

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH 0665631

DATA SHEET

FOR NPS USE ONLY

RECEIVED MAR 27 1978

DATE ENTERED JUN 7 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

☒ HISTORICWest Philadelphia Station, Pennsylvania Railroad Station,
Pennsylvania Station 30th Street, Penn Central Station,
Penn Central 30th Street Station

AND/OR COMMON

30th Street Station

2 LOCATION

STREET & NUMBER West River Drive, Market, 30th and Arch Streets

___ NOT FOR PUBLICATION

CITY, TOWN

Philadelphia

CONGRESSIONAL DISTRICT

___ VICINITY OF

2nd

STATE

Pennsylvania

CODE

42

COUNTY

Philadelphia

CODE

101

3 CLASSIFICATION

CATEGORY

___ DISTRICT

☒ BUILDING(S)

___ STRUCTURE

___ SITE

___ OBJECT

OWNERSHIP

___ PUBLIC

☒ PRIVATE

___ BOTH

PUBLIC ACQUISITION

___ IN PROCESS

___ BEING CONSIDERED

STATUS

☒ OCCUPIED

___ UNOCCUPIED

___ WORK IN PROGRESS

ACCESSIBLE

___ YES: RESTRICTED

☒ YES: UNRESTRICTED

___ NO

PRESENT USE

___ AGRICULTURE

___ MUSEUM

☒ COMMERCIAL

___ PARK

___ EDUCATIONAL

___ PRIVATE RESIDENCE

___ ENTERTAINMENT

___ RELIGIOUS

___ GOVERNMENT

___ SCIENTIFIC

___ INDUSTRIAL

☒ TRANSPORTATION

___ MILITARY

☒ OTHER:

4 OWNER OF PROPERTY

NAME

Amtrak

STREET & NUMBER

Suburban Station Bldg., 1617 J.F.K. Boulevard

CITY, TOWN

Philadelphia

___ VICINITY OF Pennsylvania

STATE

19104

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Custodian of Penn Central Transportation Company Records

STREET & NUMBER

1528 Walnut Street

CITY, TOWN

Philadelphia, Pennsylvania

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Pennsylvania Historic and Museum Commission

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Box 1026

CITY, TOWN

Harrisburg

Pennsylvania 17120

STATE

7 DESCRIPTION

CONDITION

___ EXCELLENT
☒ GOOD
___ FAIR

___ DETERIORATED
___ RUINS
___ UNEXPOSED

CHECK ONE

___ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
___ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Introduction

The Philadelphia 30th Street Station is a monumental building in the modern classic style. The Chicago firm of Graham Anderson Probst and White designed the station, which was built between 1929 and 1934. Situated on the west bank of the Schuylkill River, the station is near to Philadelphia's central business district directly across the river. The subway running beneath Market Street connects the station to City Hall, which lies ten blocks to the east of the river.

Plan

The structure appears as a cruciform in plan. The long axis, paralleling the river for 639 feet, is bisected by a heavy rectangular volume which projects above and beyond it, terminating in porte cocheres on either end. This shorter, east-west axis reflects the shape and orientation of the dominant interior space, a grand high-ceilinged concourse which serves primarily as a waiting room.

Structure

The station and its surrounding roads and parking lot are built on an elevated deck, allowing the several rail lines as well as the Schuylkill Expressway to pass under the station in alignment with the north-south axis. Supporting the column foundations of the station, massive caissons carry the load down to bedrock, roughly eighty feet below grade. To prevent the transmission of track and road vibrations to the station itself, the footings of the track slabs and roads are tectonically independent of the structure supporting the station. For the same purpose, all column bases of the station rest on anti-vibration pads of lead, asbestos and steel.

Exterior

Constructed of non-bearing masonry and faced with Alabama limestone, the facade, typical of classical design, is free of detail. On either side of the projecting porte cocheres seven vertical bays of iron-framed windows punctuate the facade, recapitulating the verticality of the six Corinthian columns which screen either of the main entrances. A deep-crowning entablature with a modillion and dental freeze surmounts these columns and continues around the building, forming a horizontal emphasis. Further unifying the design, a projecting, protective granite ledge is continuous around the base of the building. The four corners of the long axis are topped by square flag pavillions.

Arriving passengers generally enter the station through the five bays of doorways behind either porte cochere. Framed by fluted granite, these glass and iron bays extend upward for several stories, terminating at the line of the heavy cornice which is carried around the entablature of the long axis of the building. Large bronze "moderne" wall lighting fixtures hang from ornamental brackets on the stone walls separating the entrance bays.

Continued..

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NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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Defining the shorter cross-axis, a second entablature forms a parapet around the roof of the concourse. This entablature, like that of the other axis, is detailed with three equally spaced cornices; the middle cornice is the most elaborate, being ornamented with carved modillions and dentils. The north and south faces of the high entablature are relieved by a series of ornamental square stone panels. While not visible from the exterior, large light courts run alongside the main concourse, allowing light and air to enter this room from all four sides.

Repeating the treatment of the entrance bays, the window bays are built up of iron casement windows with ornamental iron spandrels connecting them between floors. The corner bays each include a doorway which, in keeping with the main entrances, is framed in fluted granite. These final bays on each facade are slightly articulated, projecting enough to form the square flag pavillions at each corner of the long axis.

The north facade of the building incorporated the pre-existing suburban tracks and platforms, which enter the station building through the northern-most bay on the east and west facades. Shielded by a dark iron and glass canopy, this functional intrusion does not destroy the apparent symmetry of the station.

Interior

Measuring 290' by 135', the main concourse is a grand and impressive place. The marble and travertine walls rise 95' to a finely detailed plaster coffered ceiling which retains its original color scheme of red, gold, and cream with red predominating. Articulated by massive fluted Corinthian columns, the east and west walls mimic the facade of the porte cocheres. A double-panelled glass wall behind these columns encloses steel and glass-block catwalks connecting the floors of the longer axis of the building, which are otherwise separated by the concourse. High window bays alternating with travertine-faced piers make up the north and south walls of the concourse. These clerestory windows are composed of iron-ornamented strips of molded glass illuminated by the outside light courts previously mentioned. Ten prismatic lamps hang from the ceiling in two rows. Eighteen feet long, the fixtures are fashioned of translucent glass set in bronze frames. Although rigging in the attic may originally have been designed so that the lamps could be lowered for repair and cleaning, it is not currently used because the complex machinery is deteriorated and because the fixtures themselves are fragile and irreplaceable. Standing just inside the east entrance, a large bronze sculpture of Winged Death and her captive hero commemorates the employees of the Pennsylvania Railroad who died in the Second World War.

The waiting room and ticket lobby immediately north of the main concourse are notable for their highly decorative ceiling and allegorical terra cotta plaque, symbolizing the evolution of transportation, on the west wall of the waiting area.

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This plaque, a creation of Karl Bitter, depicts the "Spirit of Transportation" as a triumphal procession, with "Transportation" herself riding in a golden chariot. A child holding a model of an airship leads the procession; a covered wagon brings up the rear. Originally installed in the old Broad Street Station, this work was moved to the 30th Street Station in 1933.

The space to the south of the concourse is used for concessions, employee toilet facilities, and public telephones. Botticcino marble decorates those areas designated for the railroad company's use, while verde marble is employed in the commercial areas for wainscotting. Ornamentation is limited to a canted cornice painted with chevrons.

The four upper floors of the long axis are devoted to office space. In this area of the building, the door and transom frames, although metal, read as molded, two-lane architraves of classical derivation. Their finish is grained to resemble mahogany, suggesting the lesser importance of this area in the overall station scheme.

Tracks and Platforms

The main set of tracks lies below the concourse on the north-south axis. The high-level island platforms, nearly 24' wide and 1,500' long, are protected by the Market Street deck to the south and a canopy in the open area to the north. For each platform an escalator and adjacent stairway and a separate larger stairway connect directly to the main concourse.

Renovations and Additions

A cantilevered balcony, added to the original design in 1944, projects into the waiting area. The surrounding railing incorporates the logo of the Pennsylvania Railroad as a repeated motif in the metal work.

The major renovation to the interior has been the conversion of the bus terminal and concession area in the north end of the station to commercial bowling lanes now closed. The elevated suburban tracks and platforms run directly over this area. These two changes are the basis for designating the structures as "altered."

The most recent renovations have been undertaken by the Federal Railroad Administration. Under Title X of the Public Works and Economic Development Act of 1974, the station has benefited from general cleaning and repair work; escalators have been replaced; and the public restrooms have been remodeled. None of this work has involved structural changes to the exterior facade.

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Conclusion

The 30th Street Station has endured as one of the last examples of the architecture of the past great railroad era. It is a building of self-evident importance and a significant landmark for the City of Philadelphia.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☐ PREHISTORIC	☐ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE
☐ 1600-1699	☒ ARCHITECTURE	☐ EDUCATION	☐ MILITARY	☐ SOCIAL/HUMANITARIAN
☐ 1700-1799	☐ ART	☐ ENGINEERING	☐ MUSIC	☐ THEATER
☐ 1800-1899	☐ COMMERCE	☐ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☐ TRANSPORTATION
☒ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☒ OTHER (SPECIFY) Urban Planning
		☐ INVENTION		

SPECIFIC DATES 1929-34

BUILDER/ARCHITECT Graham, Anderson
Probst and White

STATEMENT OF SIGNIFICANCE

Built during the Great Depression, the 30th Street Station has served for more than forty years as Philadelphia's principal passenger station. Once used as the headquarters of the Pennsylvania Railroad, the station and its attendant trackage have undergone little change, other than those previously mentioned, since the completion of their construction in 1934.

The present station represents one in a series of designs proposed for the site between 1925 and 1929. This final design exhibited a post and beam aesthetic and represented a transformation from, the then dominant, neo-classicism to a more modernized style. Representative of this transformation was the different treatments given to the exterior and interior. While the exterior maintained a strict neo-classicism, the interior reflected a more freely interpreted classicism. Further, the station incorporated several features which were novel to station design at the time, including a chapel, a mortuary, and 3,300 square feet of hospital space. The reinforced concrete roof of the concourse section was designed to allow a landing space for small aircraft. An elaborate buzzer and intercom system and a pneumatic tube network for internal communications were incorporated into the station, providing an efficient communication system without compromising the desired monumentality. These features have either been altered to satisfy changing functional needs or are no longer used. The chapel, mortuary and hospital space have since been converted to office space, a conference room, and a ConRail infirmary, respectively; while the landing space and internal communication system are no longer used.

The Chicago firm of Graham Anderson Probst and White, the successor office to D. H. Burnham and Co., was responsible for the final design. The Pennsylvania Railroad's commission for the station came to the firm after the death in 1924 of their chief designer, Beaux-Arts trained Pierce Anderson. Accordingly, the ultimate design which integrated new ideas into the classical vocabulary, was probably the product of younger men in the firm such as Alfred Shaw, Charles T. Murphy, and Sigurd Naess, all of whom were associated with the firm by 1930.

The evolution of the station design reflected variations of the classical style evolving during the late 1920's. These variations expressed the prevailing optimism about and commitment to progress through industrialization. As first envisioned in 1927, the station was to have been a Beaux Arts structure inspired by the Baths of Caracalla. Based on the interplay of two axes, as in the present structure, the original design employed a steel arched structural system together with doubled columnation and Baroque ornamentation on the east facade.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- o Pennsylvania Railroad Co. floor plans, Pennsylvania Station (Phila. 1930)
- o Graham, Anderson, Probst and White, Architects. The architectural work of Graham, Anderson, Probst and White, Chicago. London: BT Batsford Ltd., 1933
- o Burgess, George H. and Miles C. Kennedy: Centennial History of the Pennsylvania Railroad Co., Philadelphia: Pennsylvania Railroad Co. 1929
- o Meeks; C.L.V., The Railroad Station, An Architectural History, New Haven: Yale University Press, 1956

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 8.36

UTM REFERENCES

A 18 484420 4422660
ZONE EASTING NORTHING
C

B
ZONE EASTING NORTHING
D

VERBAL BOUNDARY DESCRIPTION

The station is located west of Philadelphia Central Business District and across the Schuylkill River. The Station is bounded on the north by Arch Street, on the south by Market Street, on the east by West River Drive and on the west by 30th Street.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
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STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

Edward Dunson

February 3, 1978

ORGANIZATION

DeLeuw, Cather/Parsons & Associates

DATE

452-5761

STREET & NUMBER

1201 Connecticut Ave., N.W.,

TELEPHONE

CITY OR TOWN

Washington, D.C. 20036

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☒

STATE ☐

LOCAL ☐

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE William J. Wewer, Executive Director
Pennsylvania Historical & Museum Commission

DATE

3/16/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Carolanne Cole

DATE

6/2/78

KEEPER OF THE NATIONAL REGISTER

DATE

6.6.78

KEEPER OF THE NATIONAL REGISTER

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A later concept, although indicative of the Beaux Arts style, was more reflective of industrial technology. Using a plan similar to the one first proposed for the station but of more extravagant proportions this scheme called for an enormous central area spanned by arching iron trusswork and a more restrained treatment of the exterior ornamentation. The proposed "grand concourse," a room twenty-five feet wider and one hundred seventy feet longer than the existing concourse, would have combined the waiting room with the arrival and departure concourse into one monumental space.

While the building is an impressive architectural statement in its own right, it takes on particular significance when viewed in the context of the history of American railroading and urban planning. One of the last of the former "gateways" to major American cities, the station was part of an overall central city improvement program begun in 1925 by both the City of Philadelphia and the Pennsylvania Railroad Company. Planned as a replacement to the landmark trainshed terminal in center city, the 30th Street Station marked the commitment of the railroad to electricity as a preferable energy source for trains.

The old Broad Street Station, built in 1881 in the city center about one mile from the main line tracks, was by 1920 the center of the heaviest passenger traffic of the Pennsylvania Railroad. It was a stub station, however, necessitating a half-hour delay as trains had to travel to the yard west of the Schuylkill to turn around. As early as 1910, when the plan for a diagonal parkway from City Hall to Fairmount Park challenged any expansion of Broad Street Station, the railroad began to study the possibilities for a new station site.

In June, 1925, the company entered into an agreement with the City of Philadelphia whereby, in return for tunnel rights to 15th Street, the railroad agreed to surrender for the parkway certain land near City Hall and for new development the corridor occupied by its elevated tracks to Broad Street Station. The railroad further agreed to build a central station for suburban passengers as well as a new station west of the Schuylkill.

The site on the west bank of the Schuylkill gave the railroad the opportunity to lay out loop tracks in an area south of the station so that New York trains bound for the west could be turned around within the terminal area in a continuous movement.

Construction on the major portion of the station started almost simultaneously with the onset of the Great Depression, resulting in economic problems which had not been anticipated in 1925. Consequently, what had begun as a model agreement between government and private enterprise became increasingly government dominated as the Public Works Administration intervened to finance the completion of the electrification work and the station building itself.

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The slow recovery from the Depression coupled with the delay in construction work during World War II postponed development east of the river. Accordingly, the re-construction of the Filbert Street corridor was not realized until the 1960's. Now, the 30th Street Station stands as a monumental terminus to a boulevard only recently completed. While the station complex is in large part surrounded by an elevated highway unanticipated in 1925, the absolute scale of the station allows it to retain its architectural integrity and forceful presence despite the changing conditions of the city-scape.

Property

30th Street Station

Philadelphia

State

PA.

Working Number

3.27.78.2221

Ref # 78002456

TECHNICAL

Photos

2

Maps

1

CONTROL

OK 3.29.78

HISTORIAN

Accept
Franklin
5.17.78

Just 1 yr off

ARCHITECTURAL HISTORIAN

1929-1934 - Exceptional
significance justifies exception to age
criterion - Monumental structure.

accept

Branson
5.8.78

ARCHEOLOGIST

OTHER

a regionally significant structure
in context of transportation which
is "exceptional"

Accept

HAER

Inventory

Review

5/29/78

Donald C. Jackson

REVIEW UNIT CHIEF

Although I am probably biased by this
structure than the other reviewers, it is significant
and although construction begun 1929, design is 1925-1928
and close enough to 50 years

Accept

Lebovich
6/5/78

BRANCH CHIEF

KEEPER

June 4/78

National Register Write-up

Send-back

Entered

JUN 7 1978

Federal Register Entry

7.5.78

Re-submit

INT:2106-74



JAMES L. DILLON & CO. INC.
PHOTOGRAPHERS
801 WALNUT ST. PHILA., PA. 19107

DATE MAY 31 1977 NO.

PROPERTY OF THE NATIONAL REGISTER

JUN 7 1978

~~West Philadelphia Station, 30th~~
Street Station
Philadelphia County
PD: 1978
PC: G.Eisenman
PV: west facade, showing elevated
suburban tracks on left.

MAR 27 1978 102



JAMES L. DILLON & CO. INC.
PHOTOGRAPHERS
801 WALNUT ST. PHILA., PA. 19107

DATE MAY 31 1977 NO.

PROPERTY OF THE NATIONAL REGISTER

JUN 7 1978

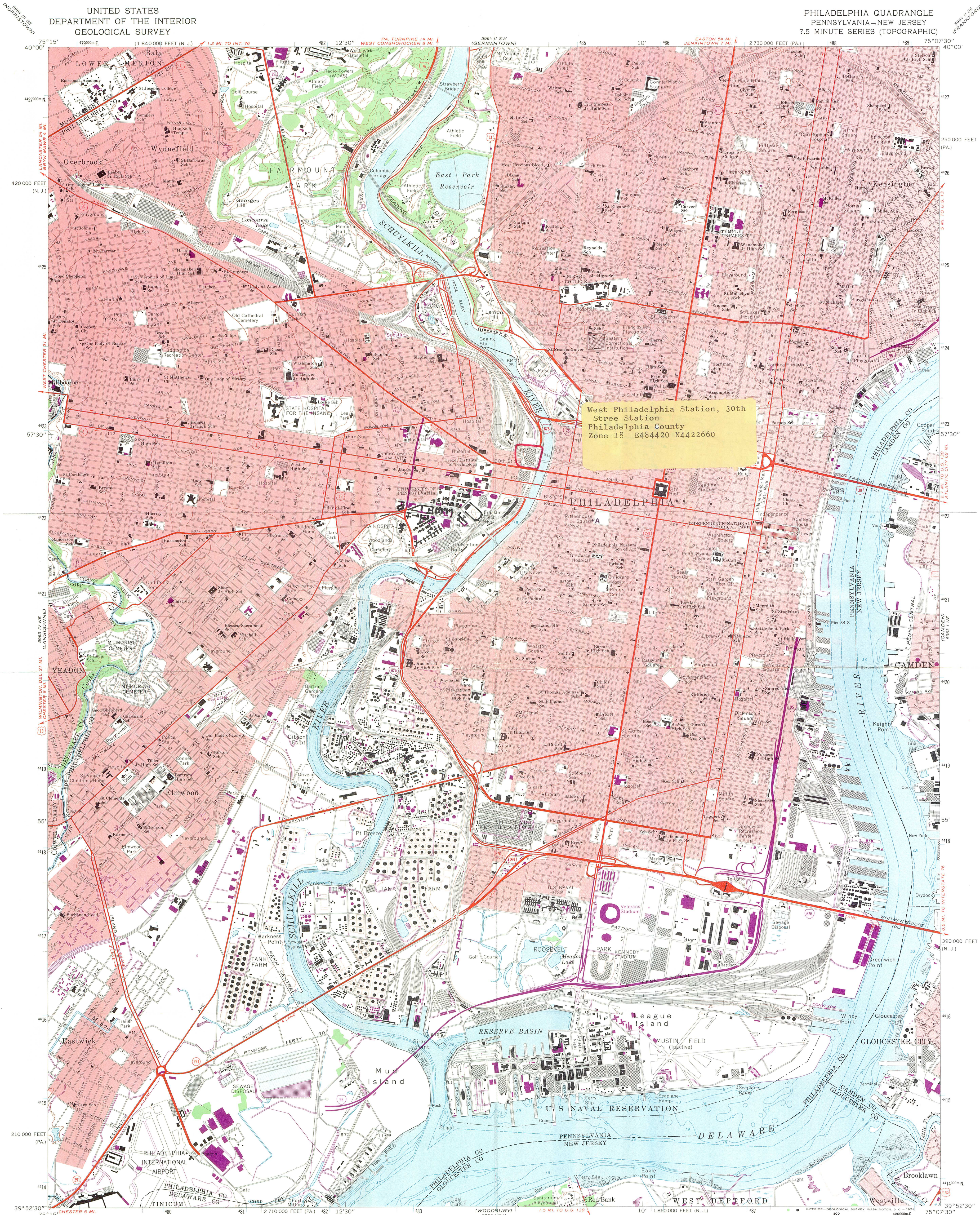
West Philadelphia Station, 30th
35 Street Station
Philadelphia County
PD: 1978
PC: G. Eisenman
PV: east facade from Schuylkill
River bridge

MAR 27 1978

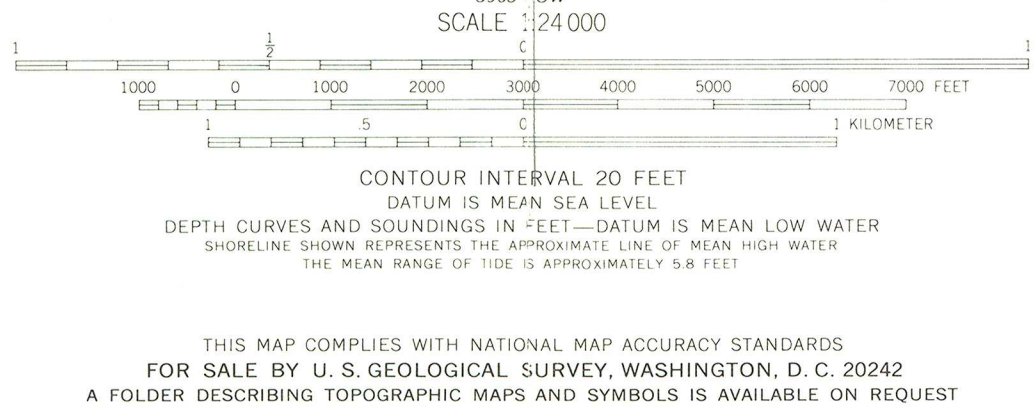
292

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

PHILADELPHIA QUADRANGLE
PENNSYLVANIA-NEW JERSEY
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped by the U. S. Coast & Geodetic Survey
Edited and published by the Geological Survey
Control by USGS, USC&GS, and USCE
Planimetry by photogrammetric methods from aerial photographs
taken 1946. Topography by planetable surveys 1947. Revised by the
Geological Survey from aerial photographs taken 1965. Field
checked 1967
Selected hydrographic data compiled from USC&GS Chart 280 (1967)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grids based on Pennsylvania coordinate system, south zone,
and New Jersey coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18,
shown in blue
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route ——— U.S. Route ——— State Route ———
PHILADELPHIA, PA.—N.
N3952.5—W7507.5/7.5
1967
PHOTOREVISED 1973
AMS 5963 1 NW—SERIES V831



ENTRIES IN THE NATIONAL REGISTER

STATE PENNSYLVANIA

Date Entered JUN 7 1978

Name

Location

Thirtieth Street Station

**Philadelphia
Philadelphia County**

Also Notified

Honorable H. John Heinz, III
Honorable Richard S. Schweiker
Honorable Robert N.C. Nix

State Historic Preservation Officer
Mr. Ed Weintraub
Executive Director, Pennsylvania
Historical and Museum Commission
Box 1026
Harrisburg, Pennsylvania 17120

NR

Mott/bjr

6/8/78

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

October 15, 1980

Mr. R. P. Howell
Project Manager
DeLeuw, Cather and Parsons
1201 Connecticut Avenue NW.
Washington, DC 20036

*1,346 6/7/78
Philadelphia 10, Pa.*

Dear Mr. Howell:

On August 20, 1980 the Council received your determination that the proposed improvements of the Philadelphia 30th Street Station, Philadelphia, Pennsylvania, would not adversely affect this property which is included in the National Register of Historic Places. In accordance with Section 800.6(a) of the Council's regulations (36 CFR Part 800), the Executive Director does not object to your determination.

As provided in Section 800.9 of the Council's regulations, a copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in your records as evidence of your compliance with Section 106 of the National Historic Preservation Act and the Council's regulations.

Thank you for your cooperation.

Sincerely,

Jordan E. Tannenbaum

Jordan E. Tannenbaum
Chief, Eastern Division
of Project Review

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE LISTED OCT 16 1980

NAME OF PROPERTY _____

LOCATION OF PROPERTY _____

DATE ACQUIRED _____

INITIALS _____

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Thirtieth Street Station			② OTHER NAMES: West Philadelphia Station; Pennsylvania (over)			③ date of entry: JUN 7 1978		④ county code: 101			
⑤ LOCATION street & number W. River Dr., Market, 30th, & Arch Sts.;			city / town Philadelphia		vicinity of PA		county Philadelphia		⑥ NPS REGION: MA		
⑦ OWNER ☒ PRIVATE ☐ STATE ☐ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name)							⑧ ADMINISTRATOR:				
⑨ EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL			⑩ FUNDED? ☐ YES ☐ NO		⑪ CONGRESS. DISTRICT 2nd		⑫ SOURCE of NOMINATION ☒ STATE ☐ FEDERAL		if state who prepared form?		
⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☐ YES, NAME ☐ NO			⑭ WITHIN NATIONAL HISTORIC LANDMARK? ☐ YES, NAME ☐ NO		⑮ ACREAGE		⑯ LOCAL ☐ PRIVATE ORGANIZATION ☐				
⑰ CONDITION ☐ excellent ☐ good ☐ fair			☐ deteriorated ☐ ruins ☐ unexposed ☐ unexcavated			☐ altered ☐ unaltered ☐ reconstructed ☐ excavated			☐ original site ☐ moved ☐ unknown		
⑰ features: INTERIOR ☐ SUBSTANTIALLY INTACT-1 ☐ NOT INTACT-0 ☐ UNKNOWN-4 ☐ NOT APPLICABLE-7			EXTERIOR ☐ SUBSTANTIALLY INTACT-2 ☐ NOT INTACT-0 ☐ UNKNOWN-5 ☐ NOT APPLICABLE-8			ENVIRONS ☐ SUBSTANTIALLY INTACT-3 ☐ NOT INTACT-0 ☐ UNKNOWN-6 ☐ NOT APPLICABLE-9					
⑱ ACCESS ☐ YES-Restricted ☐ YES-Unrestricted ☐ No Access ☐ Unknown			⑲ ADAPTIVE USE ☐ YES ☐ NO		⑳ SAVED? ☐ YES		IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☐ no				
㉑ AREAS OF SIGNIFICANCE : ☐ ARCHEOLOGY-prehistoric-2 ☐ ARCHEOLOGY-historic-1 ☐ AGRICULTURE-3 ☐ ARCHITECTURE-4 ☐ ART-5			☐ ENGINEERING-11 ☐ ENTERTAINMENT-26 ☐ EXPLORATION-12 ☐ HEALTH-27 ☐ ECONOMICS-9 ☐ EDUCATION-10			☐ LANDSCAPE ARCH.-15 ☐ LAW-16 ☐ LITERATURE-17 ☐ MILITARY-18 ☐ MUSIC-19 ☐ PHILOSOPHY-20			☐ POLITICS / GOVT.-21 ☐ RELIGION-22 ☐ SCIENCE-23 ☐ SOCIAL / HUMANITARIAN-24 ☐ SOCIAL / CULTURAL-30 ☐ TRANSPORTATION-25		
☐ RECREATION-28 ☐ SETTLEMENT-29 ☐ URBAN PLANNING-31 ☐ OTHER (SPECIFY)			㉒ CLAIMS: explain 'first' ☐ 'oldest' ☐ 'only' ☐								
㉓ functions WHEN HISTORICALLY SIGNIFICANT: CURRENTLY:			㉔ dates of initial construction: major alterations: historic events:				㉕ ETHNIC GROUP ASSOCIATION				
㉖ architectural style(s):			㉗ architect:		㉘ master builder:		㉙ engineer:				
㉚ landscape architect / garden designer:			㉛ interior decorator:		㉜ artist:		㉝ artisan:		㉞ builder/contractor:		
㉟ NAMES give role & date PERSONAL: EVENTS: INSTITUTIONAL:											
㊱ NATIONAL REGISTER WRITE-UP											

2. Railroad Station; Penn Central Station