1. ADDRESS OF HISTORIC RESOURCE  *(must comply with an Office of Property Assessment address)*  
   Street address: 4100 Chestnut Street  
   Postal code: 19104  

2. NAME OF HISTORIC RESOURCE  
   Historic Name: Philadelphia City Passenger Railway Co. Car House & Stable  
   Current/Common Name:  

3. TYPE OF HISTORIC RESOURCE  
   - [x] Building  
   - [ ] Structure  
   - [ ] Site  
   - [ ] Object  

4. PROPERTY INFORMATION  
   Condition: [ ] excellent  
   [ ] good  
   [x] fair  
   [ ] poor  
   [ ] ruins  
   Occupancy: [x] occupied  
   [ ] vacant  
   [ ] under construction  
   [ ] unknown  
   Current use:  __Shipping__  

5. BOUNDARY DESCRIPTION  
   Please attach a narrative description and site/plot plan of the resource’s boundaries.  

6. DESCRIPTION  
   Please attach a narrative description and photographs of the resource’s physical appearance, site, setting, and surroundings.  

7. SIGNIFICANCE  
   Please attach a narrative Statement of Significance citing the Criteria for Designation the resource satisfies.  
   Period of Significance (from year to year): from 1866 to 1944  
   Date(s) of construction and/or alteration: 1866-67; 1883-84; 1919  
   Architect, engineer, and/or designer:  Unknown  
   Builder, contractor, and/or artisan:  Unknown  
   Original owner:  Philadelphia City Passenger Railway Company  
   Other significant persons:  N/A
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) Embodyes distinguishing characteristics of an architectural style or engineering specimen; or,
- (e) Is the work of a designer, architect, landscape architect or designer, or engineer whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City, Commonwealth or Nation; or,
- (f) Contains elements of design, detail, materials or craftsmanship which represent a significant innovation; or,
- (g) Is part of or related to a square, park or other distinctive area which should be preserved according to an historic, cultural or architectural motif; or,
- (h) Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or City; or,
- (i) Has yielded, or may be likely to yield, information important in pre-history or history; or
- (j) Exemplifies the cultural, political, economic, social or historical heritage of the community.

8. MAJOR BIBLIOGRAPHICAL REFERENCES
*Please attach a bibliography.*

9. NOMINATOR

Organization: University City Historical Society

Name with Title: Oscar Beisert, Architectural Historian

Street Address: 1315 Walnut Street, Suite 320

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

Nominator: is , is not the property owner.

PHC USE ONLY

Date of Receipt: 9/27/2018

Correct-Complete: Yes

Incorrect-Incomplete: No

Date of Notice Issuance: 2/7/2019

Property Owner at Time of Notice:

Name: 4100 Chestnut Street Partners LP

Address: 4100 Chestnut Street

City: Philadelphia

State: PA

Postal Code: 19104

Date(s) Reviewed by the Committee on Historic Designation: March 12, 2019

Date(s) Reviewed by the Historical Commission: April 12, 2019

Date of Final Action: April 12, 2019

Designated: Yes

Rejected: No

12/7/18
NOMINATION

for listing in the

Philadelphia Register of Historic Places

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

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

5. BOUNDARY DESCRIPTION
The parcel and building portion subject to this nomination is limited to the following boundaries:

ALL THAT CERTAIN lot or piece of ground, with the buildings and improvements thereon erected SITUATE in the City of Philadelphia, BEGINNING at the point of intersection of the Easterly side of Forty-second Street and the Southerly side of Chestnut Street; thence Eastwardly along said Southerly side of Chestnut Street, Three hundred ten feet to a point in the Westerly side of Forty-first Street; thence Southwardly along said Westerly side of Forty-first Street, Two hundred twenty feet and two-tenths of a foot, to a point in the Northerly side of Sansom Street; thence Westwardly along the said Northerly side of Sansom Street, Three hundred ten feet, to a point in the aforesaid Easterly side of Forty-second Street; thence Northwardly along the said Easterly side of Forty-second Street, Two hundred twenty feet and two-tenths of a foot, to a point in the Southerly side of Chestnut Street, the point and place of beginning.
BEING known as No. 4100 Chestnut Street.
Shown on the Hexamer General Surveys, Volume 4, Plate 290, 1877, the extant components of the former Philadelphia City Passenger Railway Company’s Car House & Stable are delineated in black, while those no longer extant are highlighted in light red. Source: Free Library of Philadelphia.
6. PHYSICAL DESCRIPTION
Largely built between c. 1864-66, 1884, and 1919, the Philadelphia City Passenger Railway Company (PCPRC) Car House & Stable is comprised of three discernable building components, with portions of the oldest buildings shown on Hexamer General Surveys Plates 290 (c. 1866-76) and 1142 (1877). The structure is comprised of Building No. 1: Car House & Shop, built: c. 1866-1867, with historic alterations; Building No. 2: Stable & Hay Loft, built c. 1866-67 with portions that were reconstructed historically after a fire in c. 1883-84, as well as historic alterations; and Building No. 3: historically identified as the car house, but demolished and rebuilt in 1919 to connect the western car house and shop to the southern stable and hayloft.
Building No. 1: Car House & Shop, (c. 1866-67)
Built c. 1866-67, Building No. 1: Car House & Shop is a large brick shed that is attached at the west of Building No. 3 with its primary elevation facing onto Chestnut Street. Originally this volume was a two-and-a-half story component of a larger structure, serving as a large car house and shop with openings at the first and second levels, which have been filled and reconfigured over time. The Chestnut Street Elevation is defined by a corbeled cornice atop a façade of five generous bays delineated by six brick pilasters. Flanking each bay, the pilasters are connected by distinctive brick corbel tables that unite to give the façade a grid-like appearance. Brick has been used to fill various apertures that once served the building at the first and second levels. Each bay features two large windows with brick sills and lintels defined by solider coursing.
Building No. 2: Stable & Hay Loft (c. 1866-67)
Built c. 1866-67 with a later partial reconstruction c. 1883-84, Building No. 2: Stable & Hay Loft is a large brick shed that stands at the northwest corner of 41st and Sansom Streets. Originally this volume was a two-and-one-half story component of the larger complex, serving as a large stable on the first floor and hay loft on the second. The 41st Street elevation spans five bays of unequal sizes. Beneath a central corbeled cornice, the bays are delineated by six brick pilasters that feature pairs of corbeled brackets connecting the pilaster to the cornice. The pilasters that flank each of the bays are connected by distinctive brick corbel tables that unite to form a grid-like facade. Brick has been used to fill various apertures that once served the building at this elevation. The infilled apertures still retain the form that typifies stables and hay lofts of the period of construction. The Sansom Street Elevation spans eight full bays, which are delineated by nine brick pilasters that feature pairs of corbeled brackets connecting the pilaster to the cornice. The pilasters that flank each of the bays are connected by distinctive brick corbel tables that unite to form a grid-like facade. While some bays are blind, others feature infilled and reconfigured apertures.
Building No. 3: Car House (1919)

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

1 A drawing for this vestibule, dated 1961, was found in the Zoning Archives by the Staff of the Philadelphia Historical Commission.
Top: looking southeast at the Chestnut Street Elevation of Building No. 3. Middle: looking south at the corbel table that forms the cornice of the Chestnut Street Elevation of Building No. 3. Bottom left: Looking southwest at the brick pilaster and corbel table within the 41st Street Elevation of Building No. 3. Bottom right: looking south, the brickwork within the Chestnut Street Elevation. Source: Annie Albert, 2017.
Photographs of various bays within the 41st Street Elevation of Building No. 2. Source: Annie Albert, 2017.
The 1928 aerial (top) appears to show that the western half of Building No. 2 still existed at the time when the Willys Overland Garage was leasing the property, but that by 1930, the said western portion of was demolished for a parking lot, bringing Building Nos. 2 and 3 to their present forms. Source: Aerial Survey of Philadelphia Region, c. 1928 and c. 1930.
The PCPRC’s Car House & Stable, as shown in the Hexamer Atlas, July 1877. Source: Greater Philadelphia GeoHistory Network.

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

(a) Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; and

(j) Exemplifies the cultural, political, economic, social, or historical heritage of the community².

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

² In addition, the subject property may be worthy of designation under Criterion C—“Reflects the environment in an era characterized by a distinctive architectural style”—representative of the buildings constructed all across the city by passenger railway companies of this early period of development. Unfortunately, due to limited resources, the nominator was unable to explore this area of significance.
The PCPRC’s Car House & Stable, as shown in the Hexamer Atlas, July 1877. Source: Greater Philadelphia GeoHistory Network.

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

The PCPRC’s Car House & Stable, as shown in the Hexamer survey, published between 1866 and 1876. Source: Greater Philadelphia GeoHistory Network.
### Historic Timeline of the Philadelphia City Passenger Railway Co.

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

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⁴ “Pennsylvania Legislature,” Public Ledger, 31 March 1855, 1.
⁵ Incorporation Papers of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.
⁸ Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.
¹¹ Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.
¹² Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.
¹⁴ Harold E. Cox and John F. Meyers. “The Philadelphia Traction Monopoly and The Pennsylvania Constitution of 1874: The Prostitution of an Ideal.” This is a paper that was published in 1968.¹⁴
The roof of the stable and hayloft building is reconstructed to match the new building.\(^\text{16}\)

1921-22 The Overland Harper Co. occupied the site in 1921.\(^\text{17}\) On February 1, 1922, the property was leased to Willy’s Overland Garage for a period of five years.\(^\text{18}\)

1940 The Philadelphia Transportation Company (PTC) was established, superseding PRT.\(^\text{19}\)

1944 The PTC sold the subject property to Mid-Atlantic Properties, Inc.\(^\text{20}\)

\(^{16}\) “Application for Permit for Additions, Alterations, Repairs,” Bureau of Building Inspection, City of Philadelphia, 19 February 1919, Philadelphia City Archives.

\(^{17}\) The Philadelphia Inquirer. (Philadelphia: 20 February 1921), 40.

\(^{18}\) “Read Estate Record” of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.; and Bromley. Atlas of the City of Philadelphia (Philadelphia: 1927), Plate 24.


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

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

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

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

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21 “Pennsylvania Legislature,” *Public Ledger*, 31 March 1855, 1.
24 Minutes of the PCPRC. Collection 3158: Harold Cox Transportation Collection, HSP.
At least one of the lines appears to have been in operation before the close of 1859, as the PCPRC’s expense ledger began on August 19, 1859. The PCPRC’s first expenditure on horses took place on September 22, 1859 to the tune of $2,500 with more than double that amount spent by the first week of October. On the same day in September, under “Depot Expense,” the PCPRC recorded a remittance of $50.00 to Geo. S. Bechtel “for plans.” However, it is unknown exactly which of the facilities, if any, these plans ultimately served.

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

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

26 Collection 3158: Harold Cox Transportation Collection, HSP.
The PCPRC’s Main Line on Chestnut Street would never have been prosperous without a physical connection between Center City and West Philadelphia. It seems that from its conception, the PCPRC was a driving force behind the construction of the Chestnut Street Bridge. Construction of the bridge appears to have started in September 1861 and extended through 1866. Designed by Strickland Kneass (1821-1884), the bridge, constructed of cast iron, was touted by the City of Philadelphia as one of the great accomplishments in municipal infrastructure. By January 1867, it was reported that roughly $67,500 in construction costs had been paid out in PCPRC bonds, which was just part of the larger cost—then reported as $360,366.


30 “New Bridges,” The Evening Telegraph (Philadelphia), 14 January 1867, 3.
The PCPRC’s Main Line on Chestnut Street would require a terminus, as well as service facilities, which would be located at the property acquired by Colkett and Elliss.\textsuperscript{31} In 1864, the PCPRC constructed the temporary sheds that then comprised the subject complex at the southwest corner of Chestnut and 41st Streets. The complex was bounded by Chestnut Street at the north; 41st Street at the east; Sansom Street at the south; and 42nd Street at the west.

In 1866, Coffin Colket transferred ownership of the subject property to the PCPRC.\textsuperscript{32} While components of the subject complex may have been built between 1864 and 1866, financial records of the PCPRC indicate that a significant investment was made in the “Car House,” which likely represents the construction of the subject property.

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

\textsuperscript{31} Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, CAP.

\textsuperscript{32} Deed: Coffin Colket, et. al. to The Philadelphia City Passenger Railway Company, 11 November 1866, Philadelphia Deed Book L.R.B., No. 230, p. 127, CAP.
onto 41st Street. At the time of the Hexamer Survey made between 1866 and 1876, there were 46 cars housed in the parts of the building used as a “Car House.” Building No. 2 was one large, one-and-one-half-story brick shed with a slate roof. The first floor contained the “Stable” and the second floor contained the “Hay Loft.” There were large doors facing onto both Sansom and 41st Streets. At the time of the Hexamer Survey in 1877, there were 290 horses quartered in the building with the potential to accommodate 385. The portion of the Chestnut Street building where Building No. 3 now stands was a multipurpose, one- and two-story building constructed of brick with a slate roof. The two-and-one-half-story section at the west served as the “1st fl: Engine & Boiler[-]room;” a “2nd fl: “Corn Mill;” and an “Attic: Watertank.” Occupying a larger portion of the ground space of the building, the single-story section at the east was constructed of brick with a slate roof, being first used as a “Black Smith” shop.33

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

In 1883, the PCPRC suffered a fire that destroyed a portion of Building No. 2, which was soon after rebuilt. Shortly after the incident, the WPPRC offered to lease PCPRC’s lines, including its primary Chestnut Street line. The lease was executed on December 31, 1883.36 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, 1884.37

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

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

39 Feustel, *Report On Behalf Of The City of Philadelphia*, 93. The information was obtained from Chart 13.
PTC lasted a little more than a decade when it was leased to the Union Traction Co. (UTC) on April 1, 1897. UTC had been established just two years earlier on September 6, 1895, and also leased the lines of the Electric Traction Company and the Peoples Traction Company.  

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

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

41 Feustel, *Report On Behalf Of The City of Philadelphia*, p. 93. The information was obtained from Chart 13.
served mass public transit until around 1913 when a large “$200,000 Car House” was built by the PRT on the sizeable parcel between Vine and Callowhill Streets, and 58th and 59th Streets.42 Though the company maintained ownership of the property at 4100 Chestnut Street, it sought other uses for the site and recognized the broader movement from mass transportation to personal vehicles. By 1919 the PRT obtained a permit to reconfigure the buildings for use as an automobile salesroom, office, and shop, which it could then lease to a private automobile company.43 The extensive work to convert the buildings to a showroom included demolishing the eastern portion of the Chestnut Street car house (at the corner of 41st and Chestnut Streets) and constructing a new building to link the remaining portion of the car house to the southern stable and hayloft. Similarly, a large portion of the stable and hayloft was demolished, though the portion fronting 41st Street was retained and incorporated into the new construction. The linking structure was designed in the style of the older structures and maintained the rhythm of the bays; however, the construction of the linking structure caused the removal of the original hipped roof and monitor from the stable and hayloft building. The newly conjoined buildings now had one continuous gable roof. In its new form, the buildings housed salesrooms and offices for Willys-Overland Inc., which sold Overland and Willys-Knight automobiles and parts.44

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


43 “Application for Permit for Additions, Alterations, Repairs,” Bureau of Building Inspection, City of Philadelphia, 19 February 1919, Philadelphia City Archives.
Source: Greater Philadelphia GeoHistory Network.


The Philadelphia City Passenger Railway Co.’s Car House & Stables
4100 Chestnut Street, West Philadelphia, Philadelphia, Pennsylvania
Nomination to the Philadelphia Register of Historic Places, Fall 2018 – Page 27
**Historic Context: West Philadelphia as a Streetcar Suburb**

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

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

![A horse drawn passenger car. Source: the University City Historical Society.](image)

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

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

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

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

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.48

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

49 Daly and Weinberg, Genealogy of Philadelphia County Subdivisions, 94, 98.
– The West Philadelphia Streetcar Suburb Historic District. As the first streetcar line to come to West Philadelphia, the West Philadelphia Passenger Railway Company served a critical role in this development.

![An illustration for the passenger railway companies and their facilities. Source: Free Library of Philadelphia.](image)

**Historic Context: The Development of a Modern Passenger Railway System in Philadelphia**

As Frank D. McLain, author of *The Street Railways of Philadelphia*, would later state in 1907, “…by the end of 1859, with nineteen charters granted, the nucleus of the present extensive system was fairly established.”\(^{50}\) 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):

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

\(^{50}\) McLain, “The Street Railways of Philadelphia (1908),” 22 (1908), 233–234.
Philadelphia & Olney | 1859 | Unknown/Unknown
Richmond & Schuylkill | 1859 | Unknown/Unknown
Ridge Avenue & Manayunk | 1859 | Unknown/$39,334
Second & Third Streets | 1858 | 7,500,000/$355,773
Seventeenth & Nineteenth Streets | 1859 | Unknown/$41,296
Thirteenth & Fifteenth Streets | 1859 | 1,750,000/$116,912
West Phila. Passenger Railway | 1857 | Unknown/$220,672

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

From the late 1850s through the end of the nineteenth century, passenger service was provided with cars that were conveyed along tracks within the public streets and rights-of-way by horses and mules. Like today, the cars were parked in large facilities where they were also maintained and serviced. However, in this earlier period, the facilities of passenger railway companies included stables for horses and mules. In February of 1864, *The Baltimore Sun* reported that in the previous year a total of 2,325 horses were employed by passenger railways throughout Philadelphia. 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. An entire book could be written just on the cultural and economic history of horses used for public conveyance; however, the primary purpose of this information is to illustrate the cultural, economic, and historical heritage of the period of horsecars and the presence of the horse in Philadelphia at the time.

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

In 1885, the Market Street line of the WPPRC was one of the first to employ cables. Columbia Avenue and 7th and 9th 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:

<table>
<thead>
<tr>
<th>Company Name, Inc./Operational Period</th>
<th>Completed</th>
<th>Lessee, Lease Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beach St. Connecting Passenger Railway Co. 1902</td>
<td>1907</td>
<td>PRT 1903</td>
</tr>
<tr>
<td>Catherine &amp; Beach Streets Railway Co. 1889</td>
<td>1890</td>
<td>PRT 1890</td>
</tr>
<tr>
<td>Centennial Passenger Railway Co. 1889</td>
<td>1896</td>
<td>PRT 1893</td>
</tr>
<tr>
<td>Chester &amp; Philadelphia Railway Co. 1910/1910–11</td>
<td>1910</td>
<td>PRT 1911</td>
</tr>
<tr>
<td>Philadelphia &amp; Chester Railways Co. 1900/1901–10</td>
<td>1901</td>
<td>Foreclosed 1910</td>
</tr>
<tr>
<td>Citizens Clearfield &amp; Cambria St. R. Co. 1894/1895–96</td>
<td>1895</td>
<td>Union Traction 1896</td>
</tr>
<tr>
<td>Citizens East End Railway Co. 1894/1895–96</td>
<td>1895</td>
<td>Union Traction 1896</td>
</tr>
<tr>
<td>Citizens Passenger Railway Co. 1858/Unknown</td>
<td>Unknown</td>
<td>F&amp;SPCPC 1892</td>
</tr>
<tr>
<td>Continental Passenger Railway Co. 1873/Unknown</td>
<td>1876</td>
<td>Union Passr 1880</td>
</tr>
<tr>
<td>Darby &amp; Yeadon Street Railway Co. 1904/Unknown</td>
<td>1907</td>
<td>PRT 1904</td>
</tr>
<tr>
<td>Doylestown &amp; Willow Grove Street Railway Co. 1900/U</td>
<td>Unknown</td>
<td>PRT 1902</td>
</tr>
<tr>
<td>Electric Traction Co. 1893/Unknown</td>
<td>Unknown</td>
<td>Union Traction 1896</td>
</tr>
<tr>
<td>Empire Passenger Railway Co. 1869/1870–97</td>
<td>1870</td>
<td>Union Traction 1897</td>
</tr>
<tr>
<td>Fairmount Park &amp; Haddington Passenger R. Co. 1892/Unknown</td>
<td>Unknown</td>
<td>HM&amp;FPRC 1895</td>
</tr>
<tr>
<td>Germantown Loop Railway Co. 1920/Unknown</td>
<td>1920</td>
<td>PRT 1920</td>
</tr>
<tr>
<td>Germantown Passenger Railway Co. 1858/Unknown</td>
<td>1881</td>
<td>Peoples PRC 1881</td>
</tr>
<tr>
<td>Girard Avenue Passenger Railway Co. 1894/Unknown</td>
<td>1895</td>
<td>Peoples PRC 1895</td>
</tr>
<tr>
<td>Hestonville, Mantua, &amp; Fairmount PRC 1859/Unknown</td>
<td>Prior 1898</td>
<td>Union TC 1898</td>
</tr>
<tr>
<td>Hillcrest Avenue Passenger Railway Co. 1896/Unknown</td>
<td>1898</td>
<td>Peoples PRC 1896</td>
</tr>
<tr>
<td>Huntingdon Street Connecting PRC 1894/Unknown</td>
<td>1896</td>
<td>PTC 1895</td>
</tr>
<tr>
<td>Kessler Street Connecting PRC 1892/1892–96</td>
<td>1892</td>
<td>Union PRC 1892</td>
</tr>
<tr>
<td>Lehigh Avenue Railway Co. 1873/1890–99</td>
<td>1890</td>
<td>Union TC 1899</td>
</tr>
<tr>
<td>Market Street Elevated PRC 1901/Unknown</td>
<td>1905</td>
<td>PRTC 1901</td>
</tr>
<tr>
<td>Motor Real Estate Co. 1918/Unknown of the PRTC</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Northern Passenger Railway Co. 1890/Unknown</td>
<td>1892</td>
<td>Peoples PRC 1892</td>
</tr>
<tr>
<td>Peoples Passenger Railway Co. 1873/Unknown</td>
<td>Unknown</td>
<td>UnionTC 1896</td>
</tr>
<tr>
<td>Peoples Traction Co. 1893/Unknown</td>
<td>Unknown</td>
<td>UnionTC 1896</td>
</tr>
<tr>
<td>Philadelphia, Cheltenham, &amp; Jenkintown PRC 1892/U</td>
<td>1896</td>
<td>PeoplePRC 1895</td>
</tr>
<tr>
<td>Philadelphia City Passenger Railway Co. 1859/1859–84</td>
<td>Unknown</td>
<td>WPPRC 1884</td>
</tr>
<tr>
<td>Philadelphia &amp; Darby Railway Co. 1857/1859–70</td>
<td>Unknown</td>
<td>PCPRC 1870</td>
</tr>
<tr>
<td>Philadelphia &amp; Grays Ferry PRC 1858/Unknown</td>
<td>Unknown</td>
<td>PTC 1891</td>
</tr>
<tr>
<td>Philadelphia Traction Co. 1883/1883–95</td>
<td>Unknown</td>
<td>UnionTC 1895</td>
</tr>
<tr>
<td>Philadelphia &amp; Willow Grove SRC 1901/Unknown</td>
<td>1904–08</td>
<td>PRTC 1904</td>
</tr>
</tbody>
</table>
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. 55 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 WVPRC signatories included John G. Johnson and Samuel R. Reed. 56

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

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

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

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

57 U.S. Census Population Schedule, 1850.
that would come to define West Philadelphia was an important aspect of the larger development of Philadelphia in the second half of the nineteenth century.\textsuperscript{59}

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