

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

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

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

Street address: 4100 Haverford Avenue  
Postal code: 19104 Councilmanic District: 3

**2. NAME OF HISTORIC RESOURCE**

Historic Name: West Philadelphia Passenger Railway Co. Depot  
Current/Common Name: Unknown

**3. TYPE OF HISTORIC RESOURCE**

Building       Structure       Site       Object

**4. PROPERTY INFORMATION**

Occupancy:       occupied       vacant       under construction       unknown  
Current use: Unknown

**5. BOUNDARY DESCRIPTION**

See attached

**6. DESCRIPTION**

See attached

**7. SIGNIFICANCE**

Please attach the Statement of Significance.

Period of Significance (from year to year): from 1876 to 1925

Date(s) of construction and/or alteration: 1876

Architect, engineer, and/or designer: Unknown

Builder, contractor, and/or artisan: Unknown

Original owner: West Philadelphia Passenger Railroad Company

Other significant persons: \_\_\_\_\_

**CRITERIA FOR DESIGNATION:**

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

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

**8. MAJOR BIBLIOGRAPHICAL REFERENCES**

Please attach

**9. NOMINATOR**

Organization The University City Historical Society Date 22 August 2018  
Oscar Beisert, Architectural Historian  
Name with Title Edited and supplemented by PHC Staff Email Oscar.Beisert@gmail.com  
Street Address 801 S. 48<sup>th</sup> Street Telephone 717.602.5002  
City, State, and Postal Code Philadelphia, Pennsylvania 19143  
Nominator  is  is not the property owner.

**PHC USE ONLY**

Date of Receipt: 8/22/2018  
 Correct-Complete  Incorrect-Incomplete Date: 11/8/2018  
Date of Notice Issuance: 11/9/2018  
Property Owner at Time of Notice  
Name: Michael Graves  
Address: 4100 Haverford Ave  
City: Philadelphia State: PA Postal Code: 19104  
Date(s) Reviewed by the Committee on Historic Designation: 4/17/2019, Criteria A, D, & J  
Date(s) Reviewed by the Historical Commission: 5/10/2019  
Date of Final Action: 5/10/2019, Criteria A, D, & J  
 Designated  Rejected

**Nomination to the  
Philadelphia Register of Historic Places**



Looking Southeast at the primary and east-facing elevations. Source: Oscar Beisert.

**West Philadelphia Passenger Railway Company Depot, 1876**  
**4100 Haverford Avenue**  
**West Philadelphia**  
**Philadelphia, Pennsylvania**

## 5. BOUNDARY DESCRIPTION

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

All that Certain Lot or Piece of Ground, Situate on the South side of Haverford Avenue and the west side of 41<sup>st</sup> Street. BEGINNING at the Southwest corner of Haverford Avenue and North 41st Street, thence extending Westwardly along the Southwardly side of Haverford Avenue 66 feet to a lot of ground; THENCE Southwardly along the same 100 feet to a corner of the said lot of ground; THENCE Westwardly along the rear end thereof 24 feet to ground now or late of Jesse M. Williams; THENCE Southwardly along the same 60 feet 10-3/4 inches to the Northwardly side of Brandywine Street; THENCE Eastwardly along the said side of Brandywine Street 86 feet 10-1/2 inches, more or less, to the Westwardly side of North 41st Street; AND THENCE along the side of North 41st Street 159 feet 11 inches more less to the place of beginning, BEING 4100 Haverford Avenue.

The property is known as Philadelphia Department of Records Plan 56N23 Plot 3, and under the Office of Property Assessment Account No. 884340625.



Figure 1: Proposed boundary of the subject designation (in blue). Source: Atlas, City of Philadelphia.

## 6. PHYSICAL DESCRIPTION

Constructed in 1876, the former West Philadelphia Passenger Railway Company's (WPPRC) depot building at 4100 Haverford Avenue, is a rectilinear brick building with a front-gabled roof, historically clad in tin, with a long, central skylight. A narrow two-story addition (c. 1885) with a flat roof appends the southwestern corner of the building. Despite its utilitarian purpose, the building is highly ornamented, in a late Victorian style that might broadly be described as Queen Anne, and more narrowly as Neo-Grec. The entire building is composed of red brick and the primary (north) and the side (east) elevations are enriched by bands of polychromatic, patterned brickwork and limestone beltcourses. Five bands of the polychromatic brickwork span both facades, the first at the sill level of the first floor and the fifth at the lintel level of the second.



Figure 2: Primary (north) elevation along Haverford Avenue. Source: Oscar Beisert, 2018

### North Elevation (Haverford Avenue)

The primary (north-facing) elevation on Haverford Avenue features a two-story gabled front façade that is centered on three-part vehicle bay. Rich polychromatic, patterned brickwork and limestone banding delineates the central, pointed-arched window on the second story, a common motif on select traction company buildings throughout the city. Rectangular windows flank the central window, creating a three-part window that is divided by brick piers. The first and second floors are delineated by polychromatic, patterned black-and-white brick bands and limestone strings. Beneath these decorative masonry bands is a central vehicle bay that was designed to allow passage for three vehicles. The large opening is delineated by an ironwork post and lintel structure in the French Neo-Grec, or Modern Gothic style. A single pedestrian door adjoins the central vehicle bays at the west.



**Figure 3: Architectural details of the primary elevation. Source: Oscar Beisert, 2017.**



**Figure 4: Detail of the NeoGrec post that separated and supported the vehicle bays in the primary elevation. Source: Oscar Beisert, 2018.**

### **East Elevation (N 41<sup>st</sup> Street)**

The east façade, which faces N 41<sup>st</sup> Street, is 11 bays wide, and continues the polychromatic banding of the front façade. With the exception of the first floor of the southernmost two bays, the façade features a regular rhythm of arched window openings at the first and second floors, separated by brick pilasters that extend from the ground to the roof. Each bay is accented by a course of brick dentils that extends between each set of pilasters, just below the cornice line. The first nine bays feature arched window openings at both the first and second floor levels, which are accented by decorative white brickwork and bi-chrome arched lintels. These windows have wooden sills on the first floor and brick sills (that do not appear to be original) on the second. Rectangular nine-over-nine wood windows with squared wood frames are visible in the arched openings at the second floor. The first-floor windows, which are taller than those of the second floor, are obscured by wood panels. A portion of the metal cornice, which should extend along the entire elevation, is missing along the southern third of the elevation, exposing the roof's raftertails. A non-historic garage door in a modified opening spans the first floor of the southernmost two bays of the elevation. The second-floor windows of those same bays have been infilled with brick.



**Figure 5: North and east elevations. Source: Cyclomedia, June 2018.**



**Figure 6: The northernmost eight bays of the east elevation. Source: Cyclomedia, June 2018.**



Figure 7: Southern portion of the east elevation, showing brick-infilled second-floor windows, modified garage opening at the first floor, and missing section of cornice. Source: Google Streetview, 2011.



Figure 8: View of the south and east facing elevations, from 41<sup>st</sup> and Brandywine Streets. Source: Oscar Beisert, 2018.



Figure 9: Detail of the east elevation. Source: Oscar Beisert, 2018.

### **South Elevation (Brandywine Street)**

The rear (south-facing) elevation along Brandywine Street is a less refined, yet not undistinguished, red brick façade that is centered on a gable end broken by a rectangular parapet that gives off the appearance of a chimney penetrating the roofline. Unlike the facades previously described, this elevation does not feature elaborate embellishments. Instead, the architectural treatment harkens to the old and familiar Federal and Greek Revival periods. Both the incline of the roof and the parapet are trimmed with simple cornices, which appear to be original. Starting near the base of the attic level, a large, lunette opening with wooden louvers is situated below the broken gable end. The second-floor of the main block is contains seven bays of arched window openings. The first floor features a central vehicle entrance with what appears to be an original wooden door. This aperture is flanked by double-wide window openings (one with new windows and the other bricked-in) that are defined by arched brick lintels. The western most bay of this elevation is a single pedestrian door that is bricked-in and defined by an arched brick lintel.



**Figure 10: South elevation along Brandywine Street. On the west side of the south elevation is a two-story, flat-roofed addition, constructed c. 1885. Source: Oscar Beisert, 2018.**



**Figure 11:**Details of the second story of the rear gable-end of the subject property, which shows the idiosyncratic Greek Revival form employed in this elevation. Source: Oscar Beisert, 2018.



**Figure 12:** Vehicle doors within the rear elevation of the subject property. Source: Oscar Beisert, 2018.

Attached at the side (west-facing) elevation is a two-story addition constructed of red brick. Serving historically as engine and boiler rooms, the brick addition appears to have been constructed between 1882 and 1887, replacing an earlier frame structure of the same footprint.<sup>1</sup> The simple façade features an asymmetrical fenestration. The first floor features two rectangular openings that are bricked-in and an arched loading doorway that is filled with block. The second and third floors feature one window per floor. Based on the floor levels of the main portion of the building, and the 1888 Hexamer survey's identification of the addition as two stories tall, at least the second-floor window is likely a later alteration conducted along with interior alterations and the infill of the first-floor openings. The roofline is finished with a simple corbeled cornice that is part of the larger brick façade.



**Figure 13: South elevation of the c. 1885 addition. Source: Oscar Beisert, 2018.**

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<sup>1</sup> The 1882 Hexamer Survey shows a frame addition and the 1888 Hexamer shows the brick addition. The property suffered a fire in 1884, likely destroying the frame structure that had been there previously.

## 7. STATEMENT OF SIGNIFICANCE

The former West Philadelphia Passenger Railway Company depot building at 4100 Haverford Avenue is a significant historic resource that merits designation by the Philadelphia Historical Commission and inclusion on the Philadelphia Register of Historic Places. The building satisfies the following Criteria for Designation according to Section 14-1004 of the Philadelphia Code:

- (a) *Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; and*
- (d) *Embodies distinguishing characteristics of an architectural style or engineering specimen; and*
- (j) *Exemplifies the cultural, political, economic, social, or historical heritage of the community.*

Constructed in 1876, the building at 4100 Haverford Avenue is the last vestige of the West Philadelphia Passenger Railway Company (WPPRC), the first and most significant streetcar company in West Philadelphia, the development of which is inextricably linked to the formation of streetcar lines during the nineteenth century. Established in 1858, the WPPRC's Market Street Line was based out of a large transportation hub that occupied several blocks in the vicinity of Haverford Avenue between 41<sup>st</sup> and 42<sup>nd</sup> Streets. The Neo-Grec style "new depot" at 4100 Haverford Avenue was constructed concurrently with the Centennial Exposition, to which the Market Street line ran, during a time of growth and innovation in transportation technology in Philadelphia. The Period of Significance for the property begins with the date of construction in 1876, when the company was still using horse-drawn conveyance and also experimenting with steam-power technology. It extends through the transition to cable and electric systems, as well a series of mergers and consolidations with other transportation companies, most notably the Philadelphia Traction Company, and ends in 1925, when the building ceased being used for trolley-related purposes.



**Figure 14:** Detail of the subject property in 1877, titled "New Depot" from Frank H. Taylor. "Rapid Transit in Philadelphia, The New Steam Cars On The Market Street Line," *New York Daily Graphic* (1877). Source: Free Library of Philadelphia Digital Collections. Item # pdcsm00592.

*West Philadelphia Passenger Railway Co. Depot  
4100 Haverford Avenue, West Philadelphia, Philadelphia, Pennsylvania  
Nomination to the Philadelphia Register of Historic Places, 2018 – Page 11*

### **Criteria A & J:**

The development of West Philadelphia is inextricably linked to transportation innovations across the centuries. Prior to the consolidation of 1854, the majority of West Philadelphia was part of Blockley Township, an area served by four main wagon-ways blazed in the eighteenth century to connect Philadelphia to the agrarian lands to the west. Chief among these was the Lancaster Turnpike, the nation's first paved road, chartered in 1792 along the Old Lancaster Road, a 62 mile stretch between urban Philadelphia and rural Lancaster.<sup>2</sup> Soon after the improvement of the turnpike, in 1805, the first permanent bridge over the Schuylkill River was constructed at Market Street. Development of the villages of Hamilton and Mantua followed. Though the Market Street bridge offered a more direct connection to the city, it was not until the introduction of street car systems that West Philadelphia really began to grow. In 1850 West Philadelphia had a population of just 11,487, but by 1870, only 12 years after the opening of the first street car line, the population had risen to 44,337 – a 284% increase.<sup>3</sup>

In July 1858, the West Philadelphia Passenger Railway Company opened the first street railway service in West Philadelphia.<sup>4</sup> The WPPRC's track ran along Market Street between Old City's commercial center at 3rd Street and 41st Street in West Philadelphia, where it turned north to a depot at the northwest corner of 41<sup>st</sup> Street and Haverford Avenue (See Figures 15 & 16). From there, the line turned west and ran along Haverford to 65th Street.<sup>5</sup> As Robert Jackle notes in his dissertation on West Philadelphia, the WPPRC was the "principal line in West Philadelphia." A trip from one end of the line to the other cost eight cents per trip, with a reduced rate of five cents from 36<sup>th</sup> Street (formerly Margarett), to 3<sup>rd</sup> and Market Streets.<sup>6</sup> The WPPRC's Market Street line ultimately connected with the Hestonville, Mantua and Fairmount Passenger Railroad near 35th and Bridge (Spring Garden) Streets and the Delaware County Railroad tracks terminating near 42nd and Market Streets and which ran westward into Delaware County.<sup>7</sup>



**Figure 15: The original WPPRC Depot at the northwest corner of Haverford Avenue and Forty-first Street. Source: <http://uchs.net/Rosenthal/wphila.html>.**

Additional lines soon opened serving other parts of West Philadelphia. These horsecar lines, known alternatively as street passenger railways, traveled along iron rails laid in the streets, and replaced earlier horse-drawn omnibuses, which carried passengers in "small cramped boxes.... over the rough, generally unpaved city streets." By 1860, Philadelphia was home to 19 passenger railway companies, which operated with 463 cars, 2,916 horses, and 1,837 employees over 158 miles of single track.<sup>8</sup> Expansion of the streetcar network enabled the development of new residential areas that came to be known as

<sup>2</sup> Leon S. Rosenthal, "A History of Philadelphia's University City," (Philadelphia: University of Pennsylvania Press, 1963), 4-11.

<sup>3</sup> John Daly and Allen Weinberg, *Genealogy of Philadelphia County Subdivisions* (Philadelphia: Department of Records, 1966), 94, 98.

<sup>4</sup> Robert Carl Jackle, "Philadelphia Across the Schuylkill: Work, Transportation and Residence in West Philadelphia, 1860-1910" (unpublished Ph.D. dissertation, Temple University, 1985), 43. For additional discussion on the history of the WPPRC, see Appendix B.

<sup>5</sup> *Ibid.*

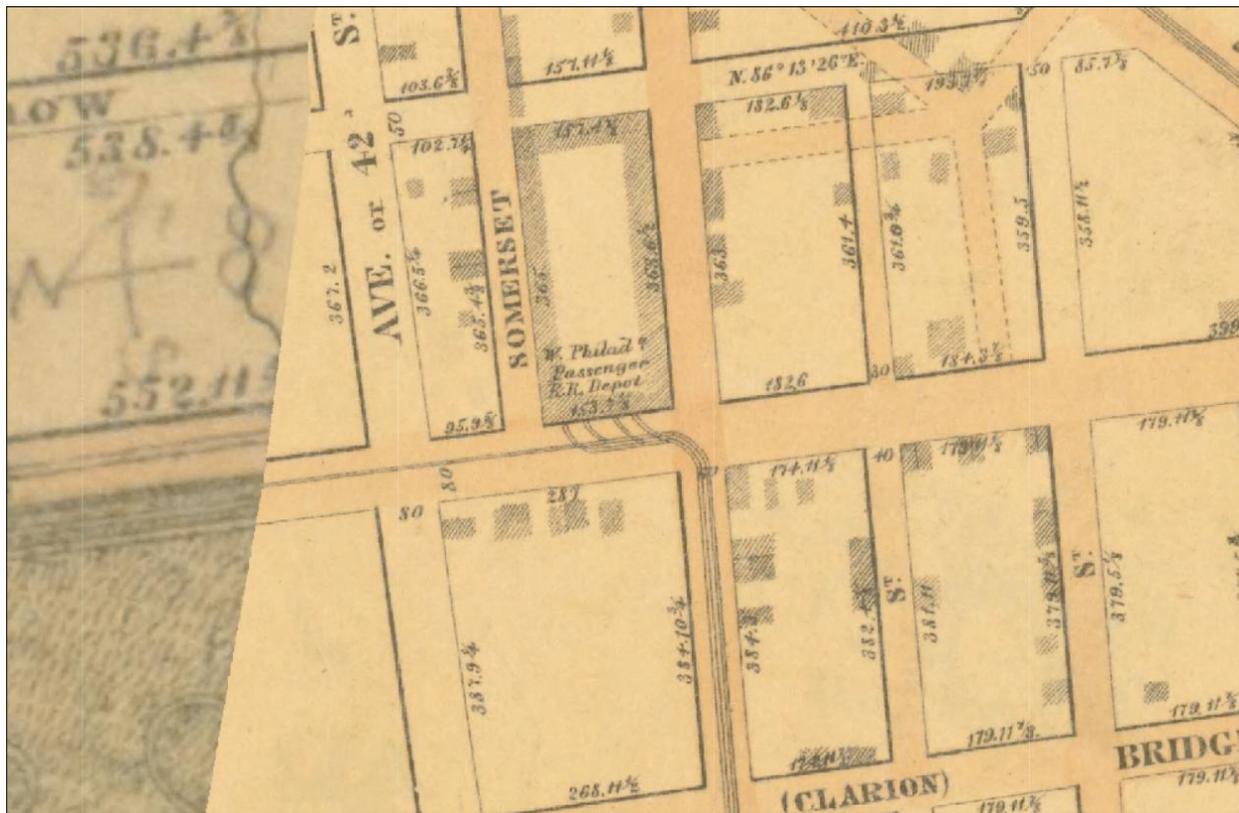
<sup>6</sup> *Ibid.*, 41-42.

<sup>7</sup> *Ibid.* This "transportation marvel," as Jackle calls it, employed 42 cars, 204 horses and 129 men.

<sup>8</sup> *Ibid.*, 45, 93-94. See Appendix C.

“streetcar suburbs” and rails allowed the streetcars to operate on streets where poor or no pavement had prevented proper omnibus service.<sup>9</sup> An 1860 *Public Ledger* article, describing improvements to the WPPRC facilities, underscored the importance of the streetcar line in the development of the surrounding area, noting, “the convenience of the horse railways has rather stimulated improvements in the northern direction, which has brought into the market a large tract of land between Market Street and Haverford Road, which formerly was unproductive.”<sup>10</sup>

Horse and mule-drawn streetcars remained the predominant mode of passenger transportation into the last decade of the nineteenth century, although different means of power were explored at various times. In this earlier period, in addition to the large facilities necessary to house, maintain and service the streetcars, railway companies also had to care for and shelter the horses and mules that pulled the cars. WPPRC operated such horsecar lines between 1859 and 1892, with their main complex constructed at the northwest corner of 41<sup>st</sup> and Haverford Road (now Avenue) in 1858. The WPPRC’s 41<sup>st</sup> Street facility included a station, office, car house, Masonic hall, car shop, saddlery storeroom, paint shop, blacksmith shop, and multiple stables and hay lofts. The high cost of operating horse-drawn streetcars and an outbreak of equine flu in 1872 would cause streetcar operators to explore other means of power, but it would take nearly two decades until the advent of the electric trolley provided the most efficient and cost-effective alternative to the horse-drawn system.<sup>11</sup>



**Figure 16: Detail of the 1862 Samuel Smedley atlas showing the West Philadelphia Passenger Railroad Depot at 41<sup>st</sup> and Haverford Avenues, as well as the lines running along 41<sup>st</sup> Street and west on Haverford Avenue.**

<sup>9</sup> John Hepp, “Streetcars.” *Encyclopedia of Greater Philadelphia*, Rutgers University, 2013, philadelphiaencyclopedia.org/archive/streetcars/.

<sup>10</sup> *Public Ledger* (Philadelphia, Pennsylvania), 3 January 1860, p. 1.

<sup>11</sup> Hepp.

By 1876, with a prosperous business, increasing development around the streetcar lines, and the Centennial Exposition in full swing, the WPPRC was positioned to expand and to begin experimenting with alternative means of power. They constructed a “new depot” (the subject property) on the southwest corner of the intersection of 41<sup>st</sup> Street and Haverford Avenue, where they housed a set of steam-powered cars. Seven of these “dummy” engines, as the horse-less cars were called, made their inaugural trip along the WPPRC’s line up to the Centennial grounds, down to Front and Market Streets, and returned to the depot at 41<sup>st</sup> and Haverford. Despite the initial fanfare, the sleeker appearance and roomier interiors of the dummy cars, it was a type of technology that would be short-lived in Philadelphia.<sup>12</sup> In fact, the “dummies,” were only used between 1877 and 1878, as they were found to be far less efficient than horse-drawn cars. The 1882 Hexamer survey of the WPPRC facility notes that the first floor of the subject property includes a “Dummy Engine House,” which is “not used at present” (See Figure 19).

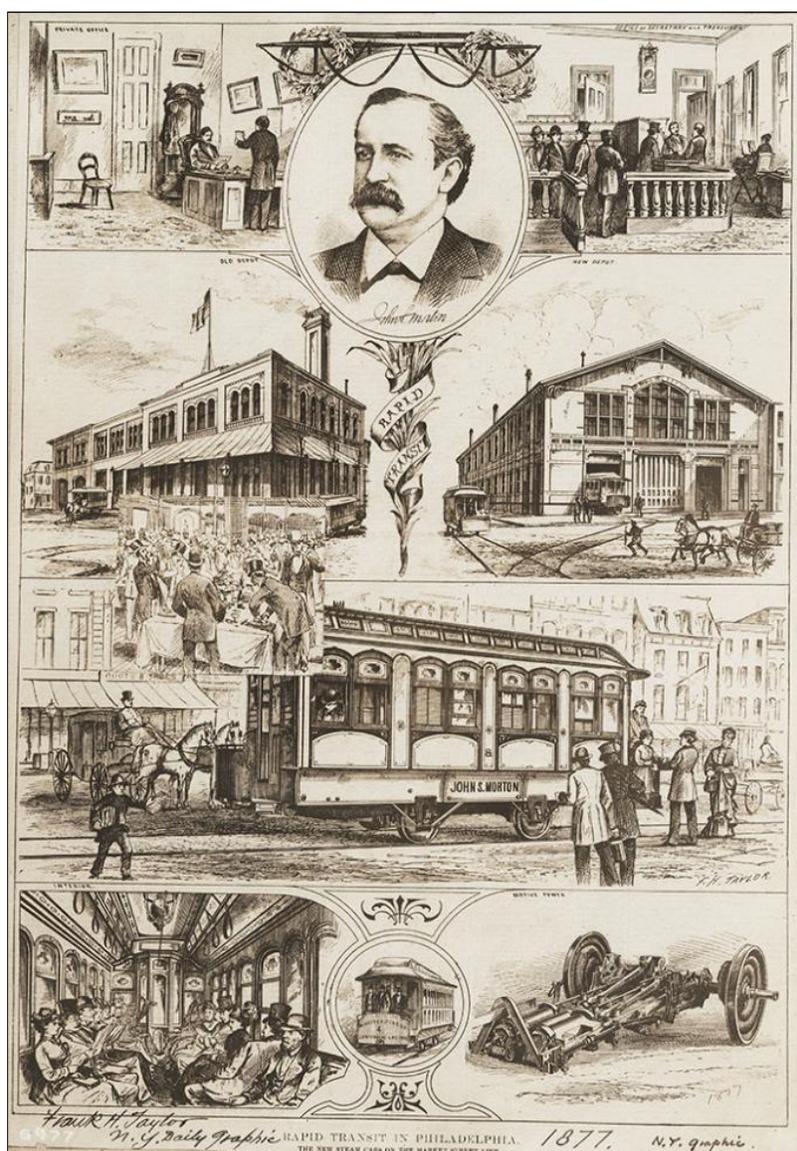


Figure 17: A full-page print highlighting the WPPRC, including images of its “old” and “new” depots, steam powered cars, and president, John Morton, titled “Rapid Transit in Philadelphia, The New Steam Cars On The Market Street Line,” *New York Daily Graphic* (1877). Source: Free Library of Philadelphia Digital Collections. Item # pdcsm00592.

<sup>12</sup> “Steam Street Cars: Inaugural Trip of the New Market Street Dummies,” *The Philadelphia Inquirer*, 22 March 1877, p. 2.

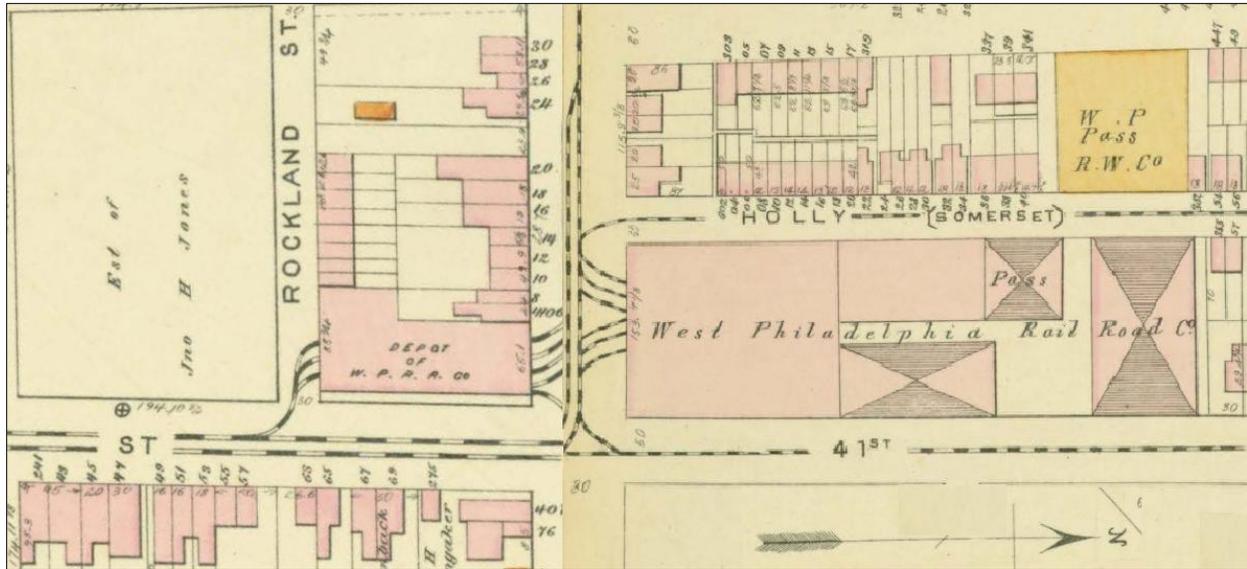


Figure 18: Details of Plates E and G from 1878 Atlas of the 24<sup>th</sup> and 27<sup>th</sup> Wards, West Philadelphia, by J.D. Scott. Source: West Philadelphia Community History Center. University Archives, University of Pennsylvania.

Increased residential construction in West Philadelphia in the 1880s also related to a series of structural and technological changes to the WPPRC, the most significant of which was the leasing of its lines and rights-of-way to the Philadelphia Traction Company (PTC) in 1884. The PTC was incorporated in 1883 by William Kemble, Peter A.B. Widener, and William Lukens Elkins to acquire existing streetcar lines and convert them to cable operation.<sup>13</sup> The PTC would eventually operate “approximately one hundred and sixty-five miles” of track, or “one-half the total miles of all the companies,”<sup>14</sup> laying double tracks and introducing the overhead trolley system to the WPPRC’s lines.<sup>15</sup> The immediate impact of this move is apparent by comparing details from the 1882 and 1888 Hexamer surveys for the 41<sup>st</sup> and Haverford facilities. In 1888, the Hexamer survey reported that only 100 horses were housed at the facility, a significant decrease from the 700 horses reported just six years earlier (See Figure 20).<sup>16</sup> This significant decrease in horses during the 1880s likely indicates that the cable lines had been employed to serve the lines of the former WPPRC. Aside from the apparent decrease in livestock, the 1888 Hexamer survey showed that the company retained the same number of cars (106), and the same number of employees (350).<sup>17</sup>

Savvy businessmen, Widener and Elkins not only consolidated control over the city’s street railway system, but also created attractive new suburban developments by running new lines for their Philadelphia Traction Company along the path of many of their real estate holdings.<sup>18</sup> Development, particularly by speculative developers, grew denser, with blocks of suburbanized rowhouses filling in alongside grand twin and single-family houses and large institutional properties (See Appendix A).

<sup>13</sup> Hepp.

<sup>14</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, 92.

<sup>15</sup> “Turnpike Company Loses,” *The Times (Philadelphia)*, 4 June 1896, p. 3.

<sup>16</sup> Ernest Hexamer, *Hexamer General Surveys* (Philadelphia: Hexamer, 1888), v. 23, p. 2169–2170.

<sup>17</sup> *Hexamer General Surveys*, v. 23, p. 2169–2170.

<sup>18</sup> Dylan Gottlieb, “Streetcar Suburbs.” *Encyclopedia of Greater Philadelphia*, Rutgers University, 2015, philadelphiaencyclopedia.org/archive/streetcar-suburbs-2/.



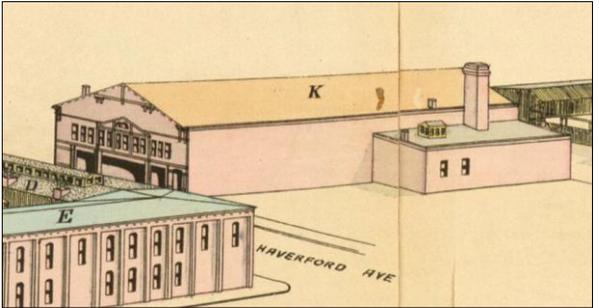
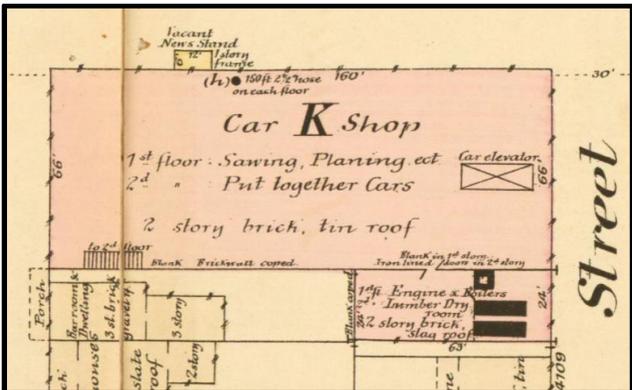
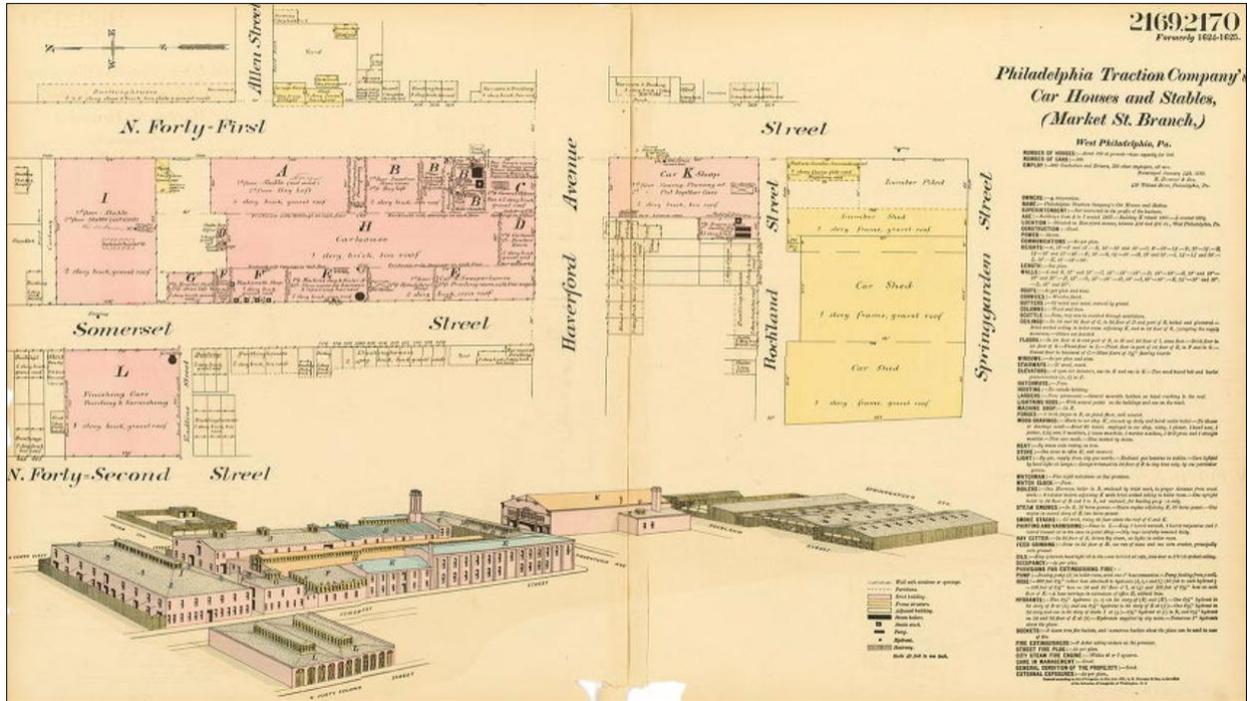


Figure 20: “Philadelphia Traction Company’s Car House and Stables (Market St. Branch).” Hexamer General Surveys. (Philadelphia: E. Hexamer & Son, 1888), v. 23, p. 2169-2170. Originals located at the Free Library of Philadelphia. Source: Greater Philadelphia GeoHistory Network.



**Figure 21: Circa 1900 view looking east along Haverford Avenue from 42<sup>nd</sup> Street. The subject building is visible on the right-hand side of the photograph. The older portion of the West Philadelphia Passenger Railway Company facility is visible on the left. Source: Philadelphia Department of Records Archives. Phillyhistory.org**

During the 1890s, electric trolley cars became a more reliable and less expensive alternative to horse or cable power. Electrification of the Market Street Line, among other rights-of-way of the former WPPRC, began in 1891 and was refined in 1893.<sup>19</sup> In 1895, Widener and Elkins formed the Union Traction Company, consolidating control over the Philadelphia Traction Company, People's Traction Company, Electric Traction Company, and Hestonville, Mantua & Fairmount Passenger Railroad Company—nearly all the streetcar lines in the city—within three years.<sup>20</sup> In 1902, Widener and Elkins formed yet another corporation, the Philadelphia Rapid Transit Company (PRT), which took over Union Traction and set about constructing the Market Street Subway Elevated line.

The subject building continued to serve as a car house and shop during through the first quarter of the twentieth century. The advent of the automobile after World War I constricted the expansion of PRT's trolley lines and eliminated the need for development to follow transit routes.<sup>21</sup> In the 1920s, PRT modernized its system, moving from traditional trolleys to buses and trackless trolleys on new routes. In 1925, 4100 Haverford Avenue concluded its life in the trolley industry, and became a bus depot.<sup>22</sup>

<sup>19</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, 93. The information was obtained from Chart 13.

<sup>20</sup> Hepp.

<sup>21</sup> Gottlieb.

<sup>22</sup> Zoning documents available on Atlas.phila.gov (formerly the Zoning Archive) indicate that the property became a bus storage garage in 1925 and remained so until the 1960s, at which time the Philadelphia Transportation Company began selling its assets. The property was later used as a warehouse, car wash and service station, and artist studio.



Figure 22: The WPPRC depot building in the 1940s. Source: Phillyhistory.org.

**Criterion D:**

The decades after the Civil War were a time of “boisterous growth and eclectic stylistic experimentation characterized by a profusion of ornament, contrasting materials, polychromy, and picturesque rooflines... [l]oosely defined today as the ‘High Victorian’ period in American design...” and influenced by two major architectural movements in Europe: the English Gothic Revival, inspired by the writing A.W.N. Pugin and John Ruskin, and the French Neo-Grec movement that “reinterpreted classical architectural forms and theories for the industrial age.”<sup>23</sup> These movements were “synthesized and integrated into new design approaches by a generation of American architects acutely conscious of their power to shape a new industrial society.” In Philadelphia, the most accomplished, innovative, and well-known practitioner of this type of High Victorian synthesis was Frank Furness, whose magnificent work for the Pennsylvania Academy of Fine Arts was completed the same year as the construction of 4100 Haverford Avenue. In the 1850s and ‘60s, Furness had studied at the small atelier of his mentor, Richard Morris Hunt, whose Tenth Street Studio Building in New York is credited as being one of the earliest American expressions of Neo-Grec rationalism. “The early Néo-Grec



Figure 23: Richard Morris Hunt’s Tenth Street Studio Building in New York City, constructed in 1857. Source: Wikipedia.

<sup>23</sup> H.R. Haas, “1026 Arch Street: Board of Church Extension of the Methodist Episcopal Church,” *Nomination to the Philadelphia Register of Historic Places*. 2017, p. 25.

works of Hunt and his American followers eschewed overt historicist references in favor of more legible structural expression in which, to paraphrase Neil Levine, emphasized the ‘decoration of construction’ over the ‘construction of decoration.’”

Not unlike many of Furness’s plans for railroad buildings, the design for 4100 Haverford Avenue was economic and practical, but not devoid of ornamentation.<sup>24</sup> While the architect or designer for 4100 Haverford Avenue is unknown, and its design for a largely utilitarian purpose, it embodies distinguishing characteristics of the Neo-Grec style distinctive of this period in Victorian architecture its polychromatic brickwork and beltcourses, pilasters, impost blocks, incised iron posts, and other ornamental flourishes.

## Conclusion

The expansion of the streetcar networks in West Philadelphia into the early twentieth century, particularly after the electrification of the lines in the 1890s, brought the population of West Philadelphia to 129,110 – a 1,000% increase from the pre-streetcar population.<sup>25</sup> This significance is recognized in the very name of West Philadelphia’s largest National Historic Register District – The West Philadelphia Streetcar Suburb Historic District. As the first streetcar line to come to West Philadelphia, the West Philadelphia Passenger Railway Company served a critical role in this development. Beyond Philadelphia, the importance of streetcar systems to the growth of the cities across the United States is widely recognized by historians. Sam Bass Warner’s study *Streetcar Suburbs: the Process of Growth in Boston, 1870–1900* is one of the first to highlight the connection. West Philadelphia is perhaps the neighborhood in Philadelphia that best represents this trend.

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

The horsecar, streetcar and rapid transit were introduced to West Philadelphia between 1858 and 1907 and allowed the decentralization of both residence and industry. New residential neighborhoods were created. Transit route location was the primary shaper of West Philadelphia between 1860 and 1910. The physical shape and location of residential and industrial neighborhoods determined who was most likely to reside there during this period. Prior to 1870, transit routes followed development since transit developers could not afford the financial risk of building where there was nothing established. Theirs was the more conservative approach of profiting from traffic generated by the already established areas. After 1870, however, and especially with the introduction of the electric streetcar, route planners anticipated the profits to be generated by opening new areas to settlement.<sup>26</sup>

The subject property is an important vestige of the WPPRC, one of the earliest and most successful of the first-generation passenger railway companies in West Philadelphia, whose transportation infrastructure shaped the development of West Philadelphia, and the city of Philadelphia in general.

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<sup>24</sup> George E. Thomas, *Frank Furness: Architecture in the Age of the Great Machines* (Philadelphia: University of Pennsylvania Press, 2018), 204.

<sup>25</sup> Daly and Weinberg, *Genealogy of Philadelphia County Subdivisions*, 94, 98.

<sup>26</sup> Jackle, “Philadelphia Across the Schuylkill,” 3.

## **APPENDIX A: ADDITIONAL MAPS AND DISCUSSION**

### **The Correlation Between Public Transit and Residential Development**

The establishment and continual improvement of the WPPRC and its lessees were directly related to and influenced the residential development of various sections along their lines in West Philadelphia. Fourteen years after the construction of the initial WPPRC facility on Haverford Avenue between 41<sup>st</sup> and 42<sup>nd</sup> Streets, the 1872 Hopkins atlas shows a single block of row houses in the 4200 block of Haverford Avenue with sparsely developed and vacant parcels beyond to 47<sup>th</sup> Street. With a line of the WPPRC extending at least partially up Haverford Avenue or the promise of such a line in 1878, development was booming. Beyond the 4200 block of Haverford Avenue, the blocks between Brooklyn and 44<sup>th</sup> Streets had been developed almost entirely. In 1872 just two blocks of Brooklyn Street, between Haverford and Lancaster Avenues had been densely developed, which, by 1878, had just a single street-facing side of a block remaining vacant. 43<sup>rd</sup> Street had been subject to several sparsely placed twin developments in ones and twos and just one half-block of row houses by 1872. However, by 1878, only two blocks remained undeveloped. The development was not entirely the cause of the WPPRC, as the Hestonville Rail Road Company had its line nearby on Lancaster Avenue. However, there is a direct correlation between the pending or potential service extended up Haverford Avenue by the WPPRC, as is prominently labeled on the 1878 Scott Atlas.

The improvement of the WPPRC facilities, with the construction of the subject building in 1876, also speaks to the need for an increase in capacity. The 1878 Scott atlas still shows 44<sup>th</sup> Street with only half of its street-facing blocks developed with twins of varying sizes with five or six blocks undeveloped. The streets west to Markoe were even less densely populated. By 1886, the Haverford Avenue extension appears to have stopped below 44<sup>th</sup> Street; however, row house and twin development had taken over the blocks between Haverford Avenue and Westminster Street with varying degrees of density. Only a few blocks in this section of the gridiron remained entirely undeveloped. No doubt the early residential development of Market Street and its nearby blocks relates to the presence of the Market Street line, and later to the development described above seems to directly relate to the presence and extension of the WPPRC and its later lessees.

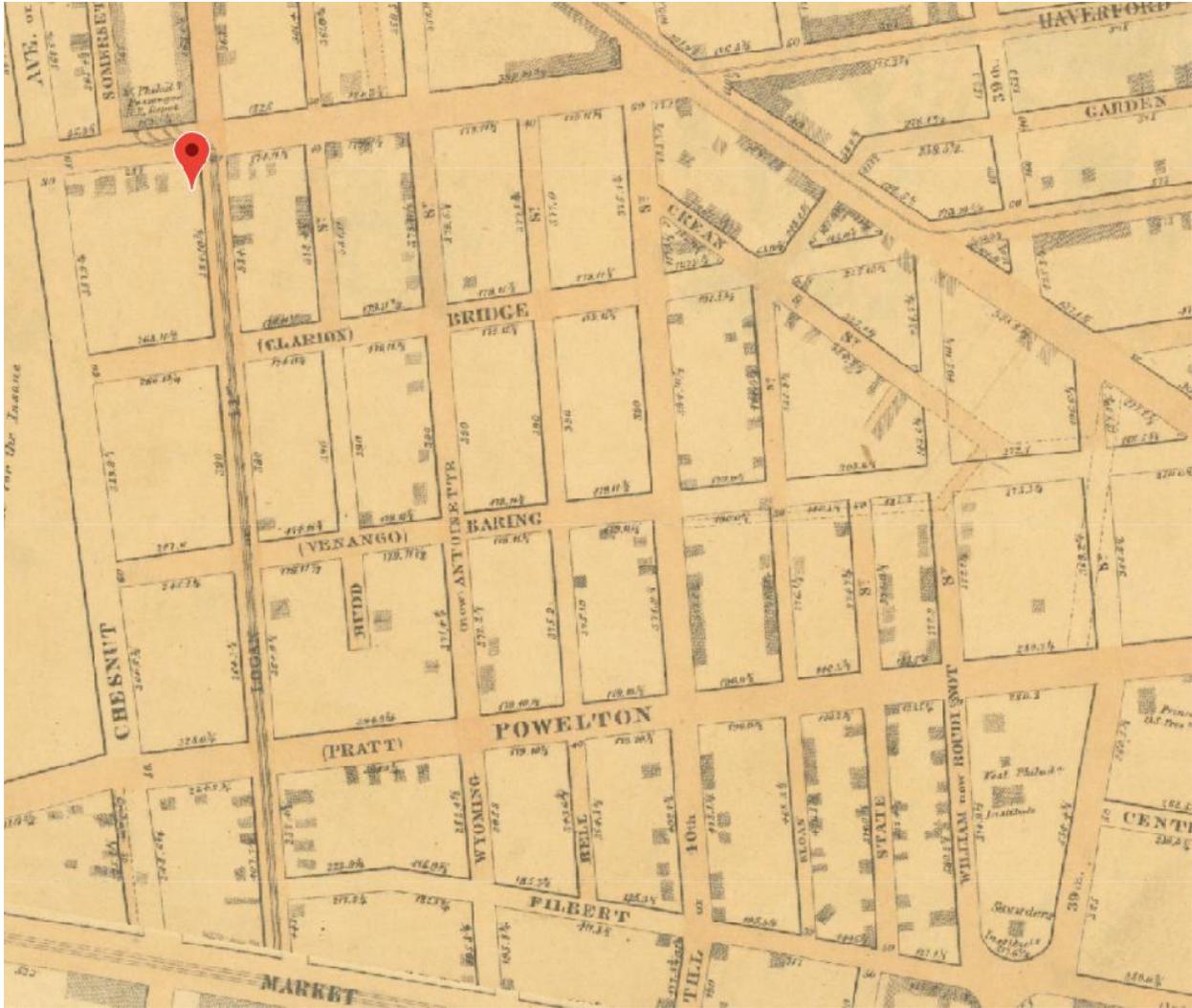


Figure 24: Figure 25: Detail of the 1862 Samuel Smedley atlas showing the West Philadelphia Passenger Railroad Depot at 41<sup>st</sup> and Haverford Avenues, as well as the lines running along 41<sup>st</sup> Street, Haverford Avenue, and Market Street.





Figure 27: Detail of 1872 Hopkins "Atlas of West Philadelphia including the 24<sup>th</sup> & 27<sup>th</sup> Wards of the City of Philadelphia," Plate D, showing the Market Street line as it ran along Market and 41<sup>st</sup> Streets. Source: West Philadelphia Community History Center. Courtesy of University Archives, University of Pennsylvania.



Figure 28: Detail of 1886 Baist Atlas of the 24<sup>th</sup> and 27<sup>th</sup> Wards, West Philadelphia, Plates 9 and 5. Source: West Philadelphia Community History Center. Courtesy of the Athenaeum of Philadelphia.

*West Philadelphia Passenger Railway Co. Depot  
 4100 Haverford Avenue, West Philadelphia, Philadelphia, Pennsylvania  
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Figure 29: Detail from 1888 Baist Property Atlas of the City of Philadelphia, Plate 15. Source: PhilaGeoHistoryNetwork

*West Philadelphia Passenger Railway Co. Depot  
4100 Haverford Avenue, West Philadelphia, Philadelphia, Pennsylvania  
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Figure 30: Detail from 1895 Smedley Atlas of the City of Philadelphia. Source: PhilaGeoHistory Network.

*West Philadelphia Passenger Railway Co. Depot  
4100 Haverford Avenue, West Philadelphia, Philadelphia, Pennsylvania  
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## APPENDIX B: HISTORY OF THE WEST PHILADELPHIA PASSENGER RAILWAY COMPANY

The WPPRC was officially incorporated by P.L. 1858, 585, dated May 14, 1857, being enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania.<sup>27</sup> Originally, P.L. 1858, 585 permitted the company to “lay a double or single track of railway, to be used exclusively with horse-power and [for] passenger travel, from the intersection of Till and Washington streets, in the Twenty-fourth Ward of the City of Philadelphia, and extending eastward across the river Schuylkill by Market Street bridge, and along said Washington and Market streets to Delaware Third Street...”<sup>28</sup> The company was managed by a board of directors and owned by stockholders, a system outlined in the “By-Laws” adopted December 27, 1858.<sup>29</sup>

Construction of the Market Street line appears to have been delayed by the Select and Common Councils of the City of Philadelphia with the passage of Ordinance 339, dated November 2, 1857, directing the City Solicitor “prevent” the WPPRC “...from laying their rails on the bridge over the river Schuylkill at Market street until said company make such satisfactory arrangements with the City in regard to the form of rails, etc., as will prevent embarrassment to the ordinary travel on said bridge.”<sup>30</sup> Naturally, the Market Street Bridge connection was integral to the ultimate success of the line. The passage of Ordinance 339 serves as one example of the complications that existed within the political and social landscape of the period.

Likely in response to Ordinance 339, Public Law (P.L.) 226, dated April 8, 1858, was enacted by the Senate and House of Representatives, authorizing the WPPRC “...to borrow any sum or sums of money for the purpose of constructing and equipping their road, not exceeding the sum of one hundred thousand dollars...”<sup>31</sup>

Ordinance 122, dated March 3, 1859, passed by the Select and Common Councils of the City of Philadelphia, followed, authorizing the WPPRC “to construct the railway of the said company on the Market street bridge,” to be supervised by the Highway Department. Subject to numerous requirements and stipulations, Ord. 122 allowed construction upon the Market Street Bridge to move forward. Various other ordinances and resolutions were passed by the Select and Common Councils that allowed the WPPRC to perfect their Market Street line, including Ord. 210, dated April 27, 1860; Ord. 328, dated July 18, 1860; Ord. 378, dated October 24, 1860; Ord. 145, dated March 20, 1864; etc.<sup>32</sup>

The Commonwealth later authorized, through P.L. 697, dated May 16, 1861, the extension of the Market Street line from Third Street to the east of Front Street.<sup>33</sup>

In 1863, John S. Morton (b. 1863), a great-grandson of John Morton, a signer of the Declaration of Independence, was elected president of the WPPRC. Morton would serve as president until 1877, when he and several members of the company were caught in a scandal involving the over-issuance of stock.<sup>34</sup>

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<sup>27</sup> *Acts of Assembly and Ordinances, relating to the Union Passenger Railway Co., Philadelphia* (Philadelphia: Philadelphia Traction Company, 1889), 195–99.

<sup>28</sup> *Acts ... relating to the Union Passenger Railway Co.*, 196–200.

<sup>29</sup> *By-Laws, Directors and Officers of the West Philadelphia Passenger Railway Company and Organization for Conducting the Business of the Road* (Philadelphia: Dickson & Gilling, 1877).

<sup>30</sup> *Acts ... relating to the Union Passenger Railway Co.*, 206.

<sup>31</sup> *Acts ... relating to the Union Passenger Railway Co.*, 199–200.

<sup>32</sup> *Acts ... relating to the Union Passenger Railway Co.*, 199–200.

<sup>33</sup> *Acts ... relating to the Union Passenger Railway Co.*, 201–02.

<sup>34</sup> “The Philadelphia Fraud,” *The Observer* (Raleigh, North Carolina), 26 September 1877, p. 3.

Locally, the Select and Common Councils passed a Resolution, known as Ordinance 145, dated March 30, 1864. This ordinance permitted a turn-out from the main tracks of the line to a depot located on the south side of Market Street between Thirty-third and Thirty-fourth Streets.<sup>35</sup>

The WPPRC's Market Street line was later extended from Forty-first to Fifty-sixth Streets through the passage of P.L. 313, dated March 10, 1865. The Commonwealth also established and authorized the corporation's operational period—twenty-six years.<sup>36</sup>

The Select and Common Councils passed a Resolution, known as Ordinance 412, dated October 23, 1868, "granting" the extension of the WPPRC's Market Street line from their terminus at Sixty-fifth and Vine Streets along Sixty-fifth to Haverford Street, and thence along Haverford Street to Sixty-sixth Street.<sup>37</sup> Further extensions of the line were approved under Ordinance 496, dated November 1, 1870; a Resolution, known as Ordinance 430, dated September 17, 1873; and Ordinance 86, dated June 14, 1880.<sup>38</sup>

The WPPRC constantly employed new technologies, generally requiring the permission of the Select and Common Councils. The expense of using horse drawn conveyances for public transit was astronomical for every company with literally hundreds of horses per company. Steam power was an "improved" technology within a context of constant advancements and/or experimental technologies. In April 19, 1876, the WPPRC tested a "Woodbury steam car" at 3:00PM "...under the auspices of President Morton."<sup>39</sup>

Soon after the test in April 1876, the Railroad Committee of the Select Council of the City of Philadelphia reported on a bill "permitting" the WPPRC "...to operate a noiseless steam street car on their line, provided they should not charge more than five cents fare."<sup>40</sup> Soon after the Select and Common Councils of Philadelphia passed Ordinance 141, dated June 2, 1876, which authorized the WPPRC to use "improved" steam engines on the Market Street line. In March 1877, the company "inaugurated the running of their steam cars on Market street" at a reduced fare of five cents.<sup>41</sup> The following description was published in the *Detroit Free Press*:

Crowds of people assembled on the sidewalks of Market and other streets yesterday afternoon to witness the first and trial trip of the new steam street cars of the West Philadelphia Passenger Railway Company. The cars, seven in number, at distances of about a square apart, started at 2 o'clock p.m. from the depot, at Forty-first and Haverford streets, and proceeded up Forty-first street to the Centennial grounds...They are of about the same size as the ordinary street cars, move almost noiselessly, emit no smoke from their engines and appear to give horses little concern, although Market street yesterday was almost choked with teams, at certain points. Six of the dummies were constructed at Troy, New York, and one at the Baldwin Locomotive Works. They are more easily stopped than a horse-car, being controlled by a powerful brake independent of the steam, which is also applied as a brake. The weight of a car, engine and boiler, in working order, is about 13,273 pounds. The trip appeared to give full satisfaction, and the novel train was frequently cheered by the crowds on the sidewalks.<sup>42</sup>

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<sup>35</sup> *Acts ... relating to the Union Passenger Railway Co.*, 210.

<sup>36</sup> *Acts ... relating to the Union Passenger Railway Co.*, 196.

<sup>37</sup> *Acts ... relating to the Union Passenger Railway Co.*, 211.

<sup>38</sup> *Acts ... relating to the Union Passenger Railway Co.*, 212–15.

<sup>39</sup> "Among The Turks, New Scenes of the Centennial," *The Times*. (Philadelphia), 19 April 1876, p. 1.

<sup>40</sup> "Penitent Councils," *The Times* (Philadelphia), 12 May 1876, p. 4.

<sup>41</sup> *Harrisburg Telegraph*, 21 March 1877, p. 1.

<sup>42</sup> "Steam Street Cars," *Detroit Free Press*, 25 March 1877, p. 6.

In 1877, the *New York Daily Graphic* published a full page spread on “Rapid Transit in Philadelphia,” showing the new steam cars on Market Street, which included illustrations by Frank Taylor, which included both the “Old Depot” and the “New Depot”—the subject building. The advent of the steam-powered public conveyance was featured with the modern building and represents the progress of the WPPRC.<sup>43</sup> At least one-third of the building was used as a “Dummy Engine House”—the name “Dummy” being for the cars drawn by steam power rather than horses—from the time of its completion to April 1878. The WPPRC experimented with steam-powered “Dummies” during this time and eventually gave up the technology due to the weight of the cars and the greater efficiency of horse-drawn conveyance.<sup>44</sup>

In 1883, a competitor, the Philadelphia City Passenger Railway Company (PCPRC), operating its primary line on Chestnut Street, suffered a fire that destroyed a portion of its stable facilities at the southwest corner of Chestnut and Forty-first Streets. Shortly after the incident, the WPPRC offered to lease PCPRC’s lines, including its primary Chestnut Street line. The lease was executed on December 31, 1883.<sup>45</sup> The lease included the PCPRC’s lease of the Philadelphia and Darby Railway Co., which began on January 1, 1870. WPPRC began operating lines on January 1, 1884.<sup>46</sup>

Though the “West Philad’a Cable Construction” was under way as early as March 1884, an ordinance for the use of cable appliances was not approved until May 27, 1889.<sup>47</sup> By September 1889, the company had spent a total of \$891,876.90 on the cable technology.<sup>48</sup>

The most notable of these infrastructure improvements was authorized by an ordinance approved on April 1, 1891, allowing the WPPRC “...to erect the necessary appliances, and to operate the same by overhead electric wires, on and over their plant or systems west of the river Schuylkill.”<sup>49</sup> These permissions were further supplemented by Mayor Edwin S. Stuart on March 30, 1893.<sup>50</sup>



Figure 31: Stock Certificate of the West Philadelphia Passenger Railway Company. Source: Google Images.

<sup>43</sup> Taylor, “Rapid Transit in Philadelphia.”

<sup>44</sup> “Dummies Condemned,” *The New York Times*, 15 April 1878.

<sup>45</sup> *Lease: The Philadelphia City Passenger Railway Company To The West Philadelphia Railway Company* (Philadelphia: Allen, Lane & Scott, Printers, 1883).

<sup>46</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, 197.

<sup>47</sup> *Acts ... relating to the Union Passenger Railway Co.*, 214–16.

<sup>48</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, p. 93. The information was obtained from Chart 13.

<sup>49</sup> *Acts ... relating to the Union Passenger Railway Co.*, 221–22.

<sup>50</sup> *Acts ... relating to the Union Passenger Railway Co.*, 222–25.

## APPENDIX C: THE DEVELOPMENT OF A MODERN PASSENGER RAILWAY SYSTEM IN PHILADELPHIA

As Frank D. McLain, author of *The Street Railways of Philadelphia*, would state in 1907, "...by the end of 1859, with nineteen charters granted, the nucleus of the present extensive system was fairly established."<sup>51</sup> The following companies were officially chartered between 1857 and 1859 (the table below also includes the number of passengers each company carried for the fiscal year ending on October 31, 1864):

Railway Company	Chartered	Passengers/Receipts 1864)
Central Passenger	1858	Unknown/Unknown
Citizens' Passenger	1858	3,250,000/\$162,367
Fairmount Passenger	1858	1,729,000/\$95,335
Fairmount & Arch Street	1858	1,705,760/\$77,532
Frankford & Southwark	1857	4,900,000/\$251,897
Germantown Passenger Railway	1858	Unknown/\$176,539
Girard College Passenger	1858	Unknown /\$102,861
Green & Coates Streets	1858	2,919,908/\$166,775
Hestonville, Mantua & Fairmount	1859	Unknown/\$59,473
Philadelphia City Passenger	1859	2,631,160/\$133,462
Philadelphia & Darby Railway	1857	334,926/\$32,448
Philadelphia & Gray's Ferry	1858	1,892,956/\$79,592
Philadelphia & Olney	1859	Unknown/Unknown
Richmond & Schuylkill	1859	Unknown/Unknown
Ridge Avenue & Manayunk	1859	Unknown/\$39,334
Second & Third Streets	1858	7,500,000/\$355,773
Seventeenth & Nineteenth Streets	1859 <sup>52</sup>	Unknown/\$41,296
Thirteenth & Fifteenth Streets	1859	1,750,000/\$116,912
West Phila. Passenger Railway	1857	Unknown/\$220,672

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

From the late 1850s through the end of the nineteenth century, passenger service was provided by cars that were conveyed along tracks within the public streets and rights-of-way by horses and mules. Like today, the cars were parked in large facilities where they were also maintained and serviced. However, in this earlier period, the facilities of passenger railway companies included stables for horses and mules. In February of 1864, *The Baltimore Sun* reported that in the previous year a total of 2,325 horses were employed by passenger railways throughout Philadelphia.<sup>53</sup> Unlike later cable and electric cars, horses and mules required care and housing after the line had ceased service for the day. *The Baltimore Sun* also reported "...the cost of hay and feed to a single company with 274 horses amounts to about \$40,000 [per annum]," and another "...with 382 horses, it amounts to \$50,000." Horse-shoeing was said to cost one company over \$7,000 annually.<sup>54</sup> An entire book could be written just on the cultural and economic history of horses used for public conveyance; however, the primary purpose of this information is to illustrate the cultural, economic, and historical heritage of the period of horsecars and the presence of the horse in Philadelphia at the time.

These early passenger railway companies not only provided basic passenger service, but were also largely responsible for the pavement and continued maintenance of the entire street and/or right-of-way (curb to curb) upon which they operated, including the removal of snow or any other obstructions. Enacted in July

<sup>51</sup> Frank D. McLain, "The Street Railways of Philadelphia (1908)," *Quarterly Journal of Economics* 22 (1908), 233–34.

<sup>52</sup> McLain, "The Street Railways of Philadelphia," 233–34.

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

<sup>54</sup> "Philadelphia City Passenger Railways," *The Baltimore Sun*, 12 February 1864, p. 1.

1857 by the Select and Common Councils of the City of Philadelphia, the street railway companies were regulated by “An Ordinance To Regulate Passenger Railway Companies.” The Ordinance required the following: submittal of “all proposed plans, courses, styles of rails, and manner of laying the same to the Board of Surveys and Regulations” for approval; the “cost and expense of maintaining, paving, repairing and repaving” required for any work that took place “on any road, street, avenue or alley occupied by them;” etc. McLain estimated that that passenger railway companies provided nearly 500 miles of street paving to the city between 1857 and 1908. Additionally, at least fifteen of the companies paid a six percent tax (on all dividends of the company greater than six percent) to the city; however, not all of the companies complied with this standard.

In 1885, the Market Street line of the WPPRC was one of the first to employ cables. Columbia Avenue and Seventh and Ninth Streets followed with the use of cables; however, this mode of power was never “satisfactory.”

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

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

Ridge Avenue Passenger Railway Co. 1859/1859–92	Unknown	PTC 1892
Second & Third Sts. PRC 1858/Unknown	Unknown	FSPCPRC 1893
Seventeenth & Nineteenth SPRC 1859/Unknown	Unknown	CPRC 1879
Snyder Avenue Railway Co. 1911/1912–?	1912	UnionTC 1912
Thirteenth & Fifteenth Sts. PRC 1859/1859–92	1859–92	TRC 1892
Twenty-Second St. & Allegheny Ave. PRC 1890/1891–94	1891	PTC 1894
Union Passenger Railway Co. 1864/1865–84	Unknown	PTC 1884
Union Traction Co. 1895/1896–1902	Unknown	PRTC 1902
Walnut St. Connecting PRC 1890/1894–95	Unknown	PTC 1895
West Philadelphia PRC 1857/1859–84	Unknown	PTC 1884
Willow Grove Park Co. 1919/Unknown	1895–1903	PRTC 1920 <sup>55</sup>

On December 31, 1883, the Philadelphia City Passenger Railway Co. leased their lines for operation and use to the West Philadelphia Passenger Railway Co. This lease included the Philadelphia & Darby Railroad Co.<sup>56</sup> On April 30, 1884, the Philadelphia Traction Company (PTC) went under agreement to operate and lease the West Philadelphia Passenger Railway Company (WPPRC). The PTC signatories William H. Kemble, President; and Peter A. B. Widener, Secretary. The WPPRC signatories included John G. Johnson and Samuel R. Reed.<sup>57</sup>

<sup>55</sup> Feustel, *Report On Behalf Of The City of Philadelphia*, Docket No. 3504.

<sup>56</sup> *Lease: The Philadelphia City Passenger Railway Company to The West Philadelphia Passenger Railway Company* (1883).

<sup>57</sup> *Agreement: Philadelphia Traction Company and the West Philadelphia Passenger Railway Company. 30 April 1884.* Source: Cox Transportation Collection, Historical Society of Pennsylvania.

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