

NOMINATION OF HISTORIC DISTRICT PHILADELPHIA REGISTER OF HISTORIC PLACES

PHILADELPHIA HISTORICAL COMMISSION

SUBMIT ALL ATTACHED MATERIALS ON PAPER AND IN ELECTRONIC FORM ON CD (MS WORD FORMAT)

1. NAME OF HISTORIC DISTRICT

Cast Iron Subway Entrances Thematic District

2. LOCATION

Please attach a map of Philadelphia locating the historic district.

Councilmanic District(s): 1, 2, 3, 5, 8, 9

3. BOUNDARY DESCRIPTION

Please attach a map of the district and a written description of the boundary.

4. DESCRIPTION

Please attach a description of built and natural environments in the district.

5. INVENTORY

Please attach an inventory of the district with an entry for every property. All street addresses must coincide with official Board of Revision of Taxes addresses.

Total number of properties in district: 52

Count buildings with multiple units as one.

Number of properties already on Register/percentage of total: 0 / 0%

Number of significant properties/percentage of total: 21 / 40%

Number of contributing properties/percentage of total: 31 / 60%

Number of non-contributing properties/percentage of total: 0 / 0%

6. SIGNIFICANCE

Please attach the Statement of Significance.

Period of Significance (from year to year): from 1928 to 1955

CRITERIA FOR DESIGNATION:

The historic district 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.

7. MAJOR BIBLIOGRAPHICAL REFERENCES

Please attach a bibliography.

8. NOMINATOR

Name with Title Nicholas H. Baker Email nicbakerxvx@gmail.com
Organization n/a Date 10/09
Street Address 3430 Barclay St Telephone 215.805.0367
City, State, and Postal Code Philadelphia, PA 19129

PHC USE ONLY

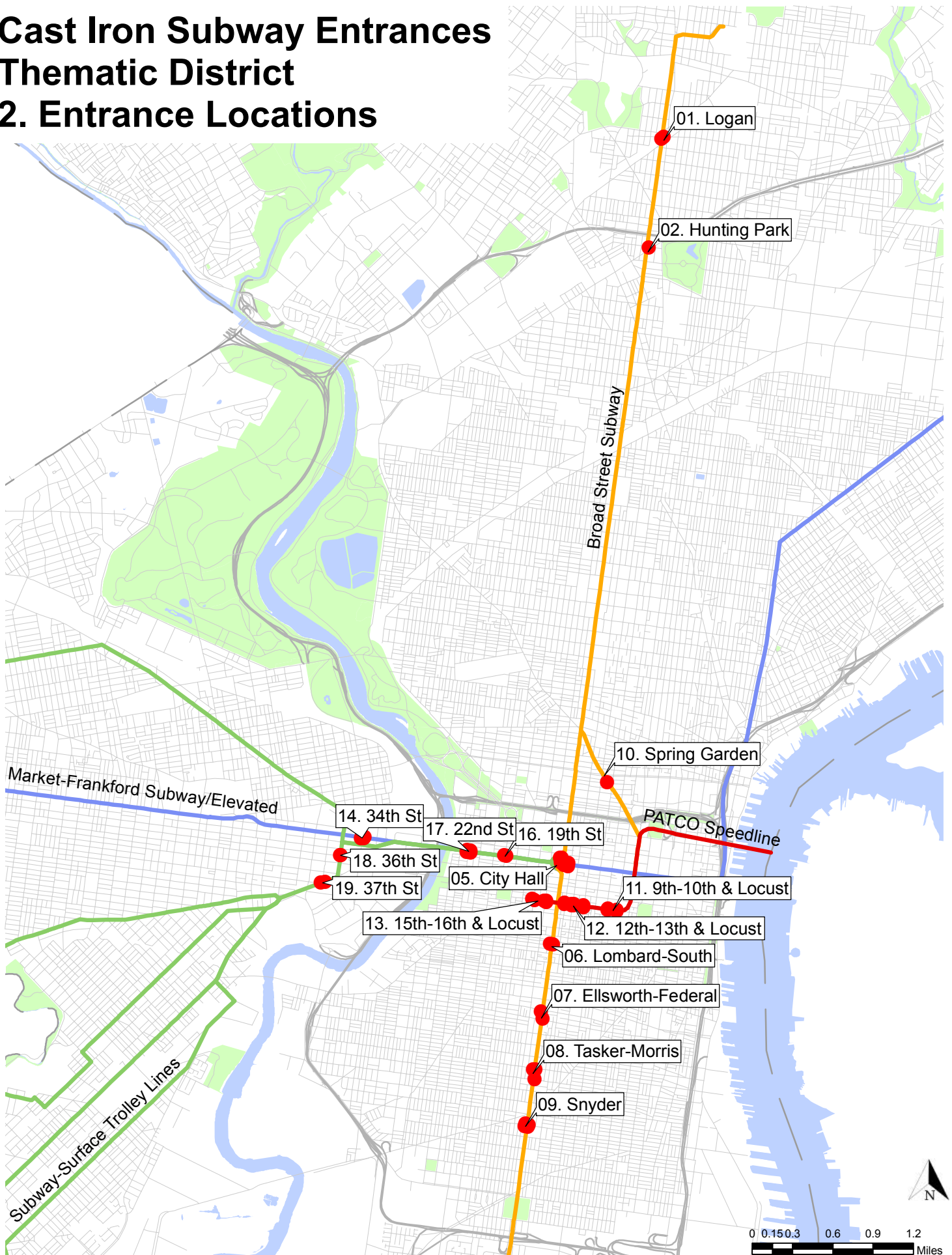
Date of Receipt: July 7, 2010
☒ Correct-Complete ☐ Incorrect-Incomplete Date: August 16, 2018
Date of Preliminary Eligibility: _____
Date of Notice Issuance: August 16, 2018
Date(s) Reviewed by the Committee on Historic Designation: October 17, 2018
Date(s) Reviewed by the Historical Commission: November 9, 2018
Date of Final Action: _____
☐ Designated ☐ Rejected

2/1/07

Cast Iron Subway Entrances

Thematic District

2. Entrance Locations



3. Boundary Description

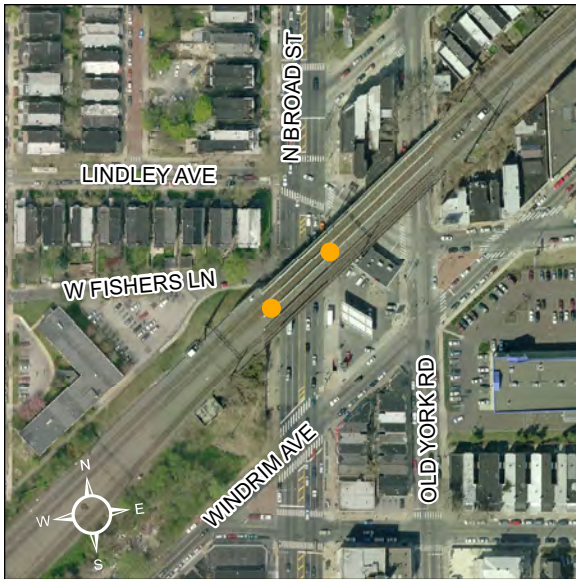
The Cast Iron Subway Entrances Thematic District includes subway entrance headhouse structures at various locations throughout the city. These structures serve the Market Street Subway/Elevated, Broad Street Subway, Ridge Avenue/8th Street Subway, Subway-Surface Lines, and Locust Street Subway (PATCO Speedline). The boundary of each headhouse structure includes the granite and concrete curbs, cast iron escalator enclosure, cast iron railings, and any auxiliary components, such as lamp standards, signage, and integral and free-standing light fixtures.

The entrances included in the Cast Iron Subway Entrances Thematic District include:

- 01: Logan, Broad Street Subway
- 02: Hunting Park, Broad Street Subway
- 05: City Hall, Broad Street Subway
- 06: Lombard-South, Broad Street Subway
- 07: Ellsworth-Federal, Broad Street Subway
- 08: Tasker-Morris, Broad Street Subway
- 09: Snyder, Broad Street Subway
- 10: Spring Garden, Ridge Avenue/8th Street Subway
- 11: 9th-10th & Locust, Locust Street Subway (PATCO Speedline)
- 12: 12th-13th & Locust, Locust Street Subway (PATCO Speedline)
- 13: 15th-16th & Locust, Locust Street Subway (PATCO Speedline)
- 14: 34th Street, Market Street Subway/Elevated
- 16: 19th Street, Subway-Surface Lines
- 17: 22nd Street, Subway-Surface Lines
- 18: 36th Street, Subway-Surface Lines
- 19: 37th Street, Subway-Surface Lines

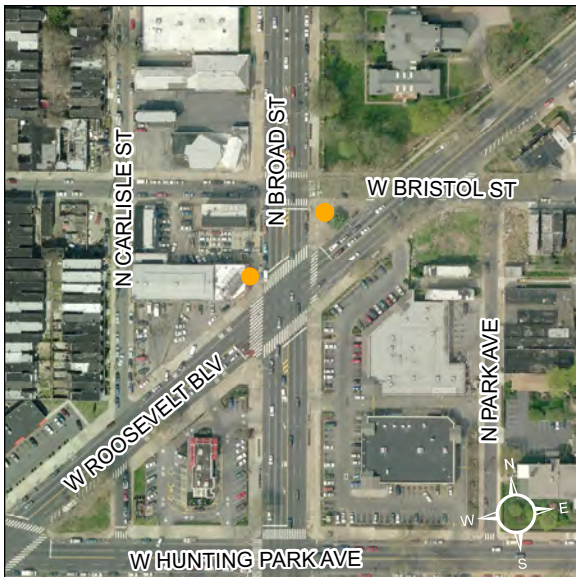
See maps and inventory for specific locations.

3: Boundary Description



Logan, Broad Street Subway

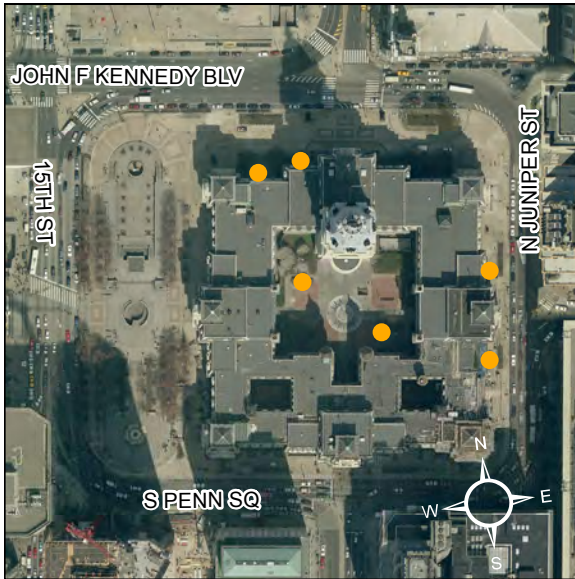
- 01A** SW corner, N Broad St & W Fishers Ln
- 01B** SE corner, N Broad St & Lindley Ave



Hunting Park, Broad Street Subway

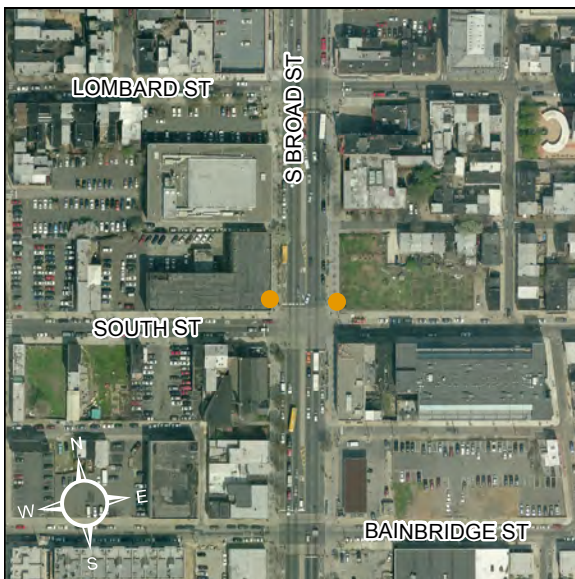
- 02A** SE corner, N Broad St & W Bristol St
- 02B** NW corner, N Broad St & Roosevelt Blvd

3. Boundary Description



City Hall, Broad Street Subway

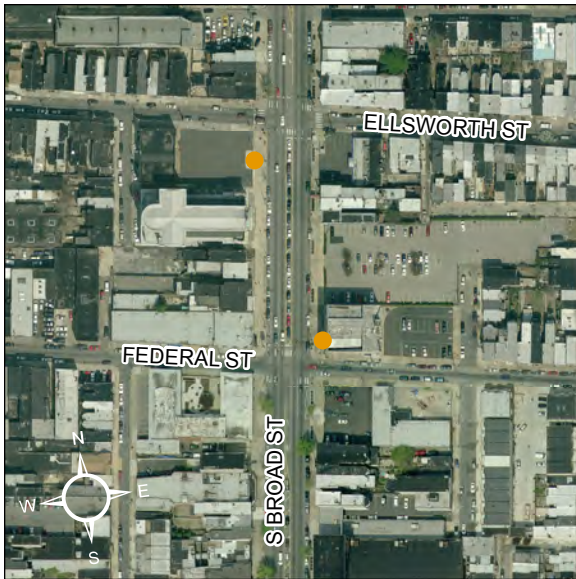
- 05A** SW corner, N Broad St & John F Kennedy Blv
- 05B** SW corner, N Broad St & John F Kennedy Blv
- 05C** NW corner, City Hall Courtyard
- 05D** SE corner, City Hall Courtyard
- 05E** NW corner, Market St & N E Penn Sq
- 05F** SW corner, Market St & S E Penn Sq



Lombard-South, Broad Street Subway

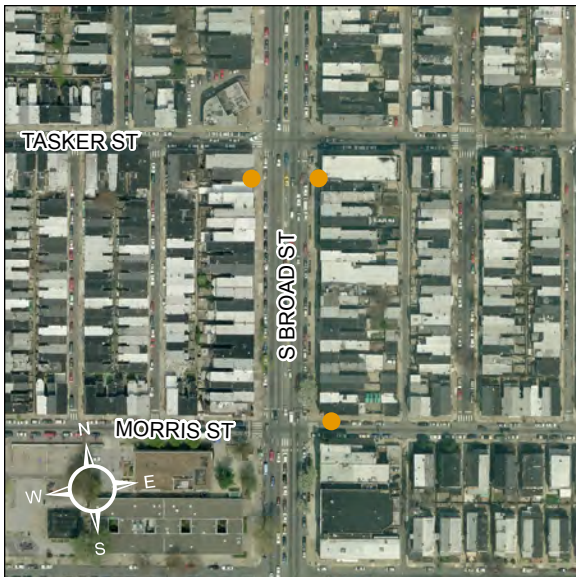
- 06A** NW corner, S Broad St & South St
- 06B** NE corner, S Broad St & South St

3: Boundary Description



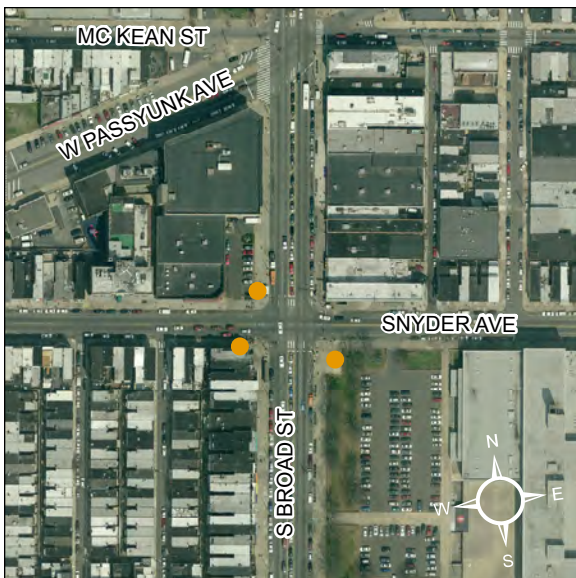
Ellsworth-Federal, Broad Street Subway

- 07A** SW corner, S Broad St & Ellsworth St
- 07B** NE corner, S Broad St & Federal St



Tasker-Morris, Broad Street Subway

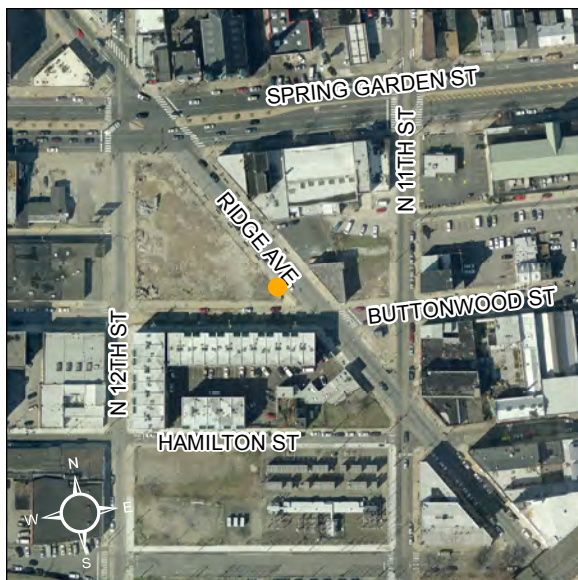
- 08A** SW corner, S Broad St & Tasker St
- 08B** SE corner, S Broad St & Tasker St
- 08C** NE corner, S Broad St & Morris St



Snyder, Broad Street Subway

- 09A** NW corner, S Broad St & Snyder Ave
- 09C** SE corner, S Broad St & Snyder Ave
- 09D** SW corner, S Broad St & Snyder Ave

3: Boundary Description



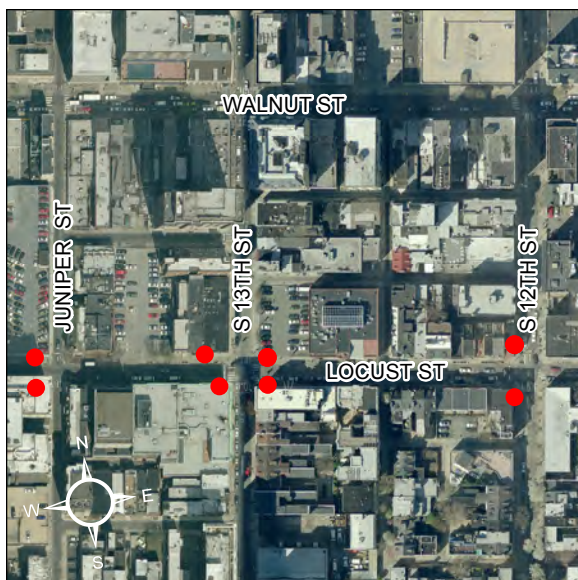
Spring Garden, Broad-Ridge Spur

10A NW corner, Ridge Ave & Buttonwood St



9th-10th & Locust, PATCO Speedline

- 11A** NW corner, Locust St & S 9th St
- 11B** SW corner, Locust St & S 9th St
- 11C** NE corner, Locust St & S 10th St
- 11D** SE corner, Locust St & S 10th St



12th-13th & Locust, PATCO Speedline

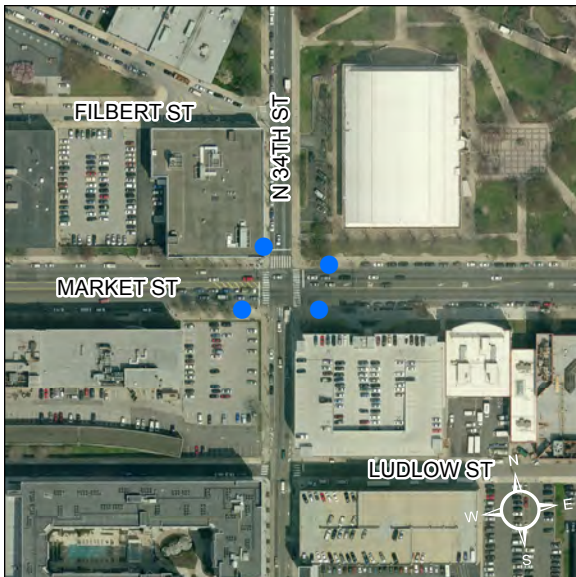
- 12A** NW corner, Locust St & S 12th St
- 12B** SW corner, Locust St & S 12th St
- 12C** NW corner, Locust St & S 13th St
- 12D** NE corner, Locust St & S 13th St
- 12E** SE corner, Locust St & S 13th St
- 12F** SW corner, Locust St & S 13th St
- 12G** NW corner, Locust St & S Juniper St
- 12H** SW corner, Locust St & S Juniper St

3: Boundary Description



15th-16th & Locust, PATCO Speedline

- | | | |
|------------|------------|-----------------------|
| 13A | NW corner, | Locust St & S 15th St |
| 13B | NE corner, | Locust St & S 15th St |
| 13C | SE corner, | Locust St & S 15th St |
| 13D | NW corner, | Locust St & S 16th St |
| 13E | SE corner, | Locust St & S 16th St |



34th St, Market-Frankford Subway/Elevated

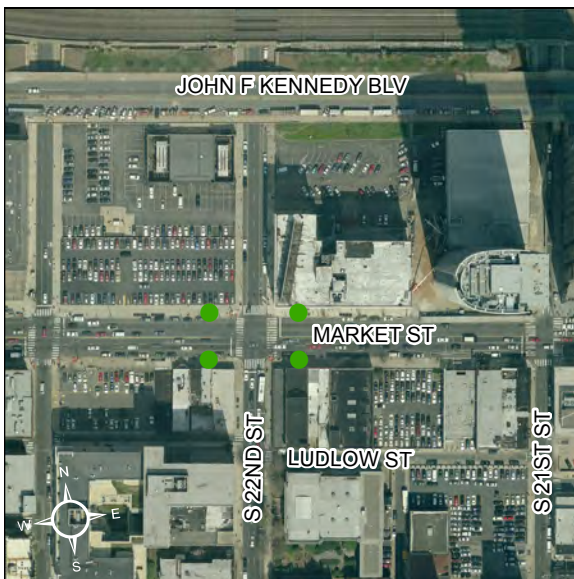
- | | | |
|------------|------------|-----------------------|
| 14A | NW corner, | Market St & S 34th St |
| 14B | NE corner, | Market St & S 34th St |
| 14C | SE corner, | Market St & S 34th St |
| 14D | SW corner, | Market St & S 34th St |

3: Boundary Description



19th St, Subway-Surface Trolley Lines

- 16A** NW corner, Market St & S 19th St
- 16B** NE corner, Market St & S 19th St



22nd St, Subway-Surface Trolley Lines

- 17A** NW corner, Market St & S 22nd St
- 17B** NE corner, Market St & S 22nd St
- 17C** SE corner, Market St & S 22nd St
- 17D** SW corner, Market St & S 22nd St



36th St, Subway-Surface Trolley Lines

- 18A** NW corner, Sansom St & S 36th St
- 18B** NE corner, Sansom St & S 36th St

3: Boundary Description



37th St, Subway-Surface Trolley Lines

- 19A** NW corner, Spruce St & S 37th St
- 19B** NE corner, Spruce St & S 37th St

4. Description¹

The cast-iron elements included in this nomination include four distinct headhouse designs constructed and installed at eight different times between 1928 and 1955, spanning the entire history of subway construction in Philadelphia with the exception of the original 1906/1907 Market Street Subway. The physical appearance of these elements varies considerably—from the rather ornate North Broad entrances and escalators to the somewhat utilitarian design utilized during the 1950s—but they are united by their materiality and some common design elements. The entrances also vary in terms of their current condition and level of integrity, ranging from excellent to poor.

The North Broad entrances (see Figures 01B01 - 03B05) are the oldest and perhaps the most ornate, dating to the initial opening of the Broad Street Subway in 1928. Only four of these original stairway entrances remain today (two at Logan Station, one at Hunting Park, and one at the City Hall station). The entrances installed for the South Street extension (see Figures 06A06 – 06B20) and the Ridge Avenue/8th Street Subway are essentially identical, although these were installed a few years later—in 1930 and 1932, respectively. Two of the 1930 entrances remain, at Broad Street and South Street, while only one of the 1932 entrances remains, at Ridge Avenue and Buttonwood Street. The basic design of these entrances is that of an uncovered guardrail surrounding the entrance stairway on three sides. Construction is of cast-iron, fabricated in sections and then bolted together and placed on a granite base. Vertical lamp standards mounted near the entrance, singly or in pairs, serve as beacons advertising the location of the various entrances.

When freestanding, as at the southeast corner of Broad Street and Lindley Avenue, the basic enclosure surrounds two long sides and one short side of the rectangular stairway. Often, however, only one long side is necessary as many entrances are located immediately alongside walls or building facades, such as the entrance at the southwest corner of Broad Street and Fishers Lane. In the first case, the basic guardrail portion of each headhouse appears to be comprised of approximately fifteen segments, not including the lamp standards. Each long side is composed of seven elements: three long segments of railing and four shorter, more highly ornamented newel post segments, forming an A-B-A-C-A-B-A pattern. The newel post segments at the entrance end are somewhat different in that they originally acted as bases for the lamp standards and are therefore flat on top, while the remainder of the balustrades are crenellated. In design and ornamentation they are otherwise identical to the other short segments. Each features a central element of ornamental ironwork in a symmetrical design, containing a number of floral and organic elements (see Figure 01B06), and a small, square floral element in each corner. Another newel post features a covered

¹ A brief organizational note: for the purposes of this nomination, each station has been assigned a number, and each entrance at that station given a letter, creating a unique identifier for each entrance (e.g.: 01A for the entrance to Logan Station located at the southwest corner of Broad Street and Fishers Lane). This numbering system has been carried throughout to identify and refer to current photographs of the entrances, using each entrance's inventory number and a photo number (e.g.: 01B01 for the first photo of the entrance at Broad Street and Lindley Avenue). These photographs have been compiled at the end of Section 4. Historic photographs have been designated with letters "HP" and are presented within the text of Section 4.

light fixture roughly the shape of a quarter-cylinder curving down from the top of the banister (see Figure 06A11). Two of the long segments are composed of square balustrades while the central “nameplate” element features raised lettering, painted white to contrast against the dark background, reading “SUBWAY” and giving a designation for each entrance: on the original North Broad segment either “NORTH BOUND” or “SOUTH BOUND” at stations with side platforms (Logan, Hunting Park), or both at stations with island platforms (City Hall) where a mezzanine level allows for crossover between platforms. For the South Street extension, this was modified somewhat, with all entrances reading “NORTH-SOUTH,” since both the Walnut-Locust and Lombard-South stations feature a full mezzanine.



Figure HP01. Cast iron subway entrance showing original configuration with two lamp standards, 1936. The entrance was once located at the northwest corner of N. Broad Street and Windrim Avenue and has since been removed. (Department of Records, City of Philadelphia)

Where freestanding, these entrances once featured two vertical lamp standard elements flanking the entrance (Figure HP01). Entrances situated against a building wall featured only one lamp standard, at the corner of the entrance furthest from the building (Figure HP02). Only two “North Broad” style stairways, however, retain these elements, both at Broad and South Streets. Originally featuring glass panels reading “SUBWAY” in vertical lettering on all four sides and designed to light up from within, today these two remaining examples feature orange plastic panels reading “BROAD STREET” in white lettering.



Figure HP02. Cast iron subway entrance showing original configuration when adjacent to building, 1936. The entrance pictured survives at the northwest corner of Ridge Avenue and Buttonwood Street, though it is now closed and boarded. (Department of Records, City of Philadelphia)

Constructed at approximately the same time as the original North Broad Stairways were several escalator exits at the City Hall station, of which two now remain: one on the north apron to the northwest of the courtyard entrance and another in the northwest corner of the courtyard (Figure HP03; also see Figures 05C39 and 05C42). Another in the southeast corner of the courtyard was added soon after as part of the City Hall Concourse project, which opened in stages between June 1931 and October 1936 (see Figures 05D10 – 05D26). These fully enclosed escalator “sheds,”

besides being completely unique in the system, represent something of a transition between the classical ornamentation of the North Broad stairways and the sleek, Art Deco designs that would be used for the South Broad entrances and later portions of the concourse. The sheds share certain elements with the North Broad stairways (the crenellations and nameplate lettering are very similar) while certain elements, such as various floral decorations, appear more “modern.”

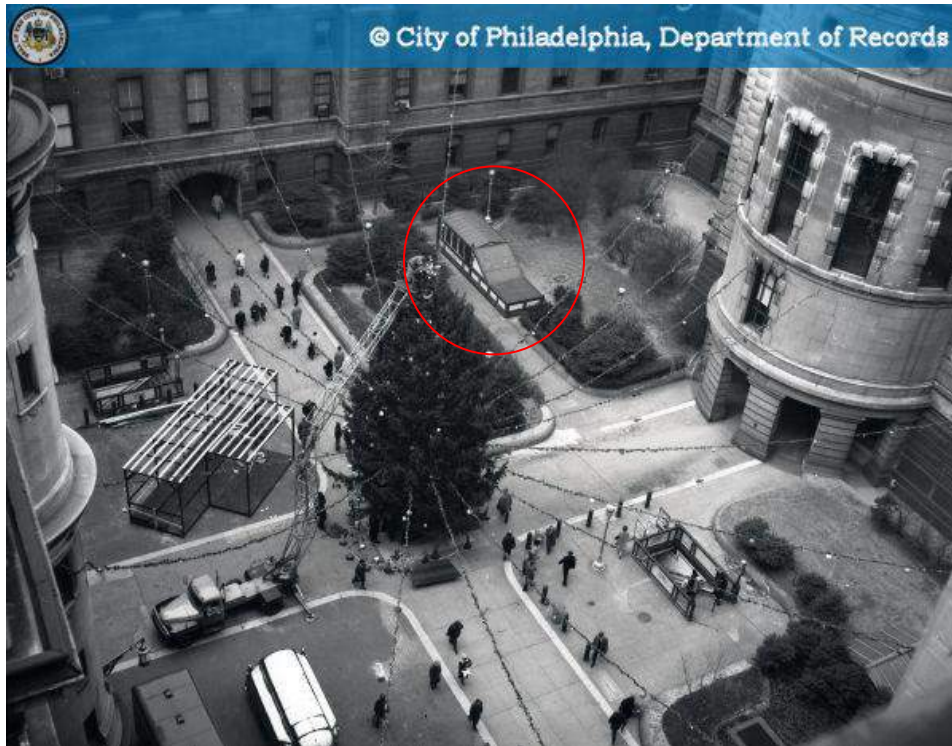


Figure HP03. Cast iron escalator enclosure at City Hall courtyard, 1962. (Department of Records, City of Philadelphia)

These elements are rather different in form from the stairway railings, being nearly twice the length, and can be divided into essentially two components: a large rectangular shed-type enclosure with a gently sloped gable roof covering a vestibule-type area, and a lower segment sloping down from the shed roof to a flat area, covering the upper portions of the escalator itself (see Figure 05C39). The nameplate paneling and lettering and crenellations both echo the design of the North Broad stairways, and the entrance to the north of City Hall actually incorporates a segment of “North Broad” style railing. Other elements, such as the abstracted floral details on the newel posts, the raised “medallions” on the sloped portion of the roofing, the patterned brass vent panels and the lion like miniature gargoyles, are all unique embellishments that represent a departure from the earlier design (see Figures 05D10, 05D11, and 05D21).

The exit located on the north apron of City Hall has been sealed and “mothballed,” with temporary paneling installed over the windows and vents and some supplemental ventilation installed. It has also sustained some major damage to its north side, which has been reattached to the rest of the structure with four large and rather unsightly angle brackets. The northwest courtyard escalator (see

Figures 05C39 and 05C42) is also closed and locked, but not completely “mothballed.” It appears quite weathered, but maintains most original elements in an acceptable state of repair. The final structure to the southeast (see Figure 05D26) is in excellent condition, appearing to have been rather recently restored, and also maintains an excellent level of integrity, retaining all significant elements.

Following the installation of the escalators, a new, updated design was developed for the concourse entrances created on the east side of City Hall—a design that would also be utilized for the 1938 Snyder Avenue extension of the Broad Street Subway (see Figures 05E03 – 05F29; 07B01 – 09D05). Following some of the hints given in the design for the escalator enclosures, the design for these new entrances made a full break with the more traditional design of the North Broad entrances, fully embracing and exemplifying the then-popular Art Deco style and projecting a much more modern image. These entrances, while of the same basic form and containing essentially the same formal elements, place an emphasis on clean, straight lines, and simplified, abstracted ornamentation. The design is reflected in the repeated curved elements of the modernized lamp standard (see Figure 05E09), the abstracted ornamentation along the banisters (see Figure 09D05), and the strong emphasis given to the verticality of the newel posts. Of particular interest is the corner post supporting the lamp standard, which features a series of up thrusting volumes building to the base of the standard in something of the manner of a New York skyscraper or a theater marquee of the era (see Figure 05E22). Type elements were thoroughly modernized as well, both in the clean, modern sans-serif font chosen for the lamp standards (again reading “SUBWAY” from top to bottom, see Figure 05E09) or the more stylized font chosen for the “nameplate” elements, now reading either “SUBWAY CONCOURSE” or “BROAD STREET SUBWAY” (see Figure 05E03). The composition of the interior stairway portion was modified as well, being completely lined with cut stone panels to lend a sleeker, more modern appearance.

While construction on the Locust Street Subway (now part of the PATCO Speedline) and Market Street Subway extension west across the Schuylkill River began at essentially the same time as the Snyder Avenue extension, neither was nearing completion until the early 1950s, and by this time a new headhouse design was developed (see Figures 12A06 – 19A01). The Locust Street Subway, Market Frankford tunnel extension, and Subway-Surface tunnel extension would all share the same design, a highly simplified reinterpretation of earlier iterations (Figure HP04). Ornamentation was almost completely dispensed of in favor of a rather utilitarian design reflecting a sort of modernist functionalism. These entrances are composed of a simple set of minimalist elements: simple cylindrical newel posts with a rounded cap and large flat panels in place of balustrades, with a smaller cylindrical base and banister. Virtually the only accents are a small raised “nameplate” element reading simply “SUBWAY” (mounted on the center panel of the long side only, see Figure 12H16). The historic signage and trim of the lamp standards have all been replaced (see Figure 12F14 showing original appearance).

A major maintenance challenge on these entrances has been the flat, rectangular base along the bottom edge of the cast iron portion, which has proven to be quite vulnerable to rusting and corrosion. In some places these elements have been completely replaced, while in others their

condition continues to worsen. Varying in appearance and perhaps in terms of aesthetic appeal, all four designs are nonetheless important reflections of their era, sharing enough common elements of design, construction, and association to justify their inclusion as a group. While the present condition of these entrances also varies, all of those included retain a good deal of integrity and significance, contributing to the historical value of the proposed district as a whole.



Figure HP04. Simplified cast iron subway entrance located on the northeast corner of Locust and 15th Streets, 1953. (Department of Records, City of Philadelphia)



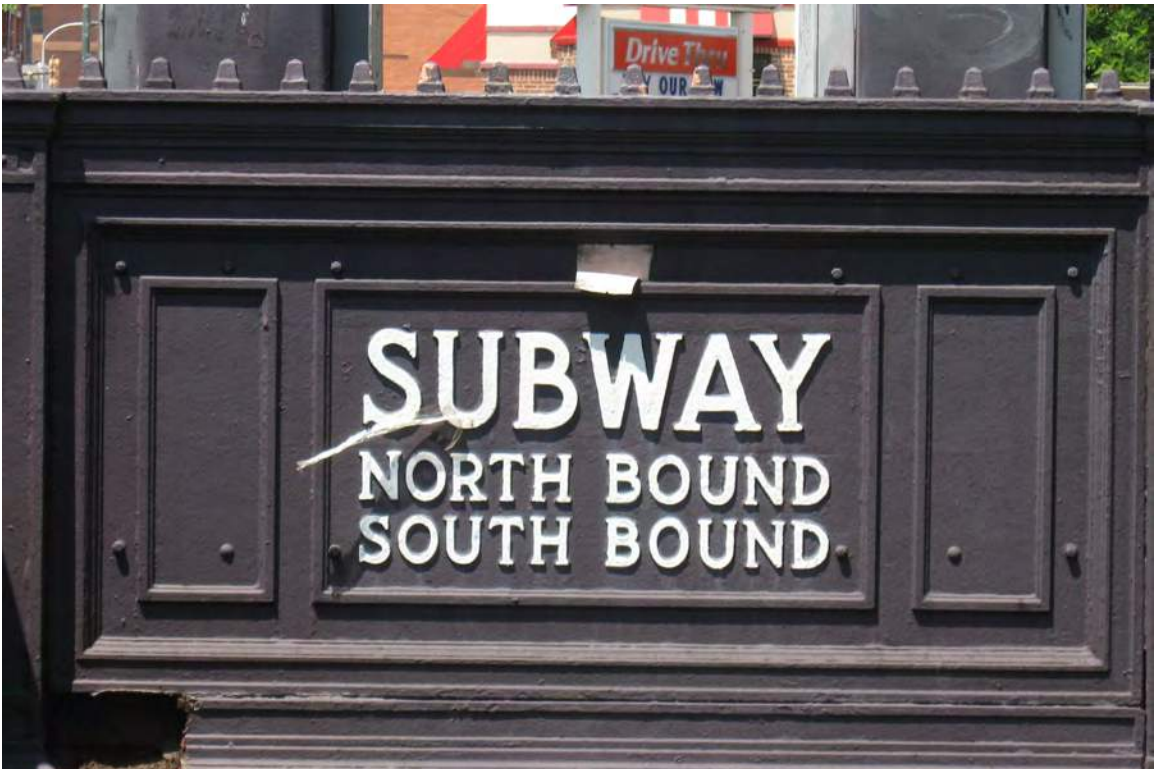
01B01 – North Broad Stairway
 N Broad St & Lindley Ave, SE corner
 view from southwest
 06/02/09



01B05 – North Broad Stairway
 N Broad St & Lindley Ave, SE corner
 south façade
 06/02/09



01B06 – North Broad Stairway
N Broad St & Lindley Ave, SE corner
detail, south façade
06/02/09



03B05 – North Broad Stairway
N Broad St & W Girard Ave, NE corner
detail, east façade
06/02/09



05C39 – North Broad Escalator

City Hall Courtyard, NW corner
view from southeast

06/22/09



05C42 – North Broad Escalator

City Hall Courtyard, NW corner
view from southwest

07/13/09

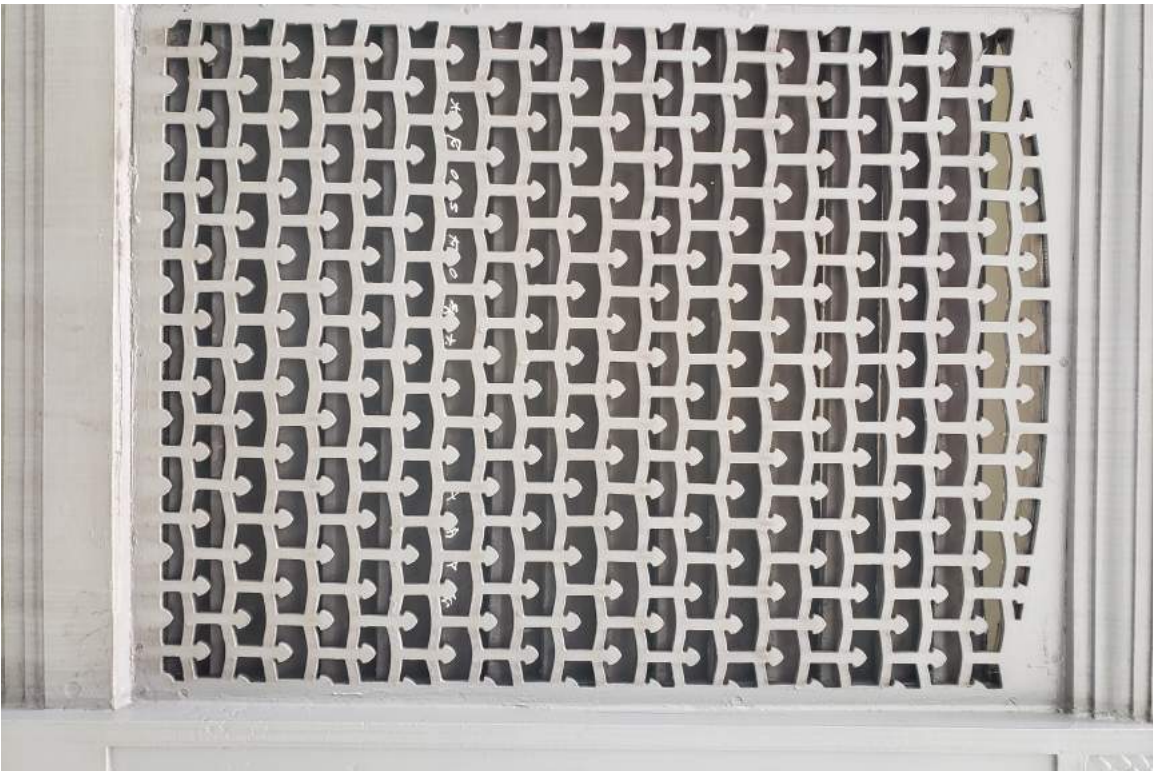


05D10 – North Broad Escalator

City Hall Courtyard, SE corner

detail, west façade

06/22/09



05D11 – North Broad Escalator

City Hall Courtyard, SE corner

detail, south façade

07/31/18



05D21 – North Broad Escalator

City Hall Courtyard, SE corner

detail, north façade

06/22/09



05D26 – North Broad Escalator

City Hall Courtyard, SE corner

view from northeast

06/22/09



05E03 – South Broad

Market St & S Juniper St, NW corner
detail, south façade
06/22/09



05E09 – South Broad

Market St & S Juniper St, NW corner
detail, from northeast
06/22/09



05E22 – South Broad
 Market St & S Juniper St, NW corner
 detail, north façade
 06/22/09



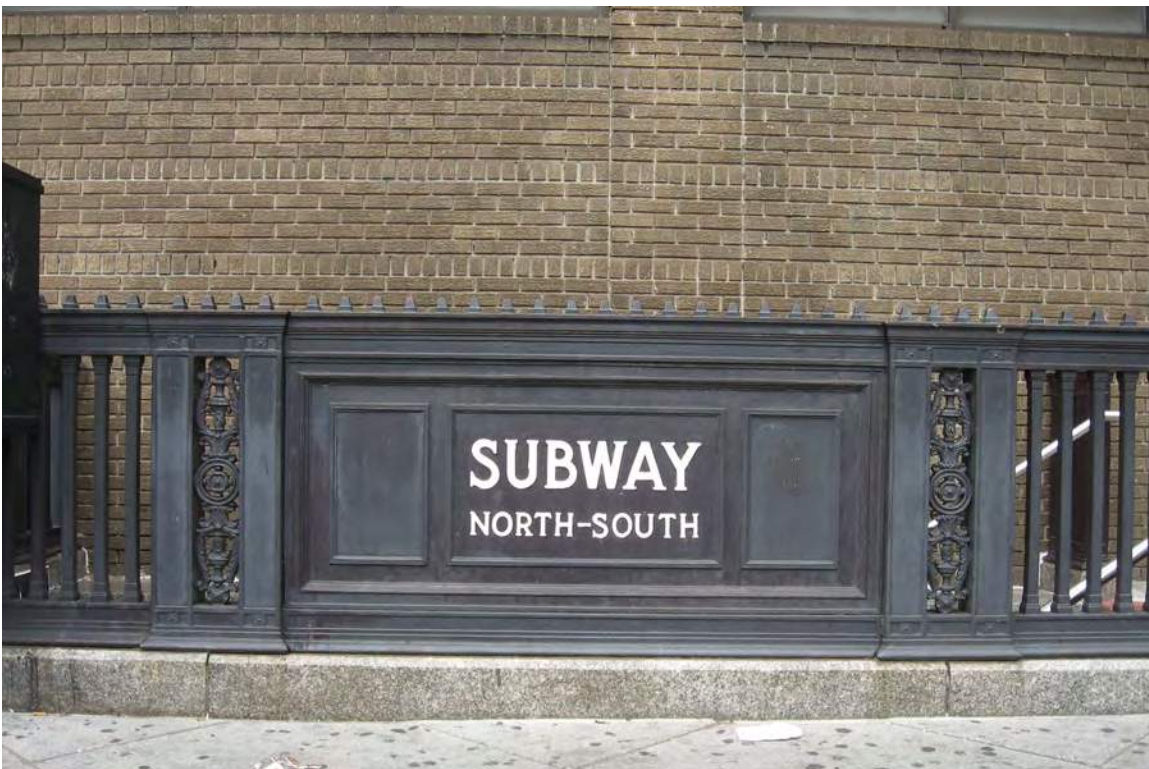
05E29 – South Broad
 Market St & S Juniper St, NW corner
 north façade
 06/22/09



05F29 – South Broad

Market St & S Juniper St, SW corner
view from southeast

06/22/09



06A06 – North Broad Stairway

S Broad St & South St, NW corner
east façade

06/02/09



06A11 – North Broad Stairway
 S Broad St & South St, NW corner
 detail, western side viewed from the east
 06/02/09



06B18 – North Broad Stairway
 S Broad St & South St, NE corner
 detail, west façade
 06/10/09



06B20 – North Broad Stairway
 S Broad St & South St, NE corner
 view from northwest
 06/10/09



07B01 – South Broad
 S Broad St & Federal St, NE corner
 view from southwest
 06/02/09



08B03 – South Broad
 S Broad St & Tasker St, SE corner
 north façade
 06/02/09



09A07 – South Broad
 S Broad St & Snyder Ave, NW corner
 view from northeast
 06/02/09



09C03 – South Broad

S Broad St & Snyder Ave, SE corner
 detail, southern end viewed from the north
 06/02/09



09D05 – South Broad

S Broad St & Snyder Ave, SW corner
 detail, north façade
 06/02/09



12A06 – 1950s Era

Locust St & S 12th St, NW corner

view from north

06/15/09



12B05 – 1950s Era

Locust St & S 12th St, SW corner

east façade

06/15/09



12B09 – 1950s Era
 Locust St & S 12th St, SW corner
 view from northeast
 06/15/09



12E06 – 1950s Era
 Locust St & S 13th St, SE corner
 east façade
 06/16/09



12F14 – 1950s Era
 Locust St & S 13th St, SW corner
 view to northeast
 06/16/09



12H16 – 1950s Era
 Locust St & S Juniper St, SW corner
 detail, north façade
 06/16/09



13B02 – 1950s Era

Locust St & S 15th St, NE corner
south façade
06/16/09



13C01 – 1950s Era

Locust St & S 15th St, SE corner
view from northwest
06/20/09



14C02 – 1950s Era
 Market St & S 34th St, SE corner
 view from southwest
 06/10/09



15A01 – 1950s Era
 Market St & S 40th St, NW corner
 view from southwest
 06/10/09



16A02 – 1950s Era
 Market St & S 19th St, NW corner
 view from southeast
 06/10/09



17C07 – 1950s Era
 Market St & S 22nd St, SE corner
 view from southeast
 06/10/09



19A01 – 1950s Era

Spruce St & S 37th St, NW corner

view from southwest

06/10/09

6. Significance

For all of the changes that mass transit has brought to Philadelphia, today little direct physical evidence of its original infrastructure remains. Stations have been remodeled, new rolling stock has come and gone, and physical infrastructure has been renewed. With the recent rebuilding of the Market Street Elevated almost nothing remains of the first transformative mass transit line in the city (except for portions of the original 19th Street Subway-Surface Station), and the later lines have fared little better. The cast-iron subway entrance headhouses used on all of these lines—the only direct physical street presence of the underground lines—are a reflection of the development of modern mass transit in Philadelphia, an event of immense importance to the history of the City. They also represent a significant and meaningful link to a time in the city’s history when industrialization, immigration, and population growth were at their apex, bearing significant interest as part of the development, heritage, and cultural characteristics of the city (Criterion A). While these entrances are of varying aesthetic and architectural distinction, their designs are a reflection of the spirit and prevailing style of the era of their construction, reflecting the environment in an era characterized by a distinctive architectural style (Criterion C). They represent the City’s commitment to sustaining growth through significant investment in public transportation infrastructure and a time of an optimistic belief in public service and the importance of the public realm; as such, they exemplify the cultural, political, economic, social and historical heritage of the community (Criterion J). At a more localized scale, these elements are a defining visual characteristic of neighborhood streetscapes wherever they are found, representing an established and familiar visual feature of the neighborhood, community, and city owing to their locations and physical characteristics (Criterion H). These important historical resources, however, are dwindling: today none of the original Market Street entrances remain, with only four original “North Broad” entrances extant, making the preservation of those that remain imperative.

As then Philadelphia Mayor Harry A. Mackey wrote in 1928: “Philadelphia has long been known as the ‘City of Homes.’” To a much greater degree than other cities of a comparable size, Philadelphia at the time, as is largely true even today, relied largely on the single-family home as the “basic residential unit housing the greatest mass of its citizens.” As Mackey went on to note: “The materialization of the development has, of course, been dependent upon transportation facilities” (Mackey, 1928 p. 23). A large and widespread network of streetcar lines allowed rapid physical and population growth at the close of the nineteenth century, but by the early years of the twentieth century, with well over a million residents spread across the city (Gibson, 1998), this system was no longer entirely adequate to carry large numbers of workers increasingly large distances. These patterns of settlement both posed a challenge to the development of mass transit and made it a necessity. While private interests saw an opportunity for profit in the construction of the initial Market Street Subway/Elevated in the first decade of the twentieth century, further investments fell to the public sector. The entire Broad Street Subway system, including the Ridge Avenue/8th Street Subway and Locust Street Subway, as well as subsequent improvements to the Market-Frankford and Subway-Surface lines, was funded largely by the City of Philadelphia. These public investments coincided with the last period of growth for the city, allowing it to reach a peak population of over 2 million persons in the 1950s (Gibson, 1998). While these lines did not have quite the same dramatic impacts as the Market-Frankford line in opening new sections of the city and surrounding suburbs to new development, they formed the backbone of an extended transportation network, including

the subways and reconfigured “feeder” streetcar and bus lines, that both allowed continued growth at the city’s fringes and fed the development of a number of important regional sub-centers, while allowing new patterns of commercial activity and increased diversification and specialization of retail.

Although various rapid transit lines had been proposed as early as 1890 (Urban Traffic & Transportation Board, 1955 p. XIII-2), the story of mass transportation in Philadelphia could be said to begin in earnest in 1903, when the Philadelphia Rapid Transit Company (PRT) bought out a number of competitors in response to fears of increased competition. That same year they began preparations for a rapid transit line operating underground from the Delaware to the Schuylkill, rising above-ground to cross the Schuylkill River and then continuing on an elevated structure to 69th Street in Upper Darby, just across the city line. The line would feature two tracks its entire length with an additional two tracks for underground trolley operation between the Schuylkill River and City Hall, a provision meant to improve downtown delivery and alleviate congestion. Work began first on the river crossing, which was completed between July 1903 and August 1905, with work on the remainder of the line beginning October 17, 1904. It took 2,250 workers almost 4 years to complete, at a cost of \$18 million (roughly \$396 million in today’s dollars and nearly twice initial estimates). By December 18, 1906, the Subway-Surface trackage was opened for service, followed by testing of the heavy rail trackage on January 13, 1907, and finally the opening of regular service from 69th Street to a loop around City Hall on March 4, 1907 (Cox, 1967 p. 16).

Work on the subway continued east of City Hall, with service as far as 2nd Street unveiled on August 3, 1908 with a massive grand opening at the 8th Street station, which was billed as “the greatest subway station in the world” (Cox, 1967 p. 16). Next to open was a two-station elevated extension south along the Delaware waterfront to link with ferry service to Camden, with the first station (between Market and Chestnut) opening September 7, 1908, and a terminal station at South Street completing the line on October 4 of the same year (Cox, 1967 p. 16).

With a highly positive response to the Market Street line, the city continued to push for the construction of additional lines, but PRT head T.E. Mitten, wary of bearing the cost of additional infrastructure investments, maintained that adequate service could be provided with existing surface routes, and that further rapid transit facilities were unnecessary (Cox, 1967 p. 17). In response, the city in 1912 created a Department of City Transit, and the next year introduced a bill granting it the right to purchase, lease, construct, own, or operate mass transit facilities, but withholding any regulatory power over existing transportation providers (American Society of Civil Engineers, 1926). A. Merritt Taylor was appointed City Transit Commissioner, and charged with a review of transportation needs and the drafting of a proposal for a comprehensive network of mass transit lines. Mr. Taylor released his report on July 24, 1913, calling for the construction of elevated lines to Frankford and Darby, a subway in Broad Street with extensions to the north and northeast, and a downtown “delivery loop” at Arch, 8th, Walnut, and 15th Streets, meant to distribute Broad Street Subway passengers throughout the business district, which was at the time largely east of Broad Street (Taylor, 1913). Plans for the delivery loop were modified the following year, recommending that the south side be located on Locust Street instead of Walnut. While Walnut had been chosen for the shorter distances and its proximity to Chestnut Street shopping, Locust was ultimately chosen for the gentler curves required, the elimination of a conflict with the proposed Walnut Street station on the Broad Street line, and a feeling that this would have the effect of enlarging the business district (Department of City Transit, 1914 p. 17). Work began in September 1915, starting

with the challenging City Hall station on the Broad Street line and portions of the delivery loop at Arch and Locust Streets. Mr. Taylor resigned the same year, replaced by leading engineer William S. Twinning, who, after reviewing the Taylor program, recommended a Ridge Avenue spur line as a replacement for the Arch Street portion of the loop (Twining, 1916). Work nonetheless continued until 1919, when City Hall station was substantially completed (Urban Traffic & Transportation Board, 1955 p. XIII-8) and Twinning convinced the city that the Arch Street routing was “impractical and would impede operation to its full capacity.” Work was halted, contracts cancelled, and a settlement made with the contractors (Stirling, 1930 March 7), but not before 389 feet of subway tunnel and portions of two stations had been completed underneath Arch Street (Fitzherbert, 1979 p. 2).

With work on the Broad Street line stalled, it was the Frankford Elevated, built as an extension to the Market Street line, that became the first city-funded transit line, representing a \$16 million public investment in mass transit, or approximately \$205 million when adjusted for inflation (Mackey, 1928 p. 24). Running via Front Street and Kensington Avenue to a terminal at Frankford Avenue and Bridge Street, the Frankford “El” opened November 5, 1922, with Market Street trains now alternating between the Delaware Avenue Ferry Line and the new line. By 1928 the line was carrying about 119 million passengers a year (Mackey, 1928 p. 24).

In 1923 a mayoral commission revisited the city’s transit plans, recommending immediate construction of a subway along Broad Street from Olney to League Island, and included provisions for express tracks from Olney to Spruce. The plan also included an extension of the Locust Street Subway across the Schuylkill River to West Philadelphia and along Woodland Avenue to Darby. The plan further outlined a subway/elevated line along the Parkway, 29th Street, and Henry Avenue to Roxborough, to connect with a line over the new Delaware River Bridge to Camden, and a Walnut/Chestnut Street Subway-Surface tunnel. The program was approved by referendum on September 18, 1923, and loans for the necessary funding were approved by November 6, clearing the way for work to resume (Department of City Transit, 1923). Appropriations for the Parkway-Roxborough line were diverted for spending elsewhere, with only provisions for the crossing of Wissahickon Creek being completed (Stirling, 1930 March 8), and plans for the Subway-Surface tunnel were soon abandoned. However, with the Broad Street line being billed as the “backbone” of the proposed system, and with pressure from many of the city’s elite living in upscale North Philadelphia neighborhoods near proposed Spring Garden and Girard stations, work on that front proceeded, with construction beginning on August 25, 1924 (American Society of Civil Engineers, 1926).

The 6.5 miles from Olney to City Hall were chosen as the first segment to be constructed, divided in two sections for construction purposes. The northern half, from Clearfield Street to the Fern Rock yards, was contracted to Patrick McGovern, Inc., while the southern half, from Clearfield to City Hall, was handled by The Keystone State Construction Co., with both companies opting for slightly different construction methods (American Society of Civil Engineers, 1926). While provisions for a four-track subway were made the entire length of the tunnel, express tracks were initially laid only between the Fern Rock portal and Olney. Express service was also planned between Girard and the soon to be added Walnut-Locust station, but for initial local service only the southbound local and express tracks were laid, presumably to accommodate continuing construction on the northbound trackage and the special work required for the spur line under Ridge Avenue (Philadelphia Subway, 1929 p. 243). As Girard, Spring Garden, Race-Vine, and City Hall were all designed as express stations constructed with island platforms, northbound trains

simply used the southbound express tracks. At Fairmount however, designed as a local station with side platforms, there would be no northbound service until the remaining tracks were completed (Philadelphia Subway, 1929 p. 243). Provisions were also made for later extensions to the northeast or northwest, with a flying junction built north of Olney at Grange Avenue (American Society of Civil Engineers, 1926). Another flying junction constructed north of Erie Avenue, at the point where the subway dips underneath the Reading Co.'s Richmond Branch, is often assumed to have been built for another planned extension, but according to the American Society of Civil Engineers, was only intended as a turnback point and storage area (American Society of Civil Engineers, 1926).

The Broad Street Subway opened for local-only service between Olney and City Hall on September 1, 1928 to great fanfare. With current mayor Harry A. Mackey granting his “dearest wish,” former mayor Kendrick, dressed in a top hat, cut away coat, and kid gloves, piloted an inaugural train for various dignitaries (dubbed the “royal coach” by the press) from Fern Rock to a ceremony at City Hall (Fitzherbert, 1979 p. 3). Calling the new subway “something that will function well into the 21st Century” Mayor Mackey, in his remarks, claimed: “It is more than modern. It is ultra modern” (Fitzherbert, 1979, p. 2). Later that afternoon, 20,000 invited guests were given a special preview of the new subway, which opened to the public the following day, carrying an estimated 25,000 riders (Fitzherbert, 1979 p. 3). Calling the experience a “lark,” a local journalist’s comments also reflect the demographic of the affluent North Philadelphia neighborhoods served by the new line, noting the “dainty maids all in white, beaming matrons in expensive gowns and wearing jewels, dignified gentlemen in canes and eyeglasses” who flocked to ride the subway on its opening day (Fitzherbert, 1979 p. 3). The city-owned subway was operated by the PRT under a \$200,000 a month trial lease, and managed jointly by the Department of City Transit and PRT through the Broad Street Subway Conference Board (Mackey, 1928 p.102)—a rather pioneering public-private partnership. In all, construction cost \$90 million (Fitzherbert, 1979 p. 2), a massive investment of public money (the equivalent of over \$1.1 billion today), requiring 373,000 cubic yards of concrete, 47,400 tons of structural steel, and the removal of 3,131,000 cubic yards of earth (American Society of Civil Engineers, 1926). Beginning in 1929, a number of trolley routes and schedules were modified to feed riders into the subway (*Electric Railway Journal News*, 1929) (following a scheme proposed in 1916 and modeled on Market-Frankford operations in West Philadelphia), which effectively extended the reach of the line far beyond the area directly served. Although ridership has never matched that of the Market-Frankford line, almost 43 million passengers rode in the first year, and ridership continued to grow throughout the 1930s, reaching almost 60 million by 1938 (Urban Traffic & Transportation Board, 1955 p. XIII-12).

While engineering and architectural drawings for the line and stations remain available today, details regarding the design and installation of the entrances themselves are few. Designs for “Cast Iron and Bronze Railings at Subway Station Entrances on the North Broad Street Subway” were submitted to the Art Jury in October 1927 and were approved without incident in December of that year. Designs for the entrances at City Hall, including a total of eight entrances surrounding City Hall itself and one on Reyburn Plaza to the north, were submitted separately in February 1928 and appear to have received a greater deal of scrutiny, being referred to a committee including renowned Philadelphia architect Paul Cret for review. Yet another submission was made in June 1929 for an additional escalator exit at the City Hall station, presumably as part of the concourse expansion (Philadelphia Art Jury, 1929). All supporting documentation of these submissions, unfortunately, now appears to have been lost.

In April 1930, the extension to South Street was completed (Fitzherbert, 1979 p. 3), adding stations at Lombard-South and Walnut-Locust, in the heart of the South Broad financial district. The addition was heartily welcomed by the numerous financial institutions then flanking Broad Street in the blocks south of City Hall. The Walnut-Locust station was built with a total of seventeen separate entrances, including six direct entrances to buildings like the Bellevue Stratford and Philadelphia National Bank (Berg, 1992 p. 47). Express trackage between Walnut-Locust and Girard stations was completed at this time as well, bringing northbound service to Fairmount station, but more importantly, offering direct express service between upscale North Philadelphia residential areas and the heart of the downtown business district. Work also continued on the spur line under Ridge Avenue, where preparations had been underway since 1928. At the time it was still planned that such a line would eventually be extended through Southwest Philadelphia, following the planned route along Woodland Avenue to Darby (Mackey, 1928 p. 25). When the line opened in December 1932, however, it had been completed only as far as 8th and Market (Fitzherbert, 1979 p. 4), which was nonetheless seen as critical, both to provide a direct link to the heart of the East Market retail district and to relieve pressure on City Hall as the only transfer point to the Market-Frankford line.

Around the same time the Ridge Avenue/8th Street Subway opened, work was beginning on a line linking Philadelphia and Camden, directly across the Delaware River. In 1919, Pennsylvania and New Jersey had formed the Delaware River Bridge Joint Commission, predecessor to today's Delaware River Port Authority, which was responsible for the construction of a river crossing. When the Delaware River (later Benjamin Franklin) Bridge opened on July 1, 1926, provisions had been included both for trolley service in the roadbed and rapid transit on two outboard structures. Trolley service was never begun, but Bridge Line service, under contract to PRT, began June 7, 1936, running 2.62 miles between 8th and Market in Philadelphia and Broadway and Mickle Street in Camden, with intermediate stations at Franklin Square and Camden City Hall (Fitzherbert, 1979 p. 8). Though planners had claimed that impact on ferry traffic would be minimal, by 1937 evening and Sunday service on the Delaware Avenue Ferry Line was cut due to declining demand. By May 3, 1939, service was ended, with all trains now running to Frankford Terminal, and the elevated structure was soon demolished (Cox, 1967 p. 24).

Though the nation plunged into the Depression soon after the completion of the Broad Street line, federal funding helped spur a proliferation of construction during the 1930s, which presented both challenges and opportunities for the city. Philadelphia continued to grow during the early twentieth century, from just under 1.3 million in 1900 to almost 2 million in 1930 (Gibson, 1998). Although auto use had begun to increase, city leaders still considered expansion of mass transit imperative for continued economic growth and viability. Ultimately, although many projects would begin during this time period, funding difficulties meant that many would not be completed for decades. Throughout the early 1930s work on a planned underground concourse linking key transit stations in the vicinity of City Hall continued, while concurrently the Market Street Subway was finally straightened to pass directly underneath City Hall. The Broad Street portion of the concourse was completed at the time of the subway construction, with mezzanine level connections extending from Race to Spruce Streets. The Market Street portion, extending from 11th to 15th Streets, was opened in phases between 1931 and 1936; the same year Market Street trains began their new routing (Cox, 1967 p. 28). For the new entrances on the east side of City Hall the

original North Broad headhouse design, used only a few years earlier for the Ridge Avenue/8th Street entrances, was finally abandoned, replaced with a new, modern Art Deco design.

Among other construction projects begun or resurrected during the early 1930s was the Locust Street Subway, narrowly selected over a Walnut Street routing which had been indicated on Broad Street plans as late as 1929 (Broad Street Subway, 1929). A resurrection of the project was attempted in 1928 and aborted when the authorizing ordinance was declared invalid (Mackey, 1928 p. 106), but was ultimately rescued thanks to WPA funding. By 1931 the 1.2 mile tunnel was largely complete as far west as 18th Street (Urban Traffic & Transportation Board, 1955 p. XIII-11). Work also began in 1930 on an extension of the Market Street Subway to replace the elevated structure as far west as 46th Street and the Subway-Surface lines, beginning with construction of a four track tunnel underneath the Schuylkill River and in conjunction with a new auto bridge over the river. By 1933 the tunnel stretching from 24th to 32nd Streets and new bridge were complete, but funding for the project was scarce and the work stopped. The tunnel would lie idle for the next twenty years (Cox, 1967 p.28).

Yet another project had begun almost simultaneously: the extension of the Broad Street Subway from South Street to Snyder Avenue, and this was to fare much better. The tunnel itself was complete by 1933 and, despite some delays, was completely finished by 1937. The extension was built as a two-track subway for its entire length, but was built essentially as only the eastern half of a four track-subway to allow for future expansion, as had already been done at South Street. With tracks occupying only the eastern half of Broad Street, southbound trains switched over to what would have been the northbound express track. Measures were again put in place for a planned extension that would unfortunately never come to fruition. The plan involved provisions for a flying junction between Tasker-Morris and Snyder stations to connect to a subway under Passyunk Avenue. The city went to great lengths to present a thoroughly modern image for this project, employing sleek new Art Deco designs for both the new station entrances and the fifty new subway cars ordered from the Pressed Steel Car Company of Pittsburgh, which were otherwise very similar to the original Brill Company cars (Fitzherbert, 1979 p. 10). After the Snyder Avenue Extension opened on September 18, 1938, the total cost (excluding rolling stock) of the Broad Street and Ridge Avenue subways came to \$130 million, or over \$1.7 billion in today's dollars, and was almost entirely funded by the City of Philadelphia (Fitzherbert, 1979 p. 5). To an even greater extent than in North Philadelphia, South Broad Street was flanked by neighborhoods that were already developed and densely settled, but the new, high-speed link to the city's downtown core still had a powerful impact on transportation patterns in the area and transformed patterns of commercial development in the areas surrounding its stations. The intersection of Broad and Snyder, which brought the subway together with a "major convergence point of surface transit routes" and established destinations like South Philadelphia High School, became a major "hub of commercial activity in South Philadelphia," as it remains today (Fitzherbert, 1979 p. 4). Ridership on the line continued to increase throughout World War II, reaching a peak of 69.1 million annually by 1946 (Fitzherbert, 1979 p. 14).

Throughout the 1940s, funding for mass transit was scarce as resources were diverted for the war effort, and no further progress was made on any suspended projects until the war's end. In the immediate postwar period, however, a population boom, nationwide urban renewal and redevelopment, and a general push for modernized transportation systems all ushered in the last significant period of subway construction in Philadelphia. Work was resumed in 1947 on the planned Market Street Subway extension,

now in conjunction with planned clearance and redevelopment in the area, but it was the dormant Locust Street Subway that would be completed first. While only the river crossing for the Market Street line had been completed, only track installation, finishing work in the stations, and the like was necessary before the Locust Street alignment could be used. Work here resumed in 1951 and the line finally opened on February 15, 1953, serving both Ridge Avenue/8th Street and Bridge Line trains (Fitzherbert, 1979 p. 5; Urban Traffic & Transportation Board, 1955 p. XIII-12). Like the other projects associated with the subway, the new tunnel was city-owned and leased to PTC for subway operation.

Construction on the Market Street extensions continued in four segments: a four-track subway from 32nd to 36th Streets with a two-track spur for Subway-Surface operations at 36th Street; a two-track subway from 36th to 42nd Streets; a two-track subway from 42nd to 43rd curving to the north and up an incline to connect with the existing elevated structure near 45th Street; and finally the connection to the already completed tunnel. Former elevated stations at 32nd and 36th Streets were replaced with new underground stations at 30th and 34th Streets, which featured mezzanine levels and island platforms (unique on the Market Street line), and a new underground station with side platforms built at 40th Street. Service in the new tunnel opened on November 6, 1955, and a new skip-stop service pattern to smooth peak-hour operations was introduced soon thereafter, on January 30, 1956, with 34th Street initially designated an “A” stop. The old elevated structure was removed by June 20, 1956 (Cox, 1967 p. 32). Whereas earlier subway construction had driven or fed traditional patterns of urban commercial and residential development, the new subway, built in conjunction with massive clearance and urban renewal, was associated with an entirely different kind of development. It replaced “El” stations closely tied to neighborhood life with new underground stations meant to serve university expansions and the new University City Science Center. The new entrances designed for the extension, while appearing somewhat stark or utilitarian, reflect the ethos of the time in their simple design and lack of ornamentation.

The Subway-Surface extension completed at the same time was driven by many of the same factors, including area redevelopment and university expansion, as well as a general desire to ease traffic congestion and minimize street-running trolley operation. Turning south from Market Street near 33rd, the tunnel passes underneath Ludlow, 36th Street, and Woodland Avenue, with new portals at 40th (serving routes #11, 13, 34, and 36) and 36th (route #10). The previous portal and station at 24th Street were abandoned, and new stations were built at 22nd, 30th (shared with the Market-Frankford line), 33rd (between Market and Ludlow), 36th and Sansom Streets, and 37th and Spruce Streets. Entrances at 19th Street were also replaced to match those at the new stations. Built at a time when most trolley lines in the city were being abandoned, this investment has played a dominant and continuing role in preserving trolley service to West Philadelphia.

Limited investments in the city’s mass transit system have continued since 1955. A new Broad Street Station with significant park-and-ride capacity opened at the Fern Rock yards in 1956 in an effort to attract more suburban commuters. Express service has been expanded, with tracks laid between Erie Avenue and Girard Avenue in 1959 at a cost of \$5.2 million (Fitzherbert, 1979 p. 7) and tracks north to Olney being completed only in 1991, finally completing planned construction for North Broad Street. In 1960 the westbound trolley stop at 15th Street was moved and rebuilt (Cox, 1967 p. 32). And in 1968 the city spent \$4.6 million for a new single-track terminal for Ridge Avenue trains at 8th & Market Streets (Fitzherbert, 1979 p. 4), as the new PATCO “Speedline,” which opened in February 1969, took over use

of the Locust Street Subway. With the exception of the 1973 Broad Street extension to Oregon and Pattison Stations, the era of subway construction in Philadelphia was largely over as the automobile became the dominant transportation mode in the second half of the twentieth century.

Today Philadelphia's mass transit system remains one of the busiest in the nation, with ridership at 302.7 million during fiscal year 2018 (Setpa Revenue and Ridership Report, 2018), and it continues to play a vital role in the region's transportation system. While surface rail had fed much of the earlier development in the closing decades of the nineteenth century, the introduction of mass transit allowed Philadelphia to continue growing through the first half of the twentieth century, both feeding areas of increased density and allowing further growth into outlying areas. Beginning in 1907, the Market Street Subway/Elevated, combined with improved access to the downtown core provided by the Subway-Surface tunnel "led to the almost phenomenal development of West Philadelphia as one of the city's principal residential sections" (Mackey, 1928 p. 23). The Broad Street Subway had a similar, although somewhat lesser, effect in the rapidly developing northern sections of the city, particularly in the area near Olney which in 1928 was still "sparsely populated" (Fitzherbert, 1979 p. 4). By the 1950s these lines and subsequent additions had "brought the city fully into the modern age," demonstrating the "power of public transportation" by transforming whole neighborhoods into "bustling corridors of commerce" ("How Philadelphia's New Subway," 2008). Even in already developed areas of the city, the subways altered patterns of commercial activity, as businesses across the city "thrived and specialized" ("How Philadelphia's New Subway," 2008). The subway also fed the development of a number of important regional sub-centers, particularly at stations that interfaced with important surface transit routes, maintaining intersections like Broad and Erie or Broad and Snyder as hubs of commercial activity on a district-wide scale. The Market Street and Subway-Surface extensions tell a very different but no less important story about the historical development of the city, allowing the almost complete transformation and remaking of the area which would become "University City" and reflecting an era of belief in progress and modernization. The cast iron subway entrances associated with each of these lines are in some cases all that remains of the original construction. As the physical and visible street level presence and expression of these systems, they retain a great deal of significance and integrity on their own. They are intimately associated with the development of mass transit in Philadelphia, an event of great importance to the history of the city, and hold significant character, interest, and value as tangible, physical reflections of the development patterns and cultural characteristics of the city at the time of their construction.

Philadelphia's subways played an undeniable role in shaping the development of the city during the years of their construction (for the lines considered here: 1928-1955), but are today important pieces of history not just for what they did, but also for what they represent. Together with the 1922 Frankford "El," the North and South Broad Street Subways, Ridge Avenue/8th Street Subway, Locust Street Subway, and the Market Street Subway and Subway-Surface extensions represent a massive investment of public funds in the city's mass transit system—an investment representing a commitment to and faith in the future economic growth and development of the city. The design of each of the four headhouse variations represented, in turn, reflects and reinforces the conditions, general spirit, and prevailing architectural style of the time of its construction. Those designs each reflect the environment in an era characterized by a distinctive architectural style and exemplify the cultural, political, economic, social, and historical

heritage of the community while showing a concern and care for enriching the public realm and celebrating the city's transportation system as a representation of civic values.

A key component of the historic value of the nominated elements is their visible presence in the city's public realm and their strong visual impact on the streetscape at some of the city's most important intersections. They are instantly recognizable markers and beacons for the subways hidden beneath the street. They further serve both to enrich the pedestrian experience and sidewalk realm simply by their presence and are important and integral parts of a vibrant, urban street life. Particularly at the handful of intersections featuring a full set of entrances on all four corners, such as at 13th and Locust (see Figures 12A06 and 12F14), 22nd and Market (see Figure 17C07), and 34th and Market, the entrances are perhaps the dominant visual and physical element of the streetscape. However, anywhere these entrances are present, they represent an established and familiar visual feature of the neighborhood, community, and city due to their highly visible locations and singular physical characteristics. In some cases they anchor streetscapes remarkably unchanged since they were first installed, while in others they may be the last remaining tie to another era. Regardless, they always act as strong, visible, and ever-present ties to the city's history. As such they serve an important function in helping to define an identity and sense of place both for the city as a whole and for the neighborhoods and districts nearby. For the city's transit system, they serve to improve the subway's image and create a "more human-oriented transit experience" (Berg, 1992 p.59)—a potential that could only be enhanced if these important historic resources were to be further restored.

While all of the 52 cast-iron elements included in this nomination contribute to the historical integrity of the proposed thematic district—holding much greater value and meaning taken as a collection than any single entrance would on its own—the six elements located at and near the City Hall station of the Broad Street Subway hold particular significance and deserve special mention. Their location, first and foremost, is of unequaled importance and visibility in the city of Philadelphia, lying directly at both the figurative and literal center of the city and its symbolic embodiment of civic values, Philadelphia City Hall. City Hall station is the busiest of all three transit lines servicing the city, and the key transfer point among them, acting as a central hub of the city in a way that echoes and reinforces the physical layout of William Penn's original design. It also represents the successful resolution of a remarkable engineering challenge, with the city's two most important transit lines and an important station lying directly underneath one of the largest load-bearing masonry structures in the world ("City Hall subway station to entail difficult problem," 1915). The elements present here also represent both an excellent collection of the various designs employed through the years of subway construction and an illustration of the special treatment given to the City Hall area. The three enclosed escalator exists (see Figures 05C39 – 05D26) are entirely unique to the City Hall station and represent the most elaborate treatment given to any of the elements. The elements on the east side of City Hall (see Figures 05E03 – 05F29) are also rather unique to the system in their designation as concourse entrances and are the two finest and most intact examples of the Art Deco South Broad design. They retain virtually all original elements in good condition, and in particular retain their lamp standards with at least one original face on each (see Figures 05E09, 05E29, 05F29). The final element, the North Broad stairway located near the northwest corner of City Hall, while today in a somewhat distressed condition, retains a great deal of significance due to its value as one of only four remaining original 1928 Broad Street entrances, its location, and its proximity to the other elements nearby.

With so much of Philadelphia's transit heritage lost over the years, and with further removals and destructive modifications of these valuable resources pending, it is of great importance that the remaining cast-iron subway entrances in the city are protected and preserved. Satisfying Criteria for Designation A, C, H, and J, the Cast Iron Subway Entrances Thematic District should be designated on the Philadelphia Register of Historic Places.

7. Bibliography

- American Society of Civil Engineers. 1926. *The Broad Street Subway, Philadelphia: Inspection by the American Society of Civil Engineers on October 8, 1926 as honor guests of the Keystone State Construction Company, Patrick McGovern, Inc, Department of City Transit*. New York: American Society of Civil Engineers.
- Belt Line agreement and Broad Street Subway will aid in developing city. 1910. *Philadelphia Inquirer*, April 29.
- Berg, Margot R. 1992. *Arts under Broad Street: Place & public art in the Broad Street Subway*. Philadelphia, PA: University of Pennsylvania Graduate School of Fine Arts, Department of City & Regional Planning.
- Broad Street Subway: Station locations & index plan. 1929. Drawing No. 2570.
- Buckingham Valley Trolley Association. 1988. *Broad Street Subway: What might have been*. Philadelphia, PA: Buckingham Valley Trolley Association.
- Bureau for Historic Preservation. 2009. *Broad Street Line; and Broad/Ridge Spur; Broad Street Subway*. Harrisburg, PA: Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation.
- City Hall subway station to entail difficult problem. 1915. *Philadelphia Inquirer*, October 3.
- Cox, Harold E. 1967. *The road from Upper Darby*. Philadelphia, PA: Philadelphia Transportation Company.
- Department of City Transit. 1914. *Annual report of the Department of City Transit*. Philadelphia, PA: City of Philadelphia.
- Department of City Transit. 1923. *Annual report of the Department of City Transit*. Philadelphia, PA: City of Philadelphia.
- Ehlers, Henry E. 1928. *The design, construction and equipment of the Broad Street Subway in Philadelphia*. Philadelphia, PA: Department of City Transit.
- Fitzherbert, Tony. 1979. 50 Years of the Broad Street Subway. *Headlights* 41 (1-3): 2-14.
- Gibson, Campbell. 1998. *Population of the 100 largest cities and other urban places in the United States: 1790 to 1990*. Washington, D.C.: Population Division, U.S. Bureau of the Census.
- How Philadelphia's New Subway Changed a City. 2008. *Weekend Edition Sunday*. radio program. Washington, DC: National Public Radio, July 20.

- Mackey, Harry A. 1928. *Philadelphia: The business corporation*. Philadelphia, PA: City of Philadelphia.
- National Transit Database (2008). *Transit Profiles: Top 50 Agencies for the 2007 Report Year*. Washington, D.C.: Federal Transit Administration, U.S. Department of Transportation.
- Philadelphia Art Jury. 1929. *Art Jury Minutes*. Philadelphia, PA: Philadelphia Art Jury.
- Philadelphia Art Jury. *Art Jury Submission Index*. Philadelphia, PA: Philadelphia Art Jury.
- Philadelphia subway: A vital unit in city's transportation system. 1929. *Electric Railway Journal* 73 (6): 241-248.
- Stirling, Edmund. 1930. Inside transit facts. *Public Ledger*, March 7.
- Stirling, Edmund. 1930. Inside transit facts. *Public Ledger*, March 8.
- Taylor, A. Merritt. 1913. *Report of Transit Commissioner*. Philadelphia, PA: City of Philadelphia.
- Twining, William S. 1916. *A study and review of the problem of passenger transportation in Philadelphia by a unified system of lines: An Analysis of the plans proposed for its solution with suggested methods for their improvement*. Philadelphia, PA: Department of City Transit.
- Urban Traffic & Transportation Board. 1955. *History of public transportation in Philadelphia: Appendix I*. Philadelphia, PA: City of Philadelphia.

Cast Iron Subway Entrances Thematic District

Inventory

Cast Iron Subway Entrances Inventory

Inventory Number: 01A

Intersection: N. Broad St and W. Fishers Ln

Direction at Intersection: Southwest Corner

Subway Line: Broad Street Subway

Subway Station: Logan

Project: Original North Broad Subway

Type of Resource: Railing system

Date Opened: 9/1/1928

Features: Decorative cast iron railings at three sides of entrance; non-functioning integral light fixtures at interior side railings; embossed lettering; granite curb

Station Notes:

Built with four entrances; no mezzanine; lamp standard removed

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



West elevation



South elevation



North elevation



South and east elevations

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 01B

Intersection: N. Broad St and Lindley Ave

Direction at Intersection: Southeast Corner

Subway Line: Broad Street Subway

Subway Station: Logan

Project: Original North Broad Subway

Type of Resource: Railing system

Date Opened: 9/1/1928

Features: Decorative cast iron railings at two sides of entrance; non-functioning integral light fixture at interior side railing; embossed lettering; granite curb

Station Notes:

Built with four entrances; no mezzanine; lamp standard removed

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



East elevation



South elevation



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 02A

Intersection: N. Broad St and W. Bristol St

Direction at Intersection: Southeast Corner

Subway Line: Broad Street Subway

Subway Station: Hunting Park

Project: Original North Broad Subway

Type of Resource: Railing system

Date Opened: 9/1/1928

Features: Decorative cast iron railings at three sides of entrance; non-functioning integral light fixtures at interior side railings; embossed lettering; granite curb

Station Notes:

Built with four entrances; no mezzanine; partial replacement at west railing.; lamp standard removed and replaced

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



East elevation



South elevation



North elevation



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 02B

Intersection: N. Broad St and W. Roosevelt Blvd

Direction at Intersection: Northwest Corner

Subway Line: Broad Street Subway

Subway Station: Hunting Park

Project: Original North Broad Subway

Type of Resource: Railing system

Date Opened: 9/1/1928

Features: Fragment of original cast iron railing extant at north elevation

Station Notes:

Built with four entrances; no mezzanine; east and south railings replaced

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



East elevation



North elevation (view from south)

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 05A

Intersection: N. Broad St and John F. Kennedy Blvd

Direction at Intersection: Southwest Corner

Subway Line: Broad Street Subway

Subway Station: City Hall

Project: Original North Broad Subway

Type of Resource: Railing system

Date Opened: 9/1/1928

Features: Decorative cast iron railings at three sides of entrance; non-functioning integral light fixtures at interior side railings; embossed lettering; granite curb

Station Notes:

The original southern terminal sits under City Hall's west elevation; a slight curve to the west immediately north of the station avoids the foundations of City Hall tower; originally ten entrances with six stairways, four escalators, three mezzanines; busiest station in SEPTA system; entrance gate is later addition; lamp standard removed

Historic Information:

Classification: Significant

Survey Date: 8/1/2018



North and east elevations



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 05B

Intersection: N. Broad St and John F. Kennedy Blvd

Direction at Intersection: Southwest Corner

Subway Line: Broad Street Subway

Subway Station: City Hall

Project: Original North Broad Subway

Type of Resource: Escalator enclosure

Date Opened: 9/1/1928

Features: Full cast iron escalator enclosure; embossed lettering; patterned brass vent panels; geometric, floral, and zoomorphic embellishments

Station Notes:

The original southern terminal sits under City Hall's west elevation; a slight curve to the west immediately north of the station avoids the foundations of City Hall tower; originally ten entrances with six stairways, four escalators, three mezzanines; busiest station in SEPTA system

Historic Information:

Classification: Significant

Survey Date: 8/1/2018



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 05C

Intersection: City Hall Courtyard

Direction at Intersection: Northwest Corner

Subway Line: Broad Street Subway

Subway Station: City Hall

Project: Original North Broad Subway

Type of Resource: Escalator enclosure

Date Opened: 9/1/1928

Features: Full cast iron escalator enclosure; embossed lettering; patterned brass vent panels; geometric, floral, and zoomorphic embellishments

Station Notes:

The original southern terminal sits under City Hall's west elevation; a slight curve to the west immediately north of the station avoids the foundations of City Hall tower; originally ten entrances with six stairways, four escalators, three mezzanines; busiest station in SEPTA system

Historic Information:

Station dug in 1915; access to Market Street, subway-surface lines, and all regional rail; access to E. Market, S. Broad, N. Broad, and W. Market concourses, forming nation's first planned underground walkway system and a key component of Ed Bacon's Penn Center development

Classification: Significant

Survey Date: 8/1/2018



North elevation



East elevation



West elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 05D

Intersection: City Hall Courtyard

Direction at Intersection: Southeast Corner

Subway Line: Broad Street Subway

Subway Station: City Hall

Project: North Broad Escalator

Type of Resource: Escalator enclosure

Date Opened: 6/2/1931

Features: Full cast iron escalator enclosure; embossed lettering; patterned brass vent panels; geometric, floral, and zoomorphic embellishments

Station Notes:

Historic Information:

Classification: Significant

Survey Date: 8/1/2018



North elevation



West elevation



East elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 05E

Intersection: Market St and S. Juniper St

Type of Resource: Railing system

Direction at Intersection: Northwest Corner

Date Opened: 10/13/1936

Subway Line: Broad Street Subway

Features: Decorative cast iron railings at two sides of entrance; embossed lettering; granite curb; original lamp standard

Subway Station: City Hall

Project: City Hall Concourse

Station Notes:

Historic Information:

Classification: Significant

Survey Date: 8/1/2018



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 05F

Intersection: Market St and S. Juniper St

Direction at Intersection: Southwest Corner

Subway Line: Broad Street Subway

Subway Station: City Hall

Project: City Hall Concourse

Type of Resource: Railing system

Date Opened: 10/13/1936

Features: Decorative cast iron railings at two sides of entrance; embossed lettering; granite curb; original lamp standard

Station Notes:

Historic Information:

Classification: Significant

Survey Date: 8/1/2018



East and south elevations



North elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 06A

Intersection: S. Broad St and South St

Direction at Intersection: Northwest Corner

Subway Line: Broad Street Subway

Subway Station: Lombard-South

Project: South Street Extension

Type of Resource: Railing system

Date Opened: 4/20/1930

Features: Decorative cast iron railings at two sides of entrance; non-functioning integral and free-standing light fixtures at interior; embossed lettering; granite curb; original lamp standard

Station Notes:

Digital screen and frame fastened at interior below railing and curb; additional SEPTA signage attached to exterior of south elevation railing

Historic Information:

Classification: Significant

Survey Date: 8/7/2018



East elevation



South elevation



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 06B

Intersection: S. Broad St and South St

Direction at Intersection: Northeast Corner

Subway Line: Broad Street Subway

Subway Station: Lombard-South

Project: South Street Extension

Type of Resource: Railing system

Date Opened: 4/20/1930

Features: Decorative cast iron railings at three sides of entrance; non-functioning integral light fixtures at interior side railing; embossed lettering; granite curb; original lamp standard

Station Notes:

Historic Information:

Classification: Significant

Survey Date: 8/7/2018



West elevation



South elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 07A

Intersection: S. Broad St and Ellsworth St

Direction at Intersection: Southwest Corner

Subway Line: Broad Street Subway

Subway Station: Ellsworth-Federal

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Decorative cast iron railings at three sides of entrance; embossed lettering; granite curb; original lamp standard

Station Notes:

Built with four entrances and full mezzanine

Historic Information:

Classification: Significant

Survey Date: 8/7/2018



East elevation



South elevation



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 07B

Intersection: S. Broad St and Federal St

Direction at Intersection: Northeast Corner

Subway Line: Broad Street Subway

Subway Station: Ellsworth-Federal

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Decorative cast iron railings at three sides of entrance; embossed lettering; granite curb

Station Notes:

Built with four entrances and full mezzanine; digital screen and frame fastened at interior below railing and curb; lamp standard removed and replaced

Historic Information:

Classification: Significant

Survey Date: 8/7/2018



West elevation



North elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 08A

Intersection: S. Broad St and Tasker St

Direction at Intersection: Southwest Corner

Subway Line: Broad Street Subway

Subway Station: Tasker-Morris

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Decorative cast iron railings at two sides of entrance; embossed lettering; granite curb

Station Notes:

Built with four entrances and full mezzanine; stairs of adjacent rowhouse abut north face of railing system; lamp standard removed and replaced

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



East elevation



North elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 08B

Intersection: S. Broad St and Tasker St

Direction at Intersection: Southeast Corner

Subway Line: Broad Street Subway

Subway Station: Tasker-Morris

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Decorative cast iron railings at two sides of entrance; embossed Art Deco lettering; granite curb

Station Notes:

Built with four entrances and full mezzanine; lamp standard removed and replaced; digital screen and frame fastened at interior below railing and curb;

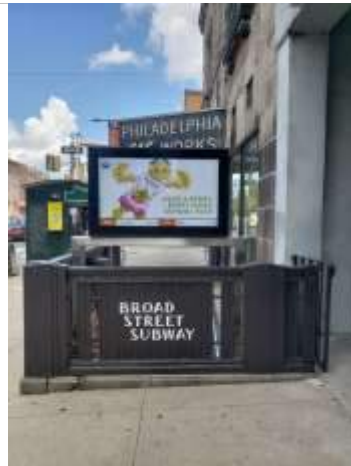
Historic Information:

Classification: Significant

Survey Date: 8/2/2018



West elevation



South elevation



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 08C

Intersection: S. Broad St and Morris St

Direction at Intersection: Northeast Corner

Subway Line: Broad Street Subway

Subway Station: Tasker-Morris

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Decorative cast iron railings at two sides of entrance; embossed Art Deco lettering; granite curb

Station Notes:

Built with four entrances and full mezzanine; City of Philadelphia Public Works plaque in tile; lamp standard removed and replaced

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



South elevation



East elevation



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 09A

Intersection: S. Broad St and Snyder Ave

Direction at Intersection: Northwest Corner

Subway Line: Broad Street Subway

Subway Station: Snyder

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Fragments of cast iron railing extant at east and south elevations; full cast iron railing extant at north elevation with embossed Art Deco lettering; granite curb

Station Notes:

Served as southern terminus until 1973; flying junction built north of station to accommodate planned Passyunk Avenue extension; built with four entrances and full mezzanine; lamp standard removed and replaced; digital screen and frame fastened at interior below railing and curb

Historic Information:

The south side of the subway entrance historically abutted a storefront window of a now-demolished structure; only the cast iron handrail post and granite post curb were constructed along the south elevation of the subway entrance

Classification: Significant

Survey Date: 8/2/2018



East elevation (original cast iron fragment at right)



North elevation



South elevation



Looking southwest, 1949 (DOR Archives)

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 09C

Intersection: S. Broad St and Snyder Ave

Direction at Intersection: Southeast Corner

Subway Line: Broad Street Subway

Subway Station: Snyder

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Decorative cast iron railings at three sides of entrance; embossed Art Deco lettering; granite curb

Station Notes:

Served as southern terminus until 1973; flying junction built north of station to accommodate planned Passyunk Avenue extension; built with four entrances and full mezzanine; lamp standard removed and replaced; digital screen and frame fastened at interior below railing and curb

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



West elevation



South elevation



North elevation



South and east elevations

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 09D

Intersection: S. Broad St and Snyder Ave

Direction at Intersection: Southwest Corner

Subway Line: Broad Street Subway

Subway Station: Snyder

Project: Snyder Avenue Extension

Type of Resource: Railing system

Date Opened: 9/18/1938

Features: Decorative cast iron railings at two sides of entrance; embossed Art Deco lettering; granite curb

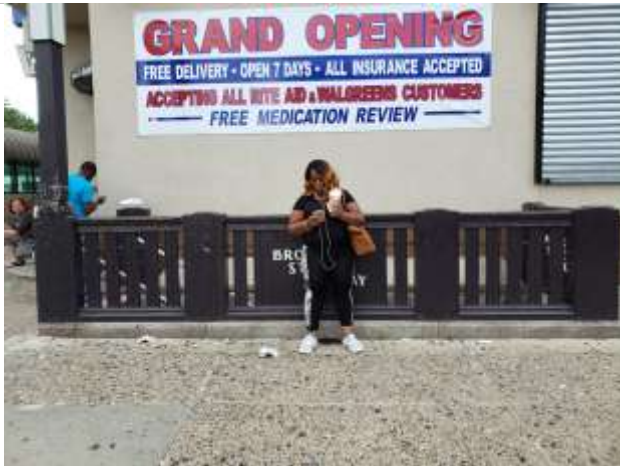
Station Notes:

Served as southern terminus until 1973; flying junction built north of station to accommodate planned Passyunk Avenue extension; built with four entrances and full mezzanine; lamp standard removed and replaced

Historic Information:

Classification: Significant

Survey Date: 8/2/2018



North elevation



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 10A

Intersection: Ridge Ave and Buttonwood St

Direction at Intersection: Northwest Corner

Subway Line: Broad-Ridge Spur

Subway Station: Spring Garden

Project: Ridge Avenue/8th Street Subway

Type of Resource: Railing system

Date Opened: 12/21/1932

Features: Decorative cast iron railings at two sides of entrance; embossed lettering; granite curb; full extent of existing features unknown

Station Notes:

Station closed, entrance sealed.

Historic Information:

The west side of the subway entrance historically abutted a storefront window of a now-demolished structure; only the cast iron handrail post, cast iron light enclosure, and associated granite curbs were constructed along the west elevation of the subway entrance

Classification: Significant

Survey Date: 8/2/2018



East elevation



North elevation



South elevation



Looking northwest, 1936 (DOR Archives)

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 11A

Intersection: Locust St and S. 9th St

Direction at Intersection: Northwest Corner

Subway Line: PATCO Speedline

Subway Station: 9th-10th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides and cylindrical railing at one side of entrance; cylindrical base and banister; concrete curb

Station Notes:

Lamp post with globe removed

Historic Information:

Classification: Contributing

Survey Date: 8/8/2018



South elevation



West elevation



East elevation



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 11B

Intersection: Locust St and S. 9th St

Direction at Intersection: Southwest Corner

Subway Line: PATCO Speedline

Subway Station: 9th-10th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides and cylindrical railing at one side of entrance; cylindrical base and banister; concrete curb

Station Notes:

Lamp post with globe removed

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



North elevation



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 11C

Intersection: Locust St and S. 10th St

Direction at Intersection: Northeast Corner

Subway Line: PATCO Speedline

Subway Station: 9th-10th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides and cylindrical railing at one side of entrance; cylindrical base and banister; concrete curb

Station Notes:

Lamp post with globe removed

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



South elevation



West elevation



East elevation



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 11D

Intersection: Locust St and S. 10th St

Direction at Intersection: Southeast Corner

Subway Line: PATCO Speedline

Subway Station: 9th-10th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb

Station Notes:

Lamp post with globe removed

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



North elevation



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12A

Intersection: Locust St and S. 12th St

Direction at Intersection: Northwest Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



East elevation



South elevation



North elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12B

Intersection: Locust St and S. 12th St

Direction at Intersection: Southwest Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



East elevation



North elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12C

Intersection: Locust St and S. 13th St

Direction at Intersection: Northwest Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp post with globe removed

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



South elevation



East and south elevations



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12D

Intersection: Locust St and S. 13th St

Direction at Intersection: Northeast Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



South elevation



East elevation



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12E

Intersection: Locust St and S. 13th St

Direction at Intersection: Southeast Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



North elevation



East elevation



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12F

Intersection: Locust St andn S. 13th St

Direction at Intersection: Southwest Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



North elevation



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12G

Intersection: Locust St and S. Juniper St

Direction at Intersection: Northwest Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date:



South elevation



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 12H

Intersection: Locust St and S. Juniper St

Direction at Intersection: Southwest Corner

Subway Line: PATCO Speedline

Subway Station: 12th-13th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



North and east elevations



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 13A

Intersection: Locust St and S. 15th St

Direction at Intersection: Northwest Corner

Subway Line: PATCO Speedline

Subway Station: 15th-16th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

End of line; tunnel continues west to 18th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



South elevation



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 13B

Intersection: Locust St and S. 15th St

Direction at Intersection: Northeast Corner

Subway Line: PATCO Speedline

Subway Station: 15th-16th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb

Station Notes:

End of line; tunnel continues west to 18th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



South elevation



East elevation



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 13C

Intersection: Locust St and S. 15th St

Direction at Intersection: Southeast Corner

Subway Line: PATCO Speedline

Subway Station: 15th-16th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

End of line; tunnel continues west to 18th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



North elevation



East elevation



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 13D

Intersection: Locust St and S. 16th St

Direction at Intersection: Northwest Corner

Subway Line: PATCO Speedline

Subway Station: 15th-16th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

End of line; tunnel continues west to 18th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



South elevation



West elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 13E

Intersection: Locust St and S. 16th St

Direction at Intersection: Southeast Corner

Subway Line: PATCO Speedline

Subway Station: 15th-16th and Locust

Project: Locust Street Subway

Type of Resource: Railing system

Date Opened: 2/10/1952

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

End of line; tunnel continues west to 18th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 7/31/2018



North elevation



East elevation



West elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 14A

Intersection: Market St and S. 34th St

Direction at Intersection: Northwest Corner

Subway Line: Market-Frankford Subway/Elevated

Subway Station: 34th Street

Project: Market Street Subway Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at two sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Replaced original elevated station at 36th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



East elevation



North elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 14B

Intersection: Market St and S. 34th St

Direction at Intersection: Northeast Corner

Subway Line: Market-Frankford Subway/Elevated

Subway Station: 34th Street

Project: Market Street Subway Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Replaced original elevated station at 36th Street; digital screen and frame fastened at interior below railing and curb; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



North elevation



West elevation



East elevation



West and south elevations

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 14C

Intersection: Market St and S. 34th St

Direction at Intersection: Southeast Corner

Subway Line: Market-Frankford Subway/Elevated

Subway Station: 34th Street

Project: Market Street Subway Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Replaced original elevated station at 36th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



North elevation



West elevation



East elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 14D

Intersection: Market St and S. 34th St

Direction at Intersection: Southwest Corner

Subway Line: Market-Frankford Subway/Elevated

Subway Station: 34th Street

Project: Market Street Subway Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Replaced original elevated station at 36th Street; digital screen and frame fastened at interior below railing and curb; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



North elevation



East elevation



West elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 16A

Intersection: Market St and S. 19th St

Direction at Intersection: Northwest Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 19th Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

This station is the only original Market Street Station remaining largely intact; headhouses were replaced during 1955 tunnel extension; digital screen and frame fastened at interior below railing and curb; lamp standard removed and replaced

Historic Information:

Station interior dates to the period of the original Market Street Subway, opening 12/18/1906. The currently extant headhouse elements, however, are mid-1950s replacements, installed at the time of the West Philadelphia tunnel extensions.

Classification: Contributing

Survey Date: 8/7/2018



North elevation



West elevation



East elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 16B

Intersection: Market St and S. 19th St

Direction at Intersection: Northeast Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 19th Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

This station is the only original Market Street Station remaining largely intact; headhouses were replaced during 1955 tunnel extension; digital screen and frame fastened at interior below railing and curb; lamp standard removed and replaced

Historic Information:

Station interior dates to the period of the original Market Street Subway, opening 12/18/1906. The currently extant headhouse elements, however, are mid-1950s replacements, installed at the time of the West Philadelphia tunnel extensions.

Classification: Contributing

Survey Date: 8/7/2018



North elevation



West elevation



East elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 17A

Intersection: Market St and S. 22nd St

Direction at Intersection: Northwest Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 22nd Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

The station was constructed as part of the 1955 tunnel extension and replaced the original elevated station at 24th Street; digital screen and frame fastened at interior below railing and curb; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



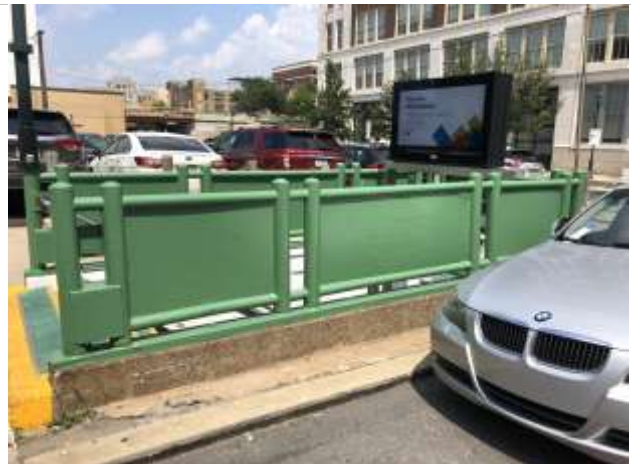
North elevation



East elevation



West elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 17B

Intersection: Market St and S. 22nd St

Direction at Intersection: Northeast Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 22nd Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

The station was constructed as part of the 1955 tunnel extension and replaced the original elevated station at 24th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



North elevation



West elevation



East elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 17C

Intersection: Market St and S. 22nd St

Direction at Intersection: Southeast Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 22nd Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

The station was constructed as part of the 1955 tunnel extension and replaced the original elevated station at 24th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



North elevation



West elevation



East elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 17D

Intersection: Market St and S. 22nd St

Direction at Intersection: Southwest Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 22nd Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

The station was constructed as part of the 1955 tunnel extension and replaced the original elevated station at 24th Street; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



North elevation



East elevation



West elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 18A

Intersection: Sansom St and S. 36th St

Direction at Intersection: Northwest Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 36th Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



West elevation



North elevation



South elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 18B

Intersection: Sansom St and S. 36th St

Direction at Intersection: Northeast Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 36th Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



West elevation



North elevation



South elevation



East elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 19A

Intersection: Spruce St and S. 37th St

Direction at Intersection: Northwest Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 37th Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing system

Date Opened: 11/6/1955

Features: Flat cast iron panels at three sides of entrance; cylindrical base and banister; concrete curb; "SUBWAY" signage plaque

Station Notes:

Eastbound platforms substantially offset northeast along Woodland Avenue, and westbound platforms offset to the southwest at Spruce Street; digital screen and frame fastened at interior below railing and curb; lamp standard removed and replaced

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



North elevation



West elevation



East elevation



South elevation

Cast Iron Subway Entrances Thematic District Inventory

Inventory Number: 19B

Intersection: Spruce St and S. 37th St

Direction at Intersection: Northeast Corner

Subway Line: Subway-Surface Trolley Lines

Subway Station: 37th Street

Project: Subway-Surface Tunnel Extension

Type of Resource: Railing and enclosure

Date Opened: 11/6/1955

Features: Flat cast iron panels at four sides of entrance; cylindrical base; concrete curb

Station Notes:

Eastbound platforms substantially offset northeast along Woodland Avenue, and westbound platforms offset to the southwest at Spruce Street; lamp standard removed and replaced; trolley enclosure added over cast iron railings at a later date

NOTE: Nomination does not include trolley enclosure

Historic Information:

Classification: Contributing

Survey Date: 8/7/2018



South elevation



North elevation



West elevation