National Park Service
Cultural Landscapes Inventory

2002

Revised: 2/2024



Port Kennedy

Valley Forge National Historical Park

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Port Kennedy

Resource Classification: Component Landscape

CLI Identification Number: 300018

Parent Landscape: 300015

Inventory Status: Complete

Park Information

Park Name: Valley Forge National Historical Park

Alpha Code: VAFO

Park Organization Code: 4860

Park District: VAFO

Region: Northeast

Restricted: Yes

Landscape Description:

Port Kennedy is part of Valley Forge National Historical Park (NHP), which preserves and commemorates the site of the 1777–1778 winter encampment of the main body of the Continental Army under the command of General George Washington. The park is located in southeastern Pennsylvania, approximately 20 miles northwest of Philadelphia. It straddles the Schuylkill River and contains land in two counties (Chester and Montgomery) and five municipalities (Lower Providence, Schuylkill, Tredyffrin, Upper Merion, and West Norriton). Originally established as Pennsylvania's first state park in 1893, the park has been managed by the National Park Service since 1976 and now encompasses approximately 3,452 acres.

The land to the north of the Schuylkill River is generally referred to as the North Side and that to the south, as the South Side. Seventy-five percent of the park lies on the South Side, which is composed of three distinct landforms: the dolomite limestone valley, quartzite hills, and red sandstone and shale river terraces. The twin peaks known as Mounts Joy and Misery visually and physically anchor the west-central portion of the South Side. These two prominent landforms were important defensive elements of the Revolutionary War encampment, providing opportunities for long views across open areas and presenting challenging terrain to intruders. The North Side covers much of the southern half of the Perkiomen Peninsula formed by the confluence of Perkiomen Creek with the Schuylkill River, and its landform is characterized by a series of fertile river terraces formed on red sandstone and shale. The pastoral landscape of this area, with open fields surrounded by forest, encompasses several former multi-generational farms.

The 386-acre Port Kennedy area corresponds to the eastern portion of the park along Route 23 between the Schuylkill River and County Line Road and between Route 422 and a line slightly east of the Patriots of African Descent Monument. The bands of limestone within the area enabled the development of a lime quarry and kiln business in this area in the mid-nineteenth century that supported the former village of Port Kennedy. A portion of the former village also lies outside the park to the east of Route 422. The Port Kennedy component landscape occupies a portion of the area that was used during the Revolutionary War-era encampment of the Continental Army as a parade ground. A handful of the features associated with the village, which no longer supports an active community, continue to exist in the northeastern portion of the component landscape.

The existing landscape reflects past land uses; in evidence are the broad expanses of rolling fields, hedgerows, farm lanes, and residential clusters associated with the site's agricultural heritage. These co-exist with numerous large depressions, structural ruins, road and rail line traces, and other ground disturbances that are linked to the area's industrial past. Such land uses are also represented in two building complexes, anchored by the Georgian-style Mordecai Moore House built constructed in the 1750s and the Italianate-style Kennedy Mansion dating to 1852. Twentieth century park development has added another prominent layer to the landscape. Many of the quarries have been adaptively reused to site park facilities, while others have been filled to promote visitor safety. The park's multipurpose trail, allées of trees along Route 23, parking facilities for visitors, and expanses of open meadows and mown grass convey a park-like character over much of the area.

The component landscape area is also marked by landscape resources associated with current and historic primary transportation systems, including major roads and highways, rail lines, a train station, a defunct canal, and a bridge site associated with crossing the abutting Schuylkill River. Views from the area to surrounding adjacent areas include urban and suburban development outside the park, and various memorials and monuments, including the Washington Memorial Chapel, the 1901 Daughters of the Revolution Memorial, and the National Memorial Arch within the park.

SIGNIFICANCE SUMMARY

Valley Forge NHP, including Port Kennedy, was designated as a National Historic Landmark (NHL) in 1961 when it was known as Valley Forge State Park. As a component landscape of Valley Forge NHP, Port Kennedy is significant under National Register of Historic Places Criteria A, B, C, and D at national and local levels.

Port Kennedy is primarily significant at the national level in the area of Military History as the location of the Continental Army's encampment during the winter of 1777–1778, which ranks among the most famous events of the Revolutionary War. The property has additional national-level significance in the area of Conservation for its contributions to the history of historic preservation and its associations with national trends in the commemoration of the Revolutionary War during the late nineteenth and early twentieth century. The property possesses national-level significance in the area of Historic: Non-Aboriginal Archeology for its realized and potential ability to contribute substantive data regarding the form and function of the 1777–1778 winter encampment. Port Kennedy possesses local-level significance in the areas of Industry and Archeology for its collection of resources associated with the early eighteenth- through early twentieth-century development of the area; in the area of Industry for its association with John Kennedy (1815–1877) and his successful business ventures in the lime processing industry led to the development of a thriving community at Port Kennedy; and in the area of Architecture for the Georgian-style Mordecai Moore House, constructed in the 1750s, and the Italianate-style Kennedy Mansion, built in 1852.

The Port Kennedy component landscape shares the same period of significance as the larger Valley Forge NHP: ca.1710–1949. The period includes the years when property achieved its primary national significance as the site of the Continental Army's encampment during the winter and spring of 1777–1778. The years between ca.1710 and 1777–1778 and through the late nineteenth century, represent locally significant periods of agricultural and industrial development of Valley Forge and include the construction dates for a number of architecturally significant resources, as well as the overlapping period between 1876 and 1949 during which the nationally significant events associated with the conservation and commemoration of the Valley Forge encampment site occurred. The 1949 end date of significance corresponds to the year that the restoration-focused development program laid out by the Valley Forge Park Commission in 1936 and overseen by preservation architect George Edwin Brumbaugh was completed.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

Since the early twentieth century, many of the features associated with the nineteenth century industrial village of Port Kennedy have been lost due to demolition by the Commonwealth of Pennsylvania state park commission, which sought to remove resources post-dating the encampment period. While various features survive from the nineteenth century industrial era that help to convey the rich history of this period, the landscape does not retain integrity as an industrial village. Similarly, although there are numerous landscape characteristics, such as landform and topography, the Schuylkill River, and portions of road systems and buildings that survive from the encampment era, the landscape also does not retain integrity to this period.

Today, the site most closely approximates its character during the early state park era, and the component landscape retains a fair degree of integrity to this period. However, the component landscape has continued to witness the demolition and abandonment of many features associated with the nineteenth century industrial period, and the

construction of various new features in support of park uses. These alterations diminish the integrity of the component landscape for the early state park period. Nonetheless, the component landscape contributes to the park's overall integrity even though it has undergone considerable changes during the period of significance and since its end.

Condition:
The Port Kennedy component landscape is in poor condition. Although several historic structures remain on the landscape, they do not adequately communicate the historic significance of the encampment nor the industrial eras for which the component landscape is significant. Additionally, several sections of the landscape remain under remediation for asbestos contamination, with much of the area currently closed to the public. Buildings in the Port Kennedy landscape are generally stable, but are currently vacant, creating potential issues with continued deferred maintenance.

Landscape Hierarchy Description:

To support CLI documentation, the CLI Professional Procedures Guide has established a hierarchy of landscapes and component landscapes. A landscape is a site or district that is listed on or eligible for listing on the National Register of Historic Places, and includes landscape characteristics and features that define the historic character of the cultural landscape. Complex landscapes can be subdivided into distinct component landscape areas that contribute to the significance of the landscape, and may also be individually listed on or eligible for the National Register. Component landscapes warrant individual documentation to adequately record the physical character or assemblage of related features. Examples of component landscapes include a campground, farmstead, garden, cemetery, or road system.

One overall landscape and five component landscapes have been identified for Valley Forge National Historical Park. The overall Valley Forge NHP Landscape is coterminous with the park boundary and includes all natural and cultural features related to the encampment, agriculture, industrial, commemoration, and recreation uses that are contributing to the National Register. Due to the large and complex nature of the NHP Landscape, analysis and evaluation of these resources are addressed in five component landscapes: Other Encampment Areas, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill.

Landscape Type:

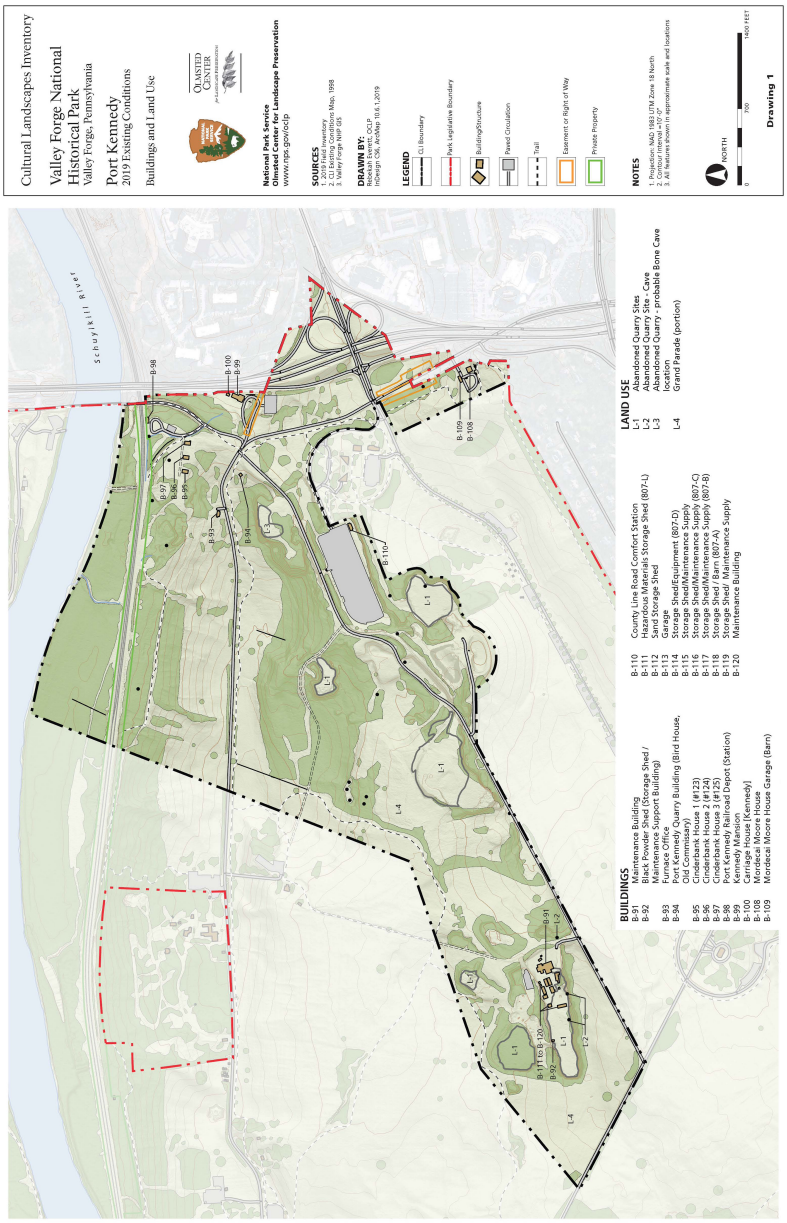
Historic Site

Historic Vernacular Landscape

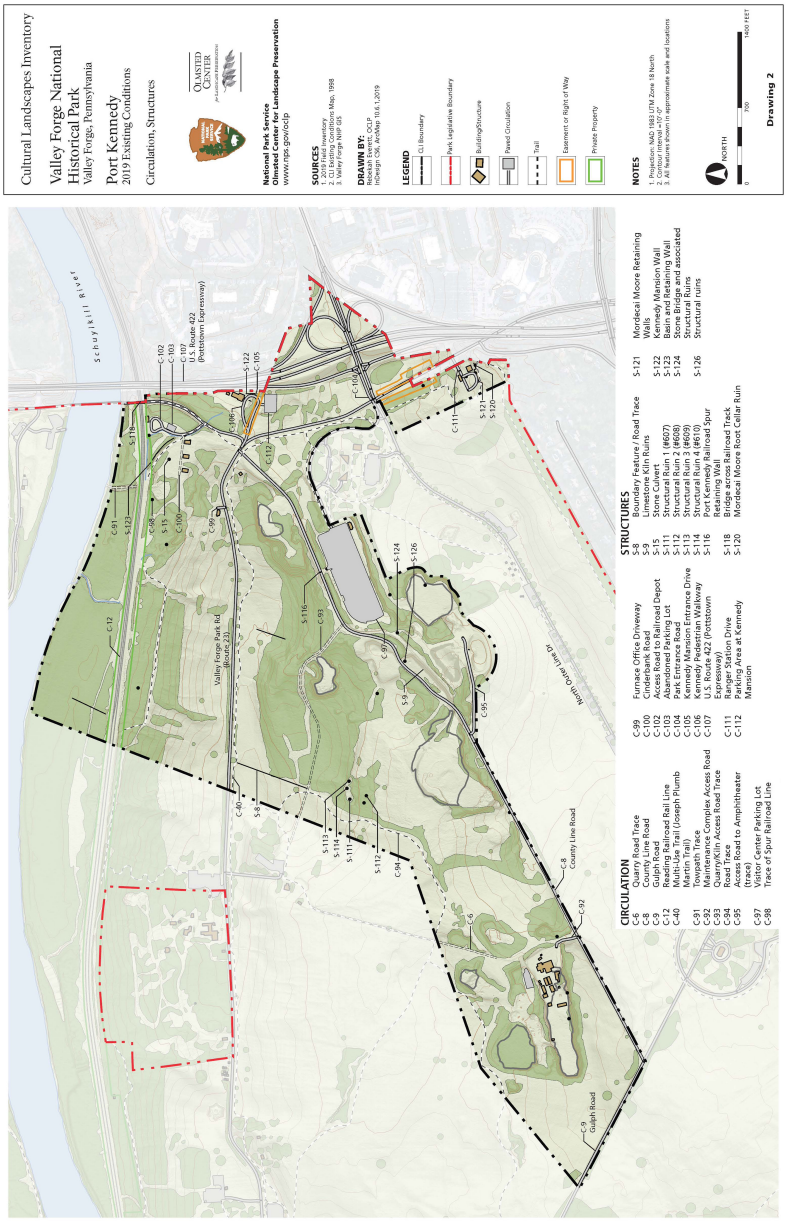
Other Names:

Other Name:	Port Kennedy	**Other Name Type:**	Current
Other Name:	Valley Forge	**Other Name Type:**	Current
Other Name:	Valley Forge National Historical Park	**Other Name Type:**	Current
Other Name:	Valley Forge State Park	**Other Name Type:**	Historic
Other Name:	Village of Port Kennedy	**Other Name Type:**	Historic
Other Name:	Kenthurst	**Other Name Type:**	Historic

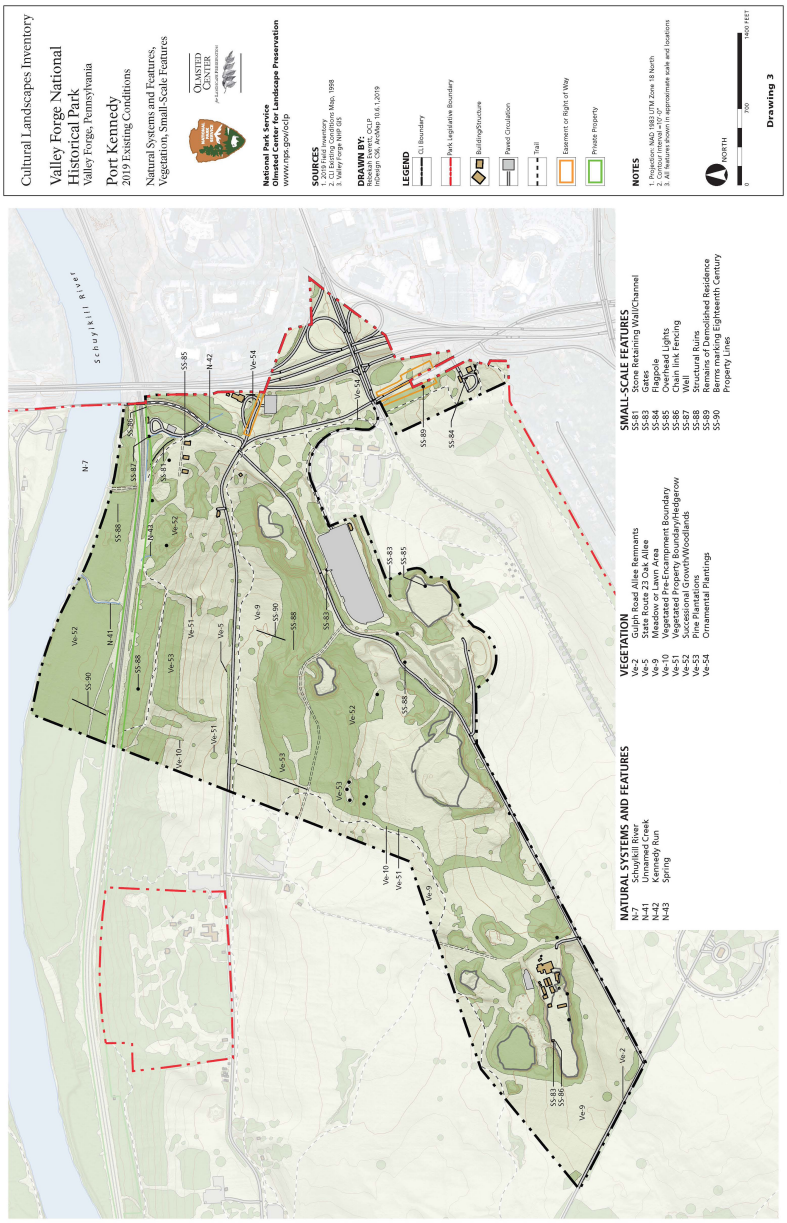
Site Plan



Site map, 2024, Drawing 1 of 3.

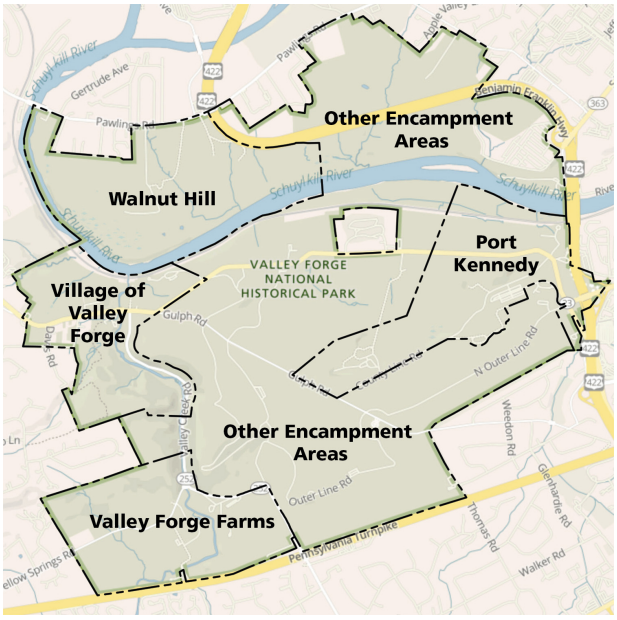


Site map, 2024, Drawing 2 of 3.



Site map, 2024, Drawing 3 of 3.

Hierarchy Description Graphic:



Map showing the five landscapes at Valley Forge National Historical Park--hereafter NHP. (Olmsted Center for Landscape Preservation--hereafter OCLP--2022)

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/05/2002

Completion Status Explanatory Narrative:

The original CLI for Port Kennedy was approved by the Park Superintendent on September 5, 2002 and the Pennsylvania State Historic Preservation Office (SHPO) on September 16, 2004. Condition reassessments for Port Kennedy were approved by the superintendent on September 26, 2003 and September 8, 2009. The original CLI relied upon the primary and secondary source material available at Valley Forge National Historical Park. It was written by Liz Sargent and entered into the CLI database by Tim Layton. N.J. Brown prepared the report for the 2004 SHPO review. Field work and site plan revisions for this CLI update were completed by Tim Layton and Rebekah Everett in the summer of 2019. Text and graphics were finalized by Tim Layton and Jeff Killion.

SUMMARY OF CLI REVISIONS, 2024

Updates that have made to the Port Kennedy CLI since the 2004 and 2009 versions include revisions to the National Register section to reflect updated National Register documentation that was completed in 2016 (including additional areas of significance and extension of the period of significance to 1949); updating the Chronology and Physical History sections to document changes in the landscape since 2004; updating the site plans; updating the Analysis and Evaluation chapter with expansion of the inventoried features; updated photographs; and assessment of the overall landscape condition. Field work for this update was completed in 2019 by Tim Layton and Rebekah Everett, and editing was completed by Tim Layton and Jeff Killion in 2022. Upon approval by the Park Superintendent, this update will supersede all previous versions of the Port Kennedy CLI.

Concurrence Graphic Information:

Attachment File Path

Cultural Landscapes Inventories
Level II

Valley Forge National Historical Park:
Valley Forge Landscape
Port Kennedy
Valley Forge Farms
Village of Valley Forge
Walnut Hill

Valley Forge National Historical Park concurs with the findings of the Level II inventories for the Valley Forge Landscape, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill, including the following specific components:

MANAGEMENT CATEGORY: Not specified

CONDITION ASSESSMENT:

Valley Forge Landscape: Fair
Port Kennedy: Poor
Valley Forge Farms: Fair
Village of Valley Forge: Fair
Walnut Hill: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Level II Cultural Landscapes Inventories for the Valley Forge Landscape, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill in Valley Forge National Historical Park are hereby approved and accepted.

9/5/02

Superintendent, Valley Forge National Historical Park Date

Note: Concurrence is subject to the condition that the conditions are re-evaluated within one calendar year of the signature date.

CLI concurrence form, September 5, 2002.

Cultural Landscapes Inventories
Condition Reassessment 2003

Valley Forge National Historical Park:
Valley Forge Landscape
Port Kennedy
Valley Forge Farms
Village of Valley Forge
Walnut Hill

Valley Forge National Historical Park concurs with the following condition reassessments for the Valley Forge Landscape, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill:

CONDITION REASSESSMENT:

Valley Forge Landscape: Fair
Port Kennedy: Poor
Valley Forge Farms: Fair
Village of Valley Forge: Fair
Walnut Hill: Poor

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The condition reassessments for the Valley Forge Landscape, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill in Valley Forge National Historical Park are hereby approved and accepted.

Superintendent, Valley Forge National Historical Park — Date 9/26/03

CLI condition reassessment form, September 26, 2003.

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
200 Chestnut Street
Philadelphia, PA 19106-2878

IN REPLY REFER TO:

H30 (NER-RS&S)

August 20, 2004

Ms. Jean Cutler
Pennsylvania Historical & Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Bldg, 2nd Floor
440 North Street
Harrisburg, PA 17120-0093

Dear Ms. Cutler:

Enclosed you will find a copy of five Cultural Landscapes Inventory (CLI) reports for Valley Forge National Historical Park. They provide detailed landscape information on the following landscapes:

Valley Forge Landscape
Port Kennedy
Valley Forge Farms
Village of Valley Forge
Walnut Hill

Your office received copies of this information in its original form soon after it was prepared by the National Park Service (NPS) and Oculus in 1998 and 2000, but we do not have a record of your response. Since then this information has been entered into the NPS cultural landscapes database and we are now sending you the reports from the database. We now request a consensus determination regarding our findings of significance for the property, specifically which landscape characteristics and associated features contribute to the significance (see the attached lists). In order to meet agency inventory goals, we need your response prior to September 15, 2004.

Through the CLI program, the NPS is currently in the midst of a nationwide effort to inventory its cultural landscapes. The CLI is conducted in accordance with Section 110 of the National Historic Preservation Act of 1966 (as amended). It is an inventory of baseline information for all culturally and historically significant landscapes within the national park system, and it examines multiple landscape features that contribute to the significance of historic properties. The CLI process includes gathering information from existing secondary sources, as well as through on-site reconnaissance of the existing landscape. The information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the properties' overall significance. For landscapes found potentially eligible for the National Register of Historic Places (NRHP), the evaluation describes their characteristics

SHPO concurrence letter, September 16, 2004, page 1 of 3.

and associated features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that require further study.

It is important to note that the CLI reports are not intended as comprehensive inventory reports for any one property, although for some districts and sites, they provide fuller documentation than for others. For example, the reports do not include a full architectural description of structures, but document structures as elements of the overall landscape, and similarly document other characteristics such as vegetation, spatial organization, and views and vistas. The CLI is one component of the NPS inventory effort. The NPS List of Classified Structures (LCS) inventory, for example, includes structural features of cultural landscapes, but the CLI takes a more comprehensive approach to the properties, inventorying all above-ground resources in each park in which the NPS has a legal or mandated interest. As of August, 2004, there are several findings on structures in this CLI that differ from early LCS findings. The LCS will be updated in the next fiscal year to resolve discrepancies.

Valley Forge State Park was designated a National Historic Landmark (NHL) on January 20, 1961 and listed in the National Register of Historic Places on October 15, 1966. On July 4, 1976, Congress enacted Public Law 94-337 authorizing Valley Forge National Historical Park... "to preserve and commemorate for the people of the United States the area associated with the heroic suffering, hardship, and determination and resolve of General Washington's Continental Army during the winter of 1777-1778 at Valley Forge." Valley Forge National Historical Park National Register documentation was accepted by the Keeper on February 26, 1988, with a Supplemental Listing Record signed by the Keeper on October 28, 1988. The park's National Register documentation is currently being revised, and when this is complete this CLI will also be updated to reflect any changes.

The 1988 National Register documentation lists Valley Forge National Historical Park as significant in five areas:

I. The Revolution: The Beginnings of the American Army, 1777-1778
II. Sculpture and Monuments, 1901-1938
III. Industry, 18th to early 20th century
IV. Architecture, 18th and early 20th century
V. Ruins, early 18th to mid-19th century

The park derives significance under Criterion A for the encampment of the continental army and its post-war commemoration. It is also significant under Criterion B for its association with individuals important to our history, such as George Washington and Friedrich von Steuben. Buildings related to the encampment and commemoration, industry, and agriculture are significant under Criterion C, architecture. Ruins and archeological sites of the area are significant under Criterion D. The 1988 National Register documentation established 1742 as the beginning date for the period of significance. The end date, established by the Supplement Listing Record, is 1938.

The post-encampment agricultural associations and the association with recreation during its years as a state park may achieve significance at the state or local level. Some landscape characteristics of the site, such as spatial organization and vegetation are not discussed in the existing National Register documentation, and are documented in these CLIs. These issues will be resolved in the updated National Register documentation, which may also extend the period of significance.

Within each CLI, we call your particular attention to the Statement of Significance (end of Part 1), the Analysis and Evaluation Summary (beginning of Part 3) and the National Register Information (near the beginning of Part 4).

SHPO concurrence letter, September 16, 2004, page 2 of 3.

ER# 01-4112-091-B

Based on the enclosed CLI reports, we seek your concurrence on the following:

- the landscapes of Valley Forge, and the component landscapes of Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill contribute to the significance of the park in the following areas:

- Valley Forge Landscape: Military, Conservation, Architecture, Agriculture, Industry, Entertainment/Recreation
- Port Kennedy: Military, Industry, Architecture, Archeology (Prehistoric), Conservation
- Valley Forge Farms: Military, Agriculture, Politics/Government, Archeology (Historic-Non-Aboriginal and Prehistoric), Architecture, Conservation, Industry, Exploration/Settlement
- Village of Valley Forge: Military, Conservation, Industry, Archeology (Historic-Non-Aboriginal and Prehistoric), Entertainment/Recreation, Architecture, Transportation
- Walnut Hill: Agriculture, Military, Archeology (Historic-Non-Aboriginal and Prehistoric), Architecture

- that certain landscape characteristics and features contribute to the significance of the property (see enclosed lists).

If you concur with our evaluation of the Valley Forge landscape resources, please sign on the spaces provided below, and return prior to September 15, 2004. Please return the letter and any inquiries or comments to:

Nancy J. Brown
Co-CLI Program Coordinator
National Park Service, Olmsted Center for Landscape Preservation
200 Chestnut St., 3rd Floor
Philadelphia, PA 19106

Should you have any questions, please contact Ms. Brown at (215) 597-8863. We appreciate any efforts you can make to expedite this review.

Sincerely,

for Marie Rust
Regional Director

Enclosures

cc:
Arthur Stewart, Superintendent

I concur with the above-stated evaluation and contributing and non-contributing landscape features of the Valley Forge Landscape, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill in Valley Forge National Historical Park.

Pennsylvania State Historic Preservation Officer

9/16/04
Date

SHPO concurrence letter, September 16, 2004, page 3 of 3.

8. 2009 12:38PM No. 9822 P. 2

Cultural Landscapes Inventory
Condition Reassessment
2009

Valley Forge National Historical Park
Port Kennedy
Valley Forge Farms
Valley Forge Landscape
Village of Valley Forge
Walnut Hill

Valley Forge National Historical Park concurs with the condition reassessments for the Village of Valley Forge, Valley Forge Farms, Valley Forge Landscape, Port Kennedy, and Walnut Hill, including:

CONDITION ASSESSMENT:
Good – Village of Valley Forge
Fair – Valley Forge Farms
Fair – Valley Forge Landscape
Poor – Port Kennedy
Poor – Walnut Hill

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The condition reassessments for the Village of Valley Forge, Valley Forge Farms, Valley Forge Landscape, Port Kennedy, and Walnut Hill are hereby approved and accepted.

Michael A Caldwell 9/8/09
Superintendent, Valley Forge National Historical Park Date

CLI condition reassessment form, September 8, 2009.

Cultural Landscapes Inventory
CLI Updates Certification Form
2024

Valley Forge National Historical Park
Core Encampment Area, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill

Valley Forge National Historical Park certifies the CLI updates for the Core Encampment Area, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill including:

CONDITION ASSESSMENT:
Fair – Core Encampment Area
Poor – Port Kennedy
Fair – Valley Forge Farms
Good – Village of Valley Forge
Fair – Walnut Hill

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values

The CLI updates for Core Encampment Area, Port Kennedy, Valley Forge Farms, Village of Valley Forge, and Walnut Hill at Valley Forge National Historical Park are hereby approved and accepted.

Digitally signed by ROSALYN FENNELL
Date: 2024.02.20 17:04:59 -05'00'

February 20, 2024

Superintendent, Valley Forge National Historical Park — Date

CLI certification update form, February 20, 2024.

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Lisa Nowak	Change in Condition	09/08/2009	Condition reassessment completed as scheduled.
Jeff Killion	Other	02/20/2024	Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2024 update to the Port Kennedy CLI has been conducted at a Level A effort.

Geographic Information

State and County:

State	County
Pennsylvania	Montgomery County

Size (Acres): 385.94

Land Tract Number(s)

101-01 45.56 acres;
101-02, 4.55;
101-03, 0.66;
101-04, 0.37;
101-05, 0.57;
101-06, 0.18;
101-07, 0.37;
101-08, 0.18;
101-09, 0.64;
101-10, 0.18;
101-12 0.00 (Right-of-way);
101-30, 1,683.15 (Portion of 1683-acre tract is in CLI boundary);
101-32, 0.00 (Right-of-way);
101-35, 7.93;
101-36, 3.32;
101-37, 0.00 (Right-of-way);
101-38, 0.00 (Easement);
101-71, 0.19;
101-74, 0.04.

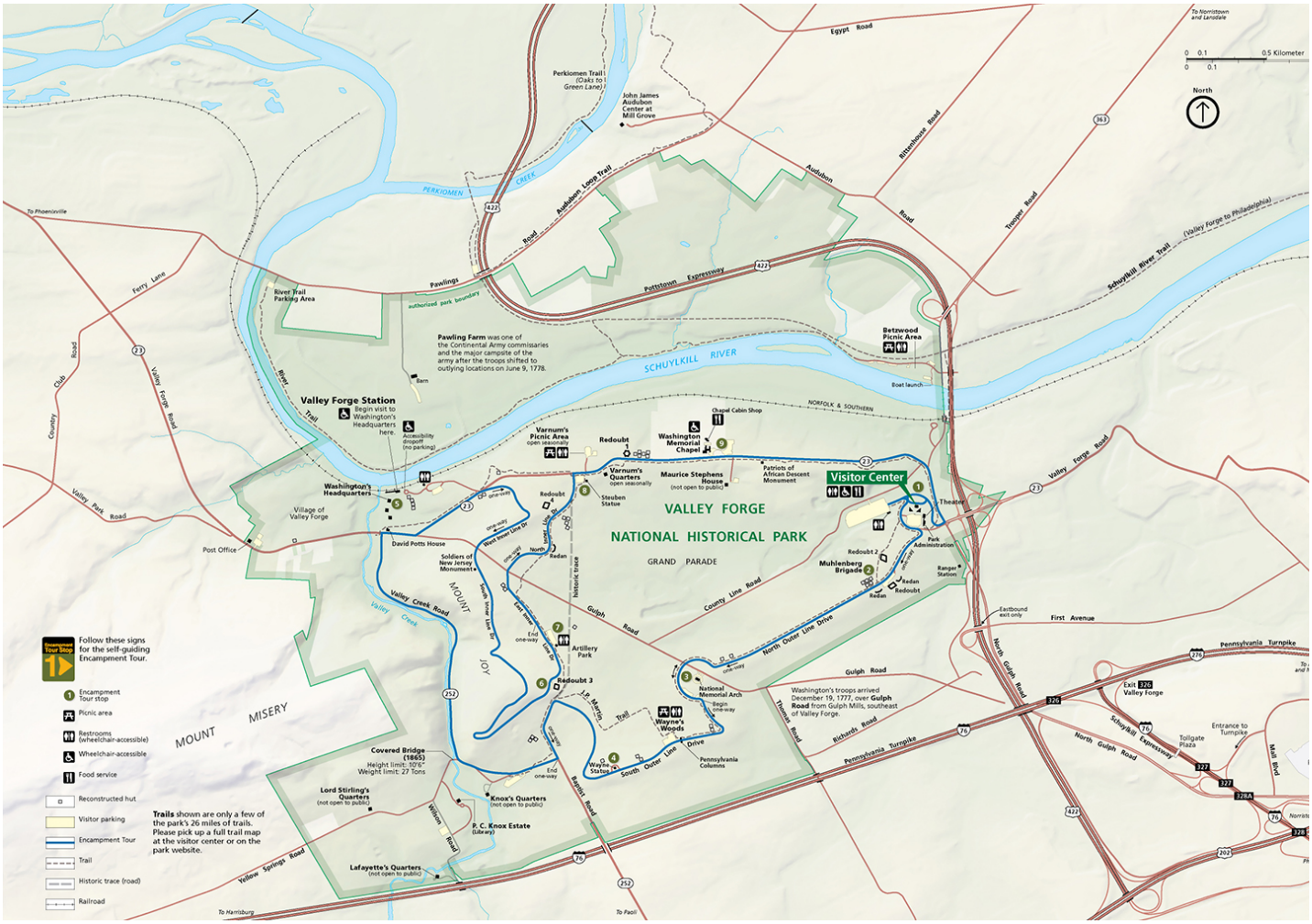
Boundary Description:

The Port Kennedy component landscape boundary has been configured to encompass the majority of sites and features associated with the village of Port Kennedy during the nineteenth century that lie within Valley Forge National Historical Park boundaries. The boundary of the component landscape may be described as follows:
The Schuylkill River forms the site's northern boundary, and the Valley Forge National Historical Park boundary forms its eastern margin. The southern boundary is formed in part by the park boundary as it edges the Ranger Station, but then diverges, leading in a relatively straight line north-northwest until it reaches the northern edge of the park entrance road. The boundary parallels the entrance road around the visitor center. It then turns due south to encompass the eastern edge of the large visitor parking area associated with the visitor center, parallels the southern boundary of the parking area for half of its length, and then turns south/southwest to include an abandoned visitor parking area and the amphitheater. Just past the amphitheater, the boundary line turns to the west to parallel the southern edge of the amphitheater access road until it meets County Line Road. The boundary line then parallels County Line Road to its south until reaching Gulph Road. At Gulph Road, the boundary turns northwest to follow the road for approximately 1/4 mile, at which point it turns northeast. The component landscape boundary continues in a northeasterly direction until reaching the Schuylkill River north of Route 23, encompassing a cluster of former quarry sites located in the eastern portion of the Grand Parade. The boundary excludes the 1901 Daughters of the Revolution Monument, the Huntington's Quarters farm complex, and the Patriots of African Descent Monument.

Boundary Coordinates

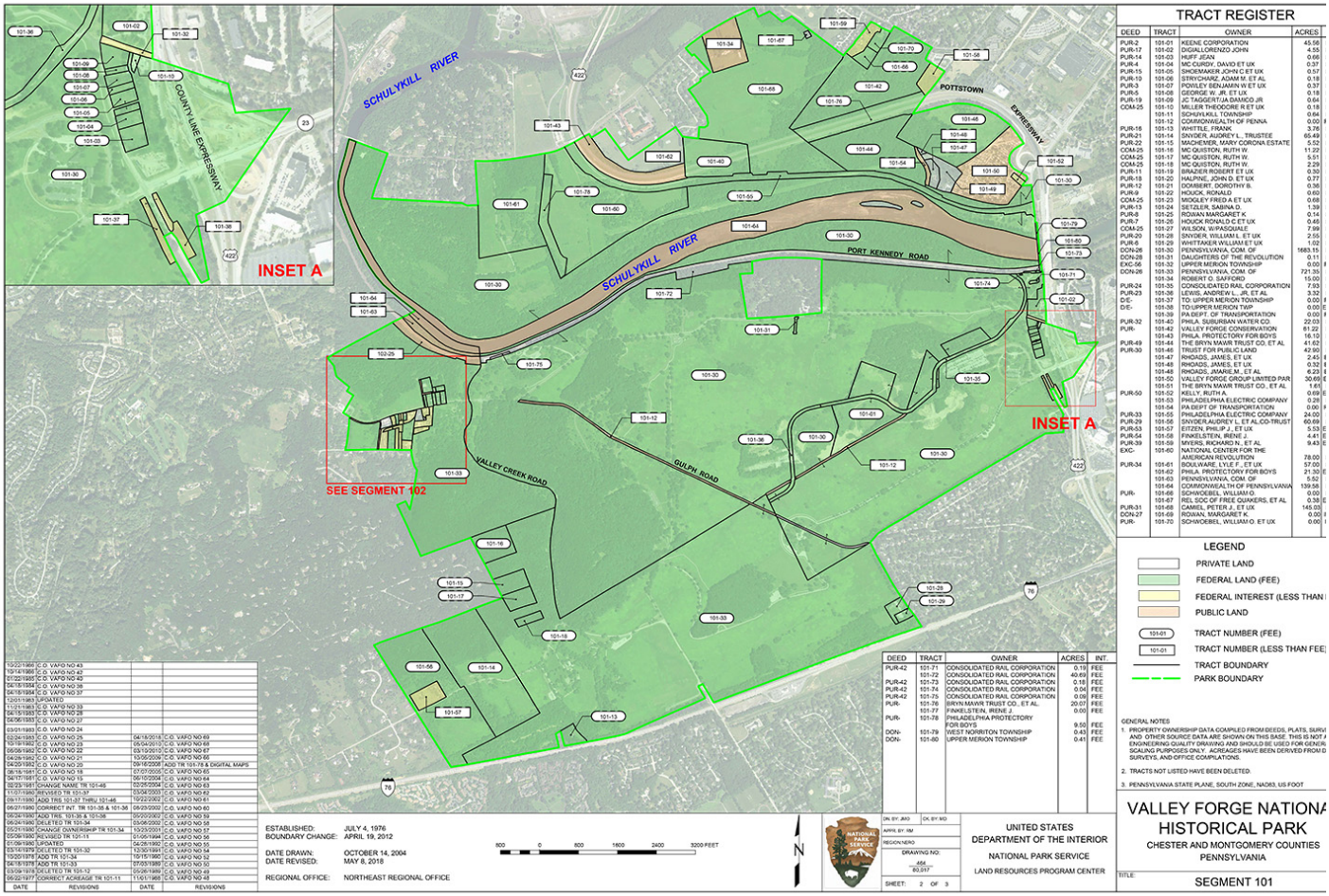
Source	Type of Point	Latitude	Longitude	Narrative
GIS	Area	40.109289	-75.430752	
GIS	Area	40.10854	-75.427393	
GIS	Area	40.107473	-75.424229	
GIS	Area	40.106983	-75.420548	
GIS	Area	40.103437	-75.420132	
GIS	Area	40.102305	-75.416373	
GIS	Area	40.098745	-75.418737	
GIS	Area	40.097286	-75.419065	
GIS	Area	40.097261	-75.419724	
GIS	Area	40.1001	-75.421477	
GIS	Area	40.100963	-75.421344	
GIS	Area	40.086304	-75.42146	
GIS	Area	40.102207	-75.422129	
GIS	Area	40.101773	-75.424525	
GIS	Area	40.100997	-75.424109	
GIS	Area	40.100321	-75.426317	
GIS	Area	40.099239	-75.42618	
GIS	Area	40.098503	-75.426865	
GIS	Area	40.098118	-75.427801	
GIS	Area	40.097546	-75.428827	
GIS	Area	40.098056	-75.429834	
GIS	Area	40.098027	-75.431671	
GIS	Area	40.09372	-75.442101	
GIS	Area	40.095375	-75.446299	
GIS	Area	40.097881	-75.442353	
GIS	Area	40.099709	-75.435539	

Location Map:



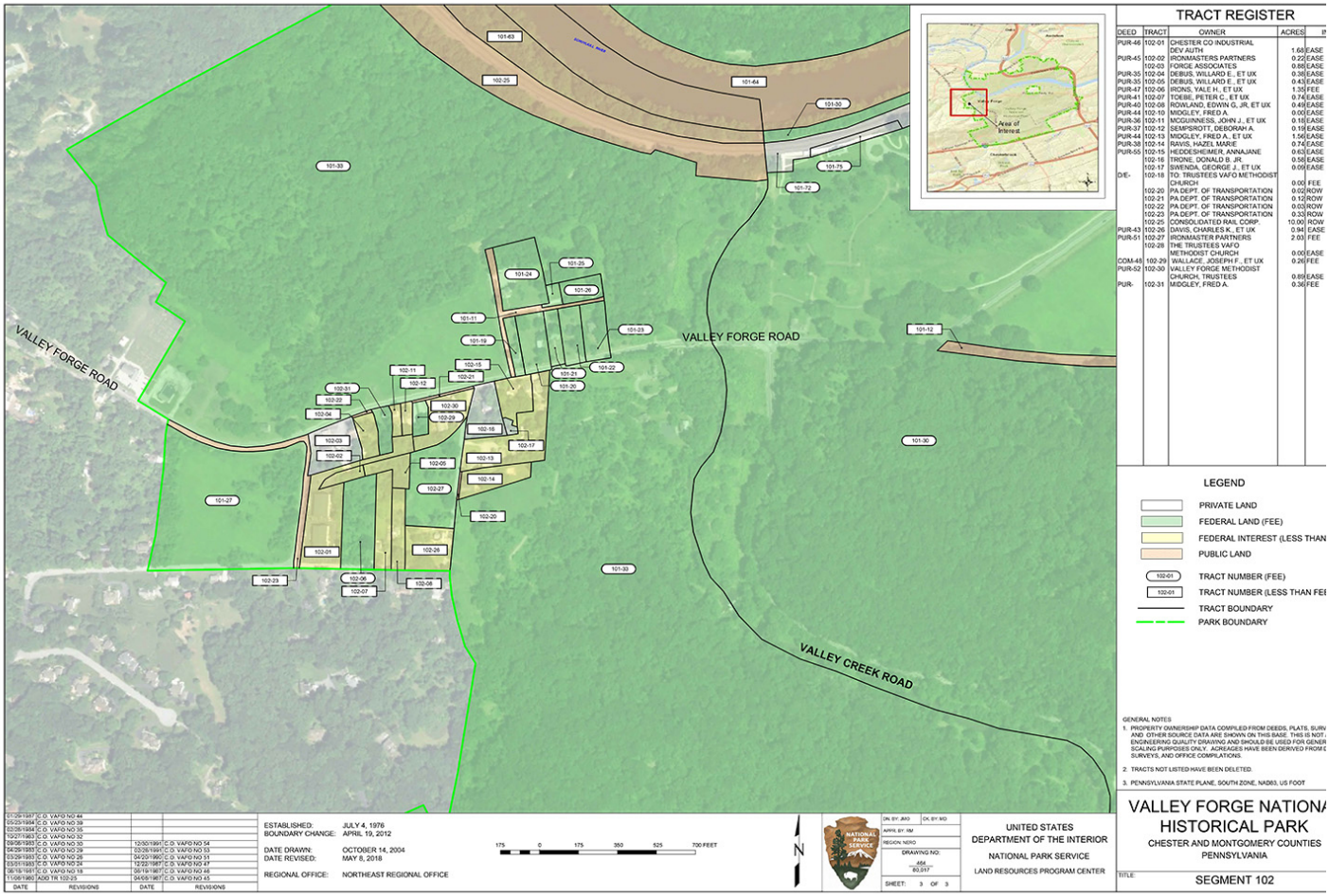
Map of Valley Forge NHP. (NPS Harpers Ferry Center, https://www.nps.gov/carto/app/#!/maps/alphacode/VAFO)


0.5 Mile
KING
OF
PRUSSIA
MALL



Land tract map, 2018. (NPS, Land Resources Program Center)





Land tract map, 2018. (NPS, Land Resources Program Center)



Regional Landscape Contexts:

Type of Context: Cultural

Description:

Valley Forge National Historical Park is a popular regional attraction that draws many thousands of visitors each year. It is located eighteen miles from the City of Philadelphia on the western outskirts of a heavily developed suburban and commercial corridor known as King of Prussia. The corridor includes one of the region's largest shopping malls, various conference centers and commercial developments, an extensive collection of residential subdivisions, and numerous commuter thoroughfares that provide access to the Pennsylvania Turnpike and the Schuylkill Expressway. Two heavily traveled state roads traverse the Port Kennedy component landscape. Commercial and residential clusters occur at many area crossroads, and primary roads are generally thickly settled. A few small farms continue to exist within this suburbanized area.

Type of Context: Physiographic

Description:

Valley Forge National Historical Park is located in the Piedmont Province of Southeastern Pennsylvania. The Port Kennedy component landscape occupies portions of the broad Dolomite Valley, underlain by a limestone substrate, which exists to the east of the quartzite hills of Mount Joy and Mount Misery. The northern portion of the component landscape is underlain by a red sandstone terrace that parallels the Schuylkill River (see Regional Landscape Context graphic).

Type of Context: Political

Description:

The Port Kennedy component landscape is wholly located within Upper Merion Township, part of Montgomery County, Pennsylvania. It falls within the boundaries of Valley Forge National Historical Park, and is currently administered by the National Park Service to commemorate the Revolutionary War encampment of the Continental Army.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/05/2002

Management Category Explanatory Narrative:

As approved by the Park Superintendent on September 5, 2002, the Port Kennedy component landscape meets the “Must be Preserved and Maintained” management category because the component landscape is nationally significant as defined by National Historic Landmark criteria and is related to the park’s legislated significance. The Port Kennedy area was part of the Valley Forge State Park, which was designated a National Historic Landmark in 1961 and transferred from the Commonwealth of Pennsylvania to the Department of the Interior in 1976. Valley Forge National Historical Park was officially established in 1976, “…to preserve and commemorate for the people of the United States the area associated with the heroic suffering, hardship, and determination and resolve of General George Washington’s Continental Army during the winter of 1777–1778 at Valley Forge…” Although the enabling legislation does not mention Port Kennedy by name, the area was directly associated with the encampment. It is also included on the boundary map that is referenced in the legislation. (FD 2019: 50-51)

Management Agreements:

Type of Agreement: None

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Legal Interests:

Type of Interest: Fee Simple

Narrative: Tracts 101-01, 101-02, 101-03, 101-04, 101-05, 101-06, 101-07, 101-08, 101-09, 101-10, 101-30 (portion), 101-35, 101-36, 101-71, 101-74

Type of Interest: Less Than Fee Simple

Narrative: Easement: 101-38

Type of Interest: Less Than Fee Simple

Narrative: Right-of-Ways: 101-12, 101-32, 101-37

Located in managed wilderness?: Unknown

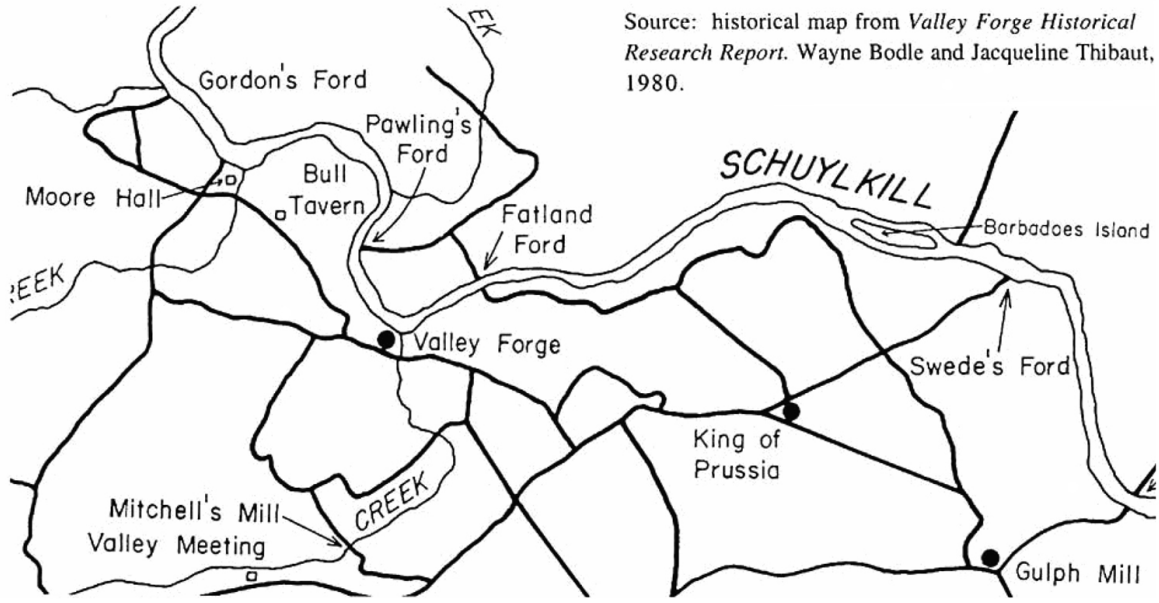
Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

Adjacent lands are lands outside the cultural landscape boundary, including lands inside or outside the park. The extent of the former village of Port Kennedy, the eastern half of which is located beyond Valley Forge National Historical Park boundaries to the east of the Pottstown Expressway, no longer contributes to the nineteenth-century period of significance for the property due to the overall loss of integrity. However, a primary feature of the village, the First Presbyterian Church, still remains. Lands to the west, which includes the remainder of the Grand Parade area, are historically significant.

Adjacent Lands Graphic:



Detail of Port Kennedy and Jenkins Mill, 1928. The map post-dates significant demolition activities but conveys the fact that the village continued to the east of the current-day Pottstown Expressway. (Richard S. Burns, “A Preliminary Study for Park Extensions,” VAFO Archives)

National Register Information

National Register of Historic Places

Documentation Status: Entered Documented

Documentation Narrative Description:

On the nation's bicentennial, July 4, 1976, President Gerald R. Ford signed the act establishing Valley Forge National Historical Park. However, National Historic Landmark designations and National Register of Historic Places listings of the park and several individual resources occurred earlier, when the park was part of the state park system in the Commonwealth of Pennsylvania.

On January 20, 1961, the 2,300-acre Valley Forge State Park was designated a National Historic Landmark (NHL) under Theme X, "The War for Independence." The National Survey of Historic Sites and Buildings form noted extensive remains of major forts, miles of earthworks, the artillery park, Washington's headquarters house, quarters of other top officers, and the Grand Parade Ground, museum, a reconstructed officers' hut, memorials and monuments, and historical markers. It also noted an observation tower (since removed) that "affords a comprehensive view of the camp site and the country-side." The form did not describe any features at Port Kennedy.

The park was administratively listed in the National Register on October 15, 1966 with the passage of the National Historic Preservation Act. On October 10, 1975, NHL/National Register documentation was updated when Valley Forge State Park was enlarged from 2,300 to 2,515 acres. The NHL theme was identified as "Major American Wars, Revolution." National Register significance was identified in the area of Military for the eighteenth century, with specific dates December 1777 to June 1778. The form did not identify specific features within the Port Kennedy area.

On June 21, 1983, National Register documentation was completed for the Kennedy Mansion. Significance was identified in the area of Architecture for the nineteenth century, with specific dates listed as 1852 (date of construction) and ca.1920 (construction of last addition). In addition to the house, the form described the one-story garage, converted from a carriage house, and a cast iron urn on the east side of the house opposite the second wing. The form also described the house's location on a knoll that originally overlooked the village of Port Kennedy, a garden area bordered by a fieldstone retaining wall, and an entry walk with steps that punctuates the wall.

On October 28, 1988, the National Register documentation for what was by this time Valley Forge National Historical Park, was updated to address resources not associated with the park's primary area of significance as a military encampment. New areas of significance for the 3,464-acre district included Archeology-Historic, Architecture, Industry, and Sculpture for the mid eighteenth to early nineteenth century. A specific beginning date for the period of significance was not identified, but a Supplementary Listing Record dated October 28, 1988 ended the period of significance in 1938 to include the events and activities that commemorated the Revolutionary War encampment in the twentieth century. Specific resources identified at Port Kennedy included: Cinderbank Houses, David McCurdy House (since demolished), Haney House (demolished), Furnace Office, Kennedy Mansion, Nichols House (demolished), Port Kennedy Quarry Building ("Old Commissary"), Port Kennedy Railroad Station, and Robert McCurdy House (demolished). The ruins of the J. Kennedy Frame House and Kennedy Limekiln were also described. However, no landscape features were noted.

On September 16, 2004, the Pennsylvania State Historic Preservation Office (SHPO) concurred with the NPS on the findings of a Cultural Landscape Inventory (CLI) for the 386-acre Port Kennedy site. The 2004 CLI identified significance in the areas of Archeology (Prehistoric), Architecture, Conservation, Industry, and Military and the period of significance as 1742–1938, beginning when the Mount Joy Forge began operations on Valley Creek, and ending when commemorative efforts were completed. Specific features in the Port Kennedy area are listed in the Analysis and Evaluation chapter of this CLI.

On June 18, 2016, National Register documentation was updated for Valley Forge National Historical Park to define the National Register criteria under which the district derived its significance, establish legally defensible National Register boundaries, and provide a full accounting of contributing and non-contributing resources. Significance for the 3,263-acre district was identified in the areas of Agriculture, Archeology (Historic- Non-Aboriginal), Archeology (Prehistoric), Architecture, Art, Conservation, Engineering, Landscape Architecture, Industry, Military History, Other (Commemoration), and Politics/Government. The periods of significance were identified as 8000 BCE–1600 CE for archeology and ca.1710–1949 for the other areas, beginning with the development of the eighteenth-century road network and ending when the restoration-focused development program at the state park was completed. Specific features in the Port Kennedy area are listed in the Analysis and Evaluation chapter of this CLI. Four features identified as contributing in the 2004 CLI were reevaluated as non contributing in the 2016 National Register: Port Kennedy Quarry Building (formerly Bird House, Old Commissary), maintenance building, Mordecai Moore House garage (barn), and structural ruin #4 (#610).

According to research conducted for this CLI Update and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the areas and periods of significance for the Port Kennedy landscape are adequately documented in the 2002 CLI and in the 2016 National Register. The existing documentation adequately describes the landscape's numerous historic resources that contribute to its significance. Therefore, for purposes of the CLI, the Port Kennedy landscape is considered "Entered-Documented."

Eligibility: Eligible -- Keeper

Concurrence Eligibility Date: 06/18/2016

Concurrence Narrative:

Significance Level: National

Contributing: Contributing

Classification: District

Statement of Significance for National Register of Historic Places:

Valley Forge National Historical Park Historic District:
Valley Forge National Historical Park (NHP), including Port Kennedy, was designated as a National Historic Landmark in 1961. The Valley Forge NHP Historic District possesses significance at the national, state, and local levels under National Register Criteria A, B, C, and D in the areas of Agriculture, Archeology (Historic-Non Aboriginal), Archeology (Prehistoric), Architecture, Art, Conservation, Engineering, Landscape Architecture, Industry, Military History, Other (Commemoration), and Politics/Government. The period of significance for the park includes the years 8000 BCE–1600 CE and ca.1710–1949. The former period encompasses the Early Archaic through Late Woodland periods during which the district, as evidenced by the presence of significant archeological sites, was occupied by Native Americans. The latter period includes the years when the district achieved its primary national significance as the site of the Continental Army's encampment during the winter and spring of 1777–1778. The years between ca.1710 and 1777–1778 and through the late nineteenth century, represent locally significant periods of agricultural and industrial development of Valley Forge and include the construction dates for a number of architecturally significant resources, as well as the overlapping period between 1876 and 1949 during which the nationally significant events associated with the conservation and commemoration of the

Valley Forge encampment site occurred. The 1949 end date of significance corresponds to the year that the restoration-focused development program laid out by the Valley Forge Park Commission in 1936 and overseen by preservation architect George Edwin Brumbaugh was completed. This milestone marked the end of the early state park development period, in which a succession of clearly defined overarching goals informed the direction of the commission's activities. The character of subsequent development efforts varied greatly in response to shifting priorities, external pressures, changes in park oversight, and new management trends, with later projects often reversing or removing evidence of previous work. Consequently, the existing commemorative landscape most closely resembles the state park of the mid-twentieth century. Several resources in the historic district also meet Criteria Considerations: B (moved property), E (reconstructed property), and F (commemorative property).

Port Kennedy:
Based on the 2016 National Register documentation, Port Kennedy, as a component landscape of Valley Forge NHP, is significant under Criterion A in the areas of Military History and Conservation; under Criterion B in the area of Industry for John Kennedy; under Criterion C in the area of Architecture; under Criteria A and D in the area of Industry; and under Criterion D in the areas of Historic-Non Aboriginal Archeology. These areas of significance are described below. The period of significance is the same as the larger park historic district, ca.1710–1949; however the earliest extant landscape feature at Port Kennedy dates to ca.1725, the construction of Gulph Road.

CRITERION A

Military History:
Port Kennedy is significant at the national level in the area of Military History for its association with the Continental Army's encampment at Valley Forge from December 19, 1777 to June 19, 1778, which ranks among the most famous events of the Revolutionary War. Valley Forge was the site where General George Washington moved the main body of the Continental Army into winter quarters after failing to prevent the British capture of Philadelphia in the fall of 1777. During the first few months at Valley Forge, the poorly provisioned army faced fluctuating, often unpleasant, winter weather; severe privation; disease; and long periods of inactivity that had a deleterious effect on morale. Held together by Washington's leadership, those present at the encampment – including men from all 13 original states, African American and Native American enlisted men, and hundreds of camp followers (e.g., wives, children, mothers, and sisters of the soldiers) – displayed a resolute determination to endure and overcome the hardships. Ill-clothed and working on poor rations, they constructed the camp's fortifications and housing to shelter them during their stay. After the worst of the supply shortages were resolved by improvements made in the commissary and quartermaster departments, the troops were occupied throughout much of the spring by a new training regimen devised by Baron Friedrich von Steuben to improve their field maneuvers and fighting abilities. As a result, the army emerged as a cohesive and competent unit, more capable of meeting the professional British army on even terms. The redeeming story of the Valley Forge encampment subsequently came to symbolize the extent to which the American citizen-soldier was willing to suffer and sacrifice for the causes of freedom and liberty. (NR 2016, Sec.8: 119)

The Port Kennedy component landscape includes a portion of the Grand Parade, a large expanse of cleared ground where troops marched and drilled. Training exercises led by von Steuben began by the end of March 1778, with each individual regiment practicing on its own parade ground within the encampment and the entire army utilizing the central Grand Parade. (NR 2016, Sec.8: 134)

The Continental Army utilized existing eighteenth-century thoroughfares to facilitate circulation through the encampment and enable the transport of information and supplies to and from Valley Forge. Among these roads was a portion of Gulph Road at the west edge of the Port Kennedy area. (NR 2016, Sec.8: 128)

Conservation:
Port Kennedy is significant at the national level in the area of Conservation for its association for its contributions to the history of historic preservation and its associations with national trends in the commemoration of the Revolutionary War during the late nineteenth and early twentieth century. The effort initiated after the nation's Centennial in 1876 by the Centennial and Memorial Association of Valley Forge to preserve the house where Washington made his headquarters during the encampment reflected the resurgent public interest in colonial history that characterized the American Colonial Revival and house

museum movements of the late nineteenth century. The creation of Valley Forge State Park in 1893 was a seminal event in the history of historic site preservation in the United States. Occurring during the nascent stage of the American battlefield preservation movement, when the United States Congress made its first commitments toward establishing national military parks at important Civil War battlefield sites, the establishment of the state park represented the first successful public effort to preserve a large area of land associated with a Revolutionary War event. Valley Forge was also the first state park in the nation established to preserve a site of historical significance and the first park of any kind created by the Commonwealth of Pennsylvania. (NR 2016, Sec.8: 136)

Concurrent with the state park's establishment was the creation of the Valley Forge Park Commission, which acquired on behalf of the State certain ground at Valley Forge for a public park "to be laid out, preserved and maintained forever as a public place or park by the name of Valley Forge, so that the same and the fortifications thereon may be maintained as nearly as possible in their original condition as a military camp." State park lands would eventually extend into the Port Kennedy area. In 1923, the VFPC explicitly stated that all buildings within the park post-dating the encampment were to be demolished. Between 1927 and 1929, the park took possession of many houses and other properties in the Port Kennedy area. A total of 30 houses and 18 lime kilns that post-dated the encampment were razed. Some historic buildings were converted into staff housing, while others were rented out. (NR 2016, Sec.8: 148,158, citing VFPC 1907b: 5)

CRITERION B

Industry:
Port Kennedy is significant at the local level in the area of Industry for John Kennedy (1815–1877), an industrial pioneer whose successful lime processing establishments led to the development of Port Kennedy, a thriving community in Upper Merion Township, Pennsylvania. After assuming control of his father's lime facilities in the early 1840s, Kennedy substantially expanded the business and became one of the country's leading suppliers of lime products by 1865. In 1842, Kennedy began amassing land in Upper Merion Township, which enabled him to develop additional kilns, quarry sites and connections to regional transportation routes. Kennedy initially shipped his products to markets in Delaware, Maryland, New Jersey, New York and Philadelphia on barges that originated from his wharves along the Schuylkill River. He also helped found the Port Kennedy Bridge Company, which erected a frame bridge that linked Port Kennedy to the Betzwood area by 1849. (NR 2016, Sec.8: 225-226)

Kennedy supplied a substantial portion of the country's lime goods, as evidenced in the industrial census. Stone block from his quarries was used in construction, along with processed lime incorporated into mortars, plaster, and whitewash. He also sold lime used on agricultural fields and for smelting iron ore. (NR 2016, Sec.8: 226)

Kennedy employed approximately 60 to 70 people and owned at least 14 lime kilns in 1858. Employees lived in the approximately 42 to 50 houses extant in Port Kennedy by 1858 and utilized community buildings such as a post office and church. Kennedy's prominence in the community led to his involvement in local groups related to banking, education, and agriculture. (NR 2016, Sec.8: 226)

The Kennedy Mansion constructed for John Kennedy in 1852 served as his primary residence for 25 years during the peak of his career. The building is prominently positioned on a high hill overlooking the village and site of the former lime works below. After John Kennedy's death in 1877, his wife Margaret continued to occupy the mansion. The Kennedy Mansion is the only known building with direct, long-term associations with John Kennedy, and a portion of Kennedy's lime business at Port Kennedy survives as structural ruins. (NR 2016, Sec.8: 226-227)

CRITERION C

Architecture:
Port Kennedy is significant at the local level in the area of Architecture for its eighteenth- and nineteenth-century residences that provide valuable information regarding the regional construction practices and aesthetic trends of the period. The Mordecai Moore House, constructed in 1750–1759, exhibits the common Georgian-style, five-bay by two-bay, center hall design. Many of the historic residential properties

within the park are part of larger, bucolic landscapes and include associated outbuildings that represent notable agricultural or domestic building types for the region. Among them is the Mordecai Moore root cellar ruin that features a round-arched vaulted roof and entrance with vertical stone voussoirs. (NR 2016, Sec.8: 195-196)

The Kennedy Mansion, constructed in 1852, represents the Italianate style with its prominent central tower and wrap-around porch. These elements, along with the building's siting atop a hill, were designed to enhance views from the property to Kennedy's lime works below. The building displayed both Kennedy's wealth and the construction materials his company produced. (NR 2016, Sec.8: 198-199, 227)

CRITERION A & D

Industry:
Port Kennedy is significant at the local level in the area of Industry for its above- and below-ground resources associated with the industrial development of the region from the early eighteenth to the early twentieth century. Industrial activity developed in the Valley Forge area as a geographically modest but regionally critical component of the largely agricultural economy. The land along the final mile of Valley Creek before its confluence with the Schuylkill River offered access to the river's abundant waterpower as well as the abundant supply of timber across the adjacent slopes of Mount Misery that were not suited for agricultural use. Likely beginning in the early eighteenth century, as many as four iron forges were sited at different times along this stretch. The forges were part of a regional network or raw material extraction, manufacturing, and distribution sites that placed Pennsylvania at the forefront of colonial iron manufacturing. Tradition suggests that the first forge was established along Valley Creek as early as 1718, but documentary evidence indicates that a refinery forge, referred to as Mount Joy Forge was more likely in operation by 1742. (NR 2016, Sec.8: 218)

After Washington's troops left in June of 1778, the Valley Forge NHP Historic district witnessed rapid industrial and urban growth in the first half of the nineteenth century, clustered around the village centers of Valley Forge and Port Kennedy, alongside continued agricultural development. The local industries in both communities benefited greatly from transportation improvements in the region that enabled them to ship their goods and products. The Schuylkill Navigation Company established commercial canal operations on the Schuylkill River in 1823. Ten years later, the Philadelphia and Reading (P&R) Railroad was chartered to provide a transportation link between Philadelphia and the substantial anthracite coal mines that had been discovered in northeastern Pennsylvania. The portion from Reading to Norristown opened in 1838, with the full line opening in 1839. By 1842, the P&R had freight and passenger service from Philadelphia to Pottsville—with stations at both Valley Forge and Port Kennedy—that allowed the railroad to compete with the Schuylkill Canal. As the fortunes of the railroad advanced, those of the canal declined. In 1871, the P&R rented the canal and commercial use of the waterway virtually ceased. The use of coal eventually replaced water power in manufacturing, enabling larger-scale industrial enterprises in urban centers like Philadelphia to eclipse small rural industrial villages such as Valley Forge. By the close of the nineteenth century, industrial activities in the district declined at the same time as the Valley Forge State Park was established. (NR 2016, Sec.8: 218-219)

At Port Kennedy, historic sites associated with this area of significance include the remains of one of the Kennedy lime kilns, Limestone Kiln Ruins (unconfirmed); Structural Ruin 1, possibly a quarry owner's residence; structural Ruin 2, a commercial warehouse/office building; and structural ruin 3, possibly a foreman's house. Historic buildings include the 1904 Port Kennedy Railroad Depot, the ca.1855 Furnace Office, and the Kennedy Mansion's 1850s carriage house and walkway. According to the 2016 National Register, the 1830–1840 Port Kennedy Quarry Building lacks sufficient integrity to contribute to the nineteenth-century industrial significance. (NR 2016, Sec.8: 224-225)

CRITERION D

Archeology (Historic: Non-Aboriginal):
According to the 2016 National Register documentation, the Valley Forge NHP Historic District is significant at the national level in the area of Historic-Non Aboriginal Archeology for its realized and potential ability to contribute substantive data regarding the form and function of the 1777–1778 winter encampment. The historic district is also significant at the local level in the area of Prehistoric Archeology

for its demonstrated and potential ability to contribute substantive data regarding pre-contact-period settlement patterns in the area dating from the Early Archaic through Late Woodland periods. (NR 2016, Sec.8: 117)

Port Kennedy is significant in the area of Historic: Non-Aboriginal Archeology for the Musketry Range site, as identified in Section 8 of the 2016 National Register. See the Analysis and Evaluation chapter of this CLI and the National Register documentation for more information.

National Register Significance Criteria:

A - Associated with events significant to broad patterns of our history

B - Associated with lives of persons significant in our past

C - Embodies distinctive construction, work of master, or high artistic values

D - Has yielded, or is likely to yield, information important to prehistory or history

National Register Criteria Consideration:

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1710 - CE 1949

Historic Context Theme	Subtheme	Facet	Other Facet
Creating Social Institutions and Movements	Ways of Life	Industrial Towns	
Developing the American Economy	Extraction or Mining Industries	Other Metals And Minerals	
Developing the American Economy	Transportation by Land and Air	Railroads and Railyards	
Expressing Cultural Values	Architecture	Exotic Revivals (1830-1860)	
Shaping the Political Landscape	The American Revolution	The Declaration Of Independence	
Transforming the Environment	Historic Preservation	Regional Efforts: Mid-Atlantic States, 1860-1900: Memorials To The Revolution;	

Area of Significance:

Area of Significance Category: Archeology

Area of Significance Subcategory: Historic-Non-Aboriginal

Explanatory Narrative:

Area of Significance Category: Architecture

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Conservation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Industry

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Military

Area of Significance Subcategory:

Explanatory Narrative:

NRIS Information:

NRIS Name:	Valley Forge State Park
NRIS ID:	66000657
Primary Certification Date:	10/10/1975
NRIS Name:	Kennedy Mansion
NRIS ID:	83002262
Primary Certification Date:	06/21/1983
Other Certifications and Date:	MM/dd/yyyy
NRIS Name:	Valley Forge National Historical Park
NRIS ID:	66000657
Primary Certification Date:	06/18/2016
NRIS Name:	Valley Forge State Park
NRIS ID:	66000657
Primary Certification Date:	10/28/1988

State Register Documentation:

Identification Number:	1976RE00002
Name:	Valley Forge National Historical Park

National Historic Landmarks:

National Historic Landmark?	Yes
Theme:	American Revolution, The
Contributing:	Contributing
NHL ID:	66000657
NHL URL:	
Date:	01/20/1961

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site?	No
Category:	
WHS ID:	
WHS URL:	
Date:	

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 5000	Settled	Early Archaic period. The region generally is thought to have supported a hunter/gatherer culture drawing from a broad subsistence base of game animals, seasonal riverine resources, and plant foods.
BCE 4000 - 1000	Settled	Late Archaic period. The previously nomadic peoples begin to form more stable settlement patterns, their populations increase, and trade relationships begin to form between settlements. (Kurtz 1988: 13-14)
CE 900 - 1700	Settled	Woodland period. People during this period likely become more reliant on plant cultivation as a food source, and therefore on prime farmland and soils well suited to agriculture. (Kurtz 1988: 16)
CE 1600 - 1741	Explored	European Contact. In the early 17th century, the Lenni Lenape encounter Swedish and Dutch trappers along the Schuylkill River. England claims the entire Atlantic coast by the mid-17th century and large-scale English emigration begins. (Kurtz 1988: 17-18)
CE 1681 - 1682	Land Transfer	William Penn receives a charter from King Charles II of England for land in the New World. He purchases additional lands from the Lenni Lenape, and deems the region Pennsylvania—Penn's woodlands. (Sweeny-Justice 1994: 1)
CE 1683	Land Transfer	William Penn grants the Manor of Mount Joy, within which the Port Kennedy component landscape is located, to his daughter Letitia Penn Aubrey. Her deed amounts to approximately 5,000 acres of land. (Rhoads 1989: 12; Sweeny-Justice 1994: 1)
CE 1701	Purchased/Sold	Aubrey and her husband begin to sell off large parcels of their tract to speculators. (Sweeny-Justice 1994: 1)
CE 1708	Explored	Circa 1708, the existence of limestone within the Manor of Mount Joy land is noted in correspondence between James Fox and William Penn. (Rhoads 1989: 29)
CE 1709	Purchased/Sold	John Moore I purchases 400 acres of land within the component landscape from David Powell. The limestone-based soils of the property prove to be excellent for agriculture, including most crops and fruit trees. (Rhoads 1989: 29,114-115)
CE 1725 - 1761	Built	Gulph Road (1725) and the Road to Jenkin's Mill are surveyed and established (NR 1988, Sec.7: 22)
CE 1737	Purchased/Sold	David Stephens purchases a large farm property from Morris Edwards. Stephens is the one who files a petition for the construction of a road through his property in 1761 to connect Mount Joy Forge and the mill of Thomas Jenkins. (Rhoads 1989: 154)
CE 1740	Land Transfer	John Moore I dies, leaving his property to his minor children, John Moore II and Mordecai Moore. (Rhoads 1989: 114)

Year	Event	Major Event Narrative
CE 1741	Purchased/Sold	William Penn, Jr. sells 263 acres within the Port Kennedy component landscape to Owen Jones. (Rhoads 1989: 182)
CE 1742	Purchased/Sold	William Penn, Jr. sells 150 acres to Elinor Evans. (Rhoads 1989: 161)
CE 1747 - 1757	Land Transfer	The Jones property goes through a number of transactions before being acquired by John Wilkinson. (Rhoads 1989: 182)
CE 1750 - 1759	Built	The farmhouse referred to as the Mordecai Moore House is built. (HSI)
CE 1757	Purchased/Sold	Peter Matson, Sr. acquires farm property within the component landscape from Thomas Reily. (Rhoads 1989: 183)
CE 1760	Land Transfer	John Moore II transfers a portion of his property to brother Mordecai Moore. (Rhoads 1989: 117)
CE 1761	Land Transfer	Elinor Evans dies, leaving her property to grandson Maurice Stephens. The property is primarily used as a farm, and is rented out at the time of the encampment. (Rhoads 1989: 159)
CE 1770	Land Transfer	John Wilkinson dies. Information about ownership of his property between 1770 and 1818 is difficult to decipher. (Rhoads 1989: 182)
CE 1777 - 1778	Military Operation	The Continental Army, under the leadership of Gen. George Washington, spends winter and spring encamped in the vicinity of the village of Valley Forge. Local farmlands are utilized as parade grounds to drill troops. (Sweeny-Justice 1994: 1-2)
CE 1777 - 1778	Inhabited	According to tradition, the dwelling of Mordecai Moore may have housed General Morgan and various commissary officers at some point during the encampment. (Sweeny-Justice 1994: 1-2)
CE 1777 - 1778	Cultivated	The Duportail Map prepared at the time of the encampment indicates the Matson property along the river as cleared with irrigation or drainage ditches in the floodplain. (Duportail map)
CE 1779	Land Transfer	John Moore II dies, leaving his property to his children, John Moore III, and Richard, Jonathan, and Rachael Moore. (Rhoads 1989: 114)
CE 1780	Cultivated	The application of lime as an agricultural soil amendment becomes more a more widespread practice. (Rhoads 1989: 28)
CE 1784	Established	Montgomery County is created from part of Philadelphia County. (Rhoads 1989: 4)
CE 1787	Land Transfer	Richard Moore acquires the parcels inherited by his three siblings, John Moore III, Jonathan Moore, and Rachael Moore. (Rhoads 1989: 117)
CE 1790 - 1799	Settled	In the 1790's, Alexander and William Kennedy arrive from Ireland, emigrate to an area northwest of Philadelphia, and earn and save enough money to purchase their own land. (Sweeny-Justice 1994: 2)

Year	Event	Major Event Narrative
CE 1802	Farmed/Harvested	In 1802, the Mordecai Moore property is listed as having “a good stone dwelling house…good log barn, cart house, and other houses, a good bearing orchard of upwards of 300 apple trees, and others such as pears, peaches, plums, and cherries.” (Rhoads 1989: 120)
CE 1803	Purchased/Sold	Alexander Kennedy acquires the Mordecai Moore property, and begins to quarry limestone, initiating the prosperous industrial endeavors for which the village of Port Kennedy is eventually named. (Sweeny-Justice 1994: 2)
CE 1803 - 1825	Established	Limekilns are constructed within the component landscape that superheat quarried limestone to produce construction materials and soil amendments. The community that evolves to support the industry becomes known as Kennedy Hollow. (Sweeny-Justice 1994: 4)
CE 1803 - 1837	Built	A root cellar of masonry bank construction, and a retaining wall connecting it to the house are constructed by the Kennedy family at the dwelling purchased from Mordecai Moore (HSI).
CE 1818 - 1828	Purchased/Sold	The granddaughters of John Wilkinson convey their property to various individuals including Alexander and William Kennedy, who also acquire land from others in the area during this period. (Rhoads 1989: 184)
CE 1823	Land Transfer	Richard Moore dies, leaving his property to Edwin Moore. (Rhoads 1989: 117)
CE 1824	Established	The Schuylkill Navigation Company starts commercial canal facilities along the Schuylkill River between Reading and Philadelphia. The canal becomes part of an important waterway link between the Susquehanna River and Philadelphia. (Sweeny-Justice 1994: 6)
CE 1824	Land Transfer	Alexander Kennedy dies, leaving his property to his wife Margaret Their house appears to have been renovated at about this time. (Rhoads 1989: 121; HSI)
CE 1830 - 1840	Built	The Port Kennedy Quarry Building, also known as the Old Commissary and the Bird House, is thought to have been constructed to serve the thriving limestone quarry and kiln industry within the area. (HSI)
CE 1835	Established	The Philadelphia and Reading Railroad purchases 66 acres of land along the Schuylkill as a right-of-way for a rail line, which soon opens between the two cities. (Sweeny-Justice 1994: 6)
CE 1837	Purchased/Sold	Alexander Kennedy’s widow Margaret sells a 207 acre property, including a dwelling, to David Zook, another local limestone merchant. (The house is thought to have been renovated again at about this time.) (Sweeny-Justice 1994: 3; HSI)
CE 1842 - 1850	Expanded	John Kennedy, who takes control of the family lime business by 1840, expands the operation. Kennedy lime products are shipped to markets throughout the Mid-Atlantic via canal, and the area is re-named Port Kennedy. (Sweeny-Justice 1994: 6)

Year	Event	Major Event Narrative
CE 1844 - 1845	Established	The First Presbyterian Church of Port Kennedy is established. John Kennedy's wife Margaret is a founding member. (Sweeny-Justice 1994: 6-7)
CE 1846	Established	A post office is established in the village. (Sweeny-Justice 1994: 7)
CE 1846	Excavated	Kennedy quarry workers discover a large cavern that is described in local newspapers. (Sweeny-Justice 1994: 7)
CE 1848	Built	Construction of a toll bridge across the Schuylkill River between Port Kennedy and Betzwood is authorized. Once completed, the bridge is a covered wooden structure, wide enough for two wagons to pass, with a toll house at one end. (Sweeny-Justice 1994: 8)
CE 1848 - 1871	Built	A retaining wall located along the Port Kennedy railroad spur line is built to facilitate the loading of freight cars. (HSI)
CE 1850	Established	Census listings indicate that the village includes 470 residents, more than 50 dwellings, 60 lime kilns, 4 stores, 2 blacksmith shops, wheelwright shops, lumber yards, coal yards, a large hotel, and a quarry weigh station. (Sweeny-Justice 1994: 8)
CE 1852	Built	Kenthurst, an Italian villa style mansion, an associated carriage house, and garden features are built by John Kennedy on a knoll overlooking the village. The house exhibits interior detailing using lime products made by Kennedy family industries. (HSI)
CE 1854	Land Transfer	John Kennedy sells approximately 35 acres in two transactions to George Patterson. The land is conveyed to Morris and Joseph Patterson later that year. (Rhoads 1989: 184)
CE 1854 - 1856	Established	Circa 1854–1856, Montgomery County Iron Co. establishes anthracite furnace built by Patterson & Co. short distance from Schuylkill River. The furnace incorporates modern techniques in smelting, producing 12-15 tons pig iron daily. (Sweeny-Justice 1994: 11; HSI)
CE 1855	Built	A furnace office for the Montgomery County Iron Company anthracite furnace is constructed overlooking the facility and the housing for its workers. (HSI)
CE 1855	Built	Six dwellings, referred to as the Cinderbank Houses, are constructed as residences for workers associated with the nearby furnace. (Other small buildings and sheds appear to have also stood nearby during the nineteenth century.) (HSI; Sweeny-Justice 1994: 11)
CE 1858	Established	The Evergreen School is established near the First Presbyterian Church (outside the component landscape) (Sweeny-Justice 1994: 11-13)
CE 1859	Built	The Port Kennedy Railroad Company is chartered to construct a freight rail line spur from the Reading tracks and wharf area, past the furnace, to various lime quarrying and processing sites. (Sweeny-Justice 1994: 13)

Year	Event	Major Event Narrative
CE 1860 - 1875	Built	Circa 1860–1875, two dwellings and a commercial structure are built near “Huntington’s Quarters.” These three buildings are thought to have been constructed by the owner of a nearby quarry and lime kilns to house himself, a foreman, and an office. (HSI)
CE 1864	Land Transfer	David Zook dies, leaving his property to his wife Eleanor. (Rhoads 1989: 121)
CE 1871 - 1894	Excavated	The bones of extinct megafauna, including mastodons, sabre-toothed cats, and sloths, are discovered in the quarries owned by Archibald Erwin. The find is known as the “Port Kennedy Bone Cave.” (Sweeny-Justice 1994: 13)
CE 1877	Land Transfer	John Kennedy dies suddenly of a heart attack. Wife Margaret remains at Kenthurst, although the property is willed son Moore. The lime industry independently begins to decline at this time. (Sweeny-Justice 1994: 18-20)
CE 1877 - 1895	Expanded	Ehret Magnesia Company acquires local quarry operations from various small companies and individuals, and, by 1895, has erected 20 buildings in the area. (Sweeny-Justice 1994: 20)
CE 1879 - 1884	Built	A new passenger/freight station is constructed near the village’s hotel. (Sweeny-Justice 1994: 18).
CE 1880	Cultivated	Portions of the area remain agricultural. A local property becomes one of the largest tobacco farms in Montgomery County, and includes a large curing shed. (Sweeny-Justice 1994: 18)
CE 1880	Expanded	The Montgomery County Iron Company anthracite furnace expands its operations. (Sweeny-Justice 1994: 11)
CE 1880	Purchased/Sold	Eleanor Zook sells her property to John Andrews. (Rhoads 1989: 121)
CE 1890	Built	The Haney House is constructed along Route 23 within the newly platted Kenthurst subdivision. (HSI)
CE 1890	Built	The Nichols House is constructed along Route 23 within the newly platted Kenthurst subdivision. (HSI)
CE 1890	Land Transfer	Moore Kennedy takes possession of Kenthurst after his mother dies. (Sweeny-Justice 1994: 20)
CE 1890	Platted	A large tract of land adjacent to Kenthurst is subdivided. Residences are eventually constructed along both sides of present day Route 23. (Sweeny-Justice 1994: 20)
CE 1891	Purchased/Sold	Kenthurst is sold after Moore Kennedy dies. It is later renovated as a restaurant but changes hands frequently. (Sweeny-Justice 1994: 20)
CE 1893	Land Transfer	Edwin Moore grants a portion of his property to the Commonwealth of Pennsylvania to establish Valley Forge State Park. (Rhoads 1989: 117)
CE 1898 - 1913	Purchased/Sold	John Andrews sells the original Alexander Kennedy property to Robert Pechin. The property goes through a number of transactions over the next fifteen years before being acquired by Frank Croft in 1913. (Rhoads 1989: 121)
CE 1900 - 1910	Rehabilitated	The Montgomery County Iron Company furnace office is converted into a residence. (HSI)

Year	Event	Major Event Narrative
CE 1901	Built	An iron bridge is commissioned to replace the covered wooden structure across the river to Betzwood. (Sweeny-Justice 1994: 20)
CE 1905	Rehabilitated	Kenthurst is rehabilitated for restaurant uses. (Sweeny-Justice 1994:20)
CE 1905	Rehabilitated	The village of Port Kennedy, in decline by the end of the nineteenth century due to a waning market for burnt lime products, is revitalized by tourists when the area becomes a popular summer resort. (Sweeny-Justice 1994: 22)
CE 1907 - 1923	Rehabilitated	The Catholic Diocese of Philadelphia uses a Port Kennedy farm as a summer outing house for city children and constructs a wooden dormitory, refectory, and chapel. Many of the improvements are lost to fire in 1923. (Sweeny-Justice 1994: 22)
CE 1908	Established	The village is described in 1908 as having three stores, a livery stable, feed store, gas lamps lining the streets, quarries, boats using the canal to carry lime to market, various homes, and a band hall. (Sweeny-Justice 1994: 23)
CE 1911	Purchased/Sold	Kenthurst is acquired by wealthy miller J. Henderson Supplee. (Sweeny-Justice 1994: 20)
CE 1913	Purchased/Sold	The Mordecai Moore House is acquired by candy manufacturer Frank Croft, who renames it Stonehurst and adds large pillars across the front. He also constructs a house for his son nearby. Croft is later elected to the state senate (Sweeny-Justice 1994: 20)
CE 1913 - 1916	Established	Siegmund Lubin’s Betzwood Motion Picture Studio is established across the river at Betzwood. It is the largest film processing plant in the world at the time. The quarries, river, and village are used as sets for films. (Sweeny-Justice 1994: 24-25)
CE 1917	Built	The Robert McCurdy House and garage are constructed as part of the residential streetscape that evolves along present-day Route 23. (HSI)
CE 1919	Demolished	The Valley Forge Park Commission receives $250,000 for the condemnation and removal of many homes and businesses in the village. By Right of Eminent Domain, the state acquires 60 houses, the hotel, and a store. (Sweeny-Justice 1994: 30)
CE 1919	Land Transfer	David Dallas conveys 191 acres, including the 150 acres acquired by Eleanor Evans in 1742 from William Penn, to the Commonwealth of Pennsylvania for inclusion within Valley Forge State Park. (Rhoads 1989: 161)
CE 1920 - 1929	Planted	Circa 1920s, allées of deciduous trees are planted along Route 23 and Gulph Road to enhance the appearance of Valley Forge State Park. (Aerial photographs from the late 1920s)
CE 1922	Built	The David McCurdy House and garage are constructed along present-day Route 23. (HSI)

Year	Event	Major Event Narrative
CE 1926	Demolished	A large number of structures located within the village of Port Kennedy are demolished by the state of Pennsylvania to enhance the setting of Valley Forge State Park (Sweeny-Justice 1994: 30)
CE 1926	Platted	Plans are made to establish a planned community east of the existing village for the relocation of the residents of condemned properties at Port Kennedy. The venture is unpopular and is not pursued. (Sweeny-Justice 1994: 30-31)
CE 1932 - 1933	Built	A park equipment building is constructed within a former quarry near the Ehret Magnesia Plant. Many storage and repair functions are relocated to the facility, which is not visible from historic areas of the park. (Unrau 1984: 243-244)
CE 1937 - 1946	Demolished	The Valley Forge Park Commission condemns additional property in Port Kennedy. (Sweeny-Justice 1994: 31)
CE 1939	Land Transfer	Frank and Elizabeth Croft sell 41 acres of the original Alexander Kennedy property to the Commonwealth of Pennsylvania to be incorporated into Valley Forge State Park. (Rhoads 1989: 121)
CE 1947	Built	A greenhouse is added to the Robert McCurdy House along Route 23. (HSI)
CE 1950	Built	A National Boy Scout Jamboree is held at the park. General Eisenhower speaks. A huge infrastructure of temporary utilities, events structures, and housing is developed that is thought to damage subsurface archeological resource. (Unrau 1984: 308)
CE 1951 - 1957	Purchased/Sold	Large portions of the Port Kennedy area are sold to the Pennsylvania Turnpike Commission and to real estate developers. (Sweeny-Justice 1994: 35)
CE 1957	Altered	A National Boy Scout Jamboree is held at the park. The scouts develop a natural amphitheater near the intersection of County Line Road and 23 to accommodate 65,000. Filling, grading, and tree trimming are undertaken to lay out the arena. (Unrau 1984: 331)
CE 1964	Established	A National Boy Scout Jamboree is held at the park. President Lyndon Johnson speaks. (Unrau 1984: 356)
CE 1965	Built	A Sunoco gas station is constructed near Kenthurst. (Sweeny-Justice 1994: 35)
CE 1965	Demolished	Ten houses are removed as part of the development of the County Line Expressway. This road effectively divides the original village into two. (Sweeny-Justice 1994: 35)
CE 1970 - 1979	Abandoned	In the 1970s, the Keene Company, successor to the Ehret Magnesia Company, closes. (Sweeny-Justice 1994: 36)
CE 1973	Abandoned	The village is officially dissolved and the Port Kennedy post office closed. (Sweeny-Justice 1994: 36)
CE 1976	Established	Valley Forge State Park is transferred to the Department of the Interior from the Commonwealth of Pennsylvania. Valley Forge National Historical Park is officially established in 1982, to be administered by the National Park Service (NPS). (Sweeny-Justice 1994: 36)

Year	Event	Major Event Narrative
CE 1977	Built	Construction of a visitor center is completed, and the building is transferred from the Commonwealth of Pennsylvania to the NPS. (Unrau 1984: 627)
CE 1978	Demolished	Three houses along present-day Route 23 and the Sunoco gas station are razed. (Sweeny-Justice 1994: 36)
CE 1978	Stabilized	Many of the Keene Company buildings are razed by the NPS, which also begins to fill the quarries for public safety (Sweeny-Justice 1994: 36)
CE 1980 - 1982	Built	Circa 1980–1982, a multi-purpose trail is established by the NPS over much of the park. Within the Port Kennedy component landscape, the trail follows Route 23.
CE 1980 - 1989	Restored	In the 1980s, Kenthurst is privately restored under the historic leasing program administered by the NPS and leased as a restaurant (Sweeny-Justice: 37). It is listed in the National Register of Historic Places in 1983. (NR 1983)
CE 1984	Built	Circa 1984, a limited access highway, PA 422 or Pottstown Expressway, is constructed along eastern edge of Walnut Hill component landscape and Betzwood, connecting with existing Route 363—County Line Expressway—crossing the river near Port Kennedy.
CE 2004	Rehabilitated	Trail networks are rehabilitated within park as well as on regional connector trails.
CE 2007	Rehabilitated	A $11.6 million plan to clean up asbestos waste site is approved. Remediation plan includes removal of heavily contaminated soils and re-landscaping of affected areas.
CE 2010	Rehabilitated	Deer management plan is put into effect, using both lethal and non-lethal action to cull the deer herd and alleviate damage to forests caused by extensive deer browse.
CE 2017	Rehabilitated	Asbestos remediation is completed with the park collecting soil samples to ensure that all contamination located within the top two feet of soil had been removed.
CE 2018	Rehabilitated	The park replanted asbestos remediation areas with trees and meadow.
CE 2019	Altered	The NPS burns approximately 135 acres in multiple meadows located along Valley Forge Park Road and Gulph Road. Burn areas consists of sections of the Grand Parade in both the Port Kennedy and National Historical Park Landscape CLI project areas.

Physical History:

PREHISTORY TO EUROPEAN CONTACT, 8000 BCE–ca.1700 CE

Some five hundred million years ago, as the surface of the earth formed, dolomite (a magnesium-rich carbonate rock) was deposited into seas that covered sandy surfaces. In time, the seas ebbed and flowed, and land was exposed. Triassic red beds, sandstones, and shales were deposited two hundred million years ago, and sandy surfaces metamorphasized into quartzite. Earthquakes and volcanic activity took place, and eventually lichen and grasses grew. The dolomite, now hidden under the surface, dissolved with the action of underground streams and caves were formed. The

first to discover these caves were the animals—mastodons, saber-toothed tigers, and bears; dinosaurs also roamed the area. Human discoveries came later, most probably beginning with Indigenous peoples. (Sweeny-Justice 1994: 1)

Overview:
Limited archeological investigation of the area included within the Port Kennedy component landscape has been undertaken to date by the National Park Service. Within the portion of the component landscape which has been surveyed—the southwestern corner—no evidence of prehistoric use or occupation was discovered. However, based on archeological evidence of prehistoric uses elsewhere within the park, the Port Kennedy area may also include prehistoric sites.

Predictive models of Archaic and Woodland period cultural activities suggest that the Port Kennedy landscape, particularly the western bank of the Schuylkill River, would have included characteristics that were desirable to prehistoric peoples. During the Early Archaic Period, the region generally is thought to have supported a hunter/gatherer culture drawing from a broad subsistence base of game animals, seasonal riverine resources, and plant foods. Bands of migratory peoples likely established temporary camps in good hunting, fishing, and plant gathering locations, which they revisited periodically or seasonally. By the Late Archaic Period, ca.4000 to 1000 BCE, the previously nomadic peoples began to form more stable settlement patterns, their populations increased, and trade relationships began to form between settlements. (Kurtz 1988: 13-14)

By the Woodland Period (ca.900–1600 or 1700) and the Early European Contact period, settlement sites had likely increased in size, although seasonal movement also likely continued. People during this period likely became more reliant on plant cultivation as a food source, and therefore on prime farmland and soils well suited to agriculture. (Kurtz 1988: 16)

When Europeans first began to arrive in southeastern Pennsylvania, ca.1638, the region was occupied by the Lenni Lenape, an Algonquin-speaking people. The Iroquois, located to the north, briefly conquered the Lenni Lenape or Delaware nation after gaining the use of firearms introduced by Dutch traders. These peoples co-existed with early European traders and explorers concerned primarily with trapping beaver for their furs. The Dutch and Swedish were the predominant European nationalities represented in the area between 1638, when the Swedes established a fortification on the Delaware, and the 1670s, when the English claimed title to the entire Atlantic Coast.

In 1681, William Penn received a charter from King Charles II of England for a large area of land in the New World. In 1682, Penn purchased additional land near the confluence of the Delaware and Schuylkill Rivers. He deemed the combined area Pennsylvania, or Penn's woodlands. The next year, William Penn deeded 5,000 acres of his land located northwest of the city of Philadelphia, including the Manor of Mount Joy within which the Port Kennedy component landscape is located, to his daughter, Letitia Penn Aubrey. (Sweeny-Justice 1994: 1).

Port Kennedy Landscape:
Natural Features, Spatial Organization, and Land Use.
During this period, it is thought that environmental changes caused by receding glaciers led to the establishment of the Eastern deciduous forests described by early European explorers. At the same time, waterways evolved and river estuaries were formed, creating new food resources. The Archaic peoples likely adapted to these changes by altering their diets to include harvesting seasonal shad runs and collecting the nuts of deciduous trees. The margins of the Schuylkill River were likely the focus of local Archaic Period activities. The site's prime agricultural soils may have been utilized by Woodland Period peoples to cultivate plants.

Circulation.
Little is known about trails or other overland routes that may have existed in the region during this period. The current site of the Betzwood Bridge abutment appears to have been a good access route to the river and may have been utilized by prehistoric peoples. The Schuylkill River would have been an important route of travel for both prehistoric peoples and early European settlers. Similarly, the natural ford sites near Fatland Island and the future Pawling property may have been utilized by prehistoric peoples, but these are beyond component landscape boundaries.

Buildings and Structures.
Nothing is known about any buildings or structures that may have existed in the area prior to the 1700s.

Vegetation.
The Eastern deciduous forest that was first described by early visitors and settlers of the Atlantic Coast region of America is thought to have characterized much of the landscape until the 1600s. Dominated by deciduous woodland species such as oaks and hickories on the uplands and mesic and hydric species such as maples, elms, ashes, and sycamores in the lower lying areas, this forest was likely a highly layered and dense plant community that supported a variety of wildlife. The people who occupied the landscape prior to European contact are thought to have manipulated the understory of the forest to enhance hunting practices, and may also have cultivated crops after clearing the tree cover. Little is known about specific vegetation composition, or adaptations undertaken by the Lenni Lenape within the Port Kennedy component landscape during this period.

EUROPEAN CONTACT/SETTLEMENT AND PRE-ENCAMPMENT AGRICULTURE, 1701–1777

General Landscape:
In 1701, Letitia Penn Aubrey began to sell off portions of the land near Philadelphia that she had received from her father. The purchasers were primarily farmers, who recognized the suitability of the area, with its limestone substrate and numerous springs and creeks, for agriculture. By the time of the Revolutionary War-era encampment of the Continental Army in 1777, the region around what was later to be called Port Kennedy had been settled by various families engaged in farming, and one dwelling complex had been constructed within the Port Kennedy component landscape. Overall, the component landscape encompasses portions of six properties in existence at the time of the encampment and discussed in more detail below:
1) David Stephens property (a small portion of his property was located in the southwestern corner of the component landscape);
2) Maurice Stephens property (almost one-half of this property is included within the component landscape east of the David Stephens property);
3) Peter Maston Sr. property (the site is almost entirely within the component landscape and located east of Maurice Stephens between County Line Road and the Schuylkill River);
4) the Estate of John Wilkinson (much of the property is included, and located to the east of the Matson property. It encompasses the future hub of the village of Port Kennedy);
5) John Moore property (a small portion of this land-holding is located within the component landscape along the southern edge of the previously noted properties); and
6) the Mordecai Moore property (again, only a small portion of the overall property is located within the component landscape. It edges the John Moore property to the south).

In 1709, David Powell is known to have sold 400 acres of land, at least a portion of which is located with the component landscape, to John Moore I. When Moore died in 1740, the land passed to his minor sons John Moore II and Mordecai Moore. The inventory of his estate prepared at the time of his death suggests that Moore had established an extensive and prosperous farming operation on the property. He is known to have grown wheat, rye, and buckwheat, and to have owned a large number of livestock including horses, cattle, sheep, and swine.

In 1760, the John Moore I property was formally divided between John Moore II and Mordecai Moore. John Moore II received 271 acres and Mordecai 128.75 acres. John Moore II continued to farm the land he received from his father until his death in 1779. He is known to have owned cattle, horses, oxen, swine, and sheep, and to have grown hay and winter grains. It appears that Moore did not own slaves. Mordecai Moore also farmed the land he inherited from his father. He appears to have grown primarily grain, and to have owned cattle and horses. A dwelling appears to have been constructed on his property prior to the encampment. Although little documentation has been identified regarding the property at this time, related improvements may have included agricultural outbuildings.

Two additional parcels were sold by the Penn family within the component landscape between 1741 and 1742. One of these, a 263 acre parcel, was acquired by Owen Jones in 1741. The other, discussed below, was a 150-acre farm purchased by Elinor Evans in 1742. The Jones property abutted the Schuylkill River. The portions nearest the river were underlain by Triassic red shale; elsewhere the property was underlain dolomitic limestone. The gently rolling topography of the property and its soils with a good suitability for agriculture likely supported a prosperous farmstead. The more steeply sloped areas leading to the river may have remained wooded during this period; the remainder of the upland was likely open agricultural fields. Jones farmed the parcel until his death in 1747. Jones owned three horses, a colt, eight cows and three calves, three pigs and 35 sheep, stores of cultivated corn, wheat, buckwheat, flax, and wool. The river floodplain may have been used to pasture livestock. A tanner by trade, Jones may have operated a tannery, which required a good source of water, near one of the drainageways traversing the property, or near the river.

Jones left the property to his daughter, who later married Thomas Reily. The property was divided through a sheriff sale during the 1750s after Reily's death. A portion was acquired by John Wilkinson

in 1757, and the remainder was later acquired by Peter Matson from Henry Pawling, although the transaction appears not to have been recorded or else was incorrectly cited and has never been located. Wilkinson died intestate in 1770, and little is known about how his property was managed until the 1820s. The Matson property appears not to have included a residence during this period; the owner likely maintained another property nearby on which he resided. A tenant may have been farming the property at the time of the encampment.

The second parcel acquired from the Penn family in the area was a 150 acre farm purchased by Elinor Evans in 1742. Evans continued limited farming operations on the property. Evans's grandson Maurice Stephens inherited the property in 1761, but he was underage and did not begin to manage it until 1779. The inventory of Elinor Evans's property after her death indicated that she maintained a dwelling there "Huntington's Quarters," outside the component landscape boundaries), and that she owned two slaves. Her agricultural property listed was not extensive, however.

The one additional parcel that is partially represented within the Port Kennedy component landscape during the eighteenth century is located in its far southwestern corner. The first recorded owner, Morris Edwards, died in 1737, leaving the property to his wife and daughter Elizabeth. This large farmstead likely supported a prosperous agricultural operation. Elizabeth Edwards' husband David Stephens later acquired title to the property, and maintained a farming operation there until his death in 1782.

During this period, two major roads were likely established through the area, both leading towards the east from forges established near Valley Creek in the 1740s. One of these was established to provide a connection with Jenkins Mill to the east. The other—Gulph Road—led to the southeast toward Philadelphia after 1725. A 1761 road petition for the establishment of the Road to Jenkins Mill indicates:
"There is a necessity of a road to be laid out in the County of Philadelphia: beginning at the Valley Creek near Mount Joy forge, leading from thence to or near the House of David Stephens and from thence the best and nearest way to the mill of Thomas Jenkins" (Rhoads 1989: 154, quoting Court of Quarter Sessions Docket #1, Philadelphia Co. Archives: 247)

Otherwise, the river remained an important route of travel during this period.

Port Kennedy Landscape:
Natural Features, Spatial Organization, and Land Use.
When the first European settlers arrived in the area, cultivation of crops would necessarily have been preceded by clearing of forest cover, although in some cases early settlers may have been able to adapt fields established previously by prehistoric peoples.

The eighteenth century farmsteads within the Port Kennedy area appear to have been typical of local farms in the region at the time—approximately 189 acres in size, divided into small fields of one to ten acres bordered by chestnut rail fences. Hedgerows likely existed at property boundaries, and in areas where changes of land management occurred. Cultivated fields typically occupied well-drained upland areas, with meadows used to pasture livestock and for hay cultivation occupying floodplain areas. Woodlots occupied steeply sloped areas and marginal or exhausted soils.

The dolomitic limestone that underlies much of the component landscape is suitable for most crops. Wheat was the primary cash crop grown during the eighteenth century, but other grains, such as corn, buckwheat, hay, oats, and rye, and vegetables were also typically grown. It is not known whether any of the local residents had begun excavating limestone to be processed as a soil amendment by the time of the encampment. Regional agricultural use of limestone is generally thought to have become widespread during the final quarter of the eighteenth century. Woodlots, which provided wood for fuel, construction materials, and forage for livestock, typically occupied approximately one-third of the total acreage of a farm at any time. Because they served as a component of crop rotation, namely the reversion of exhausted cropland to woodland cover, their locations often changed over time.

Circulation.

During this period, two primary roads were established through the landscape. These included Gulph Road, established circa 1725, and Road to Jenkin's Mill, established in 1761. County Line Road appears also to have been in existence by the encampment period, but was likely a private road. Individual farms located within the area are likely to have included networks of access roads and farm lanes, although little documentation has been identified to indicate their locations. The Schuylkill River continued to be utilized for transportation during this period.

Buildings and Structures.
The only known dwelling complex to have existed within the Port Kennedy landscape by the time of the encampment is the Mordecai Moore House, located in the southeastern corner of the component landscape. By 1802, the property is known to have included a stone house, kitchen and milk house, log barn, cart house, and other houses, as well as an orchard. The specific developments which occurred on Moore's property prior to the encampment have not been determined.

ENCAMPMENT OF THE CONTINENTAL ARMY, 1777–1778

Overview:
By fall 1777, the armed conflict associated with the two-year old Revolutionary War began to have an impact on southeastern Pennsylvania. In September 1777, the British Army under the command of General Howe began to march north after disembarking from their fleet at the northern terminus of the Chesapeake Bay. Continental Army commander George Washington anticipated that the British intended to attack and capture the capital city of Philadelphia. His goal was to position his army between Howe's troops and the city. Later that month, "the American army was massed around Chadd's Ford, six miles to the east of the British position." The two armies clashed there in the Battle of the Brandywine on September 11. Although the Americans "performed with considerable credit," they were essentially defeated, and the British continued their march toward Philadelphia via West Chester. The Americans moved to Chester and then further to the northwest, hoping to intercept Howe near White Horse; however, "heavy rain prevented a battle." Part of Howe's army continued to move north, reaching Valley Forge on September 18. (Trussell 1998: 5-7)

Washington, concerned for the safety of a military storage depot at Valley Forge, ordered that the "thirty-eight hundred barrels of flour, twenty-five barrels of horseshoes, twenty hogsheads of resin, several thousand tomahawks, and quantities of soap, candles, and entrenching tools" stored there be relocated as quickly as possible to avoid being captured by the British. His orders, however, were not carried out quickly enough; military personnel, in conjunction with local residents, "were in the act of loading stores onto barges when a British raiding party galloped up." The Americans were outnumbered and fled to the north and the west, abandoning the storage depot. (Trussell 1998: 6-7)

As Howe's troops approached Valley Forge, Washington,
"moved north and west to get closer to the army's major depot at Reading so that he could re-supply his troops. The extensive marching and countermarching had been hard on clothes and shoes, and many of the men during the hot days of the autumn had lost or improvidently thrown away their blankets. The Schuylkill River was at flood stage, and from his new position Washington was confident that he could readily block the fords which now offered the only means of crossing it." (Trussell 1998: 6)

Washington left a force under the command of General Anthony Wayne behind to follow Howe and harass his baggage train. These were devastated, however, on September 20 in the Paoli "Massacre " when a detachment of Howe's army swung around and surprised Wayne, killing, wounding, and capturing over one hundred Americans.
"On September 21, the day after the Paoli 'Massacre,' Howe marched the remainder of his army toward the Schuylkill to bivouac along a line from modern-day Phoenixville eastward to just beyond Valley Forge. From this point, he could move against either Reading or Philadelphia. Whichever Washington chose to defend, the other would be left open. Exploiting Washington's dilemma, Howe sent a detachment westward in a feint which convinced Washington that Reading was the British objective. While the Americans pushed up the Schuylkill to block what they thought would be Howe's line of advance, the British crossed the river unopposed at Fatland Ford." "Before leaving early on September 23, the British burned the [Valley Forge] sawmill and the forge." (Trussell 1998: 3,8)

After crossing the river at Fatland Ford, the British Army, based on the depredation claims filed later, are also thought to have damaged both the Nathan Pawling farmstead and the Vaux property on their way to Norriton (Norristown).

Once the British reached Norriton, they quickly established a defensive line between the American army and Philadelphia; "there was no way now that Howe could be prevented from entering Philadelphia at his leisure." Howe waited until September 25 to move again. On that date he relocated the army to Germantown, sending a detachment under Lord Cornwallis into the city on of Philadelphia on September 26. Washington attacked the British position at Germantown on October 4. Initially successful, the American attack deteriorated due to the late arrival of reinforcements, a thick fog that lead to confusion and friendly fire, and a lack of supplies. "Although the attack on Germantown had failed, it had come close to succeeding." Washington moved toward Philadelphia

again on November 2, reaching Whitemarsh, where he ordered his troops to establish a line of earthen entrenchments along an east-west line of three hills. The British attempted to storm the American position in early December, but repeated failed attempts on December 5, 7, and 9, convinced Howe that the American position was too strong to be bested and he returned his troops to Philadelphia. (Trussell 1998: 9-10)

Because “Whitemarsh was too close to Philadelphia to be secure against sudden raids, ...on December 11, Washington started the army westward to cross the Schuylkill as a first step toward selecting an encampment for the winter.” The selection of an appropriate location for housing the army, which he hoped to hold together through the winter, was not an easy process:
“the encampment had to be far enough from Philadelphia to preclude successful British surprise attacks. But the farther west the army moved, the more of Pennsylvania would be exposed to British foraging. According to some accounts, Pennsylvania’s governing authority (the Supreme Executive Council) threatened that if Washington moved farther than twenty-five miles from Philadelphia it would be compelled to withdraw its vital logistical support and even remove the Pennsylvania troops, amounting to three of Washington’s fifteen infantry brigades and about a fourth of his artillery and cavalry strength...Valley Forge offered some answers. Some eighteen miles from Philadelphia, it was too far for easy British attack yet close enough for the Americans to interfere with foraging parties from the city. General Louis Duportail, the very capable French volunteer who was Washington’s Chief of Engineers, had already found that the ground offered naturally strong defensive possibilities. Shelters could be built, so that no civilian houses need be requisitioned. Also, it was hoped that the rich farmlands of the area would provide food for the men and forage for the animals” (Trussell 1998: 12-13)

By December 17, Washington had determined that he would establish an encampment for his troops at Valley Forge where they would remain until the 1778 campaign began in the spring. On the morning of December 19, the men of the Continental Army left their temporary camp at Gulph Mills for Valley Forge, five or six miles distant. “Certainly, the arrival of the army came as a complete surprise to the inhabitants of the Valley Forge area.” It is likely that area residents and farms located for miles in all directions were affected by the presence of thousands of troops encamped at Valley Forge for the next six months. (Trussell 1998: 17)

While the Port Kennedy component landscape appears not to have been directly affected by the September 1777 activities of the British Army, it was an integral component of the encampment of the Continental Army between December 19, 1777, and June 19, 1778. The Duportail Map of the encampment indicates that the area housed at least one complex of structures—the Provost Guard—which was located along the Road to Jenkin’s Mill within the parcel owned by the estate of John Wilkinson (Figure 1). The Provost Guard served as the military police for the encampment and oversaw military and civilian prisoners. On January 15, 1778, General George Washington is known to have ordered huts “be erected for Prisoners under the Provost Guard.” Little is currently known about the exact location, character, or number of these huts.

Other landscape features within the area depicted on the Duportail Map include road alignments for the Road to Jenkin’s Mill, Gulph Road, and two additional roads that appear to lead south from the Road to Jenkin’s Mill toward lines of entrenchments. The alignment of the westernmost of these two roads suggests that it is the precursor to County Line Road. It is not known whether these roads were constructed prior to or during the encampment. The map also indicates that the majority of the landscape was in open vegetative cover at the time, except for the more steeply sloped areas and the river floodplain. Land along the river is indicated with a dashed pattern suggesting cultivation, or “watered” meadow that may have been utilized to pasture livestock.

While little is known about the impact of the army on this landscape, it can be assumed that the army dismantled fences, trampled agricultural fields, cut over all woody growth for fuel, and utilized existing springs for water. Local resident John Moore II filed a depredation claim for damages totaling more than one-third of the value of his entire property due to the pasturing of army horses in his fields and other activities.

During the spring of 1778, the western portion of the component landscape served as a portion of the

Grand Parade, utilized by the Continental Army for drilling and maneuvering exercises. Otherwise, tradition suggests that the Mordecai Moore House, extant during the period, served as the quarters for the army's Commissary officers, although no primary documentary evidence has been identified. The dwelling complexes associated with other component landscape property owners—David Stephens and Maurice Stephens—and located beyond the Port Kennedy area boundary were also appropriated for use by the army (Figure 2).

Port Kennedy Landscape:
Natural Features, Spatial Organization, and Land Use.
During this period, agricultural use of the properties was probably greatly disrupted by the encampment. Field patterns, circulation systems, and farmsteads that existed prior to the encampment appear to have been maintained during the encampment, although fence rails likely feel prey to the needs of the troops encamped in the area. Any existing woodlands were likely cut over to supply timber for construction materials and fuel for the troops. The large open, gently rolling area referred to as the Grand Parade was utilized by the army to practice drilling and maneuvering the troops. A high point located along the Road to Jenkin's Mill appears to have been selected for the site of the Provost Guard.

Buildings and Structures.
The only house known to have existed at the time of the encampment is a stone dwelling located on the Mordecai Moore property. Agricultural outbuildings may have also existed, although documentation of eighteenth century structures besides the house has not been located. The Moore house is traditionally said to have served as the encampment quarters for Commissary officers.

The Duportail Map suggests the existence of a second house located along the road to Jenkin's Mill, and that the road terminated at this property. Documentation providing additional information about this structure has not been located, and most sources indicate that the road continued east. Wooden huts were likely constructed at the Provost Guard site to house guards and prisoners, although nothing is currently known about the number or character of these structures.

Circulation.
Roads existing at the time of the encampment included, as noted above, the Road to Jenkin's Mill, established in 1761, Gulph Road, established in 1725, at least one farm lane leading to the agricultural field adjacent to the Schuylkill River, and two roads leading south from the Road to Jenkin's Mill toward two lines of entrenchments established by the Continental Army. One of these appears to follow the alignment of County Line Road. It is not possible to discern from the Duportail Map any road that led to the Mordecai Moore House. The Duportail map does not depict any additional farm property access roads, although it is likely that they existed.

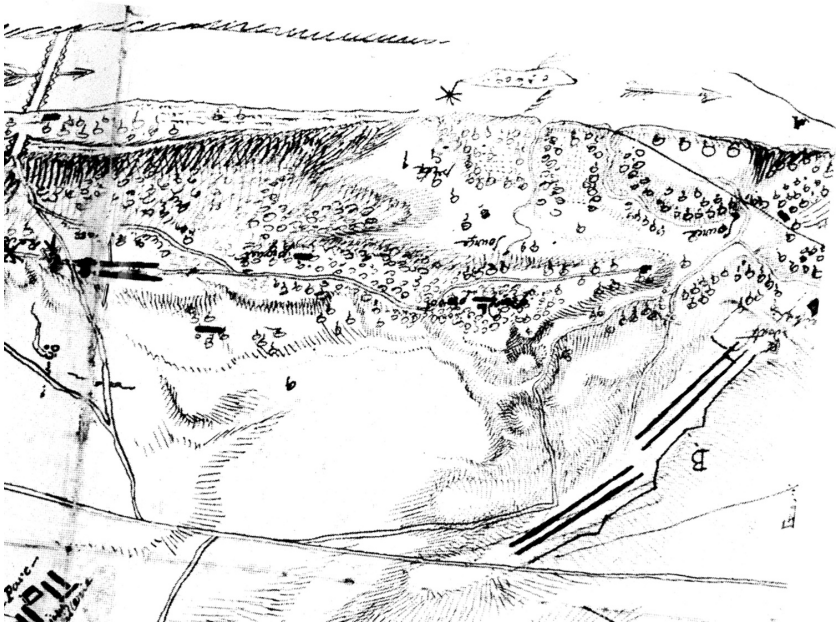


Figure 1. Detail of Duportail's plan of the Valley Forge encampment, 1777–1778, showing the Port Kennedy component landscape area.

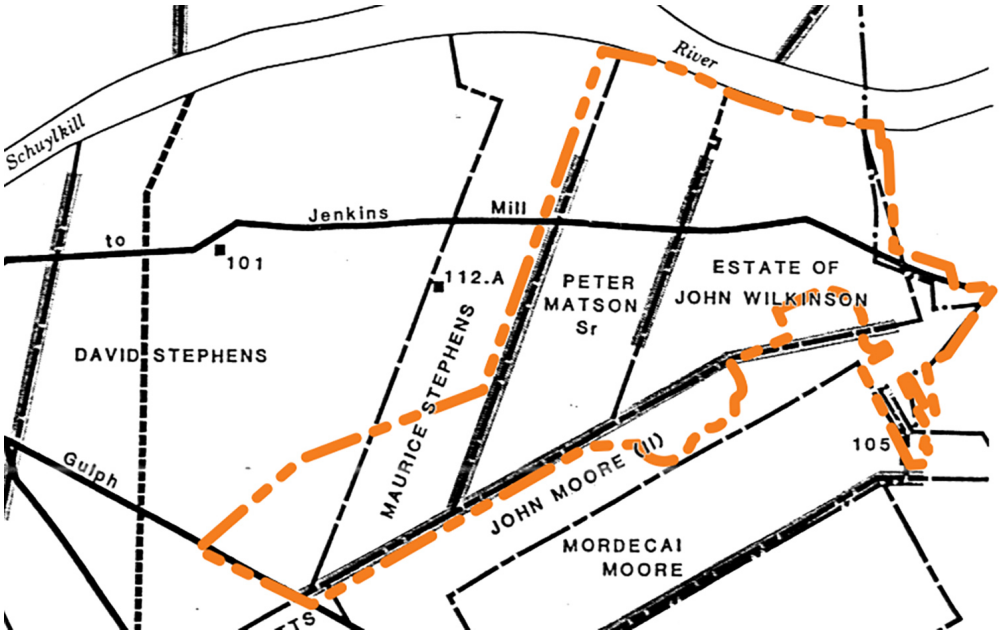


Figure 2. Port Kennedy property boundaries at the time of the encampment as identified in "Land Use Study of Valley Forge National Historical Park," by Rhoads, Ryan, and Aderman.

RE-INTEGRATION OF THE FARMING COMMUNITY, 1778–1803

General Landscape:
Many of the property owners within the Port Kennedy component landscape appear to have returned to the business of subsistence-level agriculture after the encampment, although two properties quickly changed hands. In 1778, Peter Matson died, leaving his property to his son Isaac, who sold it in 1779. The property subsequently changed hands numerous times over the next century. John Moore II died in 1779. His property was divided between his two eldest sons. When the property was assessed as part of US Direct Tax in 1798, it included a dwelling, barn, and wagonhouse.

In 1802, Mordecai Moore died. Moore had been taxed in 1798 under the Federal Direct Tax for a granary, barn, milkhouse, and dwelling. The 1802 advertisement listing the sale of Moore's property described the land as:
"One valuable Plantation or tract of Land, situated in the township and country mentioned (Upper Merion), about 19 miles from the city of Philadelphia, 4 from Norristown, 4 from the Turnpike road, and one from the river Schuylkill; containing 128 acres of Land, 30 or 40 acres of which is Wood-land; 12 acres of excellent watered Meadow, the remainder arable land in a high state of cultivation. There are on said Plantation, a good stone Dwelling-house, Kitchen and Milk-house, a good Log Barn, Cart house and other houses; a good bearing Orchard of upwards of 300 Apple trees of the choicest fruit, besides a variety of other fruit trees, such as Pears, Peaches, Plums, Cherries, etc. The superior quality of the soil, the healthiness of the situation, and its commanding elegant prospect will sufficiently recommend it." (Rhoads 1989: 119-120, citing Norristown Herald and Weekly Advertiser, 12 December 1802)

In 1803, the property was acquired by Alexander Kennedy, who occupied the dwelling and maintained the land as a farm. Kennedy later began to quarry limestone on the property, initiating a family business that would grow and prosper throughout the next century.

Maurice Stephens appears to have remained in residence on his property until 1825. The 1798 Federal Direct Tax indicates that his property included a dwelling (Huntington's Quarters), milkhouse, and barn at that time. At least one slave appears in the tax records of Stephens during the 1780s.

Port Kennedy Landscape:
Natural Features, Spatial Organization, Land Use, and Vegetation.
Little is known about the specifics of life within the area during this period. It appears that agriculture remained the dominant land use, and that various small, subsistence-level farmsteads existed in the area. Many of the owners lived on their properties, although at least one property may have been rented out to a tenant farmer. Cultivated fields likely characterized the uplands, and woodlands may have occupied steeply sloped topography and portions of the Schuylkill River floodplain. Woodlots and hedgerows otherwise occupied the areas not in cultivation.

Watered or irrigated meadows appear to have been established within the floodplain by the time of the encampment, and may have continued to be utilized to pasture livestock or to cultivate hay. While local residents appear to have recognized the existence of limestone deposits in the area, it is not known to what extent the deposits were being utilized to produce soil amendments or construction materials by the end of the eighteenth century.

Circulation.
Roads and access routes described during the encampment period and the period preceding it appear to have continued to be utilized during this period. It is not known whether any new roads were established during this period.

Buildings and Structures.
The Mordecai Moore House continued to exist during this period. Additional structures are known to have existed in association with the dwelling house during this period, including a log kitchen house, stone milkhouse, and log barn and granary. The property's nineteenth century outbuildings are no longer extant, and some of the locations of these former structures are not currently known. It is not known whether other buildings or structures existed within the component landscape during this period.

INDUSTRIAL DEVELOPMENT AND THE ESTABLISHMENT OF THE VILLAGE OF PORT KENNEDY, 1803–1890

Overview:
In 1803, Alexander Kennedy, who had immigrated to the United States from Ireland in 1790 and first settled in New York state, purchased the 128-acre Mordecai Moore farm and dwelling complex. By the early nineteenth century, the use of processed lime as an aid to fertilization on cultivated fields had become widespread. It is likely that Kennedy was aware of the extensive deposits of limestone located on his property when he purchased it. Initially Kennedy established small-scale lime processing sites on his land, including quarries and kilns banked into hillsides. Typically at this time, neighboring farmers would each maintain small lime processing facilities on their properties and would share labor to process lime at various times during the year. Within a few years, Kennedy began to expand the lime processing operations on his property into a commercial enterprise. The community that arose in support of these operations became known as Kennedy Hollow in the early 1800s. (Sweeny-Justice 1994: 2)

The 1820s and 1830s brought important new transportation linkages to the Port Kennedy area. The Schuylkill Navigation Company was established in 1815, and in 1824 opened a canal along the river between Reading and Philadelphia that utilized a combination of slackwater navigation—dams with locks to raise the level of the river—and canal prism construction to facilitate commercial use of the river. The canal on the Schuylkill River joined the Union Canal in Berks County, which provided an important connection to the Susquehanna River. In 1835, the Philadelphia and Reading Railroad purchased land along the Schuylkill River and subsequently constructed a rail line and train station in the area.

In 1825, Alexander Kennedy died. His widow sold the Mordecai Moore farm property to David Zook, another local lime merchant, in 1837. While the Kennedy family was not the only lime merchant in town, it had quickly become the largest. Alexander's son John, who was only ten years old at the time of his father's death, appears to have come into control of the family business by about 1840. In 1842, John Kennedy began expanding the business by purchasing additional property, as well as existing kilns and quarry sites in the area. He also erected wharves along the Schuylkill River for loading lime products onto barges associated with the Schuylkill Navigation Company canal, a convenient method of shipping lime products to the urban markets in the Middle Atlantic region.

In 1846, the Schuylkill Navigation Company expanded the canal and relocated the towpath from the northern bank of the river to its southern bank where Kennedy's wharves existed. The thriving community that arose to support this industrial endeavor subsequently came to be known as Port Kennedy. John Kennedy also took advantage of his prime location adjacent to the Reading Railroad line. In 1859, he established the Port Kennedy Railroad Company, which constructed spur rail lines through the village that connected the main line and the wharves with his quarry and kiln sites. Facilitated by access to transportation routes, Port Kennedy had become one of the country's leading producers of lime and lime products by 1865.

In 1852, John Kennedy and his wife Margaret built a large home on a hillside overlooking the village of Port Kennedy. The interior of the home was designed to showcase the construction-related products that were being produced from Kennedy lime. Associated with the house were various outbuildings, including a barn, which was used to some degree for agricultural pursuits. Until his death in 1877, John Kennedy maintained a keen interest in agriculture and livestock, serving as a president of the Montgomery County Agricultural Society and working with the Montgomery County Grange during his later years. He is known to have held monthly livestock auctions of horses and cows. John Kennedy was also involved in other local community groups, including the Port Kennedy Bridge Company, which developed a bridge connection between Port Kennedy and the Betzwood area, the Farmer's and Merchant's Bank in Phoenixville, and the Upper Merion Township School District. Margaret Kennedy was also involved in the founding of a local church—the First Presbyterian Church of Port Kennedy—in 1844–1845. Still standing, this church is currently located to the east of Route 422 and outside of Valley Forge National Historical Park boundaries, but was historically one of the anchors of the community.

The village of Port Kennedy grew throughout the middle nineteenth century. In 1846, a post office was established in the area. The toll bridge constructed across the river to link Port Kennedy and Betzwood was completed in 1848. The bridge structure was composed of a covered wooden way, wide enough for two wagons to pass, and set on three stone piers. It included a small wooden house structure at one end that was utilized by the toll keeper.

The 1850 census provides important clues about the community of Port Kennedy at the midpoint of the nineteenth century. As many as 470 individuals were listed as residents of the village, with others residing on surrounding farm properties. Many had names of Irish origin. At least 50 dwellings, 60 lime kilns, two blacksmith shops, wheelwright shops, lumber yards, coal yards, a large hotel, and a weigh station, in addition to the post office, are known to have comprised the village at that time. In 1858, a school was established near the First Presbyterian Church. Named the Evergreen School, the building continued to be used by the community until it was damaged by a cyclone that tore through the area in 1923. Fully one half of the village was located to the east of current park boundaries.

The 1850s brought additional industry to the region. In 1854, the Montgomery Iron Company began constructing a furnace structure on a hill overlooking the river. Soon, the company had added a complex of residences nearby to house company workers, and an office for the furnace foreman. By 1856, the furnace was in full operation. To operate the furnace, the company utilized anthracite coal mined in Schuylkill County and brought downriver on canal barges or the railroad. The street where the dwellings were constructed was referred to as Cinderbank Street, and as noted by Karen Sweeny-Justice in her book about the history of Port Kennedy, “No street in the area could have had a more descriptive name; when the furnace was in operation, cinders rained down along the street.” The furnace office and three of the dwellings located along Cinderbank street survive today and have been renovated to house park employees. (Sweeny-Justice 1994: 11)

The furnace remained in operation through the nineteenth century. It was remodeled in 1862 and again in 1869, and then expanded in 1880. Other structures associated with the furnace that no longer exist include several smaller buildings and sheds, and a barn. Today, surface anomalies evident on the hillside below the furnace office indicate the former furnace site.

In 1846, caverns were discovered in one of the quarries. They were written up in the local newspapers and became a visitor attraction. Concerts were held in the caves during the summers of 1846 and 1847. The caves were ultimately quarried away, however. Later, in 1871, the bones of extinct animals that lived approximately 30,000 years ago, such as mastodons, bears, sabre-toothed cats, and sloths, were discovered in quarries owned by Archibald Erwin. An important scientific discovery, the bones were excavated in 1894 by scientists Henry Mercer of the University of Pennsylvania and Samuel Dixon of the Philadelphia Academy of Natural Sciences. It was theorized at the time that the animals had stampeded into a vertical opening or cavern and became stranded there. (Sweeny-Justice 1994: 13)

Between 1879 and 1884, the existing freight and passenger rail station at Port Kennedy was replaced with a new structure by the Reading Railroad Company. The rail station and the hotel were located adjacent to each other overlooking the river near the bridge to Betzwood. While the bridge and hotel no longer exist, the train station survives.

Throughout the period, agriculture continued in the area, coexisting with the iron furnace and the limestone quarries and kilns. Land west of the village was leased to John Barton by owner I. Heston Todd (one of the founding members of Centennial and Memorial Association of Valley Forge). Barton established one of the largest tobacco farms in Montgomery County during the 1870s and 1880s. The property included a large shed for curing the leaves.

In 1886, Margaret Kennedy died. The Kenthurst property was subdivided in 1890, and platted for development of numerous dwellings and two roadways along the King of Prussia Road near the mansion. In 1890, Moore Kennedy died, and the property was sold out of the family.

Port Kennedy Landscape:
Natural Features, Spatial Organization, Land Use, and Vegetation.
Based on review of available primary source mapping of the Port Kennedy area during the nineteenth century, particularly county atlases dating from 1871, 1877, and 1893, and a 1904 survey, the Port Kennedy component landscape was composed primarily of open agricultural fields and quarry sites in the western portion of the area, and a densely settled village in the eastern portion of the area (Figures 3 and 4). The village was comprised of commercial structures, residences, facilities associated with canal and rail transportation, and industrial features relating to the anthracite furnace and lime processing operations. There appears to have been very little woodland within the area. It is not known to what extent vegetation was integrated into residential properties. Natural resources such as the river remained an integral component of the landscape as the focus of canal operations.

During the late eighteenth century, farmers became aware of the benefits of adding burnt lime, also referred to as quick lime or hydrated lime, to their fields to raise soil pH and facilitate water absorption. In areas where limestone deposits existed, such as in the vicinity of Valley Forge, individual farms tended to produce their own burnt lime. Neighbors would often exchange labor to facilitate the heavy work of quarrying limestone, transporting it to kiln sites, loading the kilns, and transporting enough firewood to the kilns to maintain a fire under the stone for up to three weeks. It was often most convenient to locate kilns in close proximity to woodlands to supply the massive amount of wood needed to fuel the kilns. This sometimes required that limestone be hauled long distances to the fuel sources. The discovery of anthracite coal deposits in Pennsylvania and the establishment of railroads that could transport the coal allowed for transport of the fuel source to the site of the lime deposits and kilns. John Kennedy benefited greatly from the availability of anthracite coal and the rail lines established near his property. He is thought to have maintained 14 lime kilns on his property by the mid-nineteenth century.

Most limestone kilns were constructed into existing hillsides that were additionally graded to allow for an access route to reach an opening in the top where limestone could be loaded into a charge chamber. The construction included a keyhole in the face of the hillside, also reached by an access route, where the burned lime could be removed with a long hooked pole. During its heyday the Kennedy lime kilns were likely in constant operation. The work was often dangerous and dirty for the workers. Rock slides, explosions, carbon dioxide fumes, and air-borne particles were a few of the hazards associated with working the kilns. Obviously, the transport of the materials and the loading and unloading of the kilns was also heavy, back-breaking work.

The burnt lime was used as an agricultural soil amendment as well as a construction material. Lime plaster and mortar had already been used for centuries. Water could be added to the lime during the burning process to create a product used in outhouse sanitation or for whitewash.

The lime products produced at Port Kennedy became known for high quality and were much sought after during Kennedy's lifetime. By the time of his death in 1877, the lime industry had begun a slow declined as Portland cement came into widespread use after the Civil War, and commercially-manufactured fertilizers began to become available shortly thereafter. Diminished use of Kennedy lime products led to a gradual decline in prosperity for the village over the remainder of the nineteenth century.

Circulation.
Numerous circulation systems traversed the Port Kennedy landscape during the nineteenth century, including two rail lines, a canal, major roads, and various minor and access roads. While the canal and railroad existed in association with the Schuylkill River, the road systems primarily occupied the central portion of the component landscape. Many of the roads that existed during the period converged at a major intersection just west of the Kennedy mansion, with the village spreading out from this hub in all directions. The named roads that existed by the late nineteenth century included Port Kennedy, King of Prussia, County Line, and Gulph Roads. A minor road led north from County Line Road towards Huntington's Quarters (today referred to as the Quarry Road trace). There were likely many access roads and driveways that led to the region's dwelling complexes and industrial operations, although these do not always appear on available primary source maps. Structures associated with the circulation systems that existed within the area included a train depot along the

rail line, wharves along the river associated with the canal, and loading features located along the Port Kennedy rail line.

Buildings and Structures.
Numerous buildings and structures are known to have been constructed during this period within the component landscape. These include John Kennedy's mansion, Kenthurst, and various associated outbuildings; the Port Kennedy Quarry Building (formerly Old Commissary and Bird House); the furnace, dwellings, office, and outbuilding facilities associated with the Montgomery Iron Company; commercial structures associated with the village, such as the hotel, which are also no longer extant; the train depot; two dwellings associated with the subdivision of Kenthurst known as the Haney and Nichols Houses; and the First Presbyterian Church and Evergreen School that were located outside of the component landscape boundaries (Figures 5 and 6).

The buildings known to have been extant during this period that survive today include three of the Cinderbank Houses, the furnace office, the Port Kennedy Quarry Building (formerly Old Commissary or Bird House), Kenthurst and its carriage house, the Mordecai Moore House, root cellar, retaining wall and associated barn, and the train depot. However, the Nichols and Haney houses have been demolished.

Kenthurst, the mansion built by John and Margaret Kennedy in 1852, is representative of the Italian villa style revitalized during the nineteenth century. Sited on a knoll overlooking the Schuylkill River to the north and the village of Port Kennedy, it became a focal point for the community. Interior detailing is representative of the Egyptian Revival style, and incorporates plaster work of a superb quality originally intended to exhibit the architectural uses of the lime-based products produced by local Kennedy industry. The Kennedys also constructed a carriage house and various outbuildings, including a barn and possibly a large conservatory used to house exotic plants, on the property at around the same time. Many of these outbuildings are likely to have supported John Kennedy's interest in agriculture. Only Kenthurst and the carriage house survive today. Others were likely located on the current site of the Pottstown Expressway. Over the years, the carriage house has been adapted for various uses, including a tack room, springhouse, milk storage area, and garage.

Small-Scale Features.
While it is not known to what extent the area around the Kennedy Mansion was landscaped during this period, various garden features survive which may be attributed to the Kennedy family. These include a large cast iron urn to the east of the house, a long fieldstone retaining wall, and a pedestrian walk and steps that lead through the wall to the main entrance into the house.

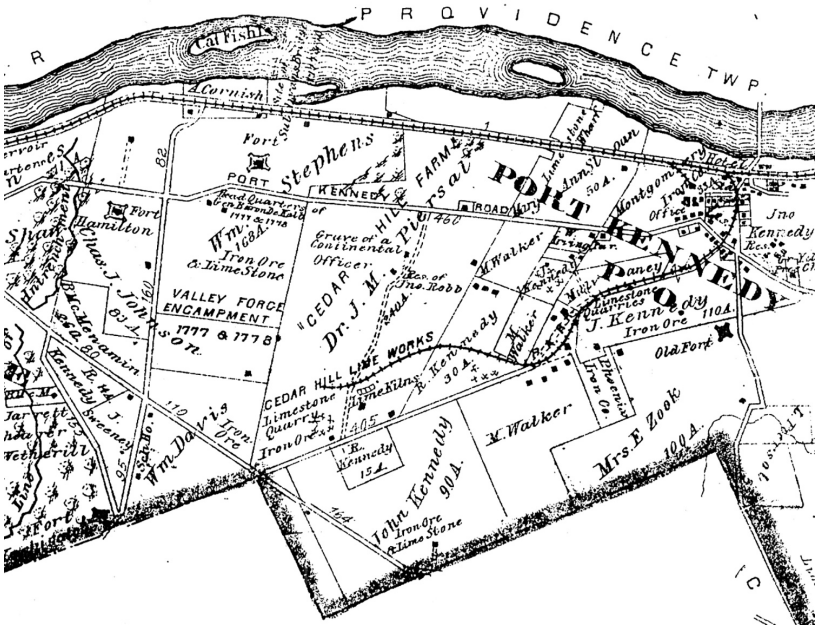


Figure 3. Port Kennedy Post Office, 1877, from "Combined Atlases of Montgomery County, Pennsylvania."

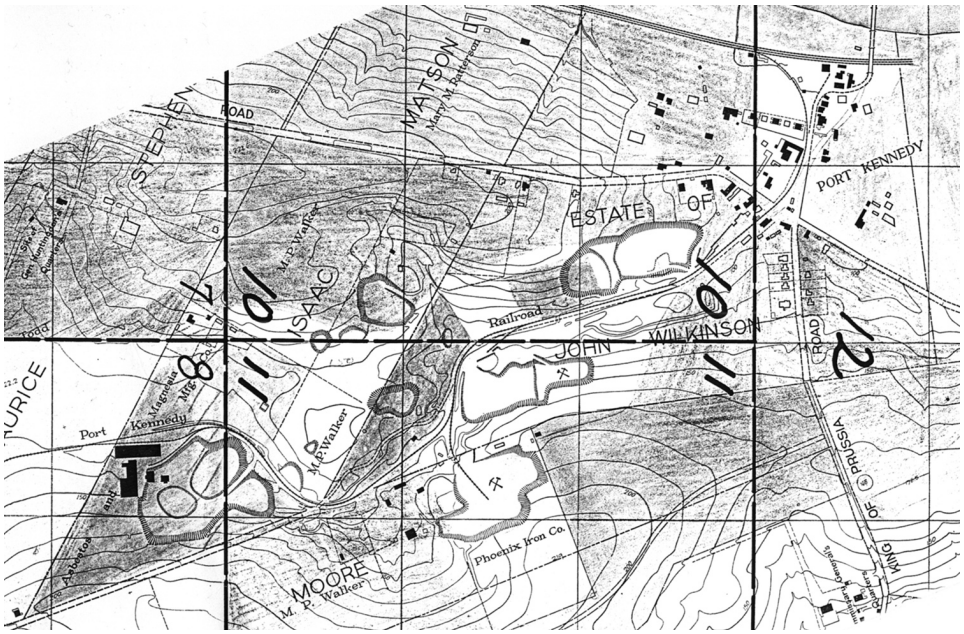


Figure 4. Port Kennedy, 1904, "General Map of the Encampment at Valley Forge, Pennsylvania" by Jacob Clarke.



Figure 5. The Bird House/Port Kennedy Commissary, ca. 1880s.



Figure 6. Port Kennedy Railroad Station and Hotel, ca. 1912.

ECONOMIC DECLINE AND THE ADVENT OF VALLEY FORGE STATE PARK, 1890–1919

Overview:
As industry in the region foundered toward the end of the nineteenth century, interest in its Revolutionary War history grew. Increasingly, individuals began to visit the site of the encampment of Washington's army, and call for its preservation as a national treasure. In the 1880s or 1890s, a

visitor to the area, S. Gordon Smyth, wrote:
"...we enter the Chester Valley—long known as a farming district of exceeding fertility, and of lime burners, and marble quarries where creaking derricks and gashes in the face of the earth reveal the progress of modern industry. A short ride brings one to the little cross-roads village called "The King of Prussia"...Near at hand is the old Great Valley Meeting, and from thence a couple of miles farther, brings one to the Letitia Penn school house at the base of the Valley Forge Hill. About us are the old dwellings once in use by the staff officers of Washington while the army was in camp there. There is the Abijah Stephens farm house where Gen. Huntington was quartered with his division. There are the old quarters of Generals Varnum and DeKalb, and close at hand the section where the soldiers reared their huts on the sunny slopes which sheltered them from the bleak and chilling north-west winds..." (Unrau 1984: 57)

Efforts to preserve the encampment site initially focused on Washington's Headquarters to the west of the component landscape. In December 1877, a group of local residents, including Port Kennedy resident I. Heston Todd, met to discuss the commemoration of the centennial anniversary of the departure of the Continental Army from Valley Forge. The group formed the Centennial Association of Valley Forge. One of the group's goals was acquisition of the dwelling utilized as Washington's Headquarters during the encampment. The other was to plan for an event to mark the centennial. The success of the June 19, 1878, event, which attracted 50,000 people and consisted of a parade of troops, booths for the sale of food and memorabilia, and a tent dinner, included the raising of monies sufficient for a down payment on the Washington's Headquarters building. Soon after the centennial, local residents chartered the Centennial and Memorial Association of Valley Forge, modeled after the Mount Vernon Ladies Association, in order to effect the purchase of Washington's Headquarters from Hannah Ogden for the sum of $6,000. To raise the remaining funds, the group offered shares of stock in the organization, held dinners, lecturers, and concerts, and otherwise solicited donations from community members. The local economic downturn, however, greatly inhibited fund-raising efforts during the 1880s. The financial difficulties of the group eventually led to calls for state and federal intervention in the preservation of Valley Forge. (Kurtz 1990: 44-45)

In May 1893, the Pennsylvania state legislature passed a law entitled "An Act Providing for the acquisition by the State of certain ground at Valley Forge for a public park, and making an appropriation therefore." The law noted that the park size was not to exceed 250 acres, with the boundaries to be fixed by the ten commissioners appointed by the governor. After studying the history of the encampment, the commissioners identified 217 acres to serve as the nucleus of the park by 1894. None of the Port Kennedy component landscape was included in the original park area.

Over time, however, the state expanded its plan for the park. It continued to acquire parcels of land within the area as the scope of their efforts increased. The state used its Right of Eminent Domain to condemn private property to facilitate its acquisition. In 1905, it condemned the holdings of the Centennial and Memorial Association of Valley Forge, including the Headquarters building for inclusion within the park. By 1908, the park had been extended eastward to include a small portion of the Port Kennedy landscape along its southern and eastern edge. By the end of this period, activities of this nature would begin to have a pronounced effect on the community of Port Kennedy as well.

In the meantime, the lime industry had begun to decline. Residential development continued in the area, however, and tourism helped to maintain the village economy. Houses continued to be built on the land that had been subdivided from Kenthurst following the death of Margaret Kennedy. Kenthurst itself was sold in 1891 following the death of Moore Kennedy. It was converted to a restaurant in 1905. The village hotel survived the local economic downturn when the area became a summer resort destination during the early 1900s. The village in 1908 is known to have included three stores, a livery stable, feed store, quarries, canal wharves, the railroad station, a band hall, the Evergreen School, and the First Presbyterian Church. Between 1907 and 1923, when a fire destroyed many of its structures, one of the area farms was used by the Catholic Diocese of Philadelphia as a summer camp for city children. The property's existing farm structures were adapted for this use, and the diocese constructed a new wooden dormitory, refectory, and chapel in 1907. The camp was used by the Diocese between 1907 and 1923.

Industrial activities were perpetuated within the component landscape by the advent of the Ehret Magnesia Company after 1890. Located in the area between County Line Road and the Port Kennedy railroad spur line, the company continued to quarry local stone to produce magnesia and asbestos as an insulation material (Figure 7).

In 1913, The Mordecai Moore House was acquired by Frank Croft, a wealthy candy manufacturer who was eventually elected to the state senate. Croft renovated the structure, adding large pillars to the front, and named it “Stonehurst.” He constructed another home on the property in 1918 for his son. While the Croft mansion survives and has been renovated as a Valley Forge National Historical Park ranger station, the home he constructed for his son is no longer extant.

Nearby at Betzwood, a motion picture studio was established by Siegmund Lubin that quickly became the largest film processing plant in the world. The studio contributed greatly to the local economy by employing residents and using local sites as stages for films. While the original endeavor closed after three years, Betzwood Film Company opened at the plant in 1917 and was in operation for an additional nine years.

Port Kennedy Landscape:
Natural Features, Spatial Organization, and Land Use:
Throughout this period, the character of the component landscape generally appears to have remained similar to the previous period, although the intensity of use of area quarries and kilns, likely diminished, and some may have been abandoned altogether. The Ehret Magnesia Plant was established during the 1890s and quickly became a major operation. It assumed the industrial mantel of the area over the next decades, producing magnesium and asbestos insulation products. Numerous new buildings and structures were erected by the company along or near County Line Road and the Port Kennedy rail line spur. New residences also extended the streetscape along King of Prussia Road on former Kenthurst land during this period.

Circulation.
Circulation systems described within the previous period appear to have continued in existence during this period. Canal use of the river began to diminish by the late nineteenth century, and was likely discontinued by the end of this period.

Buildings and Structures.
During this period, development of parcels subdivided from the Kennedy’s Kenthurst property led to the establishment of a residential streetscape along King of Prussia Road. Few of these dwellings survive today. Additional buildings and structures known to have been constructed during this period include various components of the Ehret Magnesia Company complex, and a dwelling complex to the north of the Mordecai Moore House. Most buildings extant from earlier periods continued to exist. Many were adapted or enlarged during this period. These include Kenthurst, which was converted to a restaurant after Margaret Kennedy’s death, and the Mordecai Moore House which was expanded in 1913 by new owner Frank Croft.

Vegetation.
Little is known about the character or configuration of vegetation during this period. It is likely that the area continued to be maintained primarily as open agricultural fields and quarry sites, with clusters of residential, commercial, and industrial complexes that may have included ornamental vegetation. The area along the river may have supported scattered trees, but was likely maintained as open to facilitate canal use of the river corridor until it was abandoned.



Figure 7. Ehret Magnesia Company, ca. 1900.

DISMANTLING OF THE VILLAGE THROUGH STATE PARK CONDEMNATION AND SUBURBAN AND HIGHWAY DEVELOPMENT, 1919–1976

Overview:
During the first part of the twentieth century, Valley Forge State Park continued to develop and expand. The Commonwealth of Pennsylvania acquired the Headquarters from the Centennial and Memorial Association of Valley Forge, and continued acquiring lands identified as having a primary association with the encampment, including portions of the Port Kennedy component landscape. The state's goals, once land was acquired, included aesthetic enhancement and restoration to their eighteenth century encampment-era appearance.

Around 1919, the Valley Forge Park Commission began receiving allocations from the state to condemn and remove the village's homes and businesses, seen as an obstacle to park development. Over the next few years, over 60 houses, the hotel, and a store were seized by the state under the Right of Eminent Domain. Throughout this period, almost all of the dwellings and commercial structures associated with the village of Port Kennedy were demolished by the Commonwealth of Pennsylvania to improve the appearance of the area and to remove evidence of periods that post-dated the Revolutionary War encampment.

At about the same time, the Ehret Magnesia Company, which abutted newly acquired park land, sought to expand. The company was interested in developing numerous employee dwellings on their property. Their land, however, fell within an area targeted by the park commissioners for eventual acquisition by the Commonwealth of Pennsylvania as part of Valley Forge State Park. Ehret's land, located in the heart of the Grand Parade, was seen as critical to the park viewshed. The park commission feared that by allowing the company to construct the proposed improvements they would be forced to pay more for it when they were ready to acquire it. They therefore condemned the Ehret property in the hopes that the company would not fulfill its building program. The Valley Forge Park Commission did not take immediate possession of the property, and Ehret continued to operate. The company did construct additional buildings there over the ensuing years, but far fewer than they had intended.

Elsewhere within the Port Kennedy component landscape, demolition by the state of features post-dating the Revolutionary War-era encampment continued in earnest in the early 1920s. In 1923, however, demolition as temporarily halted due to state funding limitations. That same year, a cyclone struck the area, severely damaging or destroying some of the remaining buildings within the Port Kennedy landscape. In 1927, the scene restoration program for Port Kennedy resumed. Between 1927 and 1928, various houses within the Port Kennedy area were seized by the Commonwealth of Pennsylvania, and 44 families were relocated. Thirty of the houses were razed, and portions of their salvaged construction materials sold off. The sites of the razed houses were re-graded and seeded. Eighteen lime kilns were also destroyed, and their sites re-graded. Of the 14 houses that were retained intact, 9 were renovated for use as park employee housing.

In 1928, a plan for additional land acquisition was prepared by park landscape architect Richard S. Burns (Figure 8). The properties that he listed as a high priority for acquisition included 145 acres along the south bank of the Schuylkill River and 40 acres near the park entrance at Port Kennedy. He also recommended, as a lesser priority, that the park acquire 100 additional acres near Port Kennedy, 30 acres associated with the Ehret Magnesia Plant, and row houses in Port Kennedy. Over time, most of Burns' recommendations were carried out.

During the 1930s, the Ehret Magnesia Plant began creating a serious waste/pollution problem for the park by dumping carbonate and lime waste in the area. The construction of a faulty waste ditch led to an obstruction of normal drainage patterns through the Grand Parade and destruction of many trees and other plant life. The dumping, however, appears to have been sanctioned by the state park commission because it supported their goal of filling former quarries.

Also during the 1930s, the State Park Commission oversaw construction of an equipment/ maintenance building within a former quarry near the Ehret Magnesia Plant. The complex was sited within the quarry to ensure that it would be completely concealed from view from most historic areas of the park. Besides the maintenance building, improvements made to the complex during the 1930s included grading and permanent surfacing of an access road to the maintenance building, and construction of a retaining wall, and two new material and storage sheds. Over the years, the maintenance complex continued to grow; additional buildings were added in the mid-1960s. A pistol range was established behind the maintenance complex for the park police in 1975.

State Park Commission improvements to the Port Kennedy landscape during the 1930s reflected a desire to erase the industrial history of the area. A development plan prepared in 1936 by Eric von Hausswolff, chief of the division of parks in the Pennsylvania Department of Forests and Waters, called for the renovation and demolition of numerous additional houses in Port Kennedy and the restoration of the original contour of the central portion of the park where former quarries and the magnesia plant were seen as scars on the landscape. Efforts were also made to improve the aesthetics of the landscape through planting programs. In 1937 and during the 1940s, ornamental plantings were added to the park entrance at Port Kennedy. Quarry Road was macadamized in the 1940s. During the 1950s, 200 specimen red oaks were planted along park roads between Valley Forge and Port Kennedy and along Inner Line Drive.

Condemnation of Port Kennedy properties by the Commonwealth of Pennsylvania continued during the 1940s, and 1950s. In 1946, acreage along the Schuylkill River belonging to the Reading Railroad was condemned. During the 1950s, a dilapidated barn within the component landscape was razed. Nonetheless, a few properties were saved from demolition; the Bird House property, for example, which was acquired by the park in 1939, survives today (now known as Port Kennedy Quarry Building).

During the 1950s, two National Boy Scout Jamborees were held at Valley Forge State Park. The first, held in 1950, utilized various areas of the Port Kennedy landscape to site jamboree activities. It is thought that the infrastructure established to support the activities of the jamboree led to heavy damage of subsurface archeological resources. In 1957, the Boy Scouts held their fourth-ever National Boy Scout Jamboree at the park. Thousands of scouts camped at the park, held a living re-enactment of the Revolutionary War encampment, and listened as Vice President Richard Nixon

addressed the crowd. To commemorate their visit, the scouts, with the aid of United States Army Corps of Engineers, developed a natural amphitheater near the intersection of Route 23 and County Line Road through grading, filling, and tree trimming. The amphitheater served as a focal point for their gatherings.

It was also during the early 1950s that many local residents sold parcels of their land to the Pennsylvania Turnpike Commission involved in planning the construction of the Pennsylvania Turnpike and associated Valley Forge interchange. The limited access toll road was completed to the south in 1954. In 1957, local residents began to sell off parcels of their land to real estate developers, as the area began to attract commercial strip malls, office parks, and residential suburbs. These developments, in addition to the tourism associated with park visitation, led to a dramatic increase in traffic throughout the region, including the Port Kennedy component landscape. In the mid-1960s the four-lane County Line Expressway was constructed to accommodate the new traffic. Ten residences located in the center of Port Kennedy were razed in 1965 to make way for the new highway, which effectively divided the original village into two approximately equal halves. A Sunoco station was constructed near the Kennedy Mansion in 1965 in association with the new highway. In 1973, the post office was closed and the village was officially dissolved.

During the 1960s, the Ehret Magnesia Company foundered, and the company's holdings were purchased by the Keene Corporation, which briefly continued industrial activities on the property before shutting down in the early 1970s.

The early 1970s also brought administrative changes at the park. The Pennsylvania Department of Forests and Waters, which had administered Valley Forge State Park for many years, was abolished and the park was transferred to the Pennsylvania Historical and Museum Commission. While the Valley Forge Park Commission continued to oversee various aspects of park management, the Pennsylvania Historical and Museum Commission sought to reorient the focus of the park from recreation to historic preservation. Living history programs were established, historic research efforts begun, and archeological studies initiated. Within the Port Kennedy component landscape, archeological investigation of the area around the Port Kennedy Quarry Building (Bird House) were undertaken in 1973. Also during this time, some of the old quarry sites in which Pleistocene fossil deposits had been discovered were ordered closed by United States Army Corps of Engineers due to the fact that they contained waste dumped there by the Ehret Magnesia Company, which had manufactured asbestos products.

Other developments which occurred in the area during the 1970s were associated with recognition of the national Bicentennial. In 1975, for example, the Southeastern Pennsylvania Transit Authority (SEPTA) announced plans to construct a parking area near the Port Kennedy train depot to accommodate up to 200 cars in anticipation of visitation increases associated with the Bicentennial. The grading and overhead lighting associated with the parking area is still visible within a grassy area south of the train station. The approaching Bicentennial led to a flurry of activity on the part of the state. Although they were at first adamantly opposed to turning the site over to the Department of the Interior, the state, prompted by management and maintenance problems, and on-going funding limitations, began to promote the idea. By the time the Bicentennial arrived in 1976, this idea had become a reality. Agreed to in principle, it would be many years before the details of transfer would be worked out.

Port Kennedy Landscape:
Natural Features, Spatial Organization, and Land Use.
It was during this period that a primary shift in land use occurred within the Port Kennedy landscape. The thriving village community that had grown up in support of the local lime industry was effectively lost to the development of Valley Forge State Park and highway construction. The majority of the buildings and structures associated with the village, the iron furnace, and the Kennedy family's lime operations were condemned and razed by the Commonwealth of Pennsylvania in an effort to return the landscape to an appearance which better approximated the 1777–1778 encampment of the Continental Army. While a few residential and industrial structures, and the road network and Reading Railroad rail line remained, much of the nineteenth century history of the area was demolished or buried.

Circulation.
Many of the primary circulation systems described during earlier periods appear to have continued in use during this period, although Quarry Road leading between County Line Road and Huntington's Quarters, appears to have been abandoned. It survives as a trace road today. While the Reading Railroad continued to function, the canal did not.

During the 1910s, the Valley Forge Park Commission worked to provide access routes to primary park features. One of the proposed roads followed the old camp road past a spring toward the river. The road was intended to connect with the bridge leading across the river from Port Kennedy to Betzwood and would include the relocation of the approach road and changes in its grade so that the new route would pass by the spring. In 1925, improvements were made to Port Kennedy Road (Present-day Route 23 or Valley Forge Park Road) under the auspices of the Pennsylvania State Highway Department and Montgomery County.

By 1920, the canal was likely abandoned. However, it was not until the early 1950s that Pawling's Dam, upriver from Port Kennedy, was removed to facilitate construction of siltation basins on the park's Walnut Hill property. It is likely that the landscape features associated with the canal, including the towpath, retaining walls along the banks of the river, bridge structures over drainageways flowing into the river, and the Kennedy wharves slowly deteriorated or became overgrown with vegetation.

Buildings and Structures.
Despite the loss of many area buildings and structures due to condemnation by the Commonwealth of Pennsylvania, development continued to occur within the area. In 1965, a Sunoco station was constructed near Kenthurst, but was later razed.

Vegetation.
The extent of woodland cover appears to have increased during this period as agriculture and industry declined. The area between the Reading Railroad line and the river reverted to woodland as the canal fell out of use. The margins of abandoned quarries became wooded where mowing was difficult. Ornamental plantings, including an allée of trees along Port Kennedy Road (Route 23), were established by the State Park Commission to improve the aesthetics of the state park landscape, particularly at its entrances. Residential-scale ornamental plantings appear to have been associated with the remaining dwellings.

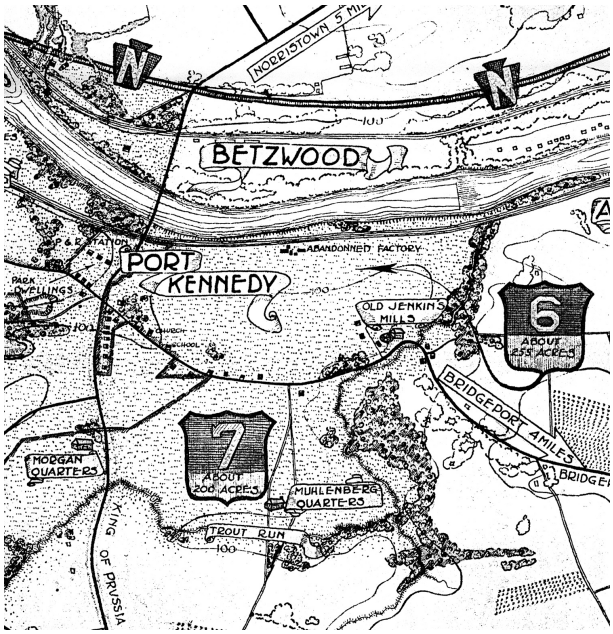


Figure 8. Detail of Port Kennedy and Jenkins Mill, 1928, from "A Preliminary Study for Park Extensions," by park landscape architect, Richard S. Burns.

NATIONAL PARK SERVICE STEWARDSHIP, 1976–2024

Overview:
On July 4, 1976, President Gerald Ford visited Valley Forge State Park. During a sunrise service, he greeted a Bicentennial Wagon Train as it arrived at the park, and subsequently signed legislation authorizing the establishment of Valley Forge National Historical Park. Transfer of the state park holdings to the Department of the Interior was not executed until the following year, and it was not until 1982 that the National Park Service assumed full administrative responsibility for the site.

During the transition period, the National Park Service began to determine the numerous tasks requiring immediate attention, such as the preparation of management and planning documents and evaluation of existing park policies. Valley Forge State Park was the first large-scale state holding transferred to the Department of the Interior, and much work would need to be done before the requisite planning documents could be prepared and policies established that would render the site compliant with federal regulations already in place at similar sites.

During 1976 and 1977, it was determined that existing foot and horse trails would remain, that bicycling would be permitted, and that picnicking and kite flying would be allowed in designated areas. The land north of the Schuylkill River was to be studied for its potential acquisition as a recreation area. Living history programs would be continued. In 1977, the park celebrated the bicentennial of the Revolutionary War encampment, with December 19, 1977, designated Encampment Day. A new visitor center, constructed by the Commonwealth of Pennsylvania, was completed in 1977 and presented to the National Park Service. Parking facilities associated with the new complex were constructed nearby in one of the former Port Kennedy quarries.

Between 1976 and 1979, additional parcels, including the land owned by the Keene Company on the former site of the Ehret Magnesia Plant, were acquired by the federal government to be administered by the National Park Service as part of Valley Forge National Historical Park. Many of the buildings associated with the Keene plant were quickly razed for safety. Using the rubble from the demolition

of the Keene structures, the National Park Service also began to fill in many of the quarries.

Kenthurst was acquired by the federal government in 1978, and was subsequently renovated and restored by private contractors. It was then leased to a private restaurateur, who operated a popular eating establishment in the building. The restaurant was closed in 2005 however, and the building is now vacant.

Demolition of buildings and structures associated with the village of Port Kennedy continued during National Park Service administration of the park, including the Sunoco station established in 1965 near Kenthurst, one dwelling across from the visitor center, and three dwellings located nearby along King of Prussia Road. In 1983, the Pottstown Expressway was slated to be opened. It effectively separated the nineteenth century First Presbyterian Church from the buildings located within the park. Its setting was altered dramatically by the construction of the new limited access highway. During the 1980s, the National Park Service initiated efforts to adaptively reuse the maintenance complex. An addition was constructed to increase the size of the maintenance building, and a maintenance-yard parking area was established.

Elsewhere within the Port Kennedy component landscape, the Mordecai Moore House was renovated by the National Park Service in the early 1980s and now serves as a Ranger Station. The Cinderbank Houses, furnace office, and four residences located along King of Prussia Road (Route 23) were renovated to house park employees; but today they are vacant or have been removed. The Port Kennedy Quarry Building (formerly Bird House or Old Commissary) was also stabilized at this time.

During the 1990s, the primary visitor parking area near the Visitor Center was redesigned and enlarged, and a new comfort/information station was recently constructed along its margin. Use of the amphitheater and associated parking area were abandoned due to the presence of asbestos deposits in the vicinity, and the amphitheater has since been completely removed. The parking area near the train depot was also abandoned, while a new parking lot was established across from Kenthurst.

In the 1990s, asbestos was also discovered in much of the landscape, extending from the Schuylkill River into the main quarries in the Grand Parade Grounds and about 100 acres were closed. Remediation efforts were completed in 2014 and included excavation of contaminated soil and addition of topsoil to seal the contamination. The area was reopened to the public; however land use and condition continues to be directed by a site management plan. (Review comments, Amy Ruhe, 11 January 2024)

Port Kennedy Landscape:
Responses to Natural Features, Patterns of Spatial Organization, Land Uses, and Vegetation.
Woodland currently dominates the vegetation within the Port Kennedy landscape, including much of the hillside located to the north of Valley Forge Park Road (Route 23), as well as the area formerly occupied by lime kilns and quarries between Port Kennedy and County Line Roads. The western portion of the component landscape, which was part of the Grand Parade, is maintained as open meadow on lands that were agricultural fields during the encampment. To control exotic invasive plants in the Grand Parade, the park completed a controlled burn with the NPS Mid-Atlantic Fire Management Area and local municipalities in 2019. The former quarries that dot the open fields can still be identified; most are edged by rings of trees and stand out as treed oases within a large, gently rolling meadow. The trees and the topographic modifications of the former quarries help to screen views of the park improvements sited in the area, including the maintenance complex and visitor parking areas. Valley Forge Park Road (Route 23), which follows a ridge line across the site, has a park-like character due to the open fields and an allée of native deciduous trees that edge the roadway. In response to asbestos contamination, native grasses have been seeded and established in several impacted areas.

Circulation.
The primary roads that characterize the area during this period include Route 23 and Gulph Road. County Line Road continues to exist, although it is a minor road in terms of both park circulation and

commuter use. Following the completion of the asbestos remediation project, County Line Road will be closed and removed. The Reading Railroad line is presently owned and operated by Norfolk Southern for freight transportation. Quarry Road survives as a trace between the maintenance complex and Huntington's Quarters.

New circulation features added during this period include the multi-use trail, established circa 1982 along Port Kennedy Road for recreational use by pedestrians and bicyclists, an enlarged parking area at the visitor center, a new parking area near Kenthurst, and the abutting Pottstown Expressway.

Former circulation systems that have been abandoned include the amphitheater parking area and access road, and the Bicentennial-era train depot parking. Many of the former access roads associated with quarry operations that exist as trace road are currently closed to visitors for safety considerations. The road leading to the amphitheater has been closed to visitor traffic due to the asbestos deposits located in the area.

Buildings and Structures.
The buildings and structures that currently exist within the Port Kennedy landscape include the Port Kennedy Quarry Building (formerly Old Commissary and Bird House), the furnace office, three Cinderbank Houses, the Port Kennedy Railroad Depot, Kenthurst and its associated carriage house, the Mordecai Moore House, root cellar, and barn, and various buildings located at the maintenance complex.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Defense	Military Facility (Post)	Military Facility (Post)	Yes	No	Yes
Landscape	Leisure-Passive (Park)	Leisure-Passive (Park)	Yes	Yes	Yes
Agriculture/Subsistence	Agricultural Field	Agricultural Field	Yes	No	No
Recreation/Culture	Theater (Cinema)	Amphitheater	Yes	No	No
Agriculture/Subsistence	Agricultural Outbuilding	Barn	Yes	No	No
Transportation	Water-Related	Canal	Yes	No	No
Domestic (Residential)	Estate Landscape	Estate Landscape	Yes	No	No
Domestic (Residential)	Farm (Plantation)	Farm (Plantation)	Yes	No	No
Transportation	Pedestrian-Related	Hiking Trail	Yes	Yes	No
General Storage	CERCLA Site	Illegal/Unauthorized Haz Dump	Yes	No	No
Transportation	Water-Related	Landing (Wharf, Dock)	Yes	No	No
Government	Government Office	Maintenance Facility	No	Yes	No
Industrial/Processing/Extraction	Extractive Facility (Mining)	Mine	Yes	No	No
Defense	Fortification	Parade Ground	Yes	No	No
Industrial/Processing/Extraction	Processing Site	Processing Site	Yes	No	No
Government	Government Office	Ranger Station	Yes	Yes	No
Commerce/Trade	Restaurant (Bar, Lounge)	Restaurant (Bar, Lounge)	Yes	No	No
Transportation	Rail-Related	RR Trackage	Yes	Yes	No
Transportation	Rail-Related	Station (Depot)	Yes	No	No
General Storage	Storage Yard (Open Area Used)	Storage Yard (Open Area Used)	Yes	Yes	No
Vacant (Not In Use)	Vacant/Maintained (Mothballed)	Vacant/Maintained (Mothballed)	Yes	Yes	No
Domestic (Residential)	Village Site	Village Site	Yes	No	No
Landscape	Scenic Landscape	Vista	Yes	Yes	No

Public Access:

Public Access: Unrestricted

Public Access Narrative:

The park's Encampment Tour route is a 10-mile driving loop comprised of 9 major tour stops plus additional opportunities to stop and explore Valley Forge. No stops are located in the Port Kennedy component landscape. Numerous trails cross through the site. Park grounds are open daily, year-round 7am to dark (1/2 hour after sunset).

Associated Ethnographic Group

Ethnographic Study Status: No Survey Conducted

Ethnographic Narrative:

According to David Goldstein, Lead of Region 1 Tribal and Cultural Affairs, and Dr. John A. Turck, Archeologist at Valley Forge NHP/Hopewell Furnace NHS, no study has been completed at Valley Forge NHP.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Port Kennedy component landscape includes landscape features and systems that span hundreds of years of cultural occupation and settlement, and various land uses and activities. The historic periods and land uses represented within Port Kennedy range from remnant quarry and kiln sites relating to nineteenth and twentieth century industrial endeavors, to nineteenth century transportation features, such as canal and rail lines, dwellings established during the eighteenth, nineteenth, and twentieth centuries, as well as twentieth century park features. Since this area was not initially included within Valley Forge State Park, the early state park period is not well represented. However, the area most closely approximates its appearance during that period.

While few features survive from the Revolutionary War-era encampment period, there are circulation systems, buildings, field patterns, and water resources which can be tied to this important event in the area's history. Features also survive that are representative of the region's industrial activities. However, the integrity of the industrial period landscape is highly diminished due to the loss of numerous buildings, structures, lime kilns and quarries, rail line spurs, and access routes dating from the nineteenth century that were removed during twentieth century park development. The Port Kennedy component landscape today is most representative of a public park that bears scattered evidence of long-lost uses.

Known and predicted archeological resources also exist within the component landscape that likely are associated with periods of cultural landscape history dating from the Archaic period of prehistory through European Contact and early settlement, as well as from the Revolutionary War-era encampment period and post-encampment industrial period. Additional investigation into the archeological potential of this region is highly warranted.

The Port Kennedy component landscape retains integrity of location and association for both the encampment and nineteenth century industrial periods, but does not retain integrity of design, materials, workmanship, setting, and feeling due to the enormous changes wrought after each of these periods. While the site does not retain integrity to its eighteenth century encampment or nineteenth century industrial village periods of significance, there are numerous remnant landscape features and potential archeological resources which survive that help to convey the site's history. Port Kennedy contributes to the park's overall integrity even though it has undergone considerable changes during the period of significance and since its end. Those landscape characteristics and features that do remain from this historic period retain integrity and should be preserved.

The next section presents an analysis of landscape characteristics and their associated features and corresponding Historic Structures Inventory (HSI, formerly List of Classified Structures) names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (ca.1710–1949), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. If a feature is non-contributing, it is evaluated as "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape).

Landscape Characteristic: Archeological Sites

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features. Only archeological sites evaluated as contributing or non-contributing in approved National Register documentation are identified in this report. In the Port Kennedy CLI project area, the 2016 National Register identifies the Musketry Range as a contributing site under Criterion D: Archeology (Historic-Non Aboriginal) for the Revolutionary War Encampment Period (1777–1778):
The target line portion of a Musketry Range (ASMIS #VAF000571.000) was identified on the basis of a comparatively high density of fired or impacted musket balls and the absence of any domestic debris suggestive of an encampment location (Siegel et al. 2006). This site type is significant in that it was integral to the development and professionalization of the Continental Army during the spring of 1778 and is otherwise undocumented as a physical resource in the park. (NR 2016, Sec.8: 239)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Musketry Range Site (not mapped)	205039	Contributing		VAFO0057 1.000			No

Landscape Characteristic: Buildings and Structures

Historic and Existing Conditions:
Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity. The buildings and structures that exist within the Port Kennedy component landscape span many periods of the park's history, including the Continental Army encampment and nineteenth-century industrial periods, as well as the twentieth-century early state park period. Those that survive, however, are only a fraction of the number that existed during the nineteenth century heyday of the village of Port Kennedy.

The first dwelling known to have been constructed within the Port Kennedy component landscape is the Mordecai Moore House, built circa 1750–1759. This structure served as part of a farmstead established by Moore to support his agricultural endeavors. Outbuildings associated with farming uses of the property most likely also existed on the property during the encampment period, but little documentation exists prior to the 1798 US Direct Tax to support this theory.

Tradition suggests that Moore's house accommodated General Morgan and various commissary officers during the encampment in the winter and spring of 1777–1778. However, no primary documentation has been identified that supports this claim. Elsewhere within the component landscape, the other structures that likely existed during the encampment period included the log buildings erected for the Provost Guard on a knoll along the Road to Jenkin's Mill. It is not known how many structures comprised this complex, or exactly where they were located. None of these structures survive today.

It was during the nineteenth century industrial period that the village of Port Kennedy was established and numerous associated buildings and structures were constructed. At the beginning of the twentieth century only one building (or farmstead cluster) existed within the component landscape—the Mordecai Moore House. In 1803, the property was listed for sale as including a

"good stone dwelling house, kitchen and milkhouse, a good log barn, cart house, and other houses." It was purchased by Alexander Kennedy. During the Kennedy family's tenure on the property, a root cellar and retaining wall connecting it to the house were added to this collection of farm buildings. (Rhoads 1989: 119-120)

After Alexander Kennedy established a homestead in the region in 1803, he began to develop a lime excavation and processing business that involved construction of lime kilns. These structures, set into the banks of hillsides, included arched stone openings in the front, and holes open in the top for the loading and unloading of lime. Remnants of these structures are still evident to the northwest of the visitor parking area.

The Kennedy family continued in the lime business after Alexander's death in 1825. Son John Kennedy expanded the business by erecting various types of buildings and structures to support the industry between 1830 and 1852, including the Port Kennedy Quarry Building (formerly Old Commissary or Bird House), which still stands near the intersection of Valley Forge Park Road and County Line Road; and wharves along the Schuylkill River to take advantage of the canal established there during the first quarter of the twentieth century. He was also involved in the establishment of a covered wooden toll bridge wide enough for two wagons to pass, providing a connection across the Schuylkill River to Betzwood, and, along with wife Margaret, helped to found the village's First Presbyterian Church. In 1852, the Kennedys constructed a large residence on a knoll overlooking the village. Kenthurst, as it was called, was designed in the Italian villa style. Associated with the house were various outbuildings, including a carriage house, conservatory, barn, and other agricultural structures. The house and carriage house survive with a fair degree of integrity and are listed on the National Register of Historic Places.

It was also during this period that the Philadelphia and Reading Railroad established a rail line through the area, and a train depot north of the intersection of Port Kennedy Road (Route 23), County Line Road, and King of Prussia Road. The first depot structure was replaced by a new depot in 1879–1884, which survives today. John Kennedy took advantage of the rail line by establishing the Port Kennedy Railroad, which erected a spur rail line from the Reading line near the river to various parts of his industrial complex. A retaining wall, which is still extant near the visitor center parking area, was constructed along the line to facilitate loading lime products onto the train cars.

Elsewhere within this component landscape, a thriving residential, commercial, and industrial village grew up in support of the successful local lime quarrying and processing activities. The village of Port Kennedy, by the middle of the nineteenth century, is said to have included more than 50 dwellings, four stores, two blacksmith shops, wheelwright shops, a large hotel, a school, and a quarry weigh station. Some of these structures were located within landscape component boundaries, and others were located to the east of the current park boundary. Very few of these survive.

Between 1854 and 1856, the Montgomery County Iron Company established an anthracite furnace on the hillside overlooking the Schuylkill River. Six dwellings, called the Cinderbank Houses, and an office, were established nearby for company workers in 1855. Three of the Cinderbank Houses and Furnace Office building survive. The office was converted into a residence at the beginning of the twentieth century.

Other developments associated with nineteenth century industrial activities include a cluster of buildings and structures that were built to the southeast of Huntington's Quarters between 1860 and 1875. This collection of dwellings and warehouses/offices were associated with a local quarry owner. They exist as ruins today. Between 1877 and 1895, the Ehret Magnesia Company is thought to have constructed as many as 20 buildings on its property along County Line Road. Some of these were likely beyond current component landscape boundaries. All have been demolished.

By the late nineteenth century, the lime business had begun to decline. The village of Port Kennedy continued to exist, and residential development to occur. In 1890, the Kenthurst property was

subdivided, and new residences were subsequently built south and west of the house along King of Prussia Road. Residences constructed south of Kenthurst included the Haney and Nichols properties from the nineteenth century industrial period, and the Robert and David McCurdy properties from the early twentieth century. These properties remained extant into the twenty-first century, but have since been demolished.

During the twentieth century early state park period, few new buildings and structures were added to the Port Kennedy landscape. In 1913, the Mordecai Moore house was acquired by candy manufacturer Frank Croft, who enlarged the house and renovated it to include a grand facade of large pillars. Croft also built a dwelling for his son nearby that no longer stands. In 1919, the Commonwealth of Pennsylvania began to acquire lands within this component landscape in earnest. In order to evoke the setting of the encampment era landscape, the Commonwealth condemned many of the industrial, commercial, and residential structures associated with the village, and razed them. New developments associated with park maintenance and management were also undertaken. These were primarily associated with the maintenance facility. A large machine shop building was constructed in the 1930s in an abandoned quarry along County Line Road. Storage sheds and other associated outbuildings were added over the subsequent 60 years to form a maintenance complex.

Later in the century, a Sunoco gas station was built near Kenthurst—the Kennedy Mansion—in 1965 to service the growing automobile traffic through the area. An outdoor amphitheater structure was constructed near a former quarry along County Line Road during the 1970s, and a new Visitor Center complex was also constructed just outside the component landscape boundary at around the same time. Some of the existing buildings and structures associated with Port Kennedy were adaptively reused or maintained as part of the state park, including the Cinderbank Houses and the Furnace Office.

Currently, the buildings and structures that survive within Port Kennedy include the Mordecai Moore House and barn, which have been adapted to use as a National Park Service Ranger Station; the Kennedy Mansion and its associated carriage house; three Cinderbank Houses; the Furnace Office; the late nineteenth century Port Kennedy Train Depot; various maintenance structures; the Port Kennedy Quarry Building (formerly Old Commissary and Bird House); and a recently constructed visitor comfort station facility located adjacent to the main visitor parking area.

Evaluation:
The collection of buildings and structures, and their individual appearances, types, and locations that survive within this component landscape most closely approximate the early state park period. The state park era policy of removing buildings that post-dated the encampment led to major modifications of the texture of the community through the loss of a high percentage of its buildings and structures.

While the component landscape retains a small collection of buildings and structures associated with its nineteenth century industrial village history, only the Mordecai Moore House survives from the encampment period (Figure 9). This structure has been modified to a great degree from its eighteenth century appearance, and the cluster of farmstead structures once associated with it are no longer extant. Features which survive from the nineteenth century include the barn, root cellar, and retaining wall at the Mordecai Moore House, the Kennedy Railroad spur retaining wall, three Cinderbank Houses, the Furnace Office, the train depot, Port Kennedy Quarry Building (formerly Old Commissary and Bird House), Kenthurst and its associated carriage house (Figures 10–15). Some have experienced modest modifications since the nineteenth century, but these buildings generally retain a fair degree of integrity. In addition, a few lime kiln ruins exist in various locations. Most are in fair to poor condition, and represent only a fraction of the number extant during the nineteenth century. The primary maintenance complex building is the only building that survives from the early state park era (Figure 16). Features that post-date the early state park era include many of the maintenance complex structures and the visitor parking area comfort station.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Basin and Retaining Wall (S-123)	98150	Contributing					No
Boundary Feature / Road Trace (S-8)	98152	Contributing					No
Bridge across Railroad Tracks (S-118)	98153	Contributing	1171500				No
Carriage House [Kennedy] (B-100)	98155	Contributing	22360		Location	28367	No
Furnace Office (B-93)	98631	Contributing	22361		Location	28368	Yes
Kennedy Mansion (B-99)	98676	Contributing	22359		Location	28366	Yes
Kennedy Mansion Wall (S-122)	98677	Contributing	1171501		Asset	1128761	Yes
Limestone Kiln Ruins (S-9)	98678	Contributing	022548				No
Mordecai Moore House (B-108)	98680	Contributing	22328		Location	28031	Yes
Mordecai Moore Retaining Walls (S-121)	98682	Contributing	80272		Asset	14882	Yes
Mordecai Moore Root Cellar Ruin (S-120)	98683	Contributing	22620		Location	28033	Yes
Port Kennedy Railroad Spur Retaining Wall (S-116)	98685	Contributing	22565				No
Port Kennedy Railroad Depot (B-98)	98686	Contributing	80295		Location	29229	Yes
Stone Bridge and associated Structural Ruins (S-124)	98690	Contributing	1171502		Asset	1482827	Yes
Stone Culvert (S-15)	98691	Contributing	1171503				No
Structural Ruin 1 (#607) (S-111)	98693	Contributing	22553		Asset	1482830	Yes
Structural Ruin 2 (#608) (S-112)	98694	Contributing	22554		Asset	1482831	Yes
Structural Ruin 3 (#609) (S-113)	98695	Contributing	22555		Asset	1482832	Yes
Black Powder Shed (807-O) (Storage Shed/Maintenance Support Building) (B-92)	98692	Noncontributing			Location	28643	Yes
Cinderbank House 2 (#124) (B-96)	98157	Noncontributing	22363		Location	28371	Yes
Cinderbank House 3 (#125) (B-97)	98158	Noncontributing	22364		Location	28373	Yes
County Line Road Comfort Station (B-110)	98159	Noncontributing			Location	29224	Yes
Garage (807-E) (B-113)	205028	Noncontributing			Location	28634	Yes

Hazardous Materials Storage Shed (807-L) (B-111)	205029	Noncontributing			Location	28641	Yes
Maintenance Building (B-91)	98679	Noncontributing			Location	28405	Yes
Maintenance Building (807-N) (B-120)	205030	Noncontributing			Location	28642	Yes
Mordecai Moore House Garage (Barn) (B-109)	98681	Contributing			Location	28033	Yes
Port Kennedy Quarry Building (Bird House, Old Commissary) (B-94)	98151	Noncontributing	22355		Location	36016	Yes
Storage Shed / Barn (807-A) (B-118)	205031	Noncontributing			Location	28406	Yes
Sand Storage Shed (807-G) (B-112)	205032	Noncontributing			Location	28636	Yes
Storage Shed / Equipment (807-D) (B-114)	205033	Noncontributing			Location	28633	Yes
Storage Shed / Maintenance Supply (807-H) (B-115)	205034	Noncontributing			Location	28637	Yes
Storage Shed / Maintenance Supply (807-C) (B-116)	205035	Noncontributing			Location	28632	Yes
Storage Shed / Maintenance Supply (807-B) (B-117)	205036	Noncontributing			Location	28631	Yes
Storage Shed / Maintenance Supply (807-I) (B-119)	205037	Noncontributing			Location	28638	Yes
Structural Ruin 4 (#610) (S-114)	205038	Noncontributing	022556		Asset	1482833	Yes

Landscape Characteristic Graphics:



Figure 9. Mordecai Moore House, B-108, view northeast. (OCLP, 2019)



Figure 10. Mordecai Moore House Garage (Barn), B-109, view northeast. (OCLP, 2019)



Figure 11. Mordecai Moore Retaining Walls, S-121, view northeast. (OCLP, 2019)



Figure 12. Cinderbank House 3 (#125), B-97, Cinderbank House 2 (#124), B-96, and Cinderbank House 1 (#123), B-95, view west. (OCLP, 2019)



Figure 13. Port Kennedy Railroad Depot, B-98, view southwest. (OCLP, 2019)



Figure 14. Port Kennedy Quarry Building (Bird House, Old Commissary), B-94, view northwest. (OCLP, 2019)



Figure 15. Kennedy Mansion, B-99, view northeast. (OCLP, 2019)



Figure 16. Maintenance Building, B-91, view southwest. (OCLP, 2019)

Landscape Characteristic: Circulation

Historic and Existing Conditions:

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape. The origins of existing circulation features span various periods of the Port Kennedy component landscape's history, including the eighteenth century pre-encampment European settlement period, the encampment period, the nineteenth century industrial period, and the twentieth century park development period. Some circulation features may pre-date European settlement; certainly the Schuylkill River has been utilized as a transportation corridor since at least the Woodland prehistoric Period.

The Schuylkill River was probably a prominent and culturally significant feature of the prehistoric and the early European contact period landscapes. Use of the river for passage and for commerce continued throughout the eighteenth century. While it is not known whether their alignments were based on existing prehistoric trails or paths, there were at least three roads established through the area during the eighteenth century. These include Valley Forge Park Road (Route 23), formerly referred to as the Road to Jenkin's Mill or Port Kennedy Road; Gulph Road; and a private road that follows the alignment of current-day County Line Road. These roads are thought to been established between 1725 and 1761.

The Road to Jenkin's Mill was established in an east-west orientation, along a ridge paralleling the Schuylkill River that overlooks the dolomitic valley now referred to as the Grand Parade. Gulph Road led southeast from a forge complex located along Valley Creek toward the town of Radnor, Pennsylvania. County Line Road was likely a private road established during the middle part of the eighteenth century, although its date of origin has not been determined. These three roads appear on the Duportail map prepared at the time of the encampment, and were likely important routes of travel for the Continental Army. The river was also utilized by the army to transport goods and troops between the encampment and an important military store site located upstream in Reading. The army may have constructed additional roads within this component landscape to provide access to the defensive features established to the south and east of the component landscape. None, however, are recorded on the Duportail map of the encampment and none survive today. While the Mordecai Moore House is known to have existed by the encampment period, the Duportail Map does not indicate its presence or roads that may have provided a connection between the farmstead and existing primary circulation routes. Two farm roads appear on the Duportail map, one leading from the Road to Jenkin's Mill toward the river, and the other south from the private road. These routes also do not survive.

Important circulation features providing connections between the Port Kennedy community and larger communities and markets were established during the nineteenth century. These included a rail line and a canal. The Schuylkill Navigation Company was formed in 1815 to promote commercial use of the river. In 1824, the company began operating a canal along the Schuylkill River, including slackwater sections formed by a system of dams across the river with locks, and excavated prisms. The section of the river that edges the Port Kennedy component landscape was a slackwater section; dams were erected upstream near Pawling's Ford and downstream at Catfish Island to raise the river's water level. Locks were built into the dams to allow boats to pass between them. A towpath was constructed along the northern bank of the river to allow pack animals to pull boats along the canal. In 1846, the towpath was shifted to the river's southern bank; at the same time, the canal was enlarged and improved. Local resident John Kennedy took advantage of the improved access to urban markets that the canal provided. He had wharves built along the canal to facilitate loading his lime products onto canal barges, which facilitated transport of the lime to markets throughout the Middle Atlantic region. During the 1830s, a rail line was established through the area by the Reading Railroad company. The tracks paralleled the Schuylkill River a few hundred feet to its south. A passenger and freight station was established at Port Kennedy. Like the canal, the rail line contributed to the growth of local industry by providing access to urban markets and by facilitating the transport of coal, important to local lime operations, from the west.

Other nineteenth century circulation improvements included the establishment of a bridge across the river to Betzwood by 1848, a rail line spur developed between the Reading rail line and Kennedy quarries and kilns, and various unimproved access roads relating primarily to the limestone business, the village, and local agriculture. The majority of these features no longer exist. Those that do include Quarry Road; Cinderbank Road; trace roads leading to the quarries north of

County Line Road; access roads and driveways leading to the houses constructed along King of Prussia Road, the train station, the Kennedy Mansion, and the Mordecai Moore House; and a network of small trace roads between Port Kennedy Road and the river.

During the twentieth century early state park period, use of Gulph, County Line, and Valley Forge Park Roads as well as the bridge across the Schuylkill continued, as did local use of lanes and driveways providing access to dwellings such as the Cinderbank Houses, Kennedy Mansion, Mordecai Moore House, and the dwellings that fronted King of Prussia Road. A road also led to the Port Kennedy train station. The canal system fell out of use and was likely abandoned completely by the 1920s, although the Reading Railroad line continued to be used. During the 1930s, new circulation features were added in support of the state park development. These included the establishment of an access road and parking area associated with the new maintenance facility located along County Line Road.

Circulation features that post-date the early state park era include additional access roads and parking facilities at the maintenance area, an access road and parking area associated with the amphitheater, a large parking area and entrance road associated with the Visitor Center, a parking lot near the train depot and another across from Kenthurst, and a multi-use trail providing connections to many park features that is also used for recreation. Later during this period, the amphitheater access road and parking area were abandoned, as was the parking area near the train depot. Former access routes to nineteenth century industrial sites have been closed to visitors as a safety precaution. In addition, the bridge across the river to Betzwood, which had fallen into disrepair, was razed in 1995. During the 1980s, the eastern margin of the park was impacted by the construction of a new limited access highway, the Pottstown Expressway. It has served to divide elements of the village of Port Kennedy such as the Kennedy Mansion and the First Presbyterian Church, and has led to an increase in commuter traffic through park boundaries.

Circulation routes that are currently in use at the park include Route 23, Gulph Road, County Line Road, the Conrail rail line, Pottstown Expressway, maintenance area access road, the Quarry Road trace, Cinderbank Road, and the driveways leading to the houses along Route 23, Kenthurst, the Furnace Office, and the Ranger Station, and an access road leading to the train depot. County Line Road is currently closed to the public, and upon completion of the asbestos remediation project, it is to be permanently closed and removed. Parking lots are located at the maintenance area, the Visitor Center, and across from Kenthurst. A new bridge across the Schuylkill River was constructed after public demand for a pedestrian and bicycle link between the north and south sections of the park. Renamed “Sullivan’s Bridge,” after Major General John Sullivan’s original construction, it was completed and opened for visitor use in 2016. Traces of many circulation features associated with nineteenth century industrial use of the Port Kennedy landscape survive throughout the area but are generally accessible to park personnel only.

Evaluation:
Existing circulation features and systems may be traced from various periods of the site’s history. Many of the primary roads survive from before the encampment, although their alignments, surface materials, and edge conditions have changed over time. Many secondary roads established for industrial access have been abandoned or closed. Otherwise, many of the site’s circulation routes have survived, continue to be utilized, and have been added to over time as settlement of the region has grown.

Circulation features that generally retain their alignments from the pre-encampment and encampment eras include Route 23, Gulph Road, County Line Road, and the Schuylkill River. Surviving features developed during the nineteenth century industrial period include the Reading Railroad line, the access road to the Betzwood Bridge, and access roads to the Cinderbank Houses, the furnace office, the Kennedy Mansion, the residences along North Road, and the Mordecai Moore House. Traces of routes that were established during this period also exist within the landscape. These include Quarry Road, quarry and kiln access roads, a trace of the Kennedy spur rail line, and features associate with the Schuylkill Navigation Company canal.

Early state park era circulation features that are extant include the maintenance area access road.

Post state park era twentieth century additions to the landscape's circulation patterns include the Pottstown Expressway, the multi-use trail, the amphitheater access road and parking area, the primary visitor parking area, the maintenance complex access roads and parking area, and parking areas below the Kennedy Mansion and near the Port Kennedy railroad station.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Cinderbank Road (C-100)	98701	Contributing	1171469		Location	39494	Yes
Furnace Office Driveway (C-99)	98703	Contributing	1171497		Asset	1482835	Yes
Gulph Road (portion) (C-8)	205026	Contributing	022539				No
Kennedy Pedestrian Walkway (C-106)	98706	Contributing	80275		Asset	1128762	No
Maintenance Complex Access Road (C-92)	98707	Contributing	1171498		Asset	39476	Yes
Quarry / Kiln Access Road Trace (C-93)	99303	Contributing	1171499		Location	237282	No
Quarry Road Trace (C-6)	99302	Contributing			Location	39476	No
Reading Railroad Rail Line (portion) (C-12)	205025	Contributing	1133913				No
Road Trace (portion) (C-94)	99306	Contributing			Asset	1128631	Yes
Trace of Spur Rail Line (C-98)	99308	Contributing			Location	39460	Yes
Abandoned Parking Lot (C-103)	98697	Noncontributing			Location	39870	Yes
Access Road to Amphitheater (C-95)	98698	Noncontributing			Location	39464	Yes
Access Road to Railroad Depot (C-102)	98699	Noncontributing			Location	251586	Yes
Park Entrance Road (C-104)	98708	Noncontributing					No
Parking Area at Kennedy Mansion (C-112)	98709	Noncontributing			Location	104716	Yes
U.S. Route 422 (Pottstown Expressway) (C-107)	99301	Noncontributing					No
Visitor Center Parking Lot (C-97)	99309	Noncontributing			Location	39877	Yes
Multi-Use Trail (Joseph Plumb Martin Trail) (portion) (C-40)	205024	Noncontributing			Location	19514	Yes
Kennedy Mansion Entrance Drive (C-105)	98705	Undetermined			Asset	25715	No
Ranger Station Drive (C-111)	99304	Undetermined			Asset	25704	Yes
Towpath Trace (C-91)	205027	Undetermined			Location	237281	No

Landscape Characteristic: Cluster Arrangement

Historic and Existing Conditions:
Cluster arrangement is the locations and patterns of buildings, structures, and associated features in the landscape. Many of the cluster arrangements established during the eighteenth and nineteenth centuries within the Port Kennedy component landscape are no longer extant. The primary farmstead cluster that existed at the time of the encampment, the Mordecai Moore farmstead, has lost most of the outbuildings that characterized it during the period. Nineteenth century cluster arrangements include the Kennedy Mansion complex, the Mordecai Moore farmstead, the village of Port Kennedy, Kennedy family and other lime operations, and the Ehret Magnesia Company plant. None of these clusters survive; the majority were lost to twentieth century early state park development.

Evaluation:
The sole cluster that survives from the early state park era is the maintenance facility located along County Line Road, although this cluster has continued to grow since the end of the period. Portions of other clusters also survive. These include a row of Cinderbank Houses near the Port Kennedy train depot, as well as the Kennedy Mansion and carriage house.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
	99310	Undetermined					No

Landscape Characteristic: Small Scale Features

Historic and Existing Conditions:
Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape. Little is known about the small-scale features that may have existed in the area prior to or during the European contact period. During the eighteenth century settlement period, it is likely that the landscape included numerous wooden fences sited to enclose cultivated fields, and farmstead clusters. None survive, although several berms exist which delineate eighteenth century property lines. These berms may have formed at the edges of fields where plow lines ended, and at other sites where land management practices shifted.

Many of the area's fences were likely dismantled by the Continental Army for use as fuel or as hut construction material during the encampment. It is not known what small-scale features may have been established in conjunction with the Provost Guard or other encampment era developments, although cannon likely dotted the landscape and livestock may have been corralled or penned in various locations.

After the encampment, wooden fencing was likely re-established and continued in association with agricultural properties during the nineteenth century. It also appears to have been used to delineate residential properties within the village and on local farms.

Stone retaining walls were built in various locations during the nineteenth century industrial period. These exist along the Schuylkill River in association with the establishment of a towpath for the canal, at the Mordecai Moore House, Kenthurst, and along a channelized stream near the Cinderbank Houses. At the Mordecai Moore House, the stone retaining wall likely dates from the early to mid-nineteenth century. The stone wall at Kenthurst may date from construction of the mansion in 1852. The date of origin of the stone wall along the channelized stream is not known, but most likely dates from the mid-nineteenth century. Other small-scale features that are extant within the component landscape that date from the nineteenth century industrial period include the cast-iron urn and gazebo at Kenthurst, features associated with the Kennedy spur rail line, and remnant features associated with surviving lime kilns structures.

Small-scale features that may survive from the early state park era include the stone headwalls associated with culverts used to channel drainageways beneath circulation systems. Features associated with later twentieth century park development include overhead lighting fixtures at parking areas; chain link fencing and gates at the maintenance area, around some quarry sites, and along the Reading Rail line; a flagpole at the Mordecai Moore House; a park identity sign across from the Mordecai Moore House; and a sign identifying the Kennedy Mansion near the intersection of County Line and Valley Forge Park Roads (Figures 17 and 18).

Evaluation:
The majority of the small-scale features associated with the component landscape's period of significance are no longer extant, and little is known about their character, location, or function. The lone feature type thought to survive from the encampment period is the earthen berm that marks various property and field boundaries.

Similarly, few small-scale features survive intact from the nineteenth century. The surviving features include evidence of the Kennedy Rail spur line in the form of small stone wall features, wooden ties, and earthen anomalies; remnants of a stone retaining wall system along the Schuylkill River associated with the former alignment of the nineteenth century canal towpath; the stone retaining wall/channel near the Port Kennedy train depot; the Kennedy Mansion stone retaining wall, and an iron urn and small gazebo near the house. Twentieth century early park development features include stone headwalls and culverts associated with drainage.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Berms marking Eighteenth Century Property Lines (SS-90)	99311	Contributing					No
Stone Retaining Wall / Channel (SS-81)	99318	Contributing			Location	39556	No
Chain Link Fencing (SS-86)	99312	Noncontributing			Location	39556	No
Flagpole (SS-84)	99314	Noncontributing			Location	39557	No
Gate (SS-83)	99315	Noncontributing					No
Overhead Lights (SS-85)	99316	Noncontributing			Location	39556	No
Remains of Demolished Residence (SS-89)	99317	Undetermined			Location	39557	No
Structural Ruins (SS-88)	99319	Undetermined			Location	56991	No
Well (SS-87)	99320	Undetermined			Location	39556	No

Landscape Characteristic Graphics:



Figure 17. Overhead Lights, SS-85, view southeast. (OCLP, 2019)



Figure 18. Flagpole, SS-84, view northeast. (OCLP, 2019)

Landscape Characteristic: Land Use

Historic and Existing Conditions:
Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation. Land uses are the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction. Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces.

Landforms, topography, and natural resources, particularly soils, geology, and water systems, have had a great influence on the land uses and spatial organization of the Port Kennedy component landscape throughout its cultural history. While the earliest cultural occupation and use of the Port Kennedy component landscape was nomadic and likely focused at least seasonally around the Schuylkill River, local springs, and the knolls that afforded good views of the surrounding area, agricultural use of the fertile, alkaline soils and gently sloping topography became the focus of regional activities after Europeans began to settle within the area. It was within this rural, agricultural landscape that the encampment of the Continental Army occurred. After the encampment, the same limestone substrate that contributed to the suitability of local soils for agriculture, was later quarried, processed, and shipped to markets throughout the Mid-Atlantic. Industrial growth relating to the lime industry spurred the development of a village community that flourished for much of the nineteenth century. Just as industry replaced agriculture as the dominant land use in the area during the nineteenth century, development of Valley Forge State Park replaced lime quarrying and processing during the twentieth century.

The land uses that succeeded one another within Port Kennedy each helped to generate changes in landscape character. Prior to the seventeenth century, the landscape appears to have been primarily wooded, and part of the Eastern deciduous forests that characterized much of the Atlantic Coast at the time of European contact. Prehistoric peoples are also known to have manipulated the forest's understory vegetation, primarily through burning, to enhance hunting opportunities. By the Late Woodland prehistoric period, local peoples typically began to establish larger settlements and to undertake cultivation of plant resources that would have required at least limited clearing of the forest. It is not known to what degree any of these activities had been, or were being, practiced within the vicinity of Port Kennedy prior to European contact. Similarly, it is not known whether Europeans began to settle the region during the seventeenth century, when the Swedish and Dutch are known to have established a presence in the region.

It is during the eighteenth century that documentary evidence of European settlement begins to become available. Between the early seventeenth century and the encampment period, agriculture quickly became the dominant land use of the area. Highly suited to agricultural crops and cultivation, the dolomitic valley which dominates this component landscape was methodically cleared of woodlands prior to the encampment. By the middle part of the eighteenth century, woodlands probably did not comprise more than 30 percent of the land cover and was found primarily on land that was marginal for agriculture, such as areas of steep topography; margins of streams, rivers, roadways, fields, and properties; and abandoned, exhausted, or fallow fields. Much of the remainder of the landscape was maintained in open land cover comprised primarily of crops such as wheat, corn, or hay, or pasture for livestock. Individual farms were on average 189 acres in size. Fences and hedgerows likely enclosed the field areas, which were generally one to ten acres in size each, as well as the farmstead precincts. Fencing was used to prevent access by free-ranging livestock.

The region's proximity to a major waterway—the Schuylkill River—also contributed to eighteenth century settlement as a means of transportation and a source of fresh water. Springs existed in various locations throughout the component landscape, further supporting cultural uses and activities. Roads began to be established through the area during the first part of the eighteenth century in support of travel between towns and settlements, industrial complexes, farms, and urban

markets. The earliest roads through the Port Kennedy component landscape—present-day Route 23 and Gulph Road—appear to have connected forge complexes along Valley Creek to the west, with a mill to the east and towns to the southeast. Other roads thought to have existed by the encampment era, including the precursor to County Line Road, provided connections to local farms and/or fields. It is not known whether any of these circulation routes evolved from paths or trails that existed during the prehistoric or European contact periods.

By the time of the Continental Army's encampment, portions of six parcels comprised the component landscape, only one of which included a dwelling complex within the area's boundary. During the encampment in and around this area, the component landscape was heavily affected. The local farmstead was occupied, the landscape was likely denuded of most of its vegetation, many or all of the fences enclosing the fields were dismantled, any existing woodlands were cut over for fuel or construction materials, and the ground was trampled and compacted by the soldiers, horses, and commissary livestock. The large gently rolling plain that characterizes the western portion of the component landscape was utilized as a parade ground where troops could train and practice drills. Roads may have been built to provide access to defensive structures established by the army.

While agricultural use of the area recovered after the encampment, industrial activities began to replace agriculture as the primary local land use during the nineteenth century. Excavation of area limestone deposits, erection of kilns, and construction of furnaces, rail lines, new roads, and a canal helped to establish a very different landscape character. A village comprised of dwellings, commercial structures, and transportation features also arose to support the new limestone excavation and curing industries. This hub centered on the crossroads located in the northeastern portion of the component landscape, fanning out in all directions.
Village development was heavily concentrated to the north of this hub where a rail line, rail station, hotel, and canal with bustling wharves provided important connections to urban markets. In contrast, much of the western and southern portion of the component landscape did not undergo commercial or residential development. It was here, in numerous large open pits, that limestone was excavated. Cart paths and spur rail lines meandered through the landscape, connecting the quarries and lime kilns.

When the limestone industry began to decline during the late nineteenth century, the rail line spur was dismantled, the canal fell out of use, and formerly open areas were allowed to revert to successional forests. Although the village remained viable, many of its buildings and structures were condemned, purchased, and demolished in support of the state park's development and the return of the landscape to encampment-era conditions. To further enhance the appearance of the new park, many of the quarries were filled, roads were improved, and allées of trees were planted. The parade ground was cleared and areas of open space were maintained as mown lawn or fields.

By the 1970s, major changes to earlier patterns of spatial organization had occurred. Successional growth of woodland had occupied the majority of the central portion of the component landscape, the village had been almost entirely removed or divided by a limited-access highway, the quarries had all been at least partially filled, and many of the nineteenth century circulation systems had fallen out of use. During the twentieth century, large-scale, park-related functions such as the maintenance complex, an amphitheater parking area, and the Visitor Center parking area have been set within old quarry sites. Valley Forge Park Road (Route 23) is now an integral part of park circulation, edged by an allée of large deciduous shade trees. Large volumes of commuter and visitor traffic use this and other roads that traverse the component landscape.

Evaluation:
Generally, landforms and the locations of primary natural features survive within the Port Kennedy component landscape from the earliest periods of cultural use. Topography, for the most part, also survives, except for the extensive system of limestone quarries near and within the Grand Parade that were excavated in the nineteenth century and filled during the twentieth century. Existing patterns of spatial organization partially approximate conditions during the encampment period, particularly in the vicinity of the Grand Parade where meadows have been established over former agricultural fields and hedgerows, mowing patterns, and lines of trees are maintained to depict

historic boundaries. However, the existing spatial organization derived from the extent of current woodland cover, and the road and building cluster arrangements due to state park era policies to demolish post-encampment-era features most closely approximates the early state park era. Current land uses also most closely approximate the early state park era. Recreation and commemorative uses have supplanted industry and working agriculture as the primary land uses within the area.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Grand Parade (portion) (L-4)	205021	Contributing					No
Valley Forge Encampment (Port Kennedy site)	205020	Contributing					No

Landscape Characteristic: Vegetation

Historic and Existing Conditions:
Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape. Current vegetative patterns most closely resemble the early state park period. Vegetation has changed to a great degree over the past three hundred years, and has been largely influenced by cultural land uses.

Little is known about the region's vegetation during prehistoric periods. Generally, the Port Kennedy component landscape falls within the area thought to have been dominated by Eastern temperate deciduous forest at the time of European contact. This forest was characterized by oaks, hickories, and maples, and various well-developed layers of vegetation. It is not known to what extent prehistoric peoples manipulated or altered the forest cover to cultivate plant foods or to establish an environment conducive to hunting game. Similarly, it is not known whether the forests were altered during the European contact period when Swedish and Dutch immigrants first traveled the region via the Schuylkill River.

During the first-documented settlement of the region by Europeans in the early eighteenth century, much of the original forest appears to have been cleared to facilitate crop cultivation. While almost all areas were eventually cut over, approximately 30 percent remained wooded at any one time. The areas in woodland and in crop fields would shift as exhausted fields were left fallow and allowed to revert to woodland, and new fields were established over formerly wooded sites. Woodlands also typically occupied steep slopes, and the margins of water resources. Abandoned fields, floodplains, woodlots and other areas not well suited to agriculture were typically used to pasture livestock. Woodlots, scrubby growth, and hedgerows occurred where changes in land management practices occurred, such as along roadways, property boundaries, and field margins. Individual trees, sometimes referred to as witness trees, were often utilized during this period to mark property boundaries, and were incorporated into property land surveys. Crops known to have been cultivated during the eighteenth century included wheat, oats, rye, hay, Indian corn, flax, potatoes, hemp, buckwheat, clover, cabbages, pumpkins, hops, turnips, beans, onions. Orchards of fruit trees were also a typical feature of the regional landscape during the eighteenth century; the Mordecai Moore farmstead is known to have included up to 300 fruit trees, including apples, peaches, plums, pears, and cherries.

During the encampment period, much of the Port Kennedy component landscape was denuded of woody vegetation by the troops for use as fuel and shelter. The Duportail Map of the encampment indicates that, at the time the map was drawn, the area included a limited amount of woody growth near the river, along the Road to Jenkin's Mill and the farm roads, and along drainageway channels. Much of the remainder of the Port Kennedy landscape was rendered as open and without a specific land cover type, except within the Schuylkill River floodplain, which is shown as watered pasture established through ditching.

For the post-encampment industrial period, few primary source maps depict the locations or character of vegetation features. It is likely that the area remained primarily open during this period through agricultural and industrial activities. Also, it is likely that the area along the river would have been kept open for canal uses after 1824. During the first part of the nineteenth century, the lime kilns relied on wood as a fuel source, and any local sources of wood would have been in great demand. Later, after anthracite coal came into use, successional woodland may have begun to colonize unused sites.

During the state park era, early twentieth century maps indicate that tree cover occupied the banks of the river and surrounded the industrial sites and quarries still being operated by the Ehret Magnesia Company. Trees may have been allowed to grow up to screen these activities from view from the growing state park to the west, or may have arisen due to neglect of property boundaries. As Port Kennedy was incorporated into Valley Forge State Park, ornamental plantings were established at the "Port Kennedy entrance" and an allée of deciduous shade trees was planted along Port Kennedy Road (Route 23). Former agricultural fields within the Grand Parade were maintained as mown grass fields. After about 1920, land to the east of the Grand Parade and much of the land north of Port Kennedy Road was allowed to revert to woodland through passive management practices.

Current vegetation patterns on the site primarily reflect management of the area as a public park. An allée of deciduous shade trees lines Valley Forge Park Road as it traverses the component landscape in an east/west orientation. Since 1992, former expanses of mown lawn have been replaced with taller grass meadows that maintain the spatial composition of earlier agricultural eras, but do not require constant mowing. Historic property boundaries are currently being maintained through mowing patterns, maintenance of hedgerows, and plantings of lines of evergreen trees. Component landscape encampment-era boundaries delineated in this way include the southern boundary of the Mordecai Moore property, the western boundary between the Peter Matson, Sr. and Maurice Stephens properties and between the Estate of John Wilkinson and Peter Matson, Sr., and the northern boundary of the John Moore II property.

Successional woodland, allowed to grow up over much of the northern and central portions of the component landscape during the 1920s survives and provides a visual screen for many existing nineteenth and twentieth century industrial landscape features and ruins. Woodland vegetation screens the Reading rail line that parallels the Schuylkill River, the park maintenance complex, visitor parking and amphitheater facilities, as well as nineteenth and twentieth century quarries.

Vegetation features that post-date the early state park era include pine plantations to the north and south of Route 23, and ornamental trees, shrubs, and ground covers associated with the dwellings located along Route 23 and the Kennedy Mansion, and with the Visitor Center improvements and parking area. Seeding of native grasses, primarily Switchgrass, has also been undertaken in areas degraded by asbestos contamination as a component of the remediation response and is established in many of these impacted areas.

Evaluation:
Vegetation within the Port Kennedy component landscape today includes open meadows and lawn areas, successional woodland, hedgerows, allées of trees along primary road corridors, and ornamental plantings associated with dwellings. Generally, all of the existing vegetation patterns and features may be traced to either the early state park era or National Park Service administration of the site. Current park management practices have perpetuated the open character of many former field areas through the establishment of meadows, and have helped to identify many of the

property lines that existed during the encampment period through the maintenance of tree lines, hedgerows, and mowing patterns.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Meadow or Lawn Area (Ve-9)	99322	Contributing			Location	39556	No
Vegetated Pre-Encampment Boundary (Ve-10)	99326	Contributing			Location	94853	No
Ornamental Plantings (Ve-54)	99323	Noncontributing			Location	56972	No
Pine Plantations (Ve-53)	99324	Noncontributing					No
Successional Growth/Woodlands (Ve-52)	99325	Noncontributing					No
Vegetated Property Boundary/Hedgerow (Ve-51)	99327	Noncontributing			Location	94853	No
Gulph Road Allee Remnants (Ve-2)	205022	Undetermined			Location	94853	No
State Route 23 Oak Allee (Ve-5)	205023	Undetermined			Location	94853	No

Landscape Characteristic: **Views and Vistas**

Historic and Existing Conditions:
A view is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived. The importance of views or vistas are not well documented for the Port Kennedy component landscape. It is likely, however, that the high ground of the ridge along which Route 23 was sited afforded
long views across the dolomitic valley and toward the Schuylkill River once the region had been cleared of forest cover in support of agriculture.

During the encampment period, it is known that the dolomitic valley was utilized by the Continental Army as a parade ground that occupied the low, broad, gently sloping plain to the west of Port Kennedy. Views across this area, known as the Grand Parade, would have been an important component of the military training that occurred there during 1778.

While it is not known what role views played in the nineteenth century industrial landscape, it is likely that the Kennedy family chose the prominent knoll above the village for the views it would afford to site their impressive mansion in 1852, and for the views of the house that would be available from much of the village. Views were likely considered in the siting of the Montgomery County Iron Company furnace office, sited on a knoll overlooking the furnace operations and employee dwellings during the nineteenth century industrial period, although no documentation has been located in support of this theory.

During the twentieth century, developments associated with park maintenance and visitor functions have taken advantage of landform and topography to site new facilities that are not visually compatible with the historic scene. During the early park period, the maintenance complex was sited within an abandoned quarry to screen them from view from adjacent historic areas, and woodland has been allowed to colonize formerly open areas to block views of former industrial features and sites. Within the Grand Parade, however, woody vegetation was cleared during this period to facilitate long views of this historically open landscape.

The concept of siting contemporary visitor facilities within abandoned quarries was applied to the siting of the visitor center parking area and an amphitheater parking area during the period after the early state park period. Currently, the generally unrestricted views that were likely present during the encampment period have been lost to woody growth over much of the central portion of the component landscape. The Grand Parade retains its open character due to current park management practices. Kenthurst remains a dominant feature of the landscape along Route 23. Commercial and suburban development along the park's perimeter has altered views from the park, particularly traveling east along Route 23. Many of the new landscape features associated with state park and National Park Service development that have been sensitively sited within former quarry sites or screen plantings of trees continue to be screened from historic views.

Evaluation:
The views and viewsheds that exist within the component landscape most closely approximate the early state park period, although specific view-related features survive from various period. Extant views that may survive from the periods of significance associated with the area include for the encampment period, the siting of Port Kennedy Road (present-day Route 23 or Valley Forge Park Road), and for the nineteenth century industrial period the prominent siting of the Kennedy Mansion and the Furnace Office. For the early state park period, surviving viewshed issues include the siting of the maintenance area within an abandoned quarry, and clearing of the Grand Parade site for interpretation of the encampment.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
	99328	Undetermined					No

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 02/20/2030

Condition Assessment and Impacts

Condition Assessment: Poor

Assessment Date: 02/20/2024

Condition Assessment Explanatory Narrative:

The Port Kennedy landscape is in “poor” condition. While several historic structures remain on the landscape, they do not adequately communicate the historic significance of the encampment nor the industrial eras for which the component landscape is significant. Additionally, several sections of the landscape remain under remediation for asbestos contamination, with much of the area currently closed to the public. Buildings in the Port Kennedy landscape are generally stable, but are currently vacant, creating potential issues with continued deferred maintenance.

A condition assessment of “poor” indicates the property shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Condition Assessment: Poor

Assessment Date: 09/17/2021

Condition Assessment Explanatory Narrative:

Provisional. The condition reassessment for this CLI has been delayed due to Covid-19 travel restrictions and staffing shortages. In the meantime, the most recent condition assessment will remain in place until it is reassessed as part of a comprehensive update of the entire CLI. Planning and scheduling this update will occur in FY 2022.

Condition Assessment: Poor

Assessment Date: 09/08/2009

Condition Assessment Explanatory Narrative:

The Superintendent, in consulation with Deirdre Gibson, Chief of Planning and Resource Management, agreed with this evaluation. The site continues to contain hazardous waste, as well as overgrown or unmanaged vegetation. The Port Kennedy Depot suffers from deferred maintenance. A "poor" assessment indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Condition Assessment: Poor

Assessment Date: 09/05/2003

Condition Assessment Explanatory Narrative:

The site is in poor condition primarily because of the asbestos waste site that has been delineated since the 1998 assessment. There are over 400 acres of hazardous waste that are being treated like a superfund site. The Port Kennedy Depot, a Frank Furness design, is in need of work. The 1998 statements about the impact of release to succession and vegetation/invasive plants are still relevant. Deer are negatively impacting the understory vegetation.

Proposed road development could impact the canal remnants and the cultural landscape, as well as increase commuter and local traffic through the park in the future. This includes development of the Betzwood Bridge, and the widening of Route 23 and alterations to its intersections. Possible asbestos mitigation could also affect the cultural landscape. These future projects will be addressed in other planning and compliance documents currently underway in the park.

Condition Assessment: Poor

Assessment Date: 09/30/1998

Condition Assessment Explanatory Narrative:

The superintendent's concurrence on this CLI, which was completed several years ago, was given with the proviso that the condition assessment will be reevaluated in the coming year.

Impacts

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: The Port Kennedy Depot is suffering from deferred maintenance.

Date Identified: 07/29/2005

Type of Impact: Impending Development

Other Impact:

External or Internal: External

Impact Narrative: Proposed road development could impact the canal remnants and the cultural landscape, as well as increase commuter and local traffic through the park in the future. This includes development of the Sullivan's Bridge for pedestrian use, and the widening of Route 23 and alterations to its intersections.

Date Identified: 02/20/2024

Type of Impact: Impending Development

Other Impact:

External or Internal: External

Impact Narrative: Proposed road development could impact the canal remnants and the cultural landscape, as well as increase commuter and local traffic through the park in the future. This includes development of the Betzwood Bridge, and the widening of Route 23 and alterations to its intersections.

Date Identified: 07/29/2005

Type of Impact: Other

Other Impact: Asbestos hazardous site

External or Internal: None

Impact Narrative: The asbestos waste site that has been delineated since the 1998 assessment has a serious adverse impact on the site. Over 400 acres are being treated like a superfund site.

Stabilization costs include:
Disturbed Lands/Abandoned Mine Lands Reclamation (PMIS 96378) = $9,635,772
Emergency Paving to Contain Asbestos Release (PMIS 80156) = $20,280

Date Identified: 07/29/2005

Type of Impact: Pests/Diseases

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Deer are negatively impacting the understory vegetation.

Date Identified: 02/20/2024

Type of Impact: Pests/Diseases

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Deer are negatively impacting the understory vegetation.

(See PMIS 92929 noted in Landscape CLI.)

Date Identified: 07/29/2005

Type of Impact: Pollution

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Several areas in the landscape remain under remediation for asbestos contamination.

Date Identified: 02/20/2024

Type of Impact: Release To Succession

Other Impact:

External or Internal: Internal

Impact Narrative: The river floodplain and the land to the south of the Reading Railroad line is now wooded, but appears to have been open during the 18th and 19th centuries. This change appears to have occurred due to passive management prior to National Park Service administration of the property.

No additional stabilization costs required. Removal of the trees is a treatment decision to be guided by a Cultural Landscape Report and the GMP process.

Date Identified: 07/29/2005

Type of Impact: Release To Succession

Other Impact:

External or Internal: Internal

Impact Narrative: The river floodplain and the land to the south of the Reading Railroad line is now wooded but appears to have been open during the 18th and 19th centuries. This change appears to have occurred due to passive management prior to National Park Service administration of the property.

Date Identified: 02/20/2024

Type of Impact: Structural Deterioration

Other Impact:

External or Internal: Internal

Impact Narrative: The conditions of vacant and unused historic buildings are deteriorating.

Date Identified: 02/20/2024

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Internal

Impact Narrative: Invasive exotic plants, which have the potential to disrupt vegetation patterns on the property, are actively managed by the park, but could easily become a problem if management programs are curtailed.

No additional stabilization costs required.

Date Identified: 07/29/2005

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Internal

Impact Narrative: Invasive exotic plants, which have the potential to disrupt vegetation patterns on the property, are actively managed by the park, but could easily become a problem if management programs are curtailed.

Date Identified: 02/20/2024

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Undetermined

Treatment Completed: No

Document Type: General Management Plan

Title:

IRMA Link:

Narrative:

The park's 2007 General Management Plan (GMP) does not specifically address a landscape treatment strategy for the Port Kennedy component landscape. The GMP proposed three alternatives for the future management of the park – a no-action alternative that is a baseline for comparison, and two action alternatives – and identified "Alternative C" as the Environmentally Preferred Alternative and the NPS Preferred Alternative. Regarding the landscape, the landscape of the core interpretive focus areas would evoke the eighteenth century. Some historic views would be rehabilitated to facilitate interpretation. Most areas of the park would be preserved as is. The health of the forests and meadows would be enhanced through active environmental restoration. Through-traffic on public roads would be calmed, in partnership with state and local government. To enhance the visitor experience, some roads in the park would be closed to through- and visitor-traffic. Visitors could use a shuttle or walk or bike. (GMP 2007: v-viii)

The park completed a Foundation Document in 2019 and identified fundamental resources and values. Those most applicable at Port Kennedy included the Encampment Landscape, Encampment-Era Archeological Resources, and Personal Renewal. Other resources and values not fundamental to the purpose of the park or possibly unrelated to its significance, but important to consider in planning processes were also identified. Those related to the Port Kennedy landscape included the Post-Encampment Cultural Landscapes and Historic Structures, and Recreation Activities. (FD 2019: 7-9)

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

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Kline, Jennifer, Stephen Olausen. Kristen Heitert, and Jenny Fields Scofield	National Register of Historic Places, Registration Form: Valley Forge National Historical Park	2016	Pawtucket, RI: Public Archeology Lab, Inc.			
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n/a	Court of Quarter Sessions Docket #1		Philadelphia Co. Archives			
n/a	Norristown Herald and Weekly Advertiser, 12 December 1802.	1802	n/a			
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Supplemental Information Narrative:

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Supplemental Information:

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Supplemental Information Narrative:

Garrigues, Samuel M. Compiled from Records of Philadelphia, Montgomery, and Chester Counties, Pennsylvania and Original Surveys February 1897. Traced and lettered by Clarke & Hubbard, Philadelphia, 1897. In VAFO archives.

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Supplemental Information:

Supplemental Information Title: Valley Forge Mount Joy Orienteering Map

Supplemental Information Narrative:

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Supplemental Information:

Supplemental Information Title: Valley Forge P.O. and Port Kennedy P.O.

Supplemental Information Narrative:

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Supplemental Information:

Supplemental Information Title: Valley Forge State Park, Montgomery and Chester Counties

Supplemental Information Narrative:

Aero Service Corporation: Commonwealth of Pennsylvania, Department of Forests and Waters, 8 sheets, n.d. (ca. 1968). In VAFO archives.

Landscape Documents:

File Name	Date	Attachment Type
CL-FMSS_crosswalk-VAFO_PortKennedy_CLIUpload.xlsx		Other Report

Source