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 ON CD (MS WORD FORMAT)

---

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

Street address: 631-37 N Broad Street

Postal code: 19123 Councilmanic District: 5

---

2. NAME OF HISTORIC RESOURCE

Historic Name: Edwin Hart Stable

Common Name: Calderwood Gallery

---

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: Furniture and decorative arts gallery

---

5. BOUNDARY DESCRIPTION

Please attach a plot plan and written description of the boundary.

---

6. DESCRIPTION

Please attach a description of the historic resource and supplement with current photographs.

---

7. SIGNIFICANCE

Please attach the Statement of Significance.

Period of Significance (from year to year): from c. 1867 to 1913

Date(s) of construction and/or alteration: construction c. 1867; alteration c. 1868–75

Architect, engineer, and/or designer: unknown

Builder, contractor, and/or artisan: unknown

Original owner: Edwin Hart

Other significant persons:

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

Name with Title: Meredith Keller, Preservation Planner

Email: meredith.keller@phila.gov

Organization: Philadelphia Historical Commission

Date: 12/17/2015

Street Address: Room 576, City Hall

Telephone: 215-686-7660

City, State, and Postal Code: Philadelphia, PA 19107

Nominator ☐ is ☒ is not the property owner.

PHC USE ONLY

Date of Receipt: 12/17/2016

☒ Correct-Complete ☐ Incorrect-Incomplete Date: 5/13/2016

Date of Notice Issuance: 5/13/2016

Property Owner at Time of Notice

Name: 631 North Broad Street LP

Address: 1516 N. 15th Street

City: Philadelphia State: PA Postal Code: 19123

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

Date(s) Reviewed by the Historical Commission: _____

Date of Final Action: _____

☐ Designated ☐ Rejected

5. Boundary Description

All that certain lot or piece of ground and all of the improvements thereon erected, situate on the easterly side of Broad Street at the distance of 150 feet southwardly from the southeasterly corner of Broad Street and Wallace Street in the 88th (formerly the 14th) ward of the City of Philadelphia.

Containing in front or breadth on the said easterly side of Broad Street 77 feet 3.25 inches and extending of that width in length or depth eastwardly on lines at right angles to the said Broad Street 130 feet to Watts Street.

Figure 1. The property, outlined in red, is bounded by North Broad Street to the west, Wallace Street to the north, North Watts Street to the east, and Mount Vernon Street to the south. (Google Maps)

6. Architectural Description

The Edwin Hart Stable building was constructed in 1867 on a large lot along North Broad Street to function as a livery stable. The three-story building occupies the full width and depth of a mid-block parcel now legally consolidated into 631–37 North Broad Street. The block is bounded by Wallace Street to the north and Mount Vernon Street to the south. The property fronts North Broad Street at the west and extends to North Watts Street at the east. A once dense commercial area along a major arterial route, the 600 block of North Broad Street has been subject to demolition and has hosted new construction over the past few decades, creating a landscape of institutional and commercial buildings with several empty lots interspersed throughout.

The brick, load-bearing masonry building at 631–37 is three stories high and rectangular in plan, designed to maximize the entire plot of land on which it is constructed. The main façade consists of five bays that span approximately seventy-seven feet along North Broad Street. The side elevations extend one hundred thirty feet and terminate at North Watts Street. The North Watts Street elevation reflects the seventy-seven foot width of the Broad Street front and contains several secondary entrances to the building. Each elevation is constructed to the property line.

Although historically buildings situated along North Broad Street exhibited a variety of architectural styles, the Edwin Hart Stable building exemplifies the Italianate style prevalent in the Spring Garden neighborhood. Similar to the surrounding mid-nineteenth-century rowhouses, the E. Hart Stable building was intended to be part of a row, with its decorative features contained almost exclusively at its Broad Street façade. Only the north elevation, once separated from the neighboring building by a carriageway, reflects the decorative windows and surrounds of the more ornate western façade.

The building has a flat roof that sits behind the pedimented parapet of the main façade. A uniform low parapet wall extends along the perimeter of the remaining elevations, and a roof monitor is centered at the east elevation.

Front façade (West Elevation):

The historic stable's principal Broad Street façade is now relatively unadorned at the ground level, with three of the five bays infilled with brick and glass. The main entrance to the building is situated at the southernmost bay, while the central bay contains a large windowpane. Metal awnings have been affixed directly above the windows and glass cubes at these large, ground-level openings, and piers rising to the cornice define each bay (Figure 2).

The façade's second and third stories are symmetrically fenestrated and reflect the Italianate detailing of the Spring Garden neighborhood through the groupings, proportions, and moldings of the windows. Arched tripartite windows have been placed in the larger, central bay of both the second and third stories (Figure 3). These window groupings consist of a tall, narrow window at the center with a smaller window, approximately half the width of the center opening, flanking each side. Each of the three openings is defined by independent sills situated along a single horizontal plane, although the windows flanking the center opening terminate several inches below the apex of the central arch. The four remaining bays contain equally-sized, arched window pairs that match the width of the tripartite window's central opening and height of the smaller flanking windows. The individual lintels of these pairs align within the horizontal plane of the lintels of the central bay. Although each window has been finished with brick label moldings and stops, the style shows some variation between the second- and third-story groupings. At the second story, the window pairs of the side bays and the tripartite window

of the central bay carry segmental arches, while the third-story counterparts are adorned with full arches.

The emphasis on verticality achieved through the placement of the six piers and use of tall, narrow windows is continued through the pedimented parapet, which lends additional height to the front façade. Dentil molding is carried around the horizontal and raking cornices of the pediment, and pairs of eave brackets are positioned at each pier. The brickwork also exhibits the dentil detailing just below the horizontal cornice, at the top of each bay. The red brick façade is in a running bond pattern and has been painted white at the first story and red at the second and third stories. A stone marker identifying the building as "E. Hart Stable" is centered between the second- and third- story windows of the central bay.

North Elevation
The north elevation largely serves as a party wall shared with the building at 641 North Broad Street. Only the third story of the Edwin Hart Stable building is visible, and this exposed third story is fenestrated with five arched windows placed within the western two-thirds of the elevation (Figure 4). In addition to not being symmetrically positioned, the windows are not placed equidistant from one another, nor are they ornamented with label molding.

East Elevation
The North Watts Street elevation has seven bays; the southern bay is stuccoed, while the remaining bays are exposed brick in an eight-to-one American bond pattern (Figure 5). Four large openings exist at ground level, the largest of which is situated at the center. The openings are not symmetrically positioned, with two flanking the north side of the central opening, and one flanking the south side. A smaller doorway is also placed just to the north of the central opening. Two small, nearly square window openings are included within the two southern bays. At the two upper stories, the seven bays are symmetrically fenestrated with simple, rectangular openings with metal lintels and rowlock sill courses.

South Elevation
Originally intended as a blank brick party wall, this elevation contains no door or window openings and is uniformly stuccoed (Figure 6). It contains no decorative features.

Integrity
Although the changing functions have resulted in alterations over time, the Edwin Hart Stable building retains integrity. Most alterations have occurred at the ground level of the North Broad Street elevation. Despite the lack of imagery from the building's livery stable period, it is assumed that some alteration of the Broad Street façade occurred during the conversion from livery stable to auto showroom. Some or all of the ground-level bays would likely have held doors to allow for the passage of horses and carriages. An early undated photograph from the White Car Company era (1906 to 1913) depicts the elevation with a central arched opening as the primary entrance to the building (Figure 7). The door is not visible, but label molding and stops similar to those found at the second- and third-story windows adorn the entryway. This feature likely dated to the building's 1867 construction. Each of the four bays flanking the entrance had a large pane of glass with three-light transoms above. A decorative cornice delineated the glass storefronts of the ground floor from the brick of the second and third stories. These storefront features were likely installed by the White Car Company to enable transparency from the street into the showroom. Three bays have since been infilled with brick and glass blocks, and awnings have been erected in place of the decorative storefront cornice (Figure 8). Venetian tracery windows are visible in White Company era photographs and likely date to the building's construction. The third-story

windows consisted of five-over-four double-hung round-topped sash windows, while the second-story windows consisted of four-over-four double-hung sash with segmental arches visible in the top panes. All windows on the front façade have been replaced with one-over-one double hung sash with additional components to extend their height.

Because a carriageway historically separated the north elevation of the E. Hart Stable building from its northern neighbor, the wall likely contained openings at the second (and possibly first) story, although any openings would have been located toward the Broad Street elevation, similar to the positioning of the extant third-story windows. The extant windows' original design consisted of six-over-four double-hung, round-topped sash with wide vertical muntins. These windows have also been subject to replacement by modern sash similar to those on the Broad Street elevation. The positioning of these windows was dictated by the original extent of the building. When constructed in 1867, the stable extended only ninety feet from the property line at North Broad Street and did not front North Watts Street. The addition that incorporated the eastern adjacent properties occurred by 1875, although it seems no additional window openings were installed along the north elevation at that time.[1]

No evidence seems to survive of the five early three-story buildings that stood immediately behind the E. Hart Stable building when it was erected in 1867. It is likely that Hart demolished the North Watts Street structures when he expanded the livery stable just a few years after its initial construction. The brick elevation does appear to exhibit some evidence of past alterations to the ground-floor openings, but no date can be attributed to these alterations. Metal roll-down doors have been installed in three of the four openings, and the fourth has been sealed with concrete masonry units. A steel security door provides entry at one of the entrances. Most of the second- and third story windows have been blocked with concrete masonry units and have metal security grilles. Several one-over-one vinyl windows exist within the southern bays.

[1] G. M. Hopkins, City Atlas of Philadelphia, vol. 6, Wards 2 through 20, 29, and 31, 1875, Private Collection of Matthew Ainslee, accessed December 14, 2015, PhilaGeoHistory.org.

Figure 2. West (primary) façade of 631–37 North Broad Street, 2015.

Figure 3. Detail of the tripartite windows centered on the west (primary) façade of 631–37 North Broad Street, 2015.

Figure 4. North façade of 631–37 North Broad Street, 2015. Only the third story is visible at the elevation.

Figure 5. East façade of 631–37 North Broad Street, 2015.

Figure 6. South and west façades of 631–37 North Broad Street, 2015. (Free Library of Philadelphia)

Figure 7. The photograph shows the livery stable during its use as a showroom for White Motor Company. Though undated, the image would have been taken between 1906, when Windsor White purchased the property, and before it was sold in 1913. (Philadelphia Architects and Buildings)

Figure 8. Photograph by C. H. Johnson showing the Edwin Hart Stable building once it had stopped functioning as an automotive showroom, December 15, 1949. Although the ground-level openings had been infilled, the second and third stories retained their original windows. (Free Library of Philadelphia)

7. Significance

The Edwin Hart Stable building is significant as a historic building in Philadelphia and should be listed individually on the Philadelphia Register of Historic Places under criteria (c) and (j). The building reflects the architectural style and massing of the immediate neighborhood, and functioned to support residents (and potentially businesses) of the community as a livery stable. Its early construction was made possible by the city's ubiquitous ground-rent system that also enabled many nineteenth-century residences to be constructed. The building further exemplifies the transition in transportation methods from horse-powered vehicles to the automobile through its use as a stable and later as an automotive showroom along Philadelphia's iconic "Automobile Row."

(c) Reflects the environment in an era characterized by a distinctive architectural style.

Large tracts of farmland north of Philadelphia's center, previously held by the Andrew Hamilton and Robert Morris estates, were subdivided in 1813 and 1827. Little development occurred immediately following the subdivision, but by the mid-1850s speculative development surged in the area that would become the Spring Garden neighborhood. This focused development produced numerous elaborate Italianate rowhouses that emerged within the blocks bounded by Fairmount Avenue to the north, Spring Garden Street to the south, 15th Street to the east, and 22nd Street to the west.[2] This first phase of construction was completed by a handful of builders, who invested in land and established blocks of rowhouses that they sold to individuals looking for properties grander in scale and ornamentation than those available in Society Hill and Old City. The development process resulted in the aesthetic consistency of an entire neighborhood: three-story brick Italianate buildings with overhanging cornices and elaborate detail constructed to the property line with stoops projecting onto the sidewalks.

Two-story carriage houses and horse stables complemented the houses of the boom period and were concurrently erected along several blocks of Brandywine Street in the same Italianate style. These private, ancillary buildings were smaller-scale supporting structures for residents who owned homes along Spring Garden and Green Streets. For other residents, several livery stables were established in the community to serve as horse boarding or rental facilities. [3] By 1875, Bush Hill Livery Stable had been established on North Street, as well as a smaller livery on 16th Street near Fairmount Avenue.[4]

Immediately following the intense construction from 1850 to 1876 that established whole blocks of Italianate buildings, a second wave of development began. During this phase, starting in 1877 and extending through 1930, new construction of architect-designed residences filled empty lots, and a number of Italianate properties from the previous boom were refashioned according to the revival styles popular at the turn of the century.[5] It was during this second construction period that North Street hosted another large livery stable on the same block as the Bush Hill Livery Stable.[6] This later

[2] Sheryl Jaslow, "Spring Garden Historic District" (nomination, Philadelphia Register of Historic Places, Philadelphia Historical Commission, City of Philadelphia, 2000), accessed December 14, 2015, http://www.phila.gov/historical/PDF/Spring%20Garden%20nom.pdf.
[3] Ibid., 8.
[4] Hopkins, City Atlas of Philadelphia.
[5] Jaslow, "Spring Garden Historic District."
[6] Hopkins, City Atlas of Philadelphia; George W. and Walter S. Bromley, Atlas of the City of Philadelphia, 1895 and 1910, Athenaeum of Philadelphia, accessed December 14, 2015, PhilaGeoHistory.org.

structure, Palace Livery Stable (later Lit Brothers Stable), was constructed as a three-story brick Queen Anne structure and became the third livery west of Broad Street to serve the newly established Spring Garden community.

At the neighborhood's periphery, North Broad Street followed a similar pattern of development and redevelopment of the blocks between Spring Garden Street and Ridge Avenue. Prior to the influx of new construction and residents that began in 1850, the land adjacent to the street hosted numerous lumber yards and some light industry, with many parcels remaining open. As the community grew in the following decades, lumber yards continued to support the building industry, while institutions and larger industries purchased properties along the east side of Broad Street.[7] The new owners constructed large-scale buildings that consumed all or most of the plots of land. Industries as diverse as a sewing machine factory, sugar refinery, and steam bakery claimed addresses along the 600 block. Centered within these industrial groupings were two three-story livery stables constructed on the east side of Broad Street—one north and one south of Wallace Street. Both stables were designed in the very pervasive Italianate style of the period, though at a grander scale than many of the neighborhoods' rowhouses, to match the context of the major thoroughfare.

Erected during the 1850 to 1876 transformation of the Spring Garden neighborhood, both stables replaced smaller structures that served the once-rural community. The northern livery formerly located at 663 North Broad Street (and now demolished) replaced several earlier and smaller brick livery stables (Figure 9).[8] The newly constructed and more imposing three-story brick structure was designed with a centered gable; tall, narrow window openings; and a large, central opening at street level. Though larger than most of its neighbors, the building's architectural vocabulary related to the three-story brick Italianate structures adjacent on both sides.

Similarly, the Edwin Hart Stable at 631–37 North Broad Street held an impressive presence just to the south of its competitor and also conveyed the Italianate elements common to the early boom period. Constructed in 1867 in the midst of the construction frenzy, the three-story brick building mimicked the style of its surroundings with overhanging eaves, dentil moldings, ornamented eave brackets, and grouped window openings with inverted U-shaped label moldings and stops. The center pedimented parapet elongated the stable's façade, allowing it more height against its former four-story neighbor to the south (Figures 10 and 11). A typical but grand building created out of the Italianate vocabulary, the E. Hart Stable was likely architect designed, although its association to an individual or firm has been lost over time.

[7] Hexamer & Locher, Maps of the City of Philadelphia, 1858–1860, Map Collection, Free Library of Philadelphia, accessed December 14, 2015, PhilaGeoHistory.org; Hopkins, City Atlas of Philadelphia.
[8] Ibid.; see also Bromley, Atlas of the City of Philadelphia, 1895.

Figure 9. Photograph of the former stable that stood one block north of Hart's livery building, looking north, September 24, 1901. The northern stable is on the right with a centered gable. (Department of Records, City of Philadelphia; Phillyhistory.org)

Figure 10. Photograph by Lionel Friedman of the Edwin Hart Stable building looking northeast. The photograph shows the stable situated next to Ivin's Bakery, April 25, 1949. (Free Library of Philadelphia)

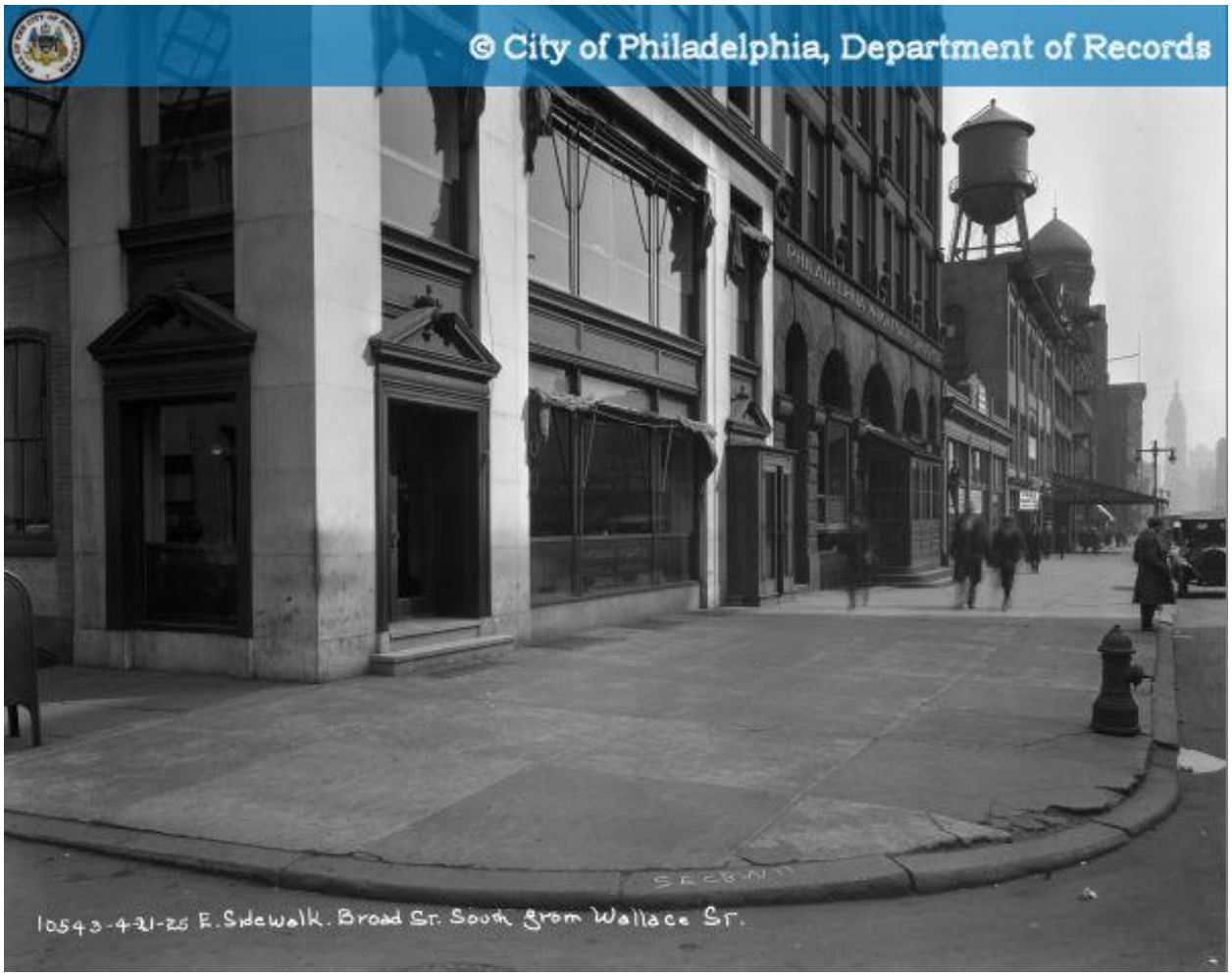

Figure 11. Photograph by Madill of the 600 block of North Broad Street, looking south. The E. Hart Stable building is visible just before the water tower, April 21, 1925. (Department of Records, City of Philadelphia; Phillyhistory.org)

(j) Exemplifies the cultural, political, economic, social or historical heritage of the community.

Construction of the E. Hart Stable

As a Philadelphia entrepreneur, Edwin Hart established several businesses and invested in properties along North Broad Street at (no less than) three locations. His earliest associated business, dating to 1861 through 1866, was his operation of a livery stable located at 663 North Broad Street—one block north of where he later constructed the E. Hart Stable building.[9] During this time period, the 1858–60 Hexamer & Locher maps of the City of Philadelphia show three adjacent two-story brick livery stable buildings where Hart operated his earlier livery business. Deeds of these properties do not list Hart as the property owner, suggesting that he likely rented one or more of the buildings.[10] These early two-story structures contained a stable on the first floor and hayloft on the second floor, much like other stable buildings throughout this area. Following the five years Hart used the address for his livery business, these smaller stables were demolished to allow for the construction of the larger three-story brick livery stable erected around 1875 (see Figure 9).

Hart's decision to enter into the livery business along North Broad Street likely resulted from his interest in the quickly expanding community and the potential to generate income through horse transportation. An opportunity would have existed to rent to residents as well as homebuilders and newly established industries. For Hart, the property at 631–37 North Broad Street likely represented the apex of his livery career.[11] By the mid-1860s, Hart was in his early 40s and had some experience as a business owner, though he had not owned commercial property. As was typical of working-class individuals seeking to build homes, Hart similarly negotiated a land lease at what is now 631–37 North Broad Street with the land owner, Jacob Witmer. Leasing or renting land was a common medieval European system brought to the colonies and established in Maryland, and to a lesser degree in Delaware, New Jersey, and New York. These types of land leases were very typical of Pennsylvania, and particularly Philadelphia.[12] The ground rent system allowed members of the working class to own single-family homes, since they alleviated the financial burden of purchasing both land and the associated structure. Under this system, the construction of single-family rowhouses flourished in the city, while land holders adopted similar models of land leases for commercial buildings.[13]

---

[9] Philadelphia City Directory, "Edwin Hart," 1861, 1862, and Gopsill's Pennsylvania State Business Directory, "Edwin Hart," 1865-66, accessed December 15, 2015, www.ancestry.com. Hart's occupation was listed as livery and sales stables in 1862 and 1865–66.

[10] Registry Plans, 5-N-17, line 23, Philadox, City of Philadelphia, accessed December 15, 2015, http://philadox.phila.gov/phillyhistoricalindex/index.html.

[11] 1860, 1870, and 1880 U.S. Census, Population Schedule, NARA microfilm publication, M653, Washington, D.C.: National Archives and Records Administration. The U.S. Census records in 1860, 1870, and 1880 stated Hart's profession as livery stable and carriage manufacturing. Hart was known for a series of livery stables, including some he operated concurrently; however, he also became known for his carriages, which earned a silver medal in the pleasure carriages category of a Pennsylvania State Agricultural Society competition, Commonwealth of Pennsylvania, *Agriculture of Pennsylvania*, vol. 4 (Harrisburg: Lane S. Hart, 1881): 154. For most of his life, Hart maintained his residence at various addresses throughout the Spring Garden neighborhood. Moving frequently, Hart was listed by the Philadelphia City Directory at numerous addresses primarily along Mount Vernon and Green Streets throughout the late 1860s, 1870s, and 1880s.

[12] Edward P. Allinson and Boies Penrose, *Ground Rents in Philadelphia*, Edmund J. James, ed. (Philadelphia, 1888), accessed December 14, 2015, http://babel.hathitrust.org/cgi/pt?id=wu.89097112155;view=2up, 6.

[13] Ibid., 3.

The 1866 deed between Witmer and Hart stipulated that Witmer would retain ownership of the land at 631–37 North Broad Street but would allow Hart the rights to erect his three-story brick livery building, which would front Broad Street and would cost no less than $2,000 to construct. In addition to the construction cost, the annual ground rent totaled $1,200, although ownership of the land would be transferred to Hart once his total payments to Witmer reached $20,000.[14] The leasing period was typical of many other agreements established through the ground rent system in Philadelphia, since it would take approximately sixteen annual payments until ownership would transfer from Witmer to Hart, although Hart could choose to pay off the balance at any time.[15]

Following the 1866 ground rent agreement, Hart constructed the large, three-story Italianate brick livery building along Broad Street. The stable opened immediately after construction, with its first listing in the Philadelphia City Directory occurring in 1867.[16] For twenty-four years, Hart used the building to support his primary business, although in the intervening years he entered into carriage manufacturing, storage, and sales. Through other ventures, Hart expanded his investments along Broad Street to include a property at 213 North Broad Street (Figures 12 and 13). Hart owned or rented the building that housed his second business, Edwin Hart Carriage Repository, for only a brief period, spanning 1879 to 1880.[17] Although his secondary business was short-lived, Hart's livery stable at 631–37 North Broad Street seems to have offered consistent income, evident by its longevity and Hart's ability to pay off his $20,000 land debt to Jacob Witmer in 1887.[18]

[14] Deed, Jacob Witmer to Edwin Hart, May 21, 1866, LRB, book 181, page 64, Department of Records, City of Philadelphia. Hart was required to pay Witmer a yearly sum of $1,200 for rights to the land.
[15] Allinson and Penrose, *Ground Rents*, 9.
[16] Philadelphia City Directory, 1867; the listing is for "Edward Hart," livery, 631 North Broad Street.
[17] The full period of Hart's carriage business remains unknown; however, two watercolor renderings by Benjamin Ridgway Evans date to 1879 and depict the "Edwin Hart Carriage Repository" on North Broad Street. Hart also gets mention in an 1880 competition where he earned a silver medal for his carriage entry, and the 1880 U.S. Census identified his occupation as carriage manufacturing rather than livery. Benjamin Ridgway Evans, "East Side of Broad Street Above Race Street, 1879," Library Company of Philadelphia; Commonwealth of Pennsylvania, *Agriculture of Pennsylvania*, vol. 4 (Harrisburg: Lane S. Hart, 1881).
[18] Deed, Susan Boyd to Edwin Hart, February 24, 1887, GGP, book 238, page 98, Department of Records, City of Philadelphia.

Figure 12. Illustration of the 200 block of North Broad Street's east side by Benjamin R. Evans. Painted in 1879, the watercolor drawing depicts the Edwin Hart Carriage Repository on the right. (Library Company of Philadelphia; accessed at http://www.brynmawr.edu/iconog/evans/files/plc024.html)

Figure 13. Illustration by Benjamin R. Evans of the 200 block of North Broad Street's east side, showing the Edwin Hart Carriage Repository in 1879. (Library Company of Philadelphia; accessed at http://www.brynmawr.edu/iconog/evans/files/phs147.html)

Liveries and Urban Stables

As architecture of a vernacular context, the nineteenth-century livery stable varied greatly in design depending on the region and whether it was located within an urban or rural setting. Within the urban Northeast, stables were integrated into the streetscape through the use of available (local) materials designed in a style typical of the neighborhood and period of construction.[19] The exteriors reflected the surrounding housing stock, but the multiple large, ground-level openings indicated the building's stable function. With space at a premium and without the luxury of adjacent yards or pastures, these urban stables were constructed several stories in height to maximize the number of horses they could accommodate. The upper floor also needed to contain open space for feed storage, hay, harnesses, and related supplies. The ground level typically functioned as carriage and equipment storage and contained a ramp to allow horses to pass through the main level to the second floor stalls where many were housed.

Urban livery stables supported their communities through both horse rentals and long-term and short-term boarding. It was common practice to rent horses and carriages to residents or visitors and, in inclement weather during winter months, sleigh rentals were popular.[20] Certain liveries focused their businesses on horse and cart rentals to neighboring industries to facilitate deliveries, while other liveries were owned and operated by a specific industry that required frequent horse power. In addition to rentals, some urban liveries served as boarding facilities for businesses or residents who lacked their own stables.

Because liveries were maintenance-intensive and market-dependent, expenses were high and numerous employees were required to maintain the health of the horses and repair of the equipment, whether or not a demand for the horses existed. Hostlers (groomers), veterinarians, farriers, and horseshoers had to be employed to care for the horses, while carriage painters, wheelwrights, purchasing officers, accountants, and business managers were needed for equipment maintenance and office support. Horse feed posed another major and persistent expense, especially for urban liveries with no associated pasture. The investment necessary for horses and personnel coupled with the seasonality of rentals commonly resulted in debt for livery owners and forced many to rent rather than own the buildings from which they operated.[21]

For Edwin Hart, his investment in the livery business along North Broad Street seems to have been well supported by the rapidly developing communities of Spring Garden and North Philadelphia (Figure 14). His initial leased livery at 661 North Broad Street provided Hart an early presence in the business before he entered into a ground rent agreement with Jacob Witmer, which allowed Hart to construct and own the large, Italianate livery building at 631–37 North Broad Street in 1867. Although the specifics of Hart's business are unknown, he chose a central location along a major thoroughfare for a business that could potentially facilitate commercial, residential, and industrial interests at a time when horses were in their highest demand for transportation and recreational uses.

Hart's livery business may have provided numerous services, but his later interest in carriage manufacturing strongly suggests his livery rented carriages for recreational use. The 1880 U.S. Census listed Hart as a carriage manufacturer, and a silver medal earned in the pleasure carriages category (best

[19] Clay McShane and Joel Tarr, *The Horse in the City: Living Machines in the Nineteenth Century* (Baltimore: Johns Hopkins University Press, 2007), 107.
[20] McShane and Tarr, *Horse in the City*, 91.
[21] Ibid., 114.

display top and no top buggies) in a state competition confirms his second occupation.[22] As a manufacturer of recreational carriages, it seems likely that Hart would have built them locally and rented them to clients of his livery. Just a few blocks from E. Hart Stable, at 213 North Broad Street, Hart also operated a carriage repository, which may have both housed his manufacturing company and supported his livery at 631-37 North Broad Street (see Figures 12 and 13).

It is assumed that Hart maintained an active staff to assist with horse and carriage care and potentially with office management; however, no records were located to indicate the number of employees and their duties within the stable. Hart did have a relative who entered into the livery business at 333–35 South Broad Street around 1882.[23] Jonathan Hart, Edwin's brother, appears to have maintained his business independently on South Broad Street for about a decade. Following Edwin Hart's death in 1891, the E. Hart Stable was transferred by descent to three heirs, including Hart's wife, brother, and sister. Soon after, Jonathan assumed ownership of the property and management of the business.[24] Jonathan continued operation of his livery business from Edwin's North Broad Street property for approximately fifteen years. By the turn of the twentieth century, horse power was on the decline as technology advanced and the automobile replaced horse-drawn carriages. Urban liveries became more and more obsolete, and in 1906 the E. Hart Stable transitioned from horse stable to automotive showroom.

[22] Commonwealth of Pennsylvania, *Agriculture of Pennsylvania*, 154.

[23] Philadelphia City Directories for the years 1882–84, 1887, and 1889–92 list Jonathan Hart as being in the livery business at 333–35 South Broad Street. Directories for the years 1894, 1900, and 1902 list Jonathan operating from the E. Hart Stable building at 631–37 (then 629) North Broad Street. The dates correspond to the death of Edwin Hart and the acquisition of the property by his brother Jonathan.

[24] Although Edwin married, his wife Catherine passed away within a year of Edwin's death. The only surviving heirs to Edwin's estate were his brother, Jonathan, and their sister, Mary Watson. Jonathan purchased his sister's share of the property in 1893 to become sole owner of the E. Hart Stable. Deed, Mary Watson to Jonathan Hart, 1893, TG, book 298, page 395, Department of Records, City of Philadelphia. The deed provides records of both Edwin's and Catherine's deaths, as well as the transfer of the property to Jonathan Hart and Mary Watson.

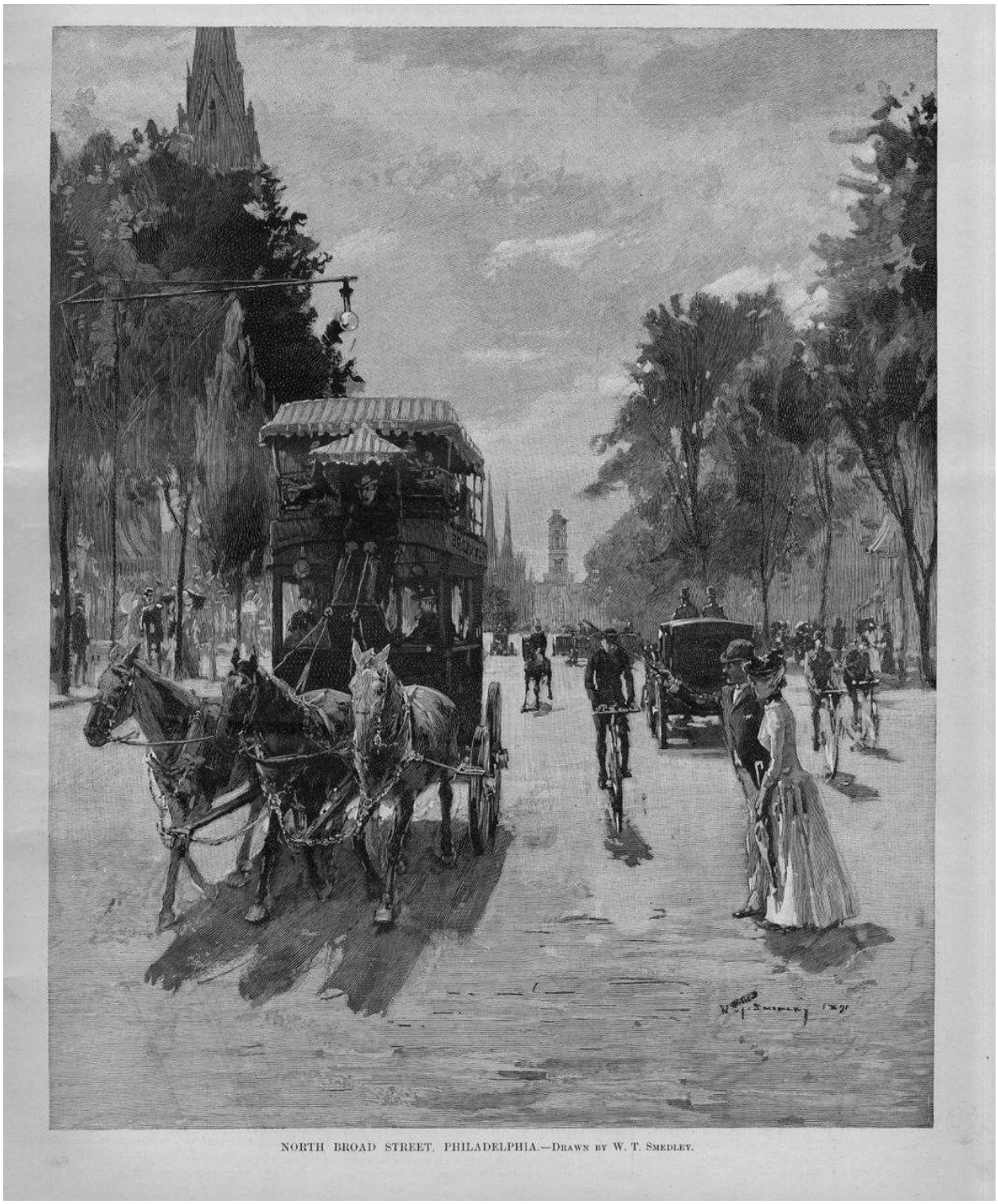

Figure 14. The illustration by W. T. Smedley from the August 15, 1891 cover of *Harper's Weekly* depicts the recreational traffic along North Broad Street, which supported growing communities in Spring Garden and North Philadelphia. (*Harper's Weekly*; reprinted in *Philadelphia's Broad Street South and North*)

The Decline of the Horse and the Introduction of the Automobile

Edwin Hart's death in 1891 came at a time when the United States—and especially large urban centers—experienced a major shift in road technology and transportation. For decades, Edwin Hart benefited from owning a livery along one of Philadelphia's arterial roads. Broad Street had been paved with large granite blocks in the 1870s to support high volumes of carriage traffic. Immediately following Hart's death, however, Broad Street became the first street in Philadelphia to be surfaced with asphalt in order to accommodate early automobiles. During the 1892 upgrade, the granite blocks of the 600 block of North Broad Street were replaced with new concrete and asphalt paving (Figure 15).[25] Within a decade, the livery at 631–37 North Broad Street succumbed to the growing popularity of the automobile.

Figure 15. This 1892 photograph shows the transformation of North Broad Street when its granite paving blocks were first replaced with concrete and asphalt. (Department of Records, City of Philadelphia; Phillyhistory.org)

[25] Harry Kyriakodis, "Broad Street," The Encyclopedia of Greater Philadelphia, copyright 2013, accessed December 14, 2015, http://philadelphiaencyclopedia.org/archive/broad-street/; and "Broad Street—Ridge and Fairmount," 1892, Department of Records, City of Philadelphia, accessed December 15, http://www.phillyhistory.org/PhotoArchive/Detail.aspx?assetId=5072.

Conceding to new and improved forms of transportation, Jonathan Hart closed his livery business and leased the building to Banker Brothers Car Company, who opened a franchise in February 1903.[26] The early distributor carried a variety of cars from nine manufacturers, including Peerless, Pierce, Waverly, Stevens-Duryea, and Daimler, and held chain stores in New York and Pittsburgh in addition to their North Broad Street location.[27] Despite the growing popularity of the automobile, the Banker Brothers' eastern car dealerships were short-lived. Within two years of their grand opening along North Broad Street, the car company closed the branch. An October 1904 advertisement announced a closing sale, listing its current inventory, at all three locations.[28]

The Banker Brothers' failed business had little impact on the industry's continuing infiltration of North Broad Street. Car manufacturers, dealerships, and parts distributors continued to purchase real estate along the corridor, concentrating automobile-centered businesses within the few blocks between City Hall and Ridge Avenue. In 1906, Jonathan Hart sold the E. Hart Stable building to Cleveland businessman Windsor White.[29] It seems that White, then owner of the White Sewing Machine Company, recognized the importance of the former stable's location and saw it as advantageous to his transition into the auto industry. Immediately following the property's purchase, White became an active member of the Philadelphia Automobile Trade Association, joining a roster of North Broad Street companies that included Diamond, Ford, Foss-Hughes, Gawthrop & Wister, Hamilton, Hills, Thomas B. Jeffrey Co., Kelsey, Keystone, Locomobile, Marion, Martin & Hart, Mercedes Import, Philadelphia Reo, Quaker City, Titman Leeds, and Winton Motor Carriage Company.[30] The sudden surge in auto manufacturers, distributors, and parts suppliers would lead North Broad Street to be dubbed "Automobile Row."[31]

For White, the E. Hart Stable building granted him the opportunity to have an auto showroom along one of the nation's most prominent automotive streets of the early twentieth century. A photograph of the building after its conversion to the White Motor Car Company shows the red brick of the main façade painted white with signage declaring it the home of White Cars (Figure 16). The original central arched opening served as the main entrance, while four large panes of glass were added to create a storefront to the building that allowed passers-by views into the showroom. The White Company's cars quickly garnered interest from the public with the introduction of the more affordable model O White Steamer, available for $2,000, to complement the larger and pricier White Steamer, which sold for $4,000 (Figures 17 and 18).[32] White advertised their cars as being uniquely American in design and construction and became a large supplier to the U.S. Government.[33] Within a decade of purchasing the North Broad

---

[26] E. P. Ingersoll, ed., *The Horseless Age* 11, no. 9 (March 4, 1903): 334.
[27] John A. Jakle and Keith A Sculle, "From General Service Garage to Urban Parking Structure," *Lots of Parking: Land Use in a Car Culture* (Charlottesville: University of Virginia Press, 2004), 115.
[28] "Closing Out Sale," *Motoring and Boating*, 2, no. 1 (October 6, 1904). The advertisement for the Banker Brothers' closing out sale lists the inventory of their stores in Pittsburgh, Philadelphia, and New York.
[29] Deed, Jonathan Hart to Windsor White, May 23, 1906, WSV, book 650, page 277, Department of Records, City of Philadelphia.
[30] Listed as the White Sewing Machine Company in "Roll Call of the Philadelphia Trade," *The Automobile* 16, nos. 1–13 (New York: Jan 10, 1907): 68.
[31] Trade journals, such as *International Railway* frequently ran status updates on North Broad Street's "Automobile Row." "Along 'Automobile Row' in Philadelphia," *International Railway Journal* 16, no. 2 (Philadelphia: December 1908).
[32] "Automobile Row," *International Railway Journal*, 22 and "The White Company," *Brooklyn Life*, January 16, 1909, accessed December 14, 2015, http://bklyn.newspapers.com/image/83182755/.
[33] "The White Company," *Brooklyn Life*.

Street property, however, the White Company closed the Philadelphia franchise and, in 1913, sold the building.

After being sold by the White Company, the building transferred ownership several times, although it maintained its automotive function for several decades. In May 1913, the stable building was acquired by prominent Philadelphian Louis J. Kolb, heir to a large and established baking business. During his ownership, the building functioned as the Guarantee Automobile Exchange and also as a garage.[34] The eventual sale of the building in the 1940s (following Kolb's death) led to another series of owners, and its use to support transportation rentals and sales finally ended (Figure 19). In the mid-twentieth century, the building functioned for the first time as offices when it housed pharmaceutical company Sharp & Dohme and has continued to serve as offices and retail space for several successive owners.[35]

Conclusion

Constructed in 1867 to provide horse power to a nascent community north of Philadelphia's center, the E. Hart Stable building came to symbolize both the mid-nineteenth-century architectural style of the Spring Garden neighborhood and the evolving modes of transportation infiltrating urban centers at the turn of the twentieth century. For three decades, the building served as a livery stable under the successful management of Edwin Hart and his brother Jonathan, providing horse and carriage rentals at a time when residential, commercial, and industrial interests all required horse transportation. When developing technologies ushered in the automotive age, Broad Street responded by becoming one of the earliest roads to accommodate automobiles with a freshly paved asphalt surface. The stable's owner responded by yielding to the new transportation mode and selling the building, allowing it a supporting role on "Automobile Row" as a showroom for the White Motor Company. Though the building was once a typical example of Italianate design placed within the dense urban fabric of North Broad Street, the many demolitions of nineteenth-century structures along the 600 block have left the building with a commanding presence. Today, the E. Hart Stable stands at the periphery of the Spring Garden neighborhood and prominently displays the evidence of its ground-level alterations that transformed the building from livery stable to automotive showroom to office and retail space.

[34] Registry Plans, 5-N-17, line 23, Philadox, City of Philadelphia, accessed December 15, 2015, http://philadox.phila.gov/phillyhistoricalindex/index.html; *Motor World for Jobbers, Dealers and Garagemen*, 60 (September 24, 1919): 14; George W. and Walter S. Bromley, Atlas of the City of Philadelphia (Central), Athenaeum of Philadelphia, accessed December 14, 2015, https://www.philageohistory.org/rdic-images/view-image.cfm/BRM1922.CentralPhila.012.Plate08.

[35] Philadelphia Land Use Map, 1962, Plans and Registry Division, Bureau of Engineering Surveys and Zoning, Department of Public Works, Federal Works Progress Administration for Pennsylvania, accessed December 16, 2015, PhilaGeoHistory.org.

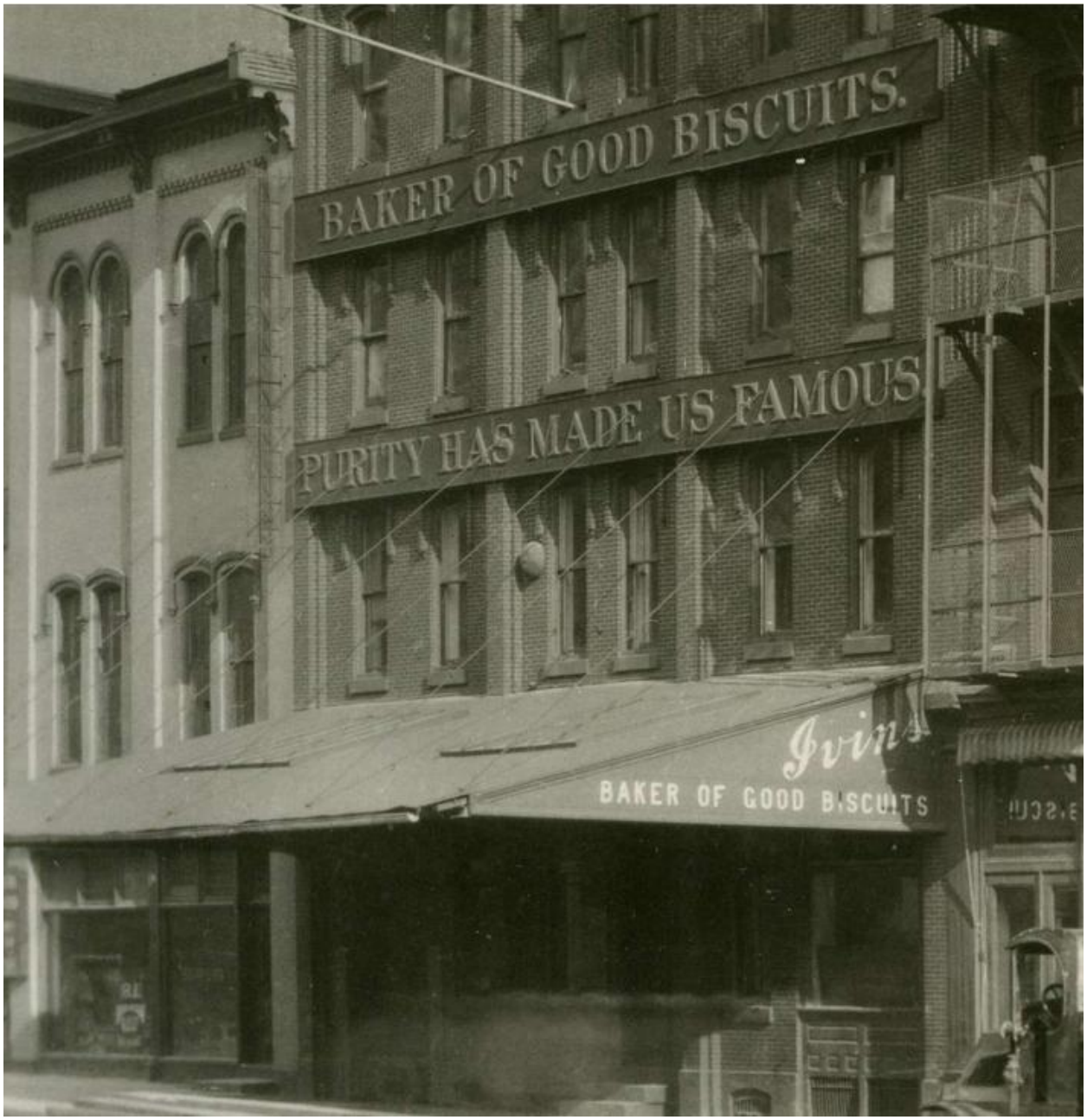

Figure 16. The E. Hart Stable building is partially visible at left. The undated photograph depicts the building sometime after 1906 when it was converted to the White Car Company showroom. (Free Library of Philadelphia)

0 THE MOTOR WORLD

White Steam and Gasoline Cars for 1911

Having disposed of our 1910 product, we now announce our steam and gasoline models for 1911.

Full details regarding the new models, dates of delivery, etc., may be obtained on application to any of the offices or agencies of the company.

THE WHITE COMPANY

Licensed under Selden Patent.

New York, Broadway at 62d St.
Boston, 320 Newbury St.
Philadelphia, 629-633 N. Broad St.
San Francisco, Market St. at Van Ness Ave.

830 East 79th Street
CLEVELAND, OHIO

Chicago, 240 Michigan Ave.
Pittsburg, 138-148 Beatty St.
Atlanta, 120-122 Marietta St.
Toronto, 170 King St., West

Figure 17. Advertisement for the White Company's steam and gasoline cars, 1910. (Motor World Wholesale)

THE WHITE STEAMER IS THE ONLY CAR
of Distinctively American Design

The White is the only car which is not a copy or an imitation of some foreign product. In almost every class of machinery American ideas of construction have eventually proved triumphant, and so it is with the White Steamer. The White is sold in quantities abroad in competition with the home product, and, as regards this country, there are more Whites in use than any other make of large touring car.

The White possesses so many points of superiority over other types of automobiles that any one who purchases a car without first investigating the White is acting with only a partial understanding of the possibilities of automobile construction. We can meet the requirements of almost any pocket-book with either our 20 horse-power car at $2000 or our 40 horse-power at $4000 (shown above). The United States Government, the most discriminating of purchasers, owns more White Steamers than all other makes combined. Our cars are used by the War, Navy, and Executive Departments.

Write for descriptive matter

THE WHITE COMPANY
CLEVELAND, OHIO

NEW YORK CITY, Broadway at 62nd Street
BOSTON, 320 Newbury Street
PHILADELPHIA, 629-633 North Broad Street
PITTSBURG, 138-148 Beatty Street

CLEVELAND, 407 Rockwell Ave.
CHICAGO, 240 Michigan Ave.
SAN FRANCISCO, Market St. at Van Ness Ave.
ATLANTA, 120-122 Marietta Street

Figure 18. Advertisement for the White Company's White Steamer, 1909. (*Brooklyn Life*; accessed at http://bklyn.newspapers.com/image/83182755/)

Figure 19. Photograph by C. H. Johnson showing the Edwin Hart Stable building in its mid-twentieth-century context, December 15, 1949. (Free Library of Philadelphia)

8. Major Bibliographical References

1860, 1870, and 1880 U.S. Census. Population Schedule. NARA microfilm publication. M653. Washington, D.C.: National Archives and Records Administration.

Allinson, Edward P. and Boies Penrose. *Ground Rents in Philadelphia*. Edited by Edmund J. James. Philadelphia, 1888. Accessed December 14, 2015. http://babel.hathitrust.org/cgi/pt?id=wu.89097112155;view=2up.

Bromley, George W. and Walter S. Atlas of the City of Philadelphia, 1895. Accessed December 14, 2015. PhilaGeoHistory.org.

-----. Atlas of the City of Philadelphia, 1901. Plate 8. Accessed December 14, 2015. http://libwww.freelibrary.org/maps/ecw.cfm?ItemID=MBRMAE00012.

-----. Atlas of the City of Philadelphia, 1910. Accessed December 14, 2015. PhilaGeoHistory.org.

-----. Atlas of the City of Philadelphia (Central), 1922. Athenaeum of Philadelphia. Accessed December 14, 2015. https://www.philageohistory.org/rdic-images/view-image.cfm/BRM1922.CentralPhila.012.Plate08.

"Closing Out Sale." *Motoring and Boating* 2, no. 1 (October 6, 1904).

Commonwealth of Pennsylvania. *Agriculture of Pennsylvania*. Vol. 4 (Harrisburg: Lane S. Hart, 1881).

Conn, Steven. *Metropolitan Philadelphia: Living with the Presence of the Past*. Philadelphia: University of Pennsylvania Press, 2006.

Deed, Jacob Witmer to Edwin Hart. May 21, 1866. LRB. Book 181. Page 64. Department of Records. City of Philadelphia.

Deed, Jonathan Hart to Windsor White. May 23, 1906. WSV. Book 650. Page 277. Department of Records. City of Philadelphia.

Deed, Mary Watson to Jonathan Hart. 1893. TG. Book 298. Page 395. Department of Records. City of Philadelphia.

Deed, Susan Boyd to Edwin Hart, February 24, 1887. GGP. Book 238. Page 98. Department of Records. City of Philadelphia.

Gopsill's Pennsylvania State Business Directory. Accessed December 15, 2015. Ancestry.com.

Hexamer & Locher. Maps of the City of Philadelphia, 1858–1860. Map Collection. Free Library of Philadelphia. Accessed December 14, 2015. PhilaGeoHistory.org.

Hexamer, Ernest. "Quaker City Sugar House," Hexamer General Surveys. Vol. 5. Plate 441. Accessed December 15, 2015. http://www.philageohistory.org/rdic-images/view-image.cfm/HGSv5.0441,

Historical Images of Philadelphia Collection, Free Library of Philadelphia.

Hopkins, G. M. Center City Atlas of Philadelphia. Vol. 6. Wards 2 through 20, 29, and 31. 1875, Private Collection of Matthew Ainslee. Accessed December 14, 2015. PhilaGeoHistory.org.

Ingersoll, E. P., ed. *The Horseless Age*. Vol. 11. No. 9. March 4, 1903.

International Railway Journal 16, no. 2 (Philadelphia: May 1908).

Jakle, John A. and Keith A. Sculle. *Lots of Parking: Land Use in a Car Culture*. Charlottesville: University of Virginia Press, 2004.

Jaslow, Sheryl. "Spring Garden Historic District." Nomination to the Philadelphia Register of Historic Places, Philadelphia Historical Commission, City of Philadelphia, 2000. Accessed December 14, 2015. http://www.phila.gov/historical/PDF/Spring%20Garden%20nom.pdf.

Johnson, C. H. December 15, 1949, Free Library of Philadelphia.

Jones, Susan D. *Valuing Animals: Veterinarians and Their Patients in Modern America*. Baltimore: The Johns Hopkins University Press, 2003.

Kyriakodis, Harry. "Broad Street." The Encyclopedia of Greater Philadelphia. Copyright 2003. Accessed December 14, 2015. http://philadelphiaencyclopedia.org/archive/broad-street/.

Lascelles, Francis Henry. *Horse Warranty: The Law Relating to the Purchase, Sale, Letting, and Hiring of Horses*. London: Reeves and Turner, 1881. Accessed December 14, 2015. http://babel.hathitrust.org/cgi/pt?id=uc2.ark:/13960/t5t72gw83;view=2up

Library Company of Philadelphia, Benjamin R. Evans watercolor drawings; http://www.brynmawr.edu/iconog/frdr.html

List of Charters of Corporations Enrolled in the Office of the Secretary of the Commonwealth. Harrisburg: Harrisburg Publishing Co., 1907.

McAlester, Virigina and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1984.

McShane, Clay and Joel Tarr, *The Horse in the City: Living Machines in the Nineteenth Century*. Baltimore: Johns Hopkins University Press, 2007.

Mohl, Raymond A. The Making of Urban America. New York: SR Books, 2006.

Morris Skaler, Robert. *Philadelphia's Broad Street South and North*. Charleston: Arcadia, 2003.

Motor World 10, no. 1 (New York: March 30, 1905).

Motor World for Jobbers, Dealers and Garagemen 60 (September 24, 1919).

Norton Greene, Ann. *Horses at Work: Harnessing Power in Industrial America*. Cambridge, Mass.: Harvard University Press, 2008. Accessed December 14, 2015. http://library.uww.edu/documents/library/ersearch/er/Hajdik_A/Hajdik_105/GreeneHorses_105_Hajdik.pdf.

Pennsylvania Department of International Affairs, Bureau of Statistics. *Industrial Directory of the Commonwealth of Pennsylvania*. Harrisburg, J. L. L. Kuhn, 1920.

Pennsylvania Historical Commission. *Philadelphia: A Guide to the Nation's Birthplace*. Harrisburg: Telegraph Press, 1937.

Philadelphia Architects and Buildings database.

Philadelphia City Directory. Accessed December 15, 2015. Ancestry.com.

Philadelphia City Planning Commission. "Extending the Vision for North Broad Street." November 2005. Accessed December 14, 2015. http://www.phila.gov/CityPlanning/plans/Area%20Plans/nbplan.pdf.

Philadelphia Land Use Map, 1962. Plans and Registry Division, Bureau of Engineering Surveys and Zoning, Department of Public Works, Federal Works Progress Administration for Pennsylvania. Accessed December 16, 2015. PhilaGeoHistory.org.

Photo Archive. Accessed December 14, 2015. PhillyHistory.org

Registry Plans. 5-N-17. Line 23. Philadox. City of Philadelphia. Accessed December 15, 2015. http://philadox.phila.gov/phillyhistoricalindex/index.html.

"Roll Call of the Philadelphia Trade." *The Automobile* 16, nos. 1–13. (New York: Jan 10, 1907): 68.

Shaw, Albert, ed. *American Monthly Review of Reviews* 27. New York: 1903.

"White Company." *Brooklyn Life* (January 19, 1909). Accessed December 14, 2015. http://bklyn.newspapers.com/image/83182755/.