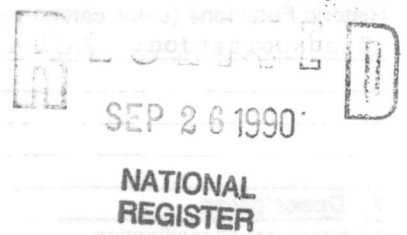


1609

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Elkins Railroad Station, Philadelphia and Reading Railroad
other names/site number Elkins Park Station; Ashbourne Station

2. Location

street & number Spring Avenue and Park Avenue N/A not for publication
city, town Elkins Park, (Cheltenham Township) N/A vicinity
state Pennsylvania code PA county Montgomery code 091 zip code 19117

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>2</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u>2</u>	<u>0</u> objects
			<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Brent D. Glass 9/18/90
Signature of certifying official Date
Dr. Brent D. Glass, Pennsylvania Historical & Museum Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Entered in the National Register
 See continuation sheet. 10/25/90

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

Julius Byer _____
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: Rail-related

Current Functions (enter categories from instructions)

Transportation: Rail-related

Commerce/trade: Business

7. Description

Architectural Classification

(enter categories from instructions)

Queen Anne

Materials (enter categories from instructions)

foundation stone

walls stone

limestone

roof slate

other wood

Describe present and historic physical appearance.

The Elkins Park Train Station and commuter shelter stands on the inbound and outbound tracks respectively of the Philadelphia and Reading tracks in the midst of the development originally called Ogontz Park, later renamed in honor of its principle founder, William Elkins. Designed by Cope and Stewardson, the chief exponents of gothic historicism at the end of the century, the Elkins Park Station evoked the character of the English cottage suburb in its materials and style. The grey schist and limestone trim of the exterior of the main station were the principal materials of the great mansions of the surrounding suburbs, making the station an appropriate entrance to the new community.

By 1898, the requirements of the suburban train station were clearly understood. A protective platform shed paralleled the tracks to shelter passengers, a waiting room provided a warm interior and usually offered a view down the tracks to alert passengers to the arrival of the train, a projecting bay on the track side provided a position for the station-master both to see the incoming trains and to sell tickets within the waiting room. In larger, more sophisticated stations such as Elkins Park, the station also had a smaller Ladies' Waiting room to protect more delicate sensibilities from the abuses of travel.

Cope and Stewardson's adaptation of the suburban station type was masterful. Elevated train tracks were required to permit Church Street to pass under a bridge. In earlier stations, a two level building was constructed to reach track level. Here the architects filled around the basement of the building to form a man-made hill on which they erected their station and platforms. The elevation makes the station the most prominent building in the midst of the small commercial center of Ogontz Park - an intention that was further indicated by the octagonal stone tower that surmounts the octagonal ticket bay. The station is the visual anchor of the suburb.

Cope and Stewardson's scheme follows the norms of station plan and general design, but is quite startling in detail. The exterior material is the local grey schist cut into small blocks, laid horizontally, and trimmed with smooth dressed limestone carefully grooved so the gravure establishes a subtle texture to the stone. A tower of the same materials, punctuated on each plane with small, doycote-type openings below the sloping slate roof adds a

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Elkins Railroad Station

Section number 7 Page 2

picturesque element to the exterior. The roofs of the main volumes are of slate (though documentary evidence suggests that the original material may have been red tile), in an exceptionally shallow hip, and they extend out to provide a sheltered walkway around the entire perimeter of the station. It is that great, low, overhanging roof that principally conveys the modern and original character of the building, seeming to anticipate the Prairie School of the next decade. Two low slate-roofed dormers ventilate the attic over the toilets and Ladies' Waiting room.

Mediating between the main station and the drive is a handsome porte-cochere, carried on square section, knee-braced posts that spring out to carry the broad overhang of the roof. It steps up following the course of the stairs leading to the building. The same elements are continued in the platform shelters which is attached to the main station building on the inbound side of the tracks, while the one on the outbound is free standing. These motifs conform to the standard designs developed for the Philadelphia and Reading Railroad by Frank Furness in the 1880s. On the outbound platform, the shelter abuts a modest waiting room, infilled with clapboarded wood partitions, and glazed at eye level for a view of the trains. The interior is spartan.

By stringing together all of the spatial elements of the station building, the women's waiting room, the toilets, the main waiting room, and a large bay at the north end, a long, narrow volume was created. The track-side elevation is articulated to mark the shift from one waiting room to the next. This conformed to late Victorian aesthetic theory that called for description of function; the octagonal station master's bay (surmounted overhead by the tower) marks the midpoint. The entire north end is a large, semicircular bay that marks the end of the main waiting room.

The chief public space of the station is the main waiting room, which opens through double doors from both the covered stair of the street side and from the track side. It is handsomely detailed in an elegant version of Queen Anne. A dark wainscot lines the lower walls, with pilasters articulating the mid-wall and rising to a dentilled cornice. This runs around the room at the height of the doors, and continues across a spanning steel beam that sets off the semicircular bay at the far end of the waiting room. Above the cornice, evidence of the construction material is given in a band of dark brown brick equal to the lower wainscot.

Three major features accent the room. On the center wall is a great fireplace with an overscaled, anti-historical limestone console as keystone. The fireplace is crowned by a paneled, sloping chimney breast that rose up into the heights of the dark varnished, tongue-and-groove, open trussed ceiling. The chief focus of the room is the classically detailed, octagonal, station master's bay surmounted by dark brown brick which carries the tower on the exterior. The sunny, light filled bay at the north end of the station forms an elegant counterpoint to the solid mass of the fireplace.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

Elkins Railroad Station

Section number 7 Page 3

Pedimented colonial doors provided access to a corridor to toilet rooms in the center of the building - and to the Ladies' Waiting room on the south end. Unlike the grandeur of the main room that room was plain, with a low ceiling (since covered with a dropped ceiling). It had a separate, smaller door onto the platform. With the conversion of the main waiting room into an office, the Ladies' Waiting room has now become the waiting room for the station, with a small ticket booth in the corner.

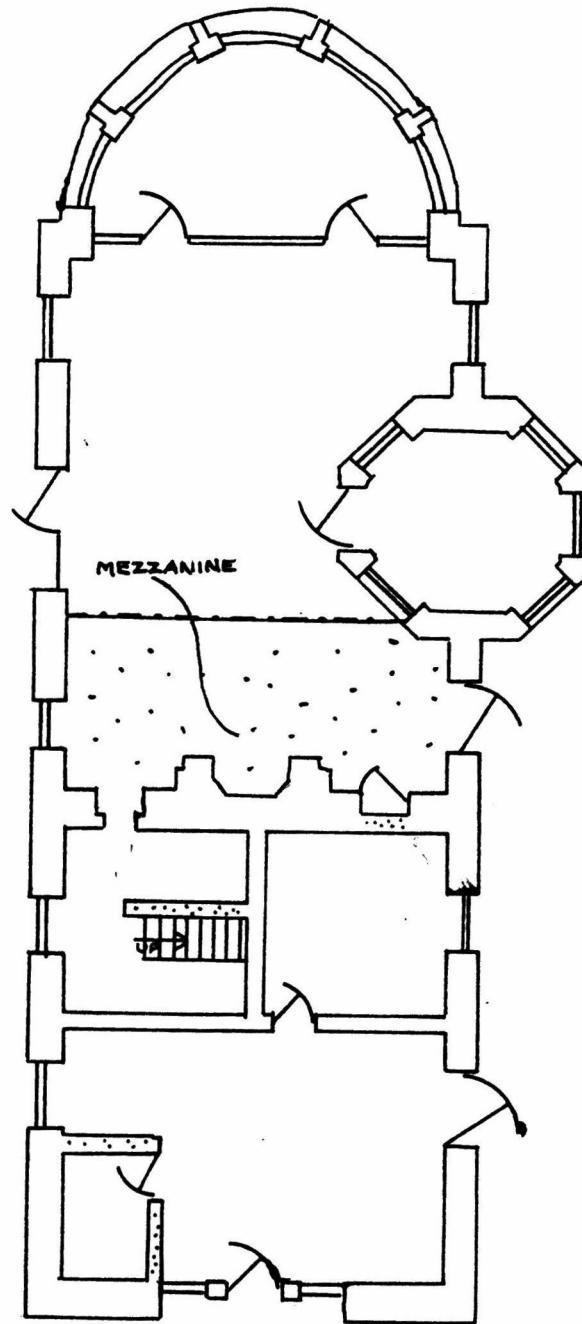
The main waiting room is now an office, and has been subdivided by low, office landscape partitions. The station master's office remains in its bay and the great semicircular bay has been subdivided from the main waiting room by a partition, but the main space is intact and understandable. Though reduced in function as the train has given way to the automobile as the means of arriving in a community, the Elkins Park station remains an elegant survivor of the glories of the suburban railroad developments of the turn of the century.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Elkins Railroad Station

Section number 7 Page 4



MEZZANINE

UP

KEY

□ ORIGINAL
CONSTRUCT.

□ 1988
ALTS.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Transportation

Period of Significance

1898-1940

Significant Dates

1898

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Cope, Stewardson, and Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Elkins Park Station is significant as the work of Cope and Stewardson, one of the great American architectural firms of the late nineteenth century, as the central focus of the suburban development of Ogontz Park (since renamed Elkins Park), and as a donation by the chief developer of the community, William Elkins, who was largely responsible for the northern development of Philadelphia through his Union Traction Company. The Elkins Park Station is of additional interest because it was the Elkins family's connection to the city, and thus was given particular architectural enrichment. With the diminishing of rail service, many of the commuter rail stations have been replaced by low maintenance sheds. Fortunately, this superb example remains in continuous use to the present.

Though the suburbs just north of Philadelphia had another train station dating from the 1870s, erected by the old North Penn Railroad, it was outdated and inconveniently placed for access to the newly developing suburb being constructed by William Elkins. Elkins, with his partners Peter Widener and William Kemble, had formed the Union Traction Company to provide horse-car service to their real estate in North Philadelphia.¹ By the 1890s, their lines reached all the way to the northern city limits, making it possible to commute to Ogontz Park by horse-car. That was relatively inconvenient, and not suited to the up-scale mansions and country houses that Elkins was selling. That it was intended as an upwardly mobile community is denoted by the selection of the name "Ogontz Park," capitalizing on Jay Cooke's estate Ogontz, which had become an elite, girl's boarding school. The suburb was described in promotional materials as "...a residence place of high quality..." To solve the problem of transportation, Elkins offered to build "... The handsomest and most complete station on the Pennsylvania Railroad..." if the railroad would locate it in the center of his project.² As evidence of his high-mindedness, Elkins retained architects Cope and Stewardson to design the building.

9. Major Bibliographical References

Clio Index, unpublished data base of Philadelphia architecture.

Cram, Ralph Adams. "The Work of Cope and Stewardson." Architectural Record XV (November 1904): pp.407-431.

Holton, James. The Reading Railroad; History of a Coal-Age Empire. Volume I, the Nineteenth Century. Laurie's Station, Pennsylvania, 1989.

Hotchkin, S. F. Old York Road. Philadelphia, 1892.

O'Gorman, James, Jeffrey A. Cohen, George E. Thomas, and G. Holmes Perkins. Drawing Toward Building: Philadelphia Architectural Graphics, 1732-1986. Philadelphia, 1986.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property .5 acre

UTM References

A 18 489060 4435440
Zone Easting Northing

B _____
Zone Easting Northing

C _____

D _____

See continuation sheet

Verbal Boundary Description

Beginning at a point at the eastern corner of the intersection of Spring Avenue and Park Avenue, continuing southeast 237 feet along the northeast side of Spring Avenue to a point, then northeast at right angles to Spring Avenue 95 feet to a point, then southeast parallel to Spring Avenue to the end of the

See continuation sheet

Boundary Justification

This encompasses the historic station, platforms, and grounds.

See continuation sheet

11. Form Prepared By

name/title George E. Thomas, Ph.D.

organization Clio Group, Inc.

street & number 3512 Lancaster Avenue

city or town Philadelphia

date 3-3-90: Revised 6-15-90

telephone (215) 386-6276

state Pennsylvania zip code 19104

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Elkins Railroad Station

Section number 8 Page 2

The office of Cope and Stewardson was formed by John Stewardson, a graduate of the Ecole des Beaux-Arts and of Frank Furness's office, and Walter Cope, a graduate of Theophilus Parsons Chandler's office. They opened their firm in 1886, and over the next sixteen years established themselves as the preeminent architects of American collegiate architecture, with landmarks at Bryn Mawr, the University of Pennsylvania, Princeton, and the master plan of Washington University in St. Louis. They were equally accomplished as residential and commercial architects, designing office towers and department stores, as well as many of the great mansions of the period. Despite the death of Stewardson in a skating accident in 1896, the office continued with unabated inventiveness into the early twentieth century, when Walter Cope died in 1902 of a stroke.³ The Ogontz Park (as Elkins Park was originally called) station was announced in the Philadelphia Real Estate Record and Builders' Guide in October of 1898, and was again mentioned in December.⁴ Its design shows many of the hallmarks of the firm at its height. Particularly noteworthy is the careful manipulation of the local schist and limestone to make a handsomely proportioned building, whose architectural distinction allowed commuters to quickly identify their location. Those same materials became the hallmarks of the Gothic Revival of the region.

The elegant detailing of the interior waiting room demonstrated the abilities of the office to adapt to small, economical projects like the station. While its materials and interior details were understated, the architects' solution to the fundamental issue of a protected passage from street entrance to train was masterfully resolved by the roof, which made the building little more than a support for the sheltering overhang. Although it would seem remarkable in the Philadelphia suburbs to see a form which so closely approximated the great Prairie School buildings of the Midwest, it was a logical extension of the norms of the building type, and offers proof of the ability of the architects. Despite the fact that Cope and Stewardson are remembered as historical revivalists, their Victorian training had left its mark in the expression of function - large windows for waiting room and small, high windows for toilets. The juxtaposition of the tower against the long, low horizontal of the roof recaptured enough of the historical sensibility to make it appropriate to Elkins Park and to the intentions of William Elkins.

In addition to exemplifying the extensive suburbanization that characterized late nineteenth century Philadelphia, and demonstrating the architects' skills, the station attests to the generosity of William Elkins (1832-1903).⁵ Elkins was one of the financial titans of late nineteenth century Philadelphia and was a partner with Peter Widener both in utilities (he owned the gas works in addition to most of the trolley lines in the city) and real estate development. They built great mansions across from each other on Broad Street in the city, and in the 1890s acquired large tracts for country estates in the region now known as Elkins Park. Elkins built a wonderfully picturesque, Queen Anne country seat on land acquired from Jay Cooke, and in the early twentieth century replaced it with a spectacular, Horace Trumbauer-designed, French Beaux-Arts palace that still stands a mile or so to the west of the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Elkins Railroad Station

Section number 8 Page 3

station.⁶ Widener's Linwood Hall, also a Trumbauer design, was an even more imposing palace - again across the street. Though their surviving mansions were in the new, Beaux-Arts classical style, the station recalls the more modest origins of the suburb in the 1890s.

Finally, the Elkins Park Station marked the beginning of a new generation of architectural patronage by the Philadelphia and Reading Railroad. That railroad had begun in the 1840s as a carrier of anthracite coal, but by the late 1870s under the leadership of president Franklin Gowen, moved aggressively to corner a portion of the commuter market.⁷ In 1879, Frank Furness was commissioned to provide plans for more than one hundred track and station buildings for the railroad, which were scattered along the Reading lines from Shamokin to Sunbury, and south into Delaware. With the bankruptcy of the railroad in the 1880s and Gowen's suicide, the Reading ended its building program. When construction was resumed, it was with the more fashionable Cope and Stewardson firm as their architects. They began working for the Railroad in 1897 with a ticket office in the main terminal, and then did several of the designs on the Bethlehem Branch including Washington Lane (demolished) and Melrose Park, which followed the more up-to-date stylistic mode of the day.⁸ These stations marked the upgrading of the old North Penn Line which was replaced by new tracks, making the earlier 1850s stations redundant.

As the work of one of the region's most accomplished architects, as the donation of William Elkins, and as the centerpiece of Elkins development of Elkins Park, the Elkins Park station is eligible for the National Register under Criteria A and C.

Notes:

¹Jean Toll, ed. Montgomery County: the Second Hundred Years, Vol. I, (Montgomery County, 1983), p.75.

²Toll, p.75.

³See George E. Thomas, "Cope and Stewardson," in Drawing Toward Building: Philadelphia Architectural Graphics, 1732-1986, James F. O'Gorman et al., (Philadelphia, 1986), p.162; and Ralph Adams Cram, "The Architecture of Cope and Stewardson," Architectural Record XV (November 1904), pp.407-431.

⁴Philadelphia Real Estate Record and Builders' Guide XIII:40 (5 October, 1898); XIII:41 (12 October 1898); Philadelphia Inquirer, 9 December 1898, p.12. The building cost \$15,000.00.

⁵For a biography of Elkins see Philadelphia and Popular Philadelphians, (Philadelphia, 1891), p.170, and the Dictionary of American Biography.

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National Register of Historic Places Continuation Sheet

Elkins Railroad Station

Section number 8 Page 4

Notes: (continued)

⁶The history of Elkins land acquisitions is treated in S. F. Hotchkin, The York Road, (Philadelphia, 1892), p.165; see also Elaine Rothschild, A History of Cheltenham Township, (Montgomery County, 1976), p.40.

⁷The history of the Reading Railroad is detailed in James Holton's The Reading Railroad, History of a Coal-Age Empire, Volume I, the Nineteenth Century, (Laurie's Station, Pennsylvania, 1989). Frank Furness's work is outlined in George E. Thomas and Hyman Myers, "Checklist," in James F. O'Gorman, George E. Thomas, Hyman Myers, The Architecture of Frank Furness, (Philadelphia, 1973).

⁸Cope and Stewardson's work is indexed in the unpublished Clio Index, which lists commissions from the Philadelphia Real Estate Record and Builders' News. For the work for the railroad, see BG vol.12, no.16 (21 April 1897). Other suburban stations are listed in Sandra Tatman and Roger Moss, Biographical Dictionary of Philadelphia Architects, (Boston, 1983), pp.165-170.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Elkins Railroad Station

Section number 9 Page 2

Bibliography: (cont.)

O'Gorman, James, George E. Thomas, and Hyman Myers. The Architecture of Frank Furness. Philadelphia, 1973.

Philadelphia and Popular Philadelphians. Philadelphia, 1891.

Rothschild, Elaine. A History of Cheltenham Township. Montgomery County, Pennsylvania, 1976.

Smith, J. L. Atlas of Montgomery County. Philadelphia, 1893.

Tatman, Sandra and Roger W. Moss. Biographical Dictionary of Philadelphia Architects. Boston, 1983.

Toll, Jean, ed. Montgomery County, The Second Hundred Years. Montgomery County, Pennsylvania, 1983.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Elkins Railroad Station

Section number 10 Page 2

Verbal Boundary: (cont.)

station platform, then northeast at right angles to Spring Avenue across the railroad tracks to a point on the northeast side of the pedestrian walkway adjacent to the tracks, then northwest along the pedestrian walkway to the southwest corner of Park and High School Avenues, then southwest along the southeast side of Park Avenue to the place of beginning.

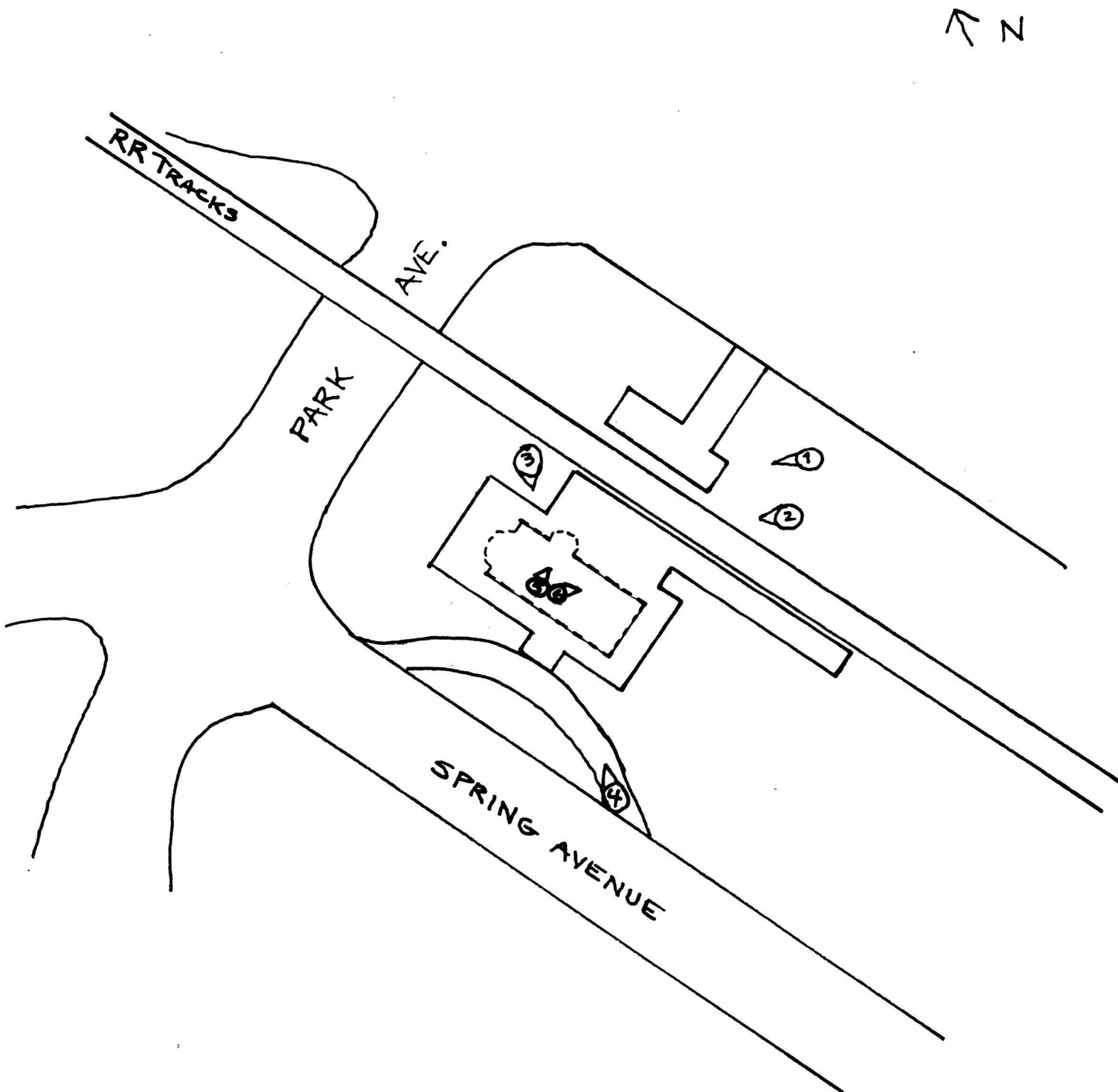
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Elkins Railroad Station

Section number _____ Page _____

Sketch Map for Photographs



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Elkins Railroad Station, Philadelphia and Reading Railroad
NAME:

MULTIPLE
NAME:

STATE & COUNTY: PENNSYLVANIA, Montgomery

DATE RECEIVED: 9/26/90 DATE OF PENDING LIST: 10/09/90
DATE OF 16TH DAY: 10/25/90 DATE OF 45TH DAY: 11/10/90
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 90001609

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 10/25/90 DATE

**Entered in the
National Register**

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

___count ___resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

___historic ___current

DESCRIPTION

___architectural classification
___materials
___descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

___summary paragraph
___completeness
___clarity
___applicable criteria
___justification of areas checked
___relating significance to the resource
___context
___relationship of integrity to significance
___justification of exception
___other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

___acreage ___verbal boundary description
___UTMs ___boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

___sketch maps ___USGS maps ___photographs ___presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____



Elkins Park

9 / 5

FOR EMERGENCY SERVICE
USE PAYPHONE
DIAL "911"

Park

Elkins Park Railroad Station
Elkins Park, Pennsylvania
George E. Thomas
February, 1990
Slio Group, Inc.
Looking West
Photo #1



Elm Park

Elm Park

FOR INFORMATION IN
CASE PAYING
DIAL '91

9 / 5

Elkins Park Railroad Station
Elkins Park, Pennsylvania
George E. Thomas
February, 1990
Clio Group, Inc.
Looking West
Photo #2



Elkins Park Railroad Station
Elkins Park, Pennsylvania

George E. Thomas

February, 1990

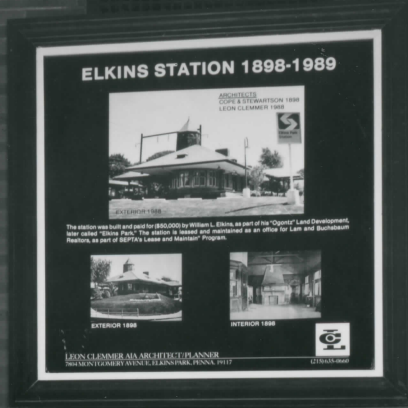
Cliv Group, Inc.

Looking South

Photo # 3



Elkins Park Railroad Station
Elkins Park, Pennsylvania
George E. Thomas
February, 1990
Cliv Group, Inc.
Looking North
Photo #4



Elkins Park Railroad Station

Elkins Park, Pennsylvania

George B. Thomas

February, 1990

Clio Group, Inc.

Station master's booth, looking northeast

Photo #5



Elkins Park Railroad Station

Elkins Park, Pennsylvania

George E. Thomas

February, 1990

Clio Group, Inc.

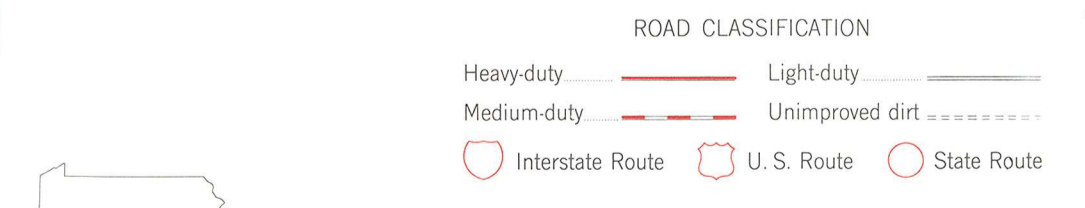
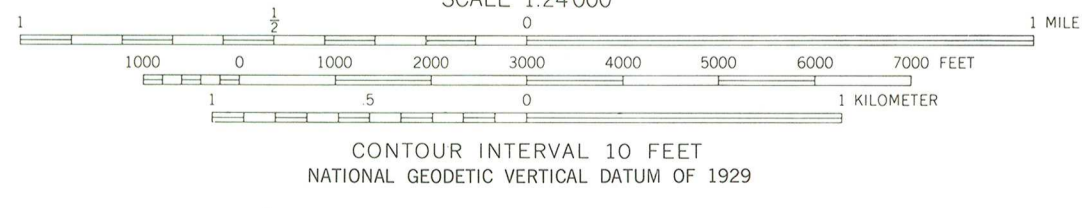
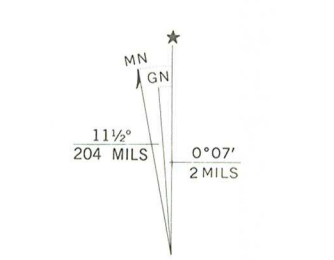
Interior, main waiting room, looking east

Photo #6



*Elkins Park AR Station
Montgomery County
Zone 18 - Geographic Area
E 489 060 N 4435 440*

Mapped, edited, and published by the Geological Survey in cooperation with Pennsylvania Department of Interior Affairs, Topographic and Geologic Survey
Control by USGS, NOS/NOAA, and USCE
Topography by photogrammetric methods from aerial photographs taken 1950. Field checked 1952. Revised from aerial photographs taken 1965. Field checked 1967
Polyconic projection. 10,000-foot grid ticks based on Pennsylvania coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 31 meters west as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of the National or State reservations shown on this map



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple and woodland compiled from aerial photographs taken 1981 and other sources
This information not field checked. Map edited 1983

GERMANTOWN, PA.
40075-A2-TF-024
1967
PHOTOREVISED 1983
DMA 5964 II SW-SERIES V831



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
BUREAU FOR HISTORIC PRESERVATION
BOX 1026
HARRISBURG, PENNSYLVANIA 17108-1026

SEP 20 1990

**NATIONAL
REGISTER**

September 18, 1990

Carol Shull, Chief of Registration
National Register of Historic Places
U.S. Department of Interior
1100 L Street, NW
Washington, D.C. 20240

Re: NR nomination forms

Dear Ms. Shull:

The following National Register nomination forms are being submitted for your review:

See attached lists

The proposed action is :

listing in the National Register

determination of eligibility (owner objection)

If you have any questions regarding the nominations please call us at (717) 783-8947.

Sincerely,

Dan G. Deibler, Chief
Division of Preservation Services

Enclosures
DGD/dc

1. Easton Cemetery, 401 North Seventh Street, Easton, Northampton County
2. Elkins Railroad Station, Philadelphia and Reading Railroad, Spring Avenue and Park Avenue, Cheltenham Township, Montgomery County
3. George Brinton House, State Route 100, one mile north of U.S. Route 1, Chadds Ford, Chester County
4. Adam Nutt Mansion, 26 Nutt Avenue, Uniontown, Fayette County