

ATTACHMENT D – PHRS FORMS AND PREVIOUS DOCUMENTATION

KEYNO155879

April 7, 2005

Andrew P. Lutz
Engineering Department
Pennsylvania Turnpike Commission
P O Box 67676
Harrisburg, PA 17106-7676

Re: ER 99-1130-042-SS
PTC: Contract No. 02-034-RDSX
System-wide Historic Resource Survey and
Determination of Eligibility Report

Dear Mr. Lutz:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the findings of the agency that the Pennsylvania Turnpike main line which includes the original section, the Philadelphia and Western extensions, the Delaware River Extension and the Delaware River Bridge is eligible for the National Register of Historic Places under Criteria A and C. This includes 511.40km (317.79miles) of travel lanes and 67.95km(42.22 miles) of non-contributing travel lanes. We also concur with the definition of contributing and non-contributing features and outlined in the report.

We also concur that the following resources are individually eligible for the National Register of Historic Places, as well as being contributing features to the Pennsylvania Turnpike Main Line Historic District.

Pennsylvania Turnpike Bridge, WB-211/Beaver River Bridge (MP T 13.21)
Pennsylvania Turnpike Bridge, WB-443/Allegheny River Bridge (MP T 48)
South Midway Service Place (MP T 147 EB)
Pennsylvania Turnpike Bridge, EB-300/Susquehanna River Bridge (MP T 245.72)
Pennsylvania Turnpike Bridge, DRB/Delaware River Bridge (M T 359) **KEYNO155876**

Page 2
A. Lutz
April 7, 2005

We concur with the findings of the agency that the following resource is not eligible for the National Register of Historic Places: Pennsylvania Northeastern Extension. However, we do concur that the following Northeastern Extension resources are individually eligible for the National Register of Historic Places. **KEYNO 1 5 5 1 9 9**

Mahoning Valley Interchange (MP A 74) **KEYNO 1 5 5 2 0 1**
Wilkes-Barre Interchange (MP A 105.33) **KEYNO 1 5 5 2 0 0**
NB-526/Pohopoco Creek Bridge **KEYNO 1 5 5 2 0 2**
NB-610/Hawk Falls Bridge **KEYNO 1 5 5 2 0 3**

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

Andrea MacDonald, Chief
Division of Preservation Services

AM/smz

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM—PHOTO/SITE PLAN SHEET

89A

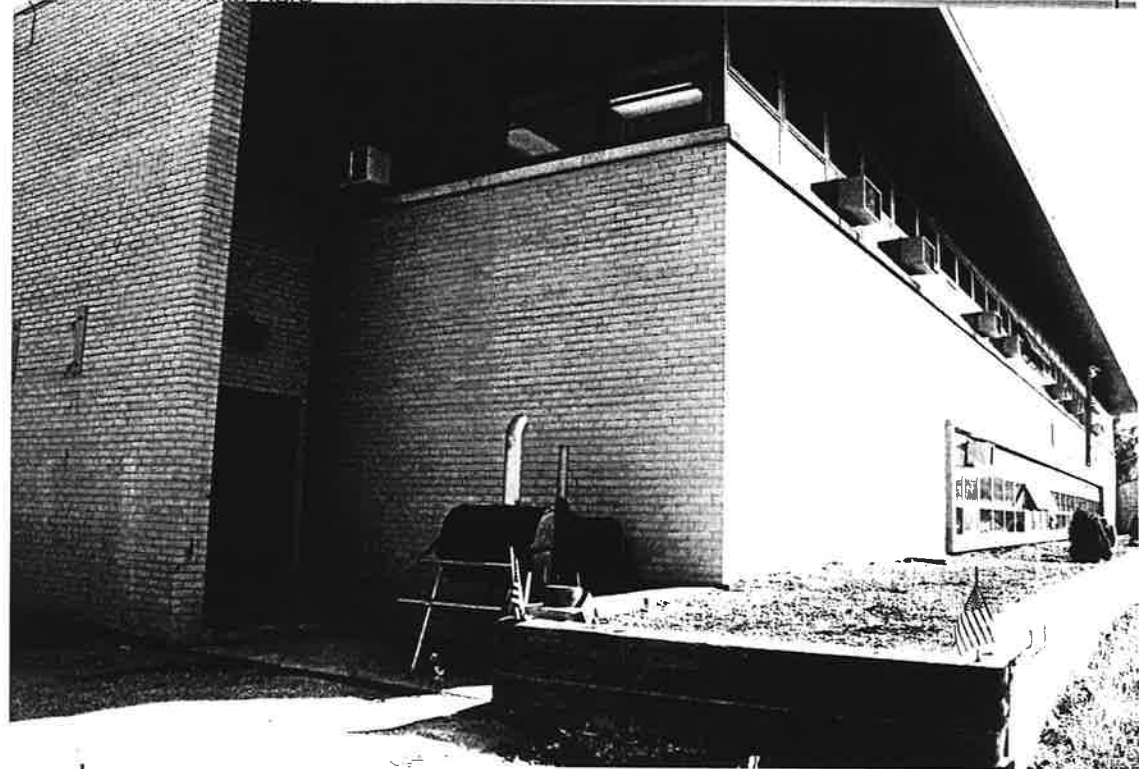
Pennsylvania Historical and Museum Commission
Bureau of Historic Preservation
Box 1026, Harrisburg, PA 17108-1026

Survey Code/Tax Parcel/Other No.: _____ County: Montgomery
Municipality: Plymouth Township Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 333.6 westbound
Historic Name/Other Name: Plymouth Meeting Maintenance Facility

SITE PLAN

PHOTO INFORMATION

Attach Photo Here



Number
218:15

Description of View
Southwest corner.
See attached.

Direction
of Camera
NE

Photographer Name: Laura C. Ricketts Date: August 2004
Negative Location: Skelly and Loy, Inc., 2500 Eldo Rd., Ste. 2, Monroeville, PA 15146

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – DATA SHEET
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____
 County: 1. Montgomery 0 9 1 2. _____
 Municipality 1. Plymouth Township 2. _____
 Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 333.6 westbound
 Historic Name: Plymouth Meeting Maintenance Facility
 Other Name: _____
 Owner Name/Address: Pennsylvania Turnpike Commission
 Owner Category: Private Public-local Public-state Public-federal
 Resource Category: Building District Site Structure Object
 Number/Approximate Number of Resources Covered by This Form: 1
 USGS Quad: 1. Norristown, PA 2. _____
 UTM A. 18 E475927 N44440035 C. _____
 References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category: _____ Subcategory: _____ Code: _____
 A. Transportation Road-related 1 6 D
 B. _____
 C. _____
 D. _____
 Particular Type: A. Maintenance
 B. _____
 C. _____
 D. _____

Current Function Category: _____ Subcategory: _____ Code: _____
 A. Transportation Road-related 1 6 D
 B. _____
 C. _____
 D. _____

PHYSICAL DESCRIPTION

Architectural Classification: A. Modern Movement 7 0
 B. _____ C. _____
 D. _____ Other: _____
 Exterior Materials: Foundation: Concrete 6 5 Roof: Metal 5 0
 Walls: Brick 3 0 Walls: _____
 Other: _____ Other: _____
 Structural System: 1. Concrete 5 0 2. Steel Columns 4 2
 Width: 11 Bays F Depth: 4 Bays D Stories/Height: 2 B

HISTORICAL INFORMATION

Year Built: C. 1954 To C. Additional/Alterations Dates: C. ; C.
Basis for Dating: Documentary Physical
Explain: Opened with the Pennsylvania Turnpike Delaware River Extension in 1954.

Cultural/Ethnic Affiliation: 1. N/A 2.
Associated Individuals: 1. N/A 2.
Associated Events: 1. Pennsylvania Turnpike 2.
Architects/Engineers: 1. Pennsylvania Turnpike Commission 2.
Builders 1. 2.

MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

PREVIOUS SURVEY, DETERMINATIONS

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes No Contexts: PA Turnpike NRHP Evaluation
District Name/
Contributes to Potential District Yes No Status: PA Turnpike Main Line Historic District
Explain: The maintenance building has significance under NRHP Criteria A and C for its association with the Turnpike and for its adherence to an architectural typology. It contributes to the historic district. It is not individually eligible for NRHP listing.

THREATS

Threats: 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other
Explain:

SURVEYOR INFORMATION

Surveyor Name/Title: Laura Ricketts/Architectural Historian Date: 8/05
Project Name: Pennsylvania Turnpike NRHP Evaluation
Organization: Skelly and Loy, Inc. Telephone: (412) 856-1676
Street and No.: 2500 Eldo Road, Suite 2
City, State: Monroeville, PA Zip Code: 15146
Additional Survey Documentation:
Associated Survey Codes:

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Plymouth Meeting Maintenance Facility

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333.6 westbound

PAGE 1

Physical Description:

The Plymouth Meeting Maintenance Facility is located in Montgomery County at Milepost T 333.6 westbound of the Pennsylvania Turnpike. The facility is situated midway between the Norristown and Mid-County interchanges near the junction with the Northeastern Extension. The complex consists of a two-story buff brick maintenance building, as well as two gas pumps with a canopy, several utility sheds, a rock salt dome, a tank, and a radio tower.

Built in 1955, the basic form of the Plymouth Meeting Maintenance Facility consists of a large building divided into three zones lengthwise and oriented parallel to the Turnpike (Andy Lutz, personal communication 2004). The first zone comprises the main (south) facade, a two-story stretch of rooms that runs almost the full length of the building. The second zone, located directly behind the first, is a large, double-story clear span maintenance area accessed at either end by a large garage door. It is lit by a lateral ribbon of clerestory windows on the rear (north) facade. Lastly, a one-story zone stretches the full length of the rear (north) facade. The building is constructed on a concrete foundation and faced with buff brick in a common bond pattern with sixth course alternating headers and stretchers. Its slag roofs are thin flat planes faced with metal flashing.

The main (south) elevation is articulated by two bands of ribbon windows, which stress the horizontal nature of the facade. On the first floor, an approximately 19.2 m (63.0 ft)-long stretch of ribbon windows banded by stone trim fills the central two-thirds of the facade. The windows of the second floor run the full 30.5 m (100.0 ft) length of the facade. A combination of elements makes the upper ribbon windows appear to be recessed. They are shadowed by the overhang of the thin flat slag roof; they are separated from the building below by a continuous stone sill; and they are darkened by brown metal panels that alternate with the glass panes. The cantilevered plane of the flat roof intersects with the projecting planes of the side walls, creating a recessed entry alcove on each side. The side (east and west) elevations are composed of comparatively blank wall surfaces that meet flush with the roof. They are each pierced by a single over-sized garage door banded in stone. The rear (north) facade of the building is framed by projecting roof and wall planes and lit by long bands of ribbon windows. The stylized chimney stack that rises from the rear of the building has a distinctive slab-like form that is ornamented at the top by three smooth belt courses.

-- CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Plymouth Meeting Maintenance Facility

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333.6 westbound

PAGE 2

Physical Description (Continued):

In addition to the original maintenance facility building, the Plymouth Meeting complex includes two gas pumps with a canopy, several utility sheds, a rock salt dome, a tank, and a radio tower. All of these resources postdate the period of significance.

The Plymouth Meeting Maintenance Facility retains its historical integrity in spite of some minor alterations. The overall sense of the design is intact. The building retains its integrity of location, design, materials, workmanship, feeling, and association.

Historical Narrative:

From the opening of the Original Section in 1940, maintenance facilities have been integral components of the Pennsylvania Turnpike system. Located approximately every 25 miles, these complexes house the personnel and equipment responsible for the upkeep of the highway. A few maintenance facilities also have served as secure district repositories for collected tolls. In several instances, the maintenance facilities share space with the Pennsylvania State Police forces, which are designated Troop T and are dedicated to patrolling the Turnpike.

With the proven success of the Original Section and the ensuing expansion campaigns, including first the Philadelphia (1950) and Western (1951) extensions and then the Delaware River (1954) and Northeastern (1957) extensions, the amount of space devoted to maintenance facilities was increased. The modest three-bay brick blocks that could once be found on the Original Section were replaced or enhanced by the erection of larger buildings that were specially designed for the needs of a maintenance facility. By 1949, the Pennsylvania Turnpike Commission (PTC) had developed a typology for maintenance facilities that it used repeatedly, even as the stylistic treatment of exterior details changed (PTC Records 1950). The basic three-part scheme consisted of a one-story range of office and storage spaces in front of a double height garage space. The third part, located at the rear, was a one-story space that acted primarily as a boiler room.

The Plymouth Meeting Maintenance Facility, constructed in 1955, follows the standardized type for maintenance facilities, with an additional story of offices on the front facade. The basic structure consists of a large building divided into three zones lengthwise and oriented parallel to the Turnpike. The main

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Plymouth Meeting Maintenance Facility

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333.6 westbound

PAGE 3

Historical Narrative (Continued):

space is a tall, double-story clear span maintenance area accessed at either end by large garage doors. In front of this maintenance area is a two-story stretch of rooms that runs almost the full length of the facade. Behind the main central maintenance area is the third zone, with a long one-story space that once contained the oil storage tanks and boiler room. A chimney stack rises from this section.

Several structures surround the Plymouth Meeting Maintenance Facility including two gas pumps with a canopy, several utility sheds, a rock salt dome, a tank, and a radio tower. They all postdate the period of significance.

The Plymouth Meeting Maintenance Facility is historically significant under National Register of Historic Places (NRHP) Criterion A for its association with the Construction and Use of the Pennsylvania Turnpike during the period of significance and under Criterion C for Architecture. Maintenance facilities, which supported the upkeep of the toll road's infrastructure, were a frequent sight along the highway. They are character-defining features and contributing resources of the Pennsylvania Turnpike Main Line Historic District. Their recognizable form was a building type developed by the PTC that remained relatively constant, even as architectural styles changed. The Plymouth Meeting Maintenance Facility was constructed during the period of significance, and it retains the massing and arrangement that are characteristic of the type. The assorted outbuildings and utilitarian structures on the property, which do not contribute to the historic district, postdate the period of significance. While the Plymouth Meeting Maintenance Facility is an important contributing resource of the Pennsylvania Turnpike Main Line Historic District, it is not individually eligible for listing in the NRHP. The significance of the maintenance facilities lies in the cumulative effect of the more than one dozen contributing complexes spaced regularly along the length of the Turnpike. Individually, the Plymouth Meeting Maintenance Facility does not have enough associational significance or architectural quality to warrant NRHP eligibility.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Plymouth Meeting Maintenance Facility

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333.6 westbound

PAGE 4

Major Bibliographical References:

Pennsylvania Turnpike Commission Records (PTC Records)

1950 Proposed Design for Maintenance Facilities. Uncatalogued Records, Record Group 29, Accession No. 3117. On file, the Pennsylvania State Archives, Harrisburg.

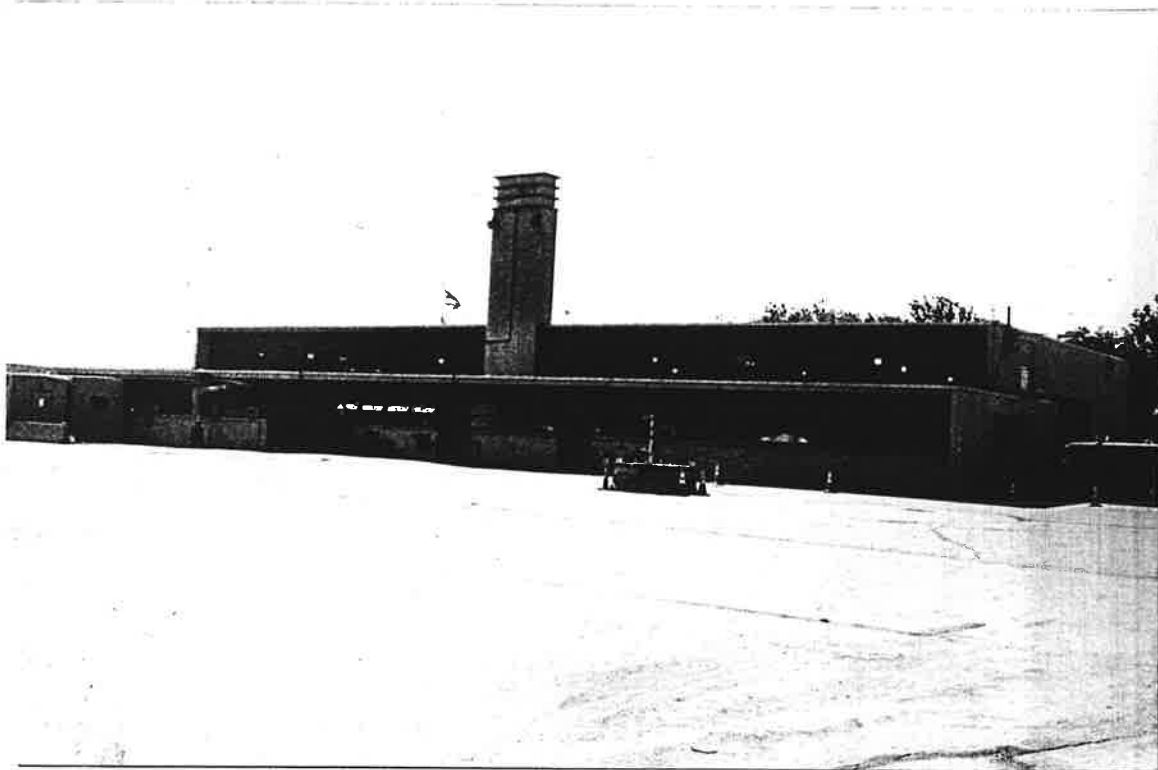
Personal Communication

2004 Andy Lutz, Pennsylvania Turnpike Commission, personal communication, November 2004.

Additional Photographs -- Plymouth Meeting Maintenance Facility

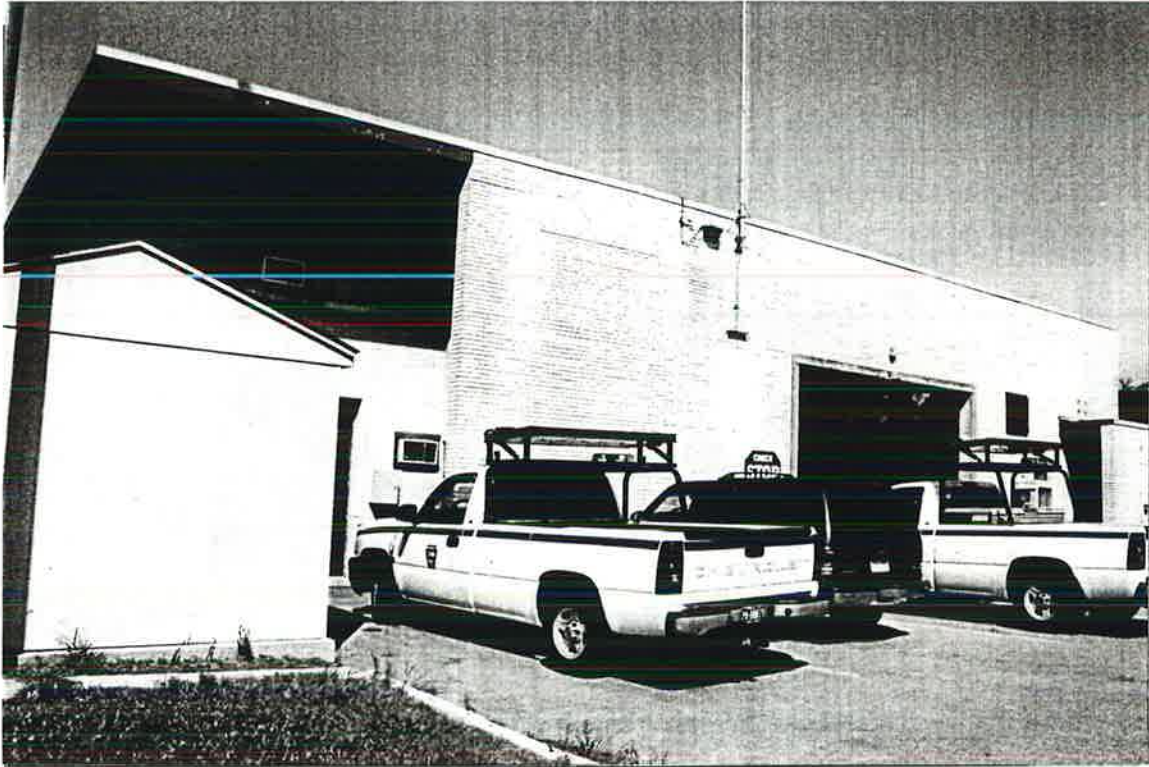


Photograph 2. East elevation, facing northwest.



Photograph 3. North (rear) elevation, facing southeast.

Additional Photographs -- Plymouth Meeting Maintenance Facility



Photograph 2. East elevation, facing northwest.



Photograph 3. North (rear) elevation, facing southeast.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM—PHOTO/SITE PLAN SHEET

89A

Pennsylvania Historical and Museum Commission
 Bureau of Historic Preservation
 Box 1026, Harrisburg, PA 17108-1026

Survey Code/Tax Parcel/Other No.: _____

County: MontgomeryMunicipality: Upper Merion TownshipAddress: Pennsylvania Turnpike S.R. 0276 at Milepost T 328 westboundHistoric Name/Other Name: King of Prussia Service Plaza

SITE PLAN

PHOTO INFORMATION

Attach Photo Here



Number
217:4

Description of View
South (front) elevation.
See attached.

Direction
 of Camera
NW

Photographer Name: Laura C. RickettsDate: August 2004Negative Location: Skelly and Loy, Inc., 2500 Eldo Rd., Ste. 2, Monroeville, PA 15146

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – DATA SHEET
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____
 County: 1. Montgomery 0 9 1 2. _____
 Municipality 1. Upper Merion Township 2. _____
 Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 328 westbound
 Historic Name: King of Prussia Service Plaza
 Other Name: _____
 Owner Name/Address: Pennsylvania Turnpike Commission
 Owner Category: Private Public-local Public-state Public-federal
 Resource Category: Building District Site Structure Object
 Number/Approximate Number of Resources Covered by This Form: 1
 USGS Quad: 1. Norristown, PA 2. _____
 UTM A. 18 E468300 N4437594 C. _____
 References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. <u>Commerce/Trade</u>	<u>Restaurant</u>	<u>0 2 G</u>
C. _____	_____	_____
D. _____	_____	_____

Particular Type: A. Service Plaza
 B. _____
 C. _____
 D. _____

Current Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. <u>Commerce/Trade</u>	<u>Restaurant</u>	<u>0 2 G</u>
C. _____	_____	_____
D. _____	_____	_____

PHYSICAL DESCRIPTION

Architectural Classification: A. Colonial Revival 5 1
 B. _____ C. _____
 D. _____ Other: _____

Exterior Materials: Foundation: Concrete 6 5 Roof: Slate 4 5
 Walls: Limestone 4 3 Walls: Concrete 6 5
 Other: _____ Other: _____

Structural System: 1. Concrete 5 0 2. Brick 2 1
 Width: 8 Bays F Depth: 3 Bays C Stories/Height: 1½ A

HISTORICAL INFORMATION

Year Built: ___ C. 1954 To ___ C. _____ Additional/Alterations Dates: C. 1985 ; ___ C. _____

Basis for Dating: Documentary ___ Physical

Explain: Opened with the Pennsylvania Turnpike Delaware River Extension in 1954.
In 1985, the interior was completely remodeled to accommodate fast food service.
The gas area was also constructed after the period of significance.

Cultural/Ethnic Affiliation: 1. N/A 2. _____
Associated Individuals: 1. N/A 2. _____
Associated Events: 1. Pennsylvania Turnpike 2. _____
Architects/Engineers: 1. Pennsylvania Turnpike Commission 2. _____
Builders 1. Atlantic Refining Company 2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

PREVIOUS SURVEY, DETERMINATIONS

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: ___ Yes No Contexts: PA Turnpike NRHP Evaluation
District Name/
Contributes to Potential District Yes ___ No Status: PA Turnpike Main Line Historic District

Explain: The service plaza has significance under NRHP Criteria A and C for its association with the Turnpike and its architectural merit. As a signature and defining element of the Pennsylvania Turnpike, it contributes to the historic district. It is not individually eligible for NRHP listing because of major changes to the interior.

THREATS

Threats: 1. None ___ 2. Public Development ___ 3. Private Development ___ 4. Neglect ___ 5. Other

Explain:

SURVEYOR INFORMATION

Surveyor Name/Title: Laura Ricketts/Architectural Historian Date: 8/05
Project Name: Pennsylvania Turnpike NRHP Evaluation
Organization: Skelly and Loy, Inc. Telephone: (412) 856-1676
Street and No.: 2500 Eldo Road, Suite 2
City, State: Monroeville, PA Zip Code: 15146
Additional Survey Documentation: _____
Associated Survey Codes: _____

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: King of Prussia Service Plaza

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 328 westbound

PAGE 1

Physical Description:

The King of Prussia Service Plaza is located in Montgomery County at Milepost T 328 westbound between the Valley Forge and Norristown interchanges of the Pennsylvania Turnpike. The Colonial Revival service plaza originally consisted of a main building that was a combination restaurant and automobile service facility, with gas pumps located on adjacent reinforced concrete islands when it opened in 1954. Its form, designated Type AA by the Pennsylvania Turnpike Commission, was standardized for all of the Delaware River Extension service plazas (PTC Records 1954). The design was similar to earlier Turnpike service plazas, with its allusion to a colonial-era Pennsylvania stone house, but was updated with details such as a prominent entry under an offset double cross gable and a broad central chimney. The complex has since been altered to include an expanded refueling station with its own free-standing structure. The main service plaza building has undergone only minor alterations and retains its original design and layout.

The King of Prussia Service Plaza is a one-and-a-half-story Colonial Revival style building constructed of brick and concrete block and faced on three elevations with roughly coursed, locally quarried limestone. The main (south) façade is divided into three sections: a projecting central entrance bay under an overlapping cross gable and two flanking wings. The central bay consists of a formal entrance with heavy wood molding and thin vertical sidelights under the forward gable and a broad slab-style chimney that rises at the peak of the recessed gable. The entry gable was once decorated with a black carriage lantern that has since been replaced by a restaurant advertisement. The left wing features a gabled dormer and a large picture window, which has been obscured by a row of vending machines. The right wing features three gabled dormers atop three bays of fixed replacement windows, which provide light to the eating area inside. Original plans for the Type AA service plazas show a total of three dormers set into the steeply pitched slate roof, but each of the Delaware River Extension facilities were increased in size to four dormers (PTC Records 1954). Curved canvas awnings shade all of the first story windows.

The west facade of the King of Prussia Service Plaza is marked by a broad stone-faced gable, which stretches over two vehicle bays. At the far right, the roof flares to create an exaggerated overhang above the doorway. To the left of the gable at the building's northwest corner stands a flat-roofed section faced with stone and trimmed with a projecting cornice; it has a pedestrian door with transom and a six-over-six

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: King of Prussia Service Plaza

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 328 westbound

PAGE 2

Physical Description (Continued):

sash window. The east facade features a large multi-pane bay window and, at the northeast corner, a flat-roofed section with a projecting cornice and two fixed windows. The treatment of the rear (north) facade is more utilitarian, with simple door and window openings in walls of concrete block, which have been painted white. The cross-gable is also visible at the rear, with an adjacent square plan chimney. A drive-thru service window was added after the period of significance.

The original islands for gas pumps have been expanded. Now a separate Sunoco A Plus building stands at the edge of canopied islands, with multiple pay-at-the-pump dispensers. The entire fuel complex postdates the period of significance.

Despite minor changes, the King of Prussia Service Plaza retains its exterior integrity of location, design, setting, materials, workmanship, feeling, and association.

Historical Narrative:

From the opening of the Original Section in 1940, service plazas have been a signature element of the Pennsylvania Turnpike. Service plazas offered motorists amenities, including food, rest facilities, automobile repair, and fuel, without requiring them to exit the limited-access system. For the Delaware River Extension (completed 1954), the Pennsylvania Turnpike Commission developed a new service plaza design, designated Type AA (PTC Records 1954). Like the earlier service plazas on the Original Section and the Philadelphia and Western extensions, the new complexes relied on traditional design elements, which evoked a colonial-era Pennsylvania stone house, to underscore the hospitality and comfort each provided. In other respects, however, the Type AA design was a departure from the design of earlier plazas, particularly on the main facade.

The King of Prussia Service Plaza, one of three Type AA plazas built on the Delaware River Extension in 1954 (a fourth was built in the 1950s on the Original Section), was constructed and operated under the auspices of the Atlantic Refining Company of Philadelphia, with restaurant services sub-contracted to Howard Johnson's. It retains characteristic elements of a Type AA plaza, including the one-and-a-half-story, Colonial Revival style building finished on three sides with locally quarried limestone; projecting

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: King of Prussia Service Plaza

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 328 westbound

PAGE 3

Historical Narrative (Continued:)

central entrance bay under an overlapping cross gable and two flanking wings; the broad slab-style chimney that rises at the peak of the recessed gable; the gabled dormer and a large picture window; the flared roof of the west facade; and the four gabled dormers.

The plaza has undergone only minor changes to its exterior since the period of significance. Major changes to the interior arrangement were made in the 1980s. The interior was completely remodeled in the 1980s during the transition from sit-down restaurant service to various fast food establishments (Richard J. Hoak, personal communication 2002). This changeover also resulted in the addition of a drive-thru service window to the rear of the building.

The fuel service area has also been extensively altered. The few original gas pumps that were once located on open concrete islands have been replaced several times; currently, there are multiple pay-at-the-pump gas facilities located under a broad canopy away from the main building. A large portion of the main building was originally devoted to automobile repair services and related merchandise and gas sales. Now there is far less emphasis on car repair services, and the pay station, as well as a convenience store, are housed in a separate free-standing building. The entire fuel complex at the King of Prussia Service Plaza postdates the period of significance.

The King of Prussia Service Plaza is historically significant under National Register of Historic Places (NRHP) Criterion A for its association with the Construction and Use of the Pennsylvania Turnpike during the period of significance and under Criterion C for Architecture. Service plazas are a character-defining feature of the Pennsylvania Turnpike Main Line Historic District. The service plazas were a signature and defining element of the Pennsylvania Turnpike that delivered essential services to Turnpike travelers. The King of Prussia Service Plaza was constructed during the period of significance, and it retains all major design features of a Type AA plaza. Subsequent exterior modifications have been relatively minor. Because it has significance and exterior integrity, the King of Prussia Service Plaza is a contributing element to the Pennsylvania Turnpike Main Line Historic District. The gasoline service area, which does not contribute to the historic district, attained its current appearance in the 1980s. The King of Prussia

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: King of Prussia Service Plaza

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 328 westbound

PAGE 4

Historical Narrative (Continued):

Service Plaza is not individually eligible for NRHP listing. The interior floor plan and materials were completely reworked beginning in the 1980s in the conversion from sit-down to fast food restaurant service. Interior integrity has been lost.

Major Bibliographical References:

Pennsylvania Turnpike Commission Records (PTC Records)

- 1954 Design Drawings for Type AA Plaza on Delaware River Extension. Uncatalogued Records, Record Group 29, Accession No. 3117. On file, the Pennsylvania State Archives, Harrisburg.

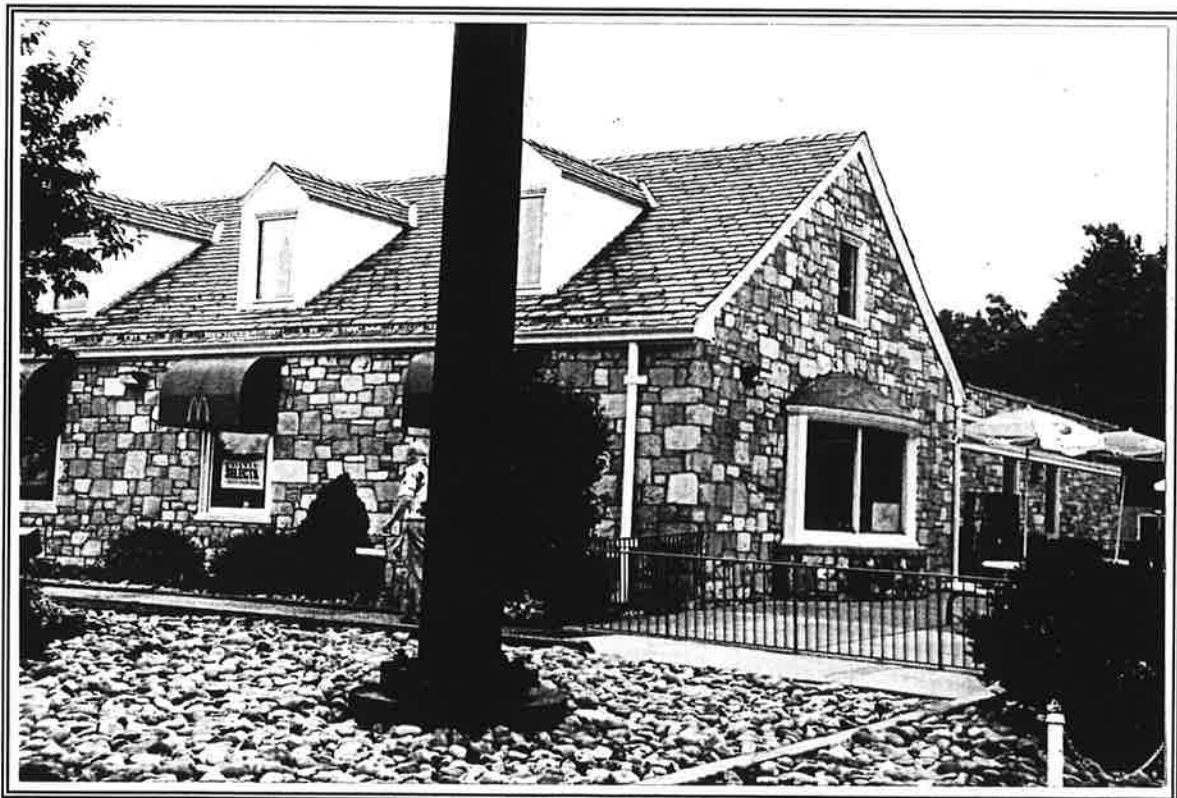
Personal Communication

- 2002 Interview with Richard J. Hoak, Jr., Concession Services Business Representative, Pennsylvania Turnpike, Western Regional Office, February 6, 2002.

Additional Photographs -- King of Prussia Service Plaza

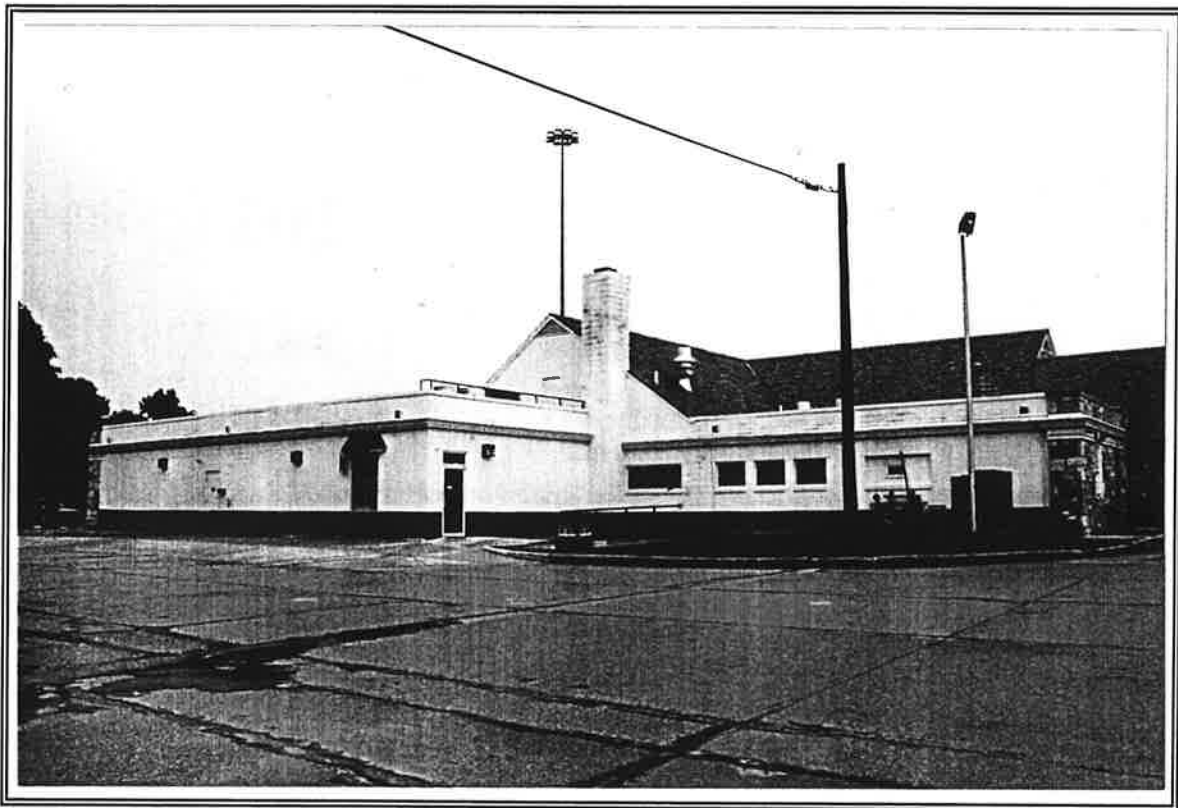


Photograph 2. Southwest corner, facing northeast.



Photograph 3. Southeast corner, facing northwest.

Additional Photographs -- King of Prussia Service Plaza



Photograph 4. Northwest corner, facing southeast.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM—PHOTO/SITE PLAN SHEET

89A

Pennsylvania Historical and Museum Commission
Bureau of Historic Preservation
Box 1026, Harrisburg, PA 17108-1026

Survey Code/Tax Parcel/Other No.: _____

County: Montgomery

Municipality: Plymouth Township

Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 333

Historic Name/Other Name: Norristown Interchange

SITE PLAN

PHOTO INFORMATION



Number

Description of View

Direction of Camera

217:9

General view.
See attached.

W

Photographer Name: Laura C. Ricketts Date: February 2005
Negative Location: Skelly and Loy, Inc., 2500 Eldo Rd., Ste. 2, Monroeville, PA 15146

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – DATA SHEET
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____
 County: 1. Montgomery 0 9 1 2. _____
 Municipality 1. Plymouth Township 2. _____
 Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 333
 Historic Name: Norristown Interchange
 Other Name: _____
 Owner Name/Address: Pennsylvania Turnpike Commission
 Owner Category: ___ Private ___ Public-local X Public-state ___ Public-federal
 Resource Category: ___ Building ___ District ___ Site X Structure ___ Object
 Number/Approximate Number of Resources Covered by This Form: 1
 USGS Quad: 1. Norristown, PA 2. _____
 UTM A. 18 E475256 N4439834 C. _____
 References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. _____	_____	_____
C. _____	_____	_____
D. _____	_____	_____

Particular Type: A. Interchange
 B. _____
 C. _____
 D. _____

Current Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. _____	_____	_____
C. _____	_____	_____
D. _____	_____	_____

PHYSICAL DESCRIPTION

Architectural Classification: A. Modern Movement 7 0
 B. Wrightian 7 1 C. _____
 D. _____ Other: _____

Exterior Materials: Foundation: Concrete 6 5 Roof: Metal 5 0
 Walls: Stone 4 0 Walls: _____
 Other: _____ Other: _____

Structural System: 1. Concrete 5 0 2. Steel Columns 4 2
 Width: 2,300 ft Depth: 1,000 ft Stories/Height: 1 A

HISTORICAL INFORMATION

Year Built: ___ C. 1954 To ___ C. ___ Additional/Alterations Dates: C. 1980 ; ___ C. ___

Basis for Dating: Documentary ___ Physical

Explain: Opened with the Pennsylvania Turnpike Delaware River Extension in 1954.
Widened lanes and expanded toll plaza ca. 1980.

Cultural/Ethnic Affiliation:	1. <u>N/A</u>	2. _____
Associated Individuals:	1. <u>N/A</u>	2. _____
Associated Events:	1. <u>Pennsylvania Turnpike</u>	2. _____
Architects/Engineers:	1. <u>Pennsylvania Turnpike Commission</u>	2. _____
Builders	1. <u>N/A</u>	2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

PREVIOUS SURVEY, DETERMINATIONS

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: ___ Yes No Contexts: PA Turnpike NRHP Evaluation
District Name/
Contributes to Potential District Yes ___ No Status: PA Turnpike Main Line Historic District

Explain: The Norristown Interchange is eligible as a contributing resource to the Pennsylvania Turnpike Main Line Historic District under National Register of Historic Places (NRHP) Criteria A and C for its association with the Turnpike and its historic architectural merit.

THREATS

Threats: ___ 1. None 2. Public Development ___ 3. Private Development ___ 4. Neglect ___ 5. Other

Explain: The Pennsylvania Turnpike Commission (PTC) intends to replace the Norristown Interchange with an entirely new facility beginning as early as 2005.

SURVEYOR INFORMATION

Surveyor Name/Title:	<u>Laura Ricketts/Architectural Historian</u>	Date:	<u>8/05</u>
Project Name:	<u>Pennsylvania Turnpike NRHP Evaluation</u>		
Organization:	<u>Skelly and Loy, Inc.</u>	Telephone:	<u>(412) 856-1676</u>
Street and No.:	<u>2500 Eldo Road, Suite 2</u>		
City, State:	<u>Monroeville, PA</u>	Zip Code:	<u>15146</u>
Additional Survey Documentation:	_____		
Associated Survey Codes:	_____		

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Norristown Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333

PAGE 1

Physical Description:

The Norristown Interchange of the Pennsylvania Turnpike is located at Milepost T 333, the junction of the Main Line with State Route (S.R.) 3053, the Germantown Pike. Just to the east is the Mid-County Interchange, constructed in 1992 to connect the Main Line with newly completed Interstate 476 (I-476) and the Northeastern Extension of the Turnpike, which was then designated S.R. 0009. The Norristown Interchange consists of entrance and exit ramps, bridges, tollbooths, a metal canopy, an interchange office building, and a vinyl utility shed.

Travelers enter and exit the interchange on ramps designed to filter traffic to and from connecting roads at high speed. The lanes of the ramps, like the Turnpike's travel lanes, are 3.7 m (12.0 ft) wide and constructed of reinforced concrete. The continuous movement of traffic required the use of curved and looped ramps, overhead bridges and underpasses, culverts and pipes for drainage, and cuts and fills to establish proper grades.

The ramps direct traffic to the toll plaza, the most publicly visible part of the interchange. The Norristown toll plaza retains its original Delaware River Extension toll plaza dating from 1954, with minor expansions through the use of freestanding tollbooths. Its original tollbooths and canopy have the same form as those designed for the Western and Philadelphia extensions, but its Wrightian Modern interchange building marks a dramatic departure in scale and design from prior examples on both the Original Section and earlier extensions.

The shafts of four of the toll booths support a slab profile steel canopy; the canopy is cantilevered on both ends over the toll lanes. The toll booths are rectangular in plan, approximately 4.6 m (15.0 ft long) by 0.9 m (3.0 ft) wide, and constructed with heavy gauge sheets of steel painted blue. Small rectangular windows with rounded corners are arranged on four sides with two steel and glass doors opening onto the lanes. Three additional tollbooths that stand beyond the canopy were added in 1979-1980. They are constructed on freestanding metal frames. All of the tollbooths are elevated on reinforced concrete islands that define the boundaries of the toll lanes. The yellow painted concrete nosing at either end directs traffic safely to the ticket dispenser. The concrete islands have been remodeled, replaced, and extended.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Norristown Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333

PAGE 2

Physical Description (Continued):

The one-story rectangular interchange building is not physically linked to the nearby tollbooths and canopy as it was in all prior designs. Instead, the Norristown Interchange building is free-standing and designed in a Wrightian Modern style. It has a thin flat roof with broad overhanging eaves on three sides. The storage and utility spaces are concealed behind walls faced with irregular, horizontal strips of local limestone, while the primary office space located in the southeast corner of the building is revealed behind walls of glass. An integrated planter wraps asymmetrically around the southeast corner under the shade of the cantilevered roof. A prominent chimney stands at the center of the rear (west) facade and is embellished with three decorative partial belt courses. On the south side of the building adjacent to the toll lanes, a stretch of ribbon windows is emphasized by square sunscreen cutouts in the overhanging roof slab. A vinyl utility shed at the rear of the building was added at a later date.

The overall configuration of the Norristown Interchange is little changed from its original construction. Only alterations have been made to the design and locations of the original ramps; repairs to the traffic lanes, if any, have been made in kind. New ramps connect to I-476, but these are Pennsylvania Department of Transportation (PennDOT) structures, not Turnpike structures. The original toll plaza buildings, including the interchange building, remain. The tollbooths and ancillary buildings added after the period of significance do not compromise integrity. The interchange retains its location, design, materials, workmanship, feeling, and association.

Historical Narrative:

The Norristown Interchange was opened in 1954 as part of the Pennsylvania Turnpike's Delaware River Extension, which extended the Turnpike east from Valley Forge toward the New Jersey border (Cupper 2001:30-31). The interchange linked the Turnpike Main Line with the Germantown Pike, a thoroughfare connecting Philadelphia to the south and Norristown to the north. Historically, the interchange also connected to a second interchange that filtered traffic onto the Turnpike's Northeastern Extension.

Interchanges served an essential function on the Turnpike, limiting access, collecting tolls, and allowing travelers to enter and exit the superhighway at high-speed. One Turnpike engineer described the interchanges as "gateways to the World's Finest Highway, as well as the exits to distributor roads that are the veins that connect this great traffic artery to the entire highway system of the Commonwealth of

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Norristown Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333

PAGE 3

Historical Narrative (Continued):

Pennsylvania and adjoining states.” He further noted that major factors influencing interchange design and placement were topography and potential as an origin and destination point for traffic (Lowry 1950:69).

For the toll plazas on the Delaware River Extension interchanges, Turnpike planners developed a Wrightian Modern interchange building, which marked a dramatic departure in scale and design from prior examples on both the Main Line and earlier extensions. The free-standing building has a thin flat roof with broad overhanging eaves on three sides; storage and utility spaces concealed behind walls faced with irregular, horizontal strips of local limestone; the primary office space revealed behind walls of glass; and a prominent chimney at the center of the rear (west) facade. The toll plaza is one of three surviving examples at Delaware River Extension interchanges.

Nearly all toll plazas on the Pennsylvania Turnpike have been expanded from their original construction. In 1975, lanes with freestanding tollbooths were added. Between 1979 and 1982, the Pennsylvania Turnpike Commission (PTC) converted to an automated fare collection system. Up until that time, travelers entering the Turnpike had been handed a ticket by a uniformed attendant. Under the new system, the ticket was computer generated and fed to the traveler *via* a slot in the tollbooth. As part of the conversion, the PTC replaced many tollbooths on the system. Here, the original tollbooths were retained. The plaza was further expanded in 1986 (Michael Baker Jr., Inc. 1960; BAE Systems ADR 2004; PTC Records 2005).

In 1992, the PTC constructed the Mid-County Interchange just to the east of the Norristown Interchange. The Mid-County Interchange connected the Main Line with the PTC's Northeastern Extension and newly completed I-476, which ran south to a connection with I-95 near the City of Chester. At that time, the Northeastern Extension, which had been S.R. 0009, was redesignated I-476. The construction of the Mid-County Interchange necessitated the removal and replacement of a trumpet interchange that had previously connected the Main Line with the Northeastern Extension (Cupper 2001:49; Dakelman and Schorr 2004:105). It also required the construction of new ramps linking the Turnpike Main Line with I-476 northbound and southbound (Michael Baker Jr., Inc. 1960; BAE Systems ADR 2004).

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Norristown Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333

PAGE 4

Historical Narrative (Continued):

The PTC intends to replace the Norristown Interchange with an entirely new facility beginning as early as 2005 (PTC 2004:6, 11).

The Norristown Interchange is eligible as a contributing resource to the Pennsylvania Turnpike Main Line Historic District under NRHP Criterion A for its association with the Construction and Use of the Pennsylvania Turnpike during the period of significance. Interchanges are a character-defining feature of the historic district, allowing high-speed entrance and egress and serving as collecting stations for tolls. The Norristown Interchange was constructed during the period of significance and its overall design has not been significantly altered since its construction. It also contributes under Criterion C for Engineering as a relatively unaltered example of a Delaware River Extension interchange. Changes to ramp configuration are limited to a new ramp to connect to I-476. The project did not substantially alter the interchange's original design. The interchange replaced by the Mid-County construction was not considered to be part of the Norristown Interchange, so its removal and replacement does not compromise the Norristown Interchange's integrity. The toll plaza has been widened, but the toll plaza remains at its original location. The interchange has both significance and integrity.

Major Bibliographical References:

BAE Systems ADR

2004 Aerial Mosaic Pennsylvania Turnpike. Prepared for the Pennsylvania Turnpike Commission by BAE Systems ADR, Pittsburgh. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Cupper, D.

2001 *The Pennsylvania Turnpike: A History*. An authorized history by the Pennsylvania Turnpike Commission. Applied Arts Publishers, Lebanon, Pennsylvania.

Dakelman, M.E., and N.A. Schorr

2004 *Images of America: The Pennsylvania Turnpike*. Arcadia Publishing, Portsmouth, New Hampshire.

Lowry, R.E.

1950 Design of Turnpike Interchanges. *Highway Builder* 29(10):69, 143-144.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Norristown Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 333

PAGE 5

Major Bibliographical References (Continued):

Michael Baker Jr., Inc.

1960 Right of Way Mosaic Pennsylvania Turnpike. Prepared for the Pennsylvania Turnpike Commission by Michael Baker Jr., Inc., Rochester, Pennsylvania. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Pennsylvania Turnpike Commission (PTC)

2004 *The Traveler: The Official Newsletter of the Pennsylvania Turnpike*. Summer 2004.

Pennsylvania Turnpike Commission Records (PTC Records)

2005 Database of Interchange Work. On file, Pennsylvania Turnpike Commission, Harrisburg.

Additional Photographs -- Norristown Interchange

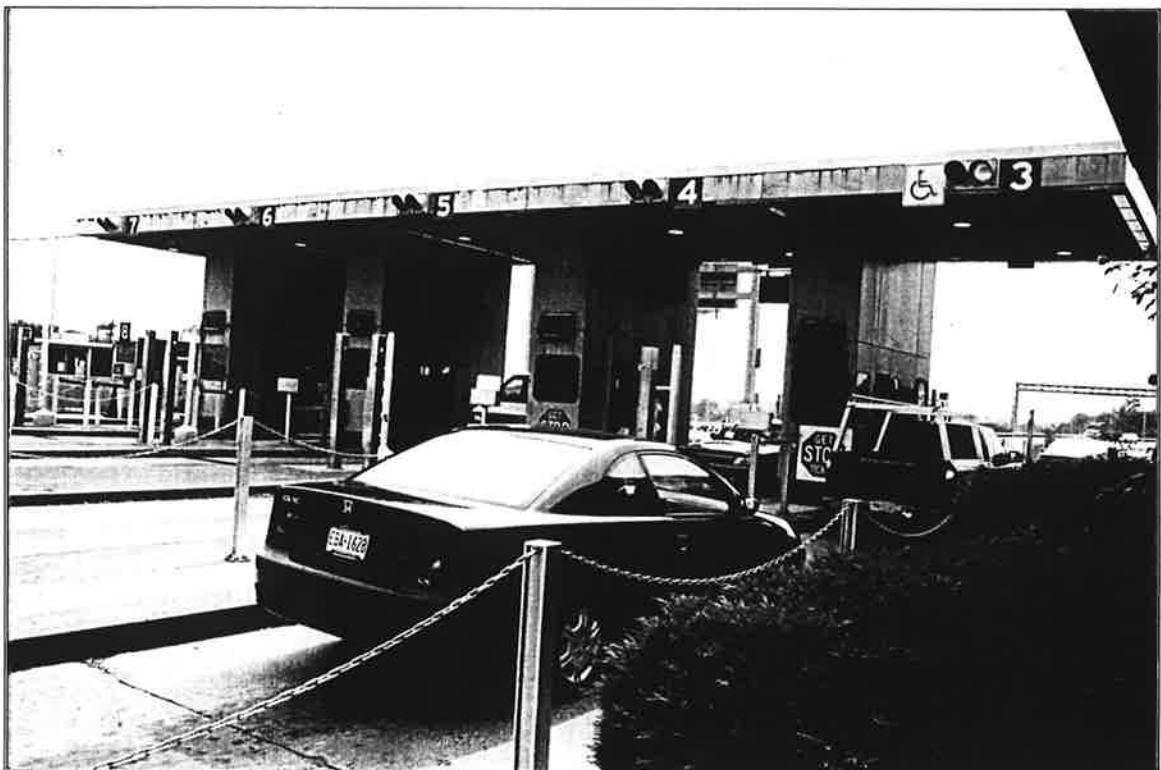


Photograph 2. South elevation, facing west.

Additional Photographs -- Norristown Interchange



Photograph 3. West elevation, facing southeast.



Photograph 4. Detail of tollbooths and canopy, facing southwest.

Additional Photographs -- Norristown Interchange



Photograph 2. South elevation, facing west.

Additional Photographs -- Norristown Interchange



Photograph 3. West elevation, facing southeast.



Photograph 4. Detail of tollbooths and canopy, facing southwest.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM—PHOTO/SITE PLAN SHEET

89A

Pennsylvania Historical and Museum Commission
Bureau of Historic Preservation
Box 1026, Harrisburg, PA 17108-1026

Survey Code/Tax Parcel/Other No.: _____

County: Montgomery

Municipality: Upper Dublin Township

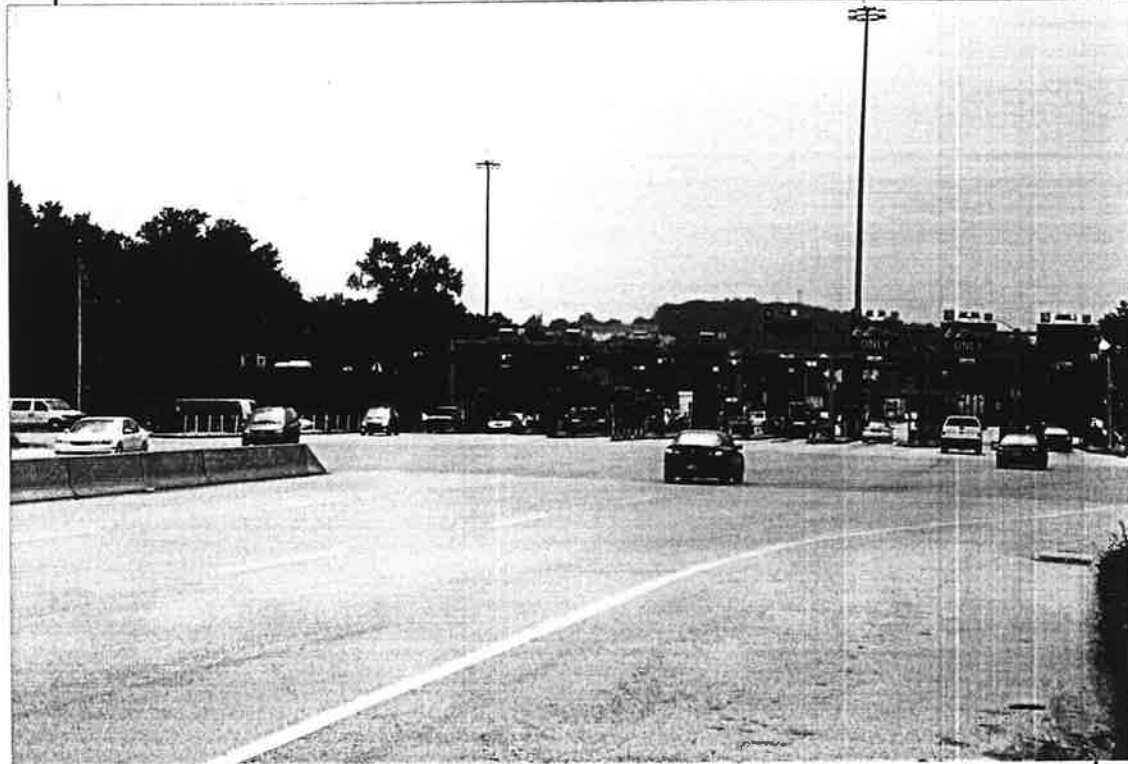
Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 339

Historic Name/Other Name: Fort Washington Interchange

SITE PLAN

PHOTO INFORMATION

Attach Photo Here



Number

Description of View

Direction of Camera

217:19

General view.

SW

See attached.

Photographer Name: Laura C. Ricketts

Date: August 2004

Negative Location: Skelly and Loy, Inc., 2500 Eldo Rd., Ste. 2, Monroeville, PA 15146

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – DATA SHEET
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____
 County: 1. Montgomery 0 9 1 2. _____
 Municipality 1. Upper Dublin Township 2. _____
 Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 339
 Historic Name: Fort Washington Interchange
 Other Name: _____
 Owner Name/Address: Pennsylvania Turnpike Commission
 Owner Category: Private Public-local Public-state Public-federal
 Resource Category: Building District Site Structure Object
 Number/Approximate Number of Resources Covered by This Form: 1
 USGS Quad: 1. Ambler, PA 2. _____
 UTM A. 18 E483592 N4442332 C. _____
 References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category: _____ Subcategory: _____ Code: _____
 A. Transportation Road-related 1 6 D
 B. _____
 C. _____
 D. _____
 Particular Type: A. Interchange
 B. _____
 C. _____
 D. _____
 Current Function Category: _____ Subcategory: _____ Code: _____
 A. Transportation Road-related 1 6 D
 B. _____
 C. _____
 D. _____

PHYSICAL DESCRIPTION

Architectural Classification: A. Modern Movement 7 0
 B. _____ C. _____
 D. _____ Other: _____
 Exterior Materials: Foundation: Concrete 6 5 Roof: Metal 5 0
 Walls: Concrete 6 5 Walls: _____
 Other: _____ Other: Aggregate 8 0
 Structural System: 1. Concrete 5 0 2. Steel Columns 4 2
 Width: 3,600 ft Depth: 1,200 ft Stories/Height: 1 A

HISTORICAL INFORMATION

Year Built: C. 1954 To C. Additional/Alterations Dates: C. 1982 ; C
Basis for Dating: Documentary Physical
Explain: Opened with the Pennsylvania Turnpike Delaware River Extension in 1954.
From 1979 to 1982, a new automated fare collection system was installed and the toll plaza was converted.

Cultural/Ethnic Affiliation:	1. <u>N/A</u>	2. <u> </u>
Associated Individuals:	1. <u>N/A</u>	2. <u> </u>
Associated Events:	1. <u>Pennsylvania Turnpike</u>	2. <u> </u>
Architects/Engineers:	1. <u>Gannett Fleming, Inc.</u>	2. <u> </u>
Builders	1. <u>Gannett Fleming, Inc.</u>	2. <u> </u>

MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

PREVIOUS SURVEY, DETERMINATIONS

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes No Contexts: PA Turnpike NRHP Evaluation
District Name/
Contributes to Potential District Yes No Status: PA Turnpike Main Line Historic District
Explain: The interchange has significance under NRHP Criterion A for its association with the Turnpike. As a character-defining element of the Pennsylvania Turnpike, it contributes to the historic district.

THREATS

Threats: 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other
Explain:

SURVEYOR INFORMATION

Surveyor Name/Title:	<u>Laura Ricketts/Architectural Historian</u>	Date:	<u>8/05</u>
Project Name:	<u>Pennsylvania Turnpike NRHP Evaluation</u>		
Organization:	<u>Skelly and Loy, Inc.</u>	Telephone:	<u>(412) 856-1676</u>
Street and No.:	<u>2500 Eldo Road, Suite 2</u>		
City, State:	<u>Monroeville, PA</u>	Zip Code:	<u>15146</u>
Additional Survey Documentation:	<u> </u>		
Associated Survey Codes:	<u> </u>		

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Fort Washington Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 339

PAGE 1

Physical Description:

The Fort Washington Interchange is located at Pennsylvania Turnpike Milepost T 339, the junction of the Turnpike Main Line with State Route (S.R.) 0309 in Upper Dublin Township, Montgomery County. The interchange consists of entrance and exit ramps, bridges, tollbooths, a metal canopy, and an interchange building.

Travelers enter and exit the interchange on ramps designed to filter traffic to and from connecting roads at high speed. The lanes of the ramps, like the Turnpike's travel lanes, are 3.7 m (12.0 ft) wide and constructed of reinforced concrete. The continuous movement of traffic requires the use of curved and looped ramps, overhead bridges and underpasses, culverts and pipes for drainage, and cuts and fills to establish proper grades. The Fort Washington Interchange is essentially a double trumpet design, except that the connection with S.R. 0309 at the west edge of the interchange is a full cloverleaf rather than a looped ramp.

The ramps direct traffic to the toll plaza, which is the most publicly visible part of the interchange. The present form of the tollbooths, canopy, and interchange building dates to ca. 1981-1982. The nine tollbooths of the Fort Washington Interchange are grouped beneath a single aluminum canopy. The canopy is supported by a double row of steel posts at the outer edges, while full-length tollbooth shafts support the canopy over Lanes 4 through 6. The canopy edges facing the travel lanes bear indicator lights and lane numbers. The tall tollbooths, which are original to the interchange, are constructed on a rectangular steel frame. The remainder of the tollbooths have sloped roofs that allow for ventilation of the booths. They are framed in metal. The tollbooths are elevated on reinforced concrete islands that define the boundaries of the toll lanes. The yellow painted concrete nosing at either end directs traffic safely to the ticket dispenser. The concrete islands have been remodeled, replaced, and extended.

The one-story interchange building is linked to the travel lanes and tollbooths by proximity and the slight overhang of the metal canopy. The building is constructed on a modular concrete frame, with pebble aggregate panels generally measuring 1.2 m (4.0 ft) wide by 3.1 m (10.0 ft) high. It has dimensions of approximately 27.4 m (90.0 ft) long by 15.2 m (50.0 ft) wide, with openings for steel doors and plate glass windows at random intervals. The building accommodates office spaces, bathrooms, and utility areas. A

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Fort Washington Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 339

PAGE 2

Physical Description (Continued):

dark brown ribbed metal flashing forms the thick flat roof. A vinyl utility shed is located behind the interchange and represents a later addition to the complex.

The overall configuration of the Fort Washington Interchange is little changed from its original construction. No changes have been made to the design and locations of ramps; repairs to the traffic lanes, if any, have been made in kind. The toll plaza buildings are not historic, but they were rebuilt in-kind at their original locations. The interchange retains location, design, feeling, and association. Materials and workmanship are changed only at the toll plaza.

Historical Narrative:

The Fort Washington Interchange was constructed in 1954 as part of the Pennsylvania Turnpike's Delaware River Extension between Valley Forge and New Jersey (Cupper 2001:31). The interchange provided access to northwestern Philadelphia, the Lehigh Valley (prior to the construction of the Turnpike's Northeastern Extension), and the anthracite coal regions of northeastern Pennsylvania *via* S.R. 0309.

Interchanges served an essential function on the Turnpike, limiting access, collecting tolls, and allowing travelers to enter and exit the superhighway at high speed. One Turnpike engineer described the interchanges as "gateways to the World's Finest Highway, as well as the exits to distributor roads that are the veins that connect this great traffic artery to the entire highway system of the Commonwealth of Pennsylvania and adjoining states." He further noted that major factors influencing interchange design and placement were topography and potential as an origin and destination point for traffic (Lowry 1950:69). At the Fort Washington Interchange a trumpet interchange links the Main Line Turnpike to the toll plaza and a cloverleaf interchange connects the toll plaza to S.R. 0309. Both designs are original (BAE Systems ADR 2004; Michael Baker Jr., Inc. 1960; PTC Records 2005).

For the toll plazas on the Delaware River Extension interchanges, Turnpike planners developed a Wrightian Modern interchange building that marked a dramatic departure in scale and design from prior examples on both the Main Line and earlier extensions. The free-standing building has a thin flat roof,

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Fort Washington Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 339

PAGE 3

Historical Narrative (Continued):

with broad overhanging eaves on three sides, storage and utility spaces concealed behind walls faced with irregular, horizontal strips of local limestone, the primary office space revealed behind walls of glass, and a prominent chimney at the center of the rear facade. The adjacent tollbooths were constructed of sheet steel on rectangular frames; their tall shafts supported a slab canopy.

Nearly all toll plazas on the Pennsylvania Turnpike have been expanded from their original construction. Between 1979 and 1982, the Pennsylvania Turnpike Commission (PTC) converted to an automated fare collection system. Up until that time, travelers entering the Turnpike had been handed a ticket by a uniformed attendant. Under the new system, the ticket was computer generated and fed to the traveler *via* a slot in the tollbooth. As part of the conversion, the PTC replaced nearly all tollbooths on the system. In many cases, it also widened existing toll plazas and added extra lanes. The Fort Washington Interchange's current tollbooths and interchange building were built in 1981-1982 as part of the conversion (PTC Records 2005).

The Fort Washington Interchange is eligible as a contributing resource to the Pennsylvania Turnpike Main Line Historic District under National Register of Historic Places (NRHP) Criterion A for its association with the Construction and Use of the Pennsylvania Turnpike during the period of significance. Interchanges are a character-defining feature of the historic district, allowing high-speed entrance and egress and serving as collecting stations for tolls. This interchange was constructed during the period of significance and its overall design has changed little since it opened in 1954. Ramp configuration is unaltered. The tollbooths are not historic, but the use of in-kind replacements at their original locations does not compromise the overall location, design, setting, feeling, and association of the interchange. Changes to materials and workmanship are limited to the plaza area. The interchange has both significance and integrity.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Fort Washington Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 339

PAGE 4

Major Bibliographical References:

BAE Systems ADR

2004 Aerial Mosaic Pennsylvania Turnpike. Prepared for the Pennsylvania Turnpike Commission by BAE Systems ADR, Pittsburgh. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Cupper, D.

2001 *The Pennsylvania Turnpike: A History*. An authorized history by the Pennsylvania Turnpike Commission. Applied Arts Publishers, Lebanon, Pennsylvania.

Lowry, R.E.

1950 Design of Turnpike Interchanges. *Highway Builder* 29(10):69, 143-144.

Michael Baker Jr., Inc.

1960 Right of Way Mosaic Pennsylvania Turnpike. Prepared for the Pennsylvania Turnpike Commission by Michael Baker Jr., Inc., Rochester, Pennsylvania. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Pennsylvania Turnpike Commission Records (PTC Records)

2005 Database of Interchange Work. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Additional Photographs -- Fort Washington Interchange

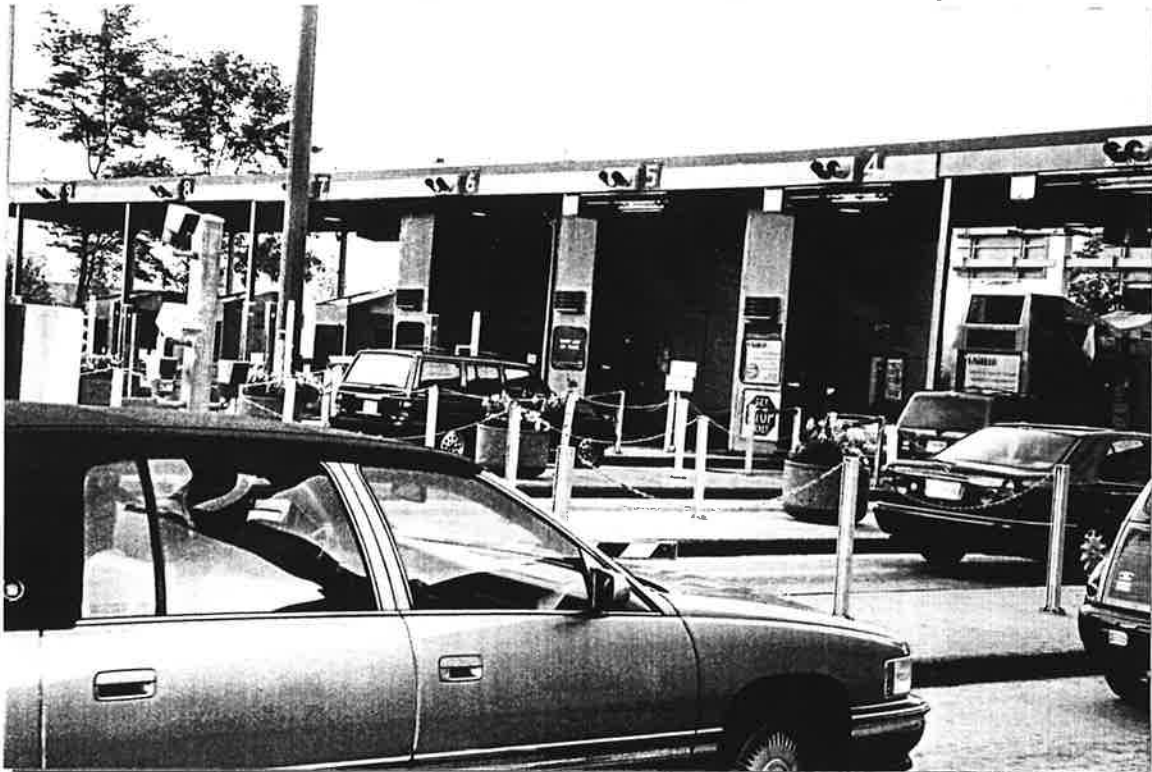


Photograph 2. West elevation, facing southeast.



Photograph 3. East elevation, facing southwest.

Additional Photographs -- Fort Washington Interchange



Photograph 4. General view of tollbooths and canopy, facing northeast.



Photograph 5. Detail of tollbooths and canopy, facing northwest.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM—PHOTO/SITE PLAN SHEET

89A

Pennsylvania Historical and Museum Commission
Bureau of Historic Preservation
Box 1026, Harrisburg, PA 17108-1026

Survey Code/Tax Parcel/Other No.: _____

County: Montgomery

Municipality: Upper Moreland Township

Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

Historic Name/Other Name: Willow Grove Interchange

SITE PLAN

PHOTO INFORMATION

Attach Photo Here



Number
216:5

Description of View
General view.
See attached.

Direction of Camera
W

Photographer Name: Laura C. Ricketts

Date: August 2004

Negative Location: Skelly and Loy, Inc., 2500 Eldo Rd., Ste. 2, Monroeville, PA 15146

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – DATA SHEET
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____
 County: 1. Montgomery 0 9 1 2. _____
 Municipality 1. Upper Moreland Township 2. _____
 Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 343
 Historic Name: Willow Grove Interchange
 Other Name: _____
 Owner Name/Address: Pennsylvania Turnpike Commission
 Owner Category: Private Public-local Public-state Public-federal
 Resource Category: Building District Site Structure Object
 Number/Approximate Number of Resources Covered by This Form: 1
 USGS Quad: 1. Hatboro, PA 2. _____
 UTM A. 18 E489811 N4445510 C. _____
 References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. _____	_____	_____
C. _____	_____	_____
D. _____	_____	_____

Particular Type: A. Interchange
 B. _____
 C. _____
 D. _____

Current Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. _____	_____	_____
C. _____	_____	_____
D. _____	_____	_____

PHYSICAL DESCRIPTION

Architectural Classification: A. <u>Modern Movement</u>		<u>7</u>	<u>0</u>
B. _____	C. _____	_____	_____
D. _____	Other: _____	_____	_____

Exterior Materials: Foundation: <u>Concrete</u>	<u>6</u>	<u>5</u>	Roof: <u>Metal</u>	<u>5</u>	<u>0</u>
Walls: <u>Concrete</u>	<u>6</u>	<u>5</u>	Walls: _____	_____	_____
Other: _____	_____	_____	Other: <u>Aggregate</u>	<u>8</u>	<u>0</u>

Structural System: 1. <u>Concrete</u>	<u>5</u>	<u>0</u>	2. <u>Steel Columns</u>	<u>4</u>	<u>2</u>
---------------------------------------	----------	----------	-------------------------	----------	----------

Width: 2,000 ft Depth: 2,000 ft Stories/Height: 1 A

HISTORICAL INFORMATION

Year Built: ___ C. 1954 To ___ C. ___ Additional/Alterations Dates: ___ C. 1982 ; ___ C. ___

Basis for Dating: Documentary ___ Physical

Explain: Opened with the Pennsylvania Turnpike Delaware River Extension in 1954.
In 1982, approach roads and the toll plaza were widened and new toll booths were added.

- Cultural/Ethnic Affiliation: 1. N/A 2. _____
- Associated Individuals: 1. N/A 2. _____
- Associated Events: 1. Pennsylvania Turnpike 2. _____
- Architects/Engineers: 1. Pennsylvania Turnpike Commission 2. _____
- Builders: 1. N/A 2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

PREVIOUS SURVEY, DETERMINATIONS

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: ___ Yes No Contexts: PA Turnpike NRHP Evaluation
 District Name/
 Contributes to Potential District Yes ___ No Status: PA Turnpike Main Line Historic District

Explain: The interchange has significance under NRHP Criterion A for its association with the Turnpike. As a character-defining element of the Pennsylvania Turnpike, it contributes to the historic district.

THREATS

Threats: 1. None ___ 2. Public Development ___ 3. Private Development ___ 4. Neglect ___ 5. Other

Explain:

SURVEYOR INFORMATION

Surveyor Name/Title: Laura Ricketts/Architectural Historian Date: 8/05
 Project Name: Pennsylvania Turnpike NRHP Evaluation
 Organization: Skelly and Loy, Inc. Telephone: (412) 856-1676
 Street and No.: 2500 Eldo Road, Suite 2
 City, State: Monroeville, PA Zip Code: 15146
 Additional Survey Documentation: _____
 Associated Survey Codes: _____

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Willow Grove Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

PAGE 1

Physical Description:

The Willow Grove Interchange is located at Pennsylvania Turnpike Milepost T 343 at the junction of the Turnpike with State Route (S.R.) 0611 in Moreland Township, Montgomery County. The interchange consists of entrance and exit ramps, bridges, tollbooths, a metal canopy, and an interchange building.

Travelers enter and exit the interchange on ramps designed to filter traffic to and from connecting roads at high speed. The lanes of the ramps, like the Turnpike's travel lanes, are 3.7 m (12.0 ft) wide and constructed of reinforced concrete. The continuous movement of traffic requires the use of curved and looped ramps, overhead bridges and underpasses, culverts and pipes for drainage, and cuts and fills to establish proper grades. The Willow Grove Interchange uses an elongated double trumpet interchange configuration.

The ramps direct traffic to the toll plaza, which is the most publicly visible part of the interchange. The present form of the tollbooths, canopy, and interchange building dates to 1982, when the toll plaza was dramatically widened. The nine tollbooths of the Willow Grove Interchange are grouped beneath a single aluminum canopy. The canopy is supported by a double row of steel posts at the outer edges, while full-length tollbooth shafts support the canopy over Lanes 6 through 8. The canopy edges facing the travel lanes bear indicator lights and lane numbers. The tall tollbooths, which are original to the interchange, are constructed on a rectangular steel frame. The remainder of the tollbooths have sloped roofs that allow for ventilation of the booths. They are framed in metal and covered with sheets of steel. The tollbooths are elevated on reinforced concrete islands that define the boundaries of the toll lanes. The yellow painted concrete nosing at either end directs traffic safely to the ticket dispenser. The concrete islands have been remodeled, replaced, and extended.

The one-story interchange building is linked to the travel lanes and tollbooths by proximity and the slight overhang of the metal canopy. The building is constructed on a modular concrete frame with pebble aggregate panels generally measuring 1.2 m (4.0 ft) wide by 3.1 m (10.0 ft) high. It has dimensions of approximately 24.4 m (80.0 ft) by 15.2 m (50.0 ft) wide, with openings for steel doors and plate glass windows at random intervals. The building accommodates office spaces, bathrooms, and utility areas. A dark brown ribbed metal flashing forms the thick flat roof.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Willow Grove Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

PAGE 2

Physical Description (Continued):

The overall configuration of the Willow Grove Interchange is little changed from its original construction. The toll plaza is much widened, which creates a larger "weave zone" on either side of the plaza and changes the beginning configuration of some ramps. The tollbooths are not historic, but they have been replaced in-kind at their original locations. The connecting road, S.R. 0611, has also been widened, requiring a reworking to some ramps. Despite these changes, the footprint of the interchange remains largely intact. The interchange retains location, design, feeling, and association. Materials and workmanship are changed only at the toll plaza.

Historical Narrative:

The Willow Grove Interchange was constructed in 1954 as part of the Pennsylvania Turnpike's Delaware River Extension between Valley Forge and New Jersey (Cupper 2001:31). The interchange provides access to northwestern Philadelphia and to northeastern Pennsylvania *via* S.R. 0611.

Interchanges served an essential function on the Turnpike, limiting access, collecting tolls, and allowing travelers to enter and exit the superhighway at high speed. One Turnpike engineer described the interchanges as "gateways to the World's Finest Highway, as well as the exits to distributor roads that are the veins that connect this great traffic artery to the entire highway system of the Commonwealth of Pennsylvania and adjoining states." He further noted that major factors influencing interchange design and placement were topography and potential as an origin and destination point for traffic (Lowry 1950:69). The Willow Grove Interchange features an elongated double trumpet interchange.

For the toll plazas on the Delaware River Extension interchanges, Turnpike planners developed a Wrightian Modern interchange building that marked a dramatic departure in scale and design from prior examples on both the Main Line and earlier extensions. The free standing building has a thin flat roof with broad overhanging eaves on three sides; storage and utility spaces concealed behind walls faced with irregular, horizontal strips of local limestone; the primary office space revealed behind walls of glass; and a prominent chimney at the center of the rear facade. The adjacent tollbooths were constructed of sheet steel on rectangular frames; their tall shafts supported a slab canopy.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Willow Grove Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

PAGE 3

Historical Narrative (Continued):

Nearly all toll plazas on the Pennsylvania Turnpike have been expanded from their original construction. Between 1979 and 1982, the Pennsylvania Turnpike Commission (PTC) converted to an automated fare collection system. Up until that time, travelers entering the Turnpike had been handed a ticket by a uniformed attendant. Under the new system, the ticket was computer generated and fed to the traveler *via* a slot in the tollbooth. As part of the conversion, the PTC replaced nearly all tollbooths on the system. The Willow Grove Interchange's current tollbooths and interchange building were built in 1982 as part of the conversion. The only other noteworthy change to the interchange is the slight reconfiguration of some ramps due to the widening of S.R. 0611 (BAE Systems ADR 2004; Michael Baker Jr., Inc. 1960; PTC Records 2005).

The Willow Grove Interchange is eligible as a contributing resource to the Pennsylvania Turnpike Main Line Historic District under National Register of Historic Places (NRHP) Criterion A for its association with the Construction and Use of the Pennsylvania Turnpike during the period of significance. Interchanges are a character-defining feature of the historic district, allowing high-speed entrance and egress and serving as collecting stations for tolls. This interchange was constructed during the period of significance and its overall design has changed little since it opened in 1954. The tollbooths are not historic, but the use of in-kind replacements at their original locations does not compromise the overall location, design, setting, feeling, and association of the interchange. Changes to materials and workmanship are limited to the plaza area. The interchange has both significance and integrity.

Major Bibliographical References:

BAE Systems ADR

2004 Mosaic Pennsylvania Turnpike. Prepared for the Pennsylvania Turnpike Commission by BAE Systems ADR, Pittsburgh. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Cupper, D.

2001 *The Pennsylvania Turnpike: A History*. An authorized history by the Pennsylvania Turnpike Commission. Applied Arts Publishers, Lebanon, Pennsylvania.

Lowry, R.E.

1950 Design of Turnpike Interchanges. *Highway Builder* 29(10):69, 143-144.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – DATA SHEET
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____
 County: 1. Montgomery 0 9 1 2. _____
 Municipality 1. Upper Moreland Township 2. _____
 Address: Pennsylvania Turnpike S.R. 0276 at Milepost T 343
 Historic Name: Willow Grove Interchange
 Other Name: _____
 Owner Name/Address: Pennsylvania Turnpike Commission
 Owner Category: Private Public-local Public-state Public-federal
 Resource Category: Building District Site Structure Object
 Number/Approximate Number of Resources Covered by This Form: 1
 USGS Quad: 1. Hatboro, PA 2. _____
 UTM A. 18 E489811 N4445510 C. _____
 References: B. _____ D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. _____	_____	_____
C. _____	_____	_____
D. _____	_____	_____
Particular Type:	A. <u>Interchange</u>	
	B. _____	
	C. _____	
	D. _____	
Current Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Road-related</u>	<u>1 6 D</u>
B. _____	_____	_____
C. _____	_____	_____
D. _____	_____	_____

PHYSICAL DESCRIPTION

Architectural Classification:	A. <u>Modern Movement</u>	<u>7</u>	<u>0</u>
B. _____	C. _____	_____	_____
D. _____	Other: _____	_____	_____
Exterior Materials:	Foundation: <u>Concrete</u>	<u>6</u>	<u>5</u>
	Walls: <u>Concrete</u>	<u>6</u>	<u>5</u>
	Other: _____	_____	_____
	Roof: <u>Metal</u>	<u>5</u>	<u>0</u>
	Walls: _____	_____	_____
	Other: <u>Aggregate</u>	<u>8</u>	<u>0</u>
Structural System:	1. <u>Concrete</u>	<u>5</u>	<u>0</u>
	2. <u>Steel Columns</u>	<u>4</u>	<u>2</u>
Width: <u>2,000 ft</u>	Depth: <u>2,000 ft</u>	Stories/Height: <u>1</u>	<u>A</u>

HISTORICAL INFORMATION

Year Built: ___ C. 1954 To ___ C. ___ Additional/Alterations Dates: ___ C. 1982 ; ___ C. ___

Basis for Dating: Documentary ___ Physical

Explain: Opened with the Pennsylvania Turnpike Delaware River Extension in 1954.
In 1982, approach roads and the toll plaza were widened and new toll booths were added.

- Cultural/Ethnic Affiliation: 1. N/A 2. _____
- Associated Individuals: 1. N/A 2. _____
- Associated Events: 1. Pennsylvania Turnpike 2. _____
- Architects/Engineers: 1. Pennsylvania Turnpike Commission 2. _____
- Builders: 1. N/A 2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

PREVIOUS SURVEY, DETERMINATIONS

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: ___ Yes No Contexts: PA Turnpike NRHP Evaluation
 District Name/
 Contributes to Potential District Yes ___ No Status: PA Turnpike Main Line Historic District

Explain: The interchange has significance under NRHP Criterion A for its association with the Turnpike. As a character-defining element of the Pennsylvania Turnpike, it contributes to the historic district.

THREATS

Threats: 1. None ___ 2. Public Development ___ 3. Private Development ___ 4. Neglect ___ 5. Other

Explain:

SURVEYOR INFORMATION

Surveyor Name/Title: Laura Ricketts/Architectural Historian Date: 8/05
 Project Name: Pennsylvania Turnpike NRHP Evaluation
 Organization: Skelly and Loy, Inc. Telephone: (412) 856-1676
 Street and No.: 2500 Eldo Road, Suite 2
 City, State: Monroeville, PA Zip Code: 15146
 Additional Survey Documentation: _____
 Associated Survey Codes: _____

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Willow Grove Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

PAGE 1

Physical Description:

The Willow Grove Interchange is located at Pennsylvania Turnpike Milepost T 343 at the junction of the Turnpike with State Route (S.R.) 0611 in Moreland Township, Montgomery County. The interchange consists of entrance and exit ramps, bridges, tollbooths, a metal canopy, and an interchange building.

Travelers enter and exit the interchange on ramps designed to filter traffic to and from connecting roads at high speed. The lanes of the ramps, like the Turnpike's travel lanes, are 3.7 m (12.0 ft) wide and constructed of reinforced concrete. The continuous movement of traffic requires the use of curved and looped ramps, overhead bridges and underpasses, culverts and pipes for drainage, and cuts and fills to establish proper grades. The Willow Grove Interchange uses an elongated double trumpet interchange configuration.

The ramps direct traffic to the toll plaza, which is the most publicly visible part of the interchange. The present form of the tollbooths, canopy, and interchange building dates to 1982, when the toll plaza was dramatically widened. The nine tollbooths of the Willow Grove Interchange are grouped beneath a single aluminum canopy. The canopy is supported by a double row of steel posts at the outer edges, while full-length tollbooth shafts support the canopy over Lanes 6 through 8. The canopy edges facing the travel lanes bear indicator lights and lane numbers. The tall tollbooths, which are original to the interchange, are constructed on a rectangular steel frame. The remainder of the tollbooths have sloped roofs that allow for ventilation of the booths. They are framed in metal and covered with sheets of steel. The tollbooths are elevated on reinforced concrete islands that define the boundaries of the toll lanes. The yellow painted concrete nosing at either end directs traffic safely to the ticket dispenser. The concrete islands have been remodeled, replaced, and extended.

The one-story interchange building is linked to the travel lanes and tollbooths by proximity and the slight overhang of the metal canopy. The building is constructed on a modular concrete frame with pebble aggregate panels generally measuring 1.2 m (4.0 ft) wide by 3.1 m (10.0 ft) high. It has dimensions of approximately 24.4 m (80.0 ft) by 15.2 m (50.0 ft) wide, with openings for steel doors and plate glass windows at random intervals. The building accommodates office spaces, bathrooms, and utility areas. A dark brown ribbed metal flashing forms the thick flat roof.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Willow Grove Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

PAGE 2

Physical Description (Continued):

The overall configuration of the Willow Grove Interchange is little changed from its original construction. The toll plaza is much widened, which creates a larger "weave zone" on either side of the plaza and changes the beginning configuration of some ramps. The tollbooths are not historic, but they have been replaced in-kind at their original locations. The connecting road, S.R. 0611, has also been widened, requiring a reworking to some ramps. Despite these changes, the footprint of the interchange remains largely intact. The interchange retains location, design, feeling, and association. Materials and workmanship are changed only at the toll plaza.

Historical Narrative:

The Willow Grove Interchange was constructed in 1954 as part of the Pennsylvania Turnpike's Delaware River Extension between Valley Forge and New Jersey (Cupper 2001:31). The interchange provides access to northwestern Philadelphia and to northeastern Pennsylvania *via* S.R. 0611.

Interchanges served an essential function on the Turnpike, limiting access, collecting tolls, and allowing travelers to enter and exit the superhighway at high speed. One Turnpike engineer described the interchanges as "gateways to the World's Finest Highway, as well as the exits to distributor roads that are the veins that connect this great traffic artery to the entire highway system of the Commonwealth of Pennsylvania and adjoining states." He further noted that major factors influencing interchange design and placement were topography and potential as an origin and destination point for traffic (Lowry 1950:69). The Willow Grove Interchange features an elongated double trumpet interchange.

For the toll plazas on the Delaware River Extension interchanges, Turnpike planners developed a Wrightian Modern interchange building that marked a dramatic departure in scale and design from prior examples on both the Main Line and earlier extensions. The free standing building has a thin flat roof with broad overhanging eaves on three sides; storage and utility spaces concealed behind walls faced with irregular, horizontal strips of local limestone; the primary office space revealed behind walls of glass; and a prominent chimney at the center of the rear facade. The adjacent tollbooths were constructed of sheet steel on rectangular frames; their tall shafts supported a slab canopy.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Willow Grove Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

PAGE 3

Historical Narrative (Continued):

Nearly all toll plazas on the Pennsylvania Turnpike have been expanded from their original construction. Between 1979 and 1982, the Pennsylvania Turnpike Commission (PTC) converted to an automated fare collection system. Up until that time, travelers entering the Turnpike had been handed a ticket by a uniformed attendant. Under the new system, the ticket was computer generated and fed to the traveler *via* a slot in the tollbooth. As part of the conversion, the PTC replaced nearly all tollbooths on the system. The Willow Grove Interchange's current tollbooths and interchange building were built in 1982 as part of the conversion. The only other noteworthy change to the interchange is the slight reconfiguration of some ramps due to the widening of S.R. 0611 (BAE Systems ADR 2004; Michael Baker Jr., Inc. 1960; PTC Records 2005).

The Willow Grove Interchange is eligible as a contributing resource to the Pennsylvania Turnpike Main Line Historic District under National Register of Historic Places (NRHP) Criterion A for its association with the Construction and Use of the Pennsylvania Turnpike during the period of significance. Interchanges are a character-defining feature of the historic district, allowing high-speed entrance and egress and serving as collecting stations for tolls. This interchange was constructed during the period of significance and its overall design has changed little since it opened in 1954. The tollbooths are not historic, but the use of in-kind replacements at their original locations does not compromise the overall location, design, setting, feeling, and association of the interchange. Changes to materials and workmanship are limited to the plaza area. The interchange has both significance and integrity.

Major Bibliographical References:

BAE Systems ADR

2004 Mosaic Pennsylvania Turnpike. Prepared for the Pennsylvania Turnpike Commission by BAE Systems ADR, Pittsburgh. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Cupper, D.

2001 *The Pennsylvania Turnpike: A History*. An authorized history by the Pennsylvania Turnpike Commission. Applied Arts Publishers, Lebanon, Pennsylvania.

Lowry, R.E.

1950 Design of Turnpike Interchanges. *Highway Builder* 29(10):69, 143-144.

CONTINUATION SHEET

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM

RESOURCE NAME: Willow Grove Interchange

SURVEY CODE NO.:

ADDRESS: Pennsylvania Turnpike S.R. 0276 at Milepost T 343

PAGE 4

Major Bibliographical References (Continued):

Michael Baker Jr., Inc.

1960 Right of Way Mosaic Pennsylvania Turnpike. Prepared for the Pennsylvania Turnpike Commission by Michael Baker Jr., Inc., Rochester, Pennsylvania. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Pennsylvania Turnpike Commission Records (PTC Records)

2005 Database of Interchange Work. On file, the Pennsylvania Turnpike Commission, Harrisburg.

Additional Photographs -- Willow Grove Interchange

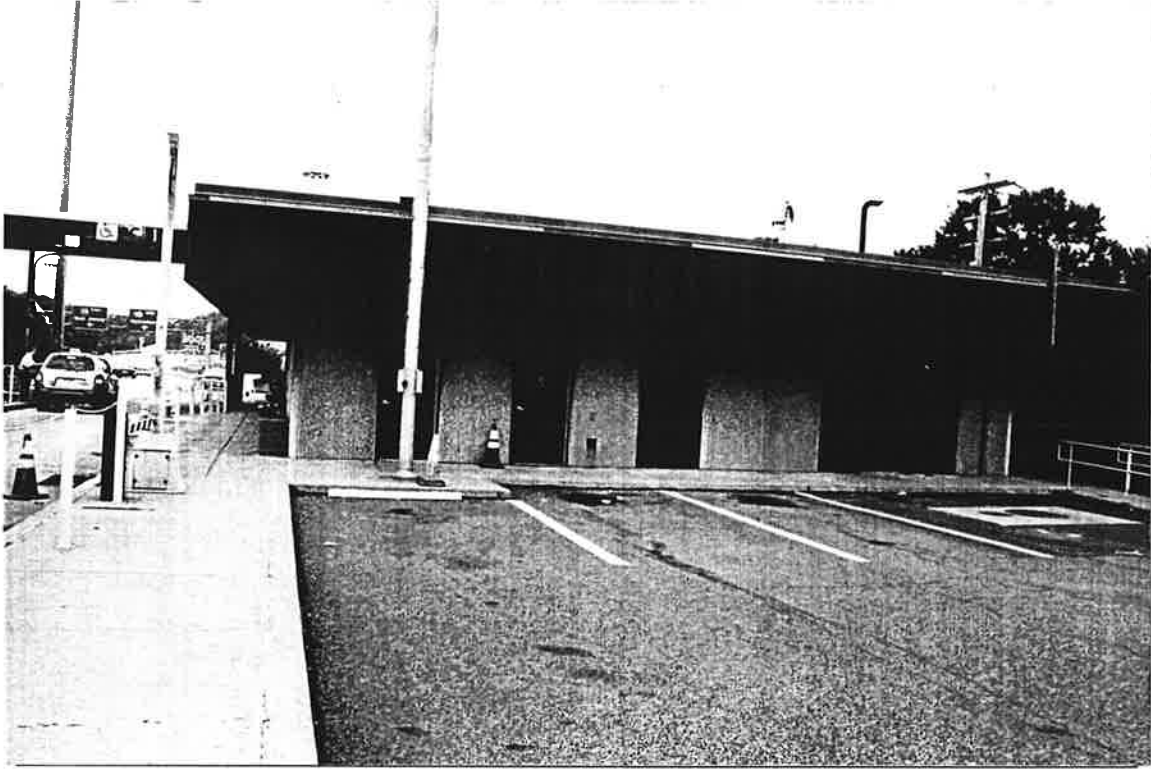


Photograph 2. Northeast elevation, facing south.



Photograph 3. East corner, facing west.

Additional Photographs -- Willow Grove Interchange

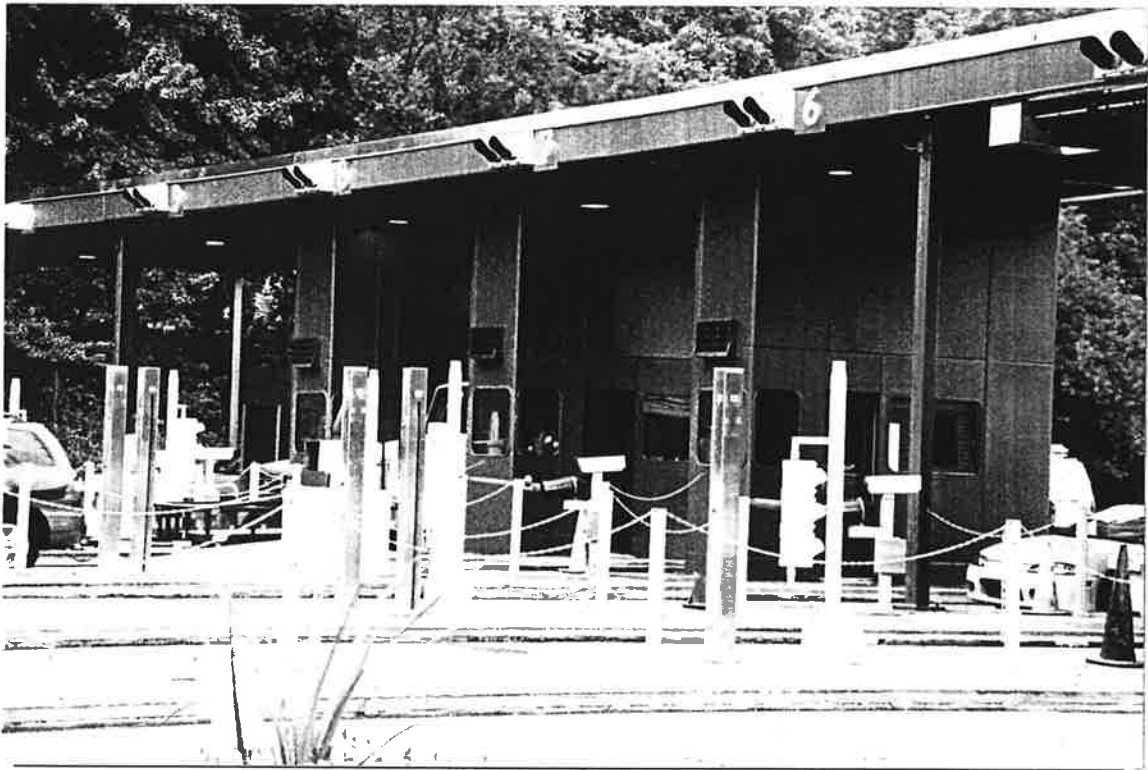


Photograph 4. Northwest elevation, facing southeast.



Photograph 5. Detail of tollbooths and canopy, facing north.

Additional Photographs -- Willow Grove Interchange



Photograph 6. Detail of tollbooths and canopy, facing east.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# <u>2013-1006-091-A</u>

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME National Offices of the American Baptist Church
CURRENT/Common NAME American Baptist Churches U.S.A. Mission Center
STREET ADDRESS 588-590 N. Gulph Road, King of Prussia, PA **ZIP** 19406
LOCATION _____
MUNICIPALITY Upper Merion Township **COUNTY** Montgomery
TAX PARCEL #/YEAR 580004297001/2016 **USGS QUAD** Valley Forge PA
OWNERSHIP **Private**
 Public/Local **Public/County** **Public/State** **Public/Federal**
OWNER NAME/ADDRESS 588 Associates LP, 588 N. Gulph Road, King of Prussia, PA 19406
CATEGORY OF PROPERTY **Building** **Site** **Structure** **Object** **District**
TOTAL NUMBER OF RESOURCES 4

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
<u>Religion</u>	<u>Religious Structure</u>	<u>Offices</u>
<u>Religion</u>	<u>Religious Structure</u>	<u>Conference Center</u>
<u>Commerce/Trade</u>	<u>Restaurant</u>	<u>Cafeteria</u>
<u>Commerce/Trade</u>	<u>Organizational</u>	<u>Printing Plant</u>
Current Function	Subcategory	Particular Type
<u>Religion</u>	<u>Religious Structure</u>	<u>Offices</u>
<u>Religion</u>	<u>Religious Structure</u>	<u>Conference Center</u>
<u>Commerce/Trade</u>	<u>Business</u>	<u>Offices</u>
<u>Commerce/Trade</u>	<u>Restaurant</u>	<u>Cafeteria</u>
<u>Education</u>	<u>School</u>	<u>Cyber Charter School</u>

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Other (Modernist) _____

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation Concrete _____
Walls Concrete Brick
Roof Synthetics Metal
Other Glass _____
Structural System Concrete - general _____

WIDTH _____ (feet) or _____ (# bays) **DEPTH** _____ (feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Property Features (Items 15-17; see Instructions, pages 7-8)

Setting Business Park

Ancillary Features

Driveways Patio/Terrace _____

Flagpole Circle Retaining Wall _____

Parking Lots Stormwater Basin _____

Acreage 23.9 (round to nearest tenth)

Historical Information (Items 18-21; see Instructions, page 8)

Year Construction Began 1962 Circa Year Completed 1962 Circa

Date of Major Additions, Alterations 1985 Circa 2000 Circa _____ Circa

Basis for Dating Documentary Physical

Explain Dating is based on deed lineage, historic aerial photographs, historical research, and physical evidence.

Cultural/Ethnic Affiliation(s) Baptist

Associated Individual(s) _____

Associated Event(s) _____

Architect(s) Vincent G. Kling

Builder(s) Turner Construction

Submission Information (Items 22-23; see Instructions, page 8)

Previous Survey/Determinations None

Threats None Neglect Public Development Private Development Other

Explain This property is included within the Area of Potential Effects (APE) for the King of Prussia Rail Project.

This submission is related to a non-profit grant application business tax incentive
 NHPA/PA History Code Project Review other

Preparer Information (Items 24-30; see Instructions, page 9)

Name & Title Katherine Farnham, Senior Architectural Historian

Date Prepared April 2016 Project Name King of Prussia Rail

Organization/Company AECOM

Mailing Address 625 West Ridge Pike, Suite E-100, Conshohocken, PA 19428

Phone 610-832-3500 Email katherine.farnham@aecom.com

National Register Evaluation *(Item 31; see Instructions, page 9)*
(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

- Not Eligible (due to lack of significance and/or lack of integrity)
 Eligible Area(s) of Significance C - Architecture
 Criteria Considerations A - Religious Properties Period of Significance 1960-1980
 Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

See continuation sheet.

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

- Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)
- Current Photos (See Instructions, page 10)
- Photo List (See Instructions, page 11)
- Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)
- Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)
- USGS Map (submit original, photocopy, or download from TopoZone.com; See Instructions, page 12)

Send Completed Form and Additional Information to:

National Register Program
 Bureau for Historic Preservation/PHMC
 Keystone Bldg., 2nd Floor
 400 North St.
 Harrisburg, PA 17120-0093

Bibliography (Item 32)

Key # _____
ER# 2013-1006-091-A

Allen, Bob

2006 American Baptist Leaders Propose Sale of Headquarters. *Ethicsdaily.com*, October 3. Available online at <http://www.ethicsdaily.com/american-baptist-leaders-propose-sale-of-headquarters-cms-7969>, accessed March 21, 2016.

2015 American Baptists seeking buyer for Mission Center. *Baptist News Global*, June 2. Available online at https://webcache.googleusercontent.com/search?q=cache:mxPLfsc4pK4J:https://baptistnews.com/index.php%3Foption%3Dcom_k2%26view%3Ditem%26id%3D30142:american-baptists-seeking-buyer-for-mission-center%26Itemid%3D100184+&cd=1&hl=en&ct=clnk&gl=us, accessed March 21, 2016.

American Baptist Churches USA

2016 *American Baptists: A Brief History*. American Baptist Churches USA, Valley Forge, Pennsylvania. Available online at http://www.abc-usa.org/what_we_believe/our-history/, accessed March 21, 2016.

American Baptist Convention

1957 *Year Book of the American Baptist Convention, 1957, Containing Historical Documents and Tables; Minutes of and Reports Submitted at The Fiftieth Meeting of the Convention Held at Philadelphia, Pennsylvania, May 29-June 4, 1957*. The American Baptist Publication Society, Philadelphia, PA.

1958 *Year Book of the American Baptist Convention, 1958, Containing Historical Documents and Tables; Minutes of and Reports Submitted at The Fifty-first Meeting of the Convention Held at Cincinnati, Ohio, June 12-17, 1958*. The American Baptist Publication Society, Philadelphia, PA.

1959 *Year Book of the American Baptist Convention, 1959, Containing Historical Documents and Tables; Minutes of and Reports Submitted at The Fifty-second Meeting of the Convention Held at Des Moines, Iowa, June 4-9, 1959*. The American Baptist Publication Society, Philadelphia, PA.

1960 *Year Book of the American Baptist Convention, 1960, Containing Historical Documents and Tables; Minutes of and Reports Submitted at The Fifty-third Meeting of the Convention Held at Rochester, New York, June 2-7, 1960*. The American Baptist Publication Society, Philadelphia, PA.

1961 *Year Book of the American Baptist Convention, 1961, Containing Historical Documents and Tables; Minutes of and Reports Submitted at The Fifty-fourth Meeting of the Convention Held at Portland, Oregon, June 14-18, 1961*. The American Baptist Publication Society, Philadelphia, PA.

1962 *Year Book of the American Baptist Convention, 1962-63, Containing Historical Documents and Tables; Minutes of and Reports Submitted at The Fifty-fifth Meeting of the Convention Held at Philadelphia, Pennsylvania, May 23-27, 1962*. The American Baptist Publication Society, Philadelphia, PA.

Athenaeum of Philadelphia

2016a American Baptist Convention Headquarters. Philadelphia Architects and Buildings website, available online at https://www.philadelphiabuildings.org/pab/app/pj_display.cfm/93120, accessed March 21, 2016.

2016b Kling, Vincent George (1916-2013). Philadelphia Architects and Buildings website, available online at https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/18734, accessed March 21, 2016.

Cabot, Cabot & Forbes

2016 Our History. Cabot, Cabot & Forbes website, http://ccfne.com/?page_id=16, accessed March 10, 2016.

Carroll, John L.

1997 The Baptist Building at Valley Forge. *History Quarterly*, Vol. 35 Number 4, 153-156. Tredyffrin-Easttown Historical Society, Berwyn, Pennsylvania. Available online at <http://www.tehistory.org/hqda/html/v35/v35n4p153.html>, accessed March 21, 2016.

Kostelni, Natalie

2015 Church seeking to sell the 'Holy Doughnut' in the heart of King of Prussia. *Philadelphia Business Journal*, June 18. Available online at <http://www.bizjournals.com/philadelphia/blog/real-estate/2015/06/church-seeking-to-sell-the-holy-doughnut-in-the.html>, accessed March 21, 2016.

Laubach, David Charles.

2010 *American Baptist Home Mission Roots 1824-2010*. American Baptist Home Mission Societies, Valley Forge, Pennsylvania. Available online at <https://www.abhms.org/docs/Roots%20booklet.pdf>, accessed March 21, 2016.

Marus, Robert

2006 American Baptists may sell historic 'Holy Doughnut,' Pa. headquarters. Associated Baptist Press, October 20. Available online at <http://archive.is/tPXAh>, accessed March 21, 2016.

Montgomery County Recorder of Deeds

Various Land Records. On file at the Montgomery County Recorder of Deeds, Norristown, Pennsylvania.

Mozingo, Louise

2011 *Pastoral Capitalism: A History of Suburban Corporate Landscapes*. MIT Press, Cambridge, Massachusetts.

National Park Service (NPS)

1997 *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. U.S. Department of the Interior, Washington, D.C.

NETR Online Historic Aerials website

1951 1951 aerial view of Upper Merion Township, available online at <http://www.historicaerials.com/>, accessed March 21, 2016.

1992 1992 aerial view of Upper Merion Township, available online at <http://www.historicaerials.com/>, accessed March 21, 2016.

1999 1999 aerial view of Upper Merion Township, available online at <http://www.historicaerials.com/>, accessed March 21, 2016.

2002 2002 aerial view of Upper Merion Township, available online at <http://www.historicaerials.com/>, accessed March 21, 2016.

New York Times

1959 Baptists Plan National Headquarters at Valley Forge. *New York Times*, November 14.

Raftery, Kay

1995 Baptist Center: In Thicket of Things Amid Traffic and Golf, the Doughnut-Shaped Site Serves American Baptist Churches. *The Philadelphia Inquirer*, 20 August. Available online at http://articles.philly.com/1995-08-20/news/25709991_1_printing-plant-baptists-local-church, accessed March 21, 2016.

Riley, George

1959 3-Story Circular Building To House Baptist Offices. *The Philadelphia Bulletin*, November 6.

1961 Baptist Agencies to Start Moving Into 'Colosseum' at Valley Forge. *The Philadelphia Bulletin*, December 31.

Schramm, Richard

2002 ABCUSA: Mission Center Marks 40th Anniversary. American Baptist News Service, 28 May. Available online via World Faith News Archive at <http://archive.wfn.org/2002/05/msg00306.html>, accessed March 21, 2016.

Sine, Richard

1997 American Baptists Criticized Over Lockheed Rental. *The Philadelphia Inquirer*, January 30. Available online at http://articles.philly.com/1997-01-30/news/25559427_1_lease-space-peace-activists-lockheed-lease, accessed March 21, 2016.

Times-Herald

1959 \$6 Million Pennsalt Center To Be Built in Upper Merion. *The Times-Herald* (Norristown, Pennsylvania), December 21. Clipping on file at the Montgomery County Historical Society, Norristown, Pennsylvania.

United States Department of Agriculture (USDA)

1957 Aerial photograph, dated October 4, 1957, filename montgomery_100457_aho_2r_30. Available online at <http://www.pennpilot.psu.edu/>, accessed March 16, 2016.

1971 Aerial photograph, dated August 6, 1971, filename montgomery_080671_aho_2mm_71. Available online at <http://www.pennpilot.psu.edu/>, accessed March 16, 2016.

United States Geological Survey (USGS)

1992a *Norristown, PA*. Topographic 7.5-minute quadrangle. USGS, Reston, Virginia.

1992b *Valley Forge, PA*. Topographic 7.5-minute quadrangle. USGS, Reston, Virginia.

Physical Description and Integrity (Item 38)

The American Baptist Churches U.S.A. (ABCUSA) Mission Center property is a corporate office campus located on the southeast corner of the intersection of N. Gulph Road (S.R. 0363) and 1st Avenue. The property originally occupied all of the land bordered on the west by N. Gulph Road, on the north by 1st Avenue, on the east by adjacent corporate parks, and on the south by the Pennsylvania Turnpike (I-276). A 1980s-era subdivision carved off the northeast, southeast, and southwest outer quadrants of the original campus outside of Freedom Business Center Drive, leaving only the core with two original buildings (588 and 590 N. Gulph Road) and the northwest quadrant of the original parcel (Figure 2). The current 23.9-acre property has an irregular footprint, bordered by N. Gulph Road on the west, 1st Avenue on the north, and the circular road trajectory of Freedom Drive on the north, east, and south. The subdivided areas were redeveloped with four office buildings (610, 620, 630, and 640 N. Gulph Road, collectively known as the Freedom Business Center) ca. 1985, and associated parking lots, lawns, and trees. These buildings and features now form the surrounds of the remaining ABCUSA Mission Center campus.

The campus is accessed from N. Gulph Road via Freedom Business Center Drive on the west (Photograph 1). Freedom Business Center Drive encircles the Mission Center campus (Photographs 2-5) and connects to a second driveway leading from First Avenue on the northwest (Photograph 6). A large, open, wedge-shaped parking lot is located in the northwest quadrant of the property between the two driveways, and the Mission Center buildings form a circular complex at the center of the property, southeast of the large parking lot (Photograph 7). A short semicircular inner driveway connects the large parking lot to a small parking lot and flagpole circle located at the south front of the main building (Photograph 8).

The campus occupies a small rise with open views toward nearby roads and surrounding properties to the north and west. A modern, circa-1990 stormwater drainage basin is located on an open lawn near the northwest corner of the parcel (Photograph 9). Most of the property contains lawns with scattered trees, and the driveways are paved and landscaped with rows of deciduous trees (Photographs 1-5, 10). Stone retaining walls are located along the northwest side of the main building, and paved sidewalks and concrete walkways connect the buildings with the parking areas (Photograph 11).

Office and Conference Center (ca. 1962)

The Office and Conference Center building, constructed to house the American Baptist Church's denominational offices, missionary offices, and a conference center, is a three-story doughnut-shaped building which forms the center of the campus (Photographs 6, 8, 11-16). The large circle of the building footprint houses an open circular center courtyard, containing terraces, walkways, and grass (Photograph 17). The building presently houses the offices of the American Baptist Churches U.S.A. and affiliated initiatives, a conference center, and additional office space which is leased to outside tenants.

The building is of concrete and steel construction, and has a flat, built-up synthetic roof with a metal parapet cap. The exterior is clad primarily in cast concrete panels, with contrasting areas clad in beige rusticated brick. The building appears to retain its original fixed metal and plate glass windows, with the first story containing a mixture of clear and reflective full-height glass panels, and the second and third story windows containing blue-tinted reflective glass. The exterior (outer-facing) and interior (inner-facing) elevations of the building have identical detailing.

The building's main entrance faces south, and has an open one-story concrete entrance portico with a zigzag butterfly roof, sheltering two pairs of metal and glass commercial doors, as well as a revolving door unit (Photograph 18). There are no other outward-facing exterior entrances, aside from three hyphen passageways to other buildings in the complex. The building's exterior and interior (courtyard) elevations consist of uniform-width curved, cast-concrete sections in the second and third stories. These upper stories are fully enclosed with windows and flat spandrels, while the first story is deeply recessed and set on wedge-shaped pylons, giving the building a table-like appearance. The underside of the second floor is vaulted with a pronounced zigzag profile (Photograph 18). Part of the first story is completely open, including much of the west half of the circle between the west hyphen and the south front lobby area. The open areas are paved with concrete and function as walkways. The remainder of the first story is enclosed by recessed glass curtain walls between the support pylons. While some of the enclosed areas have reflective glass

(Photograph 14), those sections with clear glass, such as the main lobby (Photograph 18), permit a clear view from the exterior into the interior courtyard. The second and third stories are divided into six-bay cast-concrete sections, with narrow projecting vertical concrete beams separating a row of uniform-sized windows in each story. Above and below the windows, in the same recessed plane, are flat concrete spandrels. A horizontal recess in the spandrels above the second story indicates the level of the third floor inside. The second-story windows are single-light vertical windows with flat tops, while the third-story windows are single-light vertical windows with gabled tops (Photograph 19). There are five wedge-shaped, four-story stairwell/elevator towers interspersed evenly around the building's circle. Each tower is clad in rusticated beige brick veneer and has a projecting, concave outer wall surface ornamented with horizontal rows of projecting vertical bricks (Photograph 20).

Cafeteria (ca. 1962)

Appended to the Office and Conference Center on the southeast is a one-story cafeteria annex (Photographs 21-23). The cafeteria is connected to the Office and Conference Center via a one-story, flat-roofed hyphen with glass-enclosed curtain walls on each side (Photographs 15, 21). The walls consist of groups of three full-height windows, with the groups demarcated by vertical projecting steel beams. Narrower metal strips frame the individual windows. Within each window cluster, the center panel has oblong narrow horizontal awning windows across the top and bottom, while the side panels are full-sized single panes. Above each group is a narrow expanse of concrete.

The cafeteria is a one-story, flat-roofed building with a wedge-shaped footprint. Its east and west sides are slightly curved to correspond to the rounded outer wall of the Office and Conference Center building. The exterior of the building is clad in rusticated beige brick veneer. The building has two sections: the cafeteria pavilion on the south and the smaller kitchen wing on the north. The roof of the pavilion section is higher than the kitchen section and has a deep, flat concrete cornice on each side, below which is a deeply recessed band of clerestory windows on the northeast (Photographs 21 and 22) and southwest elevations. The pavilion's primary elevation faces southeast and has projecting brick end walls flanking a recessed curtain wall of large rectangular windows (Photographs 22 and 23). The projecting roof shelters a concrete slab terrace containing metal and fiberglass picnic tables. Metal and glass commercial doors are located at each end of the curtain wall. The southwest side of the Cafeteria has two flat metal exit doors at ground level. The northwest elevation of the pavilion is similar to the southeast elevation, with a recessed, glass curtain wall between projecting brick-clad end walls. The northeast elevation of the pavilion is covered below the clerestory by the kitchen wing, which is shorter in height than the rest of the cafeteria, but clad in the same beige brick. The kitchen wing has projecting end sections on its northeast elevation and is windowless, with paired entrance doors on the left side of the center section of the northeast elevation. The hyphen passageway connects to the northwest elevation of the kitchen wing.

Graphic Arts Building (ca. 1962)

The Graphic Arts Building is a one-story building with a quarter-round fan-shaped footprint. It is located a short distance north-northeast of the Office and Conference Center and its curved footprint is aligned with the circular Office and Conference Center footprint (Photographs 4, 5, 7, 24-29). It was built to house a denominational publishing house, but now is leased to tenants, including a cyber charter school. The Graphic Arts Building is connected to the Office and Conference Center by two separate flat-roofed hyphens similar in style to the cafeteria hyphen.

The west hyphen is two stories in height (Photograph 24). It projects north-northwest from the Mission Center to the Graphic Arts Building. The first story of the hyphen is an open sidewalk with vertical steel columns supporting the glassed-in second story above it. These columns form the second-story windows into groups of three, with a fenestration pattern identical to the cafeteria hyphen. The glass in the second-story windows is reflective, mirroring the adjacent building elevations. The east hyphen is on an east-west trajectory, and similar in length and style to the cafeteria hyphen.

The Graphic Arts Building is clad in beige brick veneer and has a bank of clerestory windows around the top of the wall surfaces. It has a dramatic zig-zag profile "butterfly" roof, covered in white metal cladding (Photographs 4, 5, 24, 27-29). The roof is supported by a series of Y-shaped concrete supports, between which are bands of clerestory windows, some of which are clad in reflective glass while others have plain glass. The window banks on the curved inner and outer wall planes have gabled profiles (Photographs 28-29), while those on the flat ends are rectangular bands (Photographs 24-25). Within each cluster of windows is a mixture of full-height fixed panels and horizontal, rectangular awning sash. The ends of the roof project upward (Photographs 25, 29).

The west elevation of the Graphic Arts Building contains four rectangular clusters of clerestory windows (Photographs 6, 25, 26). The first bay, counting from the left, has been modified with modern tinted-glass clerestory windows and a modern entrance, containing a full-height curtain wall assembly and a one-story projecting glass vestibule with paired entrance doors. The second bay from the left contains a modern fixed-light window near ground level, and the third bay from the left contains four rectangular modern windows. The fourth bay contains one flat metal door at ground level.

The outer (north-northeast) elevation of the building is 18 bays wide, with each bay denoted by a gabled cluster of clerestory windows (Photographs 5, 5, 27-29). As with the west elevation, some modern single-light fixed windows have been installed near ground level. Doors are original flat metal doors. Two separate loading dock areas are located on this outer wall of the building, in bays three and 10 if counting from the left. Each loading dock consists of a recessed front wall, no clerestory windows, and two pairs of single metal garage bay doors opening to loading areas. Between the loading docks is a small parking area, as well as a utility area enclosed with a one-story beige brick wall (Photograph 31). The wall has ornamental pierced openings and contains HVAC equipment.

The south end of the Graphic Arts Building is four bays wide, with a rectangular band of clerestory windows in each bay (Photograph 29). The lower wall sections contain two flat metal doors and one garage door bay.

The inner (south-southeast) elevation of the building is 18 bays wide, each with a gabled cluster of clerestory windows (Photographs 24, 30). The hyphens are located in bays four and 15, counting from the left. The bays have few openings in the solid walls below the clerestory windows, and these consist of a few fixed-light modern windows or flat metal doors.

Utility Shed (ca. 1962)

Located in the lawn area immediately north of the Graphic Arts Building is a one-story, front-gabled utility shed of concrete-block construction (Photograph 32). The shed has rusticated beige brick walls and a low-pitched, front-gabled metal roof. Paired solid metal doors open from the north elevation of the shed, and the other elevations have no openings.

Integrity

The ABCUSA Mission Center retains integrity of location. The four extant buildings in the complex are in their original locations.

The property retains integrity of design. The buildings in the complex retain most or all of their original design features, and their relationships to one another are intact. The core complex's circulation pattern and system of parking areas and sidewalks is also intact within the current tax parcel boundary, although the overall original campus was changed by the 1980s subdivision and development of the outer perimeter areas. Key elements of the original design, namely the buildings and their interrelationship, and the original open setting of the northwest quadrant of the campus, remain intact enough to convey the property's historic concept.

The ABCUSA Mission Center complex retains integrity of materials and workmanship. Though some function-related alterations have been made to the Graphic Arts Building, particularly its west elevation, the four buildings generally retain nearly all of their original materials and workmanship, including cast concrete, brickwork, and metal and plate glass windows.

The ABCUSA Mission Center lacks integrity of setting. The campus originally had large open lawns surrounding the central Mission Center building complex, and had a strong and intentional visual connection with the adjacent Pennsylvania Turnpike. Much of the outer sector of the original campus property was sold off and developed in the 1980s with four office buildings, new roadways and parking lots, and wooded landscaping. Although this development was consistent with the overall setting of late-twentieth-century office parks and hotels that characterizes this area of King of Prussia, it represents a significant change to the original setting of the Mission Center building complex. The current system of tree plantings was installed during the late 1980s and was complete by 1992, possibly to screen the original campus from the newer development outside Freedom Business Center Drive (NETR Online Historic Aerials website 1992; USDA 1971). Although these tree plantings are consistent with the trend of creating a pastoral setting on corporate campuses, they represent a dramatic change in the original open setting of this campus,

in which the buildings rose dramatically out of the center of the property with nothing to block views of them or from them on all sides.

Key # _____
ER# 2013-1006-091-A

The ABCUSA Mission Center retains integrity of feeling. Within the current property, the building complex and landscape features clearly evoke a sense of 1960s-era Modernist corporate architecture.

The ABCUSA Mission Center lacks integrity of association. Due to the changes to the overall campus noted above, the property does not exhibit a strong association with the national and local trend of suburban corporate campus development that helped create it. Although it retains proximity to major roads, it has lost much of the open green space and high visibility from adjacent roadways that were key elements of the corporate campus model.

Boundary Description and Justification

The recommended National Register boundary of the property consists of the current tax parcel boundary. This boundary contains the four core ABCUSA Mission Center buildings and remaining original campus landscape features (northwest lawn, courtyard, parking lots, sidewalks, and terraces) which reflect the property's period of significance (ca. 1962-1980).

History and Significance (Item 39)

Office Parks in King of Prussia

The King of Prussia area was mostly undeveloped farmland prior to 1950. The completion of the Pennsylvania Turnpike and its Valley Forge Interchange, coupled with construction plans for the Schuylkill Expressway, resulted in several new residential developments being built in the early 1950s. Use of the area north of the Turnpike for office parks began in the late 1950s and accelerated in the early 1960s. This development pattern was based on a national trend of corporations moving from cities to suburbs and taking up residence in newly built office parks and campuses.

Prior to World War II, American businesses and corporations were headquartered in cities and towns, within business districts or close to their industrial production sites. Although retail commercial businesses and even some industry followed the early twentieth century migration of urban populations to developing residential suburbs, corporate interests largely remained in their historic urban locations during the first half of the twentieth century. However, in the wake of World War II, businesses increasingly sought to relocate their corporate offices to the suburbs, where they created and occupied sprawling, automobile-oriented office parks and campuses adjacent to newly built highways and residential subdivisions (Mozingo 2011:2, 19-20).

Three factors contributed to this trend. The first was the emergence of the modern corporate structure within American companies. Beginning in the 1920s, American corporations developed and instituted a new organizational management structure (managerial capitalism) in which management authority was distributed among a three-tiered hierarchy of professional salaried managers. This allowed corporations to have a clear chain of command while operating dispersed and diverse business ventures and functions, which were often geographically scattered or involved the takeover of smaller organizations. Each management tier (lower, middle, and top) had its own functions and responsibilities. Lower management focused on day-to-day purchasing, production and sales; middle management engaged in coordinating lower management and providing operational resources through different departments (finance, sales, production, traffic, and research); and top management coordinated the activities of middle management, allocated overall resources, and was responsible for strategic planning and initiatives. The different management tiers were increasingly dispersed to different facilities, with lower management quartered at production sites, factories, and sales offices; middle management located in departmental and division offices; and top management housed in corporate headquarters. This corporate structure was widespread by the 1940s, and the post-World War II economic climate resulted in unprecedented growth in American capitalism (Mozingo 2011:2-3).

The second factor was decentralization, a combination of demographic and planning trends that accelerated the movement of residents and businesses out of cities and into suburbs, resulting in the sprawling, automobile-oriented development patterns common in urban and suburban environments today. Within cities, loss of residents and businesses resulted in vacant properties, but the ability of companies to construct large new office buildings in city centers was often limited by existing infrastructure, the difficulty of assembling enough small urban lots to build a sizable project, local politics, and planning restrictions. Meanwhile, "clean-sweep" urban renewal efforts inserted new highways, displaced the poor into housing projects, and demolished entire neighborhoods, further destabilizing once-functional city cores. Given these conditions, cities did not provide a welcoming environment for corporate expansion. However, planners, landowners, real estate developers, federal loan guarantors, and local governments collectively fostered a more welcoming environment at the edges of cities, opening large swaths of suburban property along newly built roads for rapid development (Mozingo 2011:6-8).

The third factor was the American embrace of a pastoral ideal. Americans at midcentury viewed a natural landscape setting as desirable, following nearly a century in which landscape architects such as A. J. Downing and Frederick Law Olmsted designed and promoted verdant landscapes as a healthful and aesthetically pleasing environment. Beginning in the mid-1800s, popular books and publications of house designs, showing carefully landscaped pastoral settings for country homes, helped drive the creation and success of late nineteenth and early twentieth century suburban residential developments in which houses were surrounded by lawns, trees, and shrubs. Olmsted's public park designs, such as New York City's Central Park, incorporated scenic qualities such as rolling expanses of grass, curving pathways, small lakes, and wooded groves, and were intended to alleviate the stresses of urban life. Attempts to replicate these restful elements in public parks and suburban subdivisions were widespread, and the vision of a

pastoral setting as an ideal environment prevailed, aided by real estate developers and housing reformers alike. Applying this pastoral ideal to corporate life resulted in a new model for the American workplace (Mozingo 2011:8-11).

Key # _____
ER# 2013-1006-091-A

The expanding corporate structure, the movement away from cities, and the desire for a pastoral setting coalesced in the 1940s to create the modern suburban corporate landscape. Mozingo outlines three subtypes: the corporate campus, the corporate estate, and the office park. Corporate campuses, which first appeared in the 1940s, were modeled on university campuses, with a corporation's middle-management research and development functions housed in separate laboratories and buildings arranged around a central green quadrangle, with roadways and parking around the periphery of the complex. Corporate estates, which began to appear in the early 1950s, were facilities for top management. They were characterized by imposing buildings set amidst a large land area and approached by an entry drive for maximum impact. An impressive headquarters housed on a corporate estate set the tone for the rest of the organization. Office parks were conceived by real estate developers in the late 1950s as a more flexible and less expensive alternative to corporate campuses and estates. Office parks were characterized by large lots for office and light industrial buildings, with surrounding parking lots, and landscaped roadway edges, medians, and peripheral areas. Office parks could accommodate different levels of management and different types of businesses, and were highly adaptive to an organization's changing spatial needs (Mozingo 2011:12-15).

These suburban office environments were adopted by prominent corporations and businesses such as General Motors, General Foods, and AT&T Bell Laboratories, and then promoted to the American public through concerted public relations efforts, including widespread press coverage. The advantages of the suburbs included land space to house the expanding laboratory functions of technological innovation, access to modern highways, and proximity to the suburban residential areas favored by management-level employees. Early adopters of the corporate campus model used its grassy, campus-like atmosphere to placate fearful local zoning officials and reassure them that such developments would not look like industrial sites or detract from the established pastoral character of their surrounds. Along with access, the view of a potential corporate site from major roads became a major factor in siting new developments. General Electric built Electronics Park, an early corporate campus, at the intersection of the New York Thruway and a county highway near Syracuse in 1945; this project not only occupied a prominent and highly visible site, but was featured in *Fortune* magazine in 1957 as an example of how well proximity to the Thruway could show off such developments and thus publicize the corporations occupying them (Mozingo 2011:19-37).

Real estate developers, particularly in the Northeast, Southeast, and Midwest, rapidly capitalized on this phenomenon, obtaining big tracts of land adjacent to major roadways and developing them as sites for suburban corporate developments. Among these developers was Cabot, Cabot & Forbes, a Boston firm which began as a real estate management company engaged in managing its founders' assets. The arrival of Gerald Blakeley, Jr. in 1947 helped change the firm's focus to new development. Blakeley studied the Massachusetts master highway plan and envisioned corporate campuses and parks along the planned route which became Rt. 128, noting the availability of cheap land near Rt. 128 and the easy highway access to MIT which was desired by science and technology firms. He also developed a "revolutionary model for the delivery of such projects – the single-source or 'package' procurement, whereby a client corporation could retain Cabot, Cabot & Forbes to provide a fully permitted site, design a new facility using an in-house architect, provide short-term debt financing for its construction, and construct the new building with an in-house contractor" (Tsipis and Kruh 2003:116). Under Blakeley's leadership, Cabot, Cabot & Forbes acquired large tracts near planned highways and interchanges, lobbied local officials to permit commercial zoning in these areas, and marketed its package system to potential clients. It was the pioneer developer of suburban corporate properties in the Boston area, where it created several office parks and campuses along Rt. 128. Its first such development was the 300-acre New England Industrial Center (1948-1952) in Needham. The firm's targeted tenants included Boston's concentration of high-technology research companies and even universities, and the success of this venture helped pioneer the "research park," a variant of office parks which included restricted light industrial uses but focused on scientific research and development. The earliest Cabot, Cabot & Forbes parks limited building coverage to 50% of a lot's total area, but later developments limited coverage to as little as 25%. The firm developed and sold some parks, and leased others. In 1956, Blakeley purchased the firm and led it on a national expansion campaign. By 1959, Cabot, Cabot & Forbes had 14 office park projects underway on the East Coast (Cabot, Cabot & Forbes 2016; Mozingo 2011:161-165; *Times-Herald* 1959; Tsipis and Kruh 2003:116).

The Valley Forge interchange of the Pennsylvania Turnpike, which soon connected with the new Schuylkill Expressway and other local roads like S.R. 202, provided an unparalleled opportunity for those wishing to develop

corporate campuses and office parks. Cabot, Cabot & Forbes, wishing to expand its reach to a national level, soon took notice. On May 31, 1957, Alexander and Aimee Irwin, who owned a large farm including approximately 4,000 acres directly north of the Turnpike, signed an agreement of sale with Cabot, Cabot & Forbes Inc. to convey all of their land, except a 27.6-acre parcel at the corner of County Line Road and Moore Road where they resided (MCRD 2790:30). On November 1, 1957, Daniel Wheeler and George LaPorte of Cabot, Cabot & Forbes established the Cabot, Cabot & Forbes Pennsylvania Trust, the purpose of which was “to acquire, hold, improve, manage, and deal in real estate” (MCRD 2833:394). On the same date of November 1, 1957, Alexander D. Irwin and Aimee Irwin formally conveyed their land to Wheeler and LaPorte as trustees of Cabot, Cabot & Forbes Pennsylvania Trust for \$2,489,000 (MCRD 2834:14). The land included an unbroken expanse on the north side of the Pennsylvania Turnpike between what is now N. Gulph Road on the west and Allendale Road on the east. Aerial images from 1951 and 1957 (Figure 3) reveal farm fields and orchards and scattered farmsteads north of the newly completed Turnpike (NETR Online Historic Aerials 1951; USDA 1957). First Avenue was platted as an east-west street through the office park (Figure 4). Also on November 1, 1957, Cabot, Cabot & Forbes Pennsylvania Trust filed a declaration of protective restrictions on an initial area comprising the eastern half of this land (MCRD 2933:513). The restrictions, which were to expire at the end of 2010, required buildings to be set back 50 feet from streets and 25 feet from adjacent buildings, to occupy no more than 50% of a lot, to be faced with brick “or other durable material of equal or greater aesthetic and structural acceptability,” and to be maintained and not become “unsightly.” The street-front setbacks could contain only green areas of grass, plants, shrubs and trees, utility easements, and walks and driveways necessary for access. No business could operate unless it first provided its own facilities for parking and loading/unloading without the need to utilize adjacent streets. Finally, the Trustees were empowered to approve development plans for the subject property.

Properties within what was called Cabot, Cabot & Forbes Pennsylvania Park began selling within a short time. Some of these early tracts were developed as relatively small corporate campuses by the purchasers. While at least one corporate campus (Pennsalt Chemicals Co., now Arkema) was designed by Cabot, Cabot & Forbes under their “package plan” (*Times-Herald* 1959), others were designed and developed individually by their owners. Smaller tracts were developed using the office park model with single business or light industrial buildings and warehouses. These buildings were uniformly sprawling low-rise structures, typically one story and no more than two. Historic aerial views (Figure 5) show that considerable development of the former Irwin farmland as office parks had occurred by 1971 (NETR Online Historic Aerials Website 1965; USDA 1971). Office park and corporate campus development spread northward from the 1st Avenue corridor toward the Schuylkill River. Use of these areas for this purpose has continued to the present, with some sites initially developed in the 1960s being redeveloped in recent years with taller new buildings of three stories or more (NETR Online Historic Aerials Website 1992, 1999, 2002, 2012). The relatively high density of the greater King of Prussia office park area was established from the beginning, and did not permit the development of lush corporate estates or large corporate campuses. Density has increased over time. While some of the 1960s-era corporate campuses initially had considerable open green space around their peripheries, these land areas were typically sold or leased for development before 1990, and there is considerably less green space on most properties today.

Property History

The American Baptist Church has its roots in the Baptist movement which arose in England in the late 16th century, and was nurtured among English expatriates who moved to Holland in the early 1600s to practice Christianity that differed from the Church of England. The first Baptist church in England was established in 1612. Roger Williams and John Clarke established the first Baptist churches in the American colonies in 1638, in what became Rhode Island. The intolerance of New England Puritanism drove the heart of Baptist activity south to the Mid-Atlantic, where the Philadelphia Baptist Association was formed in 1707. During the nineteenth century, Baptists developed a prominent focus on evangelism and missionary work, as well as publication of religious literature (“tracts”) as a means of missionary outreach. In 1845, the denomination split over the issue of slavery, and the Southern Baptist Convention was formed in response. Northern Baptists were organized as a group of societies until 1907, when they united as the Northern Baptist Convention. This reorganization was made to coordinate the work of the various societies while maintaining the autonomy of local churches, which formed the main denominational leadership. In 1950, in recognition that the denomination’s mission transcends geography, the convention was renamed the American Baptist Convention (American Baptist Churches U.S.A. 2016; Laubach 2010:2).

By the late 1950s, the American Baptist Convention had 1.5 million members in 38 states. Its core societies, boards, and administrative functions were scattered among five New York City offices and the Convention's Board of Education and Publication, with its in-house Judson Press publishing plant, was located among three sites in Philadelphia (Riley 1959). As early as 1948, Baptist leaders began discussing the idea of bringing the various boards and agencies together in a single location, and a series of committees began investigating (Carroll 1997:155).

Key # _____
ER# 2013-1006-091-A

The Convention's records indicate that as of 1957, the convention was still actively studying the possibility of creating a national headquarters or office site. The American Baptist Convention minutes for June 1, 1957, documented a presentation on behalf of the general council, which outlined goals for the selection of a headquarters location. These included:

1. *The location should bring together such staff and offices as administer convention business, together with as many staffs and offices of Convention-related agencies as is practicable. This "togetherness" is the most important consideration.*
 2. *The location should:*
 - a. *Serve the largest interests of the Kingdom of God that are within the scope of our denominational activity;*
 - b. *Effect what efficiency and economy a consolidation of services might afford;*
 - c. *Hold the disruption of current services to a minimum*
- (American Baptist Convention 1957:61).

The Convention of 1957 appointed a Commission on Headquarters to study the issue further. Meanwhile, the Board of Education and Publication, sometimes known as the Baptist Publication Society, wished to unify its operations (then housed at three Philadelphia sites) under one roof (Schramm 2002). It located a promising suburban site near the Valley Forge Interchange of the Pennsylvania Turnpike. The exact circumstances leading to this transaction are unknown, but on April 16, 1958, the American Baptist Publication Society purchased a tract of 27.6 acres from Alexander and Aimee Irwin for \$250,000 (MCRD2869:217). As stated previously, the Irwins had conveyed much of their land north of the Pennsylvania Turnpike to Cabot, Cabot & Forbes in November 1957, but some smaller tracts of their property was sold directly to others for development. The tract purchased by the American Baptist Publication Society formed the western portion of the current property, bounded by the Pennsylvania Turnpike, N. Gulph Road, and the newly platted 1st Avenue laid out by Cabot, Cabot & Forbes (Figure 4).

The 1958 proceedings of the American Baptist Convention included intensive discussion and debate about the headquarters issue. At the convention meetings on June 13, 1958, the Commission on Headquarters recommended to convention delegates that the headquarters of the Convention and its agencies be located at the existing Interchurch Center in New York City; that the Convention's publishing arm be located at Valley Forge; and that regional Convention offices be established in central and western locations. A motion to this effect failed to generate a required 55% affirmative majority, as did a motion to locate the headquarters centrally in Chicago. The following day, the Rev. G.H. Asquith of Massachusetts made a motion to locate the administrative headquarters of the Convention and its agencies at Valley Forge, and establish regional offices elsewhere as necessary. After a weekend of debate and continued countermotions in favor of a Chicago location, the Asquith motion was reconsidered and another vote was taken on Monday, June 16. This motion carried with a 65% affirmative majority (American Baptist Convention 1958:17-41).

The Headquarters Committee moved rapidly after the vote, establishing a \$100,000 line of credit and appointing Roy I. Madsen as the project coordinator. The committee selected Vincent G. Kling as the architect, and Raymond Jenkins of Jenkins, Bennett, and Jenkins as legal counsel. Both professionals were Philadelphia-based. The 1959 Convention minutes included a report detailing these activities, as well as the recommendation that an adjacent tract "of about 24 acres" be purchased (American Baptist Convention 1959:57-59).

On August 3, 1959, the American Baptist Convention purchased the 27.93-acre tract it had been eyeing for \$1 from the trustees of Cabot, Cabot & Forbes Pennsylvania Park (MCRD 2994:167). The following month, the board of education and publication of the Convention voted to transfer title of the 27.6-acre western tract from the American Baptist Publication Society to the American Baptist Convention at no cost (American Baptist Convention 1960:215). On April 18, 1960, the transfer of the 27.6 acre tract was made for \$1 (MCRD 3049:412).

Meanwhile, in November 1959, the plans for the new headquarters complex were announced and covered in the press. It was believed that this was the first instance in which a large Protestant denomination consolidated all of its administrative and publishing functions in a suburban location. Vincent Kling's design plans called for a circular Office Building for the Convention and its agencies, which included a chapel and steeple within its center courtyard; a one-story cafeteria; and a Graphic Arts Building to house the publishing facility (Figure 6). Kling described the circle as "a simple form to express the major Baptist tenets of the centrality of the local church and the unity and single focus of the national agencies that serve them" (Riley 1959). A description stated, "The office is to be of concrete, with walls of glass and natural-finish stone. Portions of the ground level will contain lobbies, displays, book store, and library in arcade style, while portions will be open to give a 'floating' impression as well as a clear view of the courtyard and the lower portion of the chapel. Angular towers will divide the structure at intervals, serving to define space areas and provide separate entrances for the different boards, and also to break the circular monotony" (Riley 1959; *New York Times* 1959). A later article had Kling stating that it was one of the first buildings to use precast concrete made of a mixture to keep it white, and copious use was made of "split and unfired brick" on the towers and interior walls. The offices were to be spacious but not luxurious; the facility was built for durability and was in line costwise with what a Center City office space would cost (Riley 1961).

Kling was the head of a flourishing architectural practice, which was the largest in the region during the 1960s, and had some 500 buildings to his name by 1965, winning numerous awards for his work. His Philadelphia-area commissions included Philadelphia's Municipal Services Building, J.F.K. Plaza, and Penn Center, as well as suburban projects including Lankenau, Phoenixville, and Pottstown Hospitals, the Pennsylvania Military College, and the chapel of Episcopal Academy. He considered his work product for the Baptists a statement of unity and strength. Turner Construction was selected as the builder (Athenaeum of Philadelphia 2016a, 2016b; Carroll 1997:154; Schramm 2002).

The headquarters project rapidly grew beyond its original \$5.5 million projected budget; Kling was forced to effect design efficiencies to reduce costs, which meant elimination of the planned chapel structure. The various agencies of the convention were assessed higher contributions. A fundraising effort was started to raise \$2.225 million in equity capital by the project's planned completion date in spring 1962, and a total of \$8.225 million was borrowed (American Baptist Convention 1960:34; 1962:23). Construction of the facility by Turner Construction began with a groundbreaking in July 1960 and progressed through the following two winters (Figure 7); full occupancy of the buildings began in spring 1962, in time to welcome visitors attending the Convention in Philadelphia in late May 1962. On May 26, 1962, a motorcade of delegates and officers proceeded up the Schuylkill Expressway from the convention meetings in Philadelphia to the new Valley Forge complex, where a service of dedication was held (American Baptist Convention 1961:69; 1962:51).

Approximately 700 employees were housed at the new facility. Along with the staff and various boards and divisions of the American Baptist Convention, affiliated agencies which took up residence in the new 252-room Office Building included the American Baptist Home Mission Society, American Baptist Foreign Mission Society, the Ministers and Missionaries Benefit Board, the Association of Baptist Homes and Hospitals, and the Baptist Student Movement. The 13-room Graphic Arts Building housed the soup-to-nuts publishing functions of the Convention's Board of Education and Publication and Judson Press, which included editorial, printing, binding, and shipping services, as well as a substation of the Valley Forge Post Office to handle bulk mailings (American Baptist Convention 1962; Riley 1961; Schramm 2002). The Baptist building complex was a startling sight to passersby, given its large size, unusual design, and prominent location right at the Turnpike interchange (Figure 8). It rapidly acquired a string of nicknames, including the Colosseum, the Elephant's Toilet Seat, the Baptist Aspirin, and the Baptist Vatican, but was perhaps best known as The Holy Doughnut. At the time of completion, a Baptist publication quoted Kling as saying, "The building's set back from the highway – no other structure will ever intervene – which allows it to be seen, makes it a witness, a testimony" (Carroll 1997:153; Laubach 2010:34; Raftery 1995; Riley 1961). A 1971 aerial view (Figure 9) shows that the campus was completely open with trees only along its eastern edge near Moore Road.

In 1972, the American Baptist Convention changed its name to American Baptist Churches U.S.A. to reinforce that the denomination's leadership was congregation-centered, rather than taking authority from a central administration. The campus at Valley Forge continued to house Baptist agencies and boards, which used the site to plan mission work at home and overseas, and provide resources to support member churches and their work. Although it was referred to

by many as a “headquarters,” it was not a place of decision-making and its staff did not have authority over denominational churches. Rather, it was a place for collaboration, streamlining of missionary efforts, and cooperation among multiple autonomous agencies (American Baptist Churches U.S.A. 2016; Carroll 1997:153-154)

Key # _____
ER# 2013-1006-091-A

As time passed, the space needed by the Baptist agencies dwindled, and the costs of keeping the property in its original configuration became prohibitive. In 1984, the American Baptist Churches U.S.A. subdivided the campus in order to lease out and redevelop a tract of 24.68 acres surrounding the southwest, southeast, and northeast quadrants of the building complex. The tract was leased for 50 years to Prudential Insurance Company, which constructed the four extant Freedom Business Center office buildings, parking lots, and Freedom Business Center Drive ca. 1985 (MCRD 4742:2043; Plan Book A46:258). This redevelopment and the landscaping installed as a buffer around it effectively screened the Baptist complex from the Turnpike. On January 1, 2000, the American Baptist Convention sold this property to Brandywine Operating Partnership for an undisclosed amount (MCRD 5217:753).

Within the remaining portion of the campus, vacancy continued to increase. The printing plant in the Graphic Arts Building shut down in 1985 when Judson began outsourcing its print work. Some of the agencies and boards downsized or disbanded altogether. The complex was renamed the American Baptist Churches U.S.A. Mission Center in 1994, because the common reference to it as a “headquarters” was misleading; Baptists felt that the local church formed the primary authority for members. This rebranding, however, did not help fill space. By the mid-1990s, the number of staff in the complex was less than half of the 700 who had filled the buildings in 1962. In 1995, the American Baptists began renting space within the Mission Center complex to outside tenants. This caused controversy in 1997 when it was revealed that one such tenant was Lockheed Martin, at the time the world’s largest defense contractor, whose business conflicted on a philosophical level with the anti-arms, peace-seeking mission of the church organization. Although opponents were assured that the rented space was not used for weapons design or manufacturing, Lockheed’s use of one-fifth of the Office and Conference Center aroused protests from peace activists and some church staff (Allen 2015; Raftery 1995; Sine 1997). Aerial views show that the Graphic Arts Building was modified ca. 2000 with the current west entrance and steps for tenant use (NETR Online Historic Aerials 1999, 2002). The 40th anniversary of the Mission Center was celebrated in 2002 (Schramm 2002).

In the early 2000s, the American Baptist Churches U.S.A., as with many Christian denominations, struggled with the issue of homosexuality in the church, and the divisive controversy resulted in secession of some members and declines in financial support. Meanwhile, the aging Mission Center was in need of capital improvements, and a study was undertaken to assess the feasibility of repairs. The study concluded that in light of the organization’s current needs, capital improvements were impractical. In November 2006, the general board of the American Baptist Churches U.S.A. recommended that the Mission Center be sold. Along with the potential costs of renovations, the facility was now much too large for the organization’s needs, as only 200 staffers remained onsite. With multiple outside tenants now renting space in the buildings, the remaining Baptist staff were spending increasing time on property management which took them away from the group’s mission. The reported sale price was \$20 million, but there were no takers (Allen 2006; Kostelni 2015; Marus 2006).

On February 27, 2009, the American Baptist Churches in the U.S.A. conveyed its property to 588 Associates, L.P. for \$20 million (MCRD5723:1053). 588 Associates was a corporation created by ABCUSA for the purpose of selling or redeveloping the Mission Center property. Potential buyers would have the ability to raze the complex and build a new development; the property is now part of a new mixed-use zoning district in Upper Merion Township. At this time, 588 Associates remains the property owner, but still seeks buyers for the site (Allen 2015; Kostelni 2015).

National Register Evaluation

The ABCUSA Mission Center was evaluated according to the criteria outlined in National Register Bulletin 15: “How to Apply the National Register Criteria for Evaluation” (National Park Service 1997). The ABCUSA Mission Center is associated with a broad trend in our history, as it was part of the national trend of suburban corporate campus and office park construction, which became widespread in the 1950s and 1960s. It was among the first such facilities built in the King of Prussia area, and was perhaps the most visible and distinctive of the group. The Mission Center was also possibly the earliest known example of a Protestant denomination consolidating its agencies into a suburban campus. However, the integrity of setting and association for the property have been eliminated by redevelopment of a large portion of the outer sector of the original campus. The striking visual impact of the building complex, as

viewed from the Pennsylvania Turnpike and surrounding roads, has been altered by the construction of modern office buildings and the addition of trees as a buffer. Open green space, a key component of this campus type, is now present in only a small part of the property. Despite its distinctive buildings, it is no longer a good example of a period suburban office campus. As such, it is recommended not eligible under Criterion A.

Key # _____
ER# 2013-1006-091-A

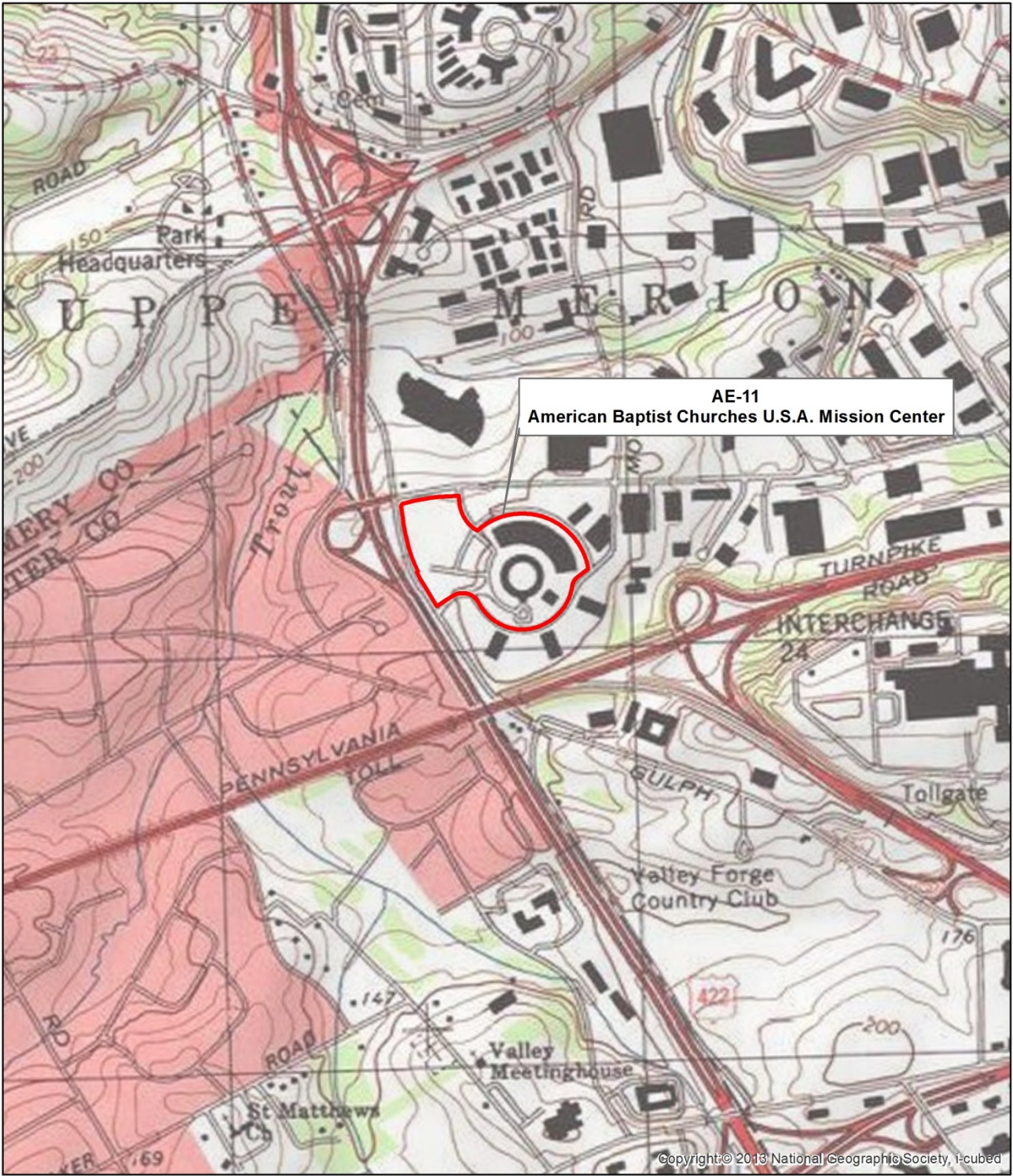
The ABCUSA Mission Center was evaluated under Criterion B. It is one of the more unique and creative designs of Philadelphia-based architect Vincent Kling, who had numerous prominent projects in the region during the late twentieth century and was a well-known figure in history. Although Kling was a significant person on a local and national level, the Mission Center is one of hundreds of his known projects, and his name is associated more strongly with his work in Center City Philadelphia. National Register Bulletin 15 states that the works of prominent architects are better represented by Criterion C, and that association with an architect under Criterion B is more appropriate for properties with which they are most personally associated, i.e. a home or studio (National Park Service 1997:16). Research did not uncover any association of the Mission Center with other important persons in history. The ABCUSA Mission Center is recommended not eligible under Criterion B.

The ABCUSA Mission Center was evaluated under Criterion C and Criteria Consideration A: Religious Properties as an example of a Modernist office building complex. The property's primary significance is derived from the architectural distinction of its buildings rather than its religious associations. Despite being constructed for Baptist missionary and support work, the Mission Center is functionally office, dining, and light industrial space that could be used by a secular corporation. Though Baptist principles influenced its circular design, the complex is not religious in appearance and lacks outward symbols of Christianity. The highly intact building complex is a creative and distinctive facility which embodies characteristics of midcentury Modernist architecture. Kling's design, with its high level of detail, zigzag motifs, innovative use of concrete as a structural element, interrelationship of the different buildings and outdoor spaces, and monumental scale, clearly has high artistic values and represents the work of a master. It is recommended eligible under Criterion C.

No archaeological investigations have been conducted on the property to date; therefore Criterion D cannot be assessed at this time.

Figure 1: Location Map (Item 36)

Key # _____
ER# 2013-1006-091-A





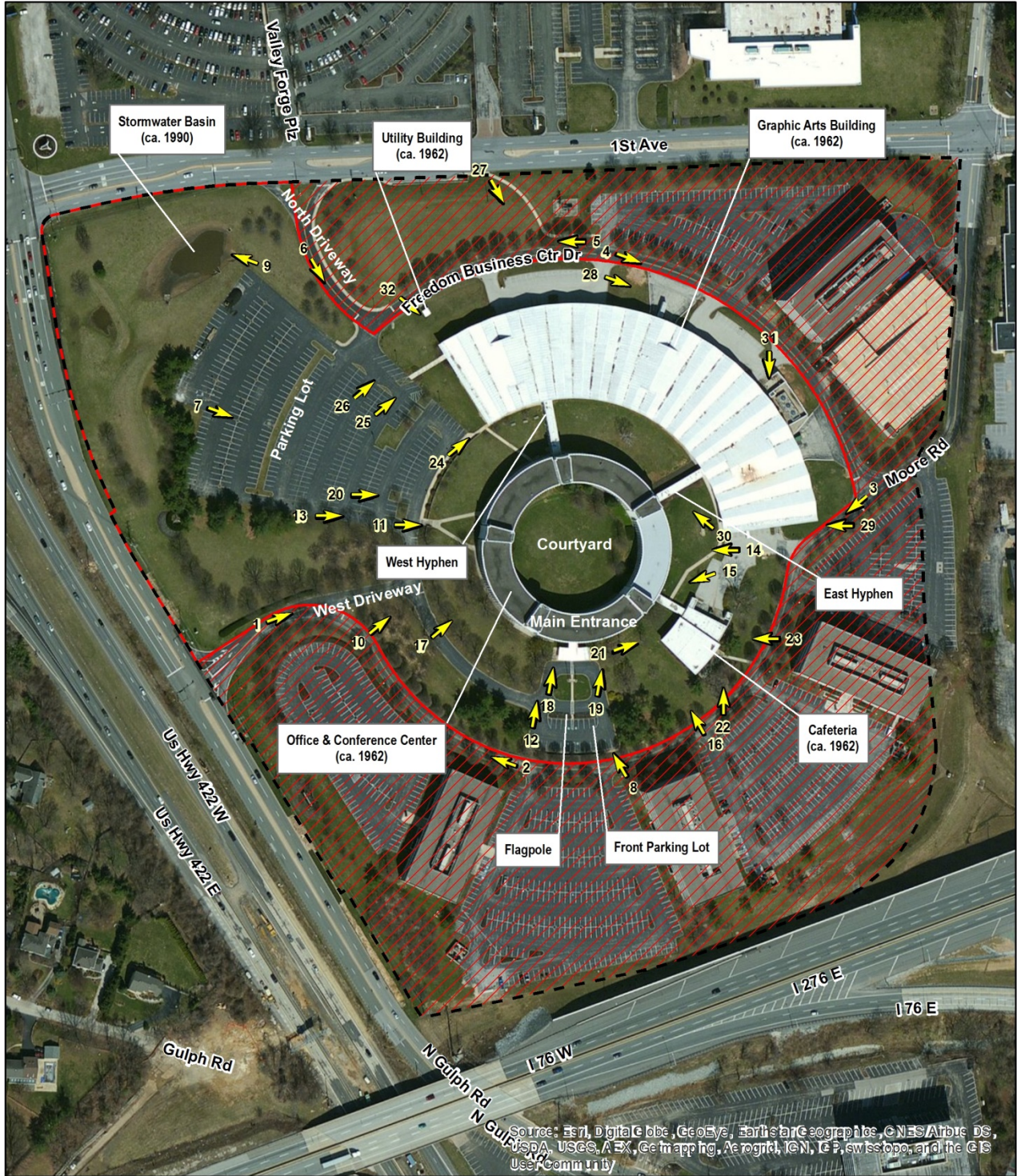
<p>AECOM AE-11 American Baptist Churches U.S.A. Mission Center 588-590 N. Gulph Rd. Upper Merion Twp. Montgomery County</p>	<p>Legend</p> <p> Resource Boundary</p>	<p>0 500 1,000 ft.</p> <p>0 200 400 m</p> <p>Base Map: 1:12,000 USGS Valley Forge, PA Quad</p> <p>N</p> 
--	---	---

Figure 2: Site Plan (Item 34)

Key # _____
 ER# 2013-1006-091-A




<p>AECOM AE-11 American Baptist Churches U.S.A. Mission Center 588-590 N. Gulph Rd. Upper Merion Twp. Montgomery County</p>	<p>Legend</p> <ul style="list-style-type: none"> Resource Boundary Freedom Business Center (ca. 1985) Former Extent of Campus ↓ Photo Location 	<p>0 200 400 ft. N</p> <p>0 40 80 m</p> 
--	---	---



Figure 3. 1958 aerial view of the King of Prussia area surrounding the Pennsylvania Turnpike's Valley Forge interchange. Although a few housing developments were underway, most of the area remained farmland (USDA 1958).

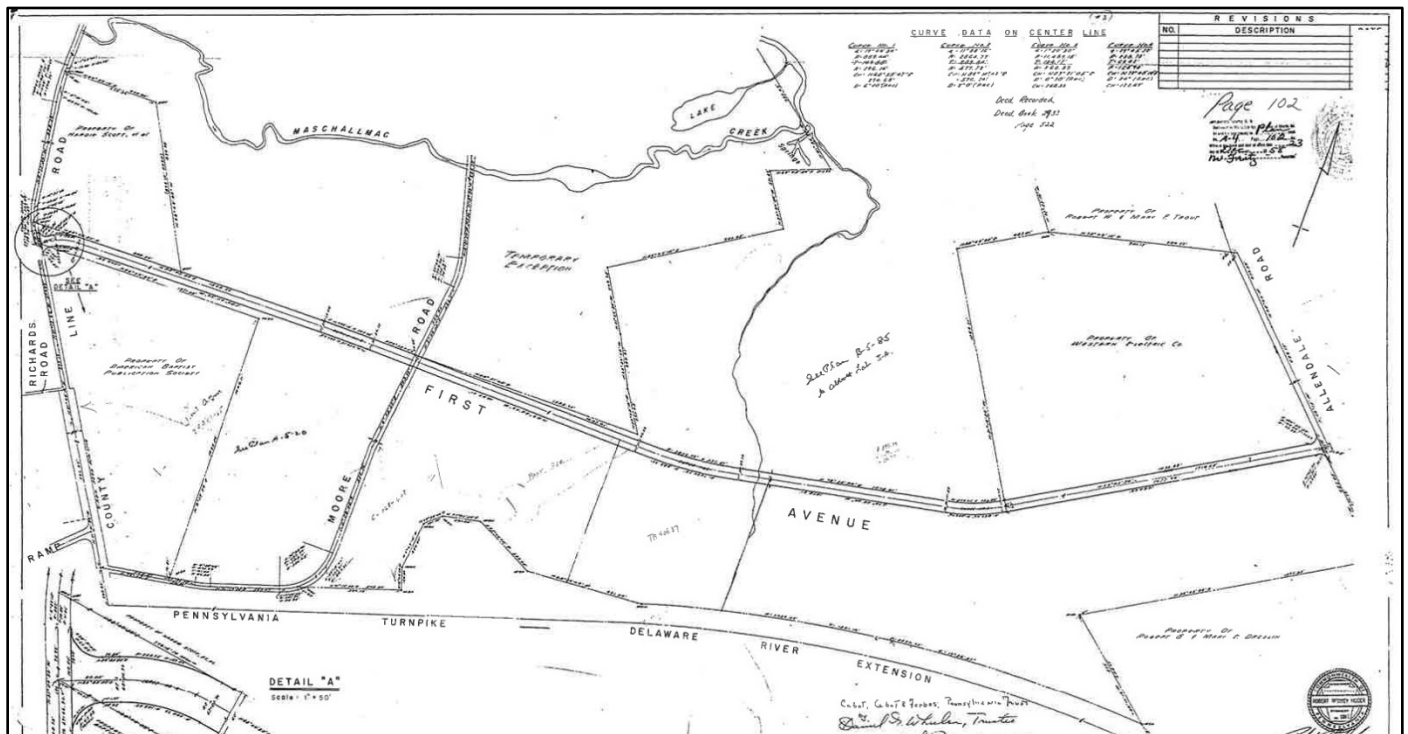


Figure 4. 1958 plat of First Avenue in the Cabot, Cabot & Forbes Pennsylvania Park, Upper Merion Township (MCRD Plan Book A4:102). The American Baptist Publication Society had already obtained land at the west end of the park.



Figure 5. 1971 aerial view of the King of Prussia area surrounding the Pennsylvania Turnpike's Valley Forge interchange. Numerous office campuses and parks were constructed in this area between 1960 and 1970 (USDA 1971).

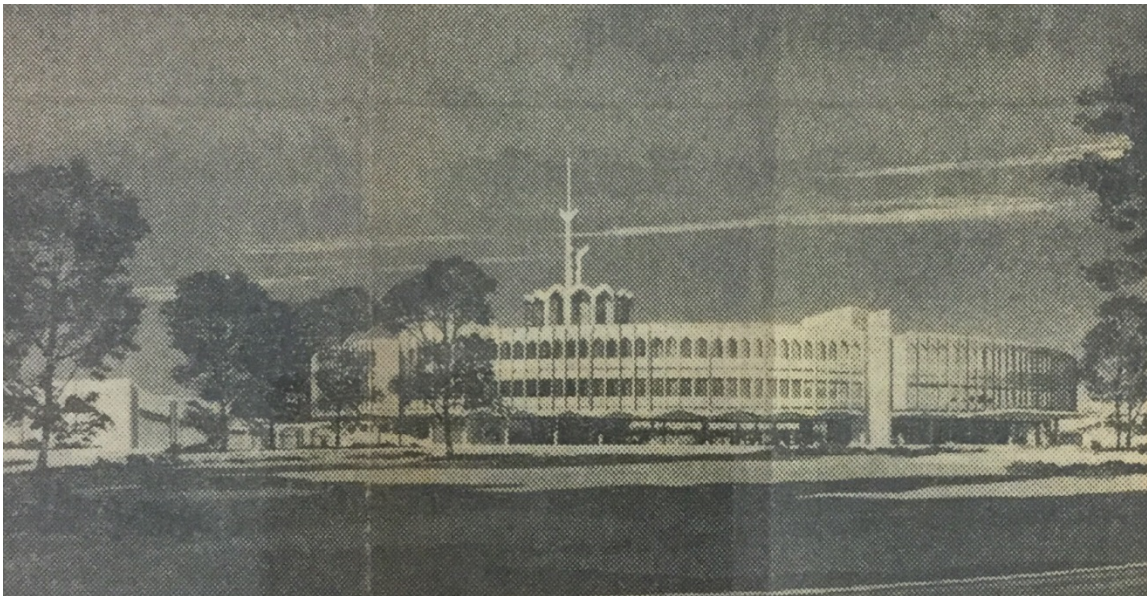


Figure 6. 1959 rendering of the original Vincent Kling design for the American Baptist Convention's national offices. The completed complex is similar, but the chapel and tower at the center were never built (*New York Times* 1959).



Figure 7. Photo of the Office and Conference Center during construction ca. 1961 (Laubach 2010:34).



Figure 8. Bird's eye view of the recently completed complex ca. 1962, looking north. Note the rural surrounds; in its isolated state, the complex had a striking visual impact when viewed from adjacent areas (Laubach 2010:34).



Figure 9. 1971 aerial view of the ABCUSA Mission Center campus; although additional development was creeping in to the east, the building complex was still surrounded by a large, unbroken green space and was highly visible (USDA 1971).

Photo List (Item 33)

Key # _____
ER# <u>2013-1006-091-A</u>

Photographer name Katherine Farnham

Date 3/9/2016

Location Negatives/Electronic Images Stored AECOM, 625 West Ridge Pike, Suite E-100, Conshohocken, PA 19428

Photo #	Photo Subject/Description	Camera Facing
1	West driveway entrance (Freedom Business Center Drive) off N. Gulph Road into the ABCUSA Mission Center complex, looking east toward the Office and Conference Center (ca. 1962).	E
2	View looking northwest along the south sector of Freedom Business Center Drive toward the west driveway entrance, showing typical tree plantings and landscaping along roads within the campus.	NW
3	View looking southwest along Freedom Business Center Drive, with Freedom Business Center buildings (ca. 1985) at left and the ABCUSA Mission Center buildings (ca. 1962) at center and right.	SW
4	View looking southeast along the north sector of Freedom Business Center Drive with Freedom Business Center building and parking garage (ca. 1985) at left, and the Graphic Arts Building (ca. 1962) at right.	SE
5	View looking west along the north sector of Freedom Business Center Drive, showing the Graphic Arts Building at left. Land to the right of the road is now part of Freedom Business Center.	W
6	View looking southeast up the north driveway from 1st Avenue, showing the Graphic Arts Building at left and the Office and Conference Center at center and right.	SE
7	Large original parking lot in the northwest sector of the campus, with the Graphic Arts Building at left and the Office and Conference Center at right, view looking southeast.	SE
8	Original small south parking lot and flagpole circle at the main front entrance of the Office and Conference Center, view to northwest.	NW
9	Modern stormwater basin (ca. 1990) at the northwest corner of the campus, with the intersection of N. Gulph Road and 1st Avenue in the background, view to northwest.	NW
10	View looking northeast toward the ABCUSA Mission Center buildings, showing typical landscaping in the west sector of the campus.	NE
11	Original stone retaining wall, concrete steps, and sidewalks along the west side of the Office and Conference Center, view to east.	E
12	View of the main south entrance and flagpole circle of the Office and Conference Center, looking northeast.	NE
13	View looking east toward the west exterior elevation of the Office and Conference Center; note open first floor space used as a covered walkway.	E
14	View looking west toward the east exterior elevation of the Office and Conference Center; note reflective glass in the first floor enclosure, and east hyphen at right.	W
15	View looking southwest toward the southeast exterior elevation of the Office and Conference Center, with original hyphen connecting it to the cafeteria building at left and center.	SW
16	View looking northwest toward the Office and Conference Center, with cafeteria building (ca. 1962) at far right.	NW
17	Circular inner courtyard and inner elevation of the Office and Conference Center, as viewed looking northeast from the southwest perimeter of the building.	NE
18	Detail of the south-facing front entrance portico of the Office and Conference Center, view to northeast.	NE
19	Detail view of second-story windows in the south exterior elevation of the Office and Conference Center, looking northeast.	NE
20	Detail view of typical brickwork on the five four-story stairwell/elevator tower sections of the Office and Conference Center, view to east.	E
21	View looking northeast toward the northwest (left) and southwest (right) elevations of the cafeteria (ca. 1962). Note connecting hyphen at left.	NE
22	Southwest (left) and southeast (right) elevations of the cafeteria, view to north. Note dining patio in front of the southeast elevation and shorter kitchen wing to the right.	N
23	Southeast elevation of the cafeteria and dining patio, view to west.	W

Key # _____
ER# 2013-1006-091-A

Photo #	Photo Subject/Description	Camera Facing
24	West (left) and south (inner) elevations of the Graphic Arts Building, with two-story west hyphen at right connecting it to the Office and Conference Center; view to northeast.	NE
25	West elevation of the Graphic Arts Building, looking northeast; note alterations made ca. 2000 including a new entrance and first-story windows.	NE
26	Detail view looking northeast toward the modernized west elevation entrance of the Graphic Arts Building. Original clerestory windows are located at upper right.	NE
27	View from 1st Avenue looking southeast toward the north side of the outer elevation of the Graphic Arts Building.	SE
28	North side of the outer elevation of the Graphic Arts Building, showing typical fenestration and one of two loading docks, view to southeast.	SE
29	South elevation (left) and east side of the outer elevation (right) of the Graphic Arts Building, view to west. Second loading dock is at right.	W
30	View looking northwest showing the Office and Conference Center at left and the Graphic Arts Building at right, with east hyphen at center. Behind the hyphen is the inner elevation of the Graphic Arts Building.	NW
31	Enclosed original utility area on the northwest side of the Graphic Arts Building, with ornamental pierced brick walls; view to south.	S
32	North (left) and west (right) elevations of the banked utility shed (ca. 1962), located northwest of the Graphic Arts Building; view to southeast.	SE

Photographs

Key # _____
ER# 2013-1006-091-A



Photograph 1. West driveway entrance (Freedom Business Center Drive) off N. Gulph Road into the ABCUSA Mission Center complex, looking east toward the Office and Conference Center (ca. 1962).



Photograph 2. View looking northwest along the south sector of Freedom Business Center Drive toward the west driveway entrance, showing typical tree plantings and landscaping along roads within the campus.



Photograph 3. View looking southwest along Freedom Business Center Drive, with Freedom Business Center buildings (ca. 1985) at left and the ABCUSA Mission Center buildings (ca. 1962) at center and right.



Photograph 4. View looking southeast along the north sector of Freedom Business Center Drive with Freedom Business Center building and parking garage (ca. 1985) at left, and the Graphic Arts Building (ca. 1962) at right.



Photograph 5. View looking west along the north sector of Freedom Business Center Drive, showing the Graphic Arts Building at left. Land to the right of the road is now part of Freedom Business Center.



Photograph 6. View looking southeast up the north driveway from 1st Avenue, showing the Graphic Arts Building at left and the Office and Conference Center at center and right.



Photograph 7. Large original parking lot in the northwest sector of the campus, with the Graphic Arts Building at left and the Office and Conference Center at right, view looking southeast.



Photograph 8. Original small south parking lot and flagpole circle at the main front entrance of the Office and Conference Center, view to northwest.



Photograph 9. Modern stormwater basin (ca. 1990) at the northwest corner of the campus, with the intersection of N. Gulph Road and 1st Avenue in the background, view to northwest.



Photograph 10. View looking northeast toward the ABCUSA Mission Center buildings, showing typical landscaping in the west sector of the campus.



Photograph 11. Original stone retaining wall, concrete steps, and sidewalks along the west side of the Office and Conference Center, view to east.



Photograph 12. View of the main south entrance and flagpole circle of the Office and Conference Center, looking northeast.



Photograph 13. View looking east toward the west exterior elevation of the Office and Conference Center; note open first floor space used as a covered walkway.



Photograph 14. View looking west toward the east exterior elevation of the Office and Conference Center; note reflective glass in the first floor enclosure, and east hyphen at right.



Photograph 15. View looking southwest toward the southeast exterior elevation of the Office and Conference Center, with original hyphen connecting it to the cafeteria building at left and center.



Photograph 16. View looking northwest toward the Office and Conference Center, with cafeteria building (ca. 1962) at far right.



Photograph 17. Circular inner courtyard and inner elevation of the Office and Conference Center, as viewed looking northeast from the southwest perimeter of the building.



Photograph 18. Detail of the south-facing front entrance portico of the Office and Conference Center, view to northeast.



Photograph 19. Detail view of second-story windows in the south exterior elevation of the Office and Conference Center, looking northeast.



Photograph 20. Detail view of typical brickwork on the five four-story stairwell/elevator tower sections of the Office and Conference Center, view to east.



Photograph 21. View looking northeast toward the northwest (left) and southwest (right) elevations of the cafeteria (ca. 1962). Note connecting hyphen at left.



Photograph 22. Southwest (left) and southeast (right) elevations of the cafeteria, view to north. Note dining patio in front of the southeast elevation and shorter kitchen wing to the right.



Photograph 23. Southeast elevation of the cafeteria and dining patio, view to west.



Photograph 24. West (left) and south (inner) elevations of the Graphic Arts Building, with two-story west hyphen at right connecting it to the Office and Conference Center; view to northeast.



Photograph 25. West elevation of the Graphic Arts Building, looking northeast; note alterations made ca. 2000 including a new entrance and first-story windows.



Photograph 26. Detail view looking northeast toward the modernized west elevation entrance of the Graphic Arts Building. Original clerestory windows are located at upper right.



Photograph 27. View from 1st Avenue looking southeast toward the north side of the outer elevation of the Graphic Arts Building.



Photograph 28. North side of the outer elevation of the Graphic Arts Building, showing typical fenestration and one of two loading docks, view to southeast.



Photograph 29. South elevation (left) and east side of the outer elevation (right) of the Graphic Arts Building, view to west. Second loading dock is at right.



Photograph 30. View looking northwest showing the Office and Conference Center at left and the Graphic Arts Building at right, with east hyphen at center. Behind the hyphen is the inner elevation of the Graphic Arts Building.



Photograph 31. Enclosed original utility area on the northwest side of the Graphic Arts Building, with ornamental pierced brick walls; view to south.



Photograph 32. North (left) and west (right) elevations of the banked utility shed (ca. 1962), located northwest of the Graphic Arts Building; view to southeast.

HISTORIC RESOURCE FORM REVIEW SHEET

MEETING DATE 6/11/04

PROPERTY NAME: Philadelphia & Western Railway/Norristown ^{High-Speed 100 Line} **Key #:** 128825

ADDRESS: _____

MUNICIPALITY: _____ **COUNTY:** Montgomery

I. REQUEST TYPE: **Section 106** (ER # 02 - 8047 - 091)
 NR: **Grant** **RITC** **Other**
 Contributes to _____ **Historic District**

II. PREVIOUSLY SURVEYED? **No** **Yes/Survey Yr.:** 1985
Recommendation: **Eligible** **Not Eligible** **None**
 Contributes to _____ **Historic District**

III. REQUESTOR RECOMMENDATION: **Eligible** **Not Eligible** **None**

IV. TEAM RECOMMENDATION:
 Resource appears to meet NR Criteria
 Contributes to _____ **Historic District**
 Resource does not meet NR Criteria
 More Information

Present to full committee? **Yes;** **No/Proceed to VI.**
Your Initials: GR **Other Team Members:** SZ

Comments:
E - crit A, gr
Elig - transportation Crit A

V. STAFF COMMITTEE RECOMMENDATION

Meets NR Criteria

National Register Criteria

- A. Events
- B. Individual
- C. Architecture
- D. Information

Areas of Significance

Criteria Exception: Cemetery; Less Than 50 Years;
 Moved; Birthplace/Grave;
 Religious Property; Commemorative;
 Reconstruction

Period of significance: _____ to _____

Agree with proposed boundary? Yes; No; N/A

Contributes to _____ Historic District

Does not meet NR Criteria

- Historical significance not proven
- Architectural significance not proven
- Loss of integrity
 - location; design; setting; materials;
 - workmanship; feeling; association

More Information
 Description; History; Photos; Map; Boundary

VI. EVALUATION/ MORE INFORMATION SUMMARY



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us

December 22, 2008

Brian G. Thompson, P.E., Director
Bureau of Design, Dept. of Transportation
P O Box 2966
Harrisburg, PA 17105

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 09-8006-045-A
Delaware County, Haverford Township
S.R. 1018, Section HAV, Ardmore Avenue Bridges over SEPTA and
Cobbs Creek: Determination of Eligibility

Dear Mr. Thompson:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999 and 2004. These regulations require consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the boundary selected for the Philadelphia and Western Railway in the project area. This property has previously been determined eligible for the National Register of Historic Places.

We disagree with the findings of the agency concerning the National Register eligibility of the following property. In our opinion, based on the information provided, this property is not eligible for the National Register of Historic Places. This property could be re-evaluated with interior photographs keyed to a floor plan and a context for Colonial Revival architecture in the area. Also a discussion of the 1924 design and its concern for the original design and fabric.

1. Castle Bith, 530 Ardmore Ave., Haverford Twp., Delaware County

We concur with the findings of the agency that the following properties are not eligible for the National Register of Historic Places.

2. Weaver Property, 536 Ardmore Ave., Haverford Twp., Delaware County
3. Ardmore Ave. Bridge over Cobbs Creek, Ardmore Ave., Haverford Twp.,
Delaware County

Page 2
B.G. Thompson
Dec. 22, 2008

If you need further information regarding historic structures please consult with Susan Zacher at (717) 783-9920.

Sincerely,


Andrea L. MacDonald, Chief
Division of Preservation Services

AM/smz

HISTORIC RESOURCE FORM REVIEW SHEET

MEETING DATE 12/18/08

PROPERTY NAME: Philadelphia & Western Railway **Key #:** 128825

ADDRESS: _____

MUNICIPALITY: Haverford Twp **COUNTY:** Delaware

I. REQUEST TYPE: Section 106 (ER # 09-8006-045)
 NR: Grant RITC Other
 Contributes to _____ Historic District

II. PREVIOUSLY SURVEYED? No Yes/Survey Yr.: _____
Recommendation: Eligible Not Eligible None
 Contributes to _____ Historic District

III. REQUESTOR RECOMMENDATION: Eligible Not Eligible None

IV. TEAM RECOMMENDATION:

- Resource appears to meet NR Criteria
- Contributes to _____ Historic District
- Resource does not meet NR Criteria
- More Information

02-8047-091
concern w/ boundary

Present to full committee? Yes; No/Proceed to VI.

Your Initials: _____ **Other Team Members:** _____

Comments:

*ACH - so... this is part of a larger resource we
DE'd in 2004. Do we want to look at it
again? I don't.*

*CN - are they looking to change the boundary? They are stating
that all features are non-contributing, the line itself is
contributing - are they saying its different from what
we DE'd?*

V. STAFF COMMITTEE RECOMMENDATION

Meets NR Criteria

National Register Criteria

- A. Events
- B. Individual
- C. Architecture
- D. Information

Areas of Significance

Criteria Exception: Cemetery; Less Than 50 Years;
 Moved; Birthplace/Grave;
 Religious Property; Commemorative;
 Reconstruction

Period of significance: _____ to _____

Agree with proposed boundary? Yes; No; N/A

Contributes to _____ Historic District

Does not meet NR Criteria

- Historical significance not proven
- Architectural significance not proven
- Loss of integrity
 - location; design; setting; materials;
 - workmanship; feeling; association

More Information
 Description; History; Photos; Map; Boundary

Staff Committee Vote: agree NR eligible disagree NR eligible

VI. EVALUATION/ MORE INFORMATION SUMMARY

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - PHOTO/SITE PLAN SHEET
Pennsylvania Historical and Museum Commission
Bureau of Historic Preservation
BOX 1026, Harrisburg, PA 17108-1026

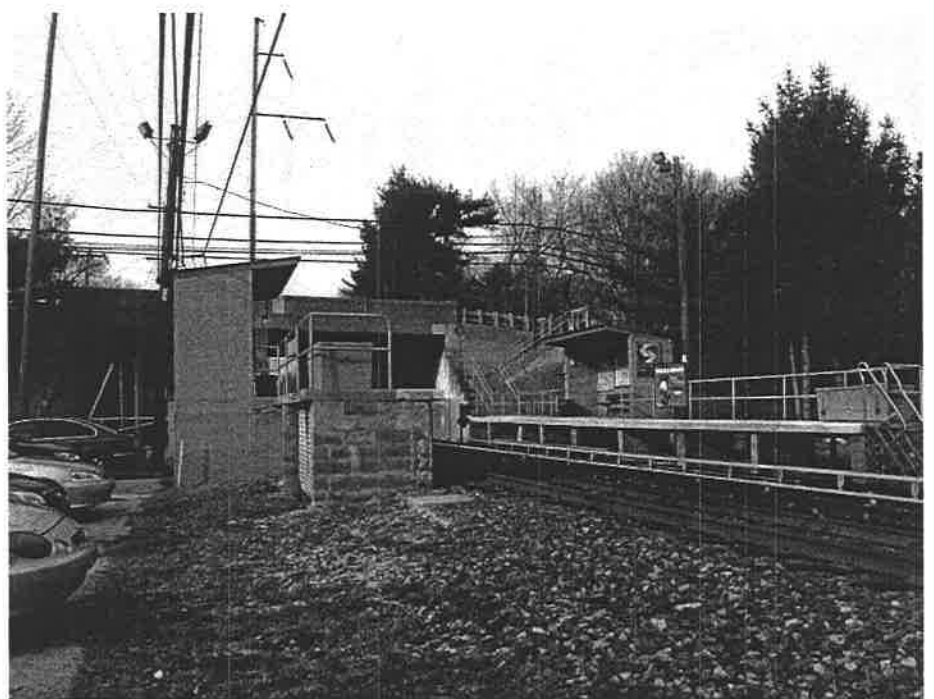
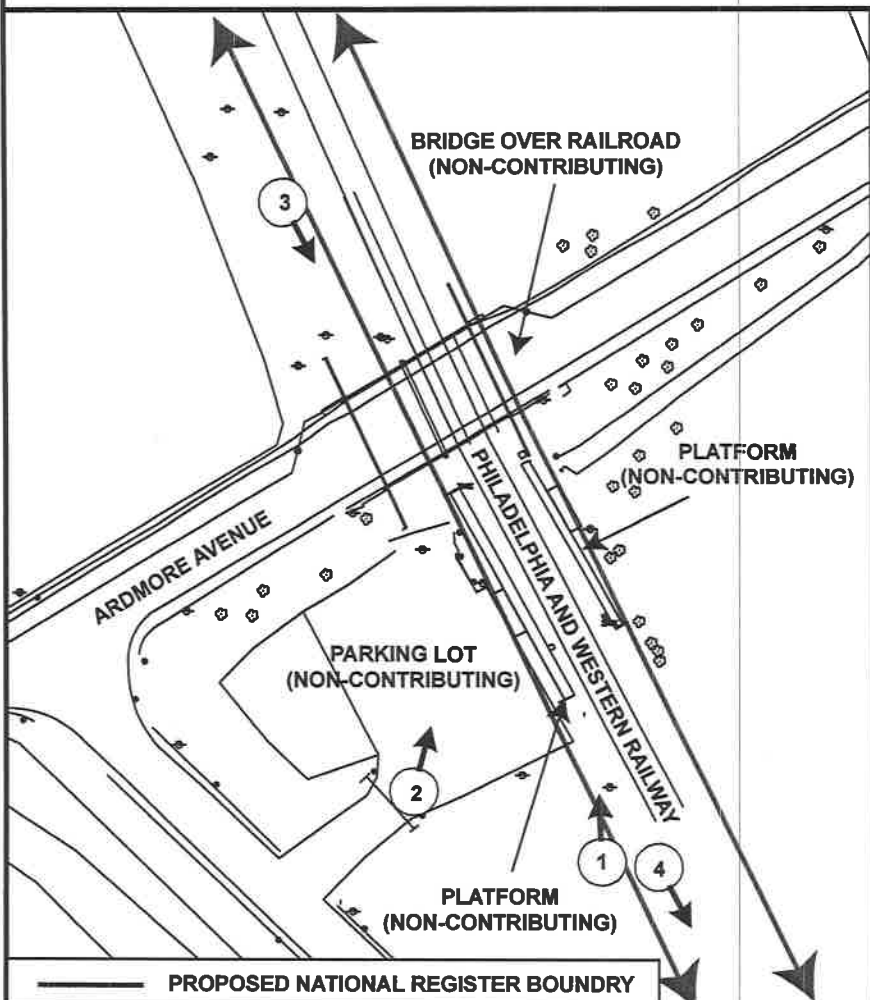
89A

Survey Code/Tax Parcel/Other No.: Multiple County: Delaware County
 Municipality: Haverford Township Address: N/A

Historic Name/Other Name: Philadelphia and Western Railway

SITE PLAN (not to scale)

PHOTO INFORMATION



Number	Description of View	Direction of Camera
1	View of boarding platforms. Note the cinderblock and concrete construction of the platforms.	North

Photographer Name: C. Miller Date: March 6, 2008
 Negative Location: CHRS Inc.



← ○ PHOTO LOCATION

NOT TO SCALE
 Prepared by CHRS, Inc.

See reverse for additional instructions

PENNSYLVANIA HISTORIC RESOURCE FORM - DATA SHEET 89B
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: Multiple

County: 1. Delaware County 2. _____

Municipality: 1. Haverford 2. _____

Address: _____

Historic Name: Philadelphia and Western Railway

Other Name: Route 100 Trolley Line

Owner Name/Address: SEPTA, 1234 Market Street, Philadelphia, PA 19107

Owner Category: Private Public-local Public-state Public-federal

Resource Category: Building District Site Structure Object

Number/Approximate Number of Resources Covered by This Form: _____

USGS Quad: 1. Norristown, PA and Landsdowne 2. _____

UTM A. zone 18 473467E 4427760N C. _____

References: B. zone 18 473604E 4427473N D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category: _____ Subcategory: _____ Code: _____

A. Transportation Rail-related 1 6 A

B. _____

C. _____

D. _____

Particular Type: A. Railroad

B. _____

C. _____

D. _____

Current Function Category: _____ Subcategory: _____ Code: _____

A. Transportation Rail-related 1 6 A

B. _____

C. _____

D. _____

PHYSICAL DESCRIPTION

Architectural Classification: A. No style 0 1

B. _____ C. _____

D. _____ Other: _____

Exterior Materials: Foundation N/A Roof N/A

Walls N/A Walls _____

Other N/A Other _____

Structural System: 1. N/A 2. _____

Width: 25 Feet Depth: 13 miles Stories/Height: N/A

HISTORICAL INFORMATION

Year Built: C. 1907 to C. Additions/Alterations Dates: C. 1989 ; C. 2003

Basis for Dating: Documentary Physical

Explain: Based on documentary research (including historic atlases and local histories) and examination of the resource.

Cultural/Ethnic Affiliation:	1. <u>N/A</u>	2. <u> </u>
Associated Individuals:	1. <u>Gould, George</u>	2. <u>Conway, Thomas J. Jr</u>
Associated Events:	1. <u>N/A</u>	2. <u> </u>
Architects/Engineers:	1. <u>N/A</u>	2. <u> </u>
Builders:	1. <u>N/A</u>	2. <u> </u>

MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet.

PREVIOUS SURVEY, DETERMINATIONS

The Philadelphia and Western Railway was given a determination of eligibility on June 21, 2004, under Criteria A, for its association with the development of early twentieth century transportation in Pennsylvania.

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes No Context(s):

Contributes to Potential District Yes No District Name/Status:

Explain: The Philadelphia and Western Railway is recommended eligible under Criterion A because of its association with the development of an early twentieth-century inter-urban railroad in Pennsylvania. As a continually operating inter-urban rail line, the Philadelphia and Western Railway retains its integrity of location, setting, materials, feeling and association. Some changes have been necessary to meet the changing demands of the railroad, resulting in altered design and some materials, especially in reference to the boarding platforms. However, the alterations to the original designs do not compromise the essential features of the railroad. The Philadelphia and Western Railway is recommended not eligible under Criterion B because the property is not associated with the lives of persons with local, state, or national importance. It is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction, it is not representative work of a master, nor does it possess high artistic values, and it does not represent a significant or distinguishable entity whose components lack distinction. The significance under Criterion D cannot be evaluated at this time because the property has not undergone archaeological testing.

THREATS

Threats: 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other

Explain: The property is located within the Area of Potential Effects for the proposed Ardmore Avenue Bridge Replacement Project.

SURVEYOR INFORMATION

Surveyor Name/Title: Christine Miller Date: March 6, 2008

Project Name: Ardmore Avenue Bridge Replacement Project

Organization: CHRS, Inc. Telephone: 215/699-8006

Street and No.: 403 East Walnut Street

City State: North Wales, PA Zip Code: 19454

Additional Survey Documentation: Site plan, photographs, and property location map appended.

Associated Survey Codes:

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET 89C
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

Survey Code: _____	Tax Parcel/Other No.: <u>Multiple</u>
County: <u>Multiple</u>	Municipality: <u>Multiple</u>
Address: <u>Multiple</u>	
Historic/Other Name: <u>Philadelphia and Western Railway</u>	Sheet <u>1</u> of <u>4</u>

PHYSICAL DESCRIPTION:

The Philadelphia and Western Railway extends from Philadelphia's 69th Street Terminal in Upper Darby to the Norristown Transportation Center, crossing Philadelphia, Delaware, and Montgomery Counties. The rail line is currently owned and operated by the South Eastern Pennsylvania Transportation Authority (SEPTA), whose mailing address is: 1234 Market Street, Philadelphia, PA 19107. The Philadelphia and Western Railway currently operates as SEPTA's Route 100 High Speed Line. The entire line was determined to be eligible for listing in the National Register of Historic Places under Criterion A for its association with the development of early twentieth-century transportation in Pennsylvania on June 21, 2004.

The area of the Philadelphia and Western Railway under discussion is located immediately adjacent to Ardmore Avenue, in Ardmore, Pennsylvania. The boundaries under consideration for this study extend roughly 0.25 miles north and south of the bridge over Ardmore Avenue, and encompass the 25-foot right-of-way for the rail line. This section of the Philadelphia and Western Railway is part of a larger, linear historic district that follows the 25-foot right-of-way from Philadelphia's 69th Street Terminal in Upper Darby to the Norristown Transportation Center (McCormick Taylor 2004:13).

The Ardmore Avenue stop on the Philadelphia and Western Railway is located just south of Ardmore Avenue and west of Haverford Road. Identical boarding platforms, dating to the mid- to late twentieth century, are located on the north and southbound sides of the line. The platform is approached by a set of concrete stairs. The platform consists of a concrete slab that rests on cinder block, masonry piers. The platform and stairs have a metal, tube railing. A small shelter is centrally placed within the platforms. The shelter walls are constructed of brick masonry and have a metal-sheathed, shed roof.

The parking lot for the Ardmore Avenue station, which is located on the southbound side of the railroad, is accessed from Golf View Road. A cast concrete staircase leads from the parking lot up to the bridge that carries Ardmore Avenue over the railroad. On the northbound side of the tracks, a similar set of cast concrete stairs lead down to the platform.

The bridge that carries Ardmore Avenue over the Philadelphia and Western Railway was constructed in 1927 (Delaware County Bridge Database n.d.). The substructure for the bridge consists of two abutments and one pier. The abutments are banked into the earth and are faced with reinforced concrete with reinforced concrete wing walls. The pier is similarly constructed of reinforced concrete. The substructure carries a concrete-encased, steel I-beam deck bridge with two simple spans. The railing of the bridge is detailed with recessed horizontal panels in the cast in place concrete, with vertical panel elements articulating the ends and the mid sections of the spans. The bridge is in poor condition, exhibiting a number of cracks in the concrete, exposing the reinforcing steel below. The Pennsylvania Department of Transportation (PennDOT) is the current owner of this bridge.

The tracks are set on a small embankment that is covered with crushed stone and pass under the eastern span of the Ardmore Avenue Bridge. The tracks, which are separated by a small fence, have a third rail on the inside of the track that is responsible for providing power to the train. An unpaved access road runs a short distance on the west side of the tracks. Electric lines run along the western side of the train line.

HISTORICAL NARRATIVE:

The Philadelphia and Western Railroad Company (P&W) was incorporated in 1902 with initial plans to build a 44-mile line from Philadelphia to Parkesburg in Chester County, Pennsylvania. Early in the development of the P&W, it was the plan of George Gould, who also owned the Wabash Railroad, to incorporate the P&W into a coast-to-coast railroad that would compete with the Pennsylvania Railroad. This idea of a coast-to-coast P&W railroad was abandoned in 1908 (Philadelphia Inquirer 1985:M2).

At the outset of the railroad, the P&W owned its own right-of-way. Because the rail cars did not have to cross any roads from Upper Darby to Norristown (it utilized 24 bridges), the cars were able to achieve higher speeds (Philadelphia Inquirer 1985:M2). The railroad was constructed using a third rail design for power, rather than overhead wires, which was unusual, and only a couple dozen of these lines were ever constructed in the United States. Electricity for the P&W was generated at Beechwood Park, in Haverton, which was an attraction within itself, boasting a grand entrance gate and amusement park rides (Prichard 2007:n.p.).

The P&W began operating in 1907 as an 11-mile long electric commuter line. It originally had 14 station stops: 69th Street Station, Beechwood Park, Ardmore Junction, Ardmore Avenue, Haverford, Bryn Mawr, Rosemont, Garrett Hill, Villanova, Radnor, Ithan, St. Davids, Wayne and Stratford (Philadelphia Inquirer 1985:M2). Stations at West Overbrook, Penfield and Wynnewood were added in 1908, and at Haverford College in 1909. In 1912 an additional line was built from Radnor to Norristown, which became the main line. The original section from Radnor to Stratford became a branch, and ultimately closed in 1956 due to a lack of riders (Prichard 2007:n.p.).

Increased automobile transportation led to a loss of passengers on the P&W in the 1920s. The ridership decreased from a high of approximately 5 million in 1925 down to 3.8 million at the beginning of the depression. In 1930, the P&W board of directors hired a new Chair of the Board, Dr. Thomas J. Conway Jr., who became the president of the company the following year (DeGraw 1983:n.p.). Conway was a Wharton School professor, with noted expertise in resolving issues with inter-urban transit. Conway made plans to strengthen the company by increasing service, reducing fares, and improving the track and cars (DeGraw 1983:n.p.). In another improvement to the line, Conway worked with the J. G. Brill Company of Philadelphia to develop a new type of car—the Bullet Car. This new car could travel at speeds up to 90 miles per hour and is believed to be the first lightweight, aerodynamically constructed electric rail car in the U.S. Ten of these cars were purchased in 1931 and put into service and—up until 1985—all were still working (Philadelphia Inquirer 1985:M2). These investments into the company likely contributed to the longevity of the P&W, by slowing the rate of decline in riders. Most other inter-urban lines similar to the P&W had closed by 1940 (DeGraw 1983:n.p.). However, when demand for public transportation increased during WWII, the P&W was well-equipped to handle the new demand (Philadelphia Inquirer 1985:M2).

John R. McCain was president of the Red Arrow Company from 1952 to 1960, and Merritt H. Taylor, Jr. was made vice president of Red Arrow in 1952 and executive vice president in 1957 (DeGraw 1972:321). The management of Red Arrow had the goal of merging P&W with Red Arrow. At this time, both companies had the same officers and board members, and Red Arrow continued acquiring P&W stock. However, because the P&W operated under a steam railroad charter instead of a bus or trolley charter, there were legal difficulties in merging the two companies. This issue began to be resolved in May of 1952, when a new company was incorporated: the Philadelphia and Western Street Railway Company, abandoning the railroad charter. This new company acquired all of the assets of the Philadelphia and Western Railroad Company by the end the year and the Philadelphia and Western Railroad Company ceased to exist. Red Arrow purchased 92% of the P&W Street Railway Company's stock in 1953, and by the end of that year, the companies merged, and the Philadelphia and Western Street Railway Company became part of Red Arrow (DeGraw 1972:315-6).

HISTORICAL NARRATIVE (Continued):

In 1955, Red Arrow claimed that the branch of the P&W from Stratford to Villanova junction had only 500 daily riders, causing the company to lose \$38,000.00 annually. In 1955, a bus route was implemented and service on this branch ended (DeGraw 1972:315-316).

When John R. McCain retired in 1960, Merritt H. Taylor, Jr. was elected president. Red Arrow received some international press coverage in 1963 when Taylor announced that Red Arrow purchased two air-conditioned luxury trains to operate on the P&W line. Taylor referred to these trains as "the most modern inter-urban trains in the country" (DeGraw 1972:345-346).

Red Arrow continued to expand and operate as an independent transportation company, despite the creation of the Southeastern Pennsylvania Transit Authority (SEPTA) in 1964. During the 1960s, more commuters started using automobiles and busses, and in 1970, SEPTA took over Red Arrow as public transportation was consolidated in the Philadelphia Region (DeGraw 1972:1985).

BOUNDARY DESCRIPTION AND JUSTIFICATION:

The proposed National Register Boundary within the APE for this project encompasses the area comprised of the 25-foot SEPTA right-of-way, extending to the north and south of the Ardmore Avenue Bridge for approximately 0.25 miles. The boundary encompasses the loading platforms (non-contributing), stairs (non-contributing), the rail line itself (contributing), and the rail berm (contributing). The platforms, stairs, and parking lot are non-contributing elements because they were added during the last quarter of the twentieth century, and are not sympathetic to the original design of the railroad. The Ardmore Avenue bridge does not contribute to the railroad because the bridge was built to accommodate vehicular traffic over the Philadelphia and Western Railway. It did not aid in the functioning of the railroad.

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET 89C

Historic/Other Name: Philadelphia & Western Railroad Sheet 4 of 4

REFERENCES:

DeGraw, Ronald

1972 *Red Arrow: A History of One of the Most Successful Suburban Transit Companies in the World.*
Haverford, Pennsylvania: Haverford Press.

1983 "P & W's Norristown Terminal." *Picnic in the Town Square: Norristown High Speed Line Terminal.*
Published by The Greater Norristown Corporation, September 14, 1983

Delaware County Bridge Database

n.d. Database on file at the County Offices at 201 West Front Street, Media, Pennsylvania.

McCormick Taylor

2004 *Lafayette Street Transportation Improvements, S.R. 9102, Section MG1, Determination of Effect Report.* Prepared for the Federal Highway Administration, Philadelphia, Pennsylvania.

National Park Service

1997 "How to Apply the National Register Criteria for Evaluation." *National Register Bulletin 15.*
Washington, D.C.: National Park Service, U.S. Government Printing Office.

Philadelphia Inquirer

1985 *The P & W: A Transit Tradition.* April 18, 1985. Page M2.

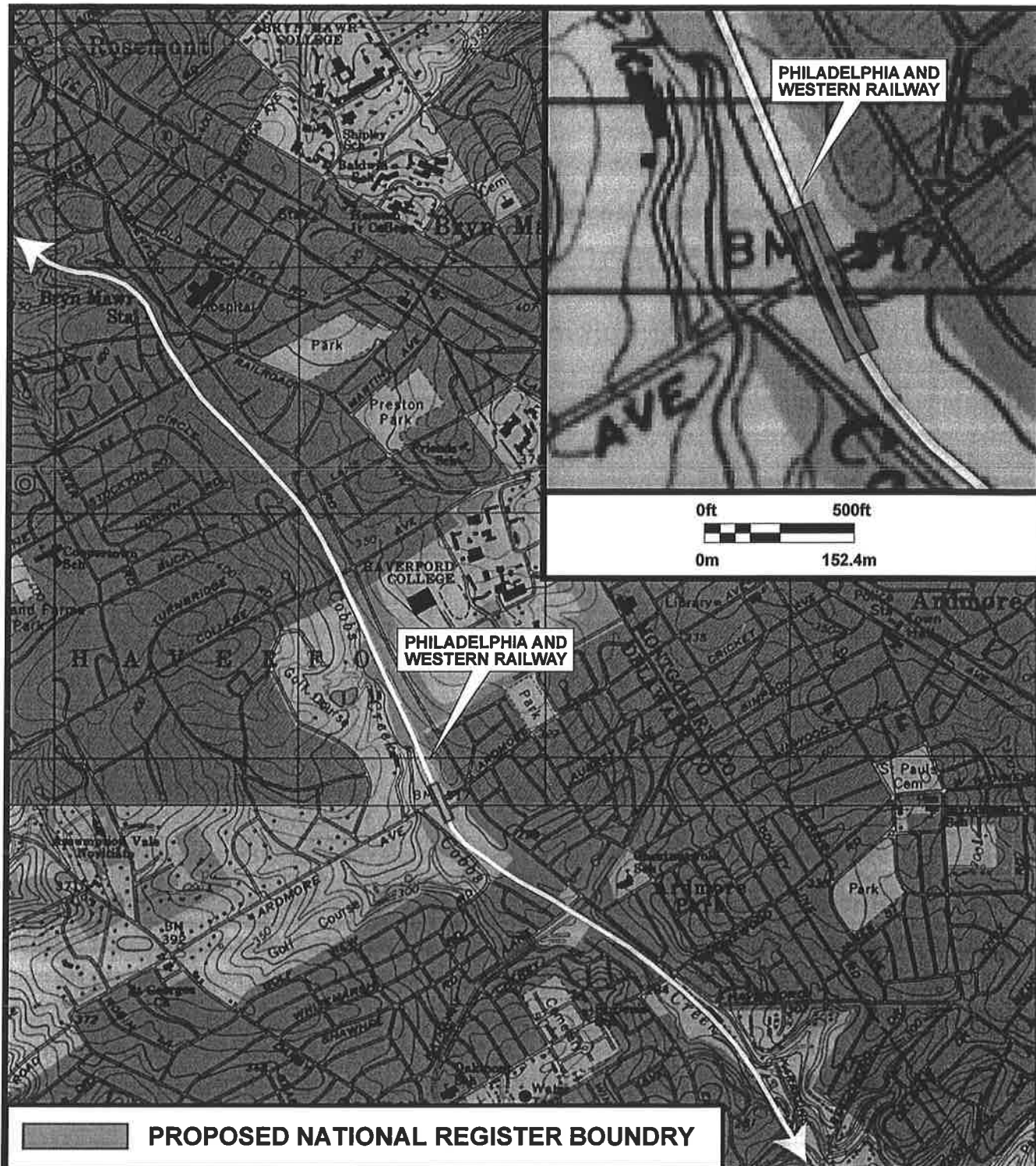
Prichard, Greg

2007 "The P & W in Wayne." Published online. (<http://www.waynepa.com/history/trains/pandwrr/>).
Accessed on December 27, 2007.




United States Geological Survey

1992 *Norristown, PA Quadrangle, 7.5-minute series.* Topography compiled 1950. Planimetry derived from imagery taken 1992. Survey control current as of 1966. Revised 1992. Denver, Colorado or Reston, Virginia.

1994 *Lansdowne, PA Quadrangle, 7.5-minute series.* Topography by photogrammetric methods from aerial photographs taken 1965. Field checked 1967. Revised from aerial photographs taken 1965. Field checked 1966. Map edited 1983. Revised 1994. Denver, Colorado or Reston, Virginia.



 PROPOSED NATIONAL REGISTER BOUNDARY

QUADRANGLE LOCATION	SCALE	SOURCE
 	 Prepared by CHRS, Inc.	USGS 1992 NORRISTOWN, PA USGS 1994 LANSDOWNE, PA

RESOURCE LOCATION MAP



Photograph 2: Philadelphia and Western Railway Ardmore Avenue parking area, view facing north.



Photograph 3: Philadelphia and Western Railway, view facing south showing the Ardmore Avenue Bridge.



Photograph 4: Philadelphia and Western Railway, view facing south.



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093

June 21, 2004

Dean A. Schreiber, P.E., Director
Bureau of Design, Dept. of Transportation
P O Box 2966
Harrisburg, PA 17105

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 02-8047-091-K
Montgomery County, Norristown and Plymouth Township
S.R. 9102, Section MG1, Lafayette Street Improvement Project
Determination of Eligibility/Boundaries

Dear Mr. Schreiber:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We concur with the findings of the agency that the following properties are eligible for the National Register of Historic Places.

1. Norristown and Main Line Connecting Railroad, Norristown Borough, West Norriton and Upper Merion Township, Montgomery County: We concur with the boundaries for this resource.
2. Philadelphia and Western Railway/Norristown High-Speed 100 Line: we concur with the boundaries for this resource.
3. Barbadoes Station, West Norriton Township, Montgomery County: We disagree with the boundaries for this resource. In our opinion, the entire Barbadoes island should form the boundaries.

We concur with the findings of the agency that the following properties are not eligible for the National Register of Historic Places. They are not historically or architecturally significant.

4. Catagnus Property, 108 DeKalb Street, Norristown
5. Norristown Wholesale Grocery Company, 200 E. Washington Street, Norristown

Page 2
D. Schreiber
June 21, 2004

If you need further information in this matter please consult Susan Zacher at (717)
783-9920.

Sincerely,

A handwritten signature in cursive script that reads "Andrea MacDonald".

Andrea MacDonald,
Chief, Division of Preservation
Services

AM/smz

Survey Code/Tax Parcel/Other No.: Multiple/RR-4 County: Montgomery/Delaware

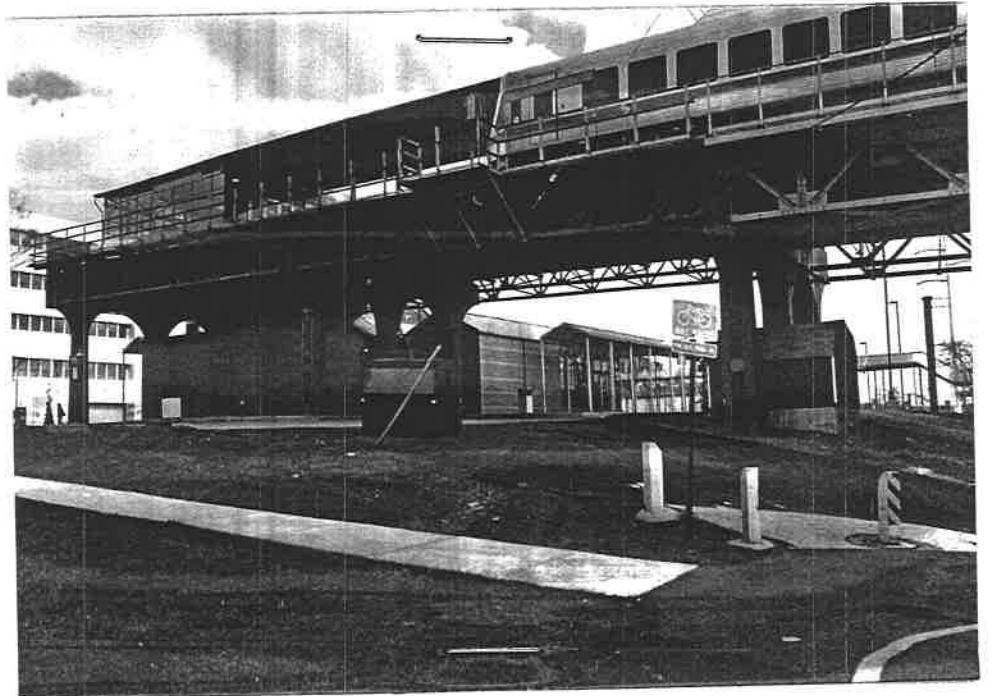
Municipality: Multiple Address: Right-of-way, 69th Street Station to Norristown Transportation Center

Historic Name/Other Name: Philadelphia and Western Railway/Norristown High-Speed 100 Line

SITE PLAN

PHOTO INFORMATION

SEE ATTACHED SITE PLAN



Number	Description of View	Direction of Camera
<u>1</u>	<u>Trestle and Norristown Transportation</u>	<u>NE</u>
<u> </u>	<u>Center, Lafayette and Swede Streets</u>	<u> </u>

Photographer Name: Elizabeth H. Lankenau Date: 4/1/2004
Negative Location: McCormick Taylor, Inc.

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: Multiple/RR-4

County: 1 Montgomery 091 2 Delaware 045

Municipality: 1 Multiple 2 _____

Address: Right-of-way, 69th Street Station to Norristown Transportation Center

Historic Name: Philadelphia and Western Railway/Norristown High-Speed 100 Line

Other Name: Norristown High Speed Line Terminal Building and Trestle

Owner Name/Address: SEPTA/1234 Market Street, Philadelphia, PA 19107

Owner Category: Private Public-local Public-state Public Federal

Resource Category: Building District Site Structure Object

Number/Approximate Number of Resources Covered by this Form: 2

USGS Quad: 1 Norristown, PA 2 _____

UTM References: A. 18 E 470564 N 4440323 C. _____ E _____ N _____
B. 18 E 478721 N 4423456 D. _____ E _____ N _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Rail-Related</u>	<u>16A</u>
B. _____	_____	_____
C. _____	_____	_____
D. _____	_____	_____
Particular Type:	A. <u>railroad</u>	
	B. _____	
	C. _____	
	D. _____	
Current Function Category:	Subcategory:	Code:
A. <u>Transportation</u>	<u>Rail-Related</u>	<u>16A</u>
B. <u>Transportation</u>	<u>Train/bus depot</u>	<u>16A</u>
C. _____	_____	_____
D. _____	_____	_____

PHYSICAL DESCRIPTION

Architectural Classification: A. No Style 01

B. _____ C. _____

D. _____ Other _____

Exterior Materials: Foundation _____ Roof _____

Walls _____ 30 _____ Walls _____

Other _____ Other _____

Structural System: 1. Steel 56 2. _____

Width: _____ Depth: _____ Stories/Height: _____

HISTORICAL INFORMATION

Year Built: C. 1912 to C. _____ Additions/Alterations Dates: C. 1989 to C. 2003

Basis for Dating: Documentary Physical

Explain: The railroad line was completed to Norristown in 1912; the depot at Main and Swede Streets was constructed in 1931 and incorporated into the Department of Environmental Protection building in 2003. The Norristown Transportation Center was constructed in 1989, at which time a portion of the trestle was removed.

Cultural/Ethnic Affiliation: 1. _____ 2. _____

Associated Individuals: 1. Dr. Thomas J. Conway, Jr. 2. _____

Associated Events: 1. _____ 2. _____

Architects/Engineers: 1. _____ 2. _____

Builders: 1. _____ 2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet 5-6

PREVIOUS SURVEYS, DETERMINATIONS

E.O. 11593 Determination of Eligibility Notification, National Park Service May 8, 1985 determined the Norristown High Speed Line Terminal Building and Trestle to be eligible for the National Register of Historic Places under Criterion A.

September 2003 survey, Lafayette Street Transportation Improvements Project.

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes No Context(s): Criterion A

Contributes to Potential District: Yes No District Name/Status: _____

Explain:

See Continuation Sheet 6-7

THREATS

Threats: 2 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other

Explain: A portion of this resource falls within the Area of Potential Effect for the work associated with the Lafayette Street Transportation Improvements Project, SR 9102, Section MG1.

SURVEYOR INFORMATION

Surveyor Name/Title: Lara Otis/Historic Preservation Specialist Date: April 2004

Project Name: Lafayette Street Transportation Improvements Project

Organization: McCormick Taylor, Inc. Telephone: (215) 592-4200

Street and No.: 2001 Market Street, 10th Floor

City, State: Philadelphia, Pennsylvania Zip: 19103

Additional Survey Documentation: _____

Associated Survey Codes: _____

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM – NARRATIVE SHEET 89C
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

Survey Code: _____ Tax Parcel/Other No.: Multiple/RR-4
County: Montgomery/Delaware Municipality: Multiple
Address: Right-of-way, 69th Street Station to Norristown Transportation Center
Historic Name/Other Name: Philadelphia and Western Railway/Norristown High-Speed 100 Line

Physical Description

The former Philadelphia and Western (P & W) Railway, now the Norristown High-Speed 100 line operated by the Southeastern Pennsylvania Transportation Authority (SEPTA), is an electrified, third-rail contact railway operating between the 69th Street Terminal in Upper Darby (just west of the Philadelphia city line) and Norristown, PA. The line is largely double-tracked, but varies from a single to a triple track over its course, and is carried over the Schuylkill River at the Norristown end by a ¾-mile Warren truss viaduct constructed in 1912 (See **Plate 3; Photo 2**). The rail cars currently being used are stainless steel "Pre-Metro" cars, manufactured by ABB in 1992-93 (unit numbers 130-155) ("Philadelphia: SEPTA Norristown (Route 100) Line," retrieved March 2004 from <http://world.nycsubway.org/us/phila/septa-roster.html>).

This form considers the rail line in its entirety for the purposes of historic context, but only surveys in detail that portion within Norristown Borough extending from the Norristown Transportation Center (at the southeast corner of the intersection of Lafayette and Swede Streets) south along the trestle and viaduct to the south bank of the Schuylkill River. At the Norristown end, the elevated trestle of the Philadelphia and Western Railway/Norristown High-Speed 100 line crosses over the at-grade tracks of the National Register eligible Philadelphia, Germantown, and Norristown Railroad (5/19/2003).

The Norristown High-Speed 100 line has on-board fare collection, and does not routinely stop at every station. Most stations feature a stop request light that the passenger pulls to illuminate a light on the structure and signal the train operator to stop ("flag stops"). Passengers on board the train pull a cord to signal their wish for a station stop. Most of the stations have been converted from wood platforms and waiting sheds to concrete platforms with brick or block shelters; however, the inbound Wynnewood Road stop retains the wooden building. ("Philadelphia: SEPTA Norristown (Route 100) Line," retrieved March 2004 from <http://world.nycsubway.org/us/phila/septa-roster.html>)

The line formerly departed from a station at 63rd Street; however, the 63rd Street terminal was moved six blocks west to 69th Street in 1926 (Hilton, p. 299; See **Site Plan, Sheet 6**). Departing the 69th Street Terminal, the line is at grade and passes the Parkview, West Overbrook, and Penfield stops before rising to an embankment around the Beechwood-Brookline stop. The line then drops back to grade and passes through Wynnewood Road, a three-track stop. The line then climbs an embankment again, paralleling Haverford Road, and reaches Ardmore Junction. The line drops to grade again before the next stops: Ardmore Avenue, Haverford, and Bryn Mawr, which is another three-track station. At this point the route curves away from Haverford Road and passes Rosemont, Garrett Hill, Stadium, and Villanova. North of Villanova, the line curves sharply eastward; at this point, the alignment of the former Strafford branch can be seen. The train crosses Lancaster Pike and reaches Radnor, then passes under a track used by the Amtrak line to Harrisburg and SEPTA's R5 Paoli/Downingtown route. The route then passes the County Line stop as it crosses from Delaware County to Montgomery County. The Matsonford stop is on a high embankment; the train then takes an S-curve and passes under a viaduct carrying I-76 before reaching the Gulph Mills stop. After Gulph Mills the line returns to grade and passes through the Hughes Park stop before passing underneath the Trenton Cutoff freight line and Pennsylvania Turnpike. The next stop is King Manor; past this stop the line curves to the right and climbs an embankment. Near the Bridgeport stop, the two tracks merge into one (some trains were formerly turned at Bridgeport to improve efficiency due to the single track in Norristown). After Bridgeport, the line crosses the Schuylkill River on the original 1912 viaduct and makes a slight S-curve over the current SEPTA R6 Norristown commuter line

CONTINUATION SHEET: 1

track; the line is carried into its terminus at the Norristown Transportation Center by a trestle (**See Photos 1,5,7,8**). Prior to the construction of the Norristown Transportation Center in 1989, the structure continued another block to Main and Swede Streets ("Philadelphia: SEPTA Norristown (Route 100) Line," retrieved March 2004 from <http://world.nycsubway.org/us/phila/septa-roster.html>; "100 Norristown High Speed Line," retrieved March 2004 from <http://pages.prodigy.net/kevinkorell/phillyfest/part5.htm>). (**See Plates 1 and 2**)

The Norristown High Speed Line Terminal Building and Trestle were determined eligible for the National Register of Historic Places under Criterion A in May 1985. During the construction of the Norristown Transportation Center in 1989, the station building and trestle were separated when a portion of the trestle on Swede Street was removed (**See Plate 2; Photos 1,3,5,6**). The former P & W terminal building at the corner of Main and Swede Streets in Norristown (2 Main Street) still exists and remains individually eligible under Criterion A, but has been incorporated into a new Department of Environmental Protection building constructed in 2003 (**See Plate 6**). The trestle now begins at the Norristown Transportation Center, located on the south side of Lafayette Street below Swede Street.

The viaduct crossing the Schuylkill River and raised trestle extending to the Norristown Transportation Center are contributing features to the line.

The Norristown Transportation Center (constructed in 1989) and its associated bus awnings are included within the boundary as non-contributing features because, with the exception of the contributing portion of the original trestle, they do not date to the Period of Significance. (**See Photos 1,5,10**).

Period of Significance

The Period of Significance for the Philadelphia and Western Railway/Norristown High-Speed 100 Line (Norristown High Speed Line Terminal Building and Trestle) is 1912 to 1931. This time period encompasses the original construction of the line in 1912 through to the construction of the station at Main and Swede Streets in 1931 and the associated introduction of Bullet cars and transformation of the route into a high-speed line at that time.

Historical Narrative

Public Transportation in Norristown

Between 1815 and 1875, modes of public transportation, such as the steam ferry, commuter railroad, horsecar, cable car, and elevated railroad, dramatically changed the spatial relationship in American cities, allowing for the separation of commercial, industrial, and residential uses and distancing the affluent from the poor (Jackson, p. 20). By the middle of the nineteenth century, steam engines were common, and despite boiler explosions in their early usage, they represented a "force for good" inasmuch as they allowed families to escape the congestion of the city (Jackson, pp. 38-39). In Norristown, passenger rail lines, such as the Stony Creek Railroad located west of the creek, inaugurated service between Norristown and Lansdale, and Doylestown and New Hope, circa 1870.

The horsecar, started in 1832 and generally popular by the 1850s, promised "low cost, flexibility, and safety of animal power with the efficiency, smoothness, and all-weather capability of a rail right-of-way (Jackson, p 39)." Traveling over a rail at six to eight miles per hour, the cars could transport up to forty people, and the routes were typically laid out from the center of the city radiating outward in a linear

CONTINUATION SHEET: 2

alignment (Jackson, p. 39). The year of 1884 introduced a public horsecar system along the DeKalb Street/Pennsylvania Railroad Station from Lafayette Street to Brown Street (Toll, p. 462). Despite the benefits, horsecars fell out of favor owing to an inability to maintain reliability and cleanliness, a reliance on animals that fell victim to extreme temperatures and disease, and an inability to maneuver hills (Jackson, p. 106).

The electric trolley car, experimented with by the 1880s, eventually proved successful owing to its speed, reduced cost (owing to larger capacity), and independence from animal power. It was welcomed by Americans for its representation of progress and technological achievement and served as a source of pride (Jackson, p. 111). Electric trolley car service arrived to Norristown in August 1893, provided by the Norristown Passenger Railway Company (Foesig, p. 21). The Citizens' Passenger Railway Company absorbed the Norristown Passenger Railway Company in October 1894; this line later became part of the Schuylkill Valley Traction Company and was later consolidated into the Reading Transit Company (Foesig, pp. 21, 37). Although the electric trolley allowed city dwellers to explore a greater distance for work and leisure, its reign of popularity waned largely owing to high initial capital costs, inefficiencies, occasional difficult operation, and the advent of the motorized vehicle; Norristown had only two lines in operation by the 1920s (Jackson, pp. 104-105; 112). (See **Figure 1**)

For transportation needs outside of Norristown, several options were available. From 1912 to 1951, the Lehigh Valley Transit Company offered service from Norristown to Allentown, but the Philadelphia and Western Railway Company, which also began operations in 1912 and featured an elevated track along Swede Street, had a more successful venture. Running from Upper Darby to Norristown, it was sold to the Philadelphia Suburban Transportation Company in 1954, and sold again to SEPTA in 1970 (Toll, p. 462).

Interurbans

The electric interurban railway system sprang up rapidly in the United States in the latter part of the nineteenth and early part of the twentieth centuries, and almost as rapidly declined as the automobile took precedence as a transportation option. The interurbans offered "greater convenience and flexibility for short-distance travel" than railroads and were therefore able to take away a good deal of the railroads' passenger traffic. However, the automobile ultimately offered "still greater flexibility" and relatively quickly usurped the interurbans (Hilton, preface). The interurban era is an important part of American transportation history, because the form reached its greatest scope in this country: "The intercity electric railway was a peculiarly American institution; although substantial mileage was built in parts of continental Europe, especially in the Low Countries and in Germany, only in the United States did a widespread network develop" (Hilton, preface).

The definition of an interurban is somewhat fluid, and many lines either exhibited only some of the general characteristics of interurbans, or developed over time into suburban lines, or were incorporated into railroads' freight lines. George W. Hilton defines interurbans as follows: "The term interurban may be applied to railways that shared most or all of the four following characteristics: electric power, primary emphasis on passenger service, equipment that was heavier and faster than city streetcars, and operation on streets in cities but at the sides of highways or on private rights-of-way in rural areas" (Hilton, p. 9).

The earliest interurban lines were built in the 1890s and some were constructed as late as the 1920s, but most interurban lines were built during two bursts, one from 1901-1904 and the second from 1905-1908; these were ended by the panics of 1903 and 1907 respectively. A small revival of construction took place

CONTINUATION SHEET: 3

after 1908, but "by 1912 the American interurban network on the whole had taken its final shape" (Hilton, p. 3). During the first boom period, promoters had completed or nearly completed the installation of 5,706 miles of interurban track; by the end of 1904, "about 40 per cent of the country's ultimate interurban mileage had been put in service" (Hilton, p. 25). At the end of the second boom, more than 55% of the eventual total of about 16,100 miles of interurban line had been constructed (Hilton, p. 33).

The decline of the interurban system was almost as rapid as its rise. By the start of World War II, only approximately 2,700 miles of the system were left. Some had lost their interurban characteristics or become largely suburban in character, some had become primarily freight lines, and many had been abandoned completely. A marked decline had begun as early as 1918; "in the decade 1928-37 the industry was virtually annihilated," and "by 1960, no trace of it remained in its original form" (Hilton, p. 3).

Interurbans were successful in taking some of the railroads' passenger business, although interurbans subsequently lost those passengers to the convenience and flexibility of travel by automobile. When the first interurbans were built, railroads carried 95% of intercity passenger traffic; in 1926, when interurbans were past their peak, they carried 11.7% of American passenger miles to the railroads' 75.2%. However, by 1929 interurbans carried only 6.3% of passenger miles, and the percentage continued to drop rapidly to 2.7% by 1939, 1% by 1950, and 0.3% by 1956 (at which time railroads had also dropped, to 34.9%). (Hilton, p. 118)

Interurbans were important technologically and as a relatively short-lived transportation phenomenon that reached its peak development and reach in the United States; however, their "principal influence was, clearly, in conditioning the rural population to a greatly increased mobility that was fully realized only with the general acceptance of the automobile" (Hilton, p. 117).

In Norristown, interurbans were represented by the Lehigh Valley Transit Company and the Philadelphia and Western (P & W) Railway; the P & W ultimately proved to be the longer-lived. Although the P & W did not exhibit all of the characteristics of an interurban, it can be considered as part of the trend.

Philadelphia and Western Railway

The Philadelphia and Western (P & W) Railway opened in 1907 from Upper Darby (just west of the Philadelphia city line) to Strafford. The line originally ran between 63rd Street and Strafford; the Philadelphia and West Chester Railway also originated at 63rd Street. The joint terminal for both these lines was moved from 63rd Street to 69th Street in 1926 (Hilton, p. 299). The branch from Villanova to Norristown was completed in 1912 and eventually became the main line. By the late 1920s, the railway was losing passengers rapidly, as was the case with many other interurbans in the nation. Ridership fell from its height of five million in 1925 to 3.8 million at the beginning of the Depression, due primarily to competition from automobiles. However, Dr. Thomas J. Conway Jr. was able to revive the railroad in the 1930s, going against the national trend toward a decline in interurbans. The majority of interurban lines nationwide were abandoned by the end of the 1930s. (DeGraw) However, the former Philadelphia and Western line continues to operate, now as the SEPTA Norristown High-Speed 100 Line.

The Philadelphia and Western Railroad Company was originally formed to build a railroad that would connect with the Gould lines in western Pennsylvania and compete with the Pennsylvania Railroad (Schieck, p. 86). However, "this grandiose scheme was headed off" and the line was constructed as an electric interurban, standard-gauge, third-rail passenger line on private right-of-way (Schieck, p. 86; Hilton, p. 299). The first cars on the line were a fleet of 22 wooden cars built by the St. Louis Car

CONTINUATION SHEET: 4

Company ("P&W 160-series "Strafford" Cars, retrieved April 2004 from <http://www.phillytrolley.org/strafford.html>). The P & W used an unusual voltage of 730-volt DC, but eventually converted to 600-volt for uniformity after its merger with the Philadelphia Suburban Transportation Company in 1956 (Hilton, p. 299).

The stock market crash of 1929, as well as competition with electrified suburban trains traveling directly from downtown Philadelphia and both the Pennsylvania and Reading Railroads at Norristown, had an impact on the Philadelphia and Western. However, the P & W was able to reinvent itself in the 1930s, largely through the intervention and changes in management headed by Dr. Thomas J. Conway, Jr., and continued to operate successfully. Conway "was named chairman of the board on June 2, 1930, and became president the following year" (DeGraw). Conway's plans for the railroad included reducing fares, improving speeds, automating substations and switches, rebuilding old cars and buying new ones, and eliminating a problematic and slow portion of the line that ran on the street in Norristown.

From its opening in 1912 until the construction of a new P & W Norristown Terminal which opened in 1931, trains crossed Main Street on an elevated structure before running down a ramp to the terminal on Swede Street (**See Figure 1; Plate 1**). Due to this short section of street running, trains needed to be equipped with trolley poles as well as third-rail shoes (DeGraw). With the opening of the new terminal in 1931, trains ran on a trestle to the corner of Main and Swede Streets. The original 1912 viaduct crossing the Schuylkill River is still in use (**See Plates 3-4**).

A change in cars also aided in improving the efficiency and speed of the line. The P & W had introduced its first all-steel cars on the Strafford line in 1920, and had a total of 11 cars constructed by the J.G. Brill company of Philadelphia by 1929; these cars had a maximum speed of 44 miles per hour. J.G. Brill Company was in operation from 1868-1941 in Philadelphia, evolving from a major builder of horse cars in the nineteenth century to a major producer of electric cars of all types (Hilton, appendix). As part of Conway's plan to transform the line into a high-speed line, new "Bullet" cars also constructed by J.G. Brill were introduced in 1931; these cars could attain speeds of 80 miles per hour or more. ("P&W 160-series "Strafford" Cars, retrieved April 2004 from <http://www.phillytrolley.org/strafford.html>) These Bullet cars were the first rail cars designed in a wind tunnel, and became the mainstay of the line. ("P & W High-Speed Line," retrieved March 2004 from <http://www.phillytrolley.org/philwest.html>) In addition, the 11 earlier Brill cars were reconstructed so that they could achieve a maximum speed of 68 miles per hour. ("P&W 160-series "Strafford" Cars, retrieved April 2004 from <http://www.phillytrolley.org/strafford.html>) (**See Plate 5**)

The P & W line changed ownership in the mid- and late twentieth century. The line was incorporated into the Red Arrow Lines, a group of lines which came to be known as the Philadelphia Suburban Transportation Company before their absorption into the Southeastern Pennsylvania Transportation Authority (SEPTA). The Philadelphia Suburban Transportation Company absorbed the P & W in 1953, although it had controlled the railroad by stock ownership for some years (Hilton, p. 299). The Strafford branch of the railway was abandoned in 1956. SEPTA was created by the Pennsylvania Legislature in 1963; it acquired the Philadelphia Transportation Company in 1968 and Red Arrow in 1970, and assumed responsibility for regional rail in 1983 ("History of SEPTA," retrieved April 2004 from http://users.snip.net/~trolleydriver/history_of_septa.htm).

Another time of change for the P & W, by then the Norristown High-Speed 100 Line, was the late 1980s and early 1990s. In addition to the introduction of new cars on the line, the station changed once more. The line was served by Bullet and Strafford cars until the early 1990s; the cars were therefore in service for more than 60 years. Due to an equipment shortage as these cars retired, SEPTA purchased elevated

CONTINUATION SHEET: 5

cars from the Chicago Transit Authority for the interim. In 1993, new stainless steel cars built by ABB traction were put into service and the old cars retired from the line. ("P & W High-Speed Line," retrieved March 30, 2004 from <http://www.phillytrolley.org/philwest.html>)

The new Norristown Transportation Center opened in 1989; prior to its opening, passengers walked one city block from the trestle at the corner of Main and Swede Streets to the regional rail station at DeKalb Street. At the time of the construction of the Norristown Transportation Center, the elevated trestle and its supports were removed from the intersection of Main and Swede; however, the ¾-mile viaduct carrying the line over the Schuylkill River still exists and the "doors to the former platform can still be seen in the building at the southeast corner of this intersection [Main and Swede Streets]" ("100 Norristown High Speed Line," retrieved March 30, 2004 from <http://pages.prodigy.net/kevinkorell/phillyfest/part5.htm>; "Philadelphia: SEPTA Norristown (Route 100) Line," retrieved March 30, 2004 from <http://world.nycsubway.org/us/phila/norristown.html>).

This line is unusual in that it combines elements associated with three forms of rail transportation: heavy rail (high-level platforms and third-rail contact), light rail (closely-spaced stops, on-board fare collection, single-car operation), and commuter rail (general peak direction traffic, suburban setting) ("Philadelphia: SEPTA Norristown (Route 100) Line," retrieved March 30, 2004 from <http://world.nycsubway.org/us/phila/norristown.html>). In addition, the line is a very rare example of a remaining interurban on the east coast.

Determination of Eligibility

The Philadelphia and Western Railway/Norristown High-Speed 100 Line, whose corridor runs from 69th Street in Upper Darby to the Norristown Transportation Center, is recommended eligible under Criterion A for its association with the development of early twentieth century transportation in Pennsylvania. The Philadelphia Western and Railway Station at 2 E. Main Street and the associated trestle that carried trains above Lafayette Street were determined eligible for the National Register of Historic Places on May 8, 1985 under Criterion A. The trestle serves as a contributing feature of the larger resource.

The resource is recommended not eligible under Criteria B, C, and D. The line is not associated with any individuals important to events or trends in local, regional, or national history (Criterion B), nor is it significant for architecture or engineering that are particularly good examples of a style or the work of a master (Criterion C). The area in the immediate vicinity of the line is not known to contain any information important to an understanding of history or prehistory (Criterion D).

The Philadelphia and Western Railway/Norristown High-Speed 100 Line (Norristown High Speed Line Terminal Building and Trestle) retains integrity of location, materials, workmanship, association, and feeling. The line is still in use as a passenger railway, and the original viaduct and a portion of the original trestle remain at the Norristown end. An approximately 2-block portion of the trestle at the Norristown end has been removed, so the line is no longer physically connected to the station at Main and Swede; this has had an effect on the integrity of design, but does not detract from the overall significance of the line and enough of the trestle still remains to convey its method of construction. The former station building has been altered and incorporated into a neighboring building, and therefore lost integrity of design, association, and feeling, but it retains sufficient integrity to convey its significance under Criterion A. The line's integrity of setting has been slightly affected by the growth of the communities along the line, but this is consequential because of the line's construction and does not adversely affect the integrity of setting.

CONTINUATION SHEET: 6

National Register Boundary and Justification

No boundary was drawn for the Norristown High Speed Line Terminal Building and Trestle at the time of its original determination of eligibility in May 1985.

The recommended National Register boundary for this resource follows the railroad corridor from 69th Street in Upper Darby to the Norristown Transportation Center; the recommended width in the surveyed area is approximately 25 feet, which corresponds to the right-of-way. The surveyed area covers approximately 0.5 miles from the Norristown Transportation Center at the intersection of Swede and Lafayette Streets to the south bank of the Schuylkill River. The trestle and viaduct are contributing features within this operating right-of-way. The boundary also includes a noncontributing area encompassing the Norristown Transportation Center (a portion of tax parcel 130019112153), which extends to the edge of the curb beyond the footprint of the transportation center building to incorporate the adjacent awnings that shelter bus passengers (**See Photos 5 and 10**). The transportation center, bus awnings and curbs, and a portion of the trestle are encompassed by a rough rectangle, approximately 250' long from east to west and 90' from north to south. These noncontributing features are included within the boundary in spite of their relatively recent date of construction (1989) because of the continuing association and physical attachment to the operating rail line.

From the Bridgeport side of the Schuylkill River continuing south and west to the terminus at the 69th Street Station in Upper Darby, contributing features have not been delineated for this survey. The width of the boundary within the portion of the line from Bridgeport to the 69th Street Station is likely to vary due to the presence of additional tracks and related stations and/or outbuildings.

Bibliography

Foesig, Harry & Harold E. Cox. *Trolleys of Montgomery County, Pennsylvania*. Forty Fort, PA: Harold E. Cox, 1968.

Hilton, George W. and John F. Due. *The Electric Interurban Railways in America*. Stanford, CA: Stanford University Press, 1960

"History of SEPTA," retrieved April 2004 from http://users.snip.net/~trolleydriver/history_of_septa.htm

Jackson, Kenneth J. *Crabgrass Frontier: The Suburbanization of the United States*. New York, NY: Oxford University Press, 1985.

The Last Interurbans. Retrieved March 2004 from <http://www.cera-chicago.org/b-136pages.pdf>

"Philadelphia—Norristown Line." Retrieved March 2004 from <http://community/webshots.com/photo/7989202/9660778fPqTkLTchQ>

"Philadelphia: SEPTA Norristown (Route 100) Line," retrieved March 2004 from <http://world.nycsubway.org/us/phila/septa-roster.html>

"P & W High-Speed Line," retrieved March 2004 from <http://www.phillytrolley.org/philwest.html>

"P&W's Norristown Terminal" by Ronald DeGraw, E.O. 11593 Determination of Eligibility Notification, Norristown High Speed Line Terminal Building and Trestle, 5/8/1985.

CONTINUATION SHEET: 7

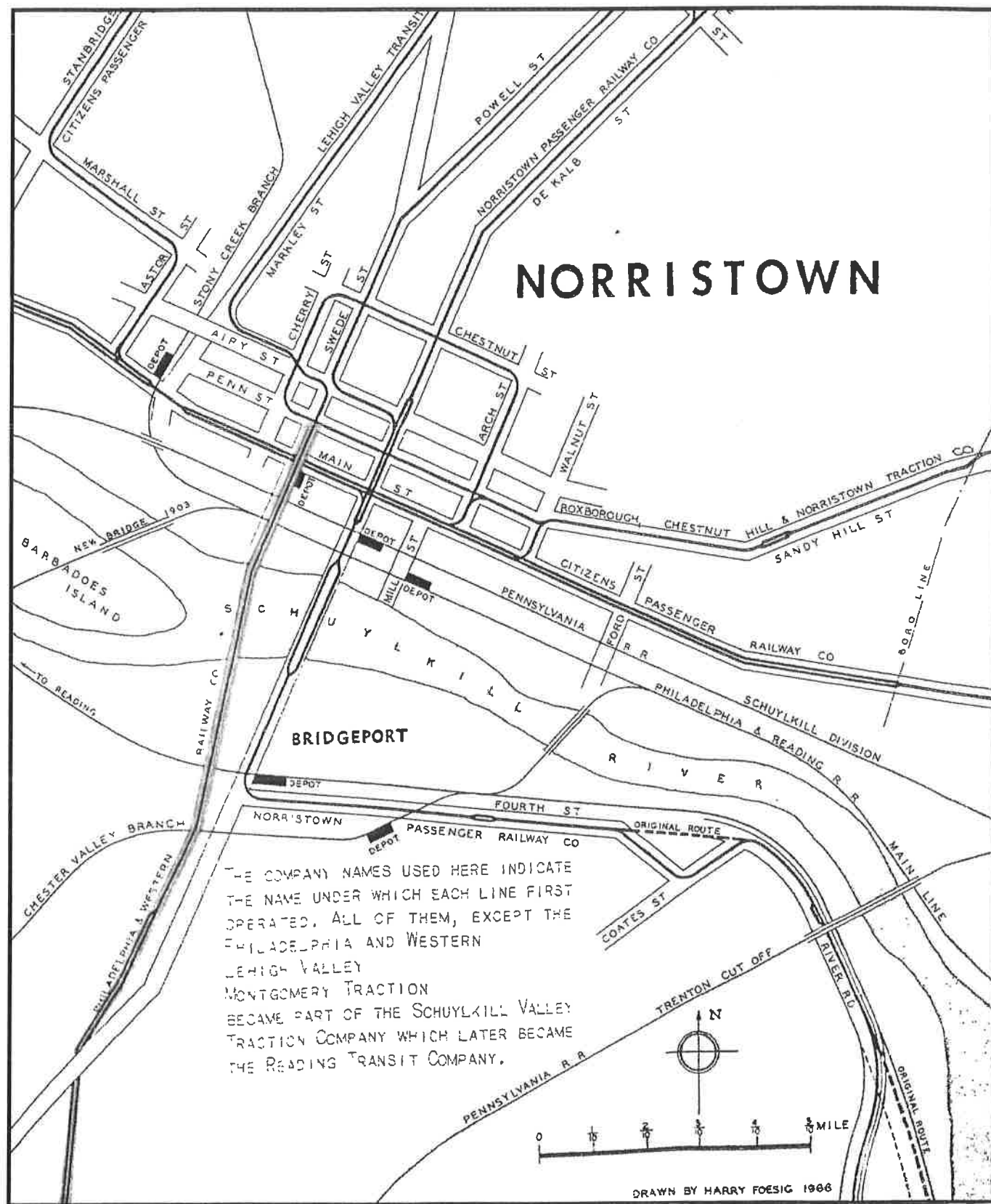
"P&W 160-series "Strafford" Cars, retrieved April 2004 from <http://www.phillytrolley.org/strafford.html>

Schieck, Paul and Harold E. Cox. *Trolleys of Lower Delaware Valley Pennsylvania*. Forty Fort, PA: Harold E. Cox, 1970.

Toll, Jean Barth and Michael J. Schwager. *Montgomery County: Second Hundred Years, Volume 1 and 2*. Norristown: Montgomery County Federation of Historical Societies, 1983.

"3D Bullet Car," retrieved April 2004 from <http://www.phillytrolley.org/3dbullet.html>

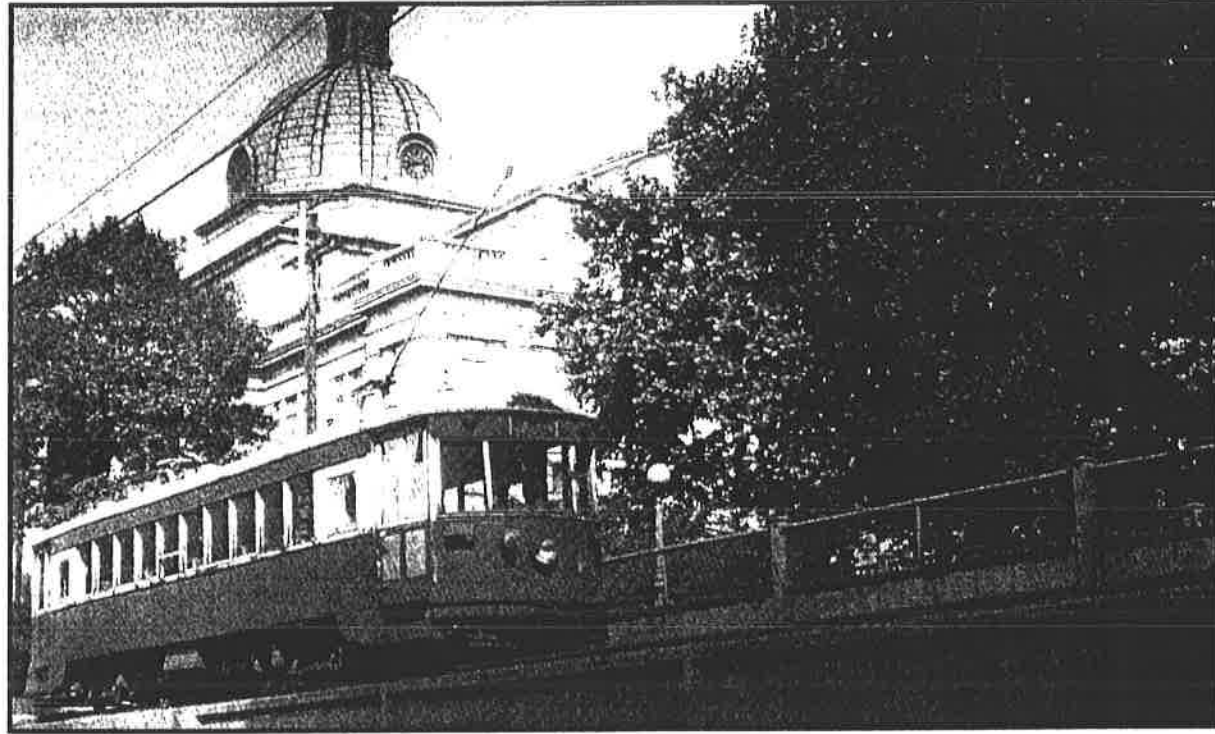
"100 Norristown High Speed Line," retrieved March 2004 from <http://pages.prodigy.net/kevinkorell/phillyfest/part5.htm>



N
4" = 1 mile

Harry Foesig and Harold E. Cox
*Trolleys of Montgomery
County, Pennsylvania, 1968*

Figure 1



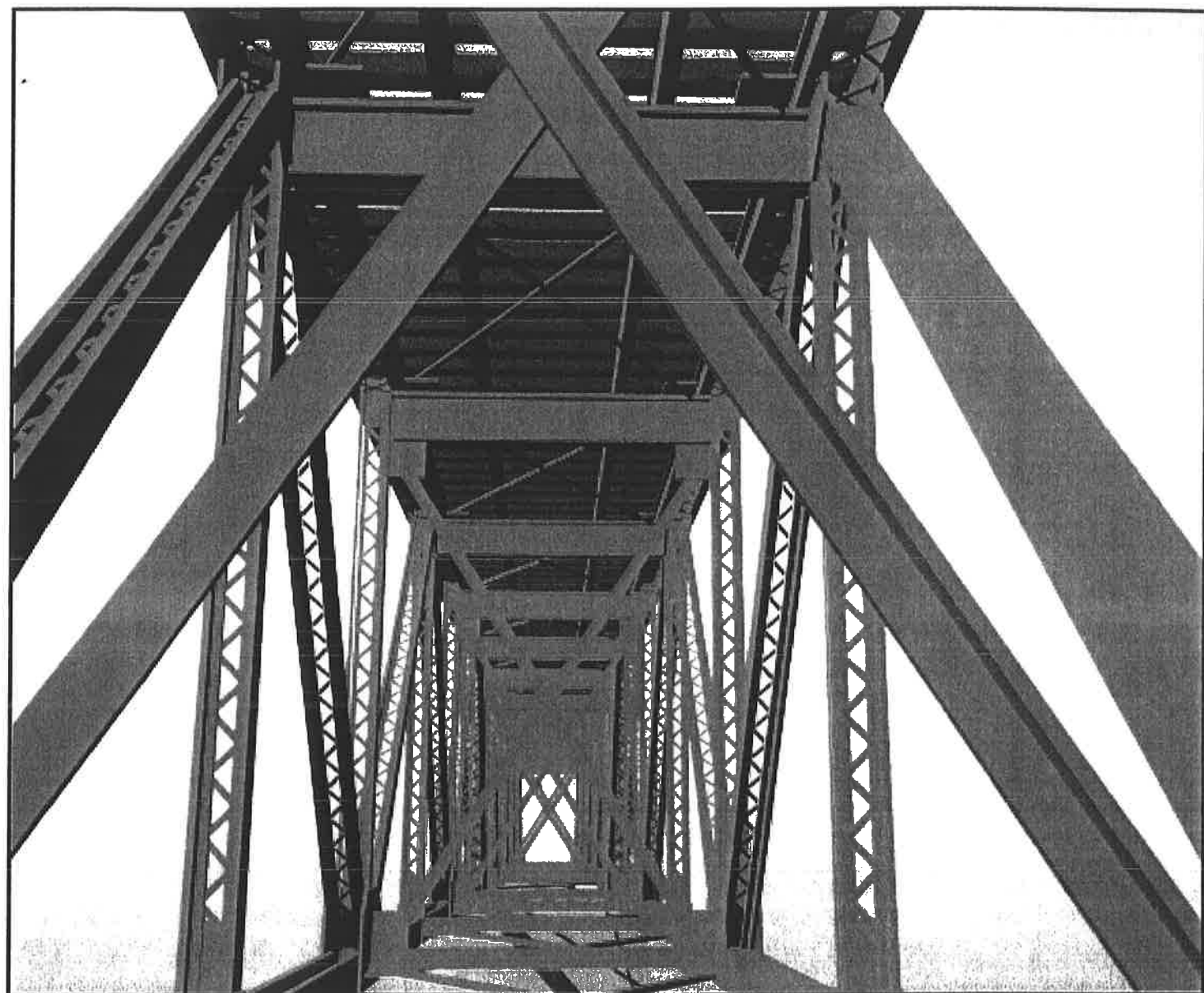
**View of the west side of Swede Street, just north of Main Street.
This is Lehigh Valley Transit car #431, descending the bridge ramp from the
Norristown station it shared with the Philadelphia & Western Railway.
Photo by Lester K. Wismer from East Penn Traction Club**



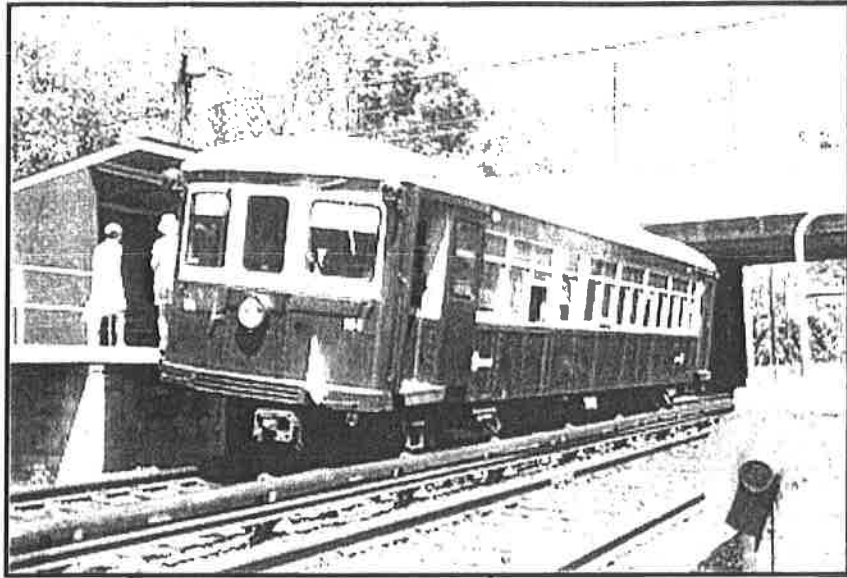
**View of Swede Street, looking north from the Norristown Transportation Center.
One of the trestle supports is visible; formerly, the trestle
continued north up Swede Street to just past Main Street.
Photo Taken in April 2004.**



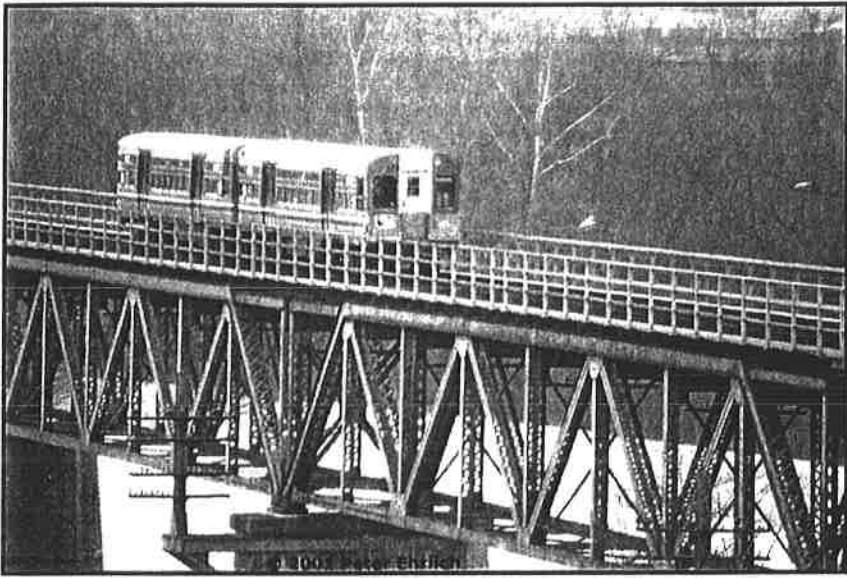
P & W Schuylkill River trestle, c. 1980.
Photo by James H. Bean.
Montgomery County: The Second Hundred Years, p. 1312



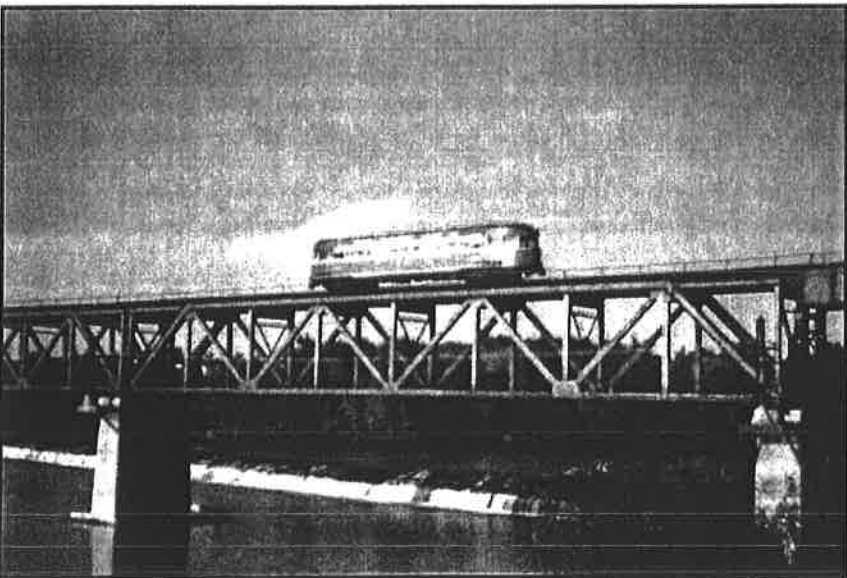
**AutoCAD R12 model of the P & W viaduct over the Schuylkill River,
drawn by Mike Szilagyi based on measurements and photographs.
Retrieved 4/1/2004 from
<http://www.phillytrolley.org/3dbullet.html>**



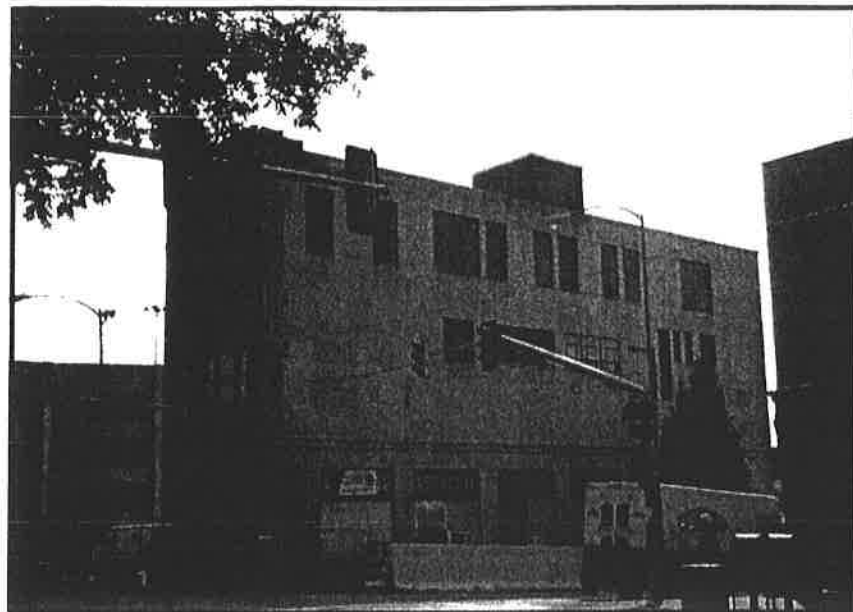
Strafford Car #164 in 1981.
Strafford cars served the P & W
line for over 60 years.
Photo by Mike Szilagyi.
Retrieved 4/1/2004 from
<http://www.phillytrolley.org/strafford.html>



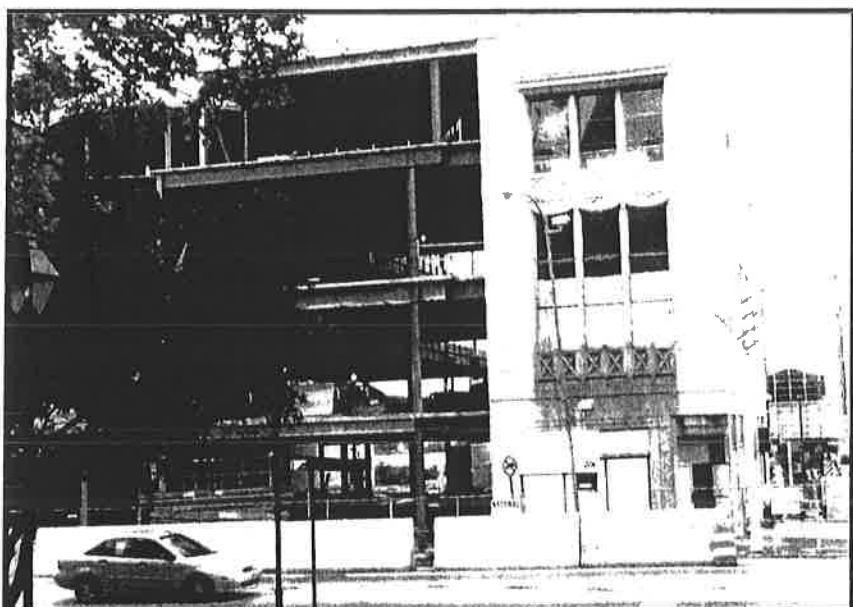
**Former Chicago el car crossing the
trestle in 1988. These cars were used
in the late 1980's and early 1990's
to bridge the transition between
Bullet and Strafford cars and the new
N5 cars that are currently in service.**
Photo by Peter Ehlrich.
Retrieved 3/30/2004 from
[http://community.webshots.com/
photo/7989202/9660778fPqTkLTchQ](http://community.webshots.com/photo/7989202/9660778fPqTkLTchQ)



**Bullet car crossing the
Shuylkill River viaduct, 1961.**
The Last Interurbans, p. 198.
Retrieved 3/30/2004 from
<http://www.cera-chicago.org/b-136pages.pdf>



Former P & W station, southeast corner of Main and Swede Streets, Norristown, 2002. The adjacent lot is vacant.



Former P & W station, 2003. The Department of Environmental Protection Building is under construction on the adjacent lot.



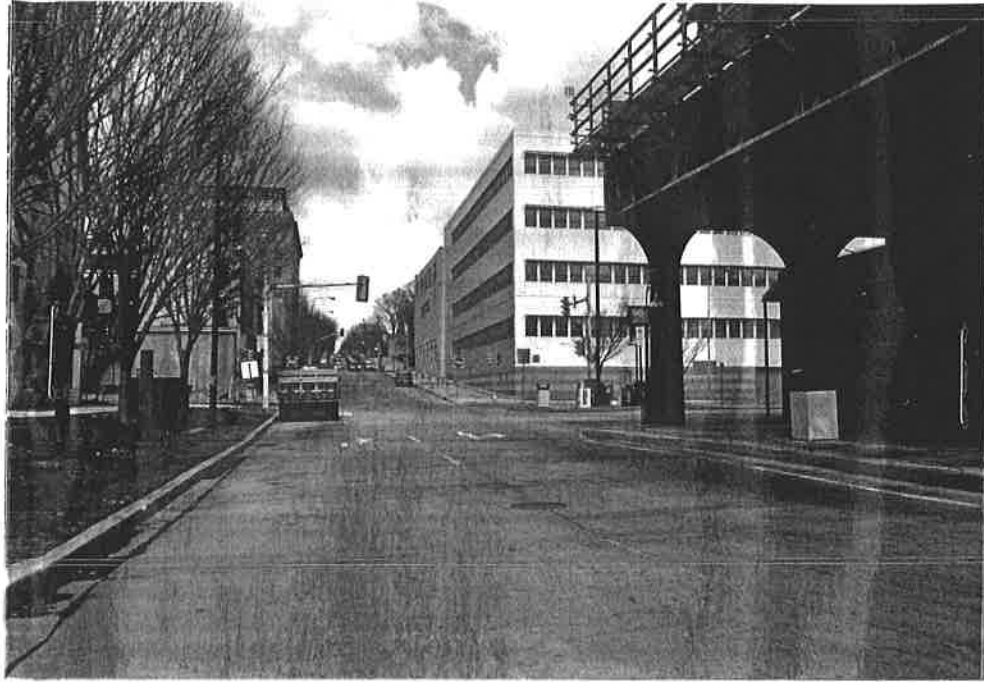
Former P & W station, 2004. The Department of Environmental Protection Building on the adjacent lot is complete.



Photo**g**r**a**ph 2: P&W trestle in the vicinity of the Norristown Transportation Center, facing south. The tracks running underneath are the former Philadelphia, Germantown and Norristown Railroad, now SEPTA's R6 commuter line.



Photo**g**r**a**ph 3: Detail, P&W trestle at its connection to the Norristown Transportation Center, facing northeast.



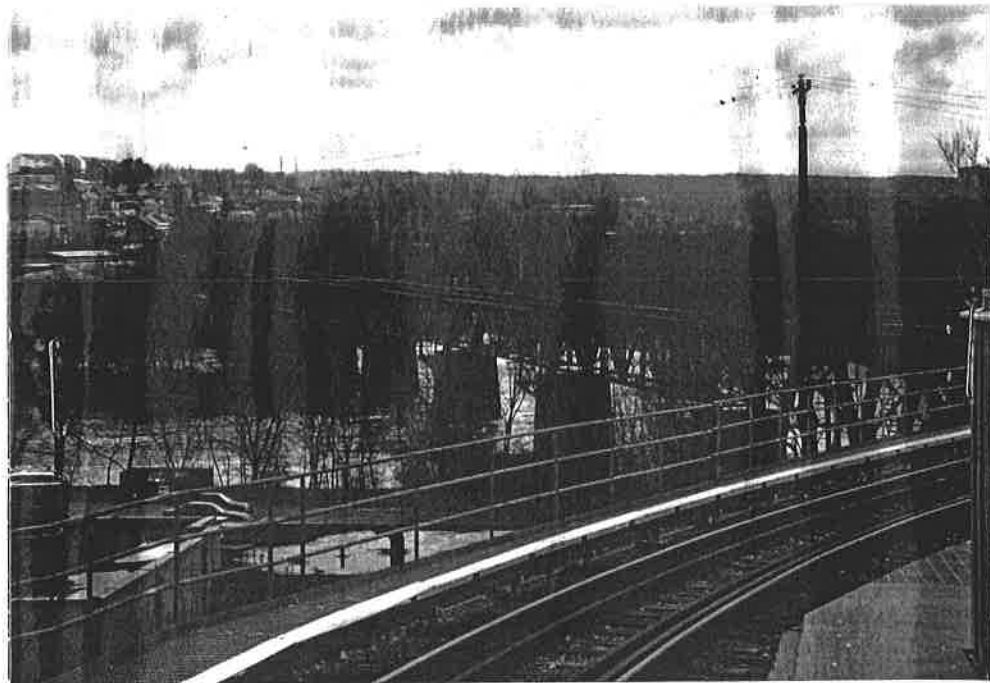
Photograph 4: P&W trestle at the Norristown Transportation Center. Photo taken from Swede Street below Lafayette Street, facing north. The trestle was truncated when the transportation center was constructed in 1989; the trestle formerly continued up Swede Street to the vicinity of Penn Street.



Photograph 5: Norristown Transportation Center with P&W trestle at right in background; taken from the intersection of Lafayette and Swede Streets, facing south.



Photograph 6: Former P&W station at the southeast corner of Main and Swede Streets. The trestle formerly ran along the east side of Swede Street to the station.



Photograph 7: P&W trestle and viaduct, looking southwest from the Norristown Transportation Center.



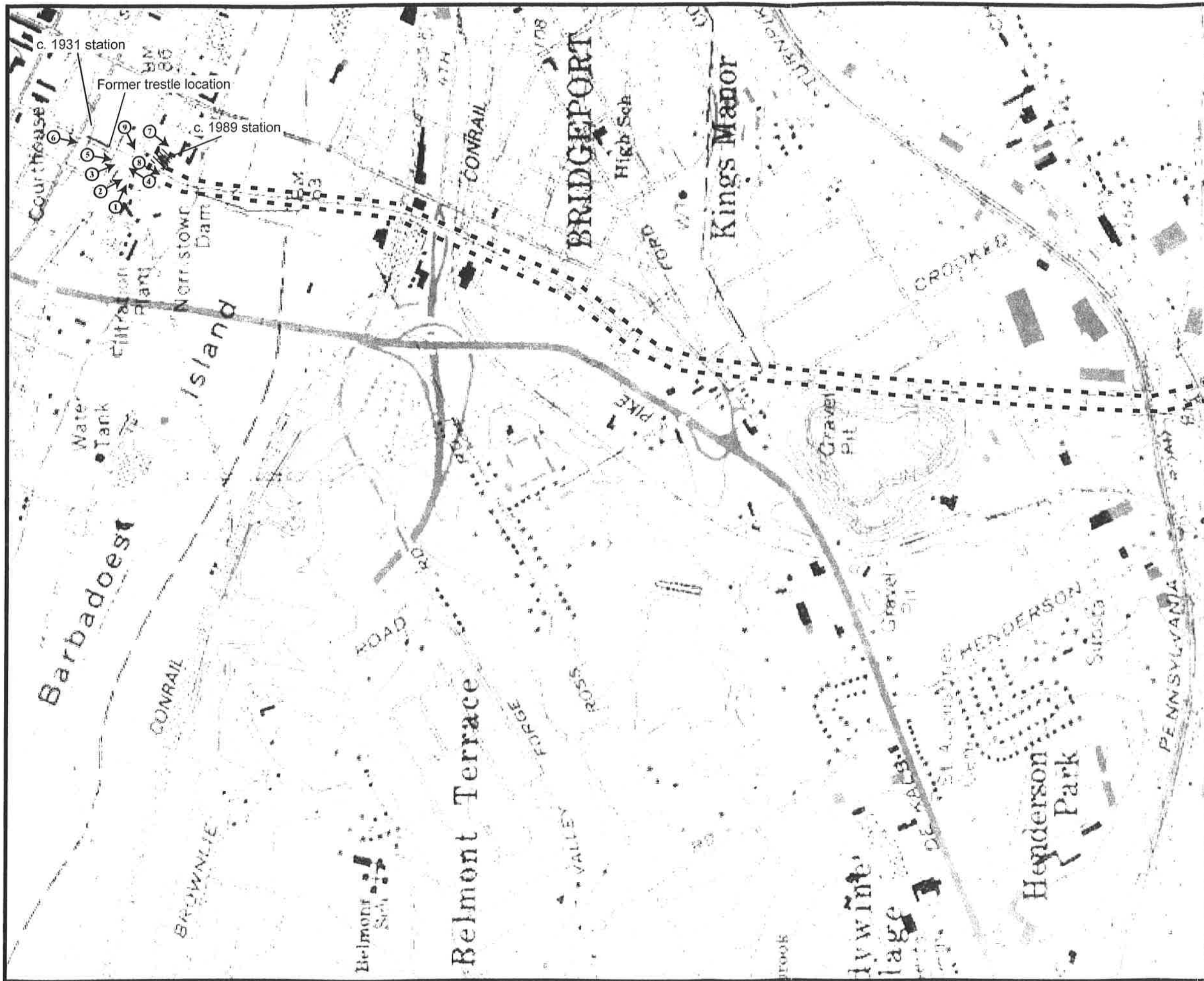
Photograph 8: P&W trestle, looking south from Norristown Transportation Center toward the viaduct that carries the line across the Schuylkill River into Bridgeport.




Photograph 9: Norristown Transportation Center, with P&W trestle at right and extending over the buildings in the center of the photograph, facing southwest.



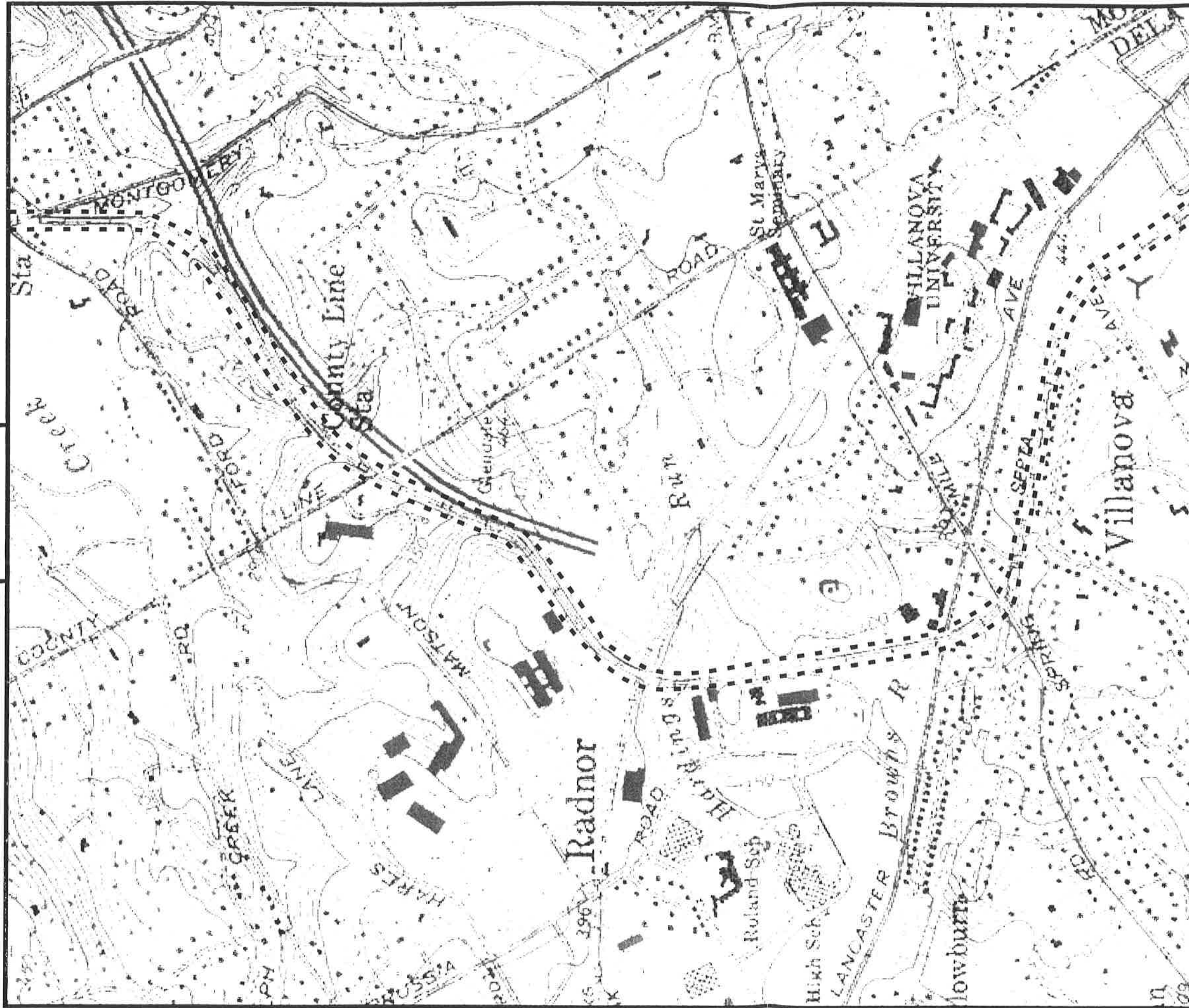
Photograph 10: Norristown Transportation Center, elevated trestle, and bus awnings, facing north. The bus awnings can be seen in the center of the photograph, extending from the transportation center building to form a rough rectangle.



See Sheet 2


Sheet 1	
Photo Location	① →
Noncontributing Feature	▨
National Register Boundary	- - - -
Philadelphia and Western Railway	
 N Not to Scale	

Note: This form documents and delineates a boundary and contributing features for the rail line from the Norristown Transportation Center south to the southern edge of the Schuylkill River where the viaduct crosses the river. Future studies may survey the remainder of the line, south and west to the 69th Street Station in Upper Darby.

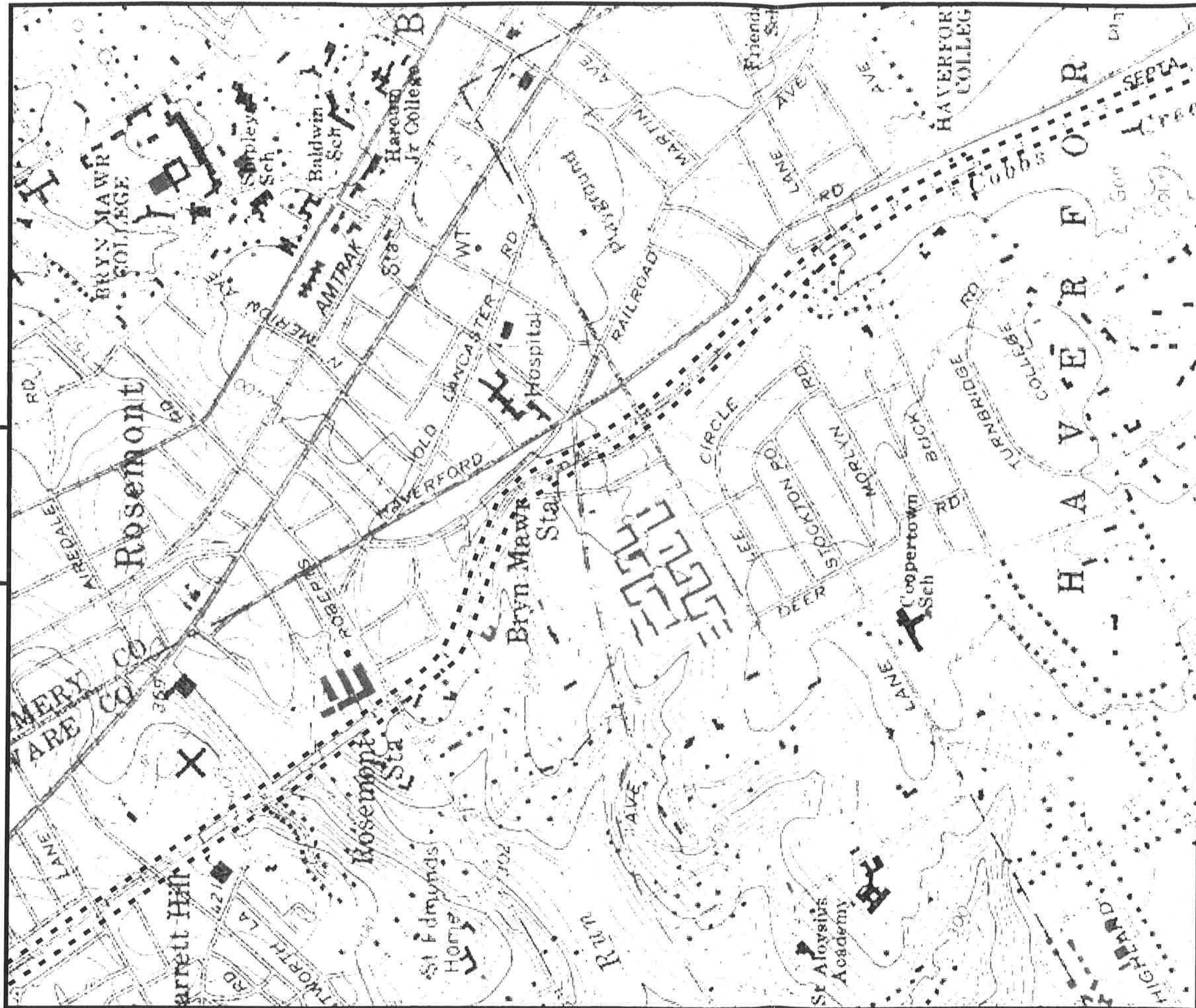


See Sheet 2

See Sheet 4

Sheet 3	
National Register Boundary	-----
 N Not to Scale	
Philadelphia and Western Railway	

Note: Future studies may survey the portion of the line depicted on this page.




See Sheet 3

See Sheet 5

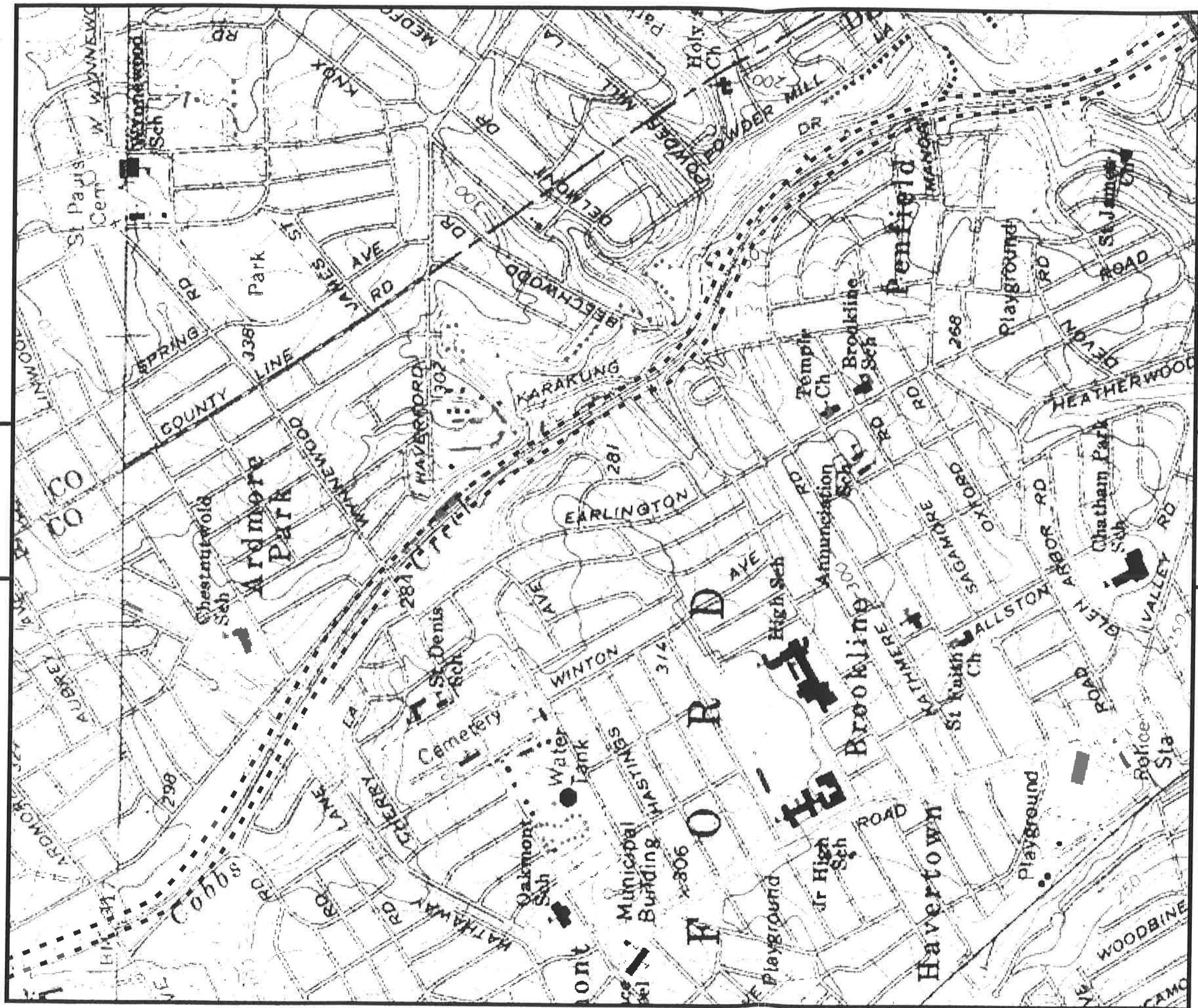
Sheet 4

National Register Boundary - - - - -

Philadelphia and Western Railway



 N
 Not to Scale

Note: Future studies may survey the portion of the line depicted on this page.

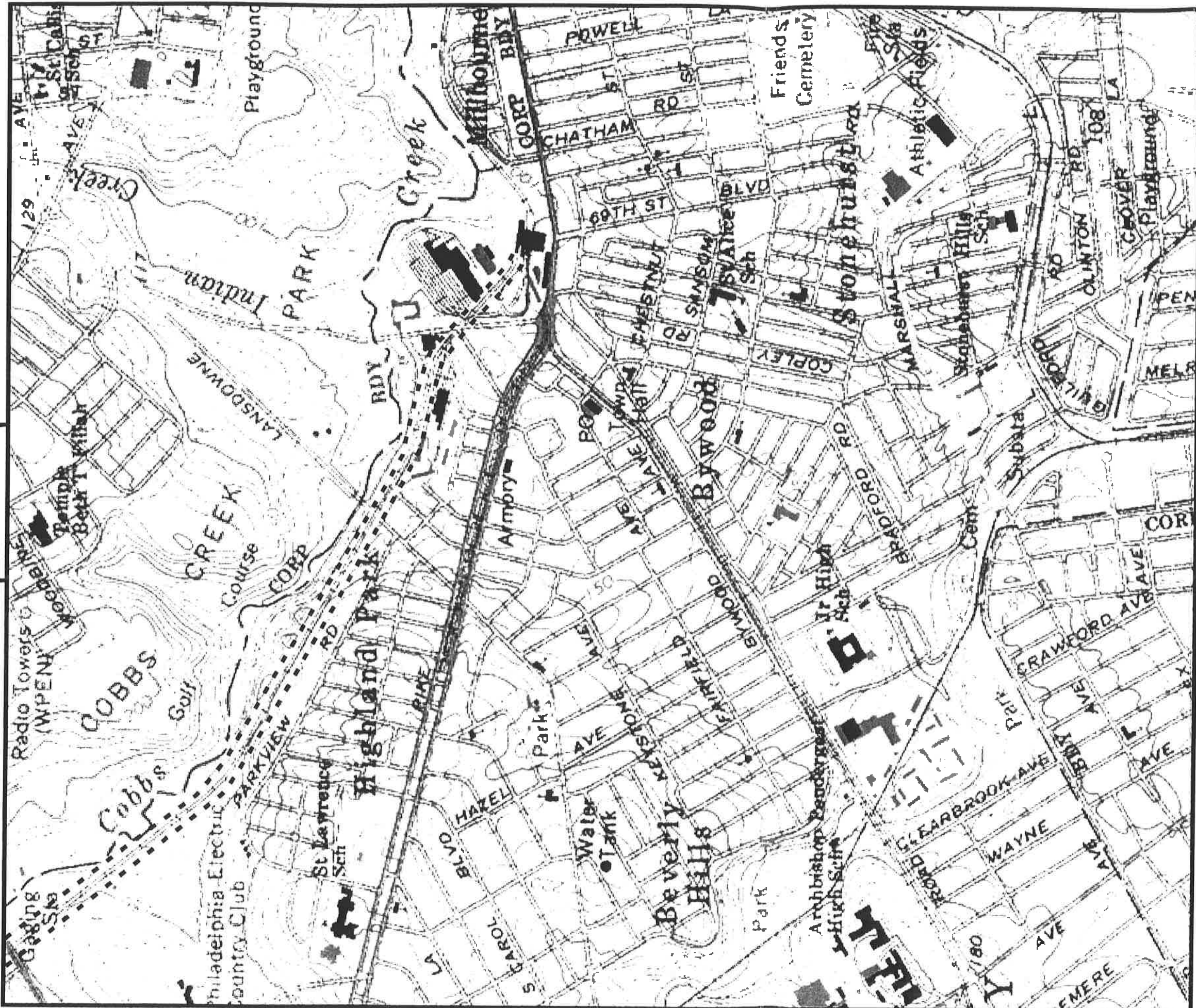


See Sheet 4


See Sheet 6

Sheet 5	
National Register Boundary	-----
Philadelphia and Western Railway	 N Not to Scale

Note: Future studies may survey the portion of the line depicted on this page.



See Sheet 5

Sheet 6	
National Register Boundary	-----
 N Not to Scale	
Philadelphia and Western Railway	

Note: Future studies may survey the portion of the line depicted on this page.

Also note that the line formerly extended east six blocks to a station at 63rd Street; the terminus was moved to the 69th Street Station in 1926.



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

August 1, 1996

John F. Tepper, P.E.
Southeastern Pennsylvania Transportation Authority
1234 Market Street
Philadelphia, PA 19107-3780

TO EXPEDITE REVIEW USE
SHP REFERENCE NUMBER

Re: ER 96-2402-042-A
FTA: Market Street Elevated Project
Delaware and Philadelphia Counties
Historic Resources Survey/Determination
of Eligibility Report


Dear Mr. Tepper:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

It is the opinion of the State Historic Preservation Officer that the following properties are eligible for listing in the National Register of Historic Places: Market Street Elevated Railway, Upper Darby, Millbourne, Delaware County and Philadelphia. This transportation resource meets National Register criteria A and C for its transportation and architectural significance. The Bureau agrees with the boundaries selected for this resource.

If you need further information in this matter please consult Susan M. Zacher at (717) 783-8946 or 783-8947.

Sincerely,


for Brenda Barrett
Director

BB/smz

HISTORIC RESOURCE FORM REVIEW SHEET

MEETING DATE 7/23/96

PROPERTY NAME MARKET ST ELEVATED RAILWAY

ADDRESS _____

MUNICIPALITY U DARBY, MILBORNE, COUNTY PHILADELPHIA & PHILA TWPS DELAWARE

I. REQUEST TYPE: DOE (ER # 96-2402-042)
 NR, Priority: _____
 NR, No Priority

II. PREVIOUSLY SURVEYED? No; Yes/Survey Yr.: 1985

Recommendation: Elig.; Not Elig.; None

III. AGENCY RECOMMENDATION: Elig.; Not Elig.; None

IV. TEAM EVALUATION

- Resource appears to meet NR criteria
- Contributes to _____ historic district
- Resource does not meet NR criteria
- More information

Present to full committee? Yes; No/Proceed to VI.

Your initials: DR Other Team Members: AK BB

V. STAFF COMMITTEE RECOMMENDATION

Meets NR criteria

National Register Criteria

Areas of Significance

- A. Events
- B. Individual
- C. Design/Construction
- D. Information Potential

transportation
engineering, architecture

Criteria Exception: Cemetery ; Less than 50 years;
 Moved; Birthplace/Grave; Religious Property;
 Commemorative; Reconstruction

Period of significance: ca 1904 to _____

Agree with proposed boundary? Yes; No; N/A

Contributes to _____ historic district

Does not meet NR criteria

Historical significance not proven

Architectural significance not proven

Loss of Integrity

location; design; setting; materials;

workmanship; feeling; association

Criteria Exception: Cemetery ; Less than 50 years;

Moved; Birthplace/Grave; Religious Property;

Commemorative; Reconstruction

More Information

Description; History; Photos; Map; Boundary

VI. EVALUATION/MORE INFO. SUMMARY

Criterion C, engineering;
strong and early example of rational w/ protective
concrete basins

Criterion C, architecture;
consistent if modest examples of high integrity for the
station buildings, substations, and platforms reflecting a district
of consistent design and appearance

Criterion A, transportation;
strong local examples, and earliest, of mass elevated commuter
traffic

VII. EXECUTIVE DIRECTOR EVALUATION

Agrees with staff committee

Disagrees, reasons:

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM — PHOTO/SITE PLAN SHEET

89A

Pennsylvania Historical and Museum Commission

Bureau of Historic Preservation

Box 1026, Harrisburg, PA 17108-1026

Survey Code/Tax Parcel/Other No.: _____ County: Delaware and Philadelphia Counties

Municipality: J. Darby, Millbourne, Phila. Address: Market Street Elevated right-of-way

Historic Name/Other Name: Market Street Elevated Railway (1)

SITE PLAN

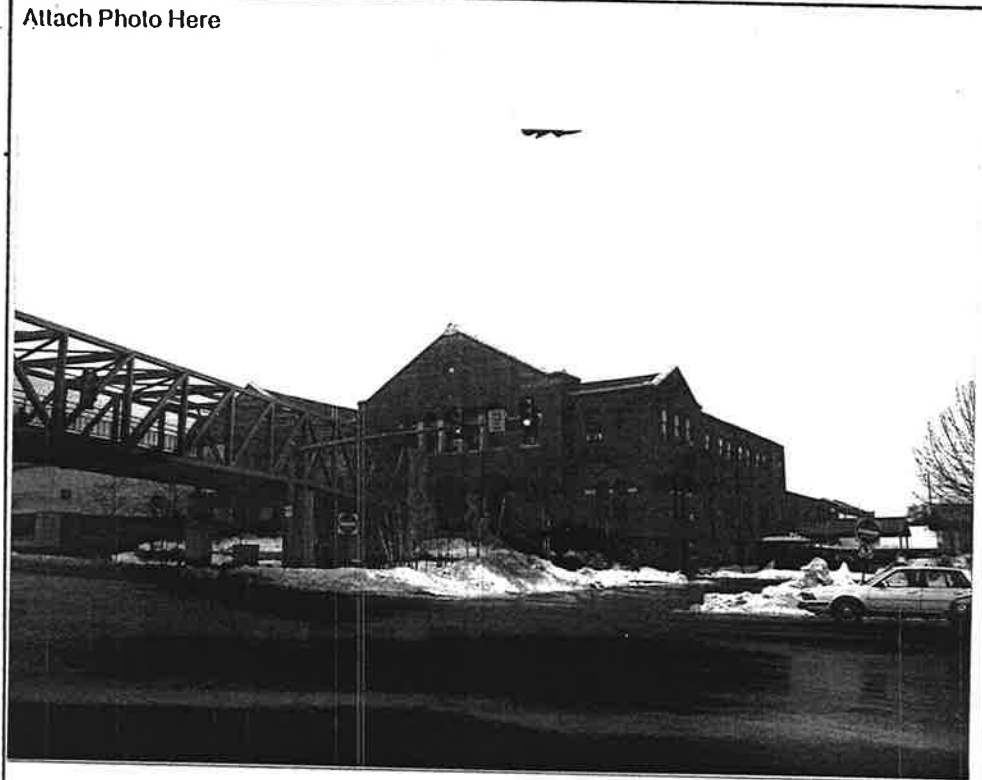
PHOTO INFORMATION

See attached site plan with National Register Boundary.

Detailed site plans of stations in study area from Millbourne Station to 46th Street Station are also attached:

- Millbourne Station (A)
- 63rd Street Station (B)
- 56th Street Station (C)
- Allison Substation (D)
- 52nd Street Station (E)
- 46th Street Station (F)

Attach Photo Here



Number	Description of View	Direction of Camera
_____	View of main facade of 69th Street	_____
_____	Terminal in Upper Darby. Station is	_____
_____	historic termination point of Market	_____
_____	Street Elevated in Delaware County.	_____
_____	69th Street Terminal was previously determined	_____
_____	eligible for listing in the National Register.	_____
Photographer Name: <u>Anna Andrzejewski</u>		Date: <u>01/96</u>
Negative Location: <u>CHRS Inc. 403 E. Walnut St. North Wales Pa. 19454</u>		

PENNSYLVANIA HISTORIC RESOURCE FORM - DATA SHEET 89B
 Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

IDENTIFICATION AND LOCATION

Survey Code: _____ Tax Parcel/Other No.: _____

County: 1. Delaware 0 4 5 2. Philadelphia 1 0 1

Municipality: 1. Millbourne 2. Philadelphia

Address: Market Street Elevated Right-of-Way

Historic Name: Market Street Elevated Railway Historic District (1)

Other Name: _____

Owner Name/Address: Southeastern Pennsylvania Transportation Authority (SEPTA), 1234 Market St., Phila., PA 19107

Owner Category: _____ Private xx Public-local _____ Public-state _____ Public-federal

Resource Category: _____ Building xx District _____ Site _____ Structure _____ Object

Number/Approximate Number of Resources Covered by This Form: One

USGS Quad: 1. Lansdowne, PA 2. Philadelphia, PA

UTM A. 477820 4423400 C. _____

References: B. 481820 4422960 D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category: _____ Subcategory: _____ Code: _____

A. Transportation Rail-related 1 6 A

B. _____

C. _____

D. _____

Particular Type: A. Elevated railroad line

B. _____

C. _____

D. _____

Current Function Category: _____ Subcategory: _____ Code: _____

A. Transportation Rail-related 1 6 A

B. _____

C. _____

D. _____

PHYSICAL DESCRIPTION

Architectural Classification: A. Romanesque 4 7

B. Craftsman 6 5 C. Classical Revival 5 2

D. _____ Other: _____

Exterior Materials: Foundation Steel 5 6 Roof Asphalt 6 3

Walls Wood 2 0 Walls Copper 5 2

Other Tar 8 0 Other Slag 8 0

Structural System: 1. Steel 4 0 2. _____

Width: 9 bays F Depth: 2 bays F Stories/Height: 1 1/2 A

HISTORICAL INFORMATION

Year Built: C. 1904 to C. 1908 Additions/Alterations Dates: C. 1950 ; C. 1996

Basis for Dating: xx Documentary xx Physical

Explain: Based upon an examination of the community, historic maps, local histories and personal communication.

Cultural/Ethnic Affiliation:	1. <u>N/A</u>	2. <u> </u>
Associated Individuals:	1. <u>N/A.</u>	2. <u> </u>
Associated Events:	1. <u>N/A</u>	2. <u> </u>
Architects/Engineers:	1. <u>Philadelphia Rapid Transit Company</u>	2. <u> </u>
Builders:	1. <u>Belmont Iron Works, et al.</u>	2. <u> </u>

MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

PREVIOUS SURVEY, DETERMINATIONS

69th Street Terminal determined eligible for listing in National Register of Historic Places (See Appendix B)
63rd Street Station previously surveyed but not evaluated by Philadelphia Historical Commission or Pennsylvania Historical and Museum Commission (See Appendix B).

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes xx No Context(s):
Contributes to Potential District xx Yes No District Name/Status: Market St. El R.R. H. D.

Explain: The Market Street Elevated Railway Historic District appears to be eligible for listing in the National Register of Historic Places under Criteria A and C. It was the first rapid transit line erected in Philadelphia at the turn of the century. Architecturally, it was the first elevated railway in the United States to have a concrete sub-floor that prevented water and fluids from dripping into the street. The tracks were laid on a rock ballast to muffle noise.

THREATS

Threats: 1. None xx 2. Public Development 3. Private Development 4. Neglect 5. Other

Explain: The Market Street Elevated Railway may be impacted by the proposed reconstruction of the line.

SURVEYOR INFORMATION

Surveyor Name/Title: Allison Rachleff/Project Manager Date: 26 February 1996
Project Name: Market Street Elevated Reconstruction Project
Organization: CHRS, Inc. Telephone: (215) 699-8006
Street and No.: 403 E. Walnut Street
City State: North Wales, PA Zip Code: 19454
Additional Survey Documentation: See Continuation Sheets
Associated Survey Codes: N/A

PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM - NARRATIVE SHEET 9C
Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

Survey Code: _____ Tax Parcel/Other No.: _____
County: Delaware and Philadelphia Municipality: Upper Darby and Philadelphia
Address: Market Street Elevated Right-of-Way
Historic/Other Name: Market Street Elevated Railway Historic District

PHYSICAL DESCRIPTION:

The architectural description of the Market Street Elevated Railway Historic District begins west of Philadelphia in Upper Darby Township and travels eastward to the 46th Street Station. In 1985, the 69th Street Terminal in Upper Darby Township was determined eligible for listing in the National Register of Historic Places by the Pennsylvania Historical and Museum Commission (Appendix B). The building was also recommended as an anchor in the proposed Terminal Square Historic District in Upper Darby (Appendix B). It is a two-story, rectangular-plan, Romanesque-style, brick building set upon a raised brick and stone foundation. It is capped by intersecting gable roofs sheathed in asphalt. The building is nine bays long and four bays wide. The south, or principal, facade has been altered by a modern pedestrian walkway that extends across one Westchester Pike from the second story of the facade. A modern addition is also appended to the west facade of the building.

Millbourne Station is located east of the 69th Street Terminal and sits in the Borough of Millbourne, Delaware County, Pennsylvania. The station is located in an early twentieth-century suburban community flanked by a parking lot and trees to the north, residential development to the south and train tracks to the east and west. Double tracks are located at ground level on fill between fieldstone retaining walls. Stone buttresses strengthen the wall immediately south of the station. The stone walls are capped by an iron fence with lancet-shaped verticals. The retaining wall is primarily located along the southernmost side of the right-of-way.

Millbourne Station sits on the eastbound side of the railroad tracks. It is a one-story, rectangular-plan building sheathed in beaded vertical board siding. It sits upon an elevated wood platform supported by a system of wood trusses. The southern edge of the platform is protected by a post and rail fence. The building is capped by a side-gable roof sheathed in asphalt siding. The roofline is accentuated by overhanging eaves with exposed flanges. The eaves are supported by bracketed wood posts along the north facade. The station is one bay wide and seven bays long. The bays are marked by glass and panel doors, sliding windows set within wood surrounds, modern doors and blocked windows. A wood plank platform extends eastward from the station. A portion of the platform is sheltered by a side-gable shelter that projects from the roof of the station. The shelter is supported by simple bracketed wood posts. An unsheltered section of the platform extends eastward.

Two parallel staircases extend from the western edge of the platform. The northern staircase leads to a rectangular-plan shelter. The shelter is located at the southern edge of a wood plank footbridge that leads over the railroad tracks to the westbound platform. The shelter is sheathed in vertical boards and metal chain-link fencing. The roof is sheathed in asphalt shingles. The roofline is accented by exposed flanges. The southern staircase connects a modern wood plank footbridge to a road located south of the station.

The westbound platform is constructed of wood planks supported by a system of wood trusses. The southern edge of the platform is protected by a post and rail fence. A modern square plan, frame shelter is located on the platform.

A brick substation, erected circa 1960, is located west of the westbound platform. The building is a two-story, square-plan, brick building that sits upon a concrete foundation. It is capped by a flat roof sheathed in asphalt. The roofline of the substation is marked by a simple parapet topped with concrete coping. Brick buttresses with concrete caps accent the facades of the substation. Electrical machinery is located east of the substation in an area surrounded by a chain-link fence.

The 63rd Street Station in Philadelphia is the next station along the Market Street line. At ground level, double tracks extend roughly 609 meters (2000 feet) between Millbourne and the 63rd Street Station. The elevated structure commences just east of the Sears Roebuck building which is located on the northern side of the tracks. The structure is located in a highly urbanized area flanked by rowhouses and commercial buildings.

The Market Street Elevated Railway is supported by a riveted steel superstructure. The superstructure consists of parallel steel pillars set upon foundations that flank West Market Street from 63rd to 46th streets. The concrete, cement, gravel and crushed stone foundations are shaped like truncated pyramids. They measure 0.65 square meters (7 square feet) at the bottom and taper to 0.37 square

PHYSICAL DESCRIPTION (CONT):

meters (4 square feet) at the top. Parallel steel pillars rise from the foundations. Each pair of pillars are strengthened by steel lattice webbing. The pillars support a Pratt and Warren deck truss system, which in turn supports the railway deck. The railway deck is supported from below by a system of steel floor beams and girders. Each set of pillars is joined to the beams by steel brackets. The elevated railway comprises a two-track viaduct that is noted for its unique construction. It consists of riveted cross girders spaced 3 to 3.3 meters (10 to 11 feet) apart on longitudinal lattice girders. A steel floor is set upon the girder network. The floor is sheathed in a Portland cement concrete deck. The deck is reinforced with 3/8" deformed bars to resist shrinkage and temperature cracks, as well as to prevent leakage. A three percent downward slope of the deck provides drainage to a central gutter. The gutter is formed by longitudinal dams with scuppers. Water is discharged at each column bent and conducted to collector boxes at the tops of the south columns where it passes to the street level through pipes. Railroad ties are laid upon a rock ballast to reduce the noise of trains. The concrete sub-floor prevents rain and fluids from reaching the roadway below.

The 63rd, 56th, 52nd and 46th Street stations share similar forms, massing and style. A fire during the 1970s completely destroyed the 60th Street Station (pers. comm. Kevin Gross 1996). Because this station was rebuilt after the fire, it contains no historic features.

The 63rd Street Station occurs at the intersection of West Market and 63rd streets. The station contains east and west bound station buildings, shelters, reinforced concrete boarding platforms and token collection booths. The station buildings are set across from each other on a Warren deck truss network. Like the viaduct, the network is supported from below by steel pillars set upon concrete foundations. A reinforced concrete slab mezzanine is located beneath the station buildings and boarding platforms. This was installed at the station during the late twentieth century. Sheltered metal staircases, subdivided by landings, lead from the four corners of the 63rd and Market intersection to the platforms on the north and south sides of West Market Street. The staircases and landings mimic the original arrangement but no longer contain historic features.

The east and west bound station buildings stand one and one-half stories, are rectangular in plan and measure approximately 17 meters (57 feet) long and 5 meters (17 feet) wide. They are capped by hipped roofs sheathed in tar and slag. They are nine bays long and two bays wide. Historic features are present on the exterior of the westbound station. It is embellished with a Classical design consisting of longitudinal rectangular copper panels set upon a copper-paneled base. The panels are separated by fluted copper pilasters at regular intervals. The pilasters are capped by Classical copper brackets and a denticulated cornice. Sixteen rectangular clerestory windows occur beneath the cornice. The historic features on the exterior of the eastbound station have been covered with modern material but the clerestory windows are still evident.

The interior of both station buildings are sheathed in modern metal siding. A modern metal and glass token booth is also located in the interior of the eastbound station building. Historic details are still present in some sections of the interior on both stations. Beaded vertical board siding and rectangular panels are evident at the clerestory level.

Historic shelters shield a portion of both the east and west bound platforms. The roof of the station buildings project from the roof of the shelter. The shelters measure approximately 106 meters (350 feet) long and are supported by frames with light metal structural posts. The posts are placed roughly 6 meters (20 feet) apart and are joined to the shelter roof by metal lattice bracing. The bracing is joined to the shelter roof by metal brackets. The shelter ceiling is constructed of wood boards strengthened by metal beams. The roof line of the shelter is accented by a simple cornice, and the roof is sheathed in asphalt.

The northern and southern edges of the platforms are protected by metal rails with round balusters. In some of the sheltered areas of the platform, modern chain link fencing extends from the rails to the shelter roof. The historic rails are accented by spandrel panels pierced by quatrefoils. Modern rails are also present along the platform edges and contain no decorative panels.

Switching stations are located at the eastern edges of the east and west bound platforms. The eastbound switching station is modern, and the westbound switching station is historic. The historic station is a one-story, rectangular-plan building set atop the unsheltered portion of the platform. It is capped by a hipped roof sheathed in asphalt. The building is sheathed in vertical board siding. The facades are embellished with rectangular asbestos-wood panels. They are pierced by multi-pane windows and a modern door.

The 56th Street Station is located east of the reconstructed 60th Street Station discussed above. The 56th Street Station is situated at the intersection of 56th and West Market streets. The station still retains historic features. Like the 63rd Street Station, the 56th Street Station consists of east and west bound station buildings, shelters, reinforced concrete boarding platforms and token collection booths. These elements are similarly arranged to those at the 63rd Street Station. A reinforced concrete slab mezzanine is located beneath the station buildings and boarding platforms. This was installed at the station during the late twentieth century and accommodates modern token booths. Modern sheltered metal staircases, subdivided by landings, lead from northeast and southeast corners of 56th and Market streets to the stations. Like 63rd Street, staircases and landings mimic the original arrangement but no longer contain historic features.

PHYSICAL DESCRIPTION (CONT):

East and west bound stations share similar architectural details to those found at 63rd Street. Both stations are capped by hipped roofs. The exterior facades are sheathed in rectangular copper panels divided by fluted pilasters at regular intervals. Clerestory windows pierce the facades. The rooflines are accentuated by Classical copper brackets and a denticulated cornice. Although interior details are obscured by modern metal siding, historic vertical board siding and rectangular panels are evident at the clerestory level.

Historic shelters occur on both platforms as well. They retain the same style, form and dimensions as those found at 63rd Street. Historic metal rails with quatrefoil spandrel panels protect the northern and southern edges of the platform. Modern rails also occur in this area. In some of the sheltered areas of the platform, modern chain-link fencing extends from the rails to the shelter roof. Unlike the previous station, historic flat roof shelters extend approximately 1.2 meters (4 feet) from the east and west facades of station buildings. The shelters are supported by bracketed metal posts that rest upon the elevated superstructure. These shelters are no longer accessible from the station building or train platform and were originally associated with the historic staircase.

A large Classical substation is located east of the 56th Street Station on the north side of West Market Street. Because it is located near the Allison Street intersection, it is known as the Allison Substation. The substation was erected to house one of the main power sources for the Elevated. It is a two-story, rectilinear-plan, brick building set upon a concrete foundation. It is capped by a flat roof sheathed in asphalt. The building is one bay wide and seven bays long.

The south, or principal, facade is accented by a raised basement and decorative brick pattern. The bricks are laid in common bond with projecting courses occurring at regular intervals. The facade is dominated by a central wagon entry marked by a metal roll-up door. The entry is set within an arched brick surround. The projecting courses on the facade continue within the door surround. A stone cornice with Classical details accents the lintel. A large fanlight is located above the lintel. The fanlight contains a symmetrical wood design. A stone keystone is located above the fanlight, and the roofline of the building is marked by a raised parapet with stone coping.

Seven brick buttresses accent the west facade of the substation. Round-headed windows with modern fenestration are located between the buttresses. The east facade of the building is dominated by a one-story, rectangular-plan addition. It is capped by a flat roof sheathed in asphalt. The south, or principal, facade of the addition is embellished with the same decorative brick pattern found on the main building. A large entry dominates this facade. The entry is marked by a modern door set within a brick surround. The door is capped by a brick segmental lintel with a stone keystone. The roof line is marked by a raised parapet with stone detailing. The east facade of the addition is marked by multiple windows set within arched and rectangular brick surrounds. The north, or rear, facade contains modern fenestration.

Two historic elevated stations are located east of the Allison Substation. The first station is the 52nd Street Station located at the intersection of West Market and 52nd streets. Like the others, the 52nd Street Station consists of east and west bound station buildings, shelters, reinforced concrete boarding platforms and token collection booths. These elements are in a similar arrangement to those found at other historic stations. A reinforced concrete slab mezzanine is located beneath the station buildings and boarding platforms. This was installed at the station during the late twentieth century and accommodates modern token booths. Modern sheltered metal staircases, subdivided by landings, lead from the northwest and southwest corners of 52nd and Market streets to the station. The staircases and landings mimic the original arrangement but no longer contain historic features.

East and west bound stations share similar architectural details to those found at other historic stations. The station buildings are capped by hipped roofs, and their facades are embellished with a paneled copper facade. Clerestory windows punctuate the upper portion of the facades, and the rooflines are punctuated by Classical copper detailing. The station interiors are obscured by metal siding except along the clerestory where beaded vertical board is evident.

Historic shelters occur on both platforms. They retain the same style, form and dimensions as those found at other historic stations along the line. Historic metal rails with quatrefoil spandrel panels protect the northern and southern edges of the platform. Modern rails are located along the northern and southern edges of the platforms. In some of the sheltered areas of the platform, modern chain-link fencing extends from the rails to the shelter roof. Other historic features associated with the 52nd Street Station include a switching station sheathed in wood paneling on the western edge of the eastbound platform.

The 46th Street Station is the final station along the Market Street Elevated line. It is located at the intersection of West Market and 46th Street. Like the other stations, the 46th Street Station consists of east and west bound station buildings, shelters, reinforced concrete boarding platforms and token collection booths. These elements are in a similar arrangement to those found at other historic

PHYSICAL DESCRIPTION (CONT):

stations. A modern reinforced concrete slab mezzanine is located beneath the station buildings and boarding platforms to accommodate modern token booths. Modern sheltered metal staircases, subdivided by landings, lead from the northwest and southwest corners of 46th and Market streets to the stations.

East and west bound stations share similar architectural details to those found at other historic stations. The exteriors of the stations are sheathed in historic copper paneling accented with Classical details. Clerestory windows pierce the top half stories of the buildings as well. The station interiors are obscured by metal siding, with the exception of along the clerestory where beaded vertical board is evident. Historic shelters and hand rails occur on both platforms. They retain the same style, form, dimensions and ornamentation as those found at other historic stations along the line. Modern rails are also located along the northern and southern edges of the platforms. In some of the sheltered areas of the platform, modern chain-link fencing extends from the rails to the shelter roof.

At the eastbound station, historic flat roof shelters extend approximately 1.2 meters (4 feet) from the east and west facades of the station building. The shelters are supported by bracketed metal posts that rest upon the elevated superstructure. These shelters are no longer accessible from the station building or train platform and were originally associated with the historic staircase.

Modern and historic switching stations are located at the western end of the east and west bound platforms, respectively. The historic switching station is a one-story, square-plan building set atop the westbound platform. It is capped by a slightly pitched roof sheathed in asphalt. The facades are sheathed in a combination of asbestos and wood. The fenestration is blocked, and it is pierced by a modern door.

East of the 46th Street Station, the elevated viaduct merges with the subway at 44th and Market streets. In order to avoid obstruction of the street, the subway tunnel portal is located north of Market Street on the property of the Pennsylvania Hospital. This linkage serves to connect the Market Street Elevated with the Market-Frankford Line.

HISTORICAL SIGNIFICANCE:

The Market Street Elevated system was erected during the early twentieth century, a period marked by the development of rapid transit in Philadelphia. During the late nineteenth century, public transportation was dominated by three holding companies that operated numerous trolley lines throughout the city (Anonymous 1929). The primary focus of the trolley service was to transport people to and from different neighborhoods. No service existed to swiftly carry people from outlying residential neighborhoods into the central business district; however, at the turn of the century, this situation changed.

In 1901, the Commonwealth of Pennsylvania passed legislation to provide for the incorporation and governing of passenger railways (Anonymous 1927:352.3). Following the passage of the act, articles of association were drawn up for a large assortment of street and elevated lines that would travel throughout Philadelphia.

One of the companies incorporated during this period was the Market Street Elevated Passenger Railway Company. The suggested routes of this and other new elevated companies were planned to traverse every major route of the Union Traction Company, one of the three holding companies established in the late nineteenth century to operate trolley, or surface, lines (Cox 1967:5). Faced with new competition, the Union Traction Company was reorganized into the Philadelphia Rapid Transit Company (PRT) in 1902. This new entity absorbed both the Union Traction Company properties and the various new elevated railway companies established in 1901 (Cox 1967:5). At the same time, the Market Street Elevated Passenger Railway Company absorbed the remaining elevated lines. In 1903, PRT leased the Market Street Company for 997 years and thus, owned the rights to build rapid transit lines throughout Philadelphia (Cox 1967:5).

In 1903, the Philadelphia City Council authorized PRT to construct a subway-elevated line along Market Street, provided that the portion east of the Schuylkill River was to be placed underground. The project was divided into six stages by the company. The first stage entailed construction of an elevated railway from the Schuylkill River through West Philadelphia to a terminus in Upper Darby Township, Delaware County. The second stage entailed construction of a bridge over the Schuylkill to carry the subway-elevated cars. The third stage entailed construction of a four-track subway under Market Street from the Schuylkill River to City Hall. The fourth stage entailed the construction of a two-track subway from City Hall under Market Street to an outlet at Front and Arch streets. The fifth stage called for the construction of a loop subway in the central business district near City Hall. The final stage called for the construction of an elevated railway on Delaware Avenue to serve New Jersey-bound ferries.

HISTORICAL SIGNIFICANCE (CONT):

Construction on the Market Street line commenced in 1903 when workers erected a four-track-wide, multi-span, thru-truss bridge to carry subway and surface cars over the Schuylkill River. Subway construction east of the Schuylkill River commenced the same year (Cox 1967: 6). Construction on the Market Street Elevated section began in 1904 and was divided into two stages that occurred simultaneously. The first stage began at 63rd Street and worked its way east to 45th Street. The second stage began at 45th Street and progressed eastward to the Schuylkill River (Cox 1967: 6). Many PRT engineers were involved in the design of the elevated railway. William S. Twining served as the Chief Engineer of the project, and Charles M. Mills served as the Principal Assistant Engineer. R. Goddifroy served as the Assistant Engineer. A.B. Perley served as the Structural Engineer with George F. Pauling in charge (Philadelphia Rapid Transit 1905).

In October 1904, workers began to lay concrete foundation piers along West Market Street to support the elevated superstructure (Cox 1967:6). The foundations measure 1.5 meters (5 feet) high and were shaped like truncated pyramids. Where necessary, water and gas mains were carried through the concrete in sleeves to provide free space above and below and to avoid breakage if settlement took place (Philadelphia Rapid Transit 1908). Cast steel fenders were also attached to the foundation exteriors to prevent vehicles from running into and damaging the steel uprights (Anonymous 1907).

After the foundations were completed, work on the superstructure commenced in the summer of 1905 (Cox 1967:6). First, steel pillars were raised upon the foundations to support the two-track viaduct. Next, the girders and truss network that supported the floor of the elevated system were erected. Travelers, rather than street cranes, were used to erect the superstructure because the elevated was erected over a two-track trolley system energized by overhead wires. This equipment moved along temporary tracks laid upon the steel deck and was equipped with booms that placed the structure ahead of it as it moved forward. This erection system prevented clashes with the trolley line which maintained service throughout construction (Cox 1967:6).

The Market Street Elevated viaduct contained many unique engineering features. Unlike elevated railways erected in other American cities, the Market Street Elevated Railway was the first elevated railroad in the nation to install a concrete subfloor on a steel deck. This innovation was used to prevent rain and operational fluids from soiling the roadway below. A three percent downward slope of the deck provided drainage to a central gutter. Water was discharged at each column bent and conducted to collector boxes at the tops of the south columns where it passed to the street level through pipes (Philadelphia Rapid Transit 1908). Railroad ties were also laid in an innovative manner. The ties were laid on rock ballast over concrete to dampen the noise of trains (Philadelphia Rapid Transit 1908). Historic plans of many of these features can be found in Appendix D.

Other innovative features included the placement of girders higher than the rails to prevent train derailments. The signal system represented an engineering advancement as well. Designers of the Elevated installed an electro-pneumatic block signal system where electricity functioned as the controlling element and compressed air the active force. Automatic signals were arranged close together on the overlap system to insure a clear distance equal to the length of a city block between trains. White lights were avoided in the signal system to insure motemen from mistaking a broken colored glass signal for a white light indicating danger. Automatic stops were also placed along the rails to bring trains to a complete halt. In addition, electro-pneumatic interlocking plants were used in the switching system to insure that the switches remained locked until activated by engineers in the switch towers (Anonymous 1907). By the summer of 1906, the Elevated was completed, and work on the stations commenced.

Electrical substations were built to generate power for operation of the Market Street system. Two main buildings were erected near the elevated and subway portions of the line. The station near the Elevated occurred at Market and Allison streets in West Philadelphia. The building was originally designed as a brick edifice with a terra-cotta cornice and a central arched door that measured 4.8 meters (16 feet) wide. The width of the doorway accommodated wagons. The building was equipped with a pink marble switchboard that measured roughly 17 meters (59 feet) high (Philadelphia Rapid Transit 1908).

Stations along the Market Street Elevated were designed according to high architectural and efficiency standards. The first section of the railway was laid at ground level in Upper Darby Township, Delaware County. Prior to completion of the subway-elevated system, PRT joined forces with two suburban surface and rail companies to erect a large terminal that would connect the Market Street line with electric lines and railways that tapped portions of Delaware, Montgomery and Chester counties (Philadelphia Rapid Transit 1908). In 1906, the Romanesque Style building, dubbed the 69th Street Terminal, was completed with repair shops, a power house, sidings, storage yards and other appurtenances for the maintenance of the lines. At the 69th Street and other stations along the Elevated, passengers would be able to transfer to the Elevated and enjoy a faster, more direct ride into Philadelphia than previously possible (Cox 1967:9).

HISTORICAL SIGNIFICANCE (CONT):

The other station that PRT erected at ground level was in Millbourne Borough, a small milling community located in Delaware County, west of the city line. The station was erected along the PRT right-of-way on private property and conformed to its suburban environment through its Craftsman-like design.

Like the stations at grade level, stations erected in West Philadelphia along the Market Street Elevated viaduct were also planned with the highest efficiency standards. Local law dictated that stations be placed 0.80 kilometers (1/2 mile) apart on average. Therefore, eight stations were built at the intersections of West Market Street and 63rd, 60th, 56th, 52nd, 46th, 40th, 36th and 32nd streets (Philadelphia Rapid Transit 1908). Historic plans can be found in Appendix D.

The elevated stations were uniformly designed in the Classical manner which was popular during the early 1900s. East and west bound station buildings were erected on the north and south sides of the viaduct at each station. They were originally conceived as steel frame buildings capped by hipped roofs. The exterior facades were sheathed in Classical copper paneling, pilasters and molding. The facades were punctuated by double-hung sash and clerestory windows. The eaves were embellished with copper lion heads placed at regular intervals around the roofline. The station interiors were sheathed in oak paneling. Each building was equipped with an waiting room heated by electricity, lights and toilet facilities with tiled floors, wainscoting and modern plumbing. Shelters supported by bracketed structural posts extended along reinforced concrete platforms. Metal rails embellished with quatrefoil spandrel panels flanked the outer edges of both platforms. Access to each station was provided by staircases located at the four corners of each intersection. The staircases were subdivided by landings that were capped by tin-clad flat and pyramidal roofs with galvanized iron trimmings. The stair rails were also embellished with quatrefoil spandrel panels. Steel cross passages were also provided at every station. These features enabled passengers to safely move between east and west bound stations above the busy intersections (Anonymous 1907; Philadelphia Rapid Transit 1905). Much of the decorative metal work and structural elements that adorned and supported the stations were produced by Belmont Iron Works of Philadelphia (Philadelphia Rapid Transit 1905-06).

In 1907, the Market Street Elevated was partially complete and offered limited service. In late 1908, the subway-elevated was fully complete and open for travel. The line commenced at ground level at the 69th Street Terminal in Upper Darby Township, became elevated at 63rd and Market streets and remained elevated as it crossed the Schuylkill River Bridge. On the east side of the river, the train traveled into a subway tunnel located at 23rd and Market streets. From this point, the train stopped at subway stations situated at 15th, 13th, 11th, 8th, 5th and 2nd and Market streets. From there, the train emerged at an elevated viaduct that was erected along Delaware Avenue. The Delaware Avenue Elevated progressed to South Street Station where it terminated at the banks of the Delaware River. From this point, ferry service carried passengers across the river to New Jersey (Cox 1967:16). The line cost nearly \$18,000,000 to build. Construction required the service of 2250 workmen and took over five years to complete (Cox 1967 16).

In full operation, the Market Subway-Elevated encompassed eighteen stations over 185.07 kilometers (115 miles) of subway and elevated tracks. At all but five stations, the line connected with trolley service and in West Philadelphia, free transfers were given at crosstown lines. PRT claimed that it took twenty-seven minutes to travel from the 69th Street Station in Upper Darby to 2nd Street Station in Philadelphia. Cars traveled at 24.1-25.7 kilometers (15-16 miles) per hour with stops lasting twenty seconds each (Philadelphia Rapid Transit 1908). Service into the central business district took less time and was more direct than trolley service. Thus, with the completion of the line, mass transit entered a new era where the goal became the quick movement of people into and out of center city.

The Market Street Elevated line was assessed according to criteria outlined in *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1991). The Market Street Elevated Railway Historic District appears to be eligible for listing in the National Register of Historic Places under Criterion A, historical significance and Criterion C, design/construction. The Market Street Elevated Railway Historic District appears to be historically significant because it was the first rapid transit line erected in the City of Philadelphia at the turn of the century. Prior to its construction, electrified surface lines traversed city and suburban streets providing transportation between neighborhoods. These lines were not capable of moving large numbers of people to and from downtown. With the completion of the Market Street Subway-Elevated in 1908, passengers were able to enjoy a swift ride into center city from their residences in outlying areas. Housing construction in northern West Philadelphia boomed along the new line as the population more than doubled between 1900 to 1910. Moreover, trolley service enabled passengers from suburban areas to transfer at many stations along the line. The advent of the Market Street line profoundly affected residential patterns and emphasized the importance of restructuring the regional transit system to move people to and from downtown.

HISTORICAL SIGNIFICANCE (CONT):

The Market Street Elevated Railway Historic District also appears to be structurally and architecturally significant. The elevated superstructure was the first elevated railway in the United States to have a concrete sub-floor. The sub-floor prevented water and operational fluids from dripping onto the street below. In addition, the railroad ties were laid on a rock ballast to muffle the noise of trains. The Market Street Elevated Railway Historic District appears to retain architectural integrity as well. The 69th Street Terminal has already been determined eligible for listing in the National Register of Historic Places. Except for the 60th Street Station, all the stations and substations between Millbourne and 46th Street embody distinctive characteristics of early twentieth-century architectural styles. For example, the brick substation at Market and Allison streets retains classical details such as a round-arch central opening topped by a fanlight with a symmetrical wood design. The station buildings are also unique. The one-story, frame station building at Millbourne conveys elements associated with Craftsman-Style buildings through its use of exposed flanges at the roofline and glass and panel doors. Stations along the elevated viaduct still retain the feeling and association of Classical-style buildings. The exterior facades are sheathed in copper panels subdivided by pilasters. Clerestory windows and cornices emphasize the rooflines. Station shelters and rails retain decorative metal features as well. Modern alterations have also occurred at the stations. These include the installation of mezzanine levels, reconstruction of stairways, modern token booths and the application of metal over the original oak walls of the station buildings. Despite these changes, the stations represent a significant and distinguishable entity that has served residents of West Philadelphia for nearly a century.

NATIONAL REGISTER BOUNDARY AND JUSTIFICATION

The National Register Boundary for the Market Street Elevated Railway Historic District encompasses the elevated line from 69th Street Terminal in Upper Darby Township to 46th Street Station in West Philadelphia (Figure 10). The boundary only includes this portion of the line because it is discontinuous from the subway system. The boundary includes the 69th Street Terminal because it is the historic termination point of the Elevated line in Upper Darby. The boundary does not encompass the modern car shops and rail yard north of the terminal. The boundary begins north of the historic boiler house at the 69th Street Terminal. It travels 609 meters (2000 feet) east on the north side of the double Market Street tracks to Millbourne Station. The boundary then continues to travel 3505 meters (11,500 feet) east along the north side of the elevated viaduct. At the eastern edge of 46th Street Station, the boundary travels 30 meters (100 feet) south across Market Street to the southern side of the viaduct. The boundary then turns to travel 411 meters (1350 feet) west along the southern side of the viaduct to the front facade of the 69th Street Terminal. The boundary then proceeds 182 meters (600 feet) north along the western side of the terminal to the place of beginning at the boiler house north of the terminal. Contributing features of the Market Street Elevated Railway Historic District include: the 69th Street Terminal; associated historic tracks and outbuildings; the double track Market Street line that emanates from the 69th Street Terminal; all historic elevated and ground level station buildings and substations; stone retaining walls; historic metal fencing; and elevated superstructure. Non-contributing features include the 60th Street Station, the circa 1960 brick substation at Millbourne Station and modern switching stations located on the eastbound platforms of 46th Street Station and 63rd Street Station. The boundary terminates at 46th Street Station because the Elevated was replaced by a subway east of the station during the 1950s. The boundary encompasses 4023 meters (13,200 feet) and was written according to guidelines set forth in *National Register Bulletin 21: "How to Establish Boundaries for National Register Properties"* (National Park Service 1987).

REFERENCES CITED

Anonymous

- 1907 "Features of the "L" Opened Today" in *Evening Bulletin*. March 1907. On file at Urban Archives, Temple University.
- 1927 "Market Street Elevated Passenger Railway Co. Chronology." File 214. City of Philadelphia Archives, Philadelphia, PA.
- 1929 "Brief History of Transit in Philadelphia." File A-986: Department of City Transit Reports. City of Philadelphia Archives, Philadelphia, PA.

Cox, Harold E.

- 1967 *The Road from Upper Darby: The Story of the Market Street Subway-Elevated*. Publication information unavailable.

Marsh, Margaret S.

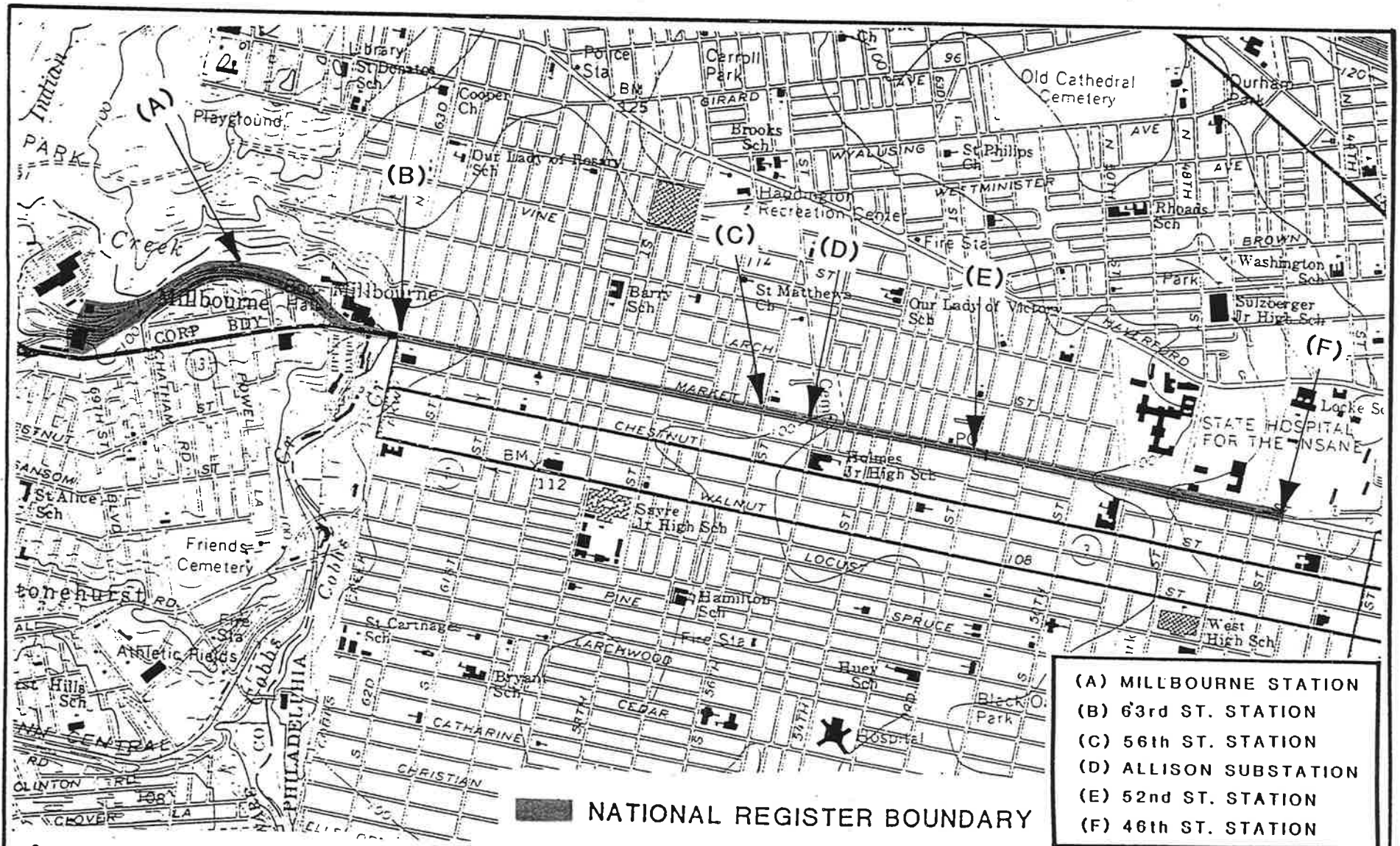
- 1980 "The Impact of the Market Street 'El' on Northern West Philadelphia: Environmental Change and Social Transformation," *The Divided Metropolis: Social and Spatial Dimensions of Philadelphia, 1800 - 1975*. ed. William W. Cutler, III and Howard Gilette, Jr. Westport, CT: Greenwood Press, 1980.

National Park Service

- 1987 *National Register Bulletin 21*: "How to Establish Boundaries for National Register Properties." Washington, D.C.: National Park Service.
- 1991 *National Register Bulletin 15*: "How to Apply the National Register Criteria for Evaluation." Washington, D.C.: National Park Service.

Philadelphia Rapid Transit Company

- 1905 "Market Street Elevated Passenger Railway Company Plans." On file at Frederic R. Harris, Inc., Philadelphia, PA.
- 1908 *Philadelphia's Rapid Transit Being an Account of the Construction and Equipment of the Market Street Subway-Elevated and its Place in the Great System and Service of the Philadelphia Rapid Transit Company together with A Review of the Work of the Millard Construction Co.* Philadelphia: Arnold & Dyer.

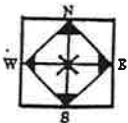


- (A) MILLBOURNE STATION
- (B) 63rd ST. STATION
- (C) 56th ST. STATION
- (D) ALLISON SUBSTATION
- (E) 52nd ST. STATION
- (F) 46th ST. STATION

NATIONAL REGISTER BOUNDARY

0 609.5 meters

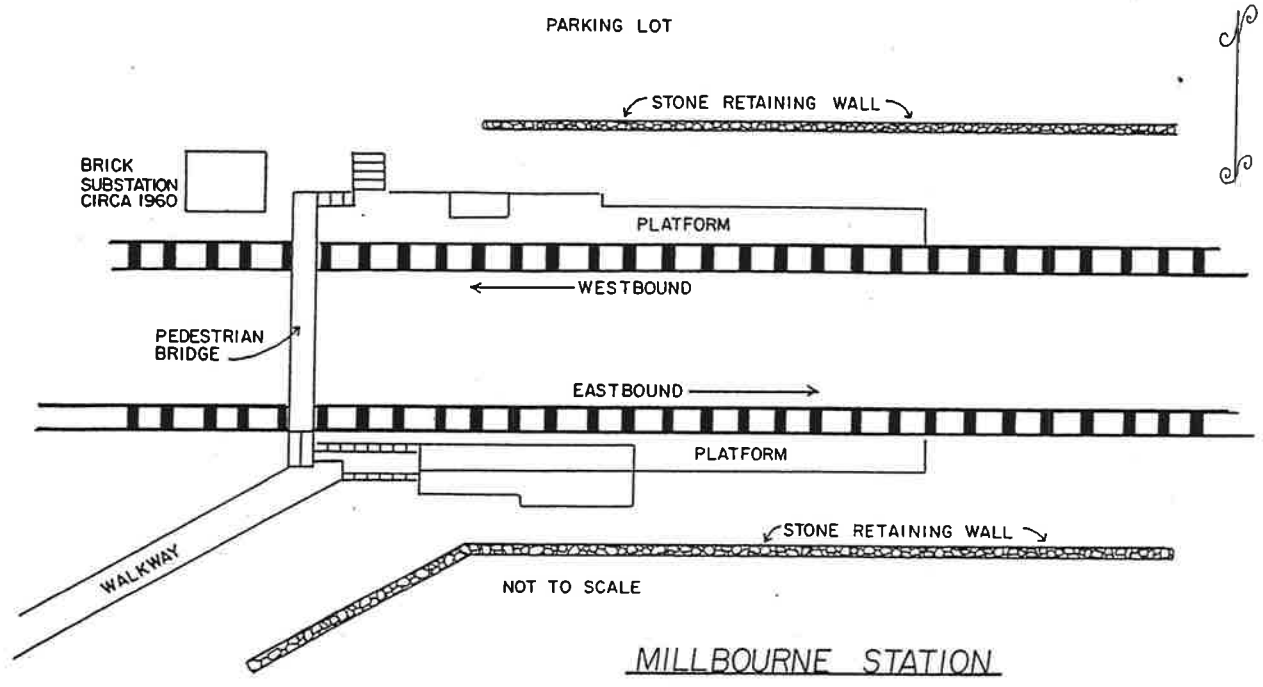
0 2000 feet



Prepared by CHRS, Inc.

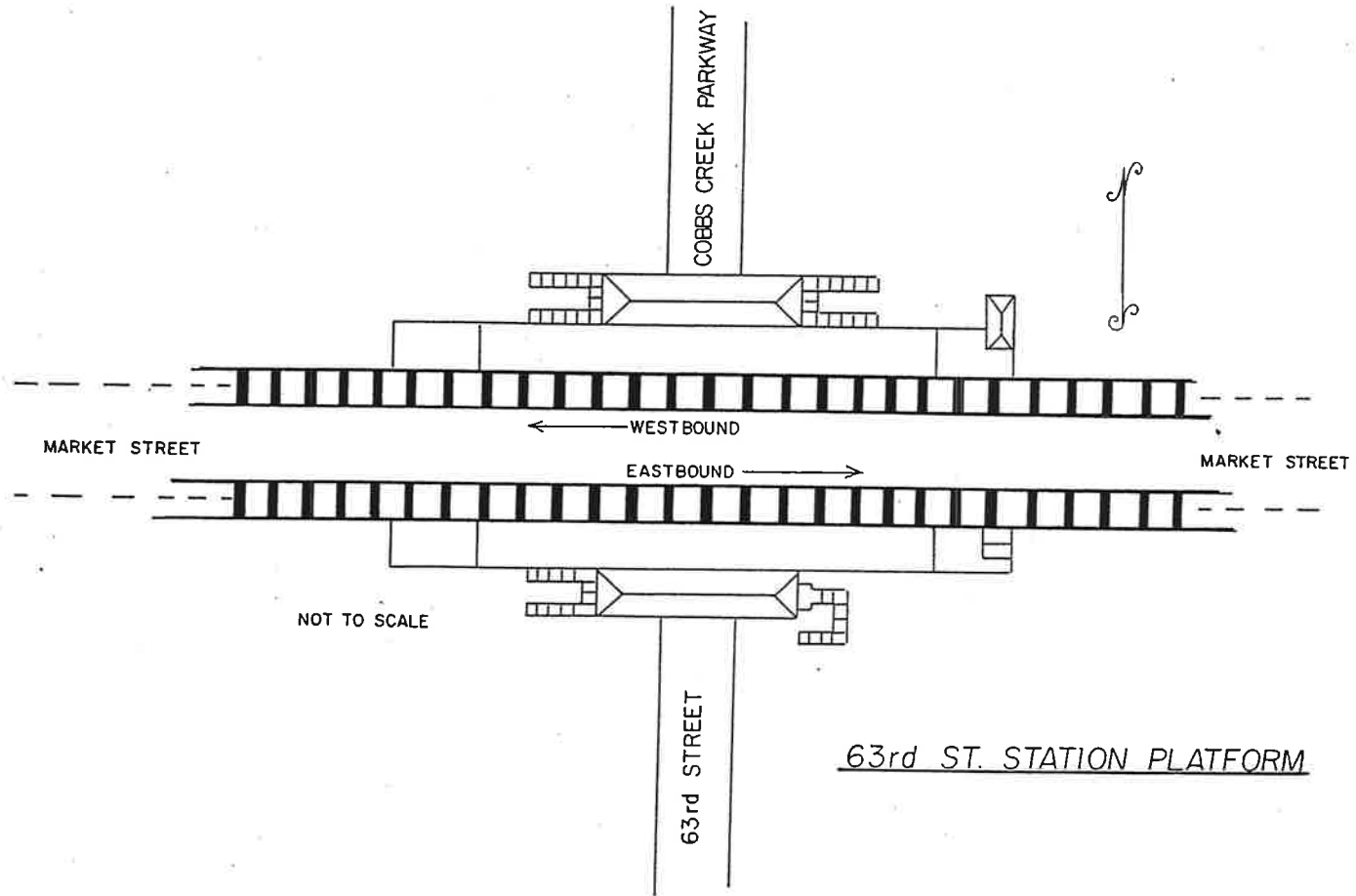
THE MARKET STREET ELEVATED RAILWAY HISTORIC DISTRICT

MARKET STREET ELEVATED IMPROVEMENT PROJECT



DETAIL (A) MILLBOURNE STATION	
MARKET STREET ELEVATED IMPROVEMENT PROJECT	FIGURE A

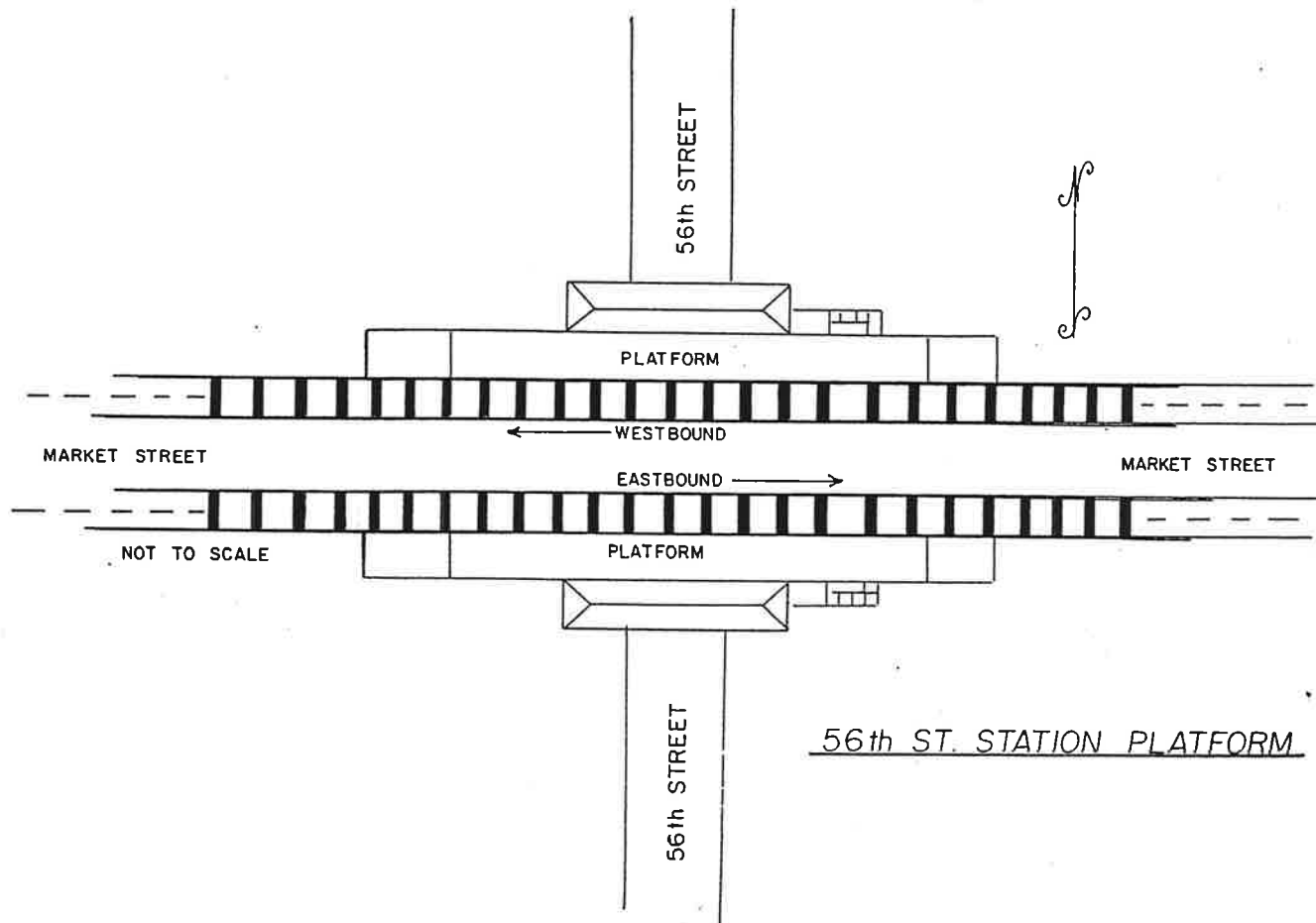
Prepared by CHRS, Inc.



63rd ST. STATION PLATFORM

DETAIL (B) 63rd ST. STATION	
MARKET STREET ELEVATED IMPROVEMENT PROJECT	FIGURE B

Prepared by CHRS, Inc.

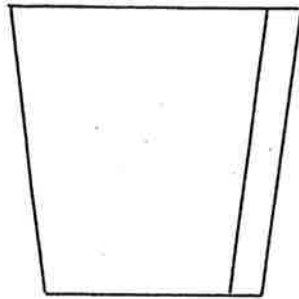


56th ST. STATION PLATFORM

DETAIL (C) 56th ST. STATION	
MARKET STREET ELEVATED IMPROVEMENT PROJECT	FIGURE C

Prepared by CHRS, Inc.

ALLISON SUBSTATION



NODGES ST.

MARKET STREET

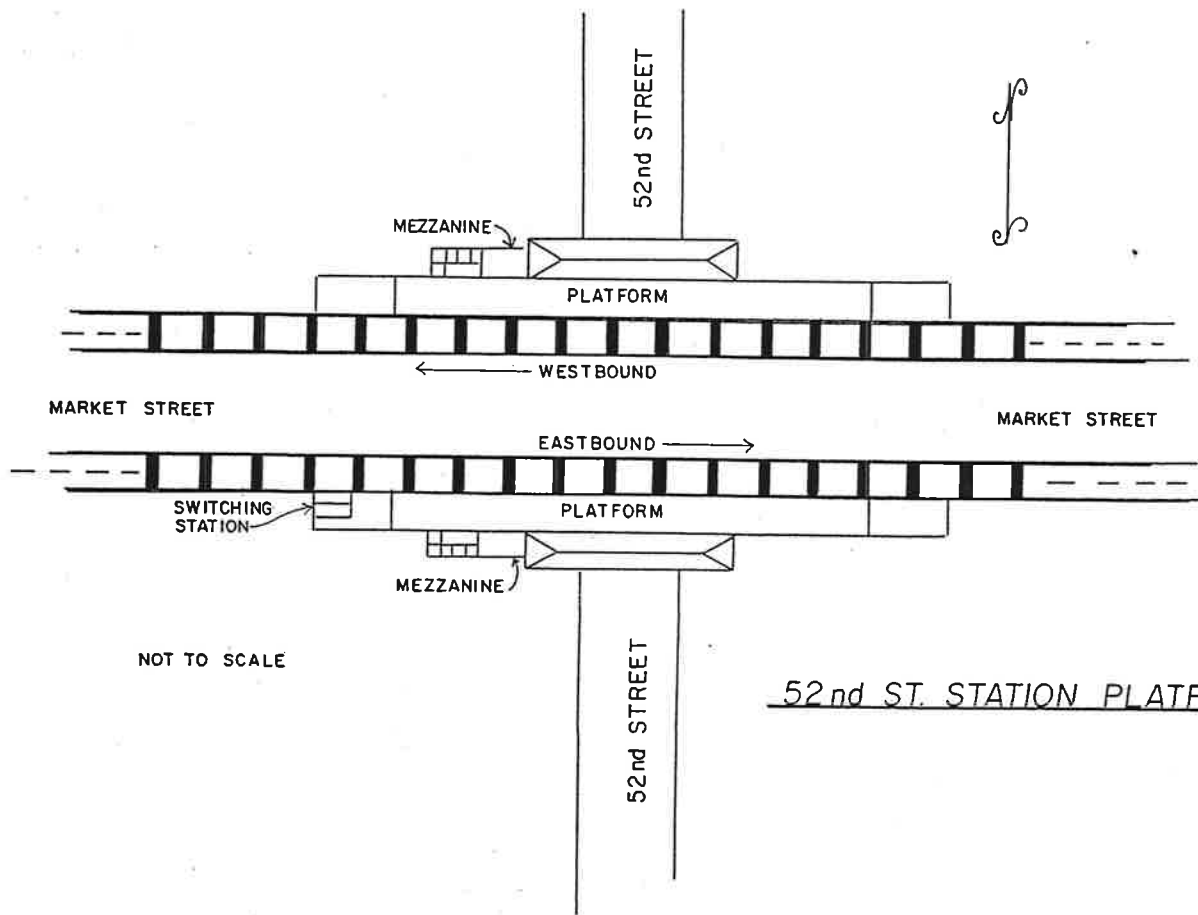
NOT TO SCALE

Prepared by *CHRS, Inc.*

DETAIL (D) ALLISON SUBSTATION

MARKET STREET ELEVATED IMPROVEMENT PROJECT

FIGURE D



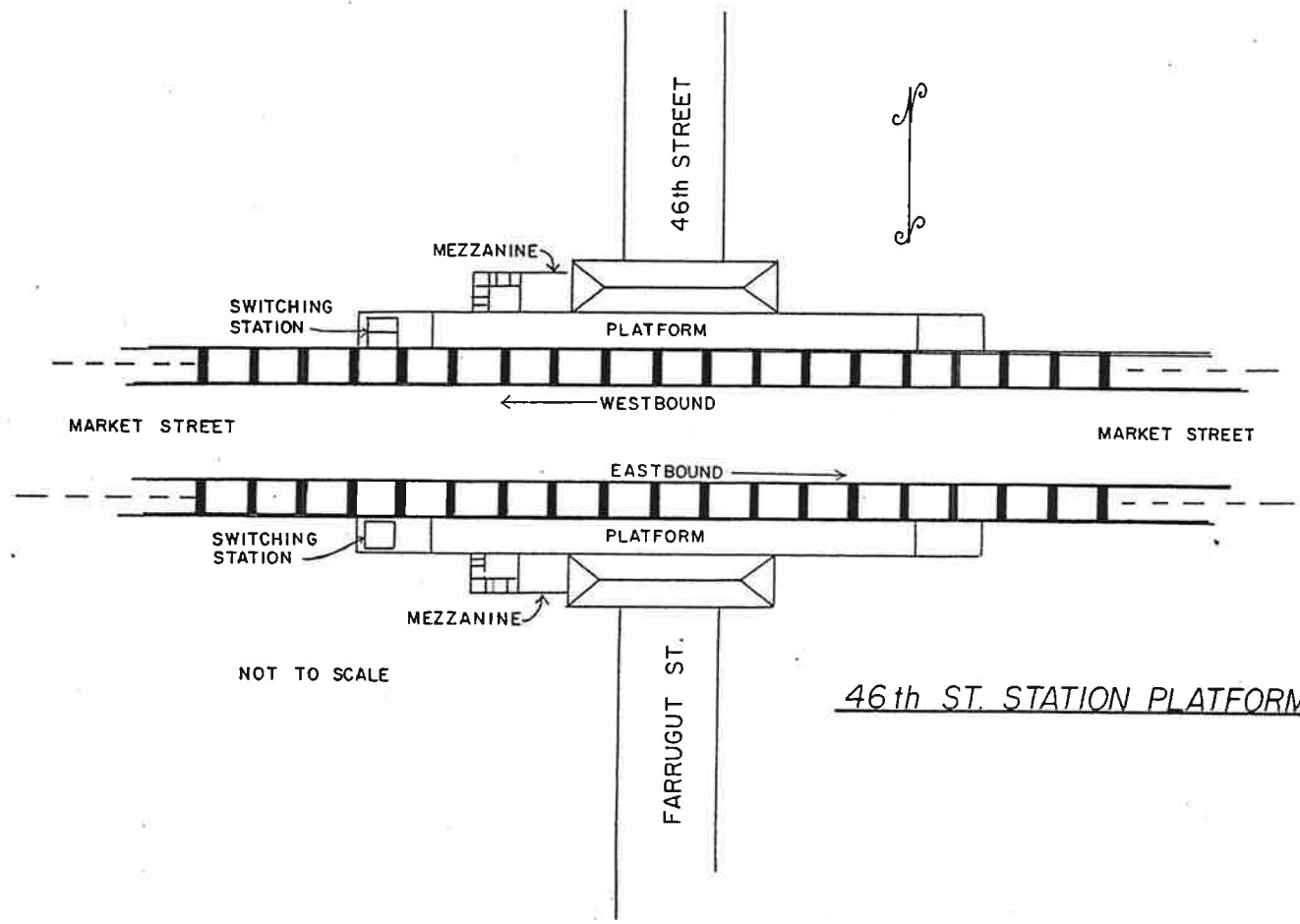
NOT TO SCALE

DETAIL (E) 52nd ST. STATION

MARKET STREET ELEVATED IMPROVEMENT PROJECT

FIGURE E

Prepared by CHRS, Inc.

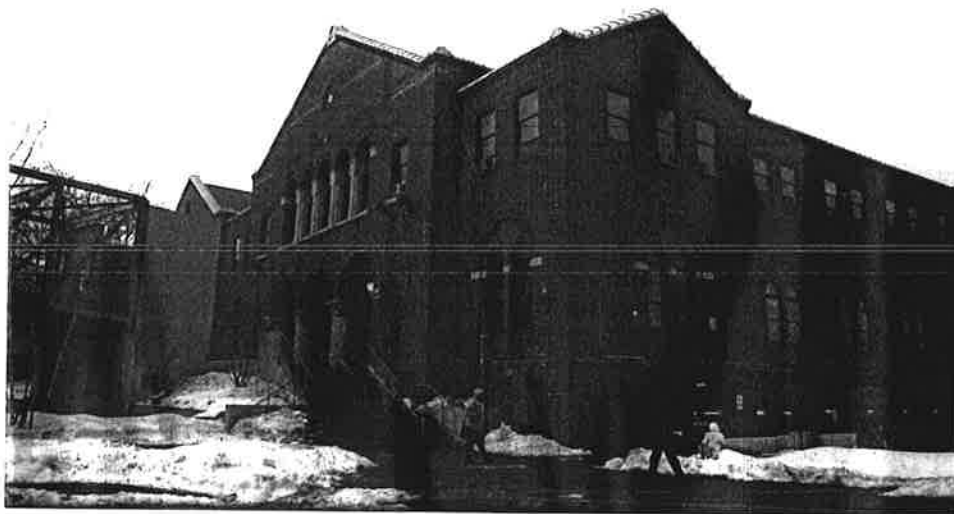


46th ST. STATION PLATFORM

DETAIL (F) 46th ST. STATION	
MARKET STREET ELEVATED IMPROVEMENT PROJECT	FIGURE F

Prepared by CHRS, Inc.

ADDITIONAL PHOTOGRAPHS



View of south facade of 69th Street Terminal in Upper Darby. Note band of round arches framing entries and windows.



View of reconstructed portion of south facade. Note modern cladding.

ADDITIONAL PHOTOGRAPHS



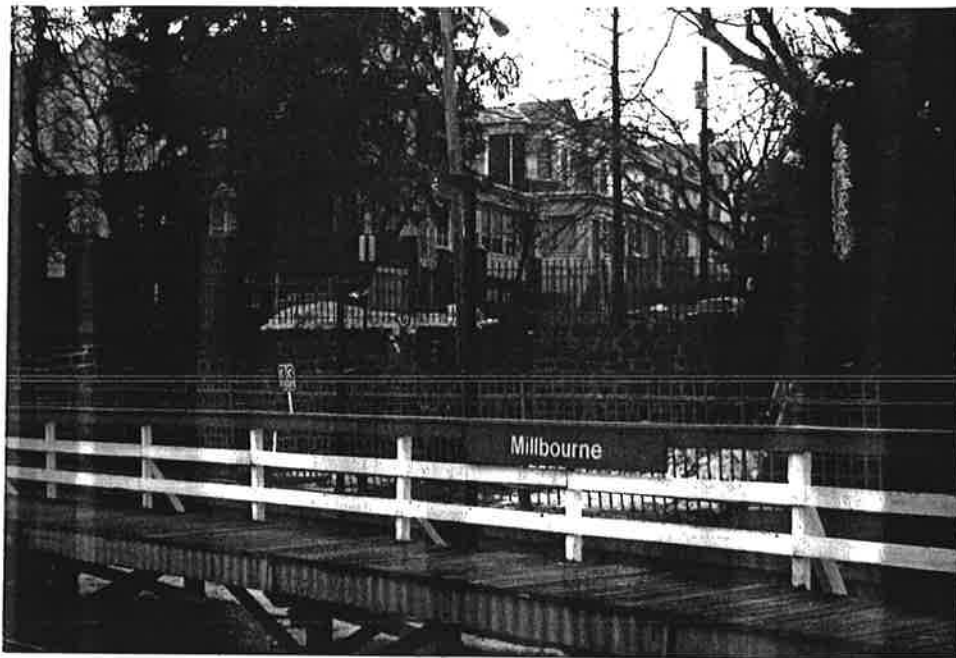
View of eastbound platform at Millbourne Station. Note how bracketed posts support side gable shelter.

ADDITIONAL PHOTOGRAPHS



View of eastbound platform looking toward station shelter. Note vertical board in gable-end of shelter. Wood pedestrian bridge located above tracks.

ADDITIONAL PHOTOGRAPHS

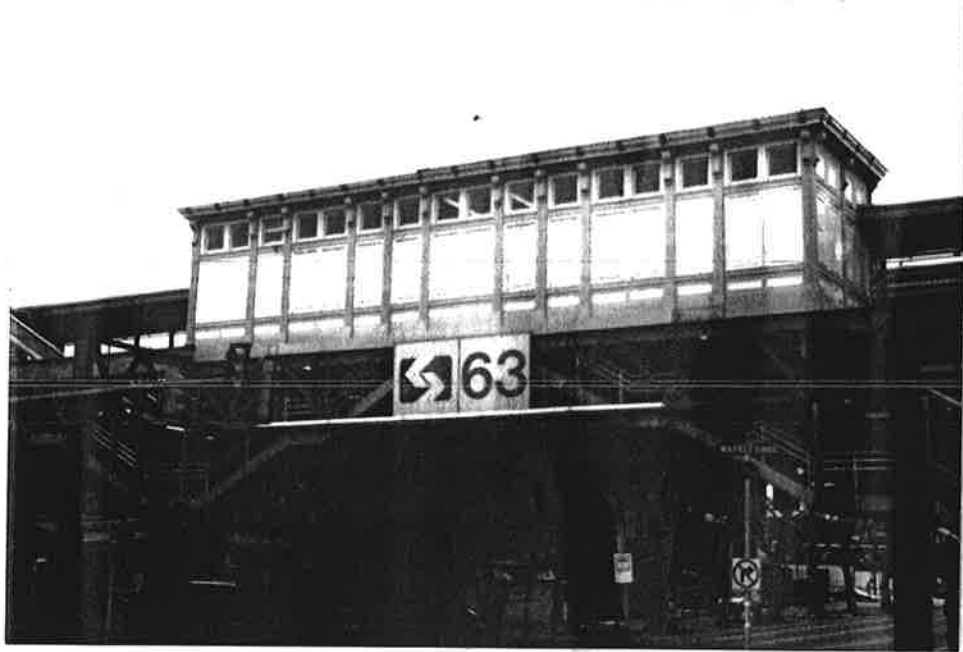


View of stone retaining wall situated north of the eastbound platform.
Note historic metal fence set atop wall.

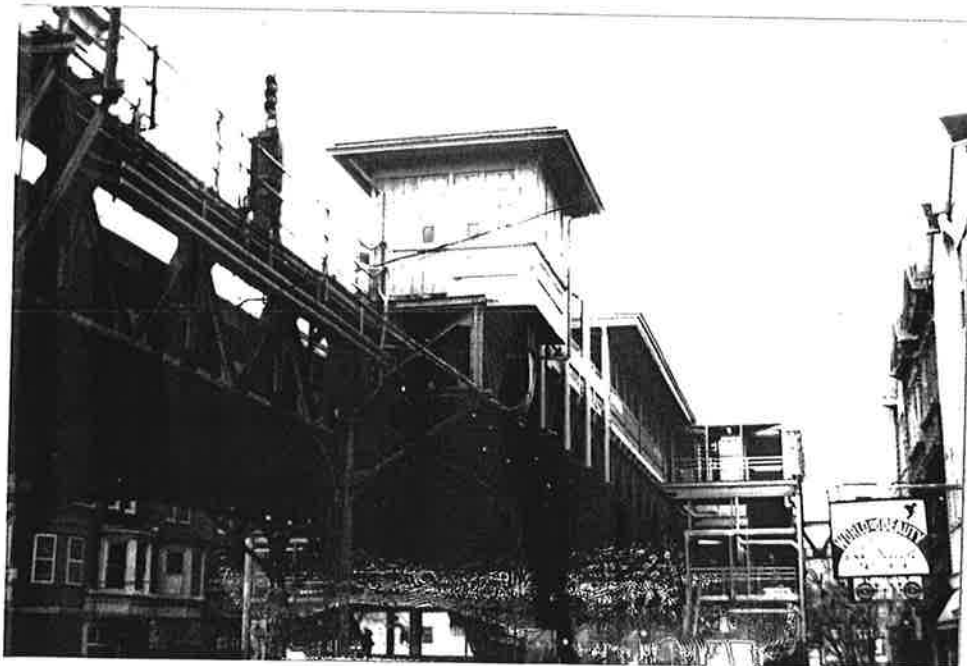


View of brick substation located near westbound tracks.
Building was erected circa 1960.

ADDITIONAL PHOTOGRAPHS

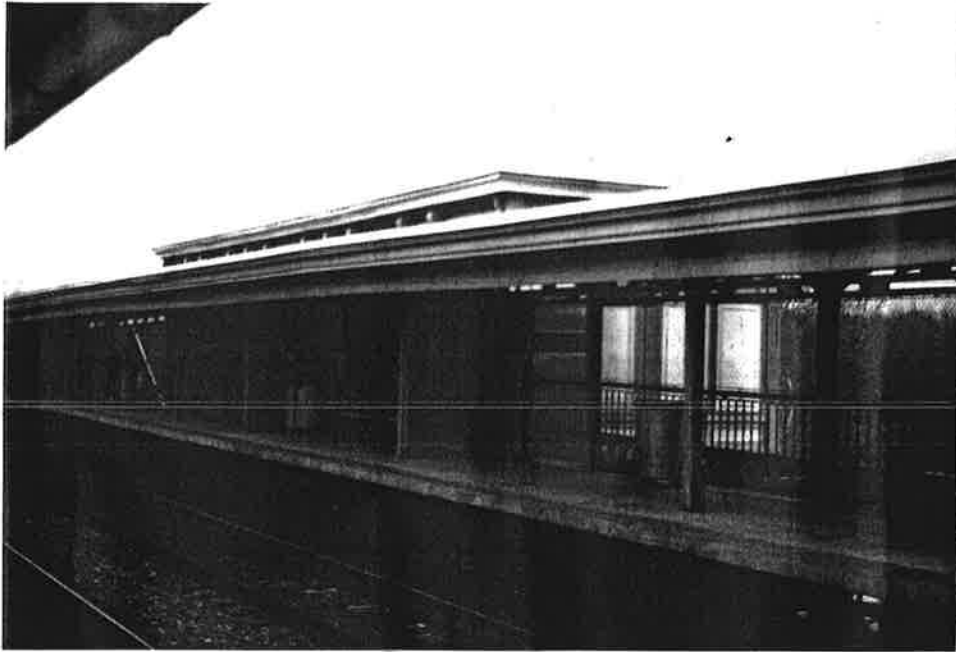


View of exterior facade of eastbound platform. Note copper paneled facades with Classical details. Clerestory windows illuminate top half-story. Note historic stair configuration.



View of historic switching station located at eastern edge of westbound 63rd Street platform. Note paneled base and overhanging eaves.

ADDITIONAL PHOTOGRAPHS



View of interior of westbound 63rd Street Station. Note Classical cornice of station and platform shelter. Decorative spandrel panels embellish rails that flank platform edges.



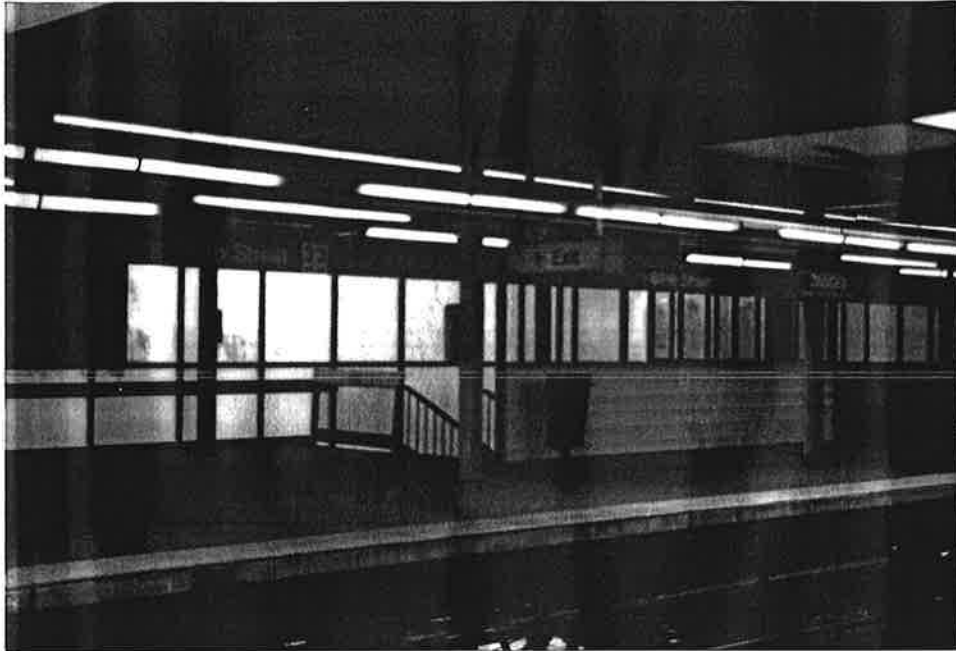
View of Elevated viaduct beneath 63rd Street Station. Note bracketed steel pillars and longitudinal lattice girders.

ADDITIONAL PHOTOGRAPHS

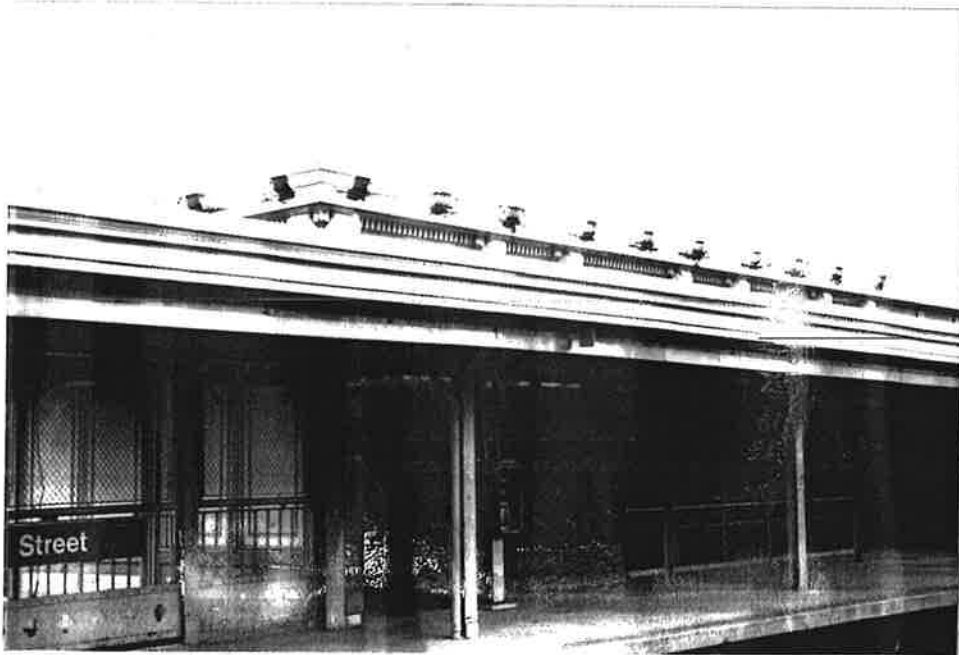


View of eastbound platform at 63rd Street Station. Note bracketed metal posts which support platform shelter.

ADDITIONAL PHOTOGRAPHS



View of 60th Street Station westbound platform. Note how station has been reconstructed using modern materials.



View of westbound station at 56th Street. Note Classical cornice projecting above roof line of shelter. Modern siding obscures historic wood paneling of station interior.

ADDITIONAL PHOTOGRAPHS



View of exterior of eastbound 56th Street Station. Note Classical copper paneling, pilasters and clerestory windows. Staircases have been reconstructed using modern materials.

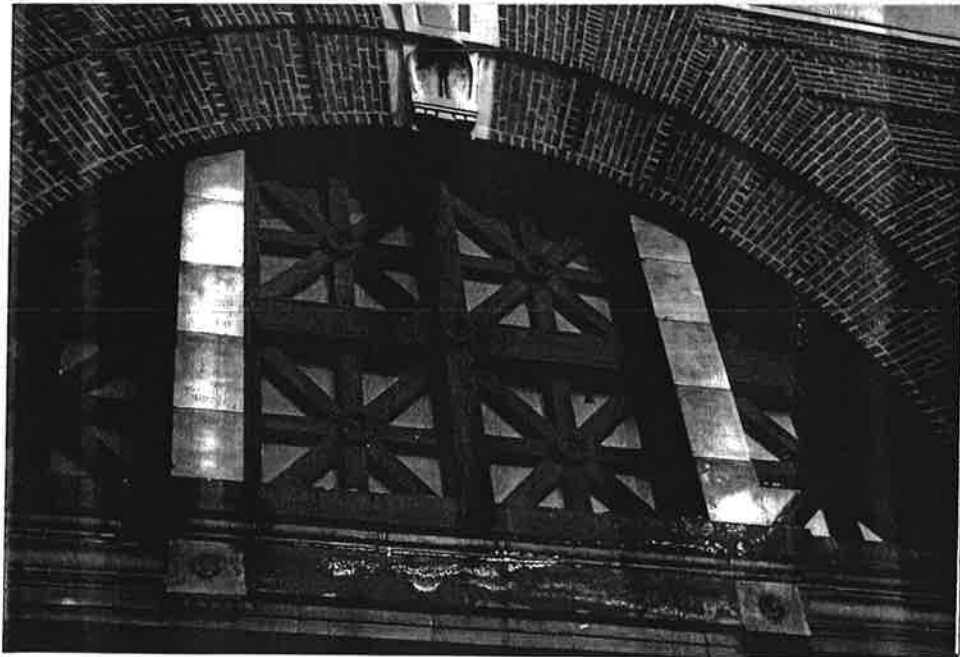


View of mezzanine level at 56th Street Station. Note modern token booth and turnstiles. Fare collection originally situated in station building.

ADDITIONAL PHOTOGRAPHS



View of Allison Substation located at Allison and W. Market Streets near 56th Street Station.
Note principal entry set within round arch opening.



View of fanlight above principal entry. It is embellished with symmetrically-placed wood details.

ADDITIONAL PHOTOGRAPHS

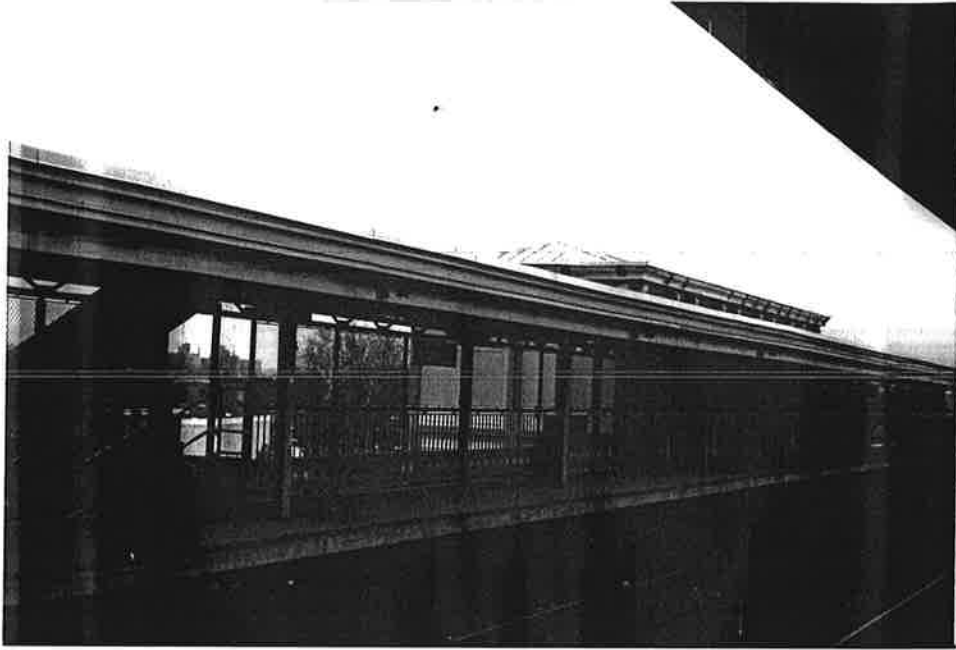


View of Allison Substation looking north from 56th Street Station platform.
Note decorative brick pattern and Classical cornice.

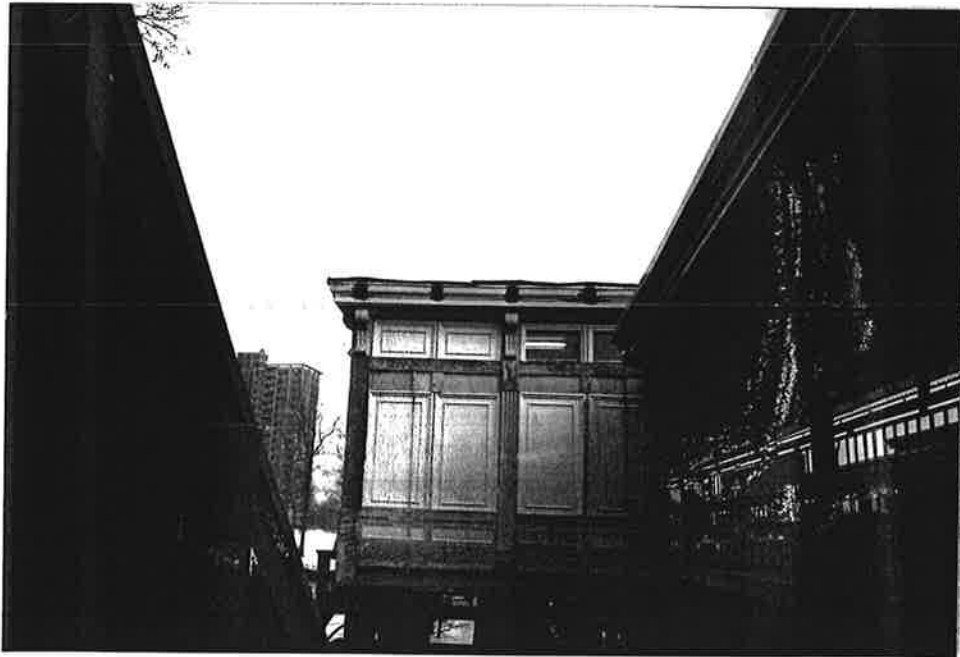


View of interior of westbound 52nd Street Station. Note wood paneling below clerestory windows. Ceiling sheathed in historic wood siding.

ADDITIONAL PHOTOGRAPHS



View of eastbound 52nd Street Station. Note rails at platform edge embellished with quatrefoil spandrel panels. Note hipped roof of station.



View of exterior of westbound 46th Street Station. Note deteriorating Classical details replaced by wood in some areas.

ADDITIONAL PHOTOGRAPHS



View of historic switching station on eastbound platform of 46th Street Station. Note Classical cornice and paneled facade. Many windows are blocked.

HISTORIC RESOURCE FORM REVIEW SHEET

Meeting Date 7/14/11

PennDOT project #
ER # 10-2181-045-11
Key # 156448

Request type: Section 106 NR

Property Name 69th St. Terminal Sq. Shopping District
Address Market St + West Chester Pike
Municipality Upper Darby
County Delaware

Previously surveyed? No Yes/Survey Yr.: _____
Previous Finding? Eligible Not Eligible None
 Contributes to _____ Historic District

Agency Recommendation: Eligible Not Eligible None

Team Recommendation

Resource appears to meet NR Criteria
 Contributes to _____ Historic District
 Resource does not meet NR Criteria
 More Information
Present to full committee? Yes; No/Proceed to Summary

since its a H.D.

Team Members _____

Team Comments: if the team reaches consensus about a property the the NR person on the team should summarize the opinion in the SHPO evaluation section. If not, forward the file to staff committee.

SHPO Evaluation: (summarize the opinion of the team or staff committee noting whether the staff concur or disagree with the agency finding, concur or disagree with the areas and period of significance; concur or disagree with the boundary; specify clearly why staff consider the property to be eligible or ineligible; specify clearly what additional information is needed)

J.N. I was just there / meeting at Top Building - Definitely an eye-catching area - 19th St Station, McClatchy Building and Art Deco buildings but the ^{lack of} integrity of the smaller two-story commercial buildings really was noticeable on the street levels. However as a collection of Art Deco/Art Deco influenced buildings it does still read as historic District. Eligible but barely.

M.H. I didn't think most of the smaller buildings were terrible in terms of integrity. They do not have the impact of the larger buildings in pictures at least. Agree E for C as group of Art Deco/Deco Influence Bldgs.

is there a "A" story also - Theme B
Commercial activity - yes

Eligible under A & C



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us

July 18, 2011

Simeon B. Suter, PG
Stell Environmental Enterprises, Inc.
25 East Main Street
Elverson, PA 19520

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 2010-2181-045-H
FTA: 69th Street Terminal Project, Upper Darby, Delaware County
Determination of Eligibility

Dear Mr. Suter:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999 and 2004. These regulations require consideration of the project's potential effect upon both historic and archaeological resources.

Based on additional information and a Bureau field view we concur with the findings of the agency that the following historic district is eligible for the National Register of Historic Places. Likewise, we concur with the revised boundaries as finalized at the field view.

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

Andrea L. MacDonald, Chief
Division of Preservation Services

AM/smz

Key # 156448
 ER# 2010-2181-045

Name, Location and Ownership (Items 1-6; see Instructions, page 4)

HISTORIC NAME 69th Street Terminal Square Shopping District
 CURRENT/Common NAME 69th and Market Streets
 STREET ADDRESS Market Street/West Chester Pike, Garrett, Chestnut, Ludlow Streets, etc. & 69th Street, Upper Darby. ZIP 19082
 LOCATION Upper Darby
 MUNICIPALITY Upper Darby Township COUNTY Delaware
 TAX PARCEL Multiple YEAR _____ USGS QUAD Lansdowne
 OWNERSHIP Private
 Public/Local Public/County Public/State Public/Federal
 OWNER NAME/ADDRESS Multiple
 CATEGORY OF PROPERTY Building Site Structure Object District
 TOTAL NUMBER OF RESOURCES 52 (41 contributing and 11 non-contributing)

Function (Items 7-8; see Instructions, pages 4-6)

Historic Function	Subcategory	Particular Type
<u>Commerce/Trade</u>	<u>Business</u>	<u>Office, specialty store, restaurant</u>
<u>Domestic</u>	<u>Multiple Dwelling</u>	<u>Apartment</u>
_____	_____	_____
_____	_____	_____
Current Function	Subcategory	Particular Type
<u>Commerce/Trade</u>	<u>Business</u>	<u>Office, specialty store, restaurant</u>
<u>Domestic</u>	<u>Multiple Dwelling</u>	<u>Apartment</u>
_____	_____	_____
_____	_____	_____

Architectural/Property Information (Items 9-14; see Instructions, pages 6-7)

ARCHITECTURAL CLASSIFICATION
20th Century Revivals: Classical Revival; Modern Movement: Art Deco

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	<u>ceramic tile</u>	_____
Walls	<u>stucco</u>	_____
Roof	<u>terra cotta</u>	_____
Other	_____	_____
Structural System	<u>masonry</u>	_____

WIDTH 3-12 (# bays) DEPTH 2-4 (feet) or (# rooms) STORIES/HEIGHT 2-6

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

Submission Information (Items 22-23; see Instructions, page 8)

Previous Survey/Determinations none

Threats None Neglect Public Development Private Development Other

Explain This grouping of buildings is within the APE for SEPTA 69th Street Terminal Parking Garage Project

This submission is related to a non-profit grant application business tax incentive
 NHPA/PA History Code Project Review other

Property Features (Items 15-17; see Instructions, pages 7-8)

Setting The 69th Street Terminal Square Shopping District is in a densely developed area and is situated in the northeastern corner of the township, generally along 69th Street, Market Street/West Chester Pike, Ludlow Street, Garrett Road, and Long Lane.

Ancillary Features

Acreeage 8.8 acres – total district including contributing and non-contributing properties (round to nearest tenth)

Historical Information (Items 18-21; see Instructions, page 8)

Year Construction Began 1917 Circa Year Completed 1929 Circa

Date of Major Additions, Alterations Circa 1960s-1970s _____ Circa _____ Circa

Basis for Dating Documentary Physical - please see narrative

Explain historic maps; architectural records at the Philadelphia Architects and Buildings website (Athenacum of Philadelphia)

Cultural/Ethnic Affiliation(s)

Associated Individual(s) John H. McClatchy, developer

Associated Event(s) _____

Architect(s) Ralph B. Benecker; Verus T. Ritter & Howell L. Shay (Ritter & Shay); McIlvain & Roberts; Hodgens & Hill

Builder(s) _____

Preparer Information (Items 24-30; see Instructions, page 9)

Name & Title Lauren Archibald, Architectural Historian

Date Prepared December 2010 and January 2011 Project Name SEPTA 69th Street Terminal Parking Garage Project

Organization/Company Stell Environmental Enterprises, Inc.

Mailing Address 25 East Main Street

Phone (610)286-0100; cell (484)336-5006 Email LArchibald@stellee.com

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

National Register Evaluation (Item 31; see Instructions, page 9)
(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

- Not Eligible (due to lack of significance and/or lack of integrity)
 Eligible* Area(s) of Significance Architecture (*pls. see mapping and narrative description for new boundaries)
Criteria Considerations _____ Period of Significance 1907-1960
 Contributes to Potential or Eligible District District Name 69th Street Terminal Square Shopping District

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

- Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)
 Current Photos (See Instructions, page 10)
 Photo List (See Instructions, page 11)
 Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)
 Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)
 USGS Map (submit original, photocopy, or download from TopoZone.com; See Instructions, page 12)

Bibliography (Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)

See Continuation Sheet.

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

Physical Description and Integrity (Item 38)

Introduction

This PHRS form has been prepared as part of the Section 106 requirements in conjunction with the SEPTA 69th Street Terminal Parking Garage Project, a project that was started in 2010. The “69th Street Terminal Square Shopping District” is a multiple-block area that was identified by the Delaware County Planning Department in 1991 and 1994, and on the north side of Market Street/West Chester Pike¹, the district was to include the 69th Street Terminal building (Clark 1991; Webster 1994). The Terminal is a two-story brick structure built in the Romanesque style circa 1907 (Photograph 1). The Terminal was determined individually eligible for listing on June 10, 1985, and was previously subjected to a HAER (Historic American Engineering Record) recordation (PHMC 2010; Webster 1994; Desai 1999). Although the Terminal is physically excluded from the boundaries of the 69th Street Terminal Square Shopping District, the terminal is historically important because its presence as a transportation hub for trolleys, trains, and buses led to the development of the surrounding area and to the construction of the 69th Street Terminal Square Shopping District’s commercial enclave. *Photopages (Photographs 1-28) that accompany this text are at the end of the narrative section.*

Physical Description and Integrity

The 69th Street Terminal Square Shopping District, on the south side of Market Street/West Chester Pike, is made up of commercial buildings dating primarily from the early-1920s to circa 1930, with the vast majority having been constructed in the late 1920s. Along the southern edges of the district, blocks of single-family residences were built first, and this was then followed by commercial construction along Market Street/West Chester Pike, Garrett Road, and 69th Street. These buildings were constructed as stores, offices, apartments, and entertainment venues including the 69th Street Theater and the Tower Theater. Buildings generally range in height from two stories to six, with styles ranging from Colonial Revival and Neo-Classical (Classical Revival), Beaux Arts Classicism, Art Deco, and various other eclectic styles. Overall, there are an unusually high number of Art Deco buildings, particularly in the western half of the district.

¹ While most properties in the proposed district across from the 69th Street Terminal officially have “West Chester Pike” addresses, several of them use “Market Street” as their address. To avoid confusion, Market Street/West Chester Pike is used throughout the text of this PHRS form.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

There are several large, anchor commercial buildings in the area, most of which are situated at intersections. For example, at the southwest corner of 69th Street and Market Street/West Chester Pike is the John McClatchy Building, a highly colorful and exuberant building designed in a Moorish style (Photographs 2 and 3). Built circa 1927-1928, this anchor building was determined eligible for listing on June 10, 1985, and a National Register nomination form was submitted in 2002 (Lilly 2002; PHMC 2010). At Ludlow and 69th Street is the ca. 1928 Tower Theater and associated stores, both of which were determined eligible for listing in February 1999 (Photographs 4 and 5). "The Ashby," a four-story apartment building alongside the Tower Theater, is included in this historic district. The building shared the same address with the theater (6830 Ludlow Street) on the Sanborn map, and its style and appearance is in keeping with the individually eligible Tower Theater (Sanborn Map Company 1922, with updates to 1951). The Ashby, a Classical Revival apartment building (with some Beaux Arts influence), was likely built in conjunction with the Tower Theater.

Other notable buildings in the eastern half of the district include the "Center Building" (also known as the "69th Street Center Building") at 6800 Market Street/West Chester Pike (Photographs 6 and 7) at the southwest corner of Market Street/West Chester Pike and Kent Road, a six-story Art Deco commercial building (also previously known as the Bell Savings Building). The size and grace of the building at No. 6800 Market Street/West Chester Pike would suggest that this would serve as an anchor building for the historic district. It is shown on Sanborn maps as the "69th Street Center Building" with a construction date of 1928 (Sanborn 1951). The primary style influence here is Art Deco, and there are molded inlay panels along the roof line and above the windows. At the roofline on the main (north) elevation is a series of vertical projections; also, above the first floor level is a decorative band of metal inlay panels. While the other main entrances are relatively austere, there is a grand rounded arch doorway with molded inlays framing the arch at the easternmost end of the building. A 1928 aerial photograph shows the completed building, and a much sharper photograph taken in 1930 shows this building with startling clarity and as one of the largest edifices in the neighborhood at Market and 69th Streets (Sanborn Map Company 1922, with 1951 updates; Dallin 1928, 1930).

Another key building in the district on this block is found at No. 6826 Market Street/West Chester Pike, approximately in the center of this block (Photograph 8). Although it operates today as "Crown Fried Chicken," this was originally a Horn & Hardart Restaurant, and the building still features its soaring parapet and original signage near the roofline. The 1942, 1949, 1951, and 1964 atlases show this as a restaurant, either abbreviated as "H. & H.," or as "Horn & Hardart" (Franklin 1942, 1964; J. C. Taylor Company 1949; Sanborn 1951) (see Appendix). Although this is actually a

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

two-story structure, the parapet that faces Market Street/West Chester Pike gives the building the appearance of being taller – a feature common to Horn & Hardarts. Starting at the top of the marquee, four slender columns extend up to the roofline, where they meet with an ornate cornice. Slightly recessed behind the edge of the roof is a large parapet with its original lettering of “Horn & Hardart Baking Company.” The lettering is capped with a strip of colorful molding.

The Art Deco influence is also evident at the former 69th Street Terminal Title & Trust Company Building at 6910 Market Street/West Chester Pike (Photographs 3, 3a and 3b, and 9). This is a six-story bank building (the first floor with lobby takes up two stories), with two additional stories that are set back from the main, symmetrical façade. It has a symmetrical façade, with the entire first floor featuring a highly decorative metal grille on the main elevation, and this is framed by a pale-colored stone, molded surround. Two broad pilasters of the same material flank this graceful entryway. Especially fine is the variegated natural stone surround in shades of grey, brown, pink, and white at the lower level of the building. Other details include the decorative wrought-iron work on the windows above the main entrance and flanking the front door, the restrained pilasters capped with spread-winged eagles on the façade.

Many of the smaller buildings along Market Street/West Chester Pike and between Copley and Kent roads have witnessed alterations over the years, including the installation of new storefront windows, replaced doors, and various types of colorful plastic signage. All the buildings are used for commercial purposes, at least on the ground floors, and in general, the upper stories have witnessed fewer alterations than the ground floors. Some of the buildings have been covered with aluminum or corrugated metal siding, as well as bricktex and other unsympathetic materials. However, the buildings seem to retain a uniformity of scale. Properties along this stretch house a broad array of specialized items and services, such as mobile phones, footwear, nail salons, and clothing, as well as food (for example, “T-Mobile,” “Casual City Footwear,” “Sneaker City,” “Upper Darby Nails,” “Men’s Wearhouse (sic),” “Cheers,” and “Aquarius Restaurant”) (Photographs 10, 11, 12, and 13). While most buildings are two stories or more in height, there are some exceptions, such as the area near the intersection of Copley Road and Ludlow Street. There, although the corner building is two stories high, the row of buildings attached to it rise only one story (Photograph 14).

Garrett Road features an especially fine streetscape of commercial buildings that range in style from a Classical Revival to several Art Deco and other eclectic styles (Photograph 15). The fact that this part of Garrett Road is narrower than some of the surrounding streets (traffic is allowed in one direction only) helps it to maintain a somewhat intimate scale. With several notable exceptions,

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

including the 69th Street Theater (Photographs 16 and 17), the Stonehurst Apartments (Photograph 18), and the Township Building (Photograph 19), which have four stories, buildings in the district are typically two to three stories high. The 69th Street Theater building is a large, circa 1920 structure with stores, apartments, offices, and a theater under one roof. The Stonehurst Apartment building (Photograph 18) is another combination residential and commercial building at the intersection of Garrett and Copley roads. This building is more restrained than many of the other nearby Art Deco structures.

While most of buildings in the district are attached structures, the Township Building is one of the few that is free-standing. This large, Neo-Classical Revival/Beaux Arts Township Building was built circa mid-1920s, and was enlarged in 1929 (Clark 1991) (Photograph 19). This elegant, four-story building has a four-columned, pedimented portico, and a rather elaborate, full balustrade around the roofline that shows the influence of Beaux Arts on this building. The Township Building anchors the southeast corner of the district.

Overall, to the west of Copley Road (along Market Street/West Chester Pike) there are numerous Art Deco buildings. Some are especially exuberant, and many retain colorful and elaborate motifs, particularly along the rooflines. There are also fanciful inlays, panels, and friezes (Photographs 20, 21, 22, 23, 24, and 25). Several of the properties in this area function as restaurants, some of which feature Vietnamese and other Asian specialties (Photograph 20). Most of the commercial buildings throughout the district are of the form known as the “two-part vertical block,” that began as early as the mid-nineteenth century and flourished in the early twentieth century (Longstreth 2000) (Photographs 26 and 27).

Summary Boundary Description: As originally proposed in 1991, the “69th Street Terminal Square Shopping District” was an irregularly shaped area that began along West Garrett Road and continued along Chestnut Street, Long Lane, and Ludlow Street on the south, and crossing over 69th Street and extending eastward as far as Kent Road to the east. The northern boundary of this district extended up to Market Street/West Chester Pike and also included the 69th Street Terminal building. At present, the boundary of the historic district excludes the northeast corner of Bywood Avenue, because the buildings there have been extensively altered (Photograph 28). The boundary includes only a small section of 69th Street near its intersection with Ludlow Street, as many of the commercial buildings south of that intersection have been substantially altered (Photographs 5 and 5a). The boundaries for this historic district in this PHRS form were agreed upon during a field view on December 21, 2010 with Carol Lee, Historic Preservation Supervisor-National Register,

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

Historic Preservation Services, and Martin J. Rosenblum, a member of the Pennsylvania Historic Review Board.

Discussion of Building Count and Contributing/Non-Contributing Buildings - The great majority of the properties in the district are attached row buildings. For purposes of the building count, a building was considered as a single property if it was clearly built at one time as a multiple-unit structure, such as the Stonehurst Apartments (one contributing property; see Photograph 18) and the 69th Street Theater (one contributing property; see Photograph 17). For attached row buildings, individual units were usually obvious and were enumerated as such. In several instances, if a building was constructed at one time but with various individual party walls rather than load-bearing walls, that building was counted as a single unit to arrive at a contributing or non-contributing property count. An example of this is at 7042-7062 Garrett Road (see Photograph 21), a large commercial property built at one time, but with several party walls. As such, 7042-7062 Garrett Road was considered to be one contributing property. Of a total of 62 properties in the historic district, forty-one (41) are considered contributing, and eleven (11) are considered non-contributing. A map depicting the contributing and non-contributing properties is in the Appendix.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

History and Significance (Item 39)

Historic maps and historic aerial photographs that accompany this text are at the end of the Bibliography.

Upper Darby Township was formed in 1786 from Darby Township (Upper Darby Township 2002). It was settled by Quakers, many of whom had friendship ties with William Penn. In 1798, Upper Darby Township was one of many townships that ceded from Chester County to form Delaware County. Early on, the creeks and streams in Upper Darby Township were developed for mill use, and the township saw a great increase in population through the nineteenth century because of this booming mill industry. Early prominent family names in the township included the Sellers and the Pennocks, and as late as the last decade of the nineteenth century, the immediate area along West Chester Turnpike was rural, with perhaps three to four “brick or stone” buildings in the vicinity, and a toll house just to the west of present-day 69th Street (DeFilippo 1992; Miller 1892; Smith 1889).

The “wide-gauge” trolley lines of the Philadelphia Suburban Transportation Company, previously known as the Red Arrow Lines, extended from Philadelphia (also known as Landsdowne) as far west as 69th Street in Upper Darby. By 1905, plans were afloat for a “consolidated” terminal at the intersection of Market (West Chester Pike) and 69th streets. The area around that intersection was still entirely rural, but plans were also underway to build a combined subway-surface line that would extend eastward into Philadelphia (Cox 1967:10). The extension of the elevated line by the Philadelphia Rapid Transit Company in 1907 to 69th and Market streets was followed by a population explosion in Upper Darby Township (Upper Darby Township 2002). A 1909 atlas of Upper Darby Township shows the 69th Street Terminal, with several trolley lines, the Market Street Elevated Railway extending to the east toward Philadelphia, and the Philadelphia & Western Railway extending to the west toward Norristown (Kiser and Lathrop 1909). The construction of the 69th Street Terminal turned the township into a major transportation hub for Philadelphia and its western suburbs.

One of the most prolific developers in the 69th Street Terminal area was John H. McClatchy, who by the early 1920s had constructed hundreds of relatively small, single family residences in Upper Darby, mostly to the east and south of the 69th Street Terminal. McClatchy and other entrepreneurs had been aggressively subdividing the land surrounding the terminal for residential building lots (DeFilippo 1992:85-112). The Sanborn fire insurance maps from 1922 clearly depict a building trend near the 69th Street Terminal, and shows numerous, compact residences, mostly all with the

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

same footprint, extending from Kent Road and eastward for several blocks, with another vast residential development completed on the west side of 69th Street (Sanborn Map Company 1922). The progression of (largely commercial) building construction in the area was rapid, as shown by the 1922 Sanborn maps and aerial photographs from 1928 and 1930 (Dallin Aero Surveys 1928, 1930).

Most of the area between Kent Road and westward toward Garrett Road was built up by 1928, although 69th Street was still sparsely built, with the exception of the Tower Theater at the intersection of 69th and Ludlow streets, just to the south of the 69th Street Terminal. The grand, Classical Revival structure was designed by the architectural firm of Hodgens & Hill, whose office specialized in theater design (Philadelphia Buildings and Architects 2010). It is still an imposing building in the area, serving as the main entertainment venue along with the 69th Street Theater building (movie theater), which was constructed by 1922 at the intersection of Market Street/West Chester Pike and Garrett Road (Sanborn Map Company 1922). The Tower Theater was considered eligible for the National Register by the PHMC in 1998 (PHMC 2010).

Perhaps as a testament to his shrewdness, McClatchy commissioned a highly colorful, terracotta-clad commercial structure immediately across the street from the 69th Street Terminal. The landmark structure with eclectic, Egyptian Revival/Moorish motifs, was intended to serve as a complement to the 69th Street shopping area and as a marketing tool for McClatchy's real estate endeavors in Upper Darby (Lilly 2002). The property was considered eligible for listing in the National Register in 2003 (PHMC 2010). J. H. McClatchy owned not only this property but the entire block between Copley Road and 69th Street -- a commercial area, as well as many of the residential tracts that begin just behind Market Street/West Chester Pike and extend to the south toward Chestnut Street and beyond (Klinge 1929). Although developer John H. McClatchy owned much of the land along Market Street/West Chester Pike, as shown on a 1917 property plan by the Township Engineer and on file at the Upper Darby Township building, it is unclear whether McClatchy himself actually ordered the construction of other major commercial buildings besides the McClatchy Building (Upper Darby Township 1917).

With the McClatchy office building as an anchor, Mr. McClatchy began to turn the area into the second busiest shopping district in the Philadelphia region at that time (DeFilippo 1992:96; Upper Darby Township 2002). By 1930, commercial buildings to the west of 69th Street between Garrett Road and West Garrett Road had been constructed (Dallin Aero Surveys 1930). Numerous amenities in the immediate area included not only the 69th Street Terminal -- a multi-faceted

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

transportation hub featuring train, trolley, and bus service - but there were now several theaters, restaurants, offices, banks, a farmer's market, and a wide range of stores.

Ralph B. Bencker, who designed the Horn & Hardart Restaurant at 6826 Market Street/West Chester Pike, was one of the prominent architects practicing in this commercial area of Upper Darby. Bencker's firm completed at least 30 other Horn & Hardart restaurants or bakeries, and designed many others, mostly in Philadelphia and the surrounding area (Philadelphia Architects and Buildings 2010). Evidently, Bencker was skilled at applying the "moderne" aesthetic - which was innovative at the time -- to large commercial buildings (Philadelphia Architects and Buildings 2010). In addition to Art Moderne, Art Deco was also one of Bencker's specialties that he applied to the many Horn & Hardart restaurants, bakeries, and cafeterias that he designed not only in the Philadelphia area, but New York City as well (Diehl and Hardart 2002:41-42). Founded by Joe Horn and Frank Hardart and begun in 1888, approximately 84 "Automat" cafeteria establishments were built in New York and in and around Philadelphia (Diehl and Hardart 2002:11). Glass sculptor Nicola D'Ascenzo created various highly decorative panels for many of these restaurants. As of 1991, the Athenaeum of Philadelphia acquired some 2,500 photographs and "lantern" slides from the D'Ascenzo Stained Glass Studios (1856-1954). Within that collection, at least two of the photographs (interior photographs) may be from this cafeteria at 6826 Market Street/West Chester Pike (Philadelphia Architects and Buildings 2010).

For the building facades, Bencker often chose pale, "blush-colored" stone (or cast stone) molded into Art Deco shapes, and the pale pink stone such as found on this building became one of Bencker's trademarks (Diehl and Hardart 2002:41). The design of the Horn & Hardart Restaurant is a good example of these styles that emerged in the late 1920s and early 1930s, before the stock market plummeted (Diehl and Hardart 2002:42). In Philadelphia, the Horn & Hardart at No. 818 Chestnut Street is listed in the Philadelphia Register of Historic Places, and New York's Landmarks Preservation Commission has also moved to designate at least one Horn & Hardart Restaurant (Philadelphia Historical Commission 2010; New York City Landmarks Preservation Commission 2010).

In addition to the firm of Hodgens & Hill, who designed the Tower Theater, several other notable architects' work can be found in the 69th Street area. The firm of McIlvain & Roberts (from 1897-1935), known mainly for their Philadelphia work, was responsible for designing the more austere, circa 1919 apartment building at Market Street/West Chester Pike and Garrett Road (Philadelphia Architects and Buildings 2010). Other architects who practiced in the district include Verus T.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

Ritter and Howell L. Shay, who designed the 69th Street Terminal Title & Trust Company building at 6910 Market Street/West Chester Pike in 1928. Ritter and Shay created the firm of Ritter & Shay in 1920, and they were known for a variety of buildings in and around Philadelphia, including the 1925 award-winning Packard Building in Center City. The firm's capabilities were broad, and they built in a variety of styles ranging from Beaux-Arts to Art Deco. Other notable buildings by the firm, all in Philadelphia, included the Drake Apartment Hotel in 1929, the U.S. Custom House in 1934, and the Market Street National Bank, a resplendent Art Deco edifice that has been photographed by Jack E. Boucher of the Historic American Buildings Survey (Boucher 1973, accessed 2010). The company flourished throughout the 1920s, but the small firm was dissolved after the close of the Great Depression (Philadelphia Architects and Buildings 2010).

Local area maps from 1942, 1949, and 1964 show some of the variety of stores in the Upper Darby's 69th Street commercial area (Franklin Survey Company 1942, 1964; J. C. Taylor Company 1949). For example, in 1942, Market Street/West Chester Pike (the area across from the 69th Street Terminal) included the Center Building, a Horn & Hardart (restaurant), Pep Boys, Kelly's (restaurant), the Upper Darby National Bank, and the Morton Building. Along 69th Street, stores or businesses included Devitt's Hardware, Frank & Seder (department store), Lerner Shops, W. T. Grant Company, F. W. Woolworth Company, J. C. Penney Company, Acme Supermarket, S. S. Kresge Company, Thomas McCann, Hanover Shoes, Crawford Clothes, Fanny Farmer, and Regal Shoes. Within the John McClatchy Building was a Kresge's store, Ward & Ward, and the Bell Telephone Company. Directly in front of the main building of the 69th Street Terminal along Market Street/West Chester Pike were three businesses: Terminal Theater, Nut Shop, and Liggetts (Franklin Survey Company 1942).

A diversity of businesses continued to be shown on a 1949 real estate map of the area (J. C. Taylor Company 1949). In the McClatchy Building at the time, in addition to the Kresge's, other businesses included Whelan Drug and Reed's Women's Clothing. A great variety of businesses extended down 69th Street and along Market Street/West Chester Pike that sold jewelry, sporting goods, candy, paint, drugs, men's and women's clothing, shoes, stationery, hardware, cleaners, books, cigars, and flowers, as well as restaurants. By 1964, the Frank and Seder Department Store at 69th and Ludlow streets had become a Lit Brothers Department Store. Although many of the other stores changed ownership, there was still a similar range of businesses. Tenants at the John McClatchy Building included Marianne Dresses and Dial Shoes (Franklin Survey Company 1964). Sanborn maps that were updated to 1969 depict the building layouts in the area, with very few changes (Sanborn Map Company 1951, updates to 1969).

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

During the 1960s and 1970s, the commercial area around 69th Street seemed to languish. From 1970 to 1975, the area's three department stores – Gimbels, J. C. Penney, and Lit Brothers experienced a four million dollar decline in sales. By the late 1970s, plans were underway for some improvements. A photograph from 1978 shows a jumble of mismatched signs at the street's intersection with Market Street/West Chester Pike, and a pedestrian bridge was proposed that would carry pedestrians across Market Street/West Chester Pike at the intersection of 69th street, from the front of the McClatchy Building to the front of the 69th Street Terminal (Herskowitz 1978). This pedestrian overpass was intended to alleviate the effort of trying to cross at the busy intersection, and the coming of the bridge was seen as good sign of improvement in the area (Herskowitz 1978). The 69th Street Merchants' Association viewed the walkway as part of an overall rebuilding effort, along with a "refurbishing" of the 69th Street Terminal, the construction of an indoor mall, and overall physical improvements to the area at the 69th and Market Street/West Chester Pike intersection. The goal was to make the area a unique, "community" shopping center, and various events were planned to promote it (Alnor 1982).

Competing with Upper Darby's 69th Street commercial zone in the later twentieth century was downtown Philadelphia, as well as several more suburban or more upscale shopping areas and malls, including those at Ardmore, Granite Run Mall, Springfield Mall, and King of Prussia. Beginning in the 1980s, there have been several phases of "beautification" projects for the area, including the improvement of street lighting and sidewalks as part of an Upper Darby Gateway Improvement Program (Kopple, Sheward & Day 1981).

Scarce parking, few restaurants, graffiti, illegal vending, a high vacancy rate, and lack of homogeneous store hours amongst shops have been cited as reasons that 69th Street has not flourished as a shopping area in the late twentieth century (Herskowitz 1978; Wallace 1990). In 1986, John McClatchy's descendants sold the 69th Street "Shopping Center" to Morris S. Willner, a real estate agent from Philadelphia. The purchase included several department stores, such as Gimbels, Lit Brothers, and J. C. Penney, as well as numerous smaller shops (DeFilippo 1992:96). By the early 1990s, the 69th Street area seemed to have changed from being a "retail mecca to simply a commuter transfer point," and tax breaks were offered to encourage entrepreneurs to build new stores in the area (Wallace 1990).

In the late 2000s, several newer businesses began to occupy 69th Street, including "big box" stores such as Staples and Marshall's, as well as Sears, RiteAid, and the gym chain LA Fitness. While

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

some of the older anchor buildings in the immediate vicinity, including the 69th Street Terminal, the McClatchy Building (at the corner of 69th and Market Street/West Chester Pike) and the Tower Theater (at the intersection of Ludlow and 69th Street), remain intact, the arrival of some of the newer stores along 69th Street, particularly to the south of Ludlow Street, have changed this streetscape's character. Consequently, that portion of 69th Street has been excluded from the historic district boundary. Although the entire district represents a recognizable historic commercial entity from the second quarter of the twentieth century, many of the buildings to the east of Copley Road (between Copley Road and Kent Road), particularly along Market Street/West Chester Pike, have been noticeably altered and/or have fallen into disrepair.²

The Terminal Square/69th Street Shopping District is eligible under Criteria A and C. Under Criterion A, it is significant for its role in the commercial development of Upper Darby near the 69th Street Terminal hub, especially just prior to and after the Depression years. Created near the 69th Street transportation hub, this commercial district became a focal shopping center for not only Upper Darby but for the region, especially Philadelphia. Under Criterion C, the district is eligible as a fine collection of eclectic commercial buildings, some of which were designed by regional preeminent architects, including Hodgens & Hill, McIlvain & Roberts, Ritter & Shay, Ralph B. Bencker, and others. The district is especially noteworthy for its numerous and well-preserved Art Deco buildings. This commercial district retains good integrity of location, design, setting, materials, and workmanship.

The recommended period of significance begins circa 1917, the time when John McClatchy began to purchase the tracts of land along Market Street/West Chester Pike (across from the 69th Street Terminal), which he would then either personally develop as commercial properties, or sell to others as commercial lots (Upper Darby Township Engineer's Office 1917). The period of significance ends circa 1960, the National Register 50-year cutoff date.

² It was initially proposed by SEE that the National Register boundary for the district be limited to the area bounded by Terminal Square, Copley Road, Ludlow Street, and Chestnut Street because those buildings retained better integrity than the area to the east along Market Street/West Chester Pike between Copley and Kent Roads.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

BIBLIOGRAPHY

Alnor, William

1982 "Merchants Shopping for More Shoppers", in *The Daily Times*. On file, Delaware County Historical Society, Chester, Pennsylvania.

Boucher, Jack E. (photographer)

1973 Historic American Buildings Survey. Photographs of Market Street National Bank Building, <http://www.loc.gov/pictures/item/PA0989/>.

Clark, Stephen M.

1991 Pennsylvania Historic Resource Survey Form, *69th Street Terminal Square Shopping District*, Survey Code 045-UD-053. Prepared by the Delaware County Planning Department.

Cox, Harold E.

1967 *The Road From Upper Darby: the Story of the Market Street Subway-Elevated*. Reprint by the author, Forty Fort, Pennsylvania.

Dallin Aero Surveys

1928, 1930, 1939 Aerial Photographs of Upper Darby Township Showing the 69th Street Station. On file, Print and Picture Department, Free Library of Philadelphia, Philadelphia. Digital photographs taken of aerial photographs on May 5, 2010 by Bill Menke, Menke & Menke, LLC., Swarthmore, Pennsylvania.

DeFilippo, Thomas J. 1992 *The History and Development of Upper Darby Township*. Upper Darby Historical Society, Media, Pennsylvania.

Delaware County

2010 Postcard of 69th Street, circa 1935, from "A Collection of Upper Darby Photos Donated by Tom DiFilippo." Image accessed on the historic section of the Delaware County website at: <http://www.delawarecountyhistory.com/upperdarbytownship/index.html>.

Desai, Neeta Jitendra

1999 Market Street Elevated Railway, 69th Street Terminal. Historic American Engineering Record (HAER), PA, 51-Phila, 719A. Available at Library of Congress website: <http://www.loc.gov/pictures/item/PA3703/>.

Diehl, Lorraine B. and Marianne Hardart

2002 *The Automat: the History, Recipes, and Allure of Horn & Hardart's Masterpiece*. Clarkson Potter/Publishers, New York.

Franklin Survey Company

1942 Real Estate Plat Book of Upper Darby & Vicinity. On file, Delaware County Planning Department, Media, Pennsylvania.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

1964 Franklin's Map and Guide of Eastern Delaware County. On file, Delaware County Planning Department, Media, Pennsylvania.

Herskowitz, Linda S.

1978 "On 69th Street, they hope it's a bridge to the future [sic]"; *Philadelphia Inquirer* newspaper article, August 21, 1978.

J. C. Taylor Company

1949 J. C. Taylor, member, National Association of Insurance Agents and National Association of Real Estate Boards. Untitled map of Upper Darby, on file, Delaware County Historical Society, Chester, Pennsylvania.

Kiser, E., and J.M. Lathrop

1909 Atlas of Delaware County, Pennsylvania. G.M. Hopkins, Philadelphia.

Klinge, F.H.M.

1929 Atlas of Delaware County East of Ridley Creek: Embracing Darby, Upper Darby, Ridley, Springfield, Marple, Newtown, Upper and Nether Providence, Tinicum, and Part of Haverford Townships. Vol. I. A.H. Mueller, Philadelphia.

Kopple, Sheward & Day

1981 A Technical Study of Sixty-Ninth Street Terminal Reconstruction. Prepared for the Delaware County Planning Department, November, 1981.

Lilly, John R.

2002 John H. McClatchy Building. (Draft) National Register of Historic Places Registration Form. On file, Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission, Harrisburg, Pennsylvania.

Longstreth, Richard

2000 The Buildings of Main Street. Altamira Press, Walnut Creek, California.

Miller, W.S., St. J. Ogier, W.S. McDonald, and F. Breou

1892 Map of Upper Darby Township. In Farm Line and Borough Atlas of Delaware Co., Penna. E.W. Smith and Co., Philadelphia.

National Park Service (NPS)

1997 *National Register Bulletin Number 15, "How to Apply the National Register Criteria for Evaluation."* United States Department of the Interior, Washington D.C.

New York City Landmarks Preservation Commission

2010 Electronic document, Horn & Hardart Automat, designated January 2007. Website at http://www.nyc.gov/html/lpc/html/forms/reports_man.shtml. Accessed November 11, 2010.

Pennsylvania Historical and Museum Commission (PHMC)

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

2010 Cultural Resources Geographic Information Systems (CRGIS). Website at <https://www.dot7.state.pa.us/ce/default.asp>. Harrisburg. Accessed October 23, 2010 and November 11, 2010.

Philadelphia Buildings and Architects 2010
Website at http://www.philadelphiabuildings.org/pab/app/pj_display_citations_holdings.cfm/42358. Accessed October 23, 2010, and December 5, 2010.

Philadelphia Historical Commission
2010 Website at <http://www.phila.gov/historical/>. Accessed November 23, 2010.

Sanborn Map Company
1922 Upper Darby Township & Milbourne Borough. Sanborn Map Company, New York.
1922, with updates through 1951. Upper Darby Township & Milbourne Borough. Sanborn Map Company, New York.
1951 Upper Darby Township & Milbourne Borough. Sanborn Map Company, New York.
1951, with updates through 1969. Upper Darby Township & Milbourne Borough. Sanborn Map Company, New York.

Smith, J.L.
1889 Properties along the P.W. & B.-B&O and P. & W.C. Rail Roads from Philadelphia to Chester & Elwyn Station. J.L. Smith, Philadelphia.

United States Geological Survey (USGS)
1967 (revised 1994) Lansdowne, Pennsylvania topographic quadrangle map, 7.5 minute series. U.S. Geological Survey, Denver.

Upper Darby Township Engineer's Office
1917 Township Engineer's Office, "Plan of Property Belonging to John H. McClatchy, Upper Darby Township, Delaware County, Penna." Dated February 16, 1917. Plan on file at Township Engineer's Office, Darby, PA.

Upper Darby Township
2002 Township History. Website at <http://www.upperdarby.org/history.html>. Accessed August 4, 2010.

Upper Darby Township
2010 Department of Licenses and Inspection, Upper Darby Township Building, Chestnut Street, Upper Darby, PA.

Wallace, David
1990 "69th Street District Making a Comeback." In the *Philadelphia Business Journal*, June 25-July 1, 1990 issue. On file, Delaware County Historical Society, Chester, Pennsylvania.

Webster, Nancy V.

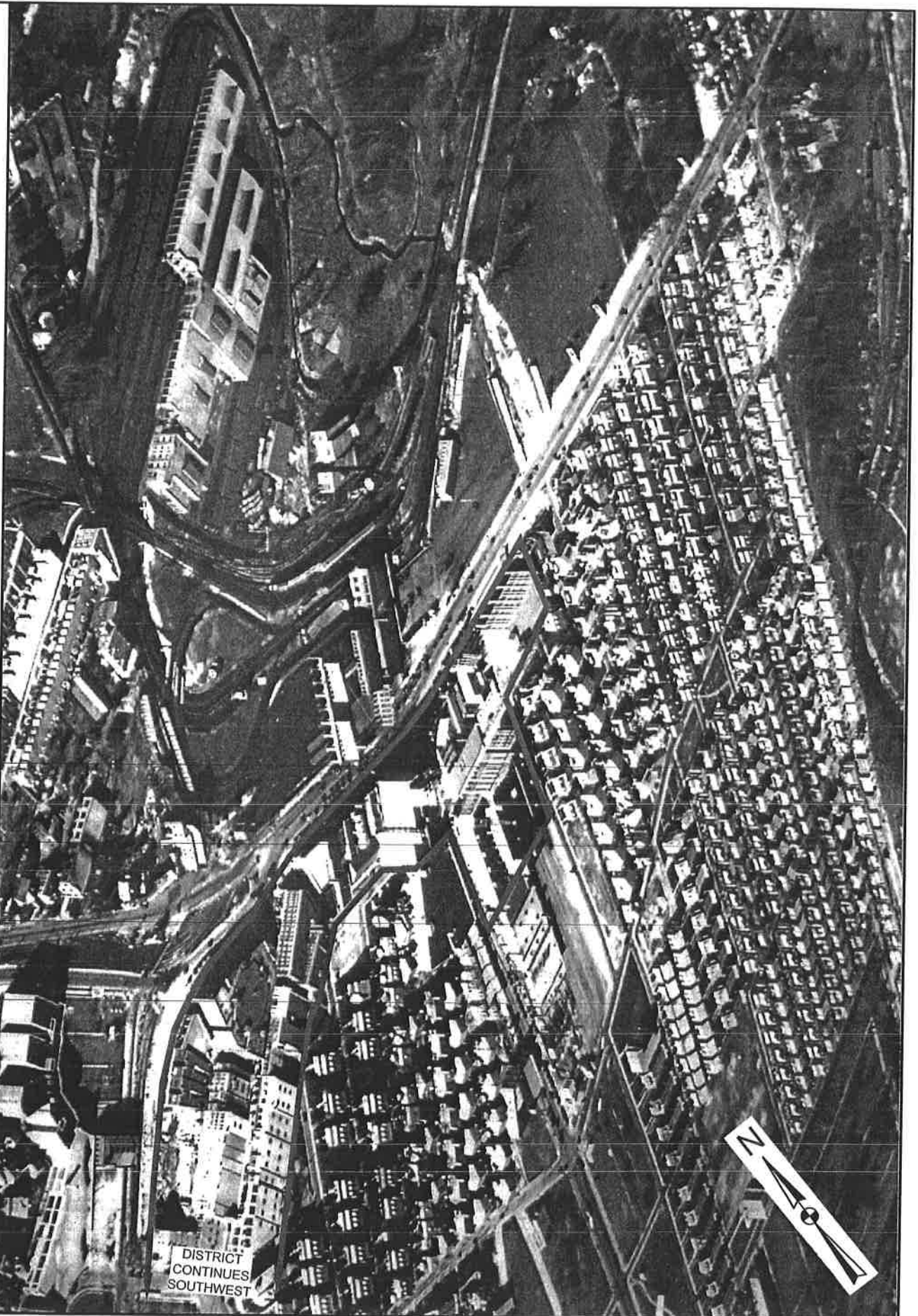
Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

1994 Pennsylvania Historic Resource Survey Form, *69th Street Terminal Square Shopping District*,
Survey Code 045-UD-053. Prepared by the Delaware County Planning Department.

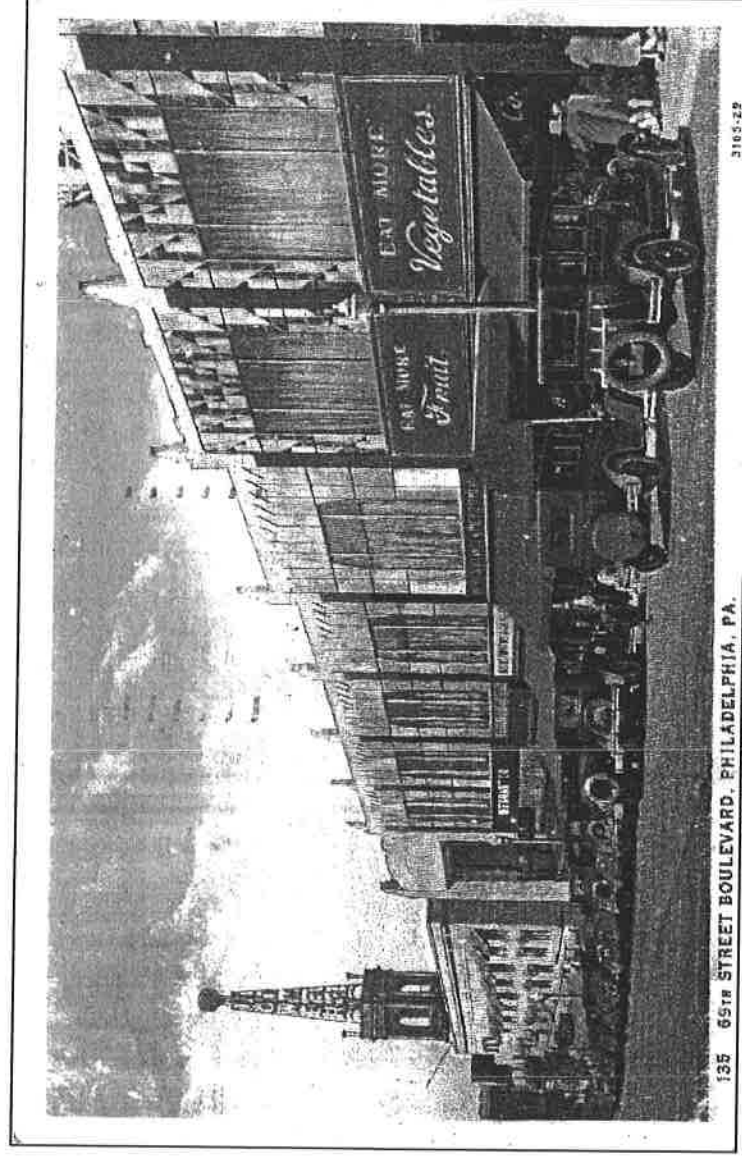


NOTE: AERIAL PHOTOGRAPH
IS NOT TO SCALE

69TH STREET TERMINAL SQUARE SHOPPING DISTRICT
UPPER DARBY IN 1930 SHOWING PART OF HISTORIC DISTRICT

SOURCE: Dalhin Aero Surveys 1930

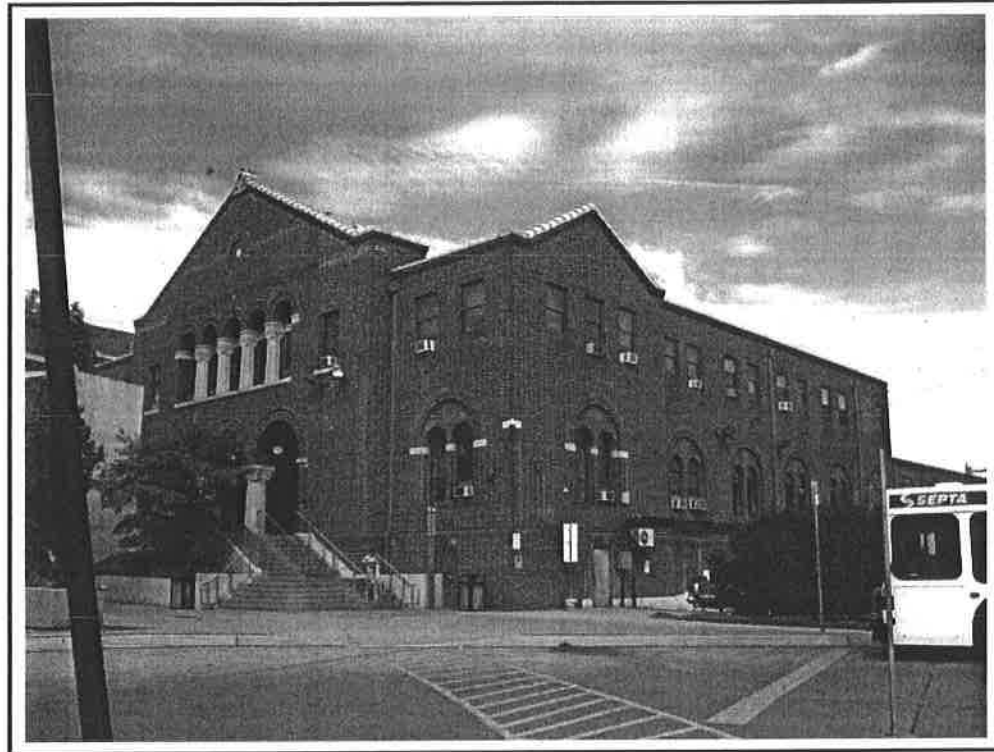
DISTRICT
CONTINUES
SOUTHWEST



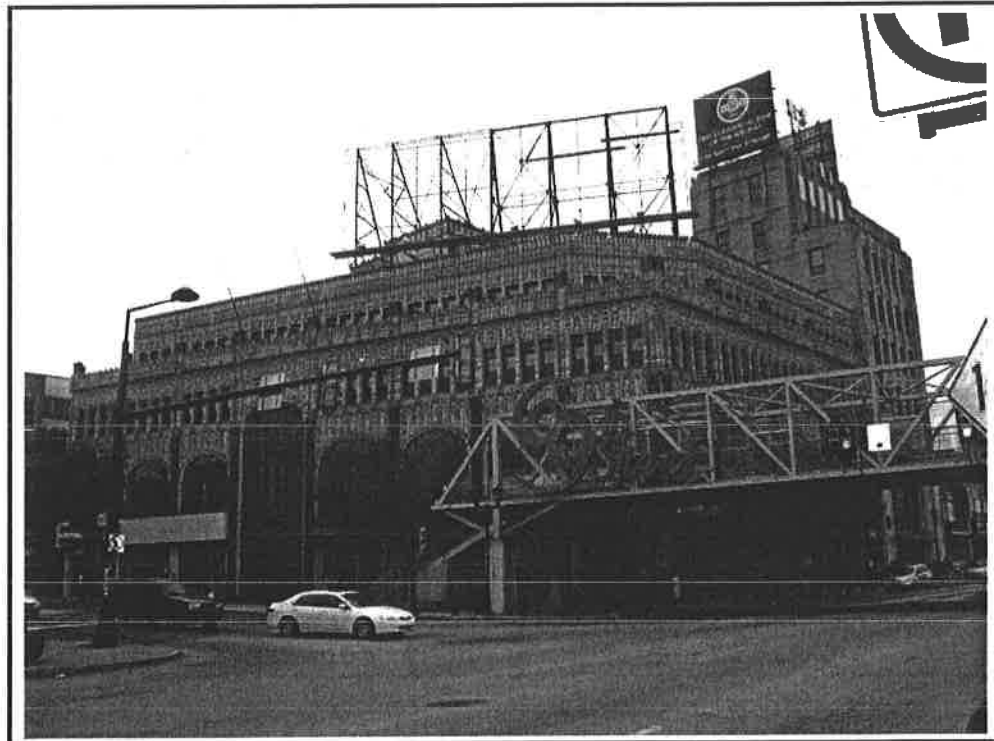
Source: "A Collection of Upper Darby Photos Donated by Tom DiFilippo";
Delaware County History website

Circa 1935 postcard, showing the east side of 69th Street, looking northeast. The Tower Theater and stores (with awnings) are in the background. Today, the buildings in the foreground (with rooftop finials) have been altered and are excluded from the historic district.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County

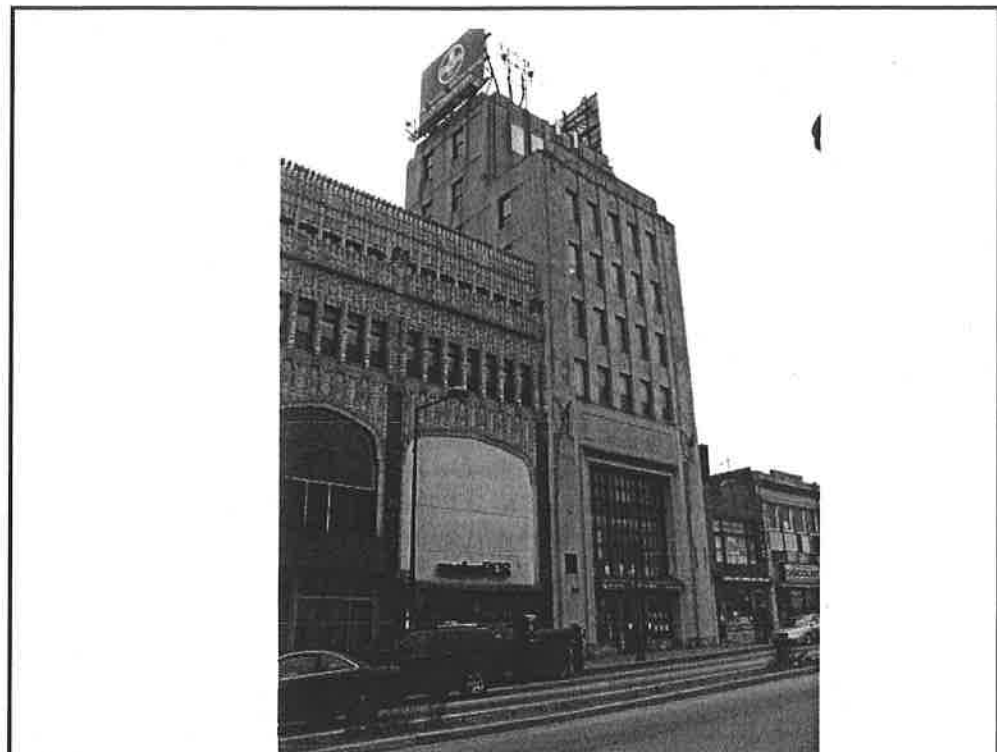


Photograph 1. Overview of 69th Street Terminal, across from the historic district.
The terminal was determined eligible for listing in 1985 and HABS documentation was completed for it in 1995.

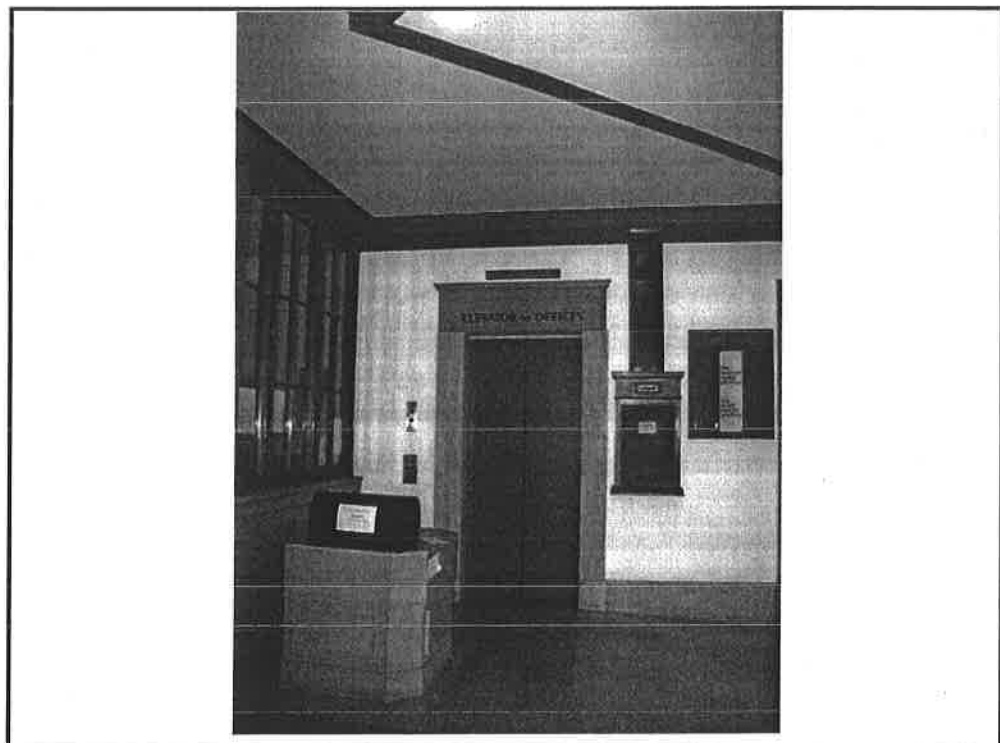


Photograph 2. This photo shows the 69th Street elevation of the National Register-eligible McClatchy Building.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County

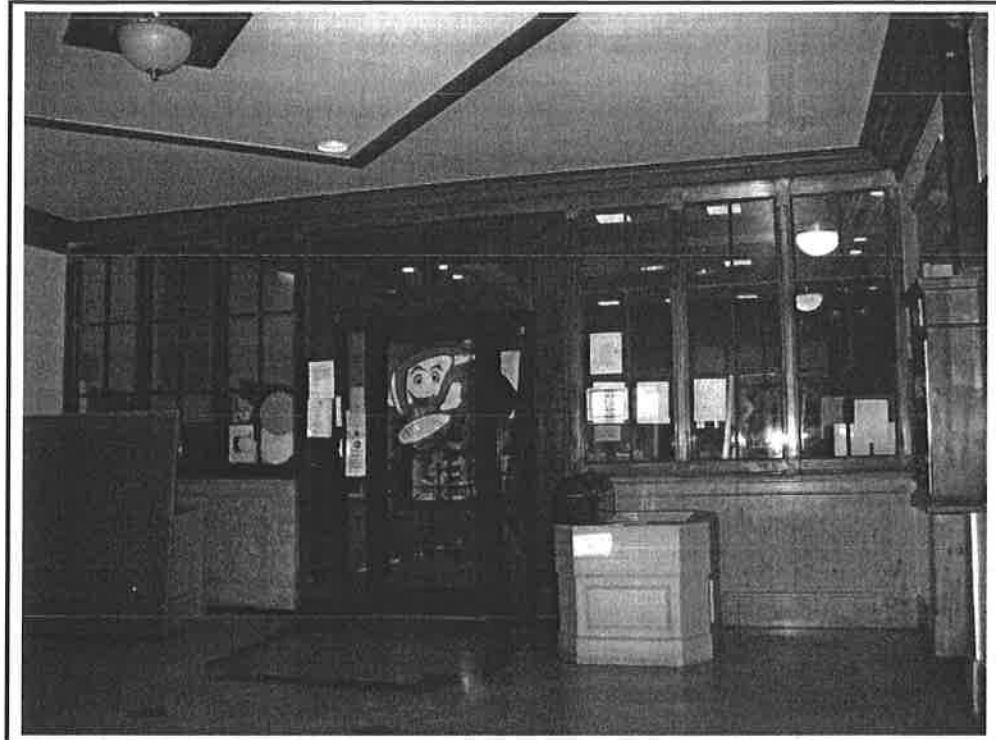


Photograph 3. This photo shows the northern elevation of the McClatchy Building on the left, alongside the former 69th Street Terminal Title & Trust Company Building near center of photo.



Photograph 3a. Photograph of interior lobby inside the 69th Street Terminal Title & Trust Company Building showing elevator doorway on western wall, with Art Deco-style lettering.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County

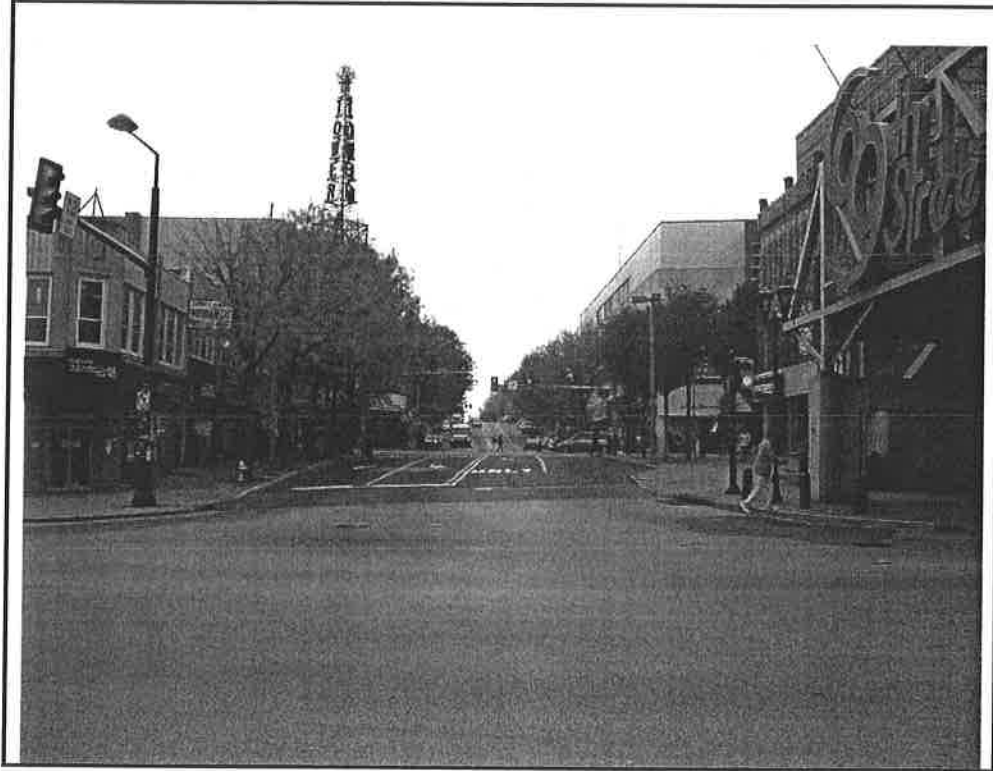


Photograph 3b. Photograph of interior lobby inside the 69th Street Terminal Title & Trust Company, showing ceiling molding and paneled glass entryway, inlay floors, etc.



Photograph 4. The Tower Theater is considered individually potentially eligible for listing in the National Register. The Ashby apartment building is immediately to the left.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 5. View looking down 69th Street, across from the Terminal, showing the eligible Tower Theater in far left background.



Photograph 5a. View of buildings along 69th Street and within the 69th Street historic district, at the intersection of Ludlow Street.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 6. Overview from the intersection of Chatham Road, showing 6800 Market Street/West Chester Pike on the left, McClatchy Building and former 69th Street Terminal Title & Trust Company in background.



Photograph 7. Overview of the Art Deco 6800 Market Street/West Chester Pike, known as the "69th Street Center Building."

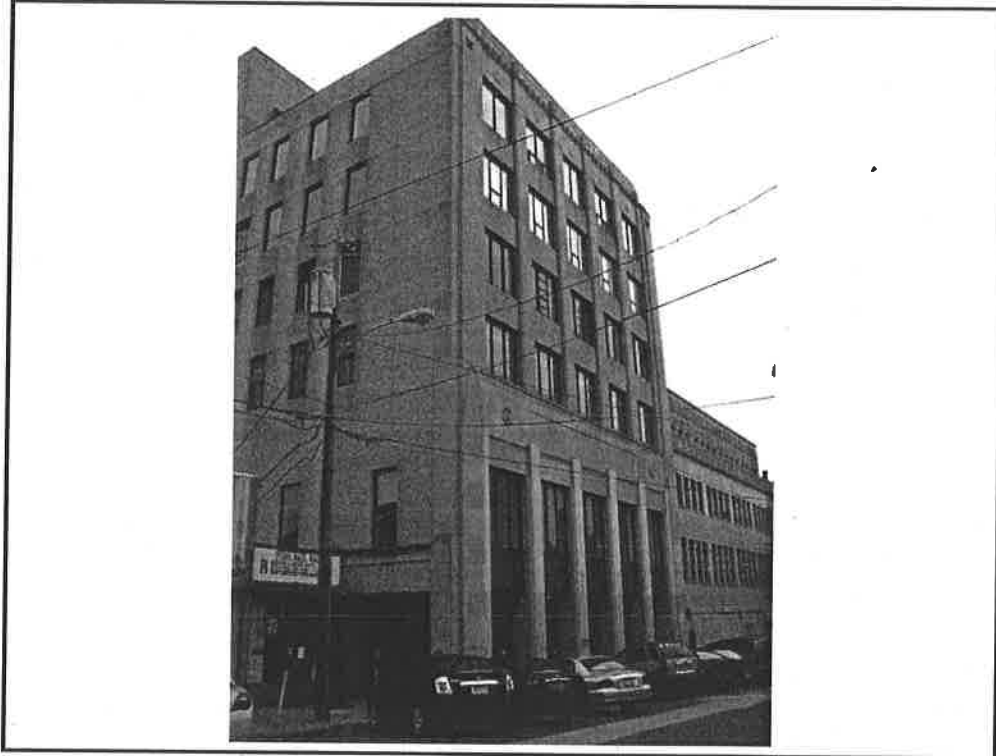
69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 8. View showing 6826 Market Street/West Chester Pike, a former Horn & Hardart Restaurant, designed by Ralph B. Bowden.

Key # _____
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 9. Rear view on Ludlow Street of the former 69th Street Terminal Title & Trust Company, designed by Ritter & Shay. The McClatchy Building is on the right of the photo.



Photograph 10. Streetscape view along Market Street/West Chester Pike, across from the 69th Street Terminal.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 11. Overview of commercial structures along Market Street /West Chester Pike. Toward the far background of the photo is the 69th Street Center Building and the former Horn & Hardart Restaurant.

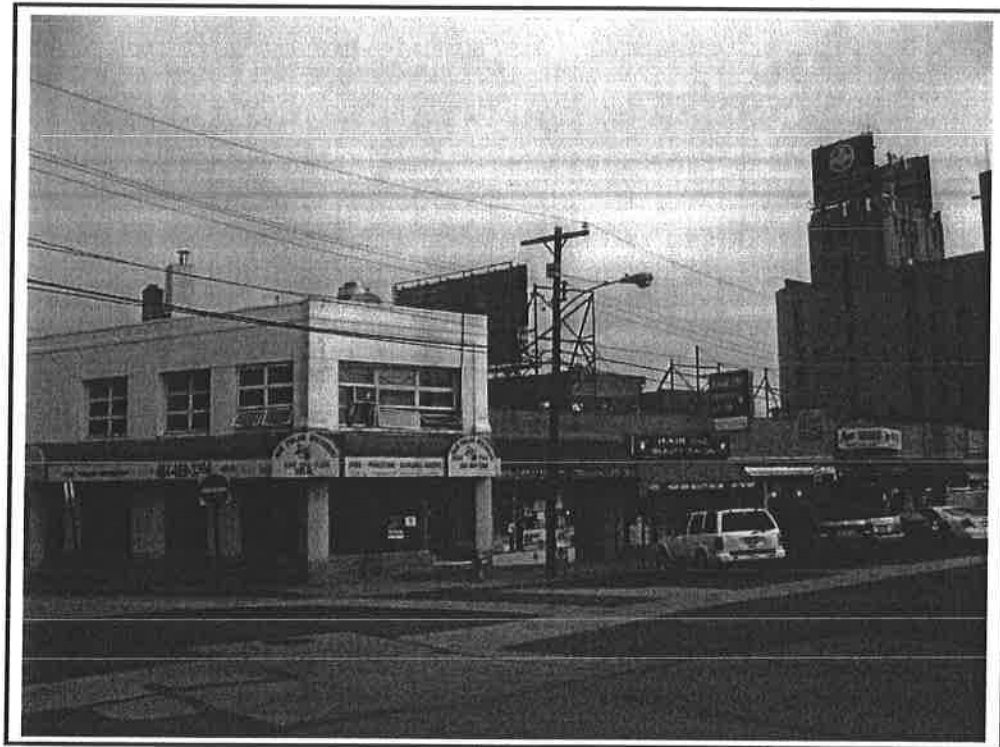


Photograph 12. Corner property at the southeast intersection of Market Street/West Chester Pike and 69th Street.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County

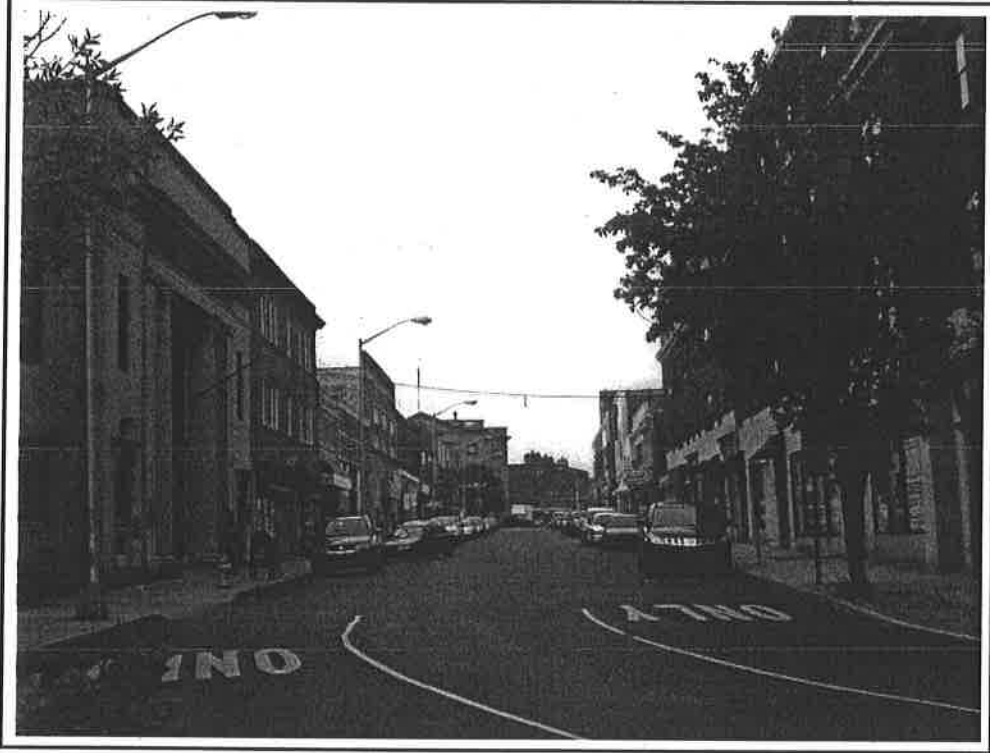


Photograph 13. Overview of commercial structures in the historic district, to the west of 69th Street.



Photograph 14. Cluster of commercial buildings at the intersection of Copley Road and Ludlow Street.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 15. View looking up Garrett Road in the historic district.



Photograph 16. Commercial row along Garrett Road within the historic district.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County

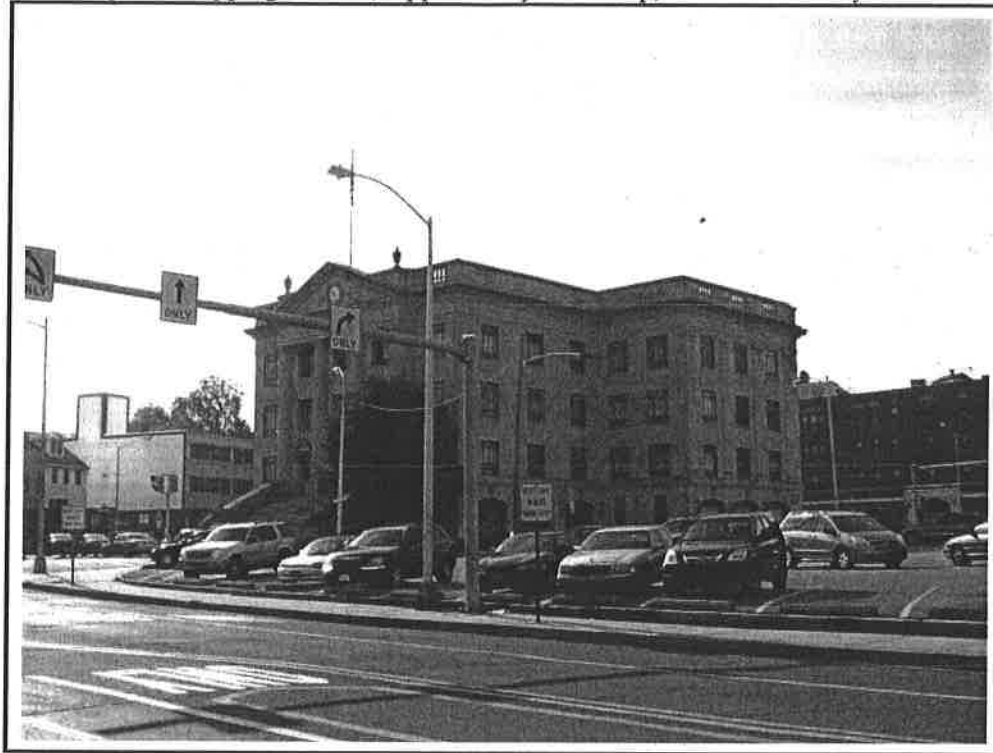


Photograph 17. View of the "69th Street Theatre", which also contains apartments and ground level stores.



Photograph 18. This shows the intersection of Copley Road and Market Street/West Chester Pike, with the Stonehurst Apartments in the background.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 19. Upper Darby Township municipal building, situated along Garrett Road.



Photograph 20. View of group of commercial buildings in the historic district to the west of Copley Road.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County

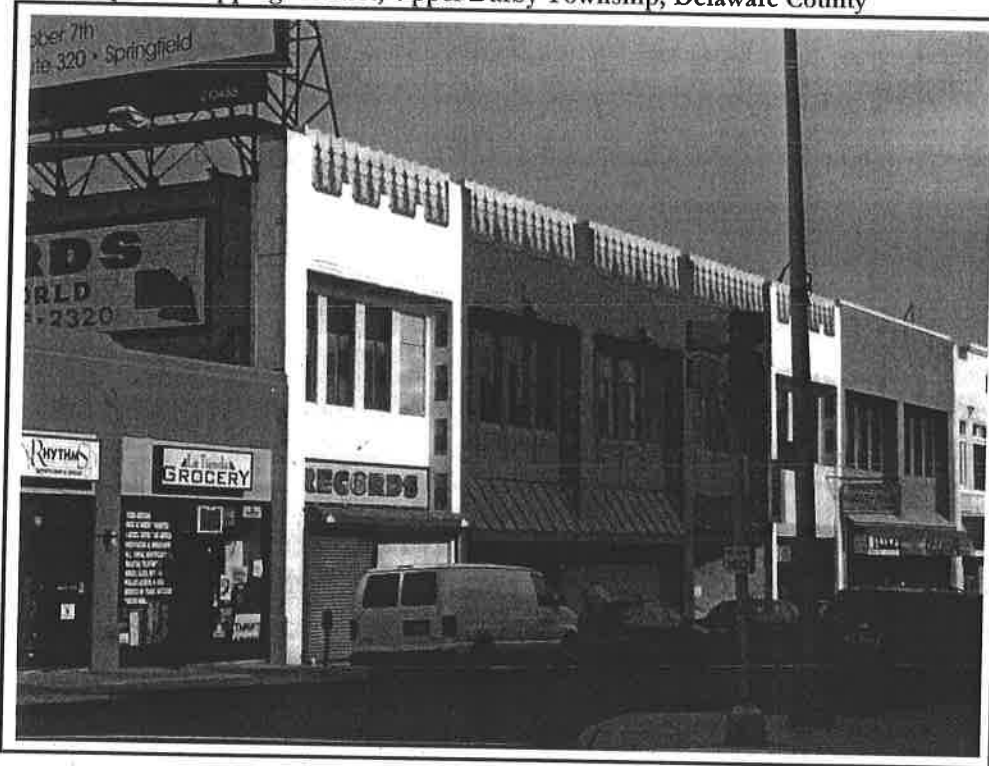


Photograph 21. View of group of commercial buildings showing Art Deco influences with decorative, vertical elements along the roofline.

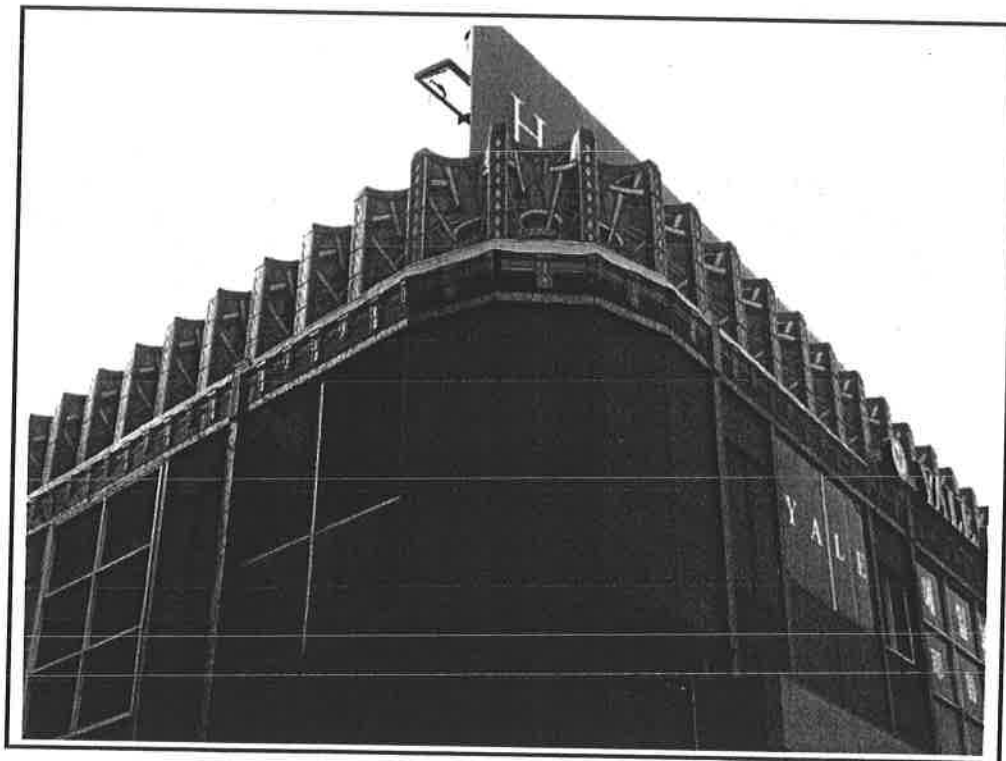


Photograph 22. Commercial properties, with Art Deco flavor, at the intersection of Ludlow Street and Garrett Road.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 23. View along Garrett Road. Although these buildings have been repainted, exuberant original details are still present along the cornices and near the windows.

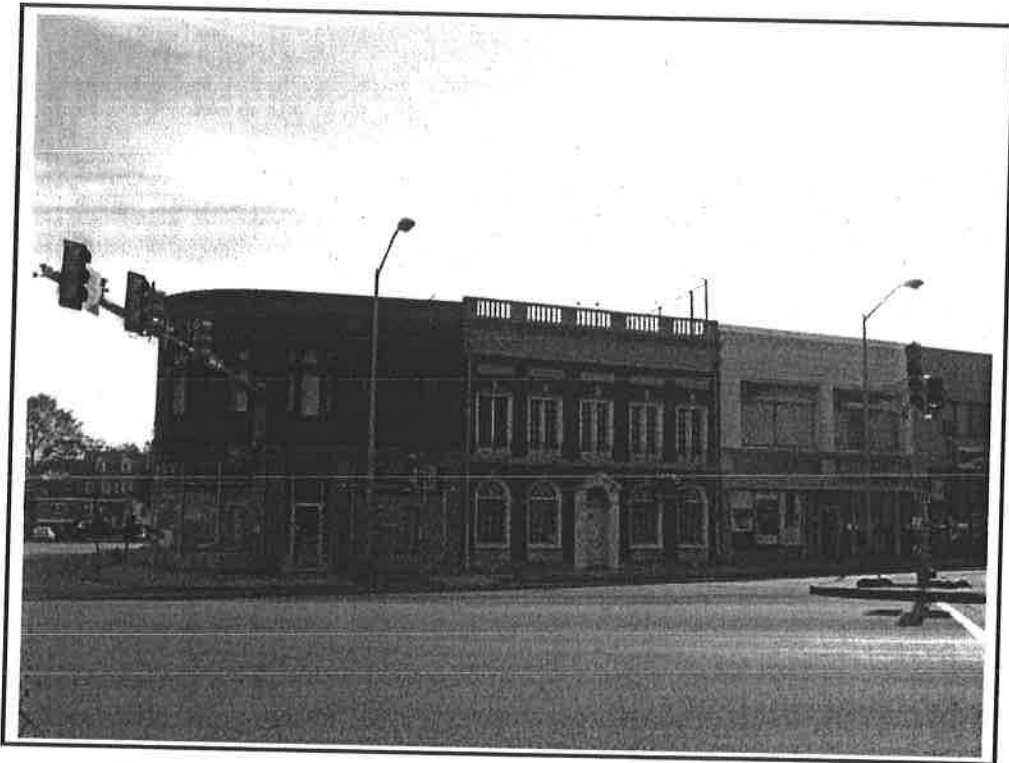


Photograph 24. Example of an Art Deco property with a highly detailed cornice on Terminal Square.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County

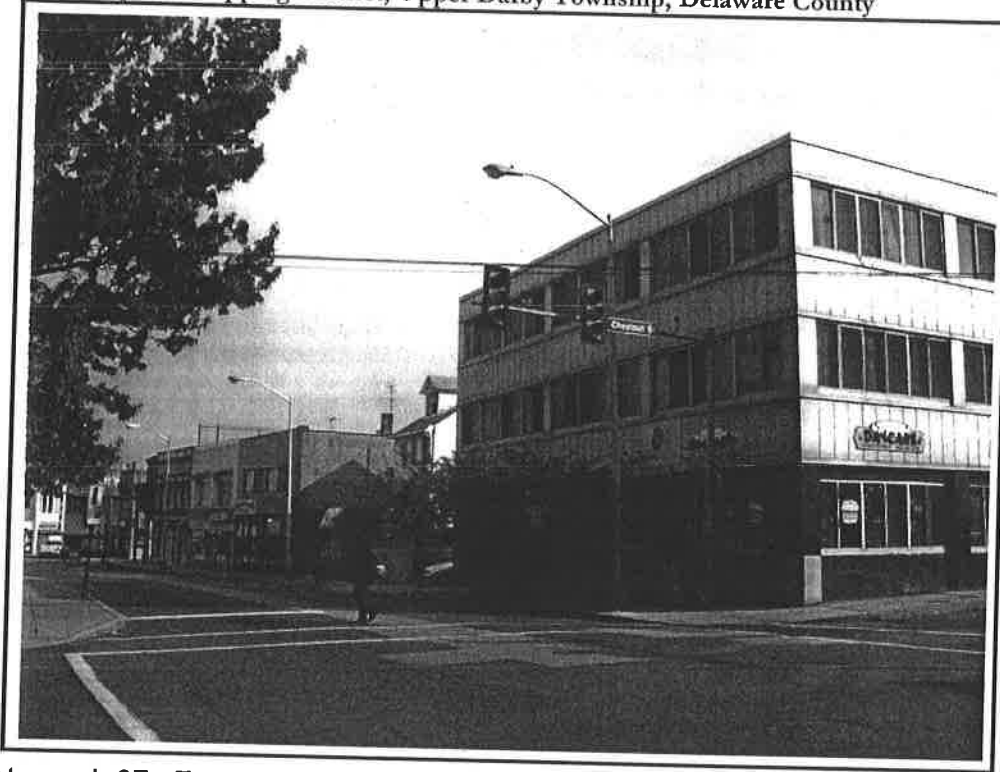


Photograph 25. A property at the intersection of Copley Road and Market Street/West Chester Pike.



Photograph 26. Commercial row at the intersection of Long Lane and Ludlow Street.

69th Street Terminal Square Shopping District, Upper Darby Township, Delaware County



Photograph 27. Example of a three-story commercial building at the edge of the historic district, dating from the 1960s.



Photograph 28. View of a row of buildings along Fairfield Avenue, showing example buildings along edge of district. Buildings in the foreground (up to the traffic arrow) are considered outside the historic district.

Historic Resource Survey Form
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #
ER# 2010-2181-045

69th Street Terminal Square Shopping District, Upper Darby, Delaware County

Photo List (Item 33)

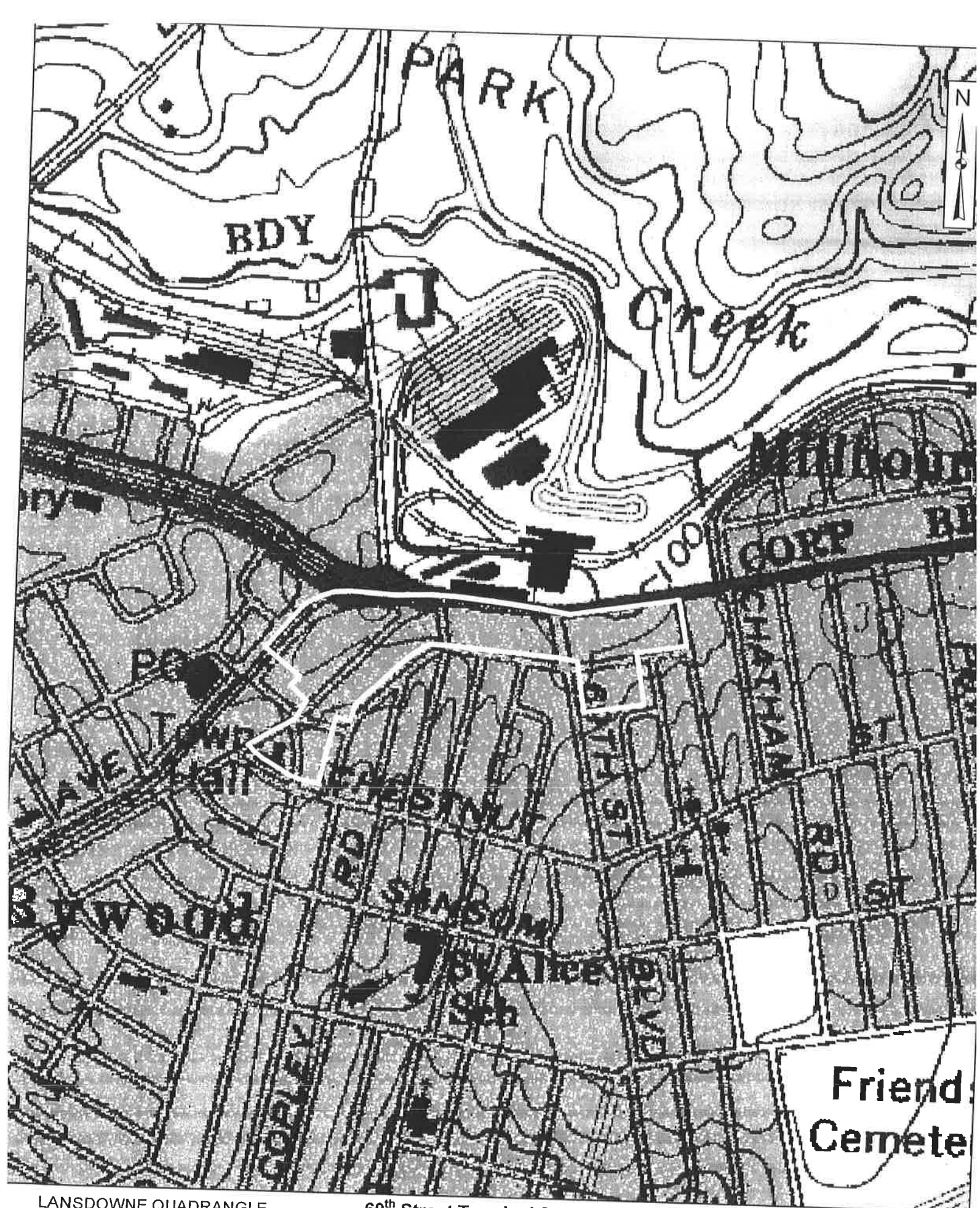
See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Allen Heist; Lauren C. Archibald

Date October -December 2010

Location Negatives/Electronic Images Stored Stell Environmental Enterprises, Inc. 25 East Main Street, Elverson, PA 19520

Please see individual photo pages and accompanying photo location map.

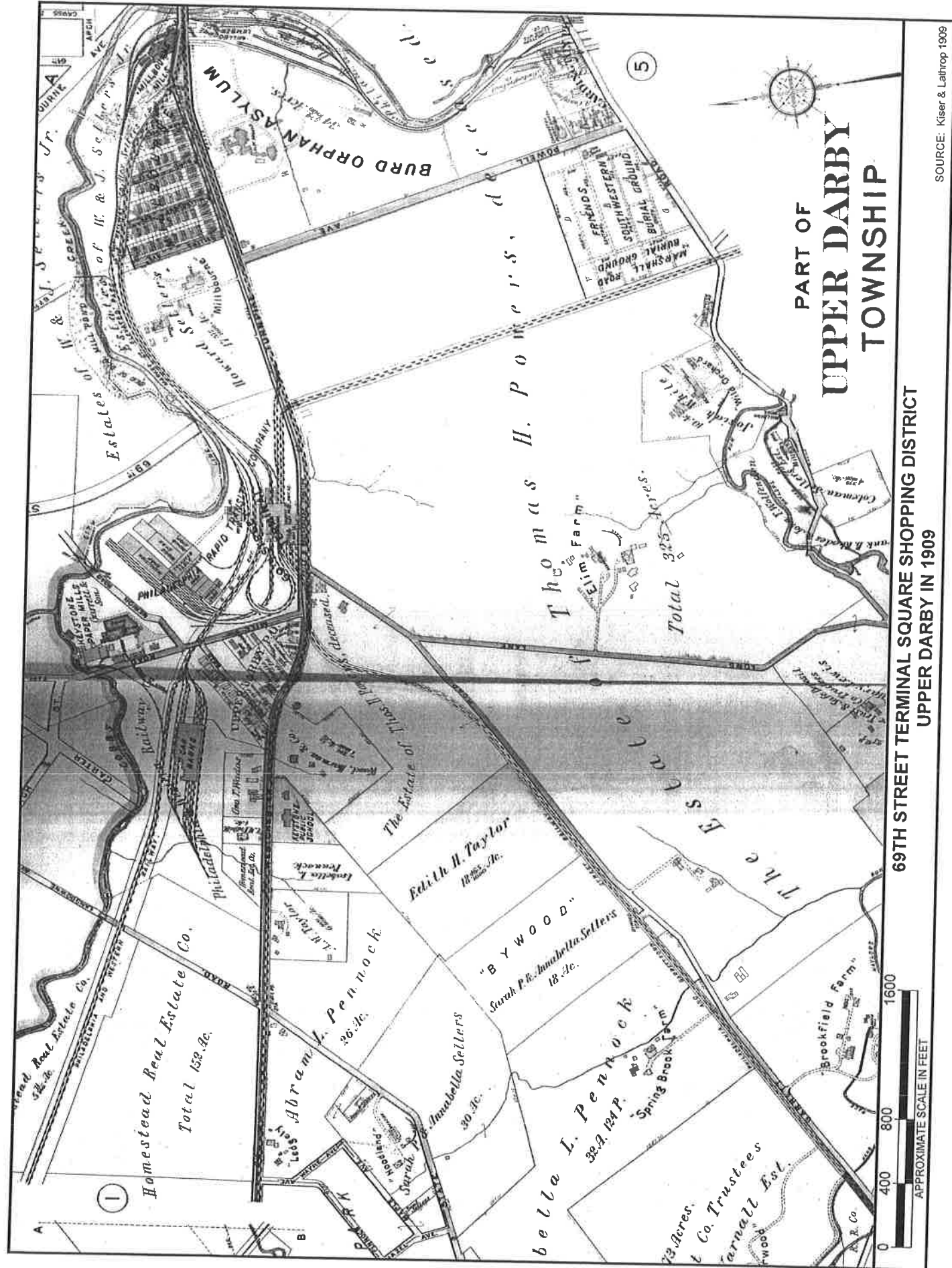


LANSDOWNE QUADRANGLE
1 inch = 500 feet

69th Street Terminal Square
Shopping District
USGS Location Map
Upper Darby Township, Delaware County, PA

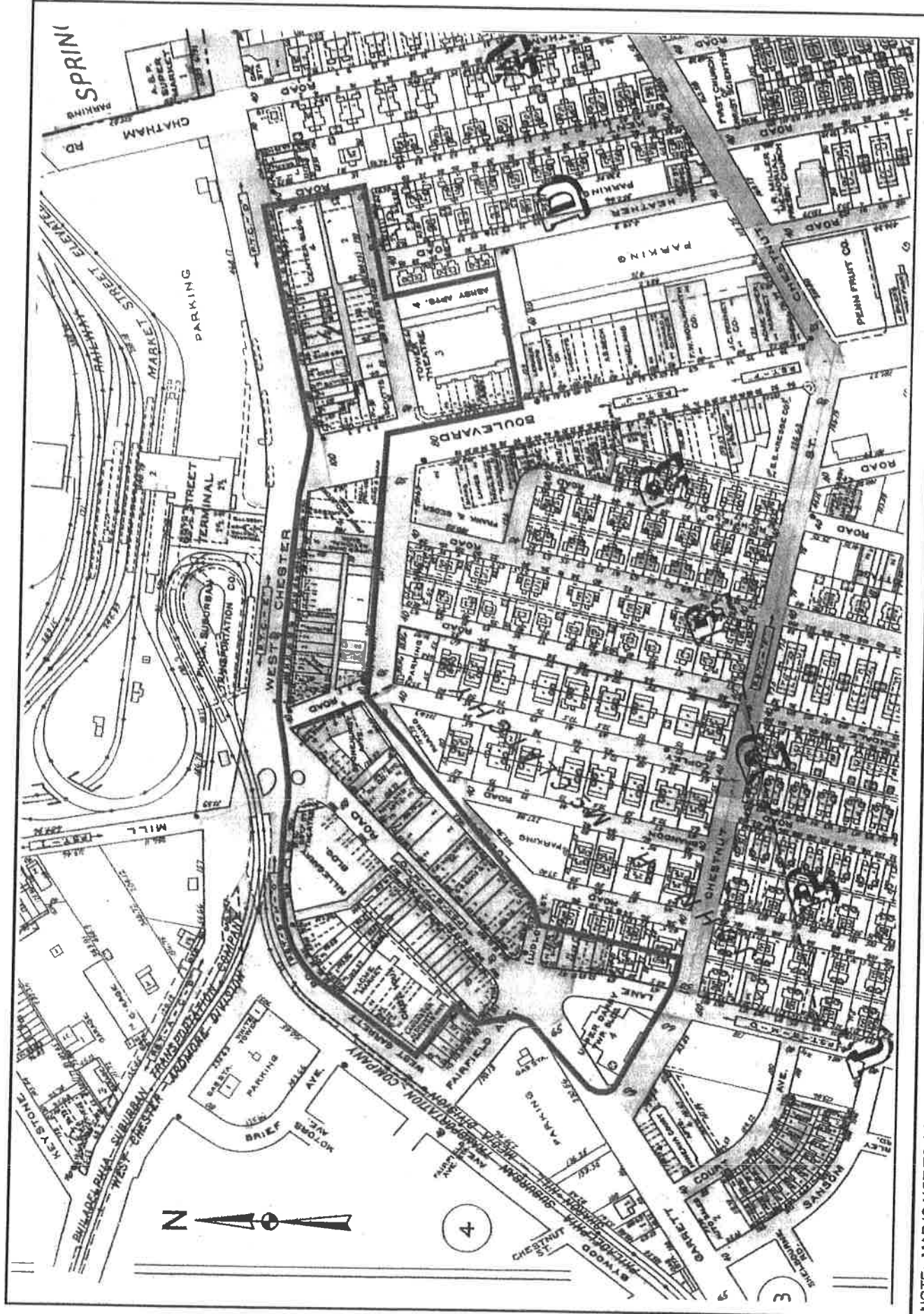


 69th Street Terminal Square Shopping District



69TH STREET TERMINAL SQUARE SHOPPING DISTRICT
UPPER DARBY IN 1909

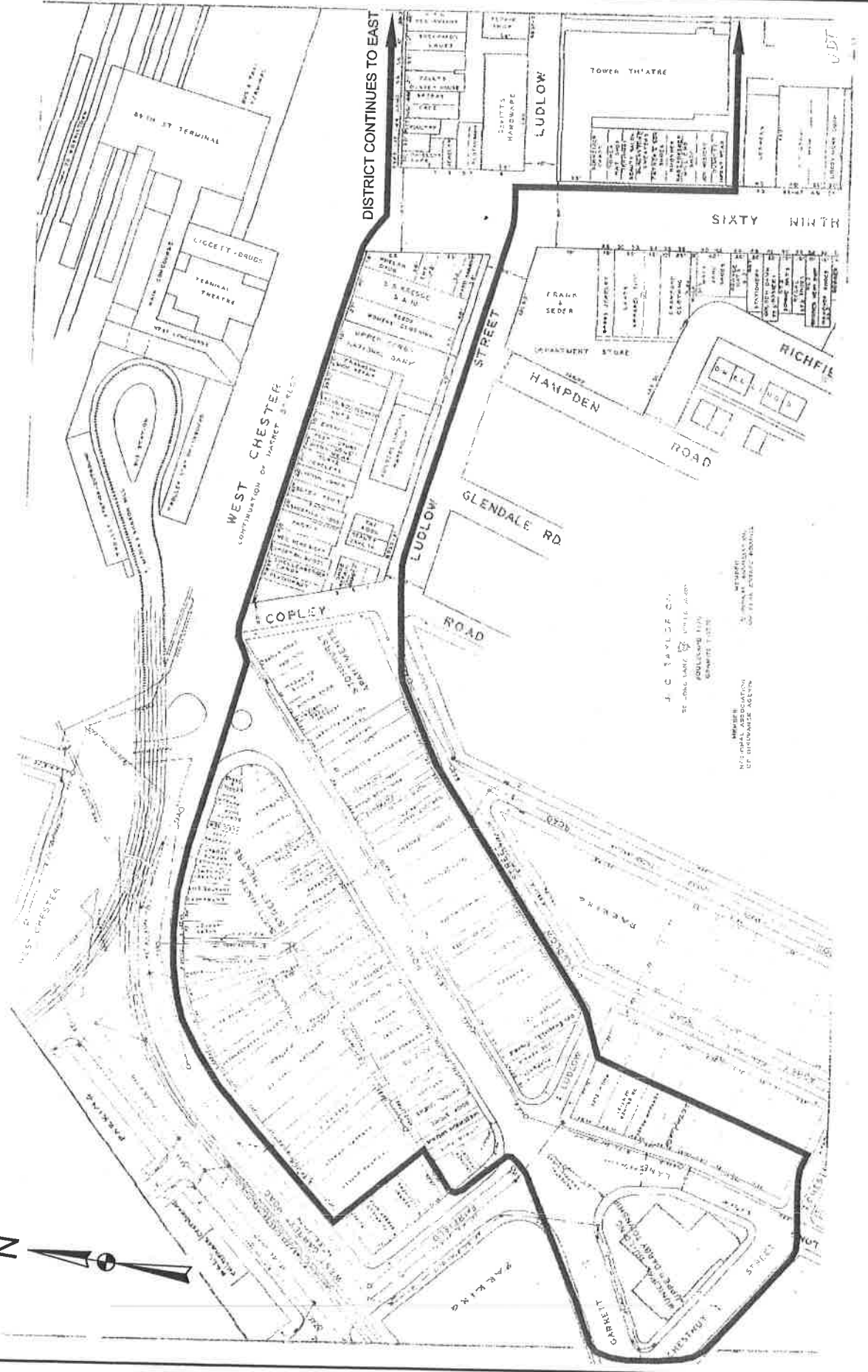
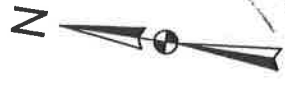
SOURCE: Kiser & Lathrop 1909



NOTE: MAP IS NOT TO SCALE

69TH STREET TERMINAL SQUARE SHOPPING DISTRICT
UPPER DARBY IN 1942 SHOWING THE HISTORIC DISTRICT

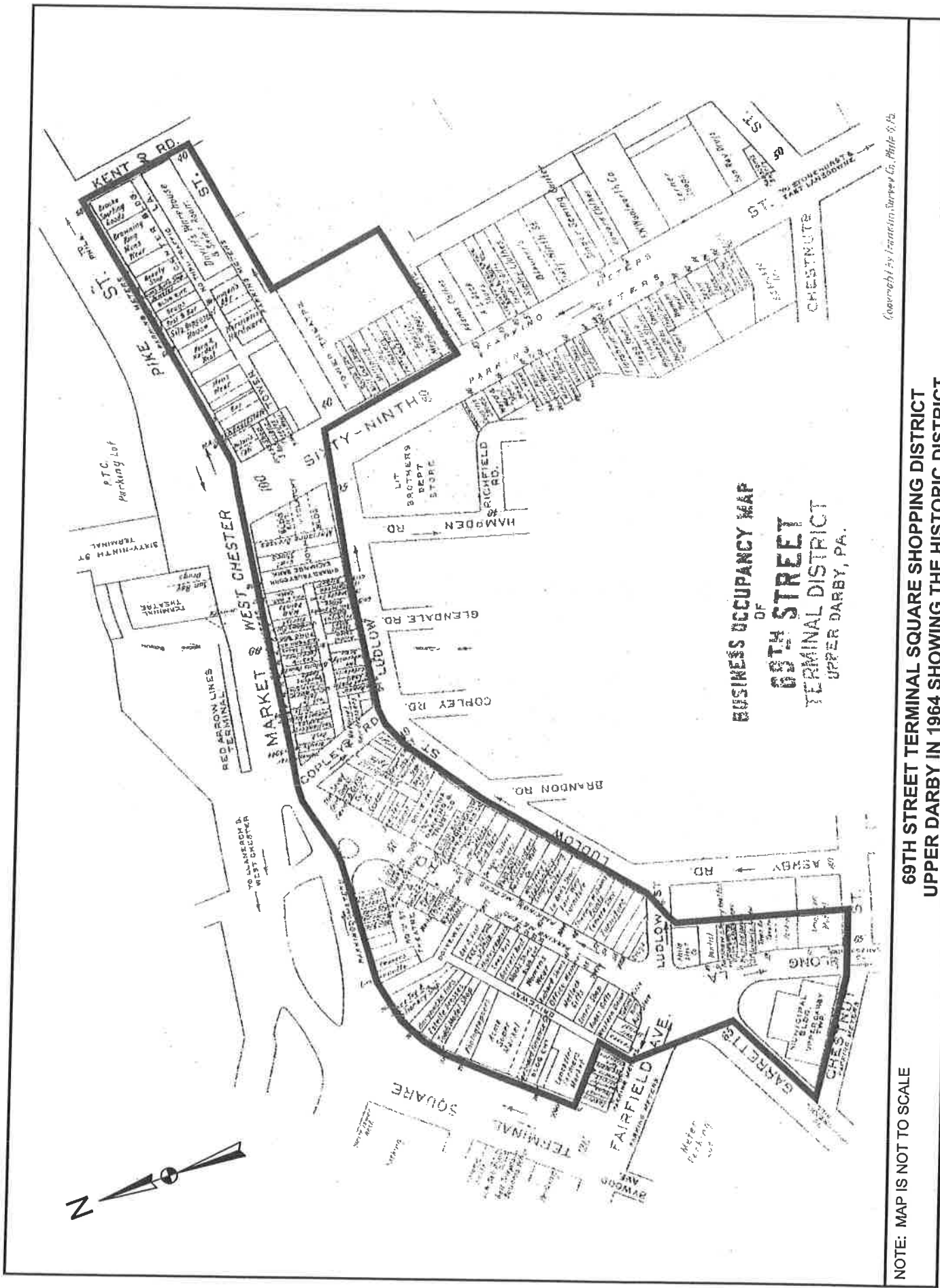
SOURCE: Franklin Survey Co. Real Estate
Plat Books, 1942



NOTE: MAP IS NOT TO SCALE

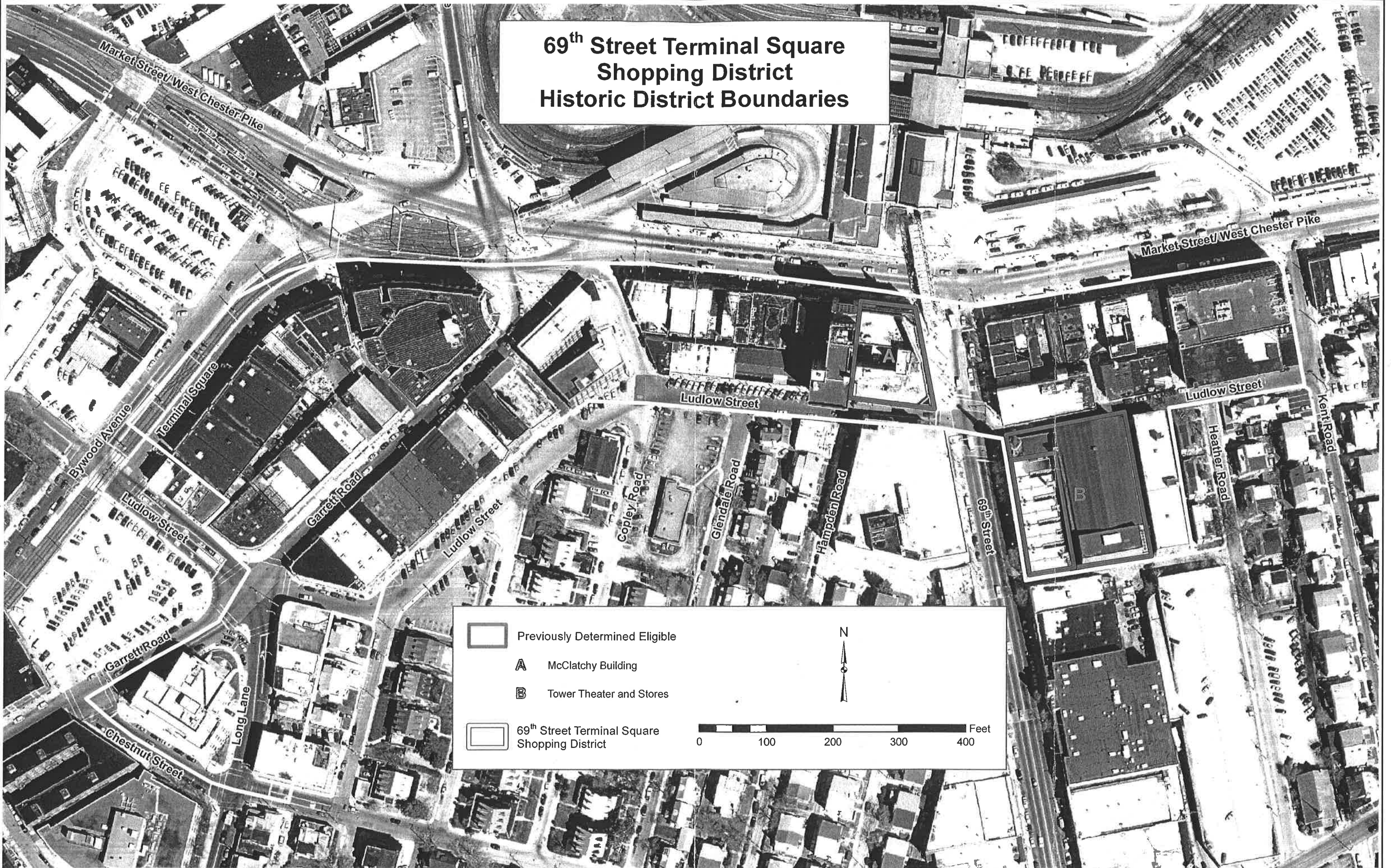
**69TH STREET TERMINAL SQUARE SHOPPING DISTRICT
UPPER DARBY IN 1949 SHOWING THE HISTORIC DISTRICT**





SOURCE: J.C. Taylor Co., 1949



69TH STREET TERMINAL SQUARE SHOPPING DISTRICT
UPPER DARBY IN 1964 SHOWING THE HISTORIC DISTRICT

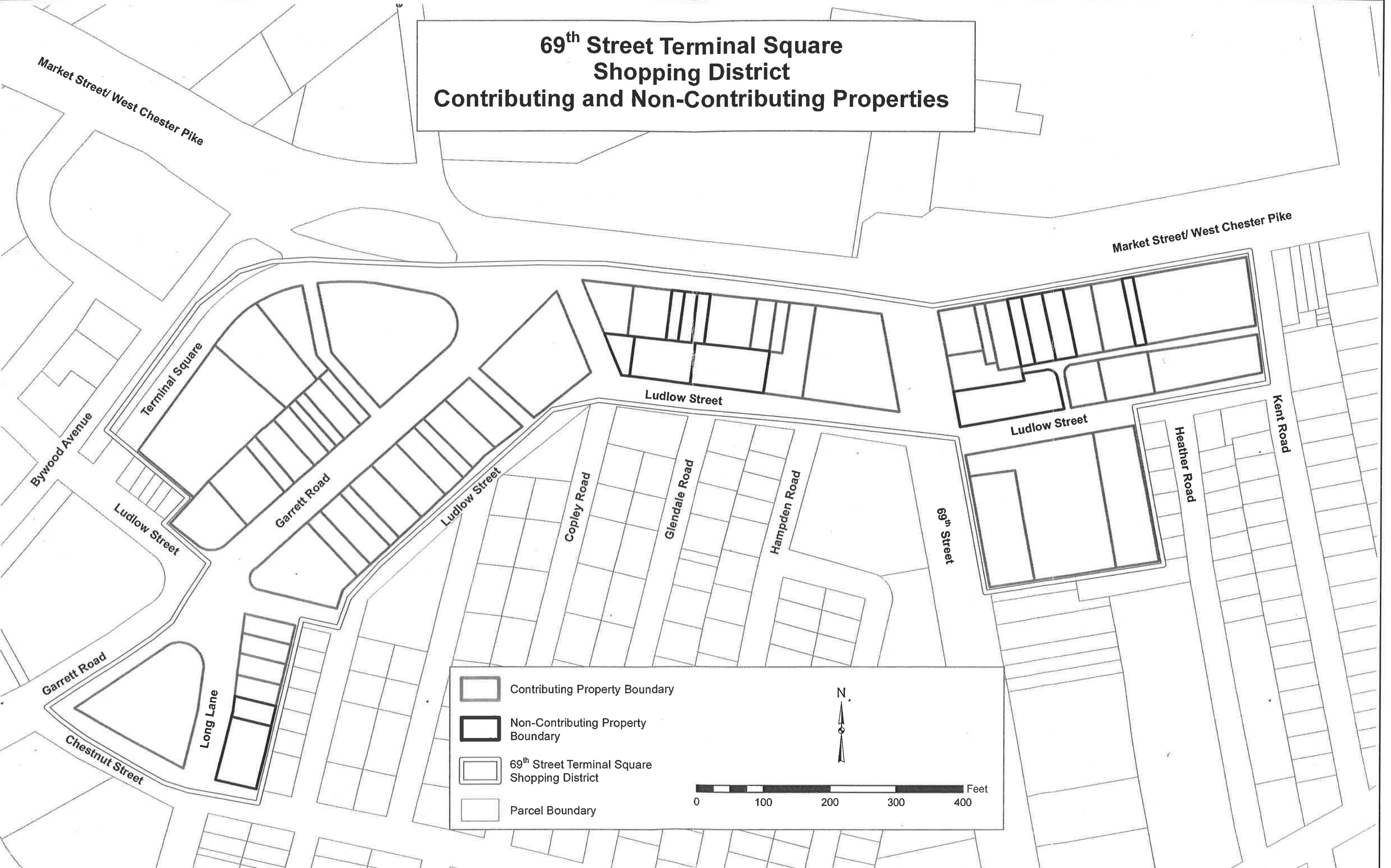
69th Street Terminal Square Shopping District Historic District Boundaries








-  Previously Determined Eligible
-  McClatchy Building
-  Tower Theater and Stores
-  69th Street Terminal Square Shopping District



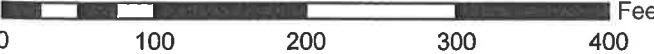
69th Street Terminal Square Shopping District Contributing and Non-Contributing Properties



	Contributing Property Boundary
	Non-Contributing Property Boundary
	69 th Street Terminal Square Shopping District
	Parcel Boundary



N



0 100 200 300 400 Feet

69th Street Terminal Square Shopping District Photograph Location Map



	Previously Determined Eligible	
	McClatchy Building	
	Tower Theater and Stores	
	69 th Street Terminal Square Shopping District	
	Photograph Location & Orientation	



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us

11 January 2013

Glen Morris
SEPTA
1234 Market Street
Philadelphia, PA 19106

Re: ER 2012-1020-045-D
69th Street Transportation Center, West Terminal Rehabilitation
Request for Project Review

Dear Mr. Morris:

Thank you for submitting information concerning the above listed project including the site visit to the property on November 16, 2012 and the additional information provided via email on January 7, 2013. The Bureau for Historic Preservation (the State Historic Preservation Office) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 *et seq.* (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeology

In our opinion no archaeological resources will be affected by this project.

Historic Structures

It is the opinion of the State Historic Preservation Officer that the following property is not individually eligible for listing in the National Register of Historic Places as it lacks sufficient integrity to convey architectural significance as an example of Romanesque Revival architecture:

69th Street Station (Philadelphia Transit Company Building) (Key No. 079220)

It is the opinion of the State Historic Preservation Officer that the 69th Street Station is a contributing resource to the following districts:

69th Street Terminal Square Shopping District (Key No. 156448)

Market Street Elevated Railway Historic District (Key No. 105499)

Therefore, it is necessary to assess the potential effect of the project on the **69th Street Terminal Square Shopping District (Key No. 156448)** and the **Market Street Elevated Railway Historic District (Key No. 105499)**.

We understand the purpose of the project is to rehabilitate the west bus and trolley terminal at the station to enable its continued historical use using sustainable design principles. The plans call for the retention of the spatial relationships that characterized the western terminal at the time of its completion in 1936. Large portions of the western terminal were reconstructed in 1986, as discussed at the site meeting in November and the documentation provided in December. Our office requests retention of as many of the 1930s features as possible (including the steel columns) and the development of a design that is sensitive to the surrounding historic districts. The proposed new work should be differentiated from the old as well as compatible with the historic materials, features, size, scale, proportion and massing of the station and surrounding historic districts. If the work is designed in accordance with these guidelines, it should have **no adverse effect** upon the historic resources listed above. However, this finding is **conditional** upon our review of project plans and specifications and their conformance with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Please make arrangements to forward photographs, specifications, and architectural drawings or work write-ups to our office.

In addition, please provide our office with documentation of public involvement and consulting party coordination for the project, as required by Section 106.

We look forward to working with you and interested members of the public to develop a project design that accommodates the project's needs while being sensitive to the setting of the surrounding historic districts.

Please contact Barbara Frederick at (717) 772-0921 with any questions related to this review.

Sincerely,



Andrea L. MacDonald, Chief
Division of Preservation Services

ALM/bcf

PHASE IA ARCHAEOLOGICAL SURVEY REPORT

SEPTA 69TH STREET TERMINAL PARKING LOT

NORTHWEST CORNER OF MARKET STREET (ROUTE 3) AND
CHATHAM ROAD

UPPER DARBY, PENNSYLVANIA

E.R. # ~~10~~-2010-2181-045 - **6**

OCTOBER 2010



Prepared for:

Southeastern Pennsylvania Transit Authority
1234 Market Street Philadelphia, Pennsylvania 19107-3780

and

Timothy Haahs and Associates, Inc.
550 Township Line Road, Suite 100 Blue Bell, Pennsylvania 19422

Prepared by:



Stell Environmental Enterprises, Inc.
25 East Main Street
Elverson, PA 19520



Record of Disturbance Form

ER#	10-2010-2181-045
DATE	09/20/2010

(submit after initial field view, Phase IA Investigation, or Phase I Investigation)

1. Project Identification:

ER Number 10-2010-2181-045

Project Name &/or Agency Tracking #: 69th Street Terminal Parking Garage

Agency: FTA **Applicant:** Southeastern Pennsylvania Transportation Authority

Preparers Name and affiliation: Patricia H. Baker, Stell Environmental Enterprises, Inc.

Date Prepared: 09-20-2010

Project Area County/Municipality (list all)

County	Municipality
Delaware	Upper Darby Township

2. Project Setting: (check all that apply)

- urban/suburban; rural
 upland; floodplain/terrace (active; stable terrace)

7.5" USGS Quadrangle(s) Name (list all):

Name	Date
Lansdowne, PA	1967 (PR 1994)

Physiographic Zone(s)(list All. Use DCNR Map 13 compiled by W.D. Sevon, Fourth Edition, 2000.):

Physiographic Zone
Piedmont Upland Section of Piedmont Province (Sevon 2000)

Project Area Drainage(s), (list all) (Sub-basin and Watershed can be obtained from CRGIS):

Sub-basin	Watershed	Major Stream	Minor Stream
50	69	70	71

3. Basic Field Conditions:

(Text fields will expand as needed. Please be complete)

Area of APE / Project Area in hectares:0.97 Hectares tested: 0.49

General Description of APE / Project Area: The proposed Southeastern Transportation Authority (SEPTA) 69th Street Terminal Garage project is located in a built urban setting at the northern edge of Upper Darby Township in Delaware County (Figure 1). Cobbs Creek forms the border between Upper Darby Township and the City of Philadelphia to the north. The project Area of Potential Effects (APE) includes the footprint of the existing bus/taxi terminal and parking lot located at 69th Street and State Route (SR) 0003 (Market Street) (Figure 2). The project APE is bordered on the west by the existing 69th Street Station building, on the north by the existing SEPTA rails for the

electrified train/subway system, on the east by Chatham Road and the parking lot for a grocery store, and on the south by SR 0003 (Market Street). Cobbs Creek is located just north of the SEPTA rails and its associated passenger shelter. The existing facilities within the project APE include a rectangular bus shelter, a taxi stand island, an electric substation, paved driveways and concrete sidewalks, and a sloped asphalt paved parking lot (Photographs 1, 2, 3, 4, and 5). Small areas of grass and trees exist at the taxi stand island, between the outer sidewalk along Market Street and the bus shelter, and between the SEPTA rails and the bus/taxi terminal area. A chain link fence protects passengers and pedestrians from access to the electrified SEPTA rails area (Photographs 6 and 7). A small sheltered ticket kiosk is also located at the entrance to the bus/taxi terminal area from the parking lot. The majority of the parking spaces are allotted to SEPTA employee use, with excess spaces for customer use. The existing 69th Street Station building (Philadelphia Transit Company Building) is eligible for listing in the National Register of Historic Places (NRHP).

Type of Proposed Project / Impact: SEPTA is proposing to build a four-level parking garage within the area over the existing bus terminal, the taxi stand, and the western edge of the parking lot (Figure 3). This building will also serve as the new bus terminal/taxi stand at ground level. The purpose of the project is to provide additional parking for customers using the SEPTA transportation system facilities. Much of the existing parking lot will be resurfaced and will remain as surface parking. A suspended walkway will be built to connect the new parking garage to the second floor level of the existing 69th Street Station building, which currently serves as access to and interchange with the subway system, the bus service, and the taxi service. An existing wood timber retaining wall along the northern boundary of the APE that separates the rail area from the parking area is in need of rehabilitation (Photograph 7). This wall is approximately 10-12 feet high and is slated to be replaced. Landscaping will be used to aesthetically screen the boundaries of the property using trees, shrubs, and grassy swales, which will also enhance and facilitate natural drainage of stormwater. Historic structures for this project are evaluated in separate documentation.

Date of field investigation(s): June 1, 2010

Description of Field Conditions and Disturbance: The proposed project will be located in an existing built urban location that contains a bus terminal, a taxi stand, and surface parking. Over 90 percent of the project APE is paved or built. Small areas of grass and trees are located along Market Street, within the taxi stand island, and between the taxi stand and the SEPTA rail area. A small tributary to Cobbs Creek that appears on historic mapping now flows north through the center of the project APE into a 60-inch diameter drainpipe culvert that is buried under 18+ feet of fill from the current ground surface within the western half of the project APE. A drain grate for stormwater access is located in the grassy area between the taxi stand and the rails area (Photograph 6). Field conditions at the time of the archaeological/geomorphological survey were clear, warm weather. Backhoe trenches were excavated during off-peak travel hours in the evening.

that an intact original surface or subsoil horizons was present anywhere within the project APE. In the trenches and in all of the core borings, fill consisting of mixed soil, limestone road gravel, and schist bedrock in various stages of weathering was found overlying either saprolite (extensively weathered but *in situ* bedrock) or hard schist bedrock.

The area is in an upland situation with underlying bedrock of micaceous schist, and no intact, original soils remain. No testing for the presence of intact archaeological resources is recommended within any portion of the project APE.

Conclusions and Recommendations

A Phase IA geomorphological/archaeological investigation has been completed for the proposed SEPTA 69th Street Terminal Garage project. This investigation included extensive background research, a pedestrian survey, and an archaeological/geomorphological assessment of trench profiles and soil core borings.

Based on the background research, an early farmstead occupied the project APE, with associated structures located in the eastern half of the project APE from at least 1870 through the turn of the century. By 1907, the terminal building is already located at 69th and Market Streets, and by 1909, the project APE is a rail yard with all previous buildings from the farmstead removed. To turn this property into a rail yard would have required some grading and filling due to the natural slope. To this day, the project APE in the eastern half of the property is located on a moderately steep slope. The entire area has been graded and filled to some extent to lay a base for the pavement of the parking lot and the bus and taxi terminal areas. The western half of the site appears to contain a thicker package of fill over a truncated soil profile of saprolite and bedrock. Placement of the 60-inch diameter stormwater drain pipe in 1929 across the property would have required a very large construction trench and a large amount of fill placement in this area. It is highly unlikely that any archaeological remains associated with the early farmstead occupation of the property are still present and intact. Because the farmstead property was never developed for residential or industrial use up to the early twentieth century when it was developed as a surface parking lot and then a bus terminal, no significant archaeological remains associated with any other residents or industries in the project APE would be expected. The retaining wall along the northern boundary of the project APE that separates the parking and terminal area from the electrified rails and tracks below is at least 12 feet high (Photographs 7 and 10). It is speculated that the lower elevation of the rails is closer to the original elevation of the property, and that the project APE is elevated with fill. The carpenter shop is an industrial building associated with the early twentieth century use of the property by the Philadelphia Transit Company. The shop was on this location for about 10 years from ca. 1928-1938. No intact associated archaeological remains would be expected at this location due to the disturbance by removal of the structure and the grading, filling, and paving activities during construction of the parking lot.

The proposed construction plans for the eastern half parking area will include repaving of the lot surface, some landscaping, and retaining wall replacement. The landscaping will include adding a stormwater swale along the north edge of the parking area with plantings high enough to obscure the chain link perimeter fence. This swale will be excavated only 1-2 feet deep and will only impact fill and previously disturbed areas. The retaining wall replacement will disturb only fill and previously disturbed sediments. The core borings and backhoe trench profiles indicated no intact soils are located throughout the project APE. However, because of the widespread locations of the reviewed profiles due to the limited number of core drilling samples and the backhoe trenches allowed to be completed within the project APE, there could be unanticipated discoveries of intact archaeological remains within the project APE. The probability of intact pre-contact archaeological remains to be located within the project APE is low. The probability of intact historic archaeological remains to be located in the project APE is moderate to low. Based on the background research

and geomorphological assessment results, it is recommended that construction of the currently proposed garage and parking lot improvements be allowed to proceed as planned, as this project will not adversely affect significant archaeological resources that are considered eligible for listing in the NRHP. Should unanticipated discoveries be encountered during construction, work should be halted until an assessment can be made of the significance of those discoveries.

References Cited:

Berg, T.M., W.E. Edmunds, A.R. Geyer, A.D. Glover, D.M. Hoskins, D.B. MacLachlan, S.I. Root, W.D. Sevon, and A.A. Socolow
1980 Geologic Map of Pennsylvania. Topographic and Geologic Survey, Commonwealth of Pennsylvania, Department of Environmental Resources, Harrisburg.

Dallin Aero Surveys
1928, 1930, 1939 Aerial Photographs of Upper Darby Township Showing the 69th Street Station. On file, Print and Picture Department, Free Library of Philadelphia, Philadelphia. Digital photographs taken of aerial photographs on May 5, 2010 by Bill Menke, Menke & Menke, LLC., Swarthmore, Pennsylvania.

Dawood Engineering, Inc.
2010 Plan and Location of Borings. 69th Street Terminal Multi-level Parking Garage, Upper Darby Township, Delaware County, Pennsylvania. Submitted to SEPTA, Philadelphia. Dawood Engineering, Inc., Enola, Pennsylvania.

Ellett, Charles, Jr.
1843 A Map of the County of Philadelphia from Actual Survey. Charles Ellett, Jr., Philadelphia.

Everts & Stewart
1875 Map of Upper Darby Township. In Combination Atlas Map of Delaware County, Pennsylvania. Everts & Stewart, Philadelphia.

Hopkins, Henry W.
1870 Atlas of Delaware County, Pennsylvania. G.M. Hopkins, Philadelphia.

Kiser, E., and J.M. Lathrop
1909 Atlas of Delaware County, Pennsylvania. G.M. Hopkins, Philadelphia.

Klinge, F.H.M.
1929 Atlas of Delaware County East of Ridley Creek: Embracing Darby, Upper Darby, Ridley, Springfield, Marple, Newtown, Upper and Nether Providence, Tinicum, and Part of Haverford Townships. Vol. I. A.H. Mueller, Philadelphia.

Miller, W.S., St. J. Ogier, W.S. McDonald, and F. Breou
1892 Map of Upper Darby Township. In Farm Line and Borough Atlas of Delaware Co., Penna. E.W. Smith and Co., Philadelphia.

Pennsylvania Historical and Museum Commission (PHMC)
2010 Cultural Resources Geographic Information Systems (CRGIS). Website at <https://www.dot7.state.pa.us/ce/default.asp>. Harrisburg. Accessed May 21, 2010 and August 26, 2010.

N:\Projects\08701 THA SEPTA 59th St Garage\Background Information\CAD\SITE LOC.dwg, FIG.1, 9/20/2010 4:38:34 PM



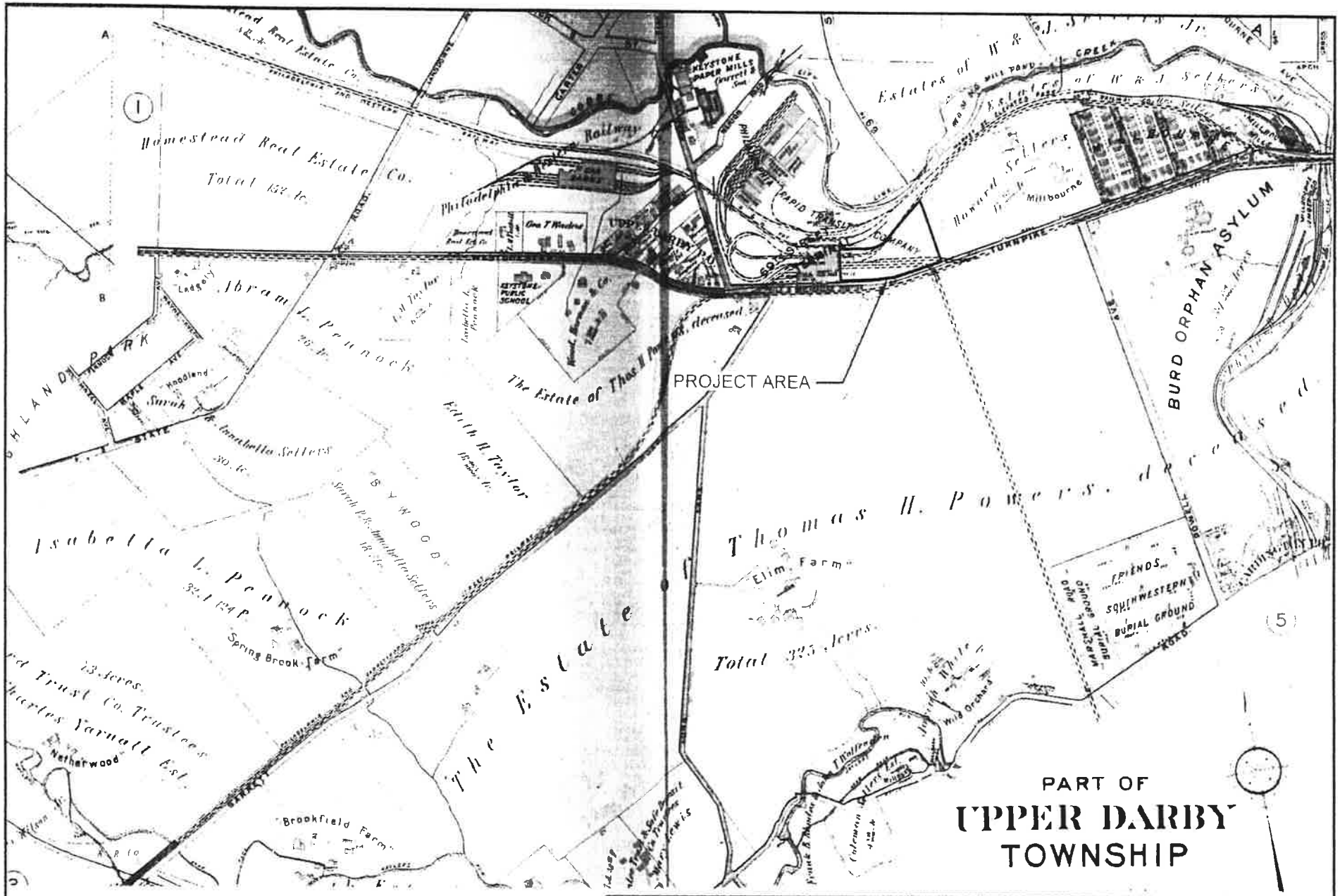
FIGURE 1
SITE LOCATION MAP
 SEPTA STATION
 69TH STREET
 DELAWARE COUNTY, PENNSYLVANIA

Stell
Environmental
Enterprises, Inc.
The Difference!

25 East Main Street (610) 285-0100
 Elverson, PA 19520 www.stell.com

SOURCE: USGS, 7.5' Quadrangle Lansdowne, PA 1967, Revised 1994

N:\Projects\108701 THA SEPTA 69th St garage\Background Information\CAD\PROJ AREA 1909.dwg, 1909, 9/25/2010 5:10:48 PM



SOURCE: Kiser & Lathrop 1909

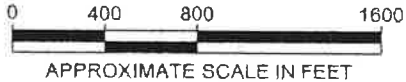


FIGURE 12
PROJECT AREA IN 1909
SEPTA STATION
69TH STREET
DELAWARE COUNTY, PENNSYLVANIA

PART OF
UPPER DARBY
TOWNSHIP

Stell
SEE Environmental
 Enterprises, Inc.
...The Difference!

25 East Main Street
 Elverson, PA 19520

(610) 286-0100
 www.stellee.com

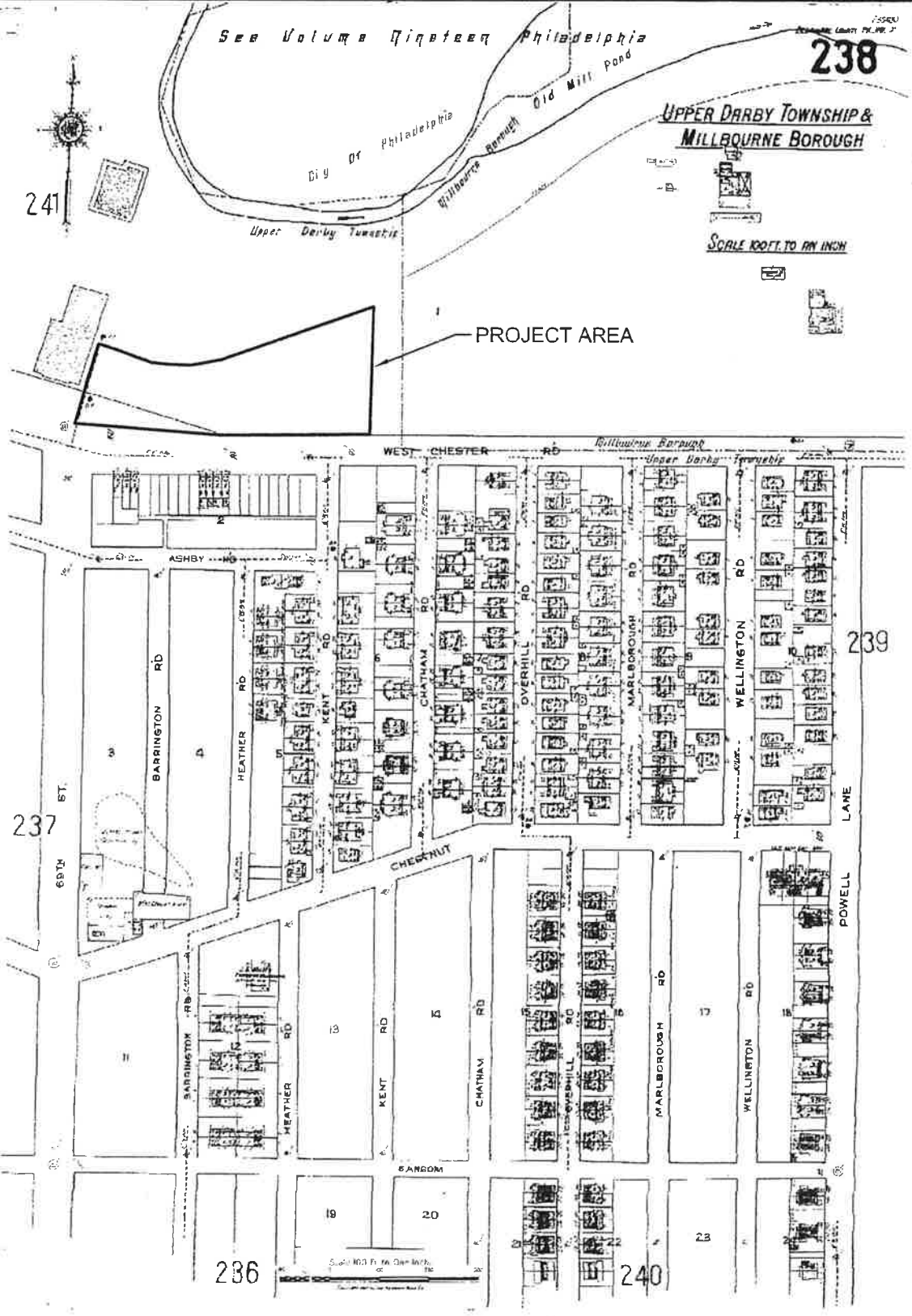
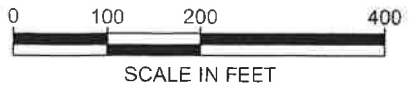


FIGURE 13
PROJECT AREA IN 1922
 SEPTA STATION
 69TH STREET
 DELAWARE COUNTY, PENNSYLVANIA

Stell
Environmental
Enterprises, Inc.
...The Difference!

25 East Main Street (610) 286-0100
 Elverson, PA 19520 www.stellee.com



N:\Projects\08701.THA.SEPTEA.69th.Station\Background\Informal\C&D\SANBORN.1922.dwg - 1922 - 9/20/2010 5:14:58 PM
 SOURCE: Sanborn Map Company 1922

N:\Project\08701 THA SEPTA 69th St garage\Background Information\CAD\PROJ AREA 1928.dwg, 1928, 9/20/2010 5:16:11 PM

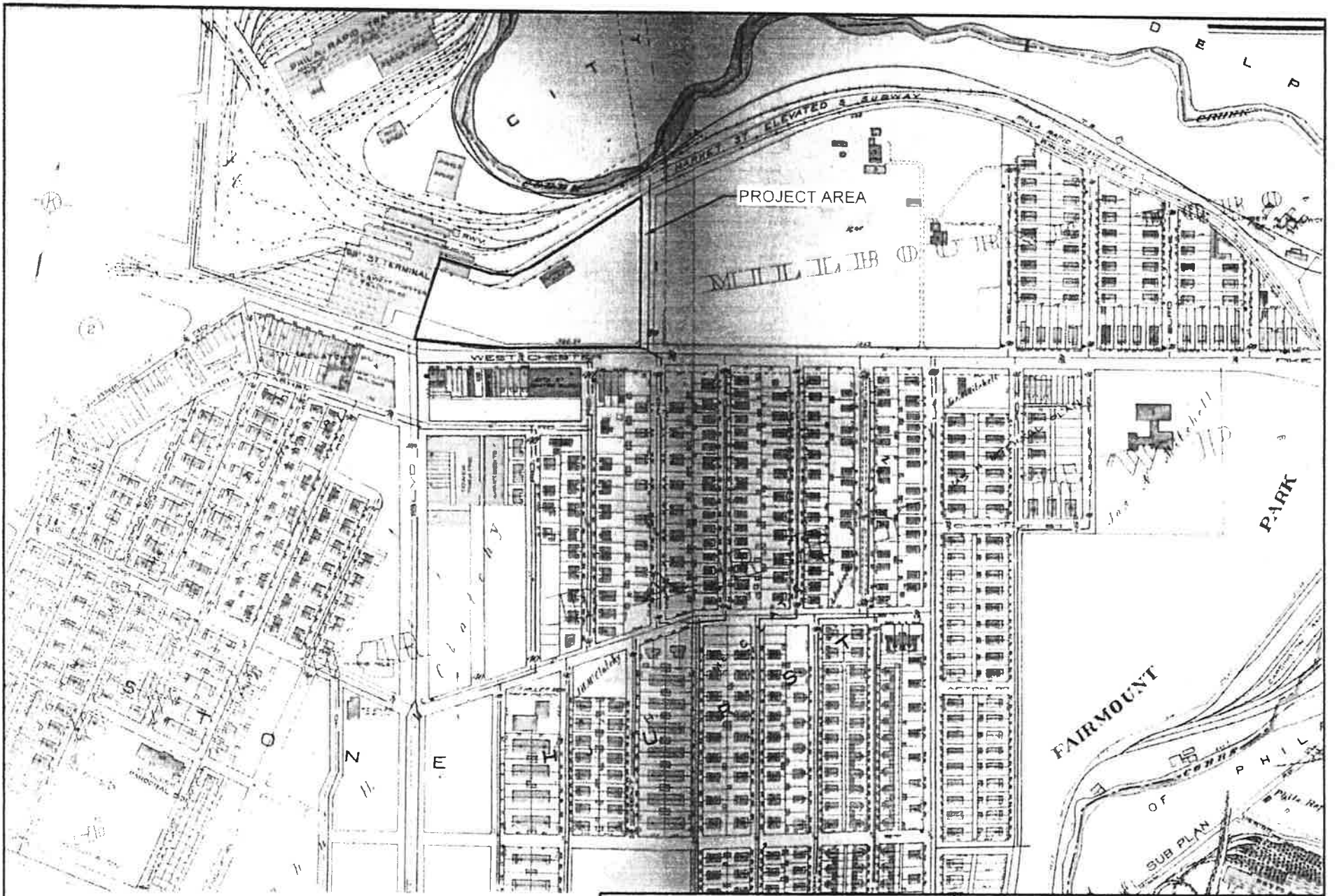


NOTE: AERIAL PHOTOGRAPH
IS NOT TO SCALE

SOURCE: Dallin Aero Surveys 1928

FIGURE 14
AERIAL VIEW OF
PROJECT AREA IN 1928
SEPTA STATION
69TH STREET
DELAWARE COUNTY, PENNSYLVANIA

Stell
SEE Environmental
Enterprises, Inc.
...The Difference!
25 East Main Street (610) 286-0100
Elverson, PA 19520 www.stellee.com



NOTE: MAP IS NOT TO SCALE

FIGURE 15
PROJECT AREA IN 1929
 SEPTA STATION
 69TH STREET
 DELAWARE COUNTY, PENNSYLVANIA

Stell
SE Environmental
Enterprises, Inc.
...The Difference!

25 East Main Street (610) 286-0100
 Elverson, PA 19520 www.stellee.com



NOTE: AERIAL PHOTOGRAPH
IS NOT TO SCALE

SOURCE: DallIn Aero Surveys 1930

FIGURE 16
AERIAL VIEW OF
PROJECT AREA IN 1930
SEPTA STATION
69TH STREET
DELAWARE COUNTY, PENNSYLVANIA

Stell
SEE Environmental
Enterprises, Inc.
...The Difference!

25 East Main Street
Elverson, PA 19520

(610) 286-0100
www.stell.com



PROJECT AREA



NOTE: AERIAL PHOTOGRAPH IS NOT TO SCALE

SOURCE: USDA 1937

FIGURE 17
AERIAL VIEW OF
PROJECT AREA IN 1937
SEPTA STATION
69TH STREET

DELAWARE COUNTY, PENNSYLVANIA

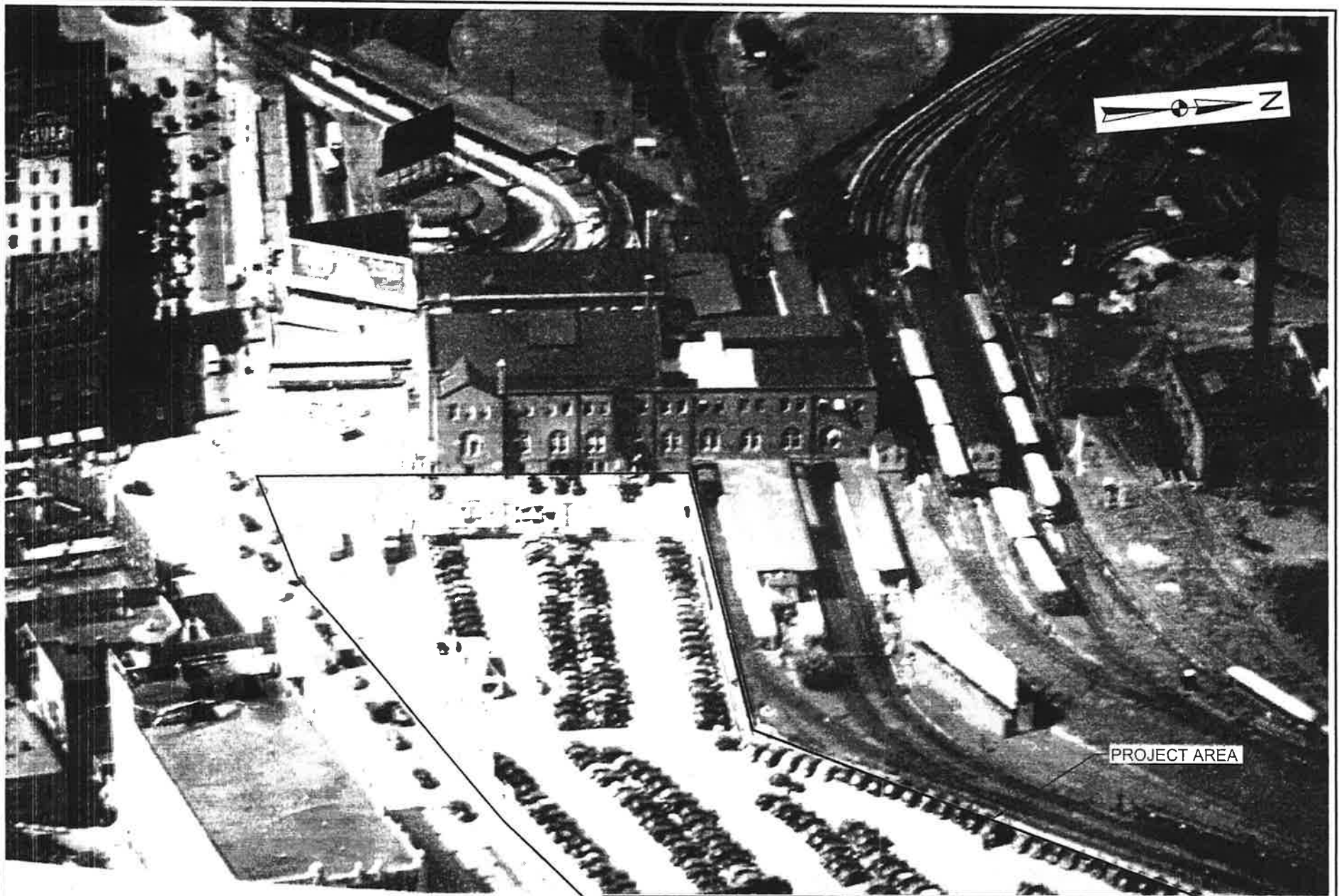
Stell
SEE nvironmental
 Enterprises, Inc.
The Difference!

25 East Main Street
 Elverson, PA 19520

(610) 286-0100
www.stellee.com

\P:\projects\108701_THA_SEPTA_69th_Street\Background_Information\ACAD\PROJAREA_1937.dwg 1937 9/20/2010 5:30:04 PM

N:\Projects\08701 THA SEPTA 69th St garage\Background Information\CAD\PROJ AREA 1939.dwg, 1939, 9/20/2010 5:30:54 PM



NOTE: AERIAL PHOTOGRAPH
IS NOT TO SCALE

FIGURE 18
AERIAL VIEW OF
PROJECT AREA IN 1939
SEPTA STATION
69TH STREET

DELAWARE COUNTY, PENNSYLVANIA

Stell
SEE Environmental
Enterprises, Inc.
...The Difference!

25 East Main Street
Elverson, PA 19520

(610) 286-0100
www.stellee.com

SOURCE: Dallin Aero Surveys 1939

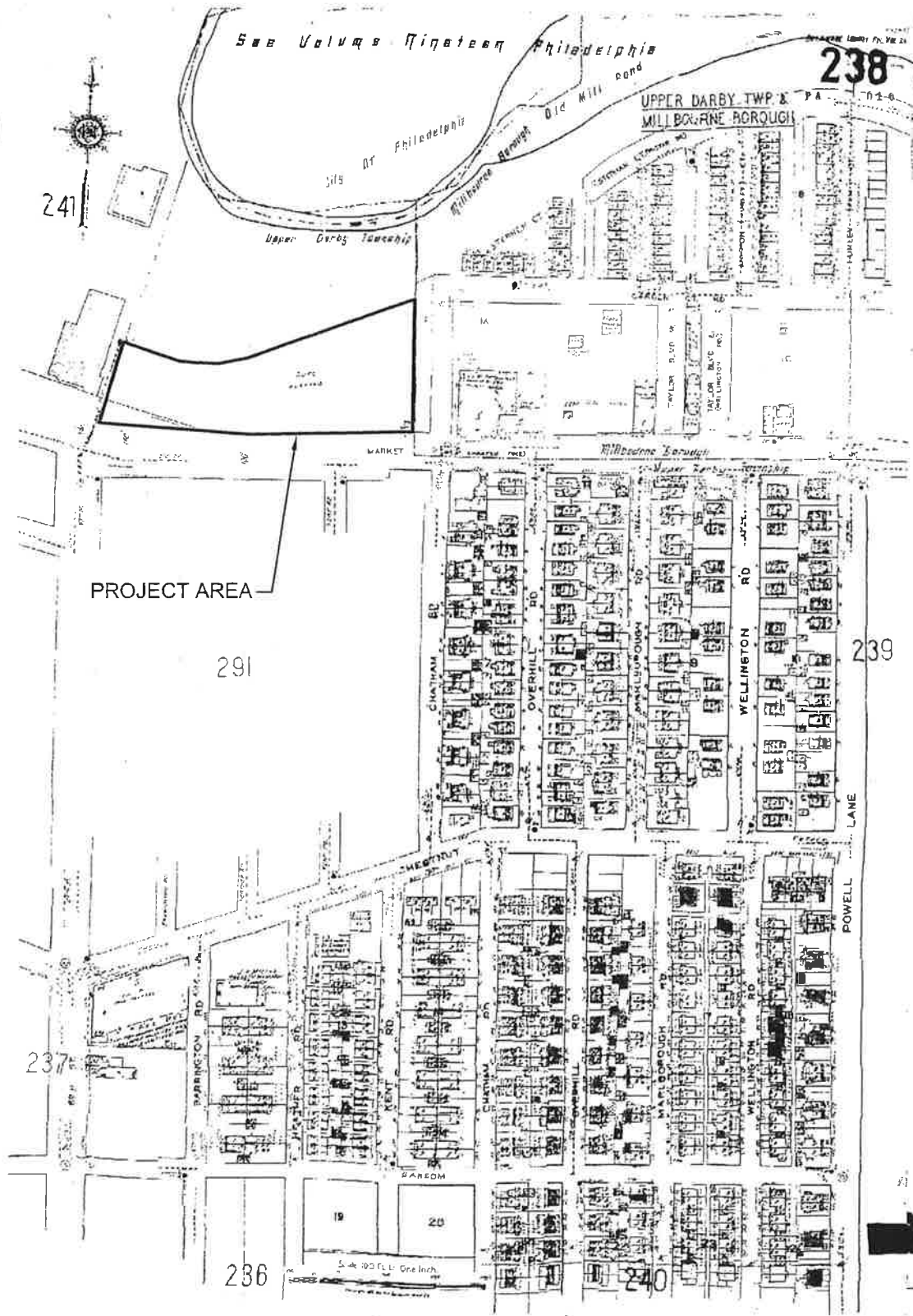
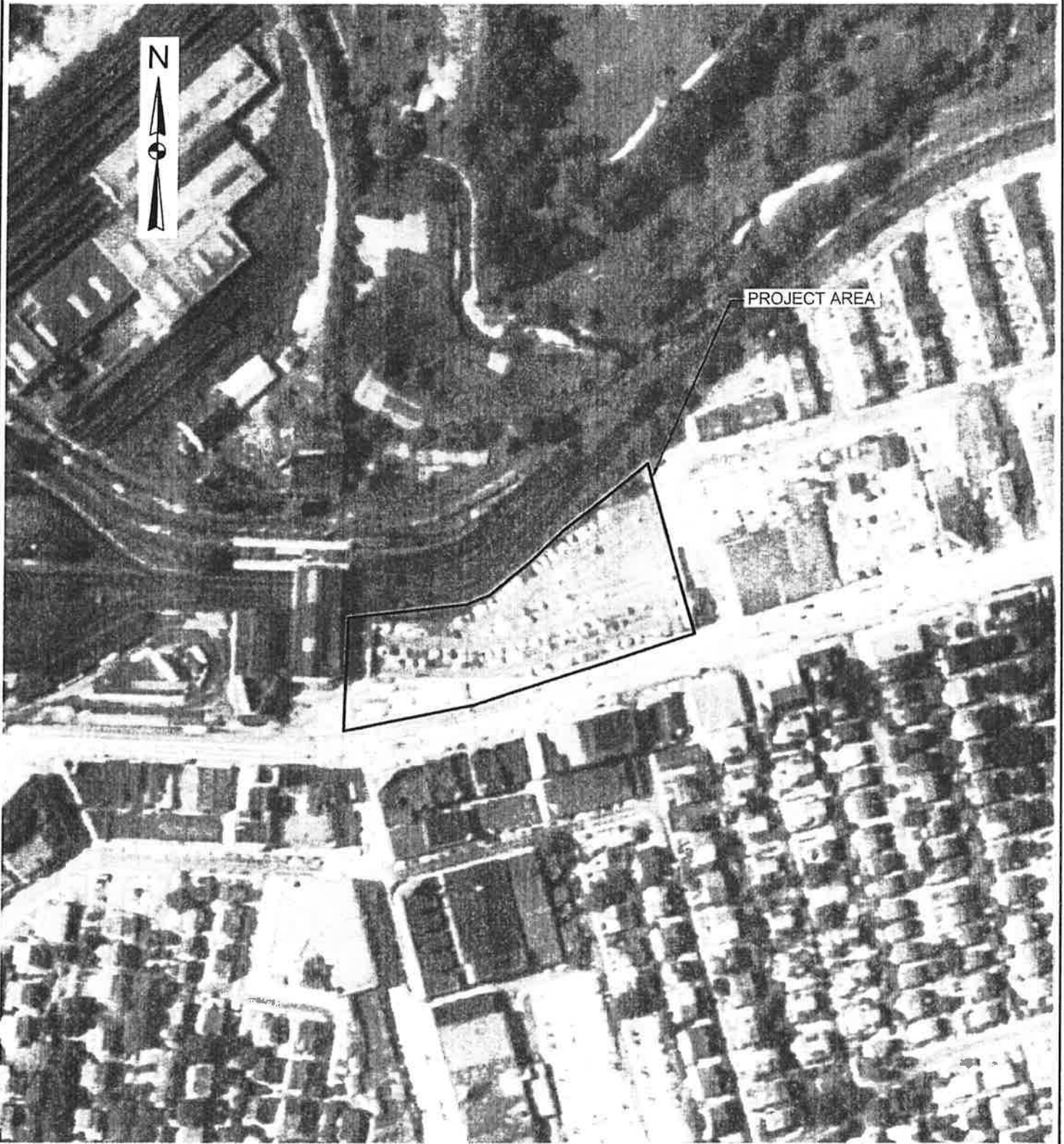


FIGURE 19
PROJECT AREA IN 1951
 SEPTA STATION
 69TH STREET
 DELAWARE COUNTY, PENNSYLVANIA

Stell
SEE Environmental
 Enterprises, Inc.
...The Difference!

25 East Main Street (610) 286-0100
 Elverson, PA 19520 www.stellee.com





N:\Projects\108701_THA_SEPTA_69th_Station\Background_Information\CD\PROJ AREA_1958.dwg 1958_9/21/2010 8:29:35 AM

NOTE: AERIAL PHOTOGRAPH IS NOT TO SCALE

FIGURE 20
AERIAL VIEW OF
PROJECT AREA IN 1958
SEPTA STATION
69TH STREET
DELAWARE COUNTY, PENNSYLVANIA

Stell
SEE Environmental Enterprises, Inc.
...The Difference!

25 East Main Street (610) 286-0100
Elverson, PA 19520 www.stellee.com

SOURCE: USDA 1958



PROJECT AREA

MAPFILES\02701_T14A_SEPTA_69th_St_aerial_Background_Information\CADIPRO\AREA_1971.dwg_1971_9/20/2010 5:34:10 PM

NOTE: AERIAL PHOTOGRAPH
IS NOT TO SCALE

FIGURE 21
AERIAL VIEW OF
PROJECT AREA IN 1971
SEPTA STATION
69TH STREET

DELAWARE COUNTY, PENNSYLVANIA

Stell
SEE Environmental
Enterprises, Inc.
...The Difference!

25 East Main Street
Elverson, PA 19520

(610) 286-0100
www.stellee.com

SOURCE: USDA 1971