

**NOMINATION OF HISTORIC BUILDING, STRUCTURE, SITE, OR OBJECT**  
**PHILADELPHIA REGISTER OF HISTORIC PLACES**  
**PHILADELPHIA HISTORICAL COMMISSION**

SUBMIT ALL ATTACHED MATERIALS ON PAPER AND IN ELECTRONIC FORM (CD, EMAIL, FLASH DRIVE)  
ELECTRONIC FILES MUST BE WORD OR WORD COMPATIBLE

**1. ADDRESS OF HISTORIC RESOURCE** *(must comply with an Office of Property Assessment address)*

Street address: 4100 Chestnut Street

Postal code: 19104

**2. NAME OF HISTORIC RESOURCE**

Historic Name: Philadelphia City Passenger Railway Co. Car House & Stable

Current/Common Name: \_\_\_\_\_

**3. TYPE OF HISTORIC RESOURCE**

Building       Structure       Site       Object

**4. PROPERTY INFORMATION**

Condition:     excellent     good     fair     poor     ruins

Occupancy:    occupied    vacant    under construction    unknown

Current use: Shipping

**5. BOUNDARY DESCRIPTION**

*Please attach a narrative description and site/plot plan of the resource's boundaries.*

**6. DESCRIPTION**

*Please attach a narrative description and photographs of the resource's physical appearance, site, setting, and surroundings.*

**7. SIGNIFICANCE**

*Please attach a narrative Statement of Significance citing the Criteria for Designation the resource satisfies.*

Period of Significance (from year to year): from 1866 to 1944

Date(s) of construction and/or alteration: 1866-67; 1883-84; 1919

Architect, engineer, and/or designer: Unknown

Builder, contractor, and/or artisan: Unknown

Original owner: Philadelphia City Passenger Railway Company

Other significant persons: N/A

**CRITERIA FOR DESIGNATION:**

The historic resource satisfies the following criteria for designation (check all that apply):

- (a) Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; or,
- (b) Is associated with an event of importance to the history of the City, Commonwealth or Nation; or,
- (c) Reflects the environment in an era characterized by a distinctive architectural style; or,
- (d) Embodies distinguishing characteristics of an architectural style or engineering specimen; or,
- (e) Is the work of a designer, architect, landscape architect or designer, or engineer whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City, Commonwealth or Nation; or,
- (f) Contains elements of design, detail, materials or craftsmanship which represent a significant innovation; or,
- (g) Is part of or related to a square, park or other distinctive area which should be preserved according to an historic, cultural or architectural motif; or,
- (h) Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or City; or,
- (i) Has yielded, or may be likely to yield, information important in pre-history or history; or
- (j) Exemplifies the cultural, political, economic, social or historical heritage of the community.

**8. MAJOR BIBLIOGRAPHICAL REFERENCES**

*Please attach a bibliography.*

**9. NOMINATOR**

Organization University City Historical Society Date 27 September 2018

Name with Title Oscar Beisert, Architectural Historian Email keeper@keepingphiladelphia.org

Street Address 1315 Walnut Street, Suite 320 Telephone 717.602.5002

City, State, and Postal Code Philadelphia, PA 19107

Nominator  is  is not the property owner.

**PHC USE ONLY**

Date of Receipt: 9/27/2018

Correct-Complete  Incorrect-Incomplete Date: 2/7/2019

Date of Notice Issuance: 2/7/2019

Property Owner at Time of Notice:

Name: 4100 Chestnut Street Partners LP

Address: 4100 Chestnut Street

City: Philadelphia State: PA Postal Code: 19104

Date(s) Reviewed by the Committee on Historic Designation: \_\_\_\_\_

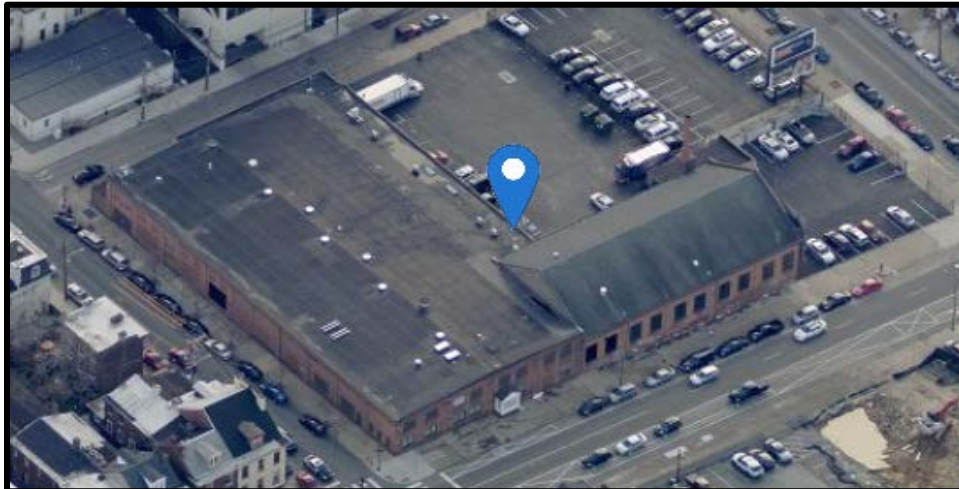
Date(s) Reviewed by the Historical Commission: \_\_\_\_\_

Date of Final Action: \_\_\_\_\_

Designated  Rejected

# NOMINATION

for listing in the  
Philadelphia Register of Historic Places



Top: the former Philadelphia City Passenger Railway Co. operating the horse car line in West Philadelphia. Source: Oscar Beisert's Personal Collection. Looking Southwest at the primary and east-facing elevations. Source: Philadelphia Atlas.

## The Philadelphia City Passenger Railway Co. Car House & Stable 4100 Chestnut Street Philadelphia, Pennsylvania

*The Philadelphia City Passenger Railway Co.'s Car House & Stables  
4100 Chestnut Street, West Philadelphia, Philadelphia, Pennsylvania  
Nomination to the Philadelphia Register of Historic Places, Fall 2018 – Page 1*



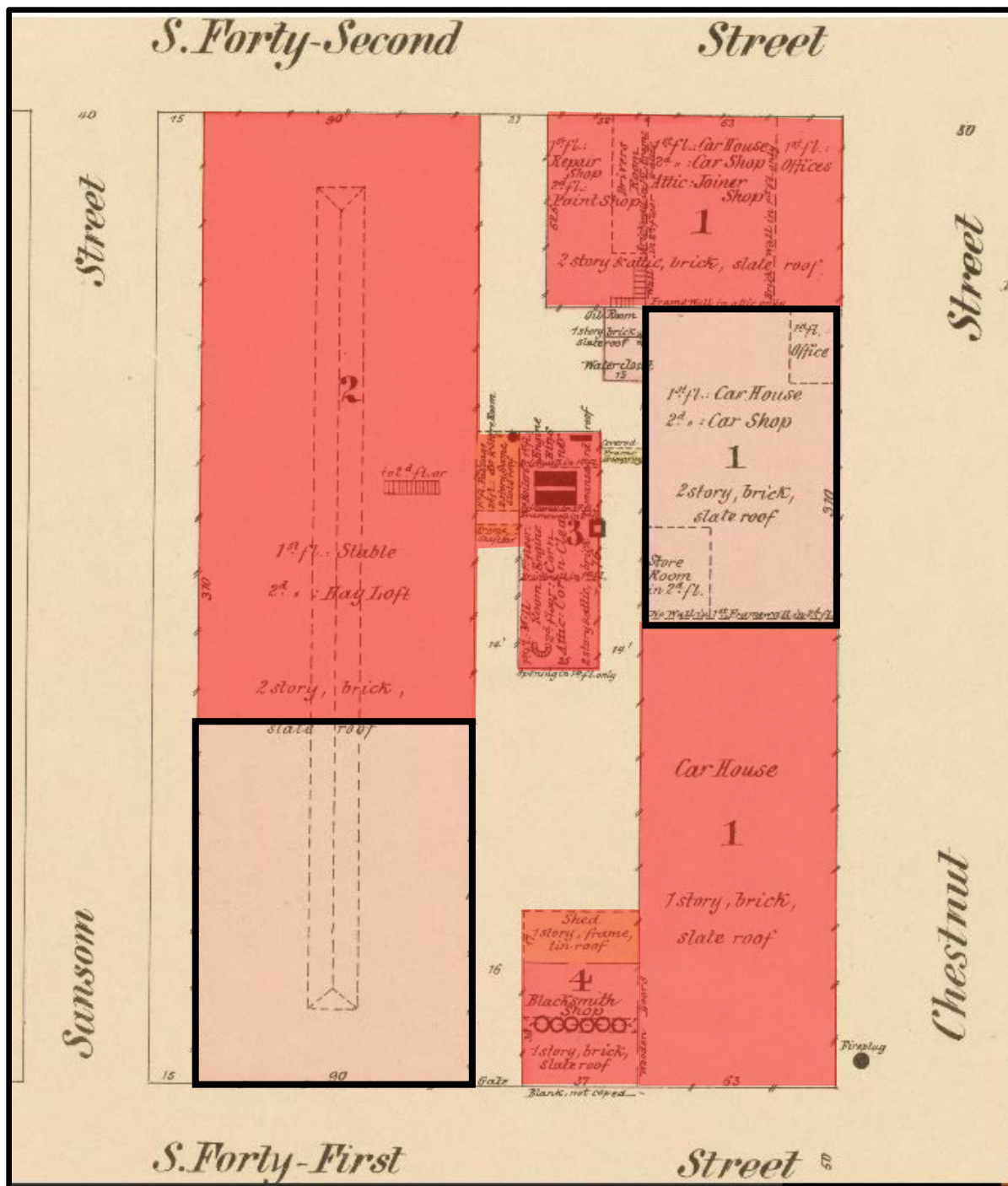
The general boundary for the proposed designation is delineated by the purple square, while a more specific boundary is delineated with a dashed red line. Source: Atlas, City of Philadelphia.

## 5. BOUNDARY DESCRIPTION

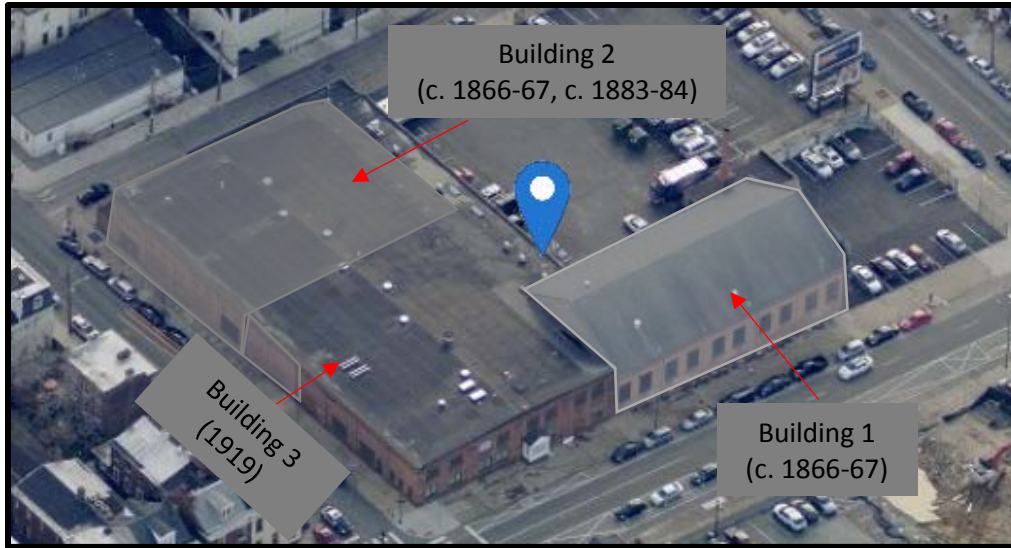
The parcel and building portion subject to this nomination is limited to the following boundaries:

ALL THAT CERTAIN lot or piece of ground, with the buildings and improvements thereon erected SITUATE in the City of Philadelphia, BEGINNING at the point of intersection of the Easterly side of Forty-second Street and the Southerly side of Chestnut Street; thence Eastwardly along said Southerly side of Chestnut Street, Three hundred ten feet to a point in the Westerly side of Forty-first Street; thence Southwardly along said Westerly side of Forty-first Street, Two hundred twenty feet and two-tenths of a foot, to a point in the Northerly side of Sansom Street; thence Westwardly along the said Northerly side of Sansom Street, Three hundred ten feet, to a point in the aforesaid Easterly side of Forty-second Street; thence Northwardly along the said Easterly side of Forty-second Street, Two hundred twenty feet and two-tenths of a foot, to a point in the Southerly side of Chestnut Street, the point and place of beginning.

BEING known as No. 4100 Chestnut Street.



Shown on the Hexamer General Surveys, Volume 4, Plate 290, 1877, the extant components of the former Philadelphia City Passenger Railway Company's Car House & Stable are delineated in black, while those no longer extant are highlighted in light red. Source: Free Library of Philadelphia.



The PCPRC Car House & Stable with the subject building components labeled. Source: Philadelphia Atlas.

## 6. PHYSICAL DESCRIPTION

Largely built between c. 1864-66, 1884, and 1919, the Philadelphia City Passenger Railway Company (PCPRC) Car House & Stable is comprised of three discernable building components, with portions of the oldest buildings shown on Hexamer General Surveys Plates 290 (c. 1866-76) and 1142 (1877). The structure is comprised of Building No. 1: Car House & Shop, built: c. 1866-1867, with historic alterations; Building No. 2: Stable & Hay Loft, built c. 1866-67 with portions that were reconstructed historically after a fire in c. 1883-84, as well as historic alterations; and Building No. 3: historically identified as the car house, but demolished and rebuilt in 1919 to connect the western car house and shop to the southern stable and hayloft.



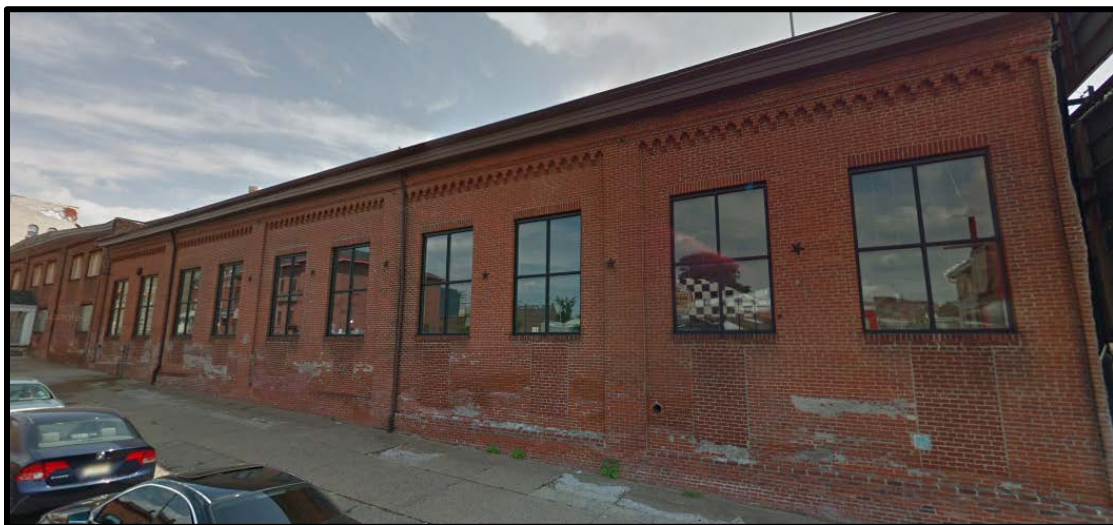
Looking southwest at Building No. 3. Source: Google Earth.

**Building No. 1: Car House & Shop, (c. 1866-67)**

Built c. 1866-67, Building No. 1: Car House & Shop is a large brick shed that is attached at the west of Building No. 3 with its primary elevation facing onto Chestnut Street. Originally this volume was a two-and-a-half story component of a larger structure, serving as a large car house and shop with openings at the first and second levels, which have been filled and reconfigured over time. The Chestnut Street Elevation is defined by a corbeled cornice atop a façade of five generous bays delineated by six brick pilasters. Flanking each bay, the pilasters are connected by distinctive brick corbel tables that unite to give the façade a grid-like appearance. Brick has been used to fill various apertures that once served the building at the first and second levels. Each bay features two large windows with brick sills and lintels defined by soldier coursing.



Looking southwest at the Chestnut Street Elevation of Building No. 1. Source: Annie Albert, 2017.

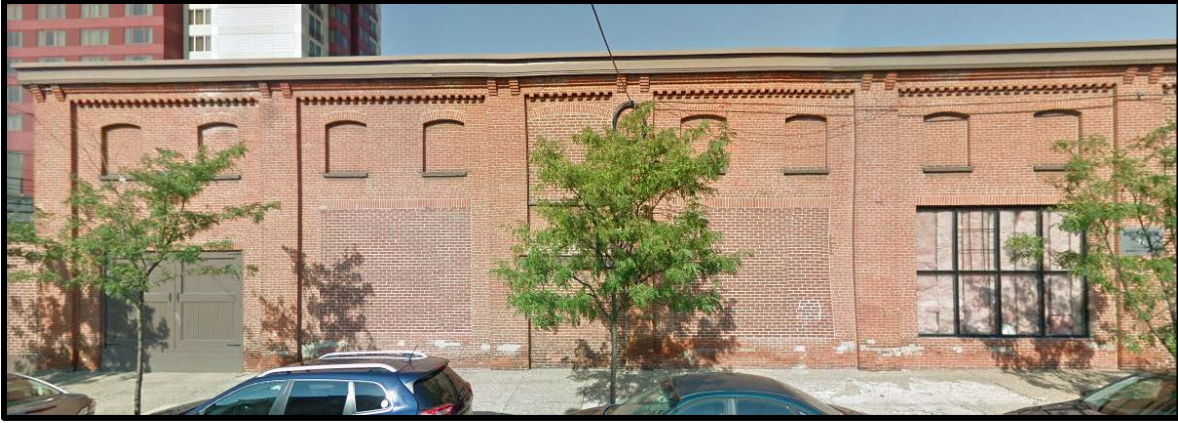


Looking southeast at the Chestnut Street Elevation of Building No. 1. Source: Google Earth.



Top: looking east, the Chestnut Street Elevation of Building No. 1. Middle: The 42nd and Sansom Street Elevations of Building No. 1. Bottom: The Sansom Street Elevation of Building No. 1. Source: Annie Albert, 2017.





Top: Looking west at the 41st Street Elevation of Building 2. Source: Google Earth.  
 Bottom: Looking northwest at the 41st Street Elevation of Building No. 2. Source: Google Earth.

**Building No. 2: Stable & Hay Loft (c. 1866-67)**

Built c. 1866-67 with a later partial reconstruction c. 1883-84, Building No. 2: Stable & Hay Loft is a large brick shed that stands at the northwest corner of 41st and Sansom Streets. Originally this volume was a two-and-one-half story component of the larger complex, serving as a large stable on the first floor and hay loft on the second. The 41st Street elevation spans five bays of unequal sizes. Beneath a central corbeled cornice, the bays are delineated by six brick pilasters that feature pairs of corbeled brackets connecting the pilaster to the cornice. The pilasters that flank each of the bays are connected by distinctive brick corbel tables that unite to form a grid-like facade. Brick has been used to fill various apertures that once served the building at this elevation. The infilled apertures still retain the form that typifies stables and hay lofts of the period of construction. The Sansom Street Elevation spans eight full bays, which are delineated by nine brick pilasters that feature pairs of corbeled brackets connecting the pilaster to the cornice. The pilasters that flank each of the bays are connected by distinctive brick corbel tables that unite to form a grid-like facade. While some bays are blind, others feature infilled and reconfigured apertures.



Top: looking north, the 41st Street Elevation of Buildings Nos. 2 and 3. Bottom: Looking southwest at the 41st Street Elevation of Building No. 3. Source: Annie Albert, 2017.

### **Building No. 3: Car House (1919)**

Building No. 3 is a large brick shed that stands at the southwest corner of Chestnut and 41st Streets. The original volume was an extension of the larger Chestnut Street complex and served as a car house that had vehicle openings facing onto 41st Street. The eastern portion of the Chestnut Street building was demolished, and the current building was constructed in 1919 to link Building Nos. 1 and 2. The design of the linking structure largely replicates the materials and detailing of the demolished building, with the incorporation of corbeling and the rhythm of the bays. The 41st Street Elevation spans six bays of unequal sizes. Beneath a central corbeled cornice, the bays are delineated by seven brick pilasters that feature pairs of corbeled brackets between the pilaster and the cornice. The pilasters that flank each of the bays are connected by distinctive brick corbel tables that give the façade a grid-like appearance. Brick has been used to fill that various apertures that once served the building at this elevation. The Chestnut Street elevation spans four bays, which are delineated by brick pilasters that extend from a brick base and are joined by brick corbel tables. The largest bay is at the corner of the building, being nearly double the width of the three westerly bays. This bay features four symmetrically placed windows that are delineated by lintels and sills laid in soldier coursing. The three bays to the west feature the same number of symmetrically placed openings, being somewhat narrower within narrower bays. A Colonial Revival style vestibule, dating to 1961, projects from the easterly portion of the third bay from the corner, providing pedestrian egress to the building. The vestibule features a gable front pediment and pilasters at each corner with multi-light windows that partly enclose the space, facing Chestnut and 41st Streets. While this feature does not necessarily detract from the building's appearance, it is non-contributing.<sup>1</sup>



The Chestnut Street elevation of Building No. 3 with the vestibule addition.  
Source: Oscar Beisert, 2018.

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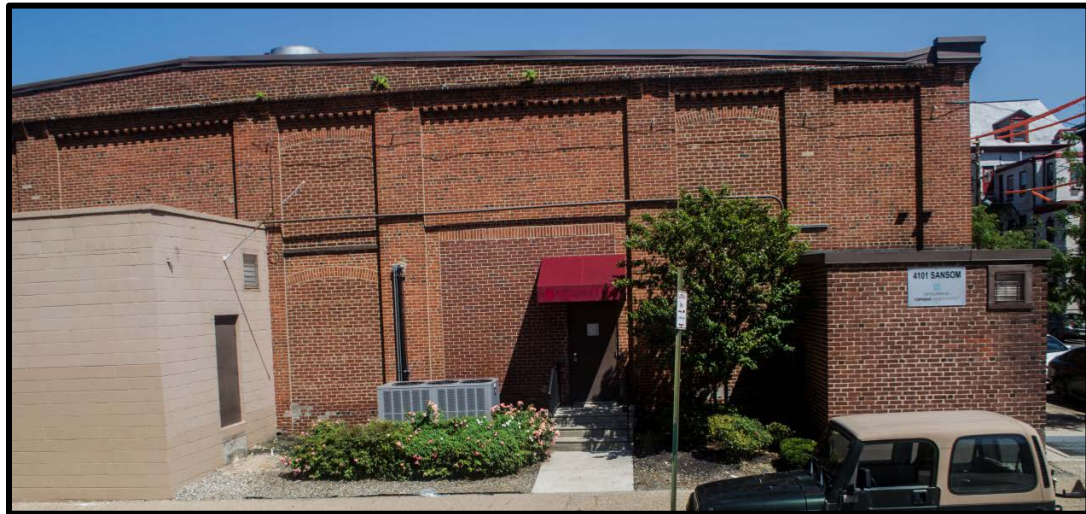
<sup>1</sup> A drawing for this vestibule, dated 1961, was found in the Zoning Archives by the Staff of the Philadelphia Historical Commission.



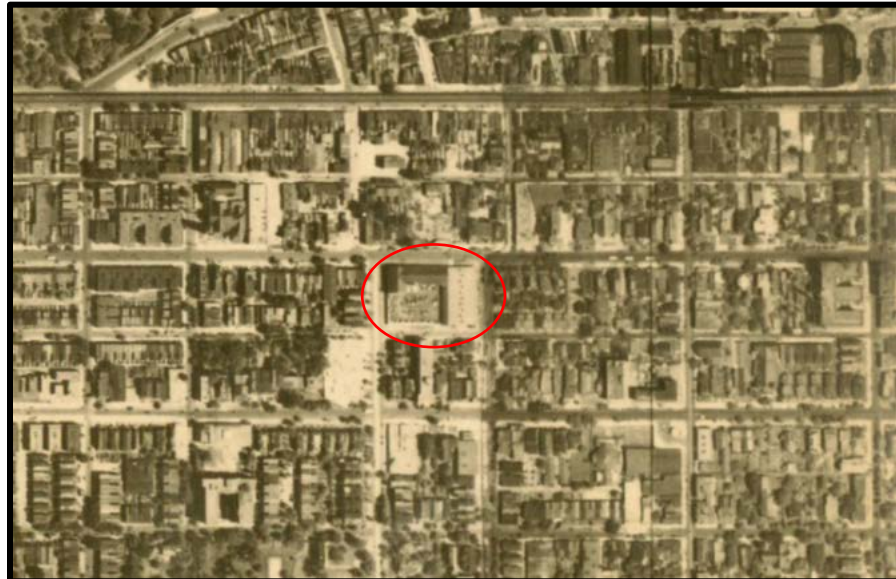
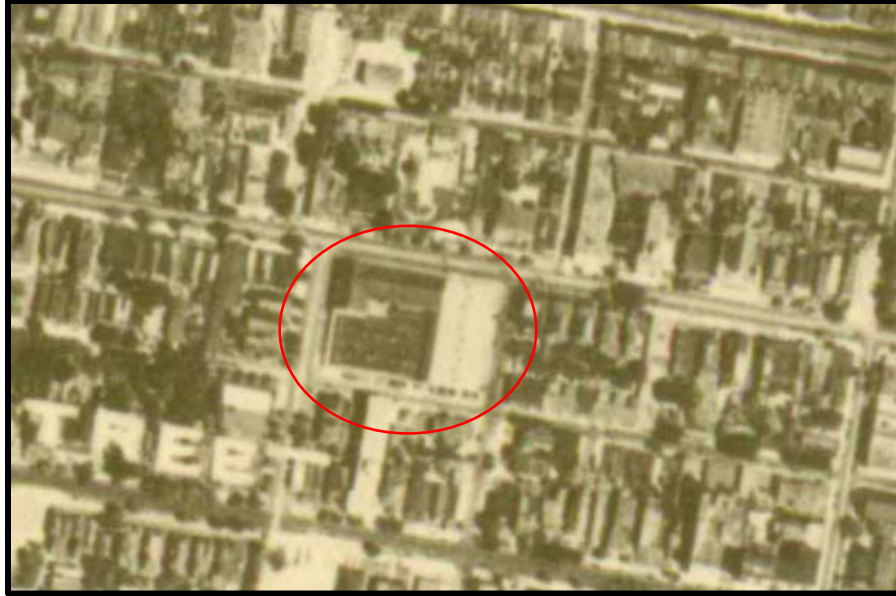
Top: looking southeast at the Chestnut Street Elevation of Building No. 3. Middle: looking south at the corbel table that forms the cornice of the Chestnut Street Elevation of Building No. 3. Bottom left: Looking southwest at the brick pilaster and corbel table within the 41st Street Elevation of Building No. 3. Bottom right: looking south, the brickwork within the Chestnut Street Elevation. Source: Annie Albert, 2017.



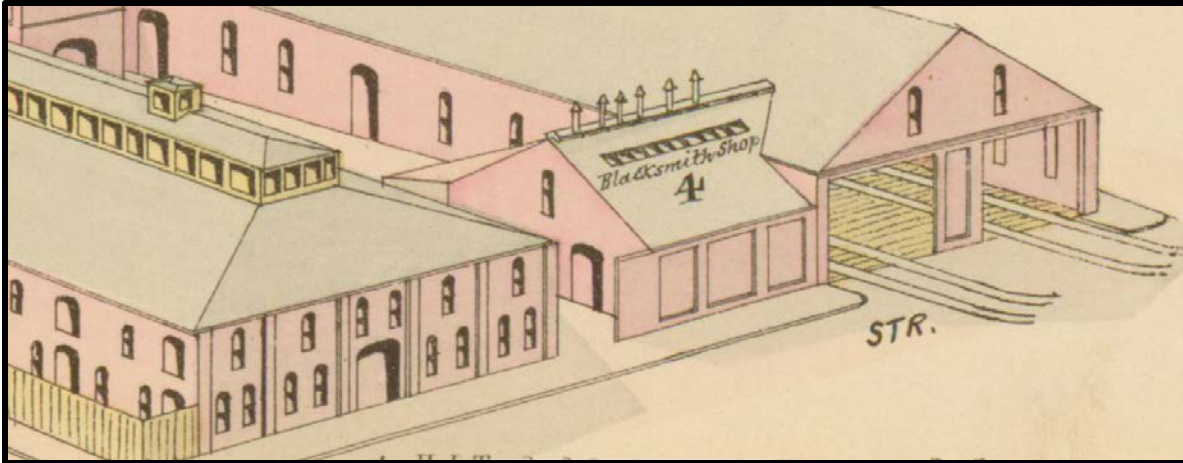
Photographs of various bays within the 41st Street Elevation of Building No. 2. Source: Annie Albert, 2017.



Top: Looking north at the Sansom Street Elevation of Building No. 2. Source: Google Earth. Middle: Looking north at the Sansom Street Elevation of Building No. 2. Bottom: Looking northwest at the Sansom Street Elevation of Building No. 2. Source: Annie Albert, 2017.



The 1928 aerial (top) appears to show that the western half of Building No. 2 still existed at the time when the Willys Overland Garage was leasing the property, but that by 1930, the said western portion of was demolished for a parking lot, bringing Building Nos. 2 and 3 to their present forms. Source: Aerial Survey of Philadelphia Region, c. 1928 and c. 1930.



The PCPRC's Car House & Stable, as shown in the Hexamer Atlas, July 1877. Source: Greater Philadelphia GeoHistory Network.

## 7. STATEMENT OF SIGNIFICANCE

The Philadelphia City Passenger Railway Co.'s Car House & Stable (PCPRC Car House & Stable) in West Philadelphia is a significant historic resource that merits designation by the Philadelphia Historical Commission and inclusion on the Philadelphia Register of Historic Places. The building satisfies the following Criteria for Designation according to Section 14-1004 of the Philadelphia Code:

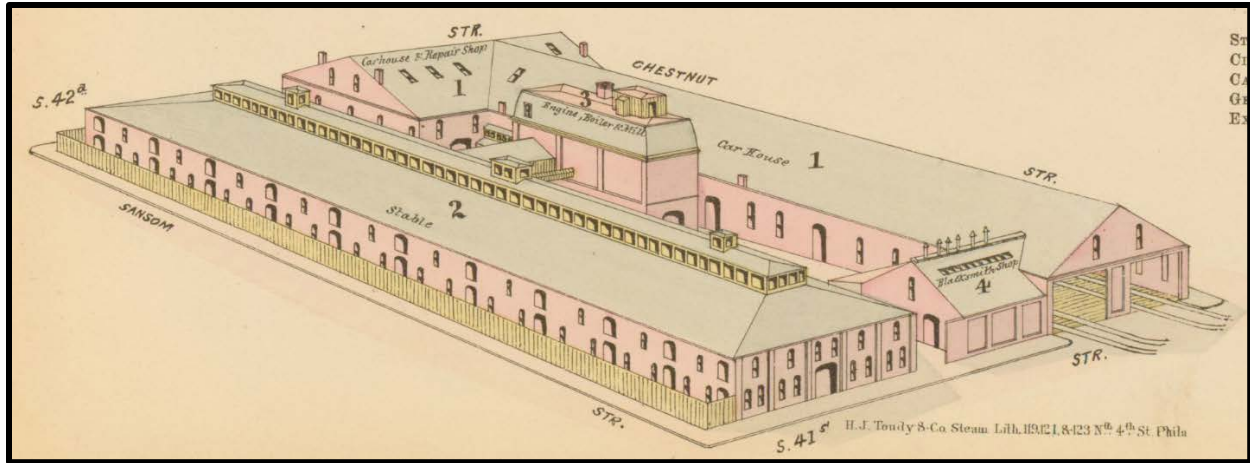
- (a) *Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; and*
- (j) *Exemplifies the cultural, political, economic, social, or historical heritage of the community<sup>2</sup>.*

The property's period of significance extends from 1866 to 1944.

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<sup>2</sup> In addition, the subject property may be worthy of designation under Criterion C—"Reflects the environment in an era characterized by a distinctive architectural style"—representative of the buildings constructed all across the city by passenger railway companies of this early period of development. Unfortunately, due to limited resources, the nominator was unable to explore this area of significance.



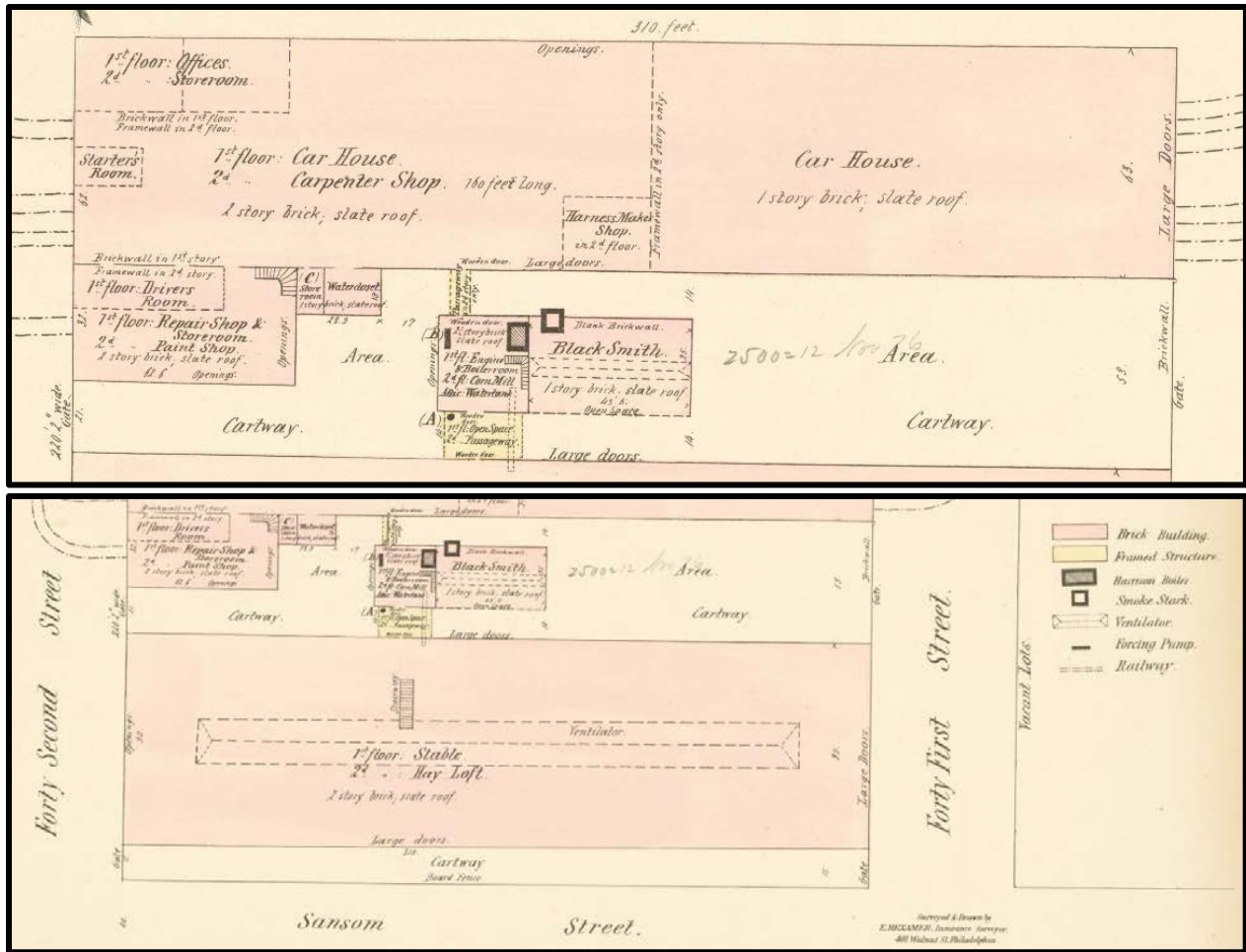


The PCPRC's Car House & Stable, as shown in the Hexamer Atlas, July 1877. Source: Greater Philadelphia GeoHistory Network.

### Summary Statement of Significance—Criteria A & J

The development of West Philadelphia as a residential suburb in the second half of the nineteenth century is a direct result of the establishment of mass public transportation. The passenger railways that operated in the public streets and were originally drawn by horses provided transportation that allowed West Philadelphia suburbanites to commute to Center City and other locations in the city. As a result, street railways were perhaps the single most important element in the development and growth of West Philadelphia, and the PCPRC was one of the most important companies established during the period in which these railways were established. Passenger railway companies like the PCPRC required large transportation facilities that required large amounts of space for car houses, stables, a station, and other support structures. The PCPRC maintained a large transportation facility and hub formerly that occupied the entire block on Chestnut Street between 41<sup>st</sup> and 42<sup>nd</sup> Streets. Components of what was once a larger complex, PCPRC Car House and Stable is an early and significant representative of the evolution and heritage of passenger railway companies and, ultimately, public transit in Philadelphia.<sup>3</sup> The subject property is an important vestige of the PCPRC, representing one of the earliest and most successful of the first-generation passenger railway companies in West Philadelphia. When the building was completed in 1866-67, passenger railway companies, including the PCPRC, considered “rapid transit” to be the horse-drawn conveyance the operated in public streets. This was perhaps the earliest mode of mass public transportation in West Philadelphia. The company’s role in providing passenger service between Center City and West Philadelphia, the PCPRC and, specifically, its Chestnut Street line constituted an important driver of development in West Philadelphia. Originally constructed in 1866-67, the PCPRC’s Car House and Stable served the various means of motive powers through the early twentieth century.

<sup>3</sup> Ernest Hexamer, *Hexamer General Surveys* (Philadelphia: Hexamer, 1882), v. 17, p. 1624–25.



The PCPRC's Car House & Stable, as shown in the Hexamer survey, published between 1866 and 1876. Source: Greater Philadelphia GeoHistory Network.

## Historic Timeline of the Philadelphia City Passenger Railway Co.

- 1855 Bill to Incorporate the Philadelphia City Passenger Railway Co. (PCPRC) is introduced in the Pennsylvania Senate.<sup>4</sup>
- 1859 The PCPRC is officially incorporated by the Commonwealth of Pennsylvania.<sup>5</sup>
- 1860 On June 20, Coffin Colket (1809-1883), the first President of the PCPRC, and Amos Ellis record a mortgage for the subject property at the southwest corner of Chestnut and 41st Streets.<sup>6</sup>
- 1863 The PCPRC satisfies the mortgage for the subject property—stating that the lot is for a “station” building.<sup>7</sup>
- 1864 Temporary sheds are built upon the subject property.<sup>8</sup>
- 1864 The PCPRC boasts 2,631,160 passengers, resulting in gross receipts of \$133,462, ranking sixth of the nineteen major passenger railway companies in the city.<sup>9</sup>
- 1866 Coffin Colket transfers ownership of the subject property to the PCPRC.<sup>10</sup>
- 1866-67 Financial records of the PCPRC indicate that a significant investment was made in the “Car House,” indicating that the brick buildings shown in the Hexamer Atlas were constructed at that time.<sup>11</sup>
- 1883 A fire destroys much of the Building No. 2: Stables & Hayloft, and the facilities were rebuilt shortly after the fire.<sup>12</sup>
- 1883 The PCPRC lines, properties, and rights-of-way were leased to the WPPRC.<sup>13</sup>
- 1902 July 1. The Philadelphia Rapid Transit (PRT) Company was created, eventually controlling “...nearly all operating street railway franchises within the city of Philadelphia.”<sup>14</sup>
- 1913 The Department of City Transit was created to work with the PRT by creating and maintaining new infrastructure and facilities for public transit.<sup>15</sup>
- 1919 A building permit is obtained to reconfigure the buildings, resulting in the construction of a large linking structure at the corner of 41<sup>st</sup> and Chestnut Streets.

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<sup>4</sup> “Pennsylvania Legislature,” *Public Ledger*, 31 March 1855, 1.

<sup>5</sup> Incorporation Papers of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.

<sup>6</sup> Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, City Archives of Philadelphia (hereafter CAP).

<sup>7</sup> Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, CAP.

<sup>8</sup> Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.

<sup>9</sup> Frank D. McLain. “The Street Railways of Philadelphia (1908),” *Quarterly Journal of Economics*, Vol. 22, No. 2 (February, 1908), 233-234.

<sup>10</sup> Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, CAP.

<sup>11</sup> Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.

<sup>12</sup> Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.

<sup>13</sup> *Lease: The Philadelphia City Passenger Railway Company To The West Philadelphia Railway Company* (Philadelphia: Allen, Lane & Scott, Printers, 1883).

<sup>14</sup> Harold E. Cox and John F. Meyers. “The Philadelphia Traction Monopoly and The Pennsylvania Constitution of 1874: The Prostitution of an Ideal.” This is a paper that was published in 1968.

<sup>15</sup> Russell F. Weigley, ed., *Philadelphia: A 300 Year History* (New York: W.W. Norton and Co., 1982).

- The roof of the stable and hayloft building is reconstructed to match the new building.<sup>16</sup>
- 1921-22 The Overland Harper Co. occupied the site in 1921.<sup>17</sup> On February 1, 1922, the property was leased to Willy's Overland Garage for a period of five years.<sup>18</sup>
- 1940 The Philadelphia Transportation Company (PTC) was established, superseding PRT.<sup>19</sup>
- 1944 The PTC sold the subject property to Mid-Atlantic Properties, Inc.<sup>20</sup>

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<sup>16</sup> "Application for Permit for Additions, Alterations, Repairs," Bureau of Building Inspection, City of Philadelphia, 19 February 1919, Philadelphia City Archives.

<sup>17</sup> *The Philadelphia Inquirer*. (Philadelphia: 20 February 1921), 40.

<sup>18</sup> "Read Estate Record" of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.; and Bromley. *Atlas of the City of Philadelphia* (Philadelphia: 1927), Plate 24.

<sup>19</sup> Cox and Meyers, "The Philadelphia Traction Monopoly" (typescript, 1968).

<sup>20</sup> Deed: Philadelphia Transportation Company to Mid-Atlantic Properties, Inc., 15 December 1944, Philadelphia Deed Book C.J.P., No. 747, p. 76, CAP.



The former Philadelphia City Passenger Railway Co. operating the horse car line in West Philadelphia. Source: Oscar Beisert's Personal Collection.

### **Historic Context: The Philadelphia City Passenger Railway Company**

On March 30, 1855, a bill “to incorporate the Philadelphia City Passenger Railway Company” was introduced in the Senate, which appears to have been delayed. Another similar piece of legislation was read to the Senate on January 23, 1856.<sup>21</sup> However, public “remonstrances” were delivered to the Senate with complaints about the “Philadelphia city passenger railways.”<sup>22</sup> In the case of the PHPRC, property owners along Chestnut Street were largely against the installation of the railway, which delayed the development by a few years.<sup>23</sup> Despite these objections, the PCPRC was officially chartered in 1859, one of nineteen passenger railway companies formally established between 1857 and 1859. The company would eventually host at least three divisions—The “Main Line” on Chestnut Street; and the “Park Division”—also known as the Darby Division.<sup>24</sup>

Plans for the car house and stable on Darby Road between 49<sup>th</sup> and 50<sup>th</sup> Streets in West Philadelphia began as early as 1858. The facility to serve what they referred to as the Park Division. Plans for the construction indicate that the facility was surrounded by farm land.<sup>25</sup>

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<sup>21</sup> “Pennsylvania Legislature,” *Public Ledger*, 31 March 1855, 1.

<sup>22</sup> “Monday, February 4,” *Carlisle Weekly Herald*, 6 February 1856, 1.

<sup>23</sup> “Wednesday, Jan 23,” *Carlisle Weekly Herald*, 30 January 1856, 1.

<sup>24</sup> Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.

<sup>25</sup> Ernest Hexamer, *Hexamer General Surveys* (Philadelphia: Hexamer, 1882), v. 6, p. 467.

At least one of the lines appears to have been in operation before the close of 1859, as the PCPRC's expense ledger began on August 19, 1859. The PCPRC's first expenditure on horses took place on September 22, 1859 to the tune of \$2,500 with more than double that amount spent by the first week of October. On the same day in September, under "Depot Expense," the PCPRC recorded a remittance of \$50.00 to Geo. S. Bechtel "for plans."<sup>26</sup> However, it is unknown exactly which of the facilities, if any, these plans ultimately served.

The ground associated with the subject property appears to have come into the possession of Coffin Colket and Amos Ellis in 1860, as the mortgage was recorded on June 20 of that year.<sup>27</sup> While the early minutes and records of the company appear not to exist within the larger collection of the Philadelphia Rapid Transit Collection at the Historical Society of Pennsylvania, later annual reports account for receipts as early as 1861, which indicate that by that time the company was operating a passenger railway in at least one of its branches.<sup>28</sup>

YEARS.	GROSS RECEIPTS.	AMOUNT PAID IN DIVIDENDS, INTEREST AND GROUND-RENT.	PER-CENTAGE.	PAID IN CAPITAL.	AMOUNT PAID IN DIVIDENDS.	PER-CENTAGE.
1861	\$81,100 63	\$30,000 00	36 $\frac{9}{100}$	\$100,000 00	\$30,000 00	30
1862	90,107 45	41,500 00	46 $\frac{2}{100}$	100,000 00	40,000 00	40
1863	108,804 74	44,600 00	40 $\frac{9}{100}$	100,000 00	42,500 00	42 $\frac{1}{2}$
1864	129,316 40	39,600 00	30 $\frac{5}{100}$	100,000 00	37,500 00	37 $\frac{1}{2}$
1865	153,429 47	49,600 00	32 $\frac{3}{100}$	100,000 00	47,500 00	47 $\frac{1}{2}$
1866	191,325 49	35,378 74	18 $\frac{4}{100}$	225,000 00	30,000 00	13 $\frac{3}{4}$
1867	228,257 11	56,039 97	24 $\frac{5}{100}$	225,000 00	45,000 00	20
1868	250,556 82	58 139 82	23 $\frac{3}{100}$	225,000 00	45,000 00	20
1869	255,815 73	57 000 00	22 $\frac{3}{100}$	225,000 00	45,000 00	20
1870	321,866 35	69,885 83	21 $\frac{7}{100}$	225,000 00	45,000 00	20
1871	346,982 14	76,850 00	22 $\frac{1}{100}$	225,000 00	52,500 00	23 $\frac{1}{2}$
1872	347,283 36	84,350 00	24 $\frac{2}{100}$	225,000 00	60,000 00	26 $\frac{2}{3}$
1873	362,109 13	100,697 50	27 $\frac{8}{100}$	225,000 00	75,000 00	33 $\frac{1}{3}$
1874	443,737 87	128,410 00	28 $\frac{9}{100}$	475,000 00	100,000 00	21 $\frac{5}{100}$
1875	514,126 74	132,960 00	25 $\frac{8}{100}$	475,000 00	100,000 00	21 $\frac{5}{100}$
1876	793,160 37	126,460 00	15 $\frac{9}{100}$	475,000 00	90,000 00	18 $\frac{3}{100}$
1877	449,821 72	91,814 44	20 $\frac{4}{100}$	475,000 00	55,000 00	11 $\frac{3}{100}$
1878	449,716 90	117,113 33	26 $\frac{0}{100}$	475,000 00	80,000 00	16 $\frac{3}{100}$
1879	471,849 99	131,133 00	27 $\frac{7}{100}$	475,000 00	95,000 00	20
1880	525,479 57	134,690 00	25 $\frac{8}{100}$	475,000 00	100,000 00	21 $\frac{5}{100}$
1881	566,477 31	133,750 00	23 $\frac{5}{100}$	475,000 00	100,000 00	21 $\frac{5}{100}$
1882	524,569 12	123,750 00	23 $\frac{4}{100}$	475,000 00	90,000 00	18 $\frac{3}{100}$
1883	534,674 00	158,750 00	29 $\frac{6}{100}$	475,000 00	125,000 00	26 $\frac{2}{100}$
	\$8,140,568 41	\$2,022,472 63	24 $\frac{8}{100}$		\$1,530,000 00	21 $\frac{7}{100}$

The above table shows the "Gross Receipts" of the PCPRC from 1861 to 1883, contextualizing their income and ridership during that period. Source: "Statement showing the percentage of gross receipts, paid in dividends, interest and ground-rents, also the percentage of dividends paid on capitol stock for each year." Annual Report of the Philadelphia City Passenger Railway Co. For the fiscal year ending December 31, 1883. (Philadelphia: Stephen Green, Printer, 1884.), p. 10. Source: HSP.

<sup>26</sup> Collection 3158: Harold Cox Transportation Collection, HSP.

<sup>27</sup> Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, CAP.

<sup>28</sup> *Annual Report of the Philadelphia City Passenger Railway Co. For the fiscal year ending December 31<sup>st</sup>, 1883* (Philadelphia: Stephen Green, Printer, 1884), 10.



Stock Certificate of the PCPRC. Source: Google Images.

The PCPRC's Main Line on Chestnut Street would never have been prosperous without a physical connection between Center City and West Philadelphia. It seems that from its conception, the PCPRC was a driving force behind the construction of the Chestnut Street Bridge. Construction of the bridge appears to have started in September 1861 and extended through 1866. Designed by Strickland Kneass (1821-1884), the bridge, constructed of cast iron, was touted by the City of Philadelphia as one of the great accomplishments in municipal infrastructure.<sup>29</sup> By January 1867, it was reported that roughly \$67,500 in construction costs had been paid out in PCPRC bonds, which was just part of the larger cost—then reported as \$360,366.<sup>30</sup>



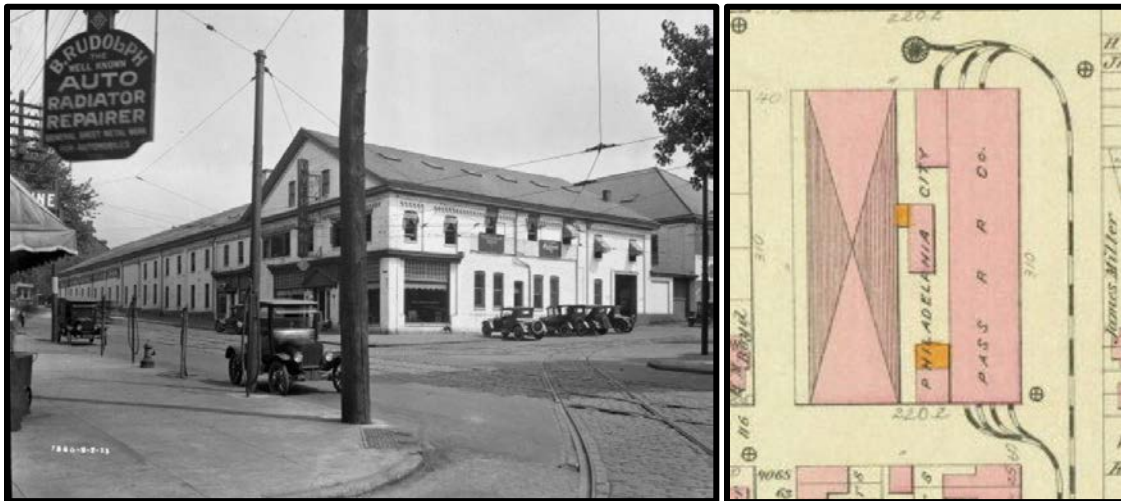
The Chestnut Street Bridge, south side looking east, c. late 1860s. Source: The History of Chestnut Street, HSP.

<sup>29</sup> Christopher R. Dougherty. "Creativity in Cast Iron: Stickland Kneass' Chestnut Street Bridge." The PhillyHistory Blog. < <http://www.phillyhistory.org/blog/archive/2008/02/21/creativity-in-cast-iron-strickland-kneasss-chestnut-street-bridge.aspx>> Accessed on 17 May 2018.

<sup>30</sup> "New Bridges," *The Evening Telegraph* (Philadelphia), 14 January 1867, 3.

The PCPRC's Main Line on Chestnut Street would require a terminus, as well as service facilities, which would be located at the property acquired by Colkett and Elliss.<sup>31</sup> In 1864, the PCPRC constructed the temporary sheds that then comprised the subject complex at the southwest corner of Chestnut and 41st Streets. The complex was bounded by Chestnut Street at the north; 41st Street at the east; Sansom Street at the south; and 42nd Street at the west.

In 1866, Coffin Colket transferred ownership of the subject property to the PCPRC.<sup>32</sup> While components of the subject complex may have been built between 1864 and 1866, financial records of the PCPRC indicate that a significant investment was made in the "Car House," which likely represents the construction of the subject property.



Left: Passenger Depot at the southeast corner of Chestnut and 42nd Streets, August 3, 1923 by Cooke. Source: Department of Records, City of Philadelphia. Right: 1878 Philadelphia Atlas, 24<sup>th</sup> and 27<sup>th</sup> Wards. Source: Greater Philadelphia GeoHistory Network.

Building No. 1 was divided into several parts, the primary components of which included the eastern and western sections. The entire western, two-story section of the building was of brick construction with a slate roof, being 160 feet of the larger 310 foot building in length. This section contained the "1<sup>st</sup> fl: offices" and "2d floor: Storeroom" at the northwest corner of the larger building. At the opposite corner, in the second story was the "Harness Maker Shop." Much of the space was "1<sup>st</sup> floor: Car House" and "2d floor: Carpenter Shop." Appending the southwest corner of the building was a two-story wing of brick construction with a slate roof, which included a "1<sup>st</sup> floor: Driver's Room;" a "1<sup>st</sup> Floor: Repair Shop & Storeroom;" and "2d floor: Paint Shop." Between the main block of the building and the wing was a small, one-story building of brick construction with a slate roof. This part of the building contained a small "Store Room" and a large "Watercloset." Serving as the "Car House," the eastern section was a large one-story building of brick construction with a slate roof. This portion measured 150 by 63 feet with large doors facing

<sup>31</sup> Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, CAP.

<sup>32</sup> Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, CAP.



onto 41st Street. At the time of the Hexamer Survey made between 1866 and 1876, there were 46 cars housed in the parts of the building used as a “Car House.” Building No. 2 was one large, one-and-one-half-story brick shed with a slate roof. The first floor contained the “Stable” and the second floor contained the “Hay Loft.” There were large doors facing onto both Sansom and 41<sup>st</sup> Streets. At the time of the Hexamer Survey in 1877, there were 290 horses quartered in the building with the potential to accommodate 385. The portion of the Chestnut Street building where Building No. 3 now stands was a multipurpose, one- and two-story building constructed of brick with a slate roof. The two-and-one-half-story section at the west served as the “1<sup>st</sup> fl: Engine & Boiler[-]room;” a “2<sup>nd</sup> fl: “Corn Mill;” and an “Attic: Watertank.” Occupying a larger portion of the ground space of the building, the single-story section at the east was constructed of brick with a slate roof, being first used as a “Black Smith” shop.<sup>33</sup>

In 1874, the PCPRC began updating its Park Division with the construction of a new service facility, including a car house and stables. Located in a triangular lot with Columbia-Philadelphia Avenue at the northeast, Jefferson Avenue at the southeast, and Belmont Avenue at the southwest, these new facilities were no doubt built to accommodate the traffic created by the Centennial Exhibition.<sup>34</sup> The PCPRC employed John Sunderland as “Architect, and Superintendent of Construction,” and the total cost of the project was \$167,693.99, which included their share of paving and grading Jefferson and Columbia Avenues.<sup>35</sup>

In 1883, the PCPRC suffered a fire that destroyed a portion of Building No. 2, which was soon after rebuilt. Shortly after the incident, the WPPRC offered to lease PCPRC’s lines, including its primary Chestnut Street line. The lease was executed on December 31, 1883.<sup>36</sup> The lease included the PCPRC’s lease of the Philadelphia and Darby Railway Co., which began on January 1, 1870. WPPRC began operating lines on January 1, 1884.<sup>37</sup>

Along with several other passenger railway companies in Philadelphia, the lines and rights-of-way of the WPPRC was leased to the Philadelphia Traction Co. (PTC) on April 30, 1884. Incorporated in 1883, the PTC would eventually operate “approximately one hundred and sixty-five miles” of track, or “one-half the total miles of all the companies.”<sup>38</sup> The larger share of The PTC was one of three primary companies that had leased most of the lines. The other two companies were the Electric Traction Company and the Peoples Traction Company.

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<sup>33</sup> Ernest Hexamer, *Hexamer General Surveys* (Philadelphia: Hexamer, 1882), v. 4, p. 290.

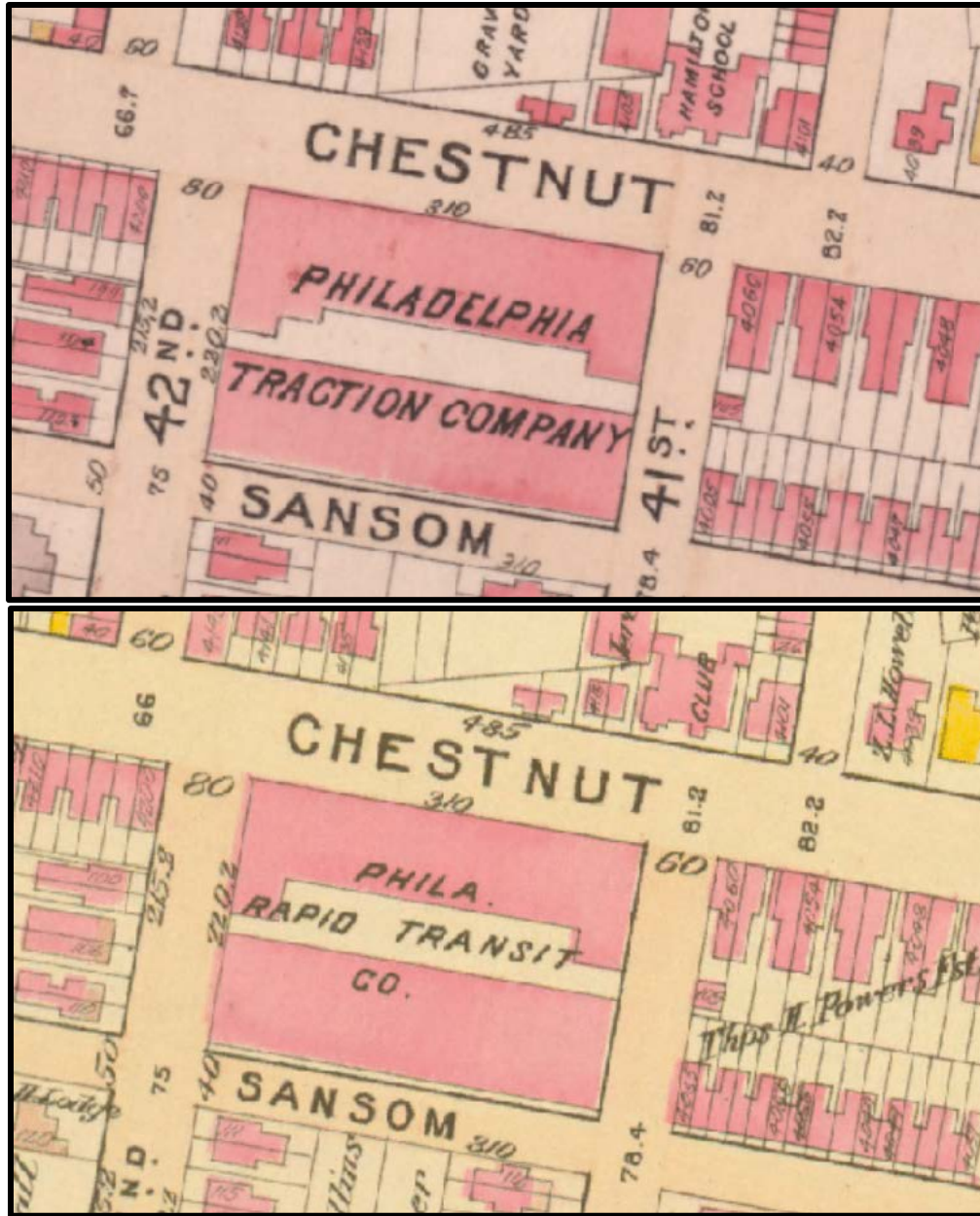
<sup>34</sup> Ernest Hexamer, *Hexamer General Surveys* (Philadelphia: Hexamer, 1882), v. 10, p. 897.

<sup>35</sup> John Sunderland, Architect and Superintendent of Construction. “Exhibit A,” *Annual Report of the Directors of the Philadelphia City Passenger Railway Co. to the Stockholders, for the Fiscal Year Ending December 31, 1877* (Philadelphia: Press of Lewis & Green, 1878), 17-21.

<sup>36</sup> *Lease: The Philadelphia City Passenger Railway Company To The West Philadelphia Railway Company* (Philadelphia: Allen, Lane & Scott, Printers, 1883).

<sup>37</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, 197.

<sup>38</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, 92.



Top: 1895 Philadelphia Atlas, G.W. Bromley. Source: Greater Philadelphia GeoHistory Network.  
 Bottom: 1910 Philadelphia Atlas, G.W. Bromley. Source: Greater Philadelphia GeoHistory Network.

Generally, electrification of the car lines began in 1892 and was largely completed by 1896, during which time the Chestnut Street Line, among other rights-of-way of the WPPRC, was electrified. Authorization for electrification occurred in 1891, but was refined in 1893.<sup>39</sup> The subject building continued to serve during that time as a car house and shop, as it would through the first quarter of the twentieth century.

<sup>39</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, 93. The information was obtained from Chart 13.

PTC lasted a little more than a decade when it was leased to the Union Traction Co. (UTC) on April 1, 1897. UTC had been established just two years earlier on September 6, 1895, and also leased the lines of the Electric Traction Company and the Peoples Traction Company.<sup>40</sup>



Top: Chestnut Street, showing the trolley tracks of the former PCPRC's Main Line with Building No. 1a on the right. Source: Robert Morris Skaler, *West Philadelphia: University to 52<sup>nd</sup> Street* (Arcadia Publishing, 2002), 40. Bottom: The former PCPRC's Main Line, showing a modern, electrified trolley c. 1912 in the 3900 Block of Chestnut Street in West Philadelphia. Source: Robert Morris Skaler *West Philadelphia: University to 52<sup>nd</sup> Street* (Arcadia Publishing, 2002), 39.

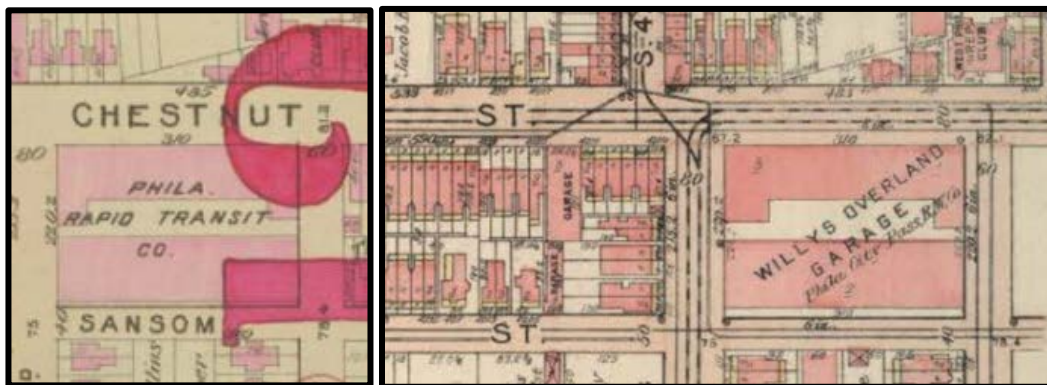
UTC had control of the former WPPRC's lines for just a few years when it too was leased, becoming part of the Philadelphia Rapid Transit Company (PRT), officially incorporated on May 1, 1902.<sup>41</sup> PRT maintained a high degree of control over the former lines of the PCPRC and the WPPRC, as well as their other rights-of-way, until roughly 1913, when the City of Philadelphia established the Department of City Transit (the Department). The Department was created to oversee the development of rapid transit in Philadelphia, and the idea was that any new infrastructure created by city funds would be leased by the PRT. The subject complex appears to have still been in use by the PRT in 1913, as it appears on a 1916 atlas. However, at some point between 1916 and 1918, the property ceased being used by PRT. Potentially, the subject property

<sup>40</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, 93. The information was obtained from Chart 13.

<sup>41</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, p. 93. The information was obtained from Chart 13.

served mass public transit until around 1913 when a large “\$200,000 Car House” was built by the PRT on the sizeable parcel between Vine and Callowhill Streets, and 58th and 59<sup>th</sup> Streets.<sup>42</sup> Though the company maintained ownership of the property at 4100 Chestnut Street, it sought other uses for the site and recognized the broader movement from mass transportation to personal vehicles. By 1919 the PRT obtained a permit to reconfigure the buildings for use as an automobile salesroom, office, and shop, which it could then lease to a private automobile company.<sup>43</sup> The extensive work to convert the buildings to a showroom included demolishing the eastern portion of the Chestnut Street car house (at the corner of 41<sup>st</sup> and Chestnut Streets) and constructing a new building to link the remaining portion of the car house to the southern stable and hayloft. Similarly, a large portion of the stable and hayloft was demolished, though the portion fronting 41<sup>st</sup> Street was retained and incorporated into the new construction. The linking structure was designed in the style of the older structures and maintained the rhythm of the bays; however, the construction of the linking structure caused the removal of the original hipped roof and monitor from the stable and hayloft building. The newly conjoined buildings now had one continuous gable roof. In its new form, the buildings housed salesrooms and offices for Willys-Overland Inc., which sold Overland and Willys-Knight automobiles and parts.<sup>44</sup>

In the years the property served Willys-Overland Inc. and successive businesses, it remained under the ownership and management of the Department and the PRT. In 1940, the Philadelphia Transportation Company (PTC), the predecessor of the Southeastern Pennsylvania Transportation Authority (SEPTA), was established by the merger of the PRT and several independent transit companies. That merger resulted in PTC’s relatively short-lived ownership of the property. By 1945, as PTC moved away from its aging fleet of trolleys and introduced a series of trackless trolleys and motor buses, it entered into an agreement of sale with a private company and ended the property’s long transportation history.<sup>45</sup>



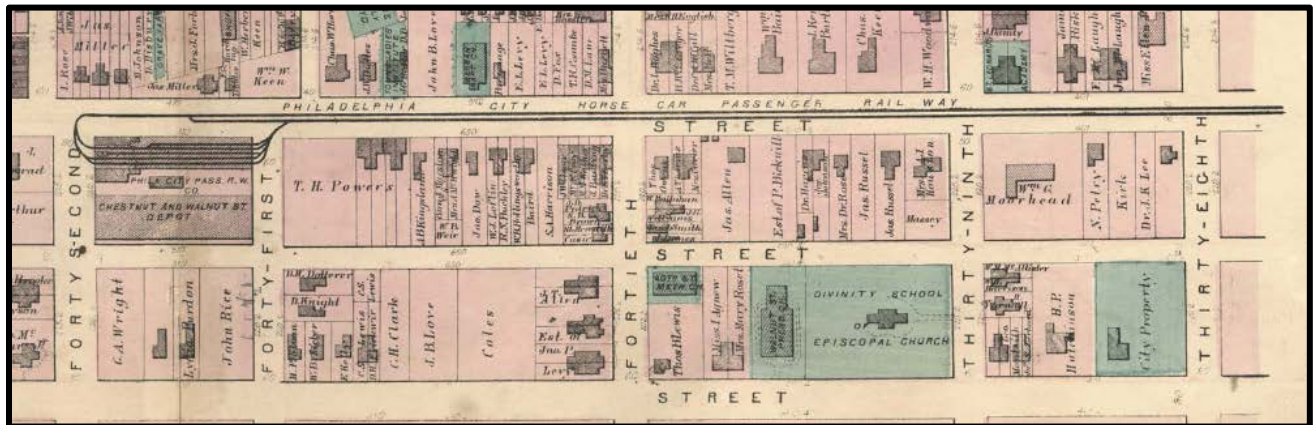
Left: Bromley, *Atlas of the City of Philadelphia* (Philadelphia: 1916), Plate 10. Right: Bromley, *Atlas of the City of Philadelphia* (Philadelphia: 1927), Plate 24. Source: Greater Philadelphia GeoHistory Network.

<sup>42</sup> “To Build \$200,000 Car House,” *The Philadelphia Inquirer*. (Philadelphia: 14 May 1913), 11.

<sup>43</sup> “Application for Permit for Additions, Alterations, Repairs,” Bureau of Building Inspection, City of Philadelphia, 19 February 1919, Philadelphia City Archives.

<sup>44</sup> *The Philadelphia Inquirer*. (Philadelphia: 20 February 1921), 40; “Real Estate Record” of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.; and Bromley. *Atlas of the City of Philadelphia* (Philadelphia: 1927), Plate 24.

<sup>45</sup> Weigley, *Philadelphia: A 300 Year History*; Deed: Philadelphia Transportation Company to Mid-Atlantic Properties, Inc., 15 December 1944, Philadelphia Deed Book C.J.P., No. 747, p. 76, CAP.



Atlas of the 24th and 27th Wards, West Philadelphia, by Hopkins, 1872.  
 Source: Greater Philadelphia GeoHistory Network.

**Our Service!**

**Philadelphia Rapid Transit Co.  
 1035 Land Title Building  
 Philadelphia, Pa.**

**EXECUTIVE  
 OFFICE**

Feb. 8, 1921

*Appreciation of Service*

**Mr. H. B. Harper,  
 Overland Harper Co.,  
 42nd and Chestnut Sts.,  
 Phila., Pa.**

**My dear Mr. Harper:**  
*Even in the automobile business I presume there are plenty of people who complain and that a word of appreciation is not amiss.*

*It is with a great deal of pleasure that I write you to express my admiration of your service-station organization. There is always evident an exceptional and uniform courtesy from top to bottom. Whenever I leave my car there, I do so with a feeling that my interests will be guarded even more intelligently than I could do it myself, and that every effort will be made to make the job right.*

**Yours very truly,**

**(Name Furnished)  
 (Upon Request.)**

1921 Advertisement for the Overland Harper Co. Source: Newspapers.com.

### **Historic Context: West Philadelphia as a Streetcar Suburb**

The development and growth of West Philadelphia as a dense residential suburb is based its proximity to public transportation, which allowed people to commute to Center City, while living west of Schuylkill River. The village of Hamilton carved out of the Woodlands estate of William Hamilton was perhaps the first planned modern suburb of Philadelphia. Its genesis was linked to the improved transportation access that the opening in 1805 of the first Permanent Bridge at Market Street. Though the bridge offered a more direct connection to the city, it was not until introduction of street car systems that West Philadelphia really began to grow. In 1850 West Philadelphia had a population of just 11,487 but in 1870, only 12 years after the opening of the first street car line, the population had risen to 44,337 – a 284% increase.<sup>46</sup>

The importance of street car systems to the growth of the cities in the United States is widely recognized by historians. Sam Bass Warner's study *Streetcar Suburbs: The Process of Growth in Boston, 1870–1900* is one of the first to highlight the connection. West Philadelphia perhaps best represents this trend in Philadelphia.



A horse drawn passenger car. Source: the University City Historical Society.

In his West Philadelphia study Robert C. Jackle provides a good description of the early stage of this development:

The most important urban transportation innovation of the late 1850's and early 1860's was the introduction of the horsecar to Philadelphia in 1858. Horses previously pulled small cramped boxes called omnibuses over the rough, generally unpaved city streets. They now were able to pull larger loads at greater speeds with relative comfort by the use of iron rails laid in the streets. These so-called horsecars, or street passenger railways, would have a substantial impact on the growth and shaping of the entire city. Their impact upon West Philadelphia, which although

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<sup>46</sup> John Daly and Allen Weinberg, *Genealogy of Philadelphia County Subdivisions* (Philadelphia: Department of Records, 1966), 94, 98.

geographically close to the city business district still remained relatively isolated in 1860, was particularly dramatic.

By 1860 the city had 18 passenger railways employing 463 cars, 2,916 horses and 1,837 men. A total of 158 miles of single track traversed the city. The principal line in West Philadelphia was the West Philadelphia Passenger Railway Company which opened on July 2, 1858. A charge of eight cents was made for the trip from near 65th Street and Haddington Avenue in Haddington Village to Third and Market near the heart of the Old City commercial district in 1860. It cost five cents for the trip from Margarett (36th) Street to the same destination. The line ran from Third and Market west on Market Street, across the bridge to 41st and Market where it turned north on 41st to the depot at 41st and Haverford, and thence out Haverford to 65th Street near Haddington Avenue. ... This transportation marvel employed 42 cars, 204 horses and 129 men. In addition, it connected with the Hestonville, Mantua and Fairmount Passenger Railroad near 35th and Bridge (Spring Garden) Streets and the Delaware County Railroad tracks terminating near 42nd and Market Streets and which ran westward into Delaware County.<sup>47</sup>

The long-term effects are clearly visible even today. As Jackle states:

The horsecar, streetcar and rapid transit were introduced to West Philadelphia between 1858 and 1907 and allowed the decentralization of both residence and industry. New residential neighborhoods were created. Transit route location was the primary shaper of West Philadelphia between 1860 and 1910. The physical shape and location of residential and industrial neighborhoods determined who was most likely to reside there during this period. Prior to 1870, transit routes followed development since transit developers could not afford the financial risk of building where there was nothing established. Theirs was the more conservative approach of profiting from traffic generated by the already established areas. After 1870, however, and especially with the introduction of the electric streetcar, route planners anticipated the profits to be generated by opening new areas to settlement.<sup>48</sup>

The expansion of the streetcar networks in West Philadelphia into the early twentieth century, particularly after the electrification of the lines in the 1890s, brought the population of West Philadelphia to 129,110 – 1,000% increase from the pre-streetcar population.<sup>49</sup> This significance is recognized in the very name of West Philadelphia’s largest National Historic Register District

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<sup>47</sup> Robert Carl Jackle, “Philadelphia Across the Schuylkill: Work, Transportation, and Residence in West Philadelphia, 1860 – 1910” (PhD diss., Temple University, 1986), 41–42.

<sup>48</sup> Jackle, “Philadelphia Across the Schuylkill,” 3.

<sup>49</sup> Daly and Weinberg, *Genealogy of Philadelphia County Subdivisions*, 94, 98.

– The West Philadelphia Streetcar Suburb Historic District. As the first streetcar line to come to West Philadelphia, the West Philadelphia Passenger Railway Company served a critical in this development.



An illustration for the passenger railway companies and their facilities. Source: Free Library of Philadelphia.

**Historic Context: The Development of a Modern Passenger Railway System in Philadelphia**  
 As Frank D. McLain, author of *The Street Railways of Philadelphia*, would later state in 1907, “...by the end of 1859, with nineteen charters granted, the nucleus of the present extensive system was fairly established.”<sup>50</sup> The following companies were officially chartered between 1857 and 1859 (the table below also includes the number of passengers each company carried for the fiscal year ending on October 31, 1864):

<b>Railway Company</b>	<b>Chartered</b>	<b>Passengers/Receipts 1864)</b>
Central Passenger	1858	Unknown/Unknown
Citizens’ Passenger	1858	3,250,000/\$162,367
Fairmount Passenger	1858	1,729,000/\$95,335
Fairmount & Arch Street	1858	1,705,760/\$77,532
Frankford & Southwark	1857	4,900,000/\$251,897
Germantown Passenger Railway	1858	Unknown/\$176,539
Girard College Passenger	1858	Unknown /\$102,861
Green & Coates Streets	1858	2,919,908/\$166,775
Hestonville, Mantua & Fairmount	1859	Unknown/\$59,473
Philadelphia City Passenger	1859	2,631,160/\$133,462
Philadelphia & Darby Railway	1857	334,926/\$32,448
Philadelphia & Gray’s Ferry	1858	1,892,956/\$79,592

<sup>50</sup> McLain, “The Street Railways of Philadelphia (1908),” 22 (1908), 233–234.



Philadelphia & Olney	1859	Unknown/Unknown
Richmond & Schuylkill	1859	Unknown/Unknown
Ridge Avenue & Manayunk	1859	Unknown/\$39,334
Second & Third Streets	1858	7,500,000/\$355,773
Seventeenth & Nineteenth Streets	1859 <sup>51</sup>	Unknown/\$41,296
Thirteenth & Fifteenth Streets	1859	1,750,000/\$116,912
West Phila. Passenger Railway	1857	Unknown/\$220,672

\*By 1864, the above-referenced statistics included the Delaware County Company (Unknown/\$6,876) and the Lombard and South Company (1,200,000/\$54,040).

From the late 1850s through the end of the nineteenth century, passenger service was provided with cars that were conveyed along tracks within the public streets and rights-of-way by horses and mules. Like today, the cars were parked in large facilities where they were also maintained and serviced. However, in this earlier period, the facilities of passenger railway companies included stables for horses and mules. In February of 1864, *The Baltimore Sun* reported that in the previous year a total of 2,325 horses were employed by passenger railways throughout Philadelphia.<sup>52</sup> Unlike later cable and electric cars, horses and mules required care and housing after the line had ceased service for the day. *The Baltimore Sun* also reported “...the cost of hay and feed to a single company with 274 horses amounts to about \$40,000 [per annum],” and another “...with 382 horses, it amounts to \$50,000.” Horse-shoeing was said to cost one company over \$7,000 annually.<sup>53</sup> An entire book could be written just on the cultural and economic history of horses used for public conveyance; however, the primary purpose of this information is to illustrate the cultural, economic, and historical heritage of the period of horsecars and the presence of the horse in Philadelphia at the time.

These early passenger railway companies not only provided basic passenger service, but were also largely responsible for the pavement and continued maintenance of the entire street and/or right-of-way (curb to curb) upon which they operated, including the removal of snow or any other obstructions. Enacted in July 1857 by the Select and Common Councils of the City of Philadelphia, the street railway companies were regulated by “An Ordinance To Regulate Passenger Railway Companies.” The Ordinance required the following: submittal of “all proposed plans, courses, styles of rails, and manner of laying the same to the Board of Surveys and Regulations” for approval; the “cost and expense of maintaining, paving, repairing and repaving” required for any work that took place “on any road, street, avenue or alley occupied by them;” etc. McLain estimated that that passenger railway companies provided nearly 500 miles of street paving to the city between 1857 and 1908. Additionally, at least fifteen of the companies paid a six percent tax (on all dividends of the company greater than six percent) to the city; however, not all companies complied with this standard.

<sup>51</sup> McLain, “The Street Railways of Philadelphia,” 233–34.

<sup>52</sup> “Philadelphia City Passenger Railways,” *The Baltimore Sun*, 12 February 1864, 1.

<sup>53</sup> “Philadelphia City Passenger Railways,” *The Baltimore Sun*, 12 February 1864, 1.

In 1885, the Market Street line of the WPPRC was one of the first to employ cables. Columbia Avenue and 7th and 9<sup>th</sup> Streets followed with the use of cables; however, this mode of power was never “satisfactory.”



A trolley at the depot. Source: Free Library of Philadelphia.

The following companies represent the early period of passenger railway companies:

<b>Company Name, Inc./Operational Period</b>	<b>Completed</b>	<b>Lessee, Lease Date</b>
Beach St. Connecting Passenger Railway Co. 1902	1907	PRT 1903
Catherine & Beach Streets Railway Co. 1889	1890	PRT 1890
Centennial Passenger Railway Co. 1889	1896	PRT 1893
Chester & Philadelphia Railway Co. 1910/1910–11	1910	PRT 1911
Philadelphia & Chester Railways Co. 1900/1901–10	1901	Foreclosed 1910
Citizens Clearfield & Cambria St. R. Co. 1894/1895–96	1895	Union Traction 1896
Citizens East End Railway Co. 1894/1895–96	1895	Union Traction 1896
Citizens Passenger Railway Co. 1858/Unknown	Unknown	F&SPCPC 1892
Continental Passenger Railway Co. 1873/Unknown	1876	Union Passr 1880
Darby & Yeadon Street Railway Co. 1904/Unknown	1907	PRT 1904
Doylestown & Willow Grove Street Railway Co. 1900/U	Unknown	PRT 1902
Electric Traction Co. 1893/Unknown	Unknown	Union Traction 1896
Empire Passenger Railway Co. 1869/1870–97	1870	Union Traction 1897
Fairmount Park & Haddington Passenger R. Co. 1892/Unknown	Unknown	HM&FPRC 1895
Frankford & Southwark Phila. Pass. R. Co. 1854/U	1894	Electric Tract. 1893
Germantown Loop Railway Co. 1920/Unknown	1920	PRT 1920
Germantown Passenger Railway Co. 1858/Unknown	1881	Peoples PRC 1881
Girard Avenue Passenger Railway Co. 1894/Unknown	1895	Peoples PRC 1895
Hestonville, Mantua, & Fairmount PRC 1859/Unknown	Prior 1898	Union TC 1898
Hillcrest Avenue Passenger Railway Co. 1896/Unknown	1898	Peoples PRC 1896
Huntingdon Street Connecting PRC 1894/Unknown	1896	PTC 1895
Kessler Street Connecting PRC 1892/1892–96	1892	Union PRC 1892
Lehigh Avenue Railway Co. 1873/1890–99	1890	Union TC 1899
Market Street Elevated PRC 1901/Unknown	1905	PRTC 1901
Motor Real Estate Co. 1918/Unknown of the PRTC	NA	NA
Northern Passenger Railway Co. 1890/Unknown	1892	Peoples PRC 1892
Peoples Passenger Railway Co. 1873/Unknown	Unknown	UnionTC 1896
Peoples Traction Co. 1893/Unknown	Unknown	UnionTC 1896
Philadelphia, Cheltenham, & Jenkintown PRC 1892/U	1896	PeoplePRC 1895
Philadelphia City Passenger Railway Co. 1859/1859–84	Unknown	WPPRC 1884
Philadelphia & Darby Railway Co. 1857/1859–70	Unknown	PCPRC 1870
Philadelphia & Grays Ferry PRC 1858/Unknown	Unknown	PTC 1891
Philadelphia Traction Co. 1883/1883–95	Unknown	UnionTC 1895
Philadelphia & Willow Grove SRC 1901/Unknown	1904–08	PRTC 1904

Real Estate Holding Co. 1902/Unknown	NA	NA
Ridge Avenue Connecting Railway Co. 1892/1892–95	Unknown	PTC 1895
Ridge Avenue Passenger Railway Co. 1859/1859–92	Unknown	PTC 1892
Second & Third Sts. PRC 1858/Unknown	Unknown	FSPCPRC 1893
Seventeenth & Nineteenth SPRC 1859/Unknown	Unknown	CPRC 1879
Snyder Avenue Railway Co. 1911/1912–?	1912	UnionTC 1912
Thirteenth & Fifteenth Sts. PRC 1859/1859–92	1859–92	TRC 1892
Twenty-Second St. & Allegheny Ave. PRC 1890/1891–94	1891	PTC 1894
Union Passenger Railway Co. 1864/1865–84	Unknown	PTC 1884
Union Traction Co. 1895/1896–1902	Unknown	PRTC 1902
Walnut St. Connecting PRC 1890/1894–95	Unknown	PTC 1895
West Philadelphia PRC 1857/1859–84	Unknown	PTC 1884
Willow Grove Park Co. 1919/Unknown	1895–1903	PRTC 1920 <sup>54</sup>

On December 31, 1883, the Philadelphia City Passenger Railway Co. leased their lines for operation and use to the West Philadelphia Passenger Railway Co. This lease included the Philadelphia & Darby Railroad Co.<sup>55</sup> On April 30, 1884, the Philadelphia Traction Company (PTC) went under agreement to operate and lease the West Philadelphia Passenger Railway Company (WPPRC). The PTC signatories William H. Kemble, President; and Peter A. B. Widener, Secretary. The WPPRC signatories included John G. Johnson and Samuel R. Reed.<sup>56</sup>

<sup>54</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, Docket No. 3504.

<sup>55</sup> *Lease: The Philadelphia City Passenger Railway Company to The West Philadelphia Passenger Railway Company* (1883).

<sup>56</sup> *Agreement: Philadelphia Traction Company and the West Philadelphia Passenger Railway Company. 30 April 1884*. Source: Cox Transportation Collection, Historical Society of Pennsylvania.

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### **Contributions**

This nomination was prepared by the Keeping Society of Philadelphia for the University City Historical Society. Oscar Beisert, Architectural Historian and Historic Preservationist, wrote the nomination with comments and edits by J.M. Duffin, Archivist. Photographs from a previous nomination, by Annie Albert, were provided by the University City Historical Society. Meredith Keller, Historic Preservation Planner of the Philadelphia Historical Commission, provided research materials.

## APPENDIX A: ADDITIONAL CONTEXT

### **Historic Context: The Consolidation & Modernization of Philadelphia**

As unveiled by a thirty percent population boom in the 1840s, the numerous governmental bodies and structures within the jurisdiction of Philadelphia County in the middle of the nineteenth century, including all of its districts, boroughs, and townships, proved generally unable to meet the needs of the enlarged and ever-growing population. While the county seat certainly boasted a more complex and evolved system of local government with a greater compliment of amenities and services, the City of Philadelphia lacked the authority and/or jurisdiction to address the growing problems that ultimately plagued its citizens and limited regional progress.<sup>57</sup> As the new decade opened in 1850s and the population growth continued at increased rates, the disorganization, disjunction and inconsistencies created pandemonium, as the said services provided at the center of Philadelphia County were outmoded and inadequate. Most districts, boroughs, and townships were without adequate or consistent services, including basic fire and police protection. Like many industrial cities that grew exponentially in the Victorian era, Philadelphia found itself entering a new world dominated by advent of municipal infrastructure and increased services for a new and enlarged citizenry.

The urban disarray finally led to the Act of Consolidation, also known as the Act of February 2, 1854 (P.L. 21, No. 16), in which the Pennsylvania General Assembly created the consolidated City and County of Philadelphia. By the end of the decade, Philadelphia had experienced its greatest period of growth, reaching just over a 365 percent rise in population—from inhabitants numbering 121,376 in 1850 to 565,529 in 1860.<sup>58</sup> During this time the newly consolidated City of Philadelphia regulated the establishment, installation, and operation of various forms of infrastructure, from its old, broken-down public market system to basic fire and police protection services county-wide. Transportation, including public streets, railroads, street railways, etc., became a major component of the services required in a modernizing city.

Even by the 1850s, Philadelphia's residential built environment was largely defined the low-rise, row house. The five- and six-story terraced streetscapes common in the residential sections of New York City and across the Atlantic in Europe would not come to Philadelphia with any great force in the nineteenth century. Preserving its tradition of two-, three-, and four-story, largely single-family row houses required a greater land area for the expansion of residential development into the former districts, boroughs, and townships that once comprised Philadelphia County. While many of these new neighborhoods of houses were huddled around factories, the most fashionable and solidly comfortable middle-class enclaves required public transportation to conveniently convey working Philadelphians from a residential district to their place of business. The suburbanization of West Philadelphia followed this development pattern with large sections being almost entirely removed from commercial and industrial sections of the city that historically were less defined by neighborhood. Starting in a major way in the 1850s, the residential development

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<sup>57</sup> U.S. Census Population Schedule, 1850.

<sup>58</sup> U.S. Census Population Schedule, 1860.

that would come to define West Philadelphia was an important aspect of the larger development of Philadelphia in the second half of the nineteenth century.<sup>59</sup>

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<sup>59</sup> Roger Miller and Joseph Siry, “The Emerging Suburb: West Philadelphia, 1850–1880,” *Pennsylvania History* 47 (1980): 99–146; and “A Plan of the Village of Hamilton,” 1804, Of 607 1804, Historical Society of Pennsylvania.



## APPENDIX B: DOCUMENTATION

B. & D. FORM 14

**"A"**

**DEPARTMENT MEMORANDUM**

PRESENT BUILDING—CLASS 300 MATERIAL Brick PERMIT No. 644  
 NEW BLDG. OR ADD.—CLASS 200 MATERIAL Brick FEE 40.00 add. cost  
 PLAN No. 137A-E

Application for Permit for Additions, Alterations, Repairs, One-Story Structures, Frame Buildings, Bay Windows, Heaters, Boiler and Engine Foundations, etc.

Philadelphia, February, 1919

BUREAU OF BUILDING INSPECTION.

The undersigned applies for a permit to construct the following described work:

Location S.E. cor 42nd & Chestnut St.,  
27th. Ward \_\_\_\_\_

What is the present building used for? Automobile salesroom & office & Shop.

What will the new building or addition be used for? same.

Give definite particulars as to work proposed and materials used. Roof over space between present buildings, slag roof, galv. iron skylights, remove interior non-bearing walls, new bálks, new floors, plaster on metal lath, wood roof support for second floor, stone bases, 3 X 10 joist, ~~2 X 12~~ L L Y P girder construction, wood floors, no building work beyond building line on party lines. New building to be roofed over to have 10443 sq. ft floor, build fire walls 3'0" above roof on one side and two ends of building, fire doors as shown, close up all openings above roof.

Other addition: front portion 23 x 65, rear portion 12 x 201

All provisions of the Building laws and City Ordinances will be complied with, whether specified herein or not.

If dwelling or tenement, give size of open yard space remaining none required.

Time of Commencing Feb, 14th, 1919.

Estimated Cost \$25000.00

Drawn by Phila. Rapid Transit Co. Address 8th & Dauphin st.  
 Checked by Private Plans. " "  
Architect " "  
Contractor LeRoy K. Smith " 41st & Chester Ave.  
2419 LeRoy K. Smith " 4007 Chester Ave

STATE OF PENNSYLVANIA, }  
 COUNTY OF PHILADELPHIA, } ss.

I, \_\_\_\_\_, Notary Public for the Commonwealth of Pennsylvania, residing in the City of Philadelphia, do hereby certify that \_\_\_\_\_, the applicant above named, who, being duly sworn according to law, deposes and says that the facts above set forth are true to the best of his knowledge and belief. Deponent further says that the foregoing are all the improvements he will make under this permit.

Witness my hand and subscribed to before me, this 24 day of Feb. 1919.

LeRoy K. Smith  
 Notary Public, Philadelphia Co.

**APPROVED,**  
George Kelliott  
 FIRE MARSHAL

FEB 24 1919

The 1919 permit application to combine the existing structures by roofing over the space between buildings and constructing an addition. Source: Philadelphia City Archives.

*The Philadelphia City Passenger Railway Co.'s Car House & Stables  
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