

NORTH PHILADELPHIA STATION
2900 North Broad Street, on the corner of
Broad Street and Glenwood Avenue
Philadelphia
Philadelphia County
Pennsylvania

HABS No. PA-5958

HABS
PA
51-PHILA,
743-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

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HISTORIC AMERICAN BUILDINGS SURVEY

NORTH PHILADELPHIA STATION

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Location: 2900 North Broad Street, on the northwest corner of Broad Street and Glenwood Avenue (bounded by Broad Street to the east, Indiana Avenue to the north, rail lines to the west, and Glenwood Avenue to the south) Philadelphia, Philadelphia County, Pennsylvania.

USGS Philadelphia Quadrangle, Universal Transverse Mercator
Coordinates: 18.487300.4427220

Present Owner: National Railroad Passenger Corporation (Amtrak)
60 Massachusetts Avenue, NE
Washington, D.C. 20002

Present Occupant: Same

Present Use: Not in use.

Significance: The North Philadelphia Station complex comprises approximately nine point seven acres, two of which are listed on the National Register of Historic Places, with three buildings and two structures. The Station Building, designed by Philadelphia architect Theophilus P. Chandler, completed in 1901 and enlarged in 1912-1915, is a good example of the French Chateausque style popular in the late nineteenth and early twentieth centuries. Originally constructed by the Pennsylvania Railroad to replace an inadequate 1870's station building, North Philadelphia Station stands at the intersection of local lines and northeast corridor trunk lines to New York. The most significant alteration, completed by 1915, altered functional and aesthetic qualities in step with steeply rising passenger traffic at the station. This complex is significant as a major station of the Pennsylvania Railroad empire and as a high-style Chateausque station.

Part I. HISTORICAL INFORMATION:

A - Physical History

1. Dates of Construction: Foundation work began May 1896¹ and halted three months later. After a four year gap, construction began again, and was completed by the spring of 1901. The station functioned as such for the next eleven years until, in 1912, work commenced to enhance passenger capacity.² This work, completed by 1915, was the most significant alteration to the station complex.
2. Architect: Theophilus Parsons Chandler, Jr. (1845-1928) was the architect for the original station design. T.P. Chandler figures prominently in the history of Philadelphia architecture. Eleven years as president of the Philadelphia chapter of the American Institute of Architects, Fellow of the AIA, and Dean of the School of Architecture at the University of Pennsylvania, Chandler was prolific, well respected and well connected. His professional career started in 1872 with the Philadelphia, Wilmington & Baltimore station in Ridley Park, and continued steadily through 1909 (one project in 1919 came ten years after his retirement). T.P. Chandler was the leading proponent of the academic Beaux Arts style in the Philadelphia region and was noted for his use of French Renaissance and classical period designs.

All drawings for the 1912-1915 alteration were drafted by Pennsylvania Railroad in-house architect William Holmes Cookman (? - 1950). A graduate of the University of Pennsylvania in 1887, Cookman was an architect and engineer for the Pennsylvania Railroad for the majority of his professional life, designing railroad related buildings from 1898 through 1929.

3. Original and subsequent owners: Pennsylvania Railroad sold to Consolidated Rail Corporation (ConRail) on 31 March, 1976. Consolidated Rail Corporation sold to National Railroad Passenger Corporation (Amtrak) on 1 April, 1976.
4. Builder, contractor, suppliers: The nomination form for the National Register of Historic Places attributes construction to the firm of Roydhouse Arey & Co. Detailed examination of iron and steel framing members for the platform canopies has failed to discover a manufacturer's mark. This fact, coupled with the in-house nature of the 1912-1915 designs, has led to speculation that the Pennsylvania Railroad may have rolled and cast its own steel and cast iron framing members; this speculation has not been confirmed or refuted by research conducted for this report.
5. Original plans and construction: Note that the floor level designations correspond to 1994 conditions. 'Ground floor' is the level that meets grade on the south elevation in 1994 (prior to 1912-1915 excavations, grade met the loggia level). 'First floor' is the level at which the loggia is located on the south elevation. Further, these designations correspond to the surviving 1912-1915 plans that much of this statement has been drawn; as yet, plans from T.P. Chandler's original design have not been located.

¹ Philadelphia newspaper article, May 27, 1896. [Urban Archives Bulletin Collection, Temple University.]

² *Philadelphia Bulletin*, June 23, 1912. [Urban Archives Bulletin Collection, Temple University.]

NORTH PHILADELPHIA STATION
HABS No. PA-5958 (Page 3)

The STATION BUILDING as completed in 1901 consisted of the seven-bay main block, with wings extending to the east in three bays, and to the west in two smaller bays. A deep shed roof extended from the cornice line of both the east and west wing sections.

The ground level (in 1901, the basement of the building) housed, from west to east, the boiler room and associated service rooms for that function, and the main vertical circulation element of the station. This stair in the north west corner allowed passengers access from the first floor to the ground floor tunnels leading to the platform, and to the waiting room located at the center of the ground level. Also in the center section were supporting service areas. To the east of this main block, still on the ground floor, were baggage rooms and a kitchen stores room with dumbwaiter. To the south of the main block were light wells admitting light to the lower floor from vault lights in the floor of the loggia immediately above.

The first floor, originally the entrance level to the station, contained, from west to east, men's smoking room and toilets and the stair in the north west corner; a massive stack extended up from the center of the west wing. At the center of this level, comprising the whole of the main block, was the main waiting room. To the east of this waiting room were a lunch cafe at the north east corner, a kitchen at the center with a soda fountain opening onto the main room, and women's toilets and 'retiring' room at the south east corner. Surrounding the building to the north and east were open promenades and, to the south, was a prominent loggia. Spaced along the floor of the promenade and loggia were vault lights admitting natural light to the ground floor.

A COVERED RAMP extended west then south from the Station Building. The north portion of this ramp was open at the west corner, and met the west wing of the Station Building at the east corner. The western wall of the north-south portion of the covered ramp was running bond white brick while the east was open.

Some evidence exists that the main platform at the south end of the track started at the western-most end of the Station Building and extended west along the track to the 1870's vintage Signal Tower, not covered in this HABS documentation effort.

No evidence has yet been uncovered relating to the design of the platforms and canopies constructed during the original 1901 campaign. Plans for a major 1912-1915 renovation, in the collection of the National Passenger Railroad Corporation, render some conditions existing prior to the alterations .

6. Alterations and additions: There appear to have been numerous campaigns which altered the appearance of the Station Building; it was the first, however, that was the most significant. Within a short time of its completion, the new Germantown Junction was overcrowded and needed to be expanded. Plans were drawn up by the Pennsylvania Railroad's in-house architect William H. Cookman and a contract was awarded on June 22, 1912 for a one million dollar improvement. Four new tracks were constructed for passenger rails, the center tracks were to be dedicated to through-freight. Passenger facilities were to be improved with the addition of "...two new waiting rooms ten feet wide and sixty feet long in the east-bound island platform, and one waiting room ten feet by eighty feet on the west bound

island platform. Each platform will be long enough to accommodate a twelve-car train on each side."³ The most important change to the Station Building and its setting was made by lowering the grade at the south and east elevations by a full story to improve automobile access; the former basement became the primary access point for those arriving via taxi or private automobile.

The focal point of the internal alterations was the ground floor ticket lobby, creating public space from formerly closed service areas. This reorientation was achieved by rearranging ground floor spaces and finishing them as appropriate to the public nature of the new use. A large, single run staircase was installed, running east to west, and was placed to terminate on the central axis of the first floor waiting room. The ground floor waiting room was expanded and changed to function as a ticket lobby with a ticket office to the west end of this space. Behind the ticket office further to the west were employee locker rooms, toilets, and storage rooms. To the east of the ticket lobby were communications offices - telegraph and telephone - parcel and baggage handling rooms, a union transfer office, and the original kitchen supply room with the addition of an internal service stair to the kitchen above and new dumbwaiter. The floor of the ticket lobby was divided into sections with Pennsylvania green marble borders and terrazzo. Walls had marble wainscoting, marble door surrounds with dogears, plaster panels and cornice with bronze door sills. Plaster coffers decorated the classically detailed ceiling. While drawings do not exist for the stair, an unexecuted plan indicates that similar classical design elements were under consideration for the stair. Secondary rooms were not as high-style, reflecting their utilitarian uses; concrete floors and match-board wainscot with plaster above were enclosed with finished ceilings or the brick vaults were left exposed.

After the 1912-1915 alterations, the first floor waiting room remained largely intact with the exception of the new center staircase. Change to the men's rooms at the west end followed removal of the old boiler room stack. At the same time, the women's room lost space when the stair from the kitchen stores room was opened to the kitchen. To the main waiting room came the addition of a central stair to improve circulation.

Four new tracks were installed, and PLATFORMS stood as islands to serve passenger trains on each side. Required with the platforms were the attendant waiting houses, stair enclosures, and freight elevator houses. Cast-in-place reinforced concrete footing piers supported cast-in-place reinforced concrete platforms, each exceeding nine hundred and forty feet. Cast iron columns spaced at twenty feet on-center with internal drain pipes supported new canopies constructed of riveted rolled steel plate-and-beam trusses and lattice girder frames. A single eighty-foot waiting house was constructed on the west-bound platform with two sixty-foot waiting houses on the east bound platform. Waiting houses were wood frame with six sections of glazing and panelling between each column. Each section was formed by a single panel finished with cement concrete, two fixed lights of polished plate glass, then a panel of cold rolled copper which sheathed the lattice girders running the length of the canopy. At each end of the waiting houses were double-leaf swinging doors, each leaf two panels with a single light and

³ *Philadelphia Bulletin*, June 23, 1912. [Urban Archives Bulletin Collection, Temple University.]

bronze handle bars; additional sets of identical doors were on the track sides of the waiting houses, the number dependant on the length of the house. Skylights, one in each column-to-column span of the waiting house, were located in the roofs. Each skylight was gabled with seven lights on each roof plane; gable ends held circular louvered vents. Stair enclosures were constructed in similar fashion to the waiting houses with the top of the stair closed by doors identical to the waiting houses.

Freight elevator houses were also similar to the waiting houses in their design below the line of the canopy roof; the housing was wood frame while framing for the mechanical equipment was steel. Mechanical lifting equipment sat atop the elevator housing, sheathed with 16-ounce cold rolled pressed-panel copper siding with a copper dentilled cornice wrapped the eave. The hipped roofs of the elevator houses were glazed with large plates laid perpendicular to the ridge line.

In relation to this different platform configuration and revised internal circulation plan, the north elevation of the STATION BUILDING changed. Added to the west wing were three additional bays, bringing the north elevation to a total of fifteen bays. Between the piers of the extended arcade were added terra cotta balustrades similar to the ones added to the rest of the building, disallowing direct platform access from the covered ramp. Independent of the platform configuration were changes to many other details of the Station Building exterior. To the east of the main block, a promenade was constructed to cover the baggage collection area. All of the newly exposed footings under the loggia and newly constructed promenade columns were sheathed in terra-cotta, while the load bearing exterior walls of the basement (set back from the screen of ground-level columns) were sheathed with Kittanning brick facing with a bluestone base course laid. Around this new promenade and to the east of the Station Building, along the covered ramp, terra-cotta balustrades echoed the one circumscribing the roof of the loggia.

A marquee protecting passengers entering or exiting cars extended the full seven bays of the south elevation and delineated the primary entrance. The loggia was fitted with French Beaux Arts style cast iron balustrades between each pier and the stack at the center of the west exterior wall was demolished, the boiler room moved to the west of the Station Building. Cast iron light posts and lights, a keystone motif at the base, were installed throughout the site to provide curbside lighting.

Another marquee, this one more ornate, supported by four fluted tapering cast iron columns with polished granite plinths, extended thirteen feet eleven inches from the north elevation of the entrance structure to the main passenger tunnel, north of the tracks. Structural steel beams were covered with copper, and the roof of the marquee was glazed with one hundred and eight panels. Glass globes, nine inches in diameter, with electric lights were set above each column and a cast iron frame supported polished plate glass spangles, alternating scallop and square butted. This element of the entrance structure is not extant; evidence of this structure comes from a drawing housed at the National Railroad Passenger Corporation.

Beyond this major revision of the functional operation and appearance of the Station Building, there have been numerous less substantial changes typically related more to repair and maintenance than to substantive upgrading of the facility. One possible exception is an alteration completed by 1942. By this date, the women's

room for the main waiting room had been moved from the east side to the western end of the Station Building. This change sealed the stair access of the north west corner in place from the original construction of the building; the west wing was expanded a single bay west and two bays south to accommodate this expanded women's facility. The kitchen was expanded into the former women's room, and a dining room with a screen partition was placed in the main waiting room of the first floor, assuming approximately one-third of the floor space. The lunch cafe area was probably altered in this period for heating and ventilation ducts and equipment. A small vestibule was built as ante-room by the central doors off of the loggia. The old soda fountain was removed by this time, and telephones were placed by the former women's room entrance in the south east corner. Finishes from this alteration are in the lunch cafe and bathrooms.

Other alterations were made in the 1950's; escalators were planned in 1955 after public pressure was exerted through the Philadelphia city council⁴, and the drop ceiling in the first floor waiting room dates from this era. Further improvements - fences, lighting, pavement and parking lots - were reported underway in March of 1968.⁵ A fire in March of 1976 damaged the south portion of the waiting room⁶ and severely damaged the loggia area. Approximately a year later, Amtrak officials approved three hundred and fourteen thousand dollars for station improvements.⁷ These plans called for "...rebuilding the roof and portico, painting the inside and outside of the building, installing new washrooms and repairing the platform and waiting room."⁸ In 1977 two of the three dormers were removed because of fire damage, along with the terra-cotta roof coping and finials; new square-butt slate roofing was laid. The loggia, windows and ground floor openings were filled with concrete masonry units, and brick was used as infill for the balustrades. The pipe railing at the covered ramp was replaced with a concrete wall.

In 1991, after rehabilitation plans with a private developer were not realized, Amtrak constructed the small concrete and glass block station building clad in tile immediately north of the north passenger tunnel entrance, used as the ticket office. The new station was designed by Bower Lewis Thrower Architects of Philadelphia and built by KazDal Construction Company of Collingswood, New Jersey.

B - Historical Context: North Philadelphia Station is associated with two areas of historic significance - the development of the Pennsylvania Railroad and its national hegemony amidst fierce late-nineteenth century rail competition, and the architectural significance of the original station building.⁹

At the turn of the century, the Pennsylvania Railroad was the largest railroad company in the country, challenged only by the New York Central. At one point,

⁴ June 23, 1955 [Urban Archives Bulletin Collection, Temple University.]

⁵ March 14, 1968 [Urban Archives Bulletin Collection, Temple University.]

⁶ March 12, 1976. [Urban Archives Bulletin Collection, Temple University.]

⁷ Bulletin. April 28, 1977. [Urban Archives Bulletin Collection, Temple University.]

⁸ Ibid.

⁹ The following context statement was drawn largely from the work of Frederick Richards in his *North Philadelphia Station National Register Nomination*, completed in March of 1992.

NORTH PHILADELPHIA STATION
HABS No. PA-5958 (Page 7)

the Pennsylvania carried one out of every five passengers nationally. General freight accounted for much of the company's early business, but after the Civil War, revenue from passenger service increased to become a significant income source demanding more stations of increasingly high quality.

Following the Civil War, established Philadelphia families came to firm control of the Railroad; one such leader was George B. Roberts (1833-1897), fifth president of the Pennsylvania. It was under his leadership that the Broad Street Station was constructed in 1881 and expanded in 1894. Commenced under his tenure was a significant program of capital improvements that included planning a new station at the important Germantown Junction.

A building serving this junction of the Philadelphia to Germantown, Mount Airy, and Chestnut Hill local with the main regional line to New York had been constructed in the 1870's. Anticipating continued rapid expansion of North Philadelphia residential areas and the construction of a rail bridge over the Delaware which would funnel more traffic through this junction, the 1870's station was determined inadequate. The Pennsylvania, through the social connections of president Roberts, hired well known Philadelphia architect Theophilus Parsons Chandler, Jr. to design a grand station at the Germantown Junction. The Germantown Junction had become a vital functional component as well as an important symbol of the preeminence of the Pennsylvania along the northeast corridor.

Construction commenced in May 1896 when excavation began for the foundation, but was halted three months later when Roberts took ill. After a four year hiatus, another major capital expenditure program, now under president Alexander J. Cassatt (1839-1906), included the completion of the station at Germantown Junction. In April 1901, the Chandler-designed station was complete.

Chandler's station complex, as conceived in 1896 and completed in 1901, was a radical departure from stylistic preferences of the previous generation of Pennsylvania Railroad leadership. Prior to the turn of the century, stations were built in Victorian Eclectic (Overbrook Station, Overbrook, Pennsylvania, c.1870) or Furness School (Broad Street Station, Philadelphia, Pennsylvania, c.1881) styles. North Philadelphia Station is a benchmark in the shift from the picturesque eclecticism of the nineteenth-century to the classical Beaux Arts tradition of the twentieth. Chandler's residential and ecclesiastical commissions in the Philadelphia region had established him as a leading proponent of the new academic historicism, and made him an obvious choice for the design of the new station at Germantown Junction.

The North Philadelphia Station was the first along the nationally important New York to Washington rail corridor to be built using such precise academic vocabulary; the precedent set by North Philadelphia was soon to be followed by the two of the greatest monuments to the rail age, Union Station in Washington, D.C. and Pennsylvania Station in New York. Stations at Baltimore, Wilmington, and Newark were rebuilt around this time, and, in 1929-1934, the last great station was built, the classical Art Moderne Thirtieth Street Station.

Part II - ARCHITECTURAL INFORMATION

A. General Statement:

1. **Architectural Character:** The character of the North Philadelphia Station is dominated by the classical Beaux Arts design of the original 1901 Chandler designed station complex. The building falls within the French Chateausque style with characteristic steeply pitched hipped roof, dormers, loggia and the ornate south elevation of the main building. The Station Building, Street Car Waiting House and connecting covered ramp compose an impressive courtyard typical of the French precedents from which Chandler drew. Combining long balustrades and highly ornate facades, Chandler effected an air of grandeur.

While the overall character is French, the detailing, in typical Beaux Arts fashion, draws from numerous historic sources. The main Station Building combines French Renaissance and Classical French details while details on the Street Car Waiting House derive from the late Northern Italian Renaissance.

The remainder of the station complex, including the ground floor of the Station Building, the platform buildings, tunnel entrances, and the Mechanical Building, reflect later construction episodes and styles; the whole of the complex is integrated by a common classical Beaux Arts vocabulary and the use of similar materials, color, and massing.

2. **Condition of fabric:** Poor; active deterioration.

B. Description of Exterior:

1. **Overall dimensions:**
The STATION BUILDING is a 2 1/2 story, rectangular brick building with overall dimensions, as viewed from the south (front) elevation, approximating one hundred thirty-six feet and one inch wide by fifty feet five inches deep. The main block is approximately eighty-four feet five inches wide, by fifty-three feet three inches deep, by forty-seven six inches high - grade level to roof peak. Grade level to the line of the eave on the main block is approximately twenty-six feet one inch. The wing extensions each measure approximately fifty feet five inches deep, with the west extension twenty feet eight inches wide, and the east extension thirty-one feet wide.
PLATFORMS: The north platform is one thousand and twenty feet long, sixteen feet wide at the west end, seven feet at the east, and thirty feet wide over the tunnel - its widest point. The south platform is nine hundred and forty-six feet long, thirteen feet wide at the west end, eight feet at the east, and thirty feet wide over the tunnel - also the widest point. The platforms are approximately five feet six inches above grade. Canopies are set on cast iron columns placed ten feet on-center by twenty feet on-center. The canopy roofs are each four hundred feet long, twenty-six feet wide at each end, and twenty-nine feet wide at the widest point over the tunnel. Freight elevator houses are each approximately nine feet five inches wide and sixteen feet long and twenty-six feet six inches from grade to roof ridge. The four stair enclosures are twenty-nine feet six inches by ten feet west of the tunnel, and twenty-six feet eight inches by nine feet ten inches east of the tunnel; each is approximately fourteen feet from grade to roof ridge.

NORTH PHILADELPHIA STATION
HABS No. PA-5958 (Page 9)

COVERED RAMP: twenty-five feet wide and one hundred and thirty feet deep.
TUNNEL: sixteen feet wide, twelve feet six inches in height, and one hundred and sixty feet long from Station Building to tunnel entrance. The entrance is seventy-five feet wide, sixty-three feet deep, and fifteen feet three inches high.

2. Foundations:
STATION BUILDING: Cast-in-place reinforced concrete, brick, terra cotta veneer.
PLATFORMS: Cast-in-place reinforced concrete piers and decks.
COVERED RAMP: Cast-in-place reinforced concrete.
TUNNELS: Cast-in-place reinforced concrete.
3. Walls:
STATION BUILDING walls are load bearing brick sheathed with Kittanning brick or trimmed with terra-cotta.
PLATFORM buildings are wood frame, sheathed with pressed or rolled metal or concrete on wire lathe.
COVERED RAMP: West wall is running bond brick; east wall open.
TUNNELS: Cast-in-place concrete. Covered in white rectangular tile. Ceilings and upper walls painted and/or tiled.
4. Structural systems:
STATION BUILDING: Load bearing brick masonry walls; iron and brick vaulted floors; reinforced concrete, cast iron, steel. Roof truss is steel frame, the bottom chord a tie-rod, with hammer-beam style decorative woodwork.
PLATFORM: Waiting rooms are frame, the roofs incorporated into the canopy steel roof framing. Canopies have cast iron columns with trusses of riveted rolled steel 'I,' 'U,' and 'T' beams and steel lattice beams.
COVERED RAMP: Cast iron columns support the east side of the roof while a load bearing brick wall supports the west side. Roof framing is wood with exposed rafter ends at the eave.
TUNNELS: Cast-in-place reinforced concrete.
5. Porches, stoops, balconies, bulkheads:
STATION BUILDING: Seven-bay arcaded loggia at the center of the east elevation. Supported by Composite-order limestone columns, this loggia was originally at grade and served as the entrance to the station. Centered on the loggia, a portal is framed with double pairs of Composite-order columns, and topped by a square-pedimented entablature with a plaque reading: "Pennsylvania RR." The roof of the loggia is circumscribed with a terra-cotta balustrade, and anchored with pedestals at each corner supporting spherical ornaments; this balustrade is mirrored on the flanking walkways extending north and south. Extending from the easternmost lip of the loggia remain four bays of a seven bay cast-iron and steel frame marquee, installed c.1912-1915.
6. Chimneys: At the southwest corner of the south wing of the STATION HOUSE is a square-shaped, corbeled rim brick chimney faced with white Kittanning brick rising approximately 50 feet constructed during the 1912-1915 campaign.
7. Openings:

NORTH PHILADELPHIA STATION
HABS No. PA-5958 (Page 10)

- a. Doorway and doors: All exterior STATION BUILDING doors and openings have been sealed or secured. Non-functioning door openings are infilled with concrete masonry units, metal clad plywood or plywood. Three openings on the ground floor south elevation, and one on the east wing of the first floor, have two light windows, the top light casement, placed three-to-four feet from grade with a heavy metal security screens. The downer window has a single fixed light and small vent set in the plywood used to secure the window opening.

PLATFORMS: Stair enclosures have plywood doors on each end.

TUNNEL: The south entrance to the tunnel opens into the tunnel lobby of the Station Building ground floor; it is without ornament save a simple chamfered corner. Each opening to the platform stairs has a rounded corner corbeled to meet a splayed arch at the head of the opening.

The entrance structure at the north of the tunnel, dating to the 1912-1915 alterations, is constructed of cast-in-place reinforced concrete with steel 'I' beams at the arch spring lines. This massive opening, set into the rail embankment, has had many of its ornamental qualities obscured. The north elevation is composed of four massive square pillars with three plain splayed arches. The center two pillars have notched corners and inlaid tile panels on each face, and measure seventeen feet ten inches from center line to center line. The outside two pillars are more substantial and less ornate, with simple concrete panels on each face.

Entering the entrance structure, the space closes to the passenger tunnel with curved walls; the pillars defining the corners of the tunnel entrance proper mirror the central two on the entrance structure facade. Terra cotta coping along the parapet is punctuated approximately every two feet by a triangular tile inset forming a crenellation. A vault light at the center of the entrance structure's flat roof breaks the tile flooring of what is denoted to be a promenade. Interior drains through the roof give to copper leaders then cast iron boots at the north west and north east corners of the entrance structure.

- b. Windows: STATION BUILDING: Most ground floor windows have been filled with brick or concrete masonry units or covered with plywood while most first floor windows remain except the loggia openings which have been infilled with concrete masonry units. Top two lights of arched openings on north elevation still exposed.
PLATFORMS: Waiting rooms and stair enclosures have bands of two light windows, both fixed - the top light significantly smaller than the bottom.

8. Roof:

- a. Shape, covering: STATION BUILDING: Steeply pitched, hipped roof sheathed with square-butt slate. Historic images show scallop-butt slate shingles, two finials on the roof ridge, and terra-cotta coping on ridge lines. COVERED RAMP: low pitch gable with varied color asphalt shingles. PLATFORM: Flat roofs extending from canopies with asbestos shingles.

- b. Cornice, eaves: STATION BUILDING: Dentilled brick cornice; no eave, eaves channel directs water through interior drains to drain boots.
- c. Dormers, cupolas, towers: STATION BUILDING: Single remaining dormer on the north facade, building originally constructed with three (west, north, east facades). Gable end, terra-cotta clad, the rounded arch of this dormer is visually supported by two pairs of pilaster strips, and framed by another pair on either side. Original double hung single light sash removed, opening infilled, and vent installed in 1977.

C. Description of Interior:

- 1. Floor plans: STATION BUILDING: Plans of the ground and first floors remain very similar to their 1912-1915 configuration. The primary space on the ground floor is the central ticket lobby - storage and service spaces to the south and west of the main space. First floor toilet rooms, lunch counter, and waiting rooms remain in the same configuration as found in the 1942 plans.
- 2. Stairways: STATION BUILDING: The center stair and escalator of the Station Building dates to a c.1955 renovation.
- 3. Flooring: STATION BUILDING: Exposed concrete, marble, terrazzo, tile.
- 4. Wall and ceiling finish: STATION BUILDING: Circa 1901-1915 glazed brick, plaster over brick, plaster over lathe, terra-cotta, terra-cotta hollow brick, oak hammer-beam style roof in first floor waiting room; c.1940-1950 marble veneer, gypsum wall board, drop ceiling, and plaster.
- 5. Openings:
 - a. Doorways and doors: No c.1901 or 1912-1915 doors survive; all doors and frames were removed or replaced in c.1940-1950 renovations, infilled c.1977, or have been stripped by vandals. Frames in doors currently used to secure plywood, or frames removed for concrete masonry unit infill.
 - b. Windows: Ground floor sash has been removed and infilled. On first floor, approximately seventy percent of original 1901 or later 1912-1915 wood sash and frames survive. Loggia openings have been infilled with concrete masonry units. All sash have been sealed with either plywood infill or stucco over wire lathe.
- 6. Decorative features and trim: Original to the main waiting room on the first floor is the fountain centered on the west wall. The fountain is terra cotta with matte and polychrome glaze. With the exception of the first floor waiting room, the c.1901-1915 ornamental moldings, plaster, mill work, and floors have been either removed or significantly altered in the c.1940-1950 and c.1977 renovations. Sections of the original c.1915 marble and terrazzo floor survive in the ground floor ticket lobby. While the first floor retains the majority of its original decorative features (i.e., ornamental plaster work at the walls, fountain and the hammer beam ceiling), the c.1940-1950 dropped ceiling has significantly altered the space and the 1976 fire

and ensuing water damage have severely deteriorated all of the surviving original finishes.

7. Hardware: All of the original 1901 and later 1912-1915 hardware has been removed.
8. Mechanical equipment:
 - a. Heating, air conditioning, ventilation: Circa 1915 boiler; Station Building has c.1915 radiators; c.1940-1950 ducts and chases.
 - b. Lighting: Lights are replacement fluorescent or replacement incandescent set into drop ceilings; no original lighting fixtures exist within the major spaces.
 - c. Plumbing: Toilet rooms and kitchens are from c.1949-1950 and c.1977; no c.1901 or 1912-1915 fixtures survive.
9. Original furnishings: No original furnishings survive.

D. Site:

1. General setting and orientation: Although individual buildings exhibit mild to severe disrepair, the overall integrity of the site is high. No major alterations have been made to the relation of individual buildings to each other, to the trackage, or to the Broad Street or Glenwood Avenue approaches. It is still possible to understand the site as it appeared and functioned immediately following the 1912-1915 alterations. The fundamental components of the station's physical fabric and precipitating circumstances are intact as a complex of station buildings standing at the junction of local and regional rail lines.
2. Historic landscape design: Cast iron light posts defined the curbs of the 1912-1915 landscape. Approximately five of these lamp posts survive; all on the parking lot north of the tracks. Alterations accomplished c.1940-1950 created parking areas while disturbing any consciously designed landscape features of the original site.
3. Outbuildings: n.a.

Part III. SOURCES

- A. Architectural Drawings: Drawings from the 1912-1915 alterations are in the collection of the National Railroad Passenger Corporation in Washington, D.C.
- B. Historic views: Images are housed at the following locations:

Historical Society of Pennsylvania -	Philadelphia Record (v.7:1777), c.1915
Library Company -	Perkins Collection (vol.5c, p65); c.1901
Temple University Urban Archives -	Pa. RR: 1560, b,c; c.1930
	Box 438, Folder 18b; c.1915, 1922.
	Bulletin Collection
Pennsylvania State Archives -	Penn Central Railroad Collection, M.G. 286

C. Bibliography

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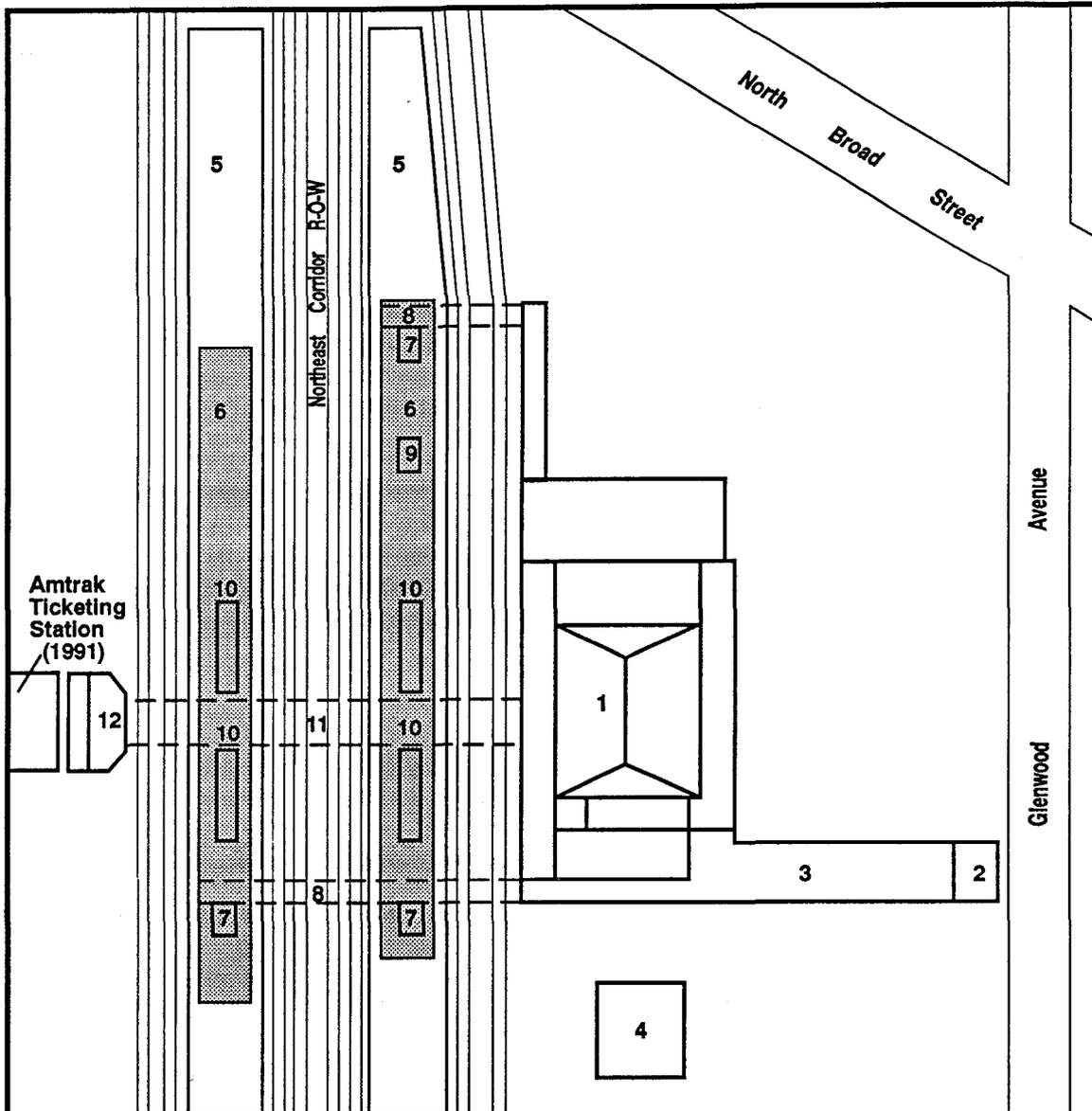
Part IV. PROJECT DESCRIPTION

Documentation of the North Philadelphia Station complex has been undertaken in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended. This property, owned by the National Railroad Passenger Corporation (Amtrak) has been listed on the National Register of Historic Places and will be the site of a federal undertaking in the form of economic development activity and station improvements.

NORTH PHILADELPHIA STATION
HABS No. PA-5958 (Page 14)

Pursuant to the determination of adverse impact on an historic resource due to a federal undertaking, a Memorandum of Agreement was drafted and signed by the Federal Rail Administration and the Pennsylvania State Historic Preservation Office. This Historic American Buildings Survey documentation serves as partial fulfillment of stipulated mitigative requirements.

Documentation was prepared for the National Railroad Passenger Corporation by the Historic Preservation Group of Kise Franks & Straw, Inc., Philadelphia, Pennsylvania: Mark A. Bower, project manager; Martin B. Abbott, historian; Jill Cremer, historian; James T. Parkinson, historian. Christopher Ransom of Philadelphia provided documentary photographs.



Legend

- 1. Station Building
- 2. Street Car Waiting House (HABS No. PA-5958-A)
- 3. Covered Ramp/Walkway
- 4. Mechanical Building (HABS No. PA-5958-B)
- 5. Passenger Platforms
- 6. Platform Canopies

- 7. Freight Elevators
- 8. Baggage Tunnels
- 9. Usher's Booth
- 10. Stair Enclosures
- 11. Main Pedestrian Tunnel
- 12. Pedestrian Tunnel Entrance



Project North
Site Plan
Not to Scale