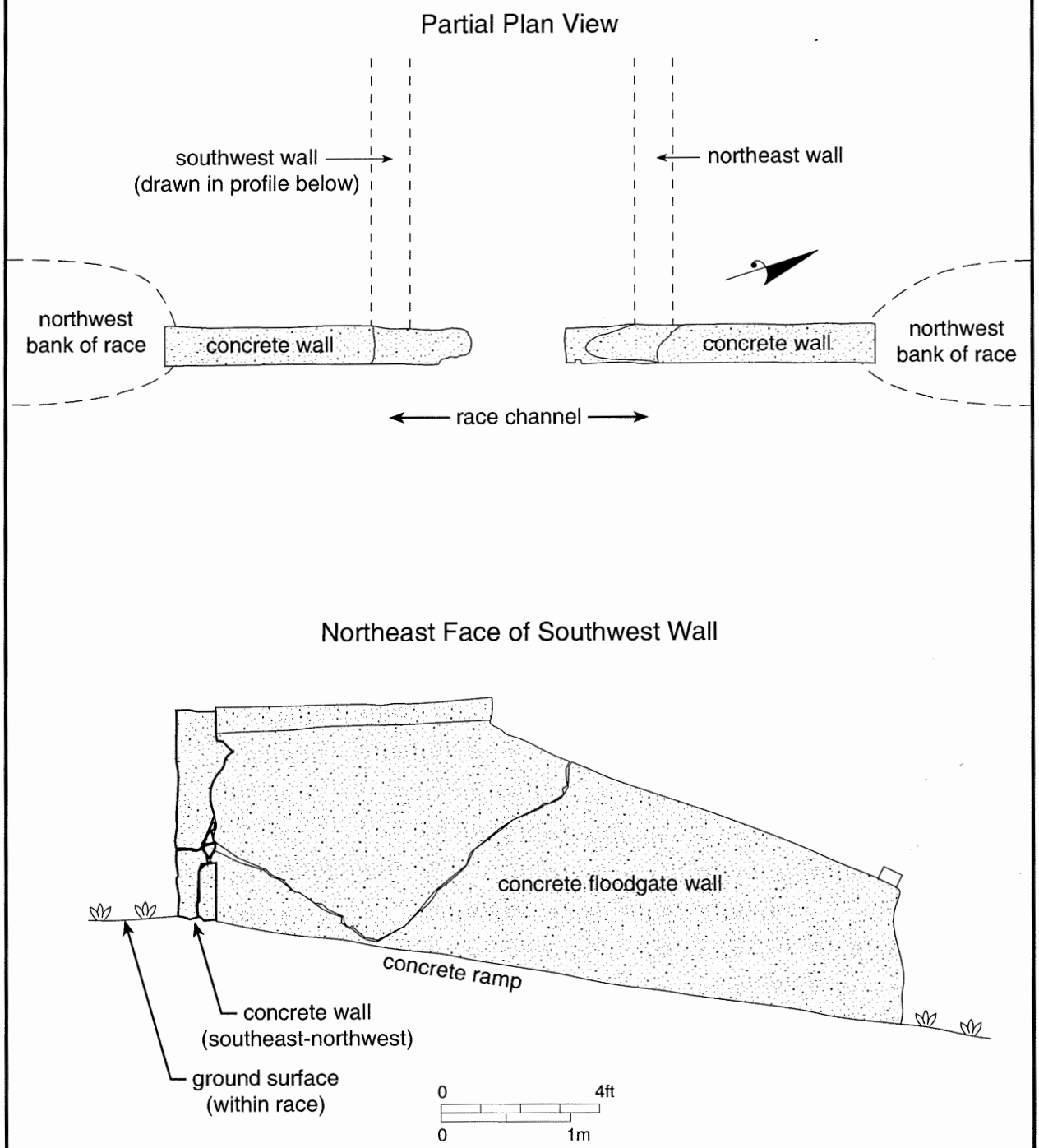


Figure 8. Floodgate structure: partial plan view and east face of west wall.

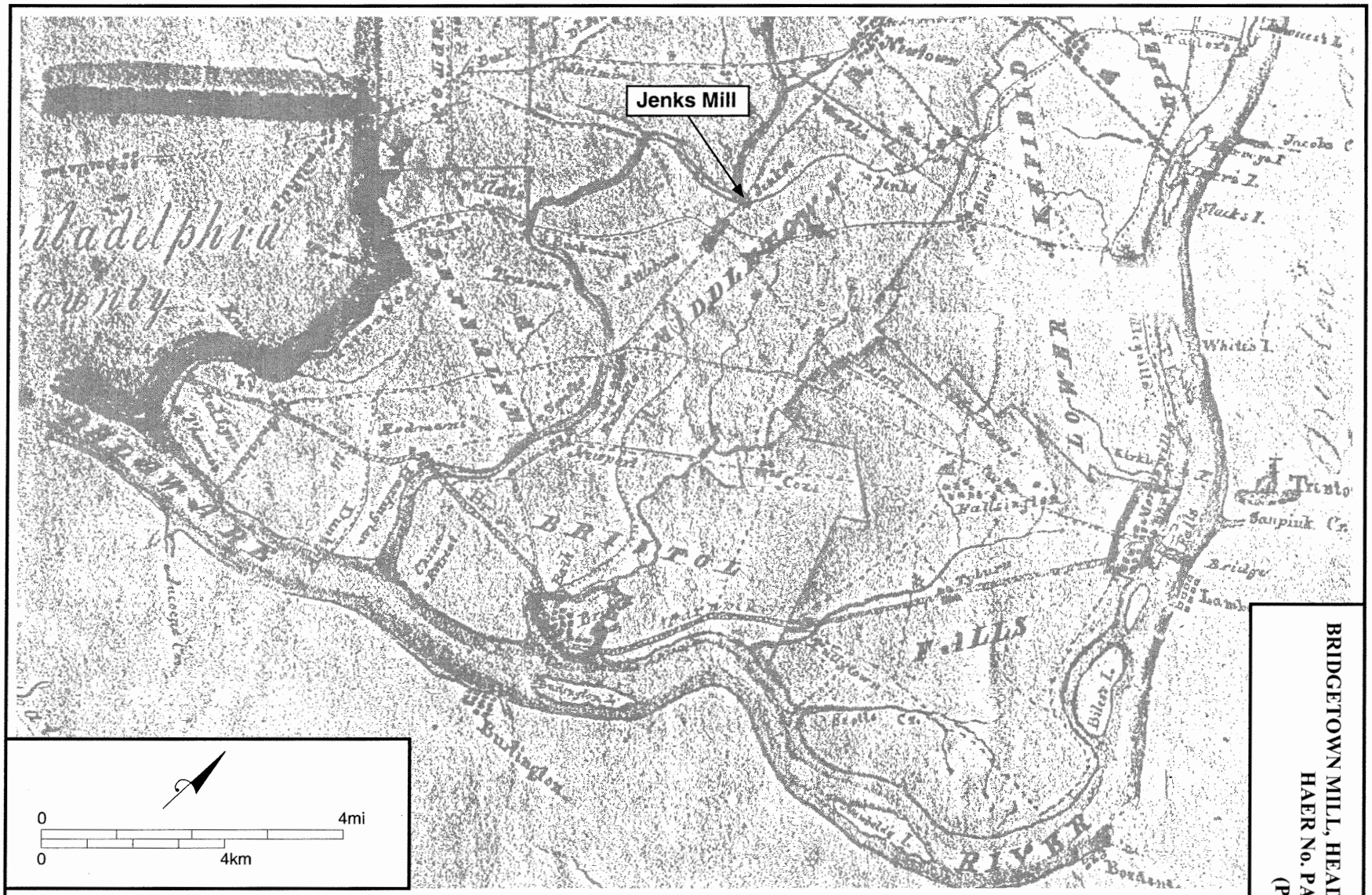


Figure 9. Detail of *A Map of the County of Bucks* (Kennedy 1817), showing Jenks Mill.

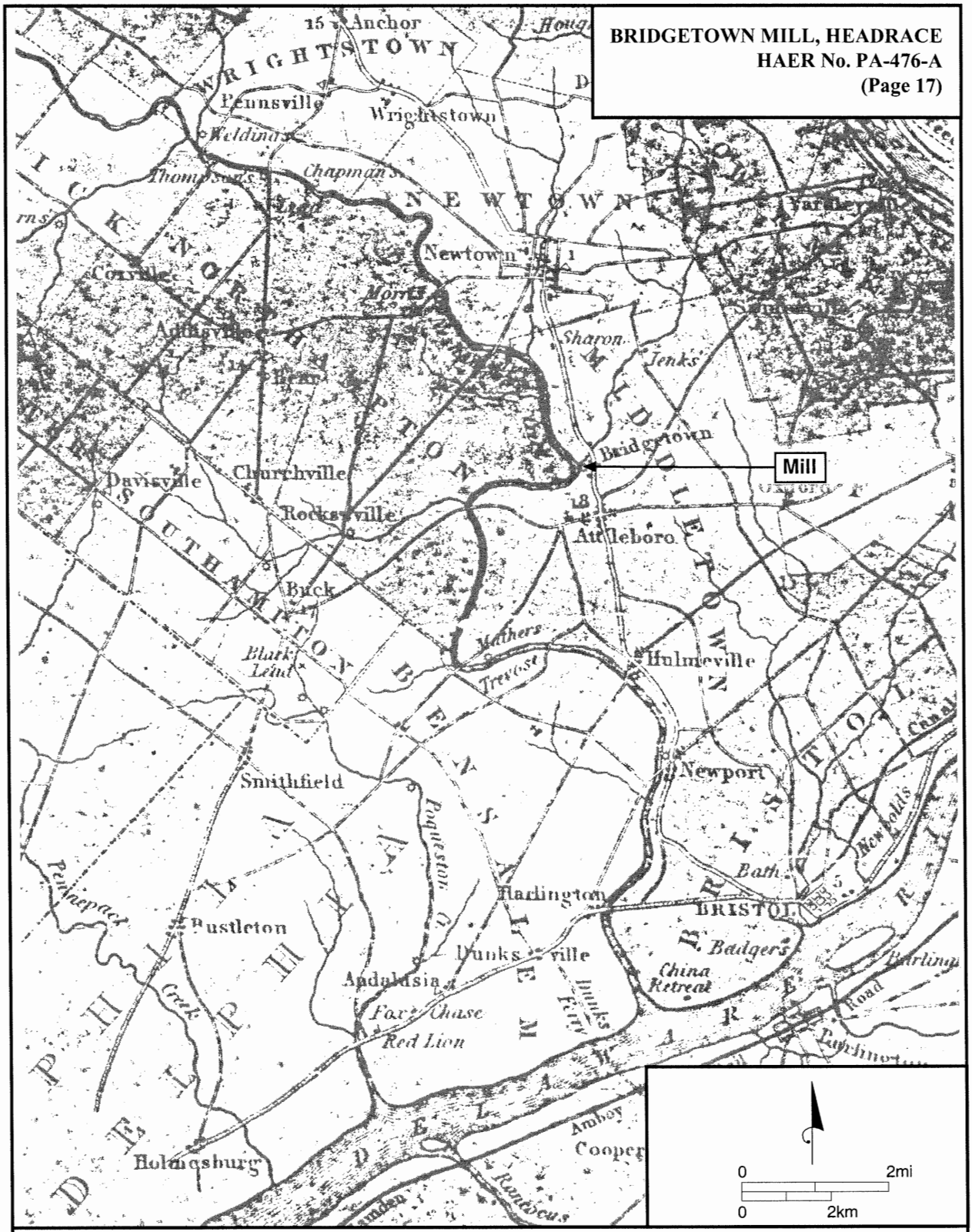


Figure 10. Detail of *Map of Bucks County, Pennsylvania* (Kennedy 1831), showing mill.

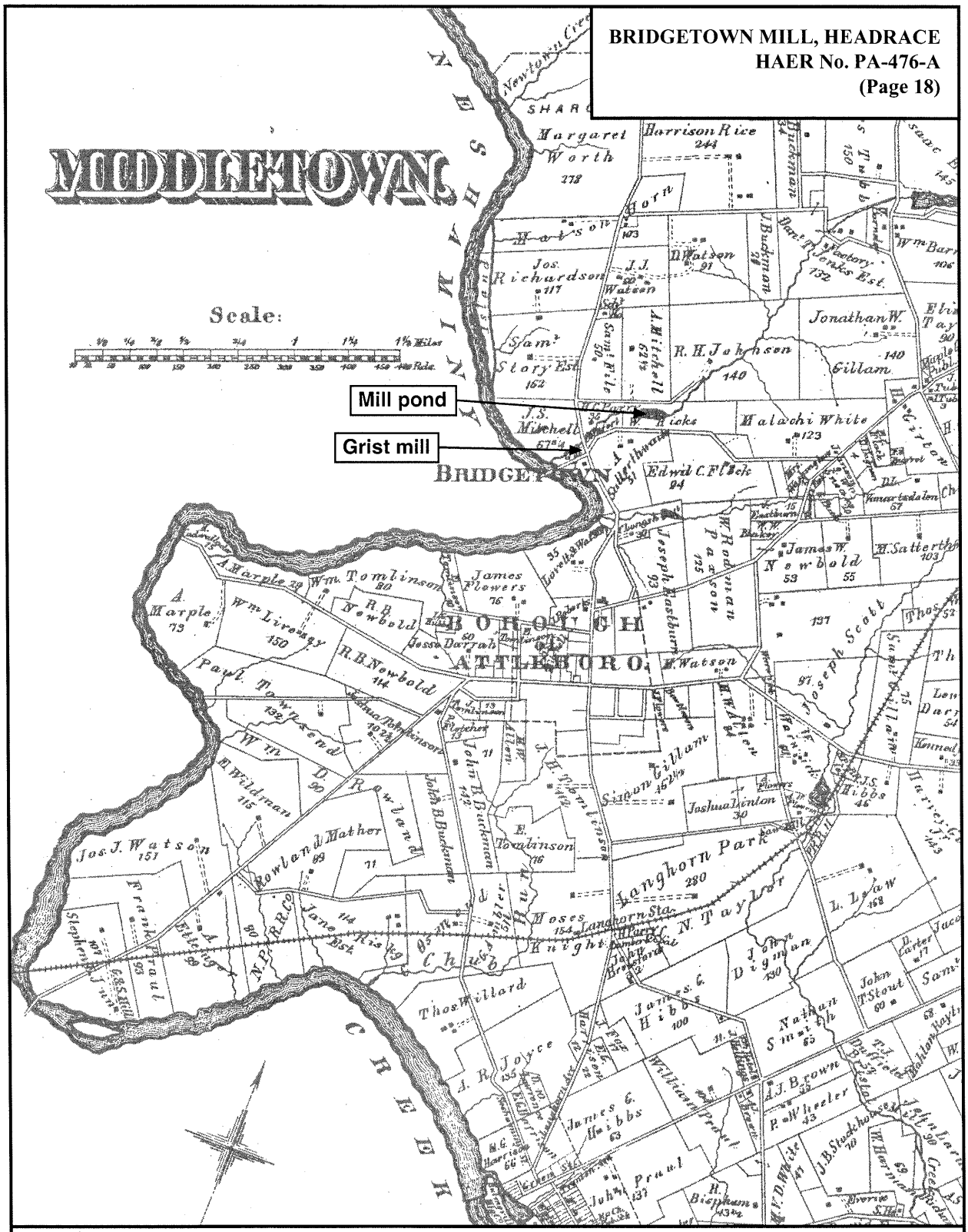
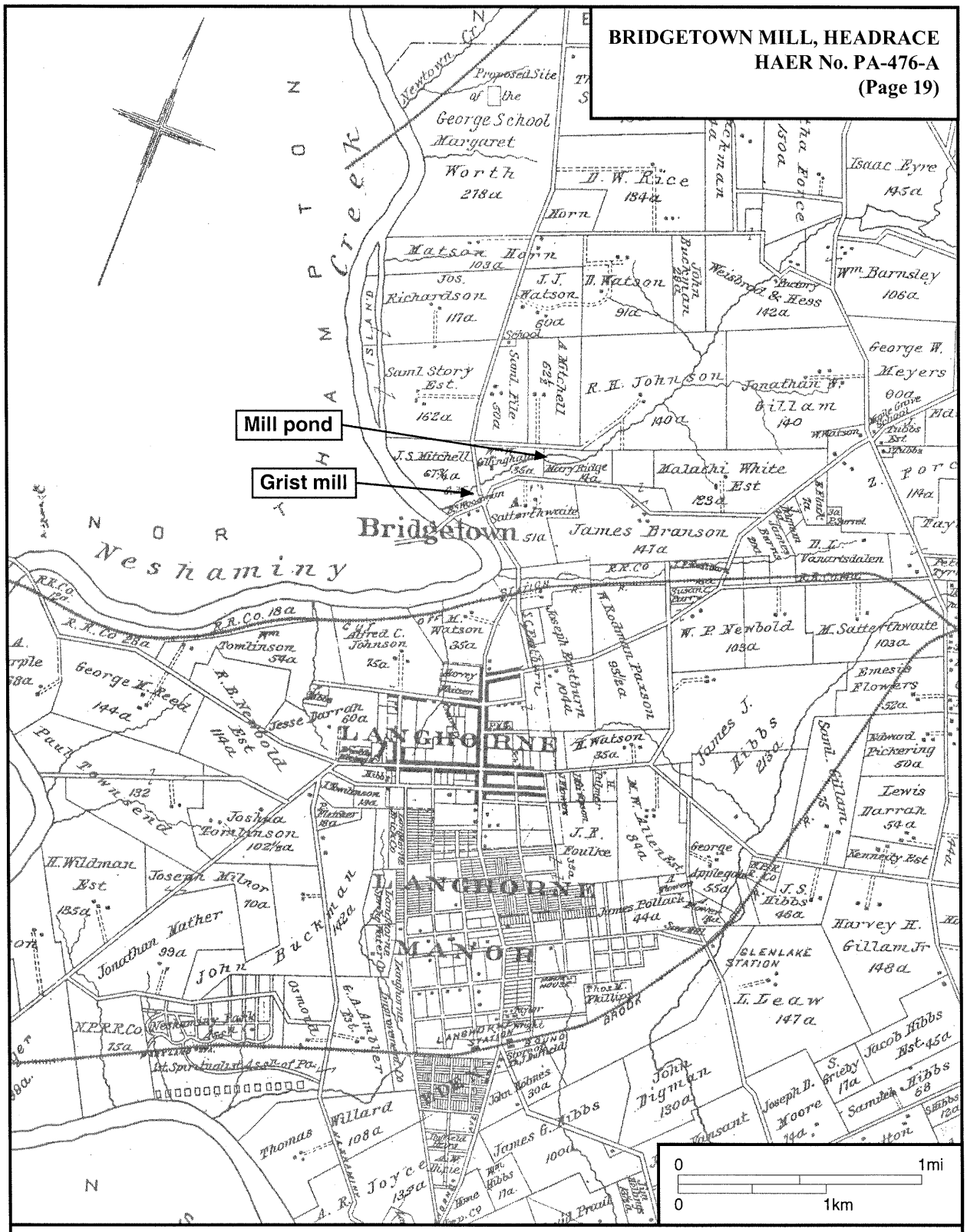


Figure 11. Detail of Middletown Township, *Combination Atlas Map of Bucks County, Pennsylvania* (Scott 1876), showing Bridgetown Mill vicinity.


Mill pond
Grist mill
Bridgetown
Neshaminy
Newtown Cr.
Proposed Site of the George School
Margaret Worth 278a
D. W. Rice 184a
Isaac Eyre 145a
Matson Horn 103a
Jos. Richardson 117a
J. J. Watson 60a
B. Watson 91a
Weisbrod & Hess 142a
Wm. Barnsley 106a
George W. Meyers 60a
Saml Story Est. 162a
R. H. Johnson
Jonathan Gillam 140
J. S. Mitchell 67¾a
Malachi White Est 133a
James Branson 147a
W. P. Newbold 103a
M. Satterthwaite 103a
Emesta Flowers 52a
James J. Hibbs 213a
Edward Pickering 50a
Lewis Yarran 54a
Harvey H. Gillam Jr 148a
L. Leaw 147a
J. S. Hibbs 48a
George Applegate 55a
James Pollock 44a
J. R. Foulke 35a
M. W. Allen Est 84a
Joseph Bustburn 104a
Joseph Parson 95½a
H. Rodman Parson
Alfred C. Johnson 75a
Jesse Barran 60a
George W. Reed 144a
R. B. Newbold Est 114a
Paul Townsend 132
Joshua Tomlinson 102½a
H. Wildman Est 135a
Joseph Milnor 70a
Jonathan Mather 99a
John Buckman 142a
Thomas Willard 108a
James G. Hibbs 100a
John Digman 130a
Joseph B. Moore 144a
Jacob Hibbs Est. 45a
Samuel Hibbs 68a
Thos. H. Phillips
GLENLAKE STATION
LANGHORNE
LANGHORNE MANOR
Langhorne Station
Langhorne Park
Langhorne Cemetery
Langhorne Manor Cemetery
Langhorne Manor Station
Langhorne Manor Hotel
Langhorne Manor Cemetery
Langhorne Manor Cemetery
Langhorne Manor Cemetery