

United States Department of the Interior  
National Park Service

1103

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Jenkintown Wyncote Train Station

Other names/site number: Jenkintown Station

Name of related multiple property listing: N/A

### 2. Location

Street & number: 3 West Avenue

City or town: Jenkintown and Cheltenham Township State: PA County: Montgomery

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria: X A \_\_\_ B \_\_\_ C \_\_\_ D

<u>Andrea McDonald</u>	November 5, 2014
Signature of certifying official/Title:	Date
<u>Pennsylvania Historical and Museum Commission</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official:	Date
Title/State or Federal agency/bureau or Tribal Government	

### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Jon Eason / B. Beall 12.29.14  
Signature of the Keeper Date of Action

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### 5. Classification

#### Ownership of Property (Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

#### Category of Property (Check only **one** box.)

Building(s)

District

Site

Structure

Object

#### Number of Resources within Property (Do not include previously listed resources in the count)

Contributing

Noncontributing

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
0

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
0

buildings  
sites  
structures  
objects  
Total

Number of contributing resources previously listed in the National Register 5

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### 6. Function or Use

#### Historic Functions (Enter categories from instructions.)

Transportation: Rail Related, Train Depot

Transportation: Rail Related, Baggage & Express

Transportation: Rail Related, Interlocking Tower

#### Current Functions (Enter categories from instructions.)

**Commercial/Trade: Restaurant**

Transportation: Rail Related, Maintenance Office

Transportation: Rail Related, Automated Controls

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## 7. Description

**Architectural Classification** (Enter categories from instructions.)

19<sup>th</sup> 20<sup>th</sup> Century Revival, Tudor Revival

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

Walls: stone, frame, terra cotta, steel

Foundation: Concrete

Roof: Slate

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The 1932 Jenkintown Wyncote Train Station is a complex of buildings and structures at a junction point for the Southeastern Pennsylvania Transportation Authority (SEPTA) local passenger rail service. It is situated in the valley of Tookany Creek and is adjacent to Ralph Morgan Park in a suburban setting north of Philadelphia. Two traditional railroad suburbs are located to the east and west of the complex. One, the Wyncote neighborhood of Cheltenham Township, is to the west of the creek and to the east of the station is the other, the Borough of Jenkintown. The station complex consists of four contributing buildings and one contributing structure, and includes the main rectangular stone Tudor Revival style depot located on the west (inbound) side with long, prominent steel and wood umbrella sheds over the platform. The north end of the platform is terminated by a formidable stone, brick, and wood interlocking tower (the contributing structure). The east side (outbound) platform features a stone waiting room designed in the Tudor style, the former baggage/express rooms and metal and wood umbrella sheds. Part of the original complex included facilities related to coal shipping businesses. The remaining contributing building is a former office and scale house of Nicholson's Lehigh Coal Company, now used by SEPTA for offices. The complex is in reasonably good repair with sensitive alterations made to the main depot during a partial conversion to a restaurant, coffee shop and bar. The entire ensemble is a gracious "front door" to the two communities it serves. The station is also a contributing resource within the National Register listed Wyncote Historic District. (That inventory identifies five contributing resources—the station, waiting room, baggage room, office building [former Coal Company building], and tower—and so the buildings and structure that are nominated here are not counted again above in Section 5. See pages 1 and 2 of the Wyncote Historic District Inventory.) Uncounted landscape features that complement the property's integrity include remaining stone walls, lighting, track alignment, and similar elements that date from the period of significance and help convey the complex's integrity, function, and significance.

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### **Grounds and Setting**

The station complex is located on the border of two thriving neighborhoods; the community of Wyncote in Cheltenham Township to the west, and the Borough of Jenkintown to the east. The two communities are linked by Greenwood Avenue, which spans the railroad by a bridge (currently under renovation); the platform and sheds extend under and beyond the bridge.

The neighborhood of Wyncote is known for a mixture of Victorian and Romantic Revival homes with a small commercial area. The east side of the station complex abuts West Avenue and late 20<sup>th</sup> century office buildings, condominium apartment towers, and a beautiful Colonial Revival telephone exchange building that is reasonably well maintained by Verizon (Photo #17). The Greenwood, Summit Avenues & Township Line Road intersection occurs at the end of the bridge, over the tracks. This intersection is marked by a pair of cast iron lamp posts welcoming visitors to the Jenkintown community.

The Ralph Morgan Park of Cheltenham Township is located to the west of the station and runs along the Tookany Creek (Photo #16). To the southwest of Greenwood Avenue is a large parking lot on land formerly occupied by Nicholson's Lehigh Coal Company and the Reading Company freight facility known as "team tracks." This land was used by the company to allow a team of horses to drive up alongside a railroad car to receive a consignment directly from the train. The creek has been channeled around this area to provide space for this delivery method. Southeast is an office park separated from the railroad by a large stone wall which was originally built by the Wanamaker family to screen their estate from the tracks and the industrial activities. To the north the tracks diverge with the former Bethlehem Branch to the left and the New York Branch to the right (Photo #14). The railroad portions beyond this point have been altered to such an extent that they are not included in the site boundary.

Inside the boundary just north of Greenwood Avenue stands the former office and scale house of the Nicholson's Lehigh Coal Company. SEPTA has used it as an office for their maintenance of way departments. The remainder of the immediate area is paved for parking and driveways accessed under the Greenwood Avenue Bridge and by a broad drive down from the intersection of Greenwood and Glenside Avenues. The border between the park and the railroad property is marked by a low stone retaining wall capped with an iron fence. Remains of Reading standard platform light fixtures can be found along the fence. Those types of features within the boundary are considered uncounted landscape features that complement the setting, feeling, and association of the nominated property.

### **The Station**

The main element of the station complex is a stone Tudor Revival depot building divided into three major elements: the center bay and the two cross gables on either side of the bay. The center bay contains a barrel vaulted waiting room under a gable roof that parallels the track. This slate roof is terminated by gable parapets with large multiple flue chimneys. Two dormers on either side of the main roof allow light into the waiting room. (Photo 4) The main bay is flanked

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on either side by two story wings under cross gables. The two wings housed auxiliary spaces for the station including the news stand, baggage room, and restrooms. (Photos 1 & 2)

The stone building is banded by the original steel frame, tongue and groove wood sub roof canopy cantilevered off the west side but supported by steel columns on the north, south and track side. The canopy, in contrast to the angular stone building, features graceful curves at the corners and where it intercepts the platform umbrella sheds. (Photo #6) The roof matches the curb of the concrete walks below. The steel brackets built up of plate and angles riveted together rest on terra cotta corbels around the station. On wide roofed areas to the north and south sides, steel columns meet the supporting beams of the nearly flat roofed sheds. They are secured by brackets built up of curved angles riveted to plates. The umbrella sheds feature a long single row of columns supporting two inward pitched built up beams. These offer a pleasant transition and bracing of the roof plane to the columns. The platform umbrella sheds extend south under the Greenwood Avenue Bridge and to the north to the Interlocking Tower that guards the junction of the tracks from Bethlehem and West Trenton. (Photo 14)

The primary stone is Wissahickon Schist, a local stone quarried in the area. This stone was used across the Delaware Valley for buildings ranging from large university campuses to humble bungalows. It is laid in rectangular rock faced stones, in a random coursed ashlar pattern. This stone work is no longer common, as the required thick stone cuts are labor intensive. The doors and window openings are framed with beautiful terra cotta moldings made to mimic carved limestone. The windows are steel casements with true divided lights, or multiple panes of smaller glass brought together in a single sash of a window. The doors are wood rail and stile, or frame and panels, with lights.

Starting in the southwest the 23 foot wide south bay of the building with its gable above is pronounced with a 14 inch projection from the central waiting room element. (Photo #1) This side contained bathrooms evidenced by the high sills of the two pairs of casement windows. Above the projecting canopy roof is a parapet gable with a pair of casement windows. Continuing along the west side the central mass of the building is symmetrical around a 16 foot wide recessed entrance with a pair of entry doors flanked by half sidelights. These doors are capped by a transom in a gothic arch of terra cotta. The doors have been replaced with new wood stile and rail doors that match the motif on the trackside addition. On either side is an 11 foot projecting bay that rises through the canopy capped with parapet gable dormers. These dormers contain two round top casement windows that open into the vaulted ceiling of the waiting room. The main slate roof is contained by parapet gables that feature massive stone chimneys. Under the canopy, outboard of entrance doors are recessed bays with four casement windows.

The original north façade at grade level is concealed behind a 1987 kitchen addition of stucco in a stained wood frame which fit under the projecting canopy. (Photo #2) This simulates in an abstract manner Tudor style half-timber with nogging. The addition steps in a functional manner and contains two employee access steel doors and a rollup aluminum door at a loading dock. At the passenger platform the addition becomes a projecting bay of wood and glass housing seating areas.

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(Photo #3) Above the canopy the cross gable roof of the end bay is punctuated by a stone parapet gabled dormer with a paired casement window. Four panes of glass were removed in the lower left casement and an exhaust fan has been installed.

The track side elevation at grade is behind the restaurant addition, which made use of the deep platform in front of the station. (Photo #4) The northern end is a bar area with booth seating along the wall and the back bar is against the original stone wall. At the middle a glass and wood bay projects with the entry doors facing north and south. The southern end contains the coffee shop area of the restaurant and finally a new waiting room entrance with a bay that matches the seating element to the north. The addition was built in 1987. Above the platform umbrella shed the stone façade carries the large slate shingle roof with two dormers with arched fixed metal windows.

The original stone south elevation is exposed as the 1987 waiting room addition of wood and glass meets the stone with a slight setback. This façade is arranged around a pair of wood rail and stile entry doors with divided lights under a transom in a gothic arch. The current SEPTA waiting room and ticket office uses a portion of the former news stand, which has very generous steel double hung sashes of 16 over 4 divide lights (Photo #5). To the left of the door is a pair of casements windows with a high sill. Above the canopy is a slate roof with a stone gable that matches the north side. A large sign advertising the restaurant has been placed over the windows.

The interior plan of the building is easily understood from the exterior. The large rectangular waiting room is flanked by auxiliary spaces on the north and south. The restaurant addition is under the existing roofs and has resulted in changes to the first floor plan. The interior shows the adaptation of a historic building for a new use without degrading many of the character defining features. The main waiting room is mostly intact, and visitors still have the feeling of entering into a Depression era train station as they walk into the expansive dining space (Photo #22). The original interior signs for the baggage room can still be seen above the kitchen door and the stone flare for the clock remains above the cornice of the old ticket office. The plaster barrel vault with the four windows remains and this springs from walls of terra cotta. The ticket office of the same terra cotta walls are also intact in the waiting room except for a large opening where the two ticket windows were removed (Photo #21). This provides a view from the entry lobby into the dining room. The doors to the platform on either side of the ticket office have been removed but the terracotta surrounds remain. Four casements, each with a terra cotta molding, divide either side of the doors. The left side's (if the viewer is facing the tracks) sashes have been removed and a minimal opening has been created through the wall to facilitate entry to the bar area. The terracotta finish in the walls of the main waiting room remains mostly unaltered. The floor is covered with a broadloom commercial grade tufted carpet with a typical hospitality pattern.

The original fixed waiting room benches were removed for the restaurant conversion. The interior of the ticket office has been removed and openings cut into the sides that were formerly on the exterior for the staff to access the space. The baggage and express rooms were extensively modified when the kitchen addition was added.

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### **The Inbound Platform and Tunnel**

The concrete platform was built during the 1932 construction of the train station. The platform is 14'-1" wide along the track and walks around the station vary from 6' on the west to 19' on the south. The curb on the parking lot side is 5-inches. The platform drops 13-inches to the stone ballast that supports the wood ties and steel rails of the tracks. The steel columns and built up beams are generally 19'-4" on center. (Photos, 4, 6 & 7)

Although the umbrella shed roof materials are steel they have been formed into curves reminiscent of wood structures. The column-built up beam assembly supports channels on the outside and 3-I beams, one on the center line of the columns and two in the center of each roof leaf. A tongue and groove sub roof is supported by these beams. The roof deck is covered by a white roof membrane. The two sides pitch to the center where roof drains with domed strainers collect the rain water. Where these drains penetrate the roof two channels are used in lieu of the center I-beam to accommodate the pipe. The leader is nested into the flanges of the steel columns. Under the length of the platforms is a series of square sodium vapor lamp fixtures. These replaced the original incandescent fixtures with enameled metal shades. Along the perimeter of the umbrella sheds is a channel which provides a strong horizontal element the length of the platform. On the vehicle side of the station this channel valence curves into the station canopy which wraps sinuously around the building.

Just to the south of the main station building a U-shaped stone wall 3-feet high capped with a stone coping encloses a 6-foot wide stair to the cross track tunnel (Photo #7). This structure is of reinforced concrete with horizontal reveals cast into a wainscot. The tunnel is 6-feet wide and 7 feet, one inch tall. The wainscot is painted green with white above and lit by fluorescent fixtures tucked into corner of the south overhead. The stairs rise to the surface of the outbound platform along the stone wall and open to the south near the steps to West Avenue. This opening is protected by a modern rail built up of square steel stock.

The Reading Company electrified much of its suburban train service in the early 1930s (it's assumed the electrification plan was incorporated into the design of this complex). To facilitate supporting the catenary system of power lines the railroad erected tall towers built up of wide flange columns and beams. The catenary structure in the north platform canopy is cleverly integrated into the line of umbrella shed columns. Just the larger size of the column and the connection to the foundation distinguish it from the other columns. On the south side of the station the catenary structure is outboard of the line of columns. Old photographs show the coal yard siding turnout here which is why the engineers have this column offset. This tower does penetrate the roof of the umbrella shed.

### **The Outbound Platform, Baggage Express Rooms/SEPTA Office Outbound Waiting Room and Taxi Stand**

The outbound platform, also built during the 1932 Trumbauer construction campaign, is defined by a massive 18 inch thick stone retaining wall that encloses the platform from the north end to

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roughly the center where the wide steps up to the West Avenue taxi stand are located. (Photo #15) At the north end of the platform there is a set of 6 foot wide concrete steps up to West Avenue retained by stone walls. Just south of these steps is stone building that contains an office and work room for the SEPTA maintenance staff (Photo #12). These were baggage and express rooms for outbound trains to New York or Bethlehem. No effort was made to detail them in a Tudor style. The walls of the platform are of the same Wissahickon Schist that makes up the station but openings are simple stone returns to the wood or metal frames holding doors and windows. The east wall is a stone retaining wall. The north and south walls have wood double hung windows with simple stone lintels and sills. The south window has plywood over both sashes and a window air conditioner mounted in a painted steel housing in the lower sash. The west wall facing the tracks has a set of double doors leading to one room and a second doorway with one with a single leaf with the rest of the opening filled with a stucco partition and a high borrowed light. Each room has a double hung window facing the tracks. The right one has frosted glazing and the left has this plywood nailed over each sash. All the windows in this building have a wire mesh security grille fixed to the frame.

The space of the platform under the shed is generous from this north building to the taxi stand steps. It is 29 feet 3 inches deep from the curb at the track to the retaining wall. The umbrella shed roof shares the same detailing as the inbound side with steel columns and built up beams, trackside and an I-beam extending back to the stone wall. Access to the taxi stand is by broad concrete steps 21 feet wide. This leads to a roofed taxi pick up/drop off area built in conjunction with the station. The sidewalk is 7 feet 8 inches wide at the steps but is 10 feet 2 inches wide elsewhere. The shelter from the elements is a cantilevered roof of steel and wood. Four steel columns anchored to footings under the sidewalk project above the stone wall. Four cantilever beams soar over the sidewalk to hold up the roof. This structure is more modern looking than the technique used on the columns of the platforms. The vehicle lane at this location is 22-feet wide. Beyond this is a triangular shaped island separating this drop-off lane from the traffic lanes of West Avenue. The island is 18 feet 5 inches at its widest point.

Under the platform shed and immediately south of the West Avenue steps is a stone waiting room also designed by Trumbauer. (Photo 8) The waiting room is detailed in the Tudor style to match the main station. This space is arranged symmetrically around the entry door which now features a metal frame with a single 3-foot door and two sidelights. An oversized transom fills the Gothic arch above the door and the frame does not match the curve of the terra cotta moldings of this arch. On either side of the door are 4 original steel casements surrounded by terra cotta moldings (0009). Both the north and south elevations have the same window detail. The east side that faces West Avenue has no fenestration. It does have a window air conditioner mounted in a hole cut in the stone. The slate gable roof is visible only from this side as the platform canopy conceals it from view otherwise. The south elevation being free of the canopy roof reveals the stone gable. (Photo #10) Unlike the baggage rooms to the north, which are under the nearly flat roof of the platform system, the gable roof of the waiting room projects above. Inside the architect placed a graceful plaster vault to take advantage of this higher roof. The north end of the room contains the original benches cantilevered from the walls. The south end.



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which had been a barbershop followed by a now defunct coffee shop, has the remnants of serving counters and furniture. However, SEPTA currently has left this space vacant.

The train platform continues to the south with the evenly spaced columns and ends under the Greenwood Avenue Bridge.

### **Track Arrangement**

Two tracks are divided by a steel picket fence. This was installed by SEPTA when they removed the original hairpin fence in the 1990s. It does not have the distinctive cast iron finial that graced the original posts but is a more appropriate fence than the chain link SEPTA has standardized on for other stations. (Photo #14)

The track arrangement at the junction was modified in 2005. The graceful and symmetrical sweeping wye switches and movable point crossover were replaced by the current arrangement of turnouts. This eliminated the troublesome movable point crossover but required the inbound platform to be cut back 32 ½ inches making it unusable for boarding trains. This cut extends from the interlocking tower to the station. SEPTA placed a metal fence similar to the inter track fence along this portion of the platform. SEPTA also mounted a signal on the platform to govern reverse movements on the inbound track. This is mounted near the north end of the station at the edge of the cutback platform.

### **The Interlocking Tower**

The c.1890 interlocking tower is 31 feet 2 ½ inches by 16 feet 3 ½ inches rectangular in plan with 3 levels. It has fared the worst of the resources in this complex when considering appearance. Roughly a decade ago SEPTA removed all the upper woodwork, windows and roof and replaced it with a framed wall with individual vinyl double hung windows set in vinyl siding and a flat roof. Three large conduits snake up the trackside face of the tower entering the upper level in a large galvanized unpainted junction box (Photo13).

Fortunately the majority of the stone and red brick masonry is intact. The building sits on a 42 inch high Wissahickon Schist base. Above this is the red brick tower. The brick extends to the roof on the west side. The north, south and east sides have the unfortunate renovation described above. The track side has a long steel lintel at track level where the control rods left the building and connected to turnouts via bell cranks and rods. That equipment is long gone but the historic opening and lintel are still present.

In the first story of red brick 3 rectangular openings with stone lintels exist. These are covered with 3-plywood panels. Above this is an intermediate level separated from the first floor by a stone belt course. It features 3-fanciful windows, 2-oval windows flanking a center diamond shaped window. These windows have stone accents top and bottom and at each side. A soldier course of bricks follows the ovals and the diamond. All three windows are blanked off with plywood; the left window has a window air-conditioner. Above this is the control level with a stone belt course separating the wood structure from the masonry. Three evenly spaced double

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hung windows set into the vinyl siding sit on the belt course. Above this is the projecting flat roof with aluminum covered plywood soffit and frieze board. Some of the aluminum has fallen off the frieze revealing the unpainted wood.

The north side of the tower is similar to the track side. It features two double hung windows now covered with plywood at the first story. These are paired with a narrow column of bricks dividing them. They are situated to the left of center. A single blanked off oval window is centered on the intermediate level. The control level has a single double hung window in a vinyl siding field. On the right side of the top of the tower the west brick wall wraps around the corner for several feet. The west side of the tower faces the parking lot. Above the stone base is a brick wall divided by one stone belt course at the intermediate level.

At the control level are two symmetrical openings for windows infilled with the vinyl siding. SEPTA has mounted a large junction box with conduits running from the top of this box to the south side of the building. The south elevation resembles the north above the canopy. The first floor has a steel door at the base. Several steps lead down from the platform to this door which is on the right side of this façade. The façade has evidence of a window opening and transom over the door blanked off with brick. To the left is an 11 foot 1 ½ inch long by 8 foot 1 ½ inch wide plinth with a concrete deck. The function of this plinth is unknown.

The interior of the tower has been extensively modified. It housed a mechanical interlocking plant when built. This massive frame of levers and rods was removed when the Reading installed central traffic control in the late 1960s. Since then the top of the tower was rebuilt by SEPTA as mentioned previously.

### **SEPTA Office**

Just north of Greenwood Avenue, sandwiched between the bridge and the driveway into the station complex, stands the former office and scale house of the Nicholson's Lehigh Coal Company. SEPTA uses it as an office for their maintenance of way departments. Historically, coal was delivered to the station complex by rail, and then transported from the yard in delivery trucks, which were weighed at the office. Coal transport was a prominent aspect of these station complexes. The coal yard operation was still in place into the mid-1970s; all evidence other than this building has been removed. It is believed SEPTA began using this building for office space c.1980. This small building is brick with a hipped roof and a prominent brick chimney. It is considered contributing due to its association with the historic operation of the station complex.

### **Integrity Assessment**

The Jenkintown Wyncote Station complex retains much of its Depression era character within the proposed site boundary. The current approach to the buildings from Jenkintown or Wyncote's historic neighborhoods provides largely the same effect as visitors would have experienced during the period of significance. (Figure 2 on Continuation Sheet 2 and Figure 4 on Continuation Sheet 4) On the outbound platform a casual observer would only see changes to details such as lighting and handrails. Otherwise this side shows little impact to the original

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integrity. The changes to the inbound side have some impact on the perception of the station. The conversions of the main spaces to a restaurant with the trackside addition certainly change the appearance and use of the facility. The original function is still maintained and the experience of boarding a train for the city is still enjoyed. Much of these changes are reversible, and were made in a manner that allows visitors to see much of the original façade and understand the original interior plan. The building could be returned to its original function with selective demolition of the addition and restoration of the trackside wall where modified. The Wissahickon Schist stone, still quarried locally, is a dominant material in this area. Missing terra cotta elements can be reproduced in cast stone using the examples on the building as the master for molds.

The Interlocking Tower is in a similar condition as the station. Insensitive changes have been made to the building to house the new technology for controlling a modern railroad. The majority of these could be reversed by placing conduits inside the building and restoring the top which is a simple wood frame structure with a lot of double hung window. Despite the changes, its function and relationship to the remainder of the complex continues to be readily recognizable.

The complex, even with the new uses of the main depot and the Coal office, provides the viewer with the experience of boarding a train at the end of the golden era of rail travel. The buildings, structures, and the uncounted landscape features remaining on the property clearly convey the function and local importance of the station within this suburban setting. Should the proposed New York City Service be restored through the station, it may once again rise to prominence in the transportation system of the future.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations (Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

### Areas of Significance (Enter categories from instructions.)

Transportation

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### Period of Significance

1932-c.1960

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**Significant Dates**

1932

**Significant Person** (Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Trumbauer, Horace

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Jenkintown Wyncote Station is being nominated for Transportation significance, at the local level. The period of significance for this train station complex begins in 1932, the year most of the current buildings were constructed. In the early 1930s, President Herbert Hoover attempted to spur economic growth by lending money to railroads to expand transportation. The Reading Company decided to take advantage of this initiative to improve this station, and hired one of the area's most prominent architects to do so—Horace Trumbauer. The current station is one of the last traditional passenger stations constructed in the region before World War II and the subsequent rise of the American car culture. The station continued to be important within local transportation until c.1960, when service to New York diminished. In its design, location and function, the Jenkintown Wyncote Station is representative of how architecture was used to symbolize the strength of American ingenuity and innovation during the era of the Great Depression, and the important role of regional rail through the mid-20<sup>th</sup> century.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

***Criterion "A" Transportation***

The size of the current facility and the stature of its architect reflect the importance of the Jenkintown Wyncote Station on the railroad timetables. The station first gained importance within the region, beyond the communities it served, when the North Pennsylvania Railroad built its Delaware River Branch in 1874. The North Penn had a stop at the spot where the future 1932 Jenkintown Wyncote Station was located as early as 1859, but it isn't clear if there was an associated building. The new (1874) junction became a transfer point for passengers between locals and express trains as well as transfers between trains to New York and Bethlehem. The North Penn was leased by the Philadelphia and Reading Railroad (P&R) in 1879 in its bid to be a major contender for trade to New York and New England. Even though the grand designs of the P&R management were not realized, the route through Jenkintown became a major segment of the competition with the Pennsylvania Railroad. It also strengthened Philadelphia's northern

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suburbs by providing equal access to New York comparable to what the Pennsylvania Railroad provided for the western suburbs. Throughout the 1920s the region's population grew and estates were subdivided for housing developments. The increase in commuter business led the Reading Company (which owned the Philadelphia and Reading Railroad) to invest in the electrification of the suburban service in 1931. This increase in local business as well as the competition for the intercity trade prompted the Reading Company to replace the existing inadequate North Penn buildings and structures and commission the current facility between Jenkintown and Wyncote in 1932.

Jenkintown Wyncote Station is also a local example of Tudor Revival architecture, in this case blended with the steel technology of mid-20<sup>th</sup> century railroad architecture. The main building exhibits the structural and material technology of the day, much of it readily visible to even the casual viewer. Load bearing masonry walls are coupled with steel framing to form the majority of the building. This structural system is concealed behind terra cotta and plaster only in the customer spaces of the station; waiting rooms, ticket office and restrooms. The Reading Company, owner of the P&R, chose Horace Trumbauer, a master of classical and romantic revival architecture, to design this building. The Tudor Revival features were joined seamlessly with the modern steel of the catenary towers to create a classic station that addressed the romantic notions of the period with the modern future of transportation. The station is also noteworthy as being one of the last traditional railroad stations built in the area. While many stations built during the Depression or in post war America turned to modern styles of expression, the Jenkintown Wyncote Station has uniquely preserved its period architecture while successfully serving the surrounding communities today in business transportation and leisure travel. The main building has been sensitively altered in recent years to serve partially as a restaurant, but overall the complex retains integrity and easily conveys its Transportation significance. The selection of Trumbauer as the station's architect supports the importance of this station within the Reading Company's network.

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### **Developmental history/additional historic context- history of the railroad and station site**

On April 8, 1851, the Philadelphia, Easton and Water Gap Railroad was incorporated to build a track system from Philadelphia to Easton, Pennsylvania. Similar to many railroad ventures of the time, the company did not pick up momentum until it was reorganized. Its second incarnation as the North Pennsylvania Railroad was more successful. This company managed to complete enough railroad track for a formal opening in 1855. A stop was created at the current site of the Jenkintown Wyncote Station in 1859. This area along Tookany Creek had several mills using the creek's waterpower and was probably thought (due to the proximity of these businesses) as a good point to establish an agent. The North Penn may have erected a standard wood frame station at this location at that time. Local business was growing and the location was soon to become a junction for the new Delaware River Branch. The North Penn erected a more substantial stone station on the site in 1872. This was a standard North Penn stone building similar to the buildings still standing in Glenside, North Wales and Doylestown.

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The North Penn Railroad established Jenkintown as an important junction with the creation of the Delaware River Branch in 1874. This interchange between the two lines made the station extremely busy. The Delaware River Branch and its connections to the New York Market made the North Penn attractive to the Philadelphia and Reading Railroad. This company was looking to expand the market for the anthracite coal it mined and shipped. The P&R leased the North Penn in 1874. Baltimore & Ohio trains from Washington, D.C. and points west were routed over the P&R through Jenkintown in 1880. Passenger and express traffic grew and the railroad rehabilitated the station adding the concrete underpass and expanding the facilities in the station in 1904. Judging by photographs the grade crossing at Greenwood Avenue may have been eliminated in favor of a bridge at this time.

With the expanded business from the roaring '20s and plans for electrification of the commuter service, the old station was showing its age and not fitting the stature of the communities it served or the importance of the junction. One of the most influential architects of the period in Philadelphia, Horace Trumbauer, was engaged to design a new station complex. Trumbauer was an acknowledged master of classical and romantic revival architecture. The Trumbauer firm designed the North Broad Street station for the Reading in 1928. (See continuation sheet Page 9, figures 14 and 15.) His many home and business clients in the immediate area may have also influenced the railroad's decision to engage Mr. Trumbauer. The Tudor Revival building with the modern steel canopies was erected in 1932.

Soon after the Trumbauer complex was completed, the Company's new stainless steel streamlined train, the Crusader, was placed in service in 1937. After this high point the decline of the passenger train and railroads due to competition from automobiles became irreversible. Although the Reading Company (owner of the P&R) continued to invest in its infrastructure with new signals and upgrades to equipment, passenger service began to decline after World War II. The B&O trains stopped running in 1958. The Stainless Steel Budd Crusader train-set was sold in 1962 and rebuilt coaches were placed on the train. On the final New York trains, the Crusader and Wall Street, the locomotives and cars were replaced by Rail Diesel Cars, self-propelled passenger cars, in 1967.

The Reading Company was absorbed into Conrail in 1976. Conrail received a subsidy from the Southeastern Pennsylvania Transit Authority to operate the commuter and intercity trains. The station remained in Conrail's ownership until SEPTA took control of the commuter network in the Philadelphia region in 1982. The final runs of the Crusader and Wall Street between New York occurred in 1981. All other diesel service such as the Bethlehem trains stopped in 1983 on the eve of the new commuter tunnel in Philadelphia, which was not designed for diesel trains. No longer did the intercity express trains stop at Jenkintown.

In 1986 the Wyncote Historic District was listed in the National Register. The Jenkintown Wyncote Station was designated a "contributing" resource as part of the district. The railroad

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was identified as being the principal reason for the development of the suburban neighborhood of Wyncote.

The main station remained open but clearly was a white elephant for the amount of local traffic it handled. SEPTA leased the building and a restaurant, "Greenwood Grille," opened in 1987. The north end, which contained the baggage area, was redeveloped as the kitchens. The generous platform area received an addition to contain a bar, the reception desk, and a coffee shop. The former news stand was redeveloped as the SEPTA ticket booth and waiting room. All these changes occurred in the 1987 conversion. The restaurant space at the station was remodeled several times over the last two decades: Greenwood Grille, Stazi Milano, Station Grill, and Jonathan's American Grille. Its final form was Mio Pomodoro; the restaurant portion of the building is now vacant.

### **Horace Trumbauer**

Horace Trumbauer was born in Philadelphia on December 30, 1868, to Josiah Byler Trumbauer and the former Mary Malvina Fable. The family moved to Jenkintown in 1881. Horace dropped out of school at age 14 and began learning architecture by working as an office assistant at the firm of George and William Hewitt. Trumbauer opened his own firm in Philadelphia in 1890. He formed a working relationship with the developer Wendell and Smith, working on two of their developments, "Overbrook Farms" and "Wayne." Through this early work in the western suburbs he became very well associated with the developers northern suburbs of Philadelphia.

The nouveau riche of the Philadelphia business community, spurned by the aristocracy along the Main Line (the Pennsylvania Railroad's main line) in the western suburbs, adopted the northern suburbs along the North Penn Railroad for their estates. This northern suburban community became patrons of Horace Trumbauer, who toward the end of his practice would design Jenkintown Wyncote Station. Beginning in 1881 William Welsh Harrison, president of Franklin Sugar Refining Company, asked Trumbauer to expand an estate he purchased in Glenside. The gate house, carriage house and power plant still stand on the campus of Arcadia University. Harrison then commissioned Trumbauer to design his new mansion, "Grey Towers," also on the Arcadia University Campus. These magnificent structures paved the way for many commissions in the vicinity of Jenkintown and Wyncote. Other significant Trumbauer firm homes still standing include: Cheltenham House built in 1896 for George Elkins, Elstowe for traction magnate William Lukens Elkins, and Lynnewood Hall for Peter A. B. Widener. Trumbauer also designed more modest homes. One of his closest surviving houses to the Jenkintown Wyncote Station is "Bend Terrace", built in 1892 for banker Henry K. Walt, in Wyncote at 301 Bent Road. Nearby is "Keewaydin", also built in 1892 for Marian and Frederick Brown and stands at Church and Accomac Roads in Wyncote. Several houses of Trumbauer's still exist in nearby Elkin's Park: 541 Elkins Avenue, 518 Spring Avenue, 7837 Old York Road, 8110 Cadwalader and the Elkins Cole House, 502 Spring Avenue. Trumbauer also won commissions for commercial buildings in the area. Commercial buildings still standing include: The Jenkintown Bank and Trust Company on the Northeast Corner of Old York Road and West Avenue; just to the south is 208 Old York Road, built as a car dealership; the Keswick Theater in the Keswick section of Abington



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Township is one of the best known and visited of Trumbauer's local work. The Trumbauer firm designed one other station for the Reading, the Neoclassical North Broad Street Station at Broad and Lehigh Streets in Philadelphia. Through his association with Widener he designed a number of now demolished buildings for the Willow Grove Amusement Park.

At the height of his career his office employed 30 professionals in Philadelphia and in a New York office. He had several chief designers over the years. The most famous would be Julian Abele, the first African American graduate of the architecture program of the University of Pennsylvania. Abele along with William Frank took over the firm upon Trumbauer's death on September 18, 1938.

Horace Trumbauer and his firm designed an extensive body of work that includes famous buildings in Philadelphia such as: the Widener Building on Penn Square, the Philadelphia Free Library, the Ben Franklin Hotel on Chestnut Street, the Public Ledger building on Washington Square and the Philadelphia Art Museum. All these buildings were completed or well underway prior to the Great Depression. It is fitting that one of the last buildings by Trumbauer, Jenkintown Wyncote Station, should be located in the area where his career began.

### **Chronology of Events for the Jenkintown Wyncote Station**

- 1833 December 5<sup>th</sup> Philadelphia and Reading Charter signed by Governor Wolfe
- 1851 April 8 Philadelphia, Easton and Water Gap Railroad incorporated
- 1853 April 18 Title of the P, E & WG changed to North Penn Railroad
- 1855 Formal opening of the North Penn with a train from Front & Willow Streets in Philadelphia to present day Ambler
- 1859 The station stop at Jenkintown goes into service
- 1872 North Penn builds Jenkintown Wyncote Station following the standard stone North Penn design
- 1874 Construction begins on the Delaware River Branch
- 1879 P&R leases the North Penn RR, builds the Delaware & Bound Brook RR and connects to the Jersey Central to create a rail route to Jersey City and New York Harbor.
- 1880 A connection is made to the Baltimore and Ohio Railroad. B & O begins routing trains over the P&R through Jenkintown
- 1890 Around this date the control tower at the north end of the inbound platform is replaced with the current building
- 1893 Reading Company is formed
- 1904 North Penn structure renovated with an expanded ladies waiting room and a new roof. The tunnel under the tracks linking the two platforms is constructed
- 1923 December 31, Reading Company merges its holdings, Philadelphia and Reading becomes the Reading Company
- 1931 July 26, Inauguration of electric train service to West Trenton and Doylestown
- 1932 Reading Company commissions Horace Trumbauer to build the current Jenkintown Railroad Station

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- 1937 New Stainless Steel Streamline Train begins service to New York (Jersey City), soon to be named the Crusader. This is the first stainless steel streamliner on the East Coast.
- 1939 Greenwood Avenue Bridge is replaced with the current concrete structure.
- 1971 Reading Company Declares bankruptcy
- 1976 Reading Company is absorbed into Conrail
- 1981 Conrail and SEPTA discontinue the Crusader and the Wall Street.
- 1983 January 1, Southeastern Pennsylvania Transit Authority (SEPTA) assumes operation of electric commuter trains. Bethlehem Trains are discontinued
- 1986 Jenkintown Wyncote Station is included in the Wyncote Historic District
- 1987 The station is renovated to accommodate a restaurant

### **Case Studies: Area Stations for Reference and Comparison**

Several stations in the vicinity of Jenkintown and Wyncote provide interesting comparisons and contrasts to the nominated station.

The oldest is located in Glenside, the next stop on the Bethlehem Branch side of the junction. Glenside was built in the early 1870s to a standard North Pennsylvania design. Other examples still standing are found at North Wales and Doylestown. Glenside Station is a masonry building of stone with a shallow gable roof. The roof has deep eaves and gables carried on ornate Victorian Brackets. The building had additions over the years to handle an increasing number of patrons. A small addition of matching stone was added to the southwest corner to house restrooms and the platform canopy wood framing matches the style of later 19<sup>th</sup> century stations. Glenside was also a junction location where the New Hope Branch joined the Bethlehem line. The area had a significant number of businesses, the cause for the North Penn railroad to invest in the stone building. The building is an active station, used by SEPTA and a coffee shop in a pleasant symbiotic relationship as rail travelers and coffee shop patrons mix freely in shared spaces. The ticket agent occupies the original agent's bay. (See figures 6 and 7 on continuation sheet page 5.)

Two stations built in the early 1930s offer an interesting comparison to the Jenkintown Wyncote Station. North Hills is the next stop on the Bethlehem Branch after Glenside, followed immediately by Oreland. Both were built in the early 1930s during the electrification of the commuter lines. Oreland has a date stone of 1931. Both buildings are similar in many regards. They are built in a Colonial Revival style with masonry walls, gable roofs featuring two dormers on each side. Both have a steel flat roof platform canopy and a rectangular agent's bay facing the tracks. North Hills has a Wissahickon stone base with brick above and the steel canopy cantilevered from the walls wraps around the building. The steel joints in the canopy structure are rendered simply without the elaborate curves of the Jenkintown Wyncote Station. Oreland is all stone, the same Wissahickon Schist used at the other stations. The canopy runs only on trackside with a matching structure and waiting shelter across the tracks on the outbound side. The steel joints here are also rendered simply but the valley beam between columns is an

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interesting lattice truss, It is clear by the smaller size and simpler architecture in the buildings that the communities of North Hills and Oreland are simply middle class railroad suburbs, This is reflected in surrounding homes and in the railroad timetables as only local service is provided. Commuter express trains and Bethlehem trains did not stop at these stations. The overall theme of a romantic style of architecture married to a modern steel platform shelter is the same as Jenkintown Wyncote Station. (See figures 8 through 11 on continuation pages 6 and 7.)

The final case study is Elkins Park Station. This beautiful facility was opened in 1899 on land donated by William Elkins. Elkins also contributed most of the funding to have it built. He owned considerable land and was forming a development called Ogontz Park. He wanted an attractive, well designed facility as the appropriate entrance to his upscale community. The station designed by Cope and Stewardson follows the classic lines with rectangular Wissahickon Schist structure topped with a hip roof with broad eaves. The Norman watchtower extension of the ticket agent office provides a landmark quality. The platform sheds are joined to the trackside and extend south for several car lengths. In many respects the station was built with a similar goal of projecting prestige as the future Jenkintown Wyncote Station building. (Please see figures 12 and 13 on the continuation page 8.)

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register (contributes to the Wyncote Historic District)  
 previously determined eligible by the National Register  
 designated a National Historic Landmark

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\_\_\_ recorded by Historic American Buildings Survey # \_\_\_

\_\_\_ recorded by Historic American Engineering Record # \_\_\_

\_\_\_ recorded by Historic American Landscape Survey # \_\_\_

**Primary location of additional data:**

\_\_\_ State Historic Preservation Office

\_\_\_ Other State agency

\_\_\_ Federal agency

\_\_\_ Local government

\_\_\_ University

Other Name of repository:

1) The Winterthur Library, The Joseph Downs Collection, Eleanor Weller Reade/  
Alfred S. Branam Collection, Horace Trumbauer Folder 13 Reading Railroad  
Stations

2) Historical Society of Pennsylvania, Collection 3061, Trumbauer Horrace

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** 2.3 Acres

Use either the UTM system or latitude/longitude coordinates

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: 18 Easting: 488185 Northing: 4438299

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary of the Jenkintown Wyncote Station is shown as the dotted line on the accompanying map entitled "Site Plan Jenkintown Station, C-1, June 2, 2010."

**Boundary Justification** (Explain why the boundaries were selected.)

The railroad dates back to 1855 and the stop at the current location was created in 1859. The boundary delineated in the map focuses on the present station complex, which was created in 1932, and the immediate area that retains much of the character of its construction period and period of significance, 1932-c.1960. The original extent of the station boundary would have extended further south and north to include passing sidings, less than a carload freight distribution, and small retail coal distributors that operated under the auspices of the Jenkintown

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Wyncote Station agent or the operator in the interlocking tower. The boundary was reduced to exclude those areas due to diminished integrity. To the south the passing track has been removed and the current parking lot was the site of the freight tracks and driveways along with former Nicholson Lehigh Coal dealer. The office and scale house of the Nicholson firm survives on the north side of the Greenwood Avenue Bridge. North of the station, the coal dealer on the east side of the tracks has been replaced by a modern office building and parking lot. The passing sidings to the north along the West Trenton Branch have had changes made with the simplification of the junction tracks by SEPTA. The remaining operational switches are remotely controlled from Center City Philadelphia. The boundary is intended to contain the building and structure resources and uncounted landscape features that retain integrity, convey the historic function of this railroad stop, and convey the significance of the property.

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### 11. Form Prepared By

name/title: James Rose, Chairman

organization: Jenkintown Planning Commission

street & number: 700 Summit Avenue city/town: Jenkintown state: PA zip code: 19046

e-mail: james.rose@drexel.edu telephone: 215-885-0700

date: June 4, 2014

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Name of Property: Jenkintown Wyncote Station

City or Vicinity: Jenkintown and Cheltenham Township

County: Montgomery State: PA

Photographer: James Rose, photos 1-18; Joseph Hentz, Photos 19-23

Date Photographed: 02/02/2013, Photos 1-18; 10/11/2011. Photos 19-23

Original Images held at: Drexel University, Philadelphia, PA; Railroad Museum of Pennsylvania, Lancaster County, PA

Photo #	Description and Camera Facing
001	Southwest Corner of Station, View to Northeast
002	Northwest Corner of Station, View Southeast
003	Inbound Platform, North End of Station, View South
004	Track Side of Station, View Southwest from West Avenue
005	Trackside of station, View Northwest from Outbound Platform
006	Inbound Platform, South end of Station View North
007	Inbound Platform, Stairs to Underpass, View South

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- 008 Outbound Platform, Steps to West Ave., Waiting Room View South
- 009 West Elevation of Waiting Room View East from Inbound Platform
- 010 South Elevation Outbound Waiting Room, View North
- 011 Outbound Waiting Room and Taxi Stand, View Northwest
- 012 Outbound Baggage and Express Rooms, View Northeast
- 013 Interlocking Tower, View Southwest from West Ave.
- 014 Track Junction, View North
- 015 Site from Greenwood Avenue, View Northwest
- 016 Site from Morgan Park, View East
- 017 Verizon Building, View Northwest
- 018 Interior Outbound Waiting Room, View South
- 019 Restaurant Bar Interior, View South
- 020 Coffee Bar, View South
- 021 Station Waiting Room, View North
- 022 Station Waiting Room, View Southwest
- 023 Private Dining Room, View South

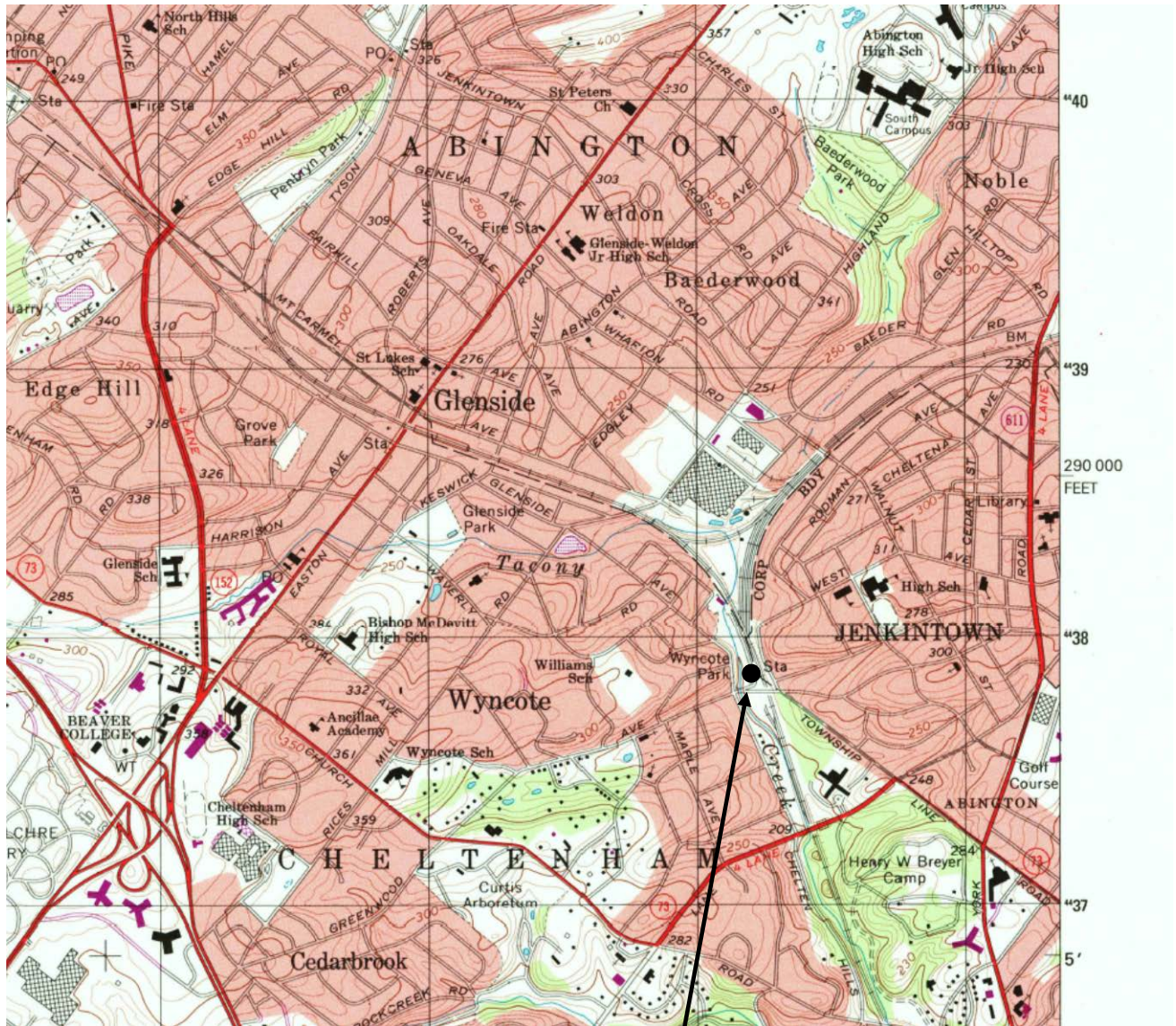
The photos of the interior of the station were taken in 2011. The restaurant space is not occupied and no changes have occurred to the interior since then.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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USGS Map, Germantown Quadrangle  
Zone: 18    Easting: 488185    Northing: 4438299



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# READING ELECTRIFICATION

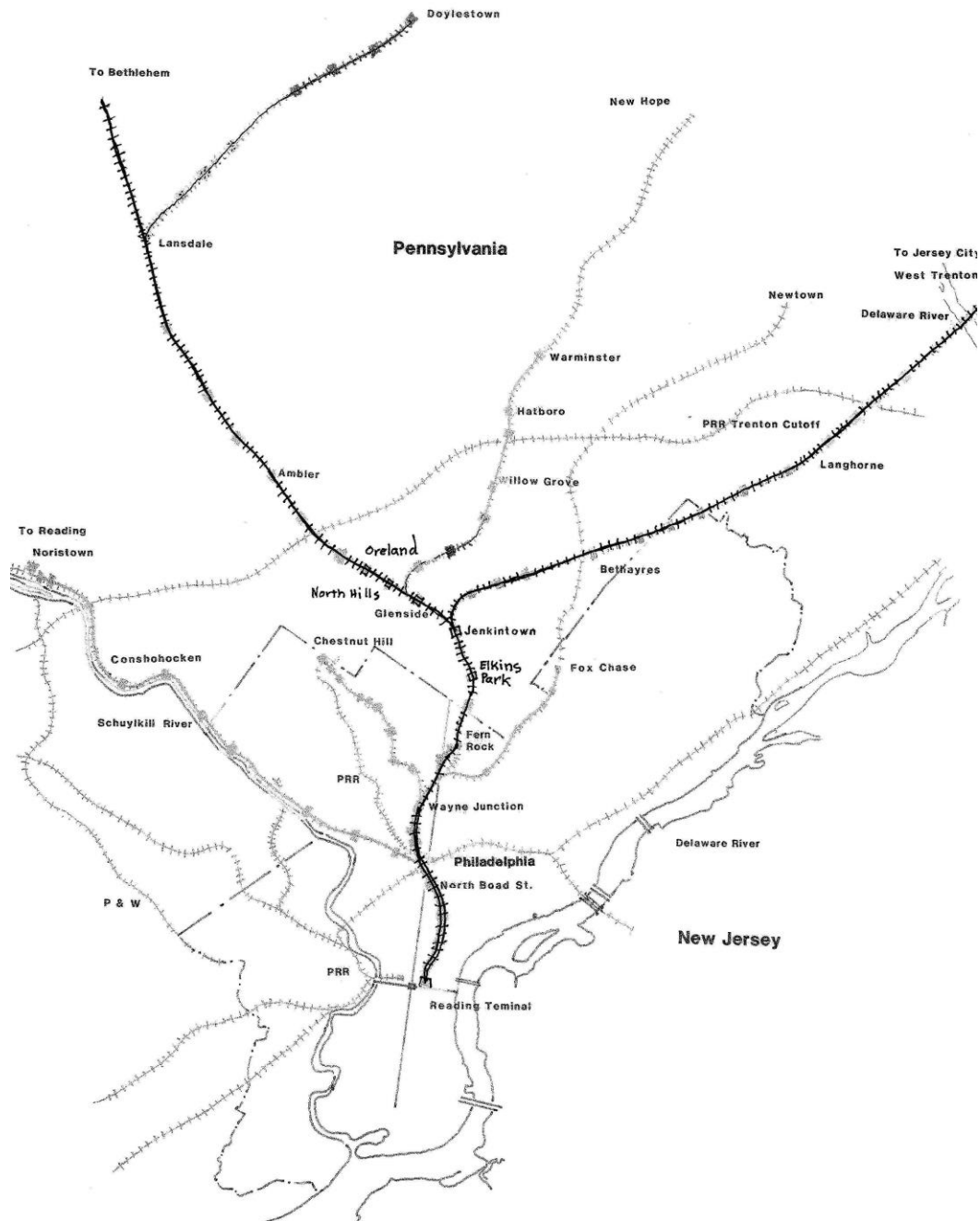


Figure 1, Map of Reading Company Electric Suburban Service

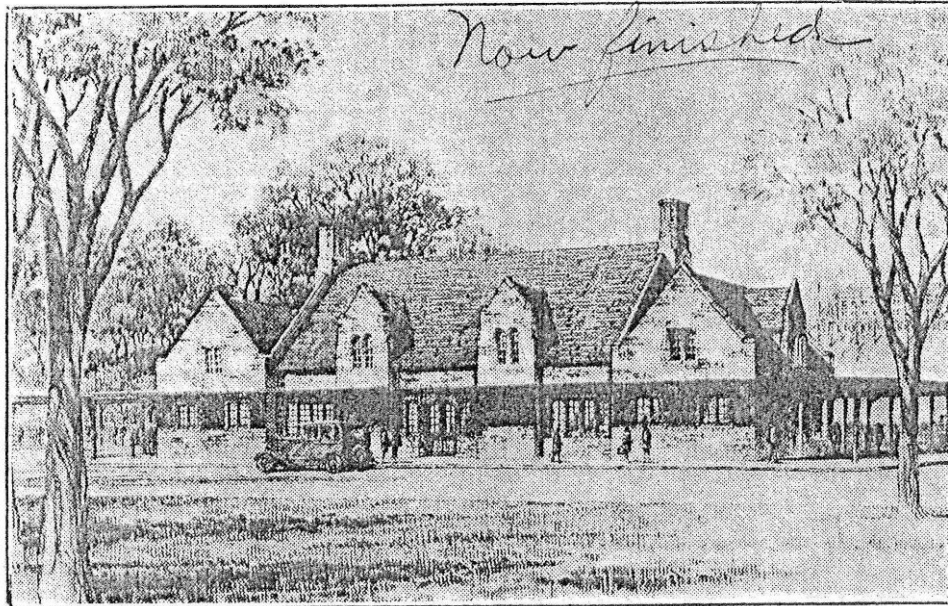
Note the location of Jenkintown station at the junction of branches to Bethlehem and West Trenton. The West Trenton tracks were part of the route to Jersey City and ferry service to New York City. Also note the locations of Elkins Park, Glenside, North Hills and Oreland Stations.

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*New Station to Serve Suburban Towns 3/28/31*



A new station to serve Jenkintown and Wyncote will be erected shortly by the Reading Company, it was announced yesterday. The building will be constructed of local stone, trimmed with limestone, with steep slate roofs. Windows will be steel casement, set in stone mullions in harmony with the general design. Dormer windows will be set in the roof to give additional light to the waiting room

Figure 2, Promotional Rendering, Old York Road Historical Society



New Philadelphia & Reading R.R. Sta., JENKINTOWN, Pa.  
(looking Northwest.)

Figure 3, Photograph, Old York Road Historical Society

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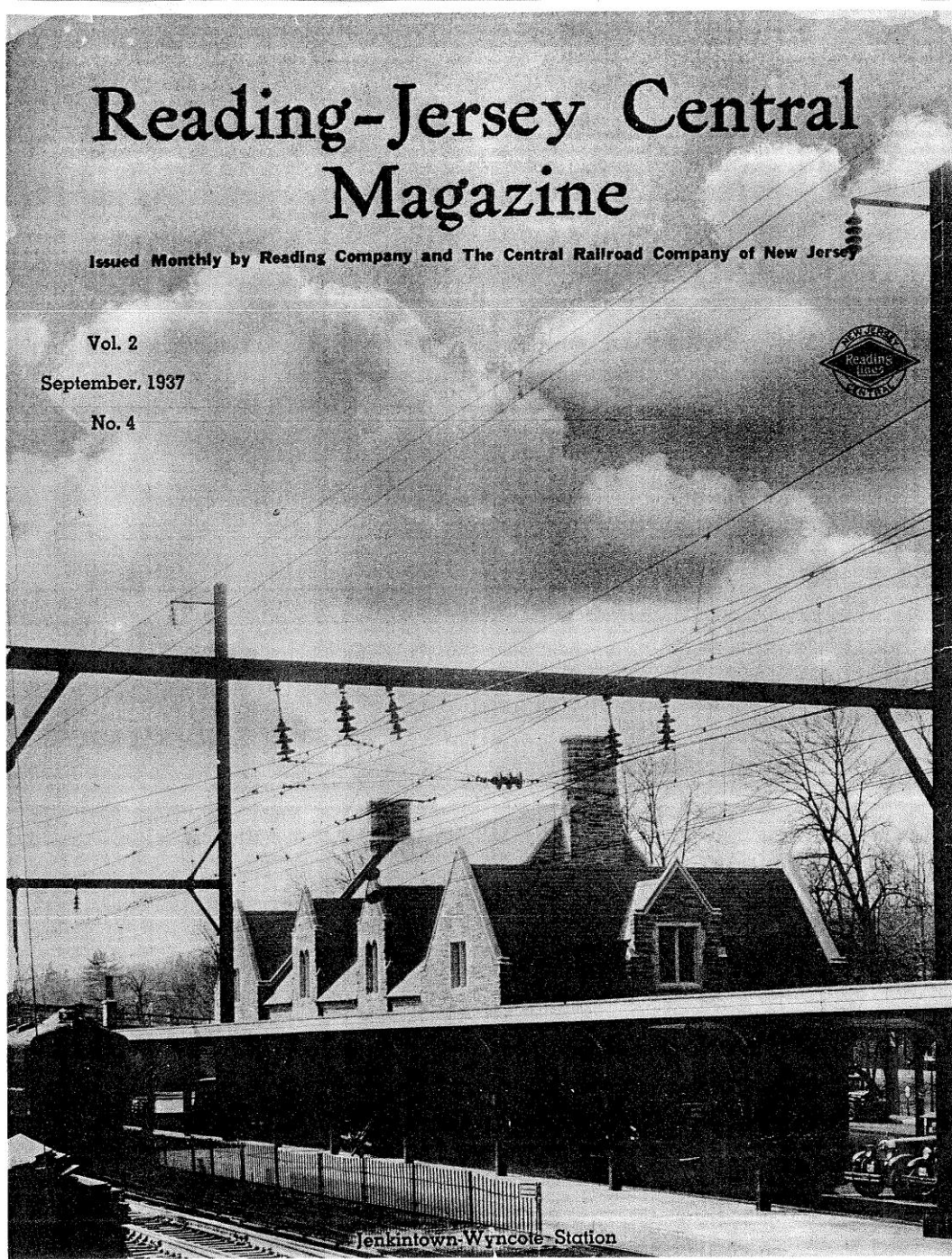


Figure 4, Cover of the Reading-Jersey Central Magazine September 1937 Edition, Old York Road Historical Society

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Figure 5, Postcard, Old York Road Historical Society

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Figure 6, Montgomery County, PA Glenside Station, View Southeast



Figure 7, Montgomery County, PA Glenside Station, View Northwest

Glenside is an Original Standard Stone North Penn station. Glenside has an stone addition and wood frame platform shed added later.

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Figure 8, North Hills, View Northeast, Waiting Room



Figure 9, North Hills Station Track Elevation

North hills was built in the 1930s in a Colonial Revival Style. It serves a middle class community with housing stock from the 1920s through the 1950s. A pleasant station not as highly detailed as Jenkintown.

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Figure 10, Oreland Station View Southeast



Figure 11, Oreland Station, View Northwest, Waiting Room

Oreland station was built in 1931 in a Colonial revival Style. It replace a larger wood Victorian Station that served not only the Bethlehem Branch trains but service on the adjacent Plymouth Branch that served the lime kilns in the area. By the 1930s the branch was freight only, but Oreland became a bedroom suburb of Philadelphia justifying this handsome station.

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Figure 12, Montgomery County, PA. Elkins Park, View North



Figure 13, Montgomery County, PA. Elkins Park, View South East from Spring Avenue



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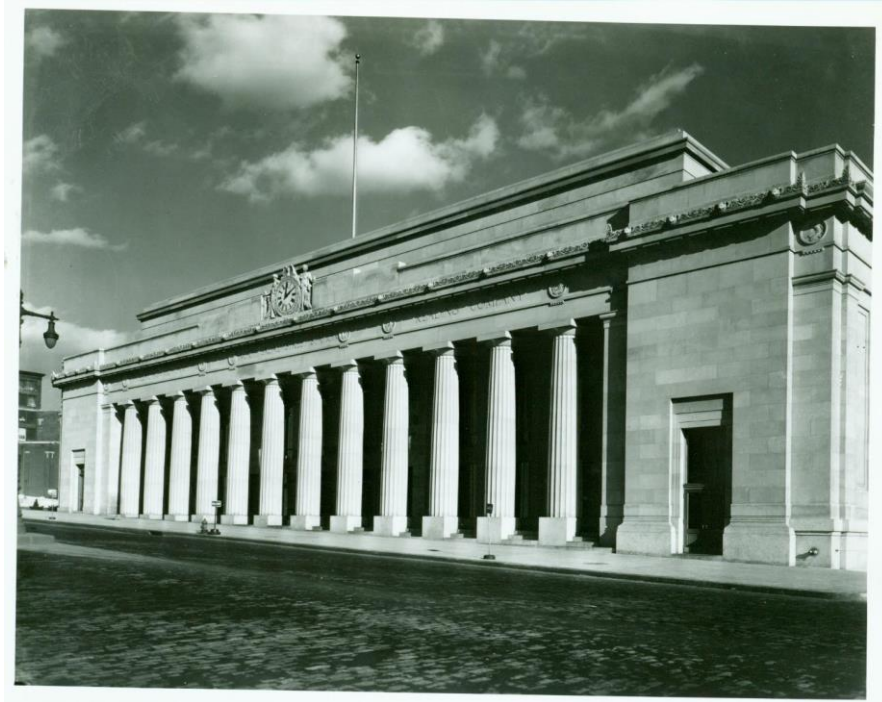
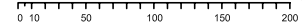
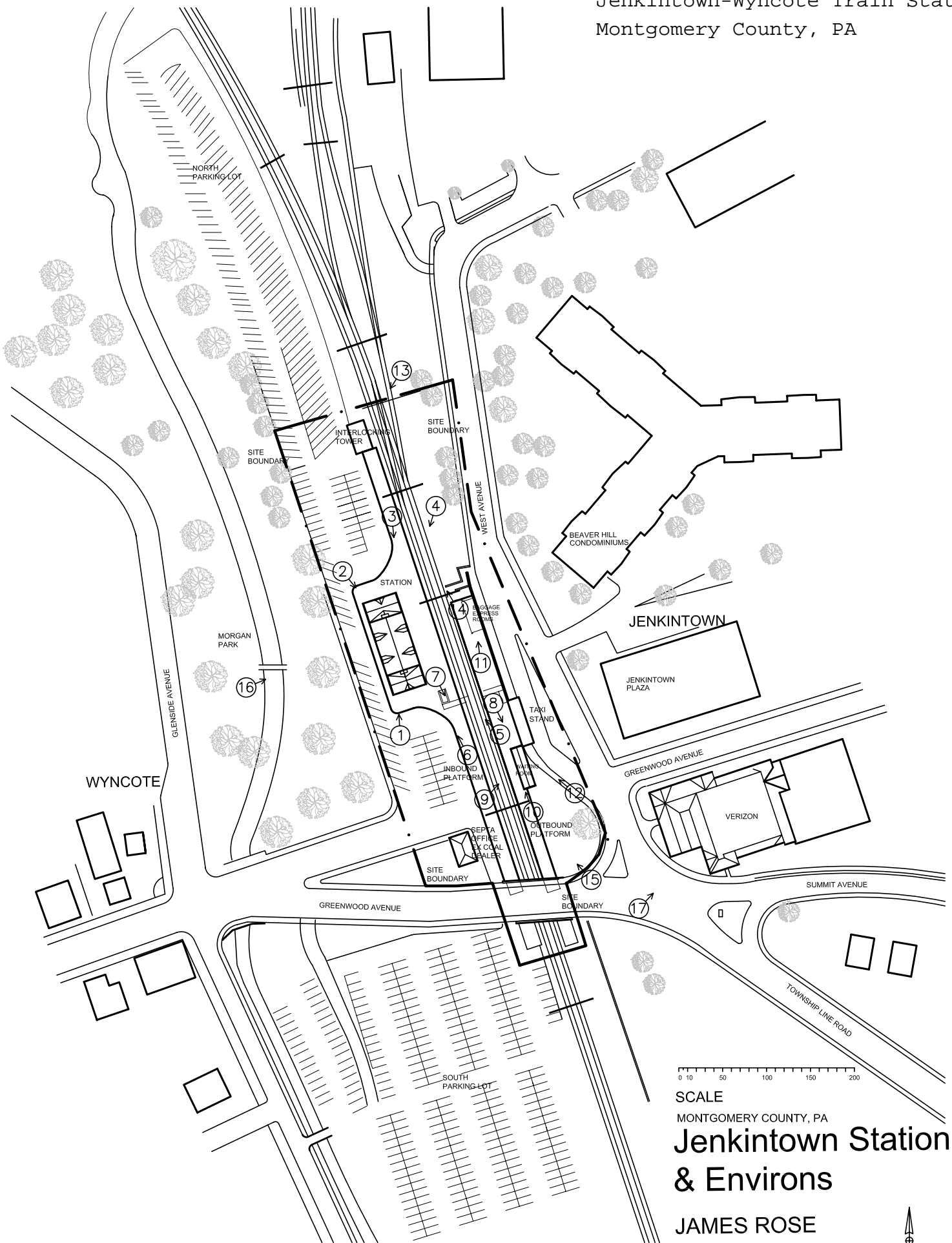


Figure 14, Philadelphia County, PA. North Broad Street Station



Figure 15, Philadelphia County, PA. North Broad Street Station, Main Waiting Room



SCALE  
MONTGOMERY COUNTY, PA

# Jenkintown Station & Environs

JAMES ROSE  
MARCH 31, 2014

## C-1



INTERLOCKING  
TOWER

WEST AVENUE

BEAVER HILL  
CONDOMINIUMS

STATION

BAGGAGE  
EXPRESS  
ROOMS

TAXI  
STAND

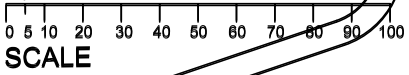
INBOUND  
PLATFORM

WAITING  
ROOM

GREENWO

OUTBOUND  
PLATFORM

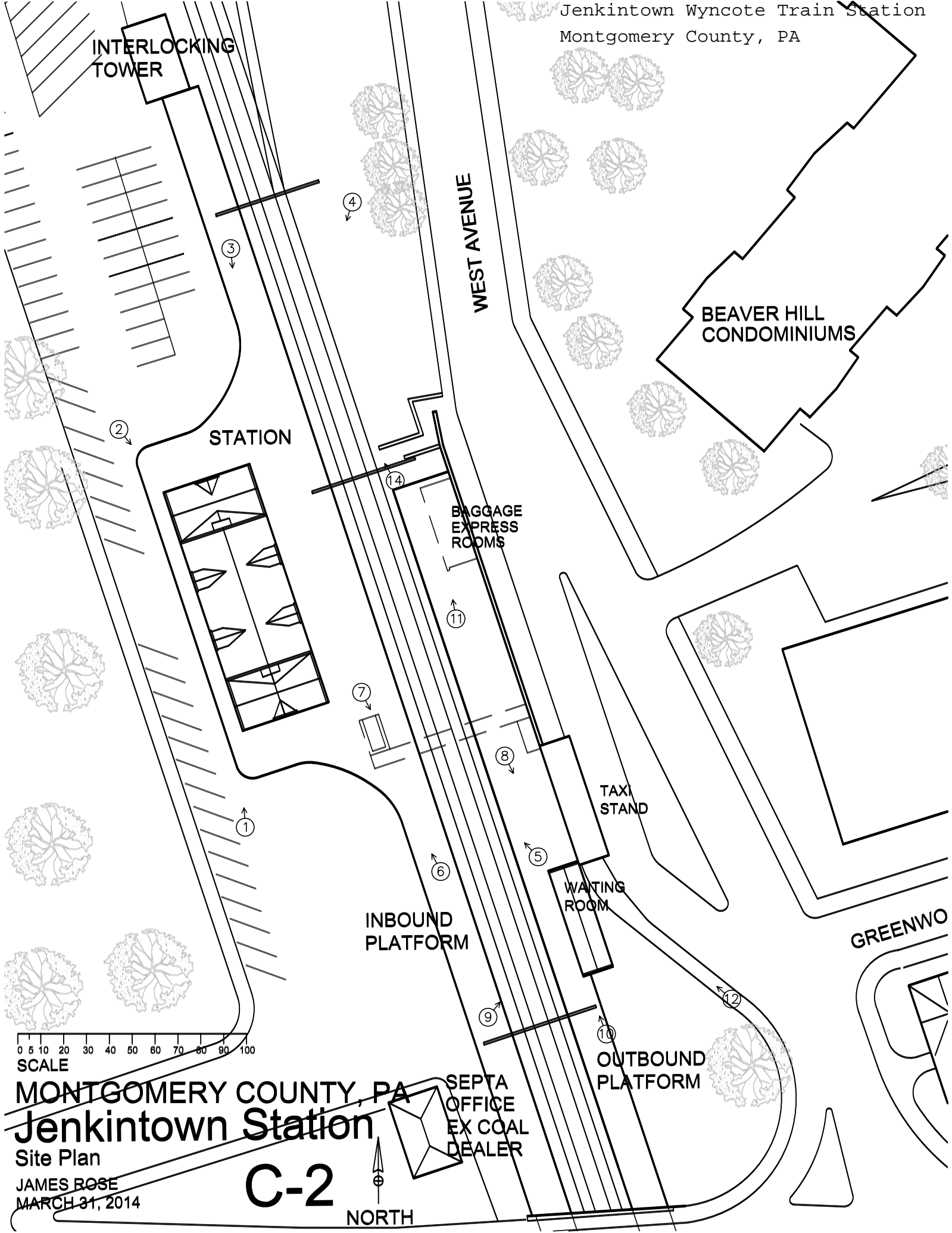
SEPTA  
OFFICE  
EX COAL  
DEALER



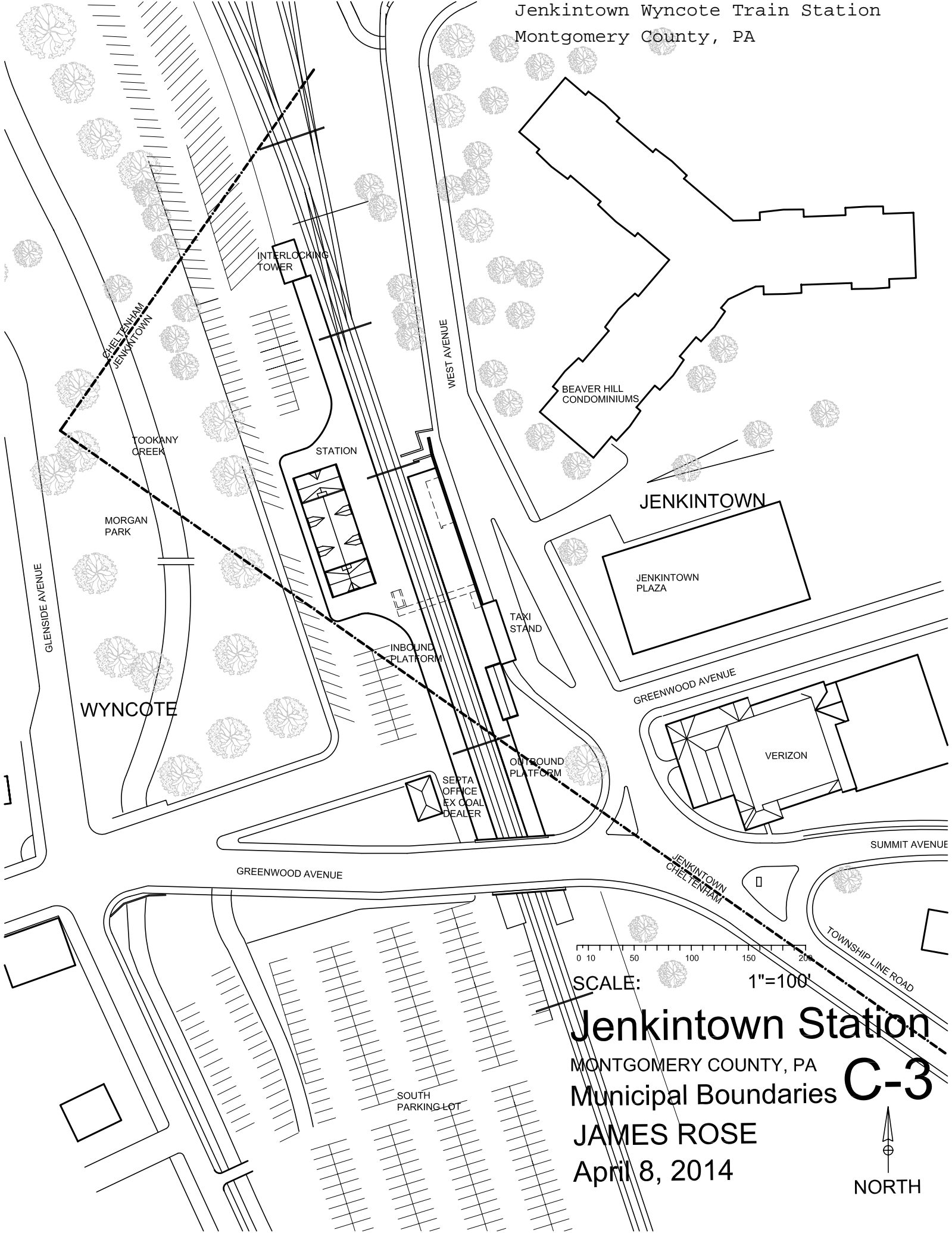
MONTGOMERY COUNTY, PA  
**Jenkintown Station**

Site Plan  
JAMES ROSE  
MARCH 31, 2014

**C-2**



Jenkintown Wyncote Train Station  
Montgomery County, PA



INTERLOCKING TOWER

STATION

INBOUND PLATFORM

OUTBOUND PLATFORM

SERTA OFFICE  
EX COAL DEALER

TAXI STAND

BEAVER HILL CONDOMINIUMS

JENKINTOWN

JENKINTOWN PLAZA

VERIZON

SUMMIT AVENUE

GREENWOOD AVENUE

GREENWOOD AVENUE

CHELLENHAM  
JENKINTOWN

TOOKANY CREEK

MORGAN PARK

WYNCOTE

GLENSIDE AVENUE

WEST AVENUE

JENKINTOWN  
CHELLENHAM

TOWNSHIP LINE ROAD

SCALE: 1"=100'

# Jenkintown Station

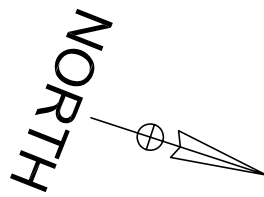
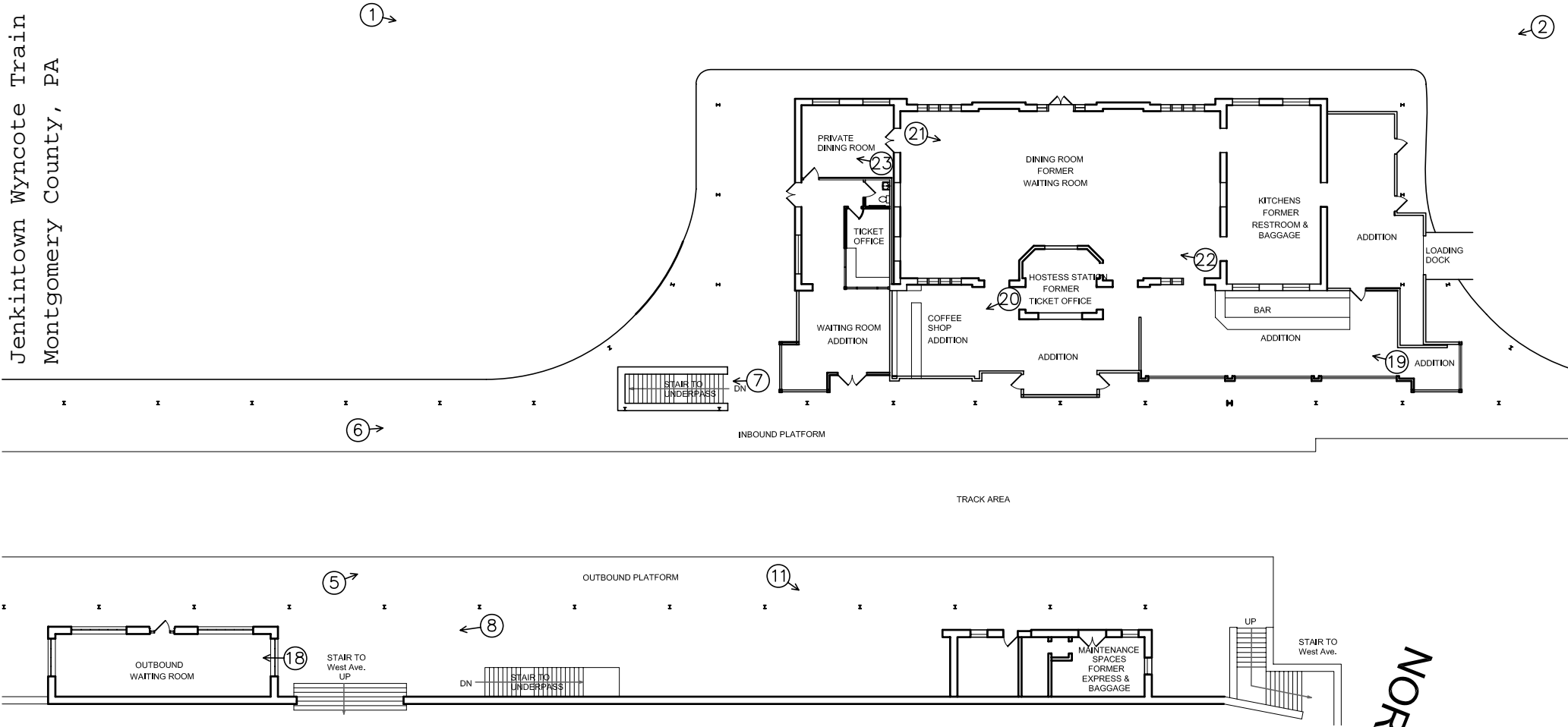
MONTGOMERY COUNTY, PA

Municipal Boundaries **C-3**

JAMES ROSE

April 8, 2014

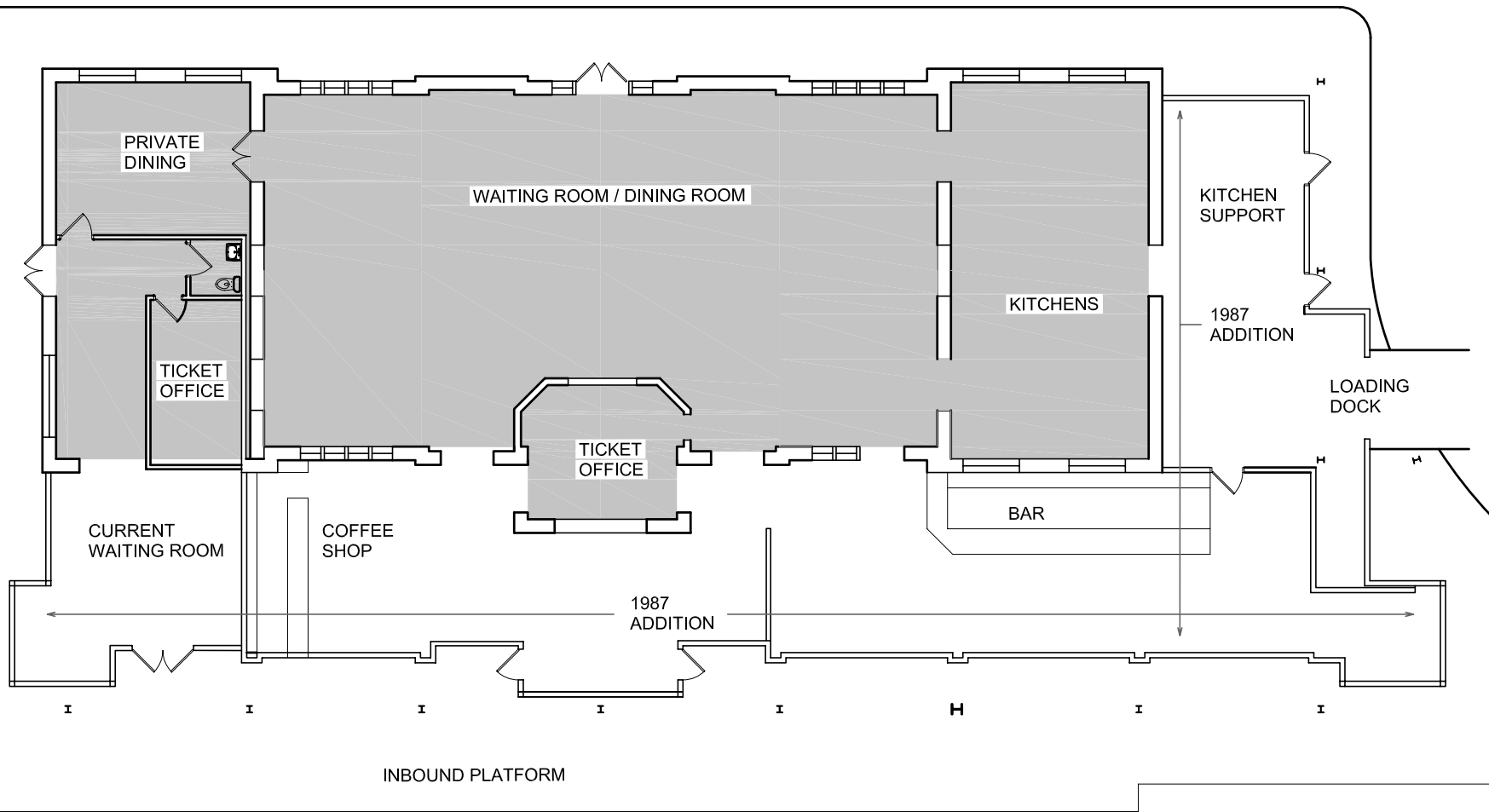





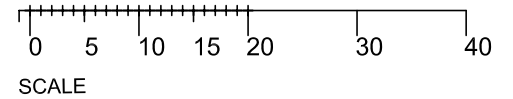
0 5 10 15 20 30 40  
SCALE: 1"=30'

MONTGOMERY COUNTY, PA  
**Jenkintown Station**  
**Floor Plan** **A-1**

JAMES ROSE  
April 8, 2014



 HATCH DESIGNATES ORIGINAL ENCLOSED SPACE



MONTGOMERY COUNTY, PA

# Jenkintown Station Site Plan

JAMES ROSE  
 April 8, 2014

## A-2







← ENTRANCE

NO PARKING





← ENTRANCE





Jenkintown

Subway  
Exit

STOP





**Outbound  
Trains**

19  
79



FOR  
EMERGENCY SERVICE  
US PAYPHONE  
DIAL "911"  
→

RECORDING  
PLEASE COME

15





*ZFP*  
**DANGER**  
Do Not Cross Tracks



10  
11





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National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Jenkintown Wyncote Train Station

MULTIPLE NAME:

STATE & COUNTY: PENNSYLVANIA, Montgomery

DATE RECEIVED: 11/14/14      DATE OF PENDING LIST: 12/11/14  
DATE OF 16TH DAY: 12/26/14      DATE OF 45TH DAY: 12/31/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001103

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    12-29-14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

STEPHEN McCARTER, MEMBER  
154TH LEGISLATIVE DISTRICT

26B EAST WING  
P.O. BOX 202154  
HARRISBURG, PENNSYLVANIA 17120-2154  
(717) 783-1079  
FAX: (717) 787-2713

215 S. EASTON ROAD  
GLENSIDE, PENNSYLVANIA 19038  
(215) 572-5210  
FAX: (215) 517-1423

WEBSITE: [WWW.PAHOUSE.COM/MCCARTER](http://WWW.PAHOUSE.COM/MCCARTER)  
EMAIL: [REPMCCARTER@PAHOUSE.NET](mailto:REPMCCARTER@PAHOUSE.NET)  
[WWW.FACEBOOK.COM/REPMCCARTER](http://WWW.FACEBOOK.COM/REPMCCARTER)  
[WWW.TWITTER.COM/REPMCCARTER](http://WWW.TWITTER.COM/REPMCCARTER)



House of Representatives  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

COMMITTEES

AGING & OLDER ADULT SERVICES  
CHILDREN & YOUTH  
ENVIRONMENTAL RESOURCES & ENERGY



September 30, 2014

**April E. Frantz**

National Register Reviewer/ Eastern Region  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2nd Floor  
400 North Street  
Harrisburg, Pa 17120-0093

Dear Ms. Frantz,

It is with great enthusiasm and urgency, I write in support of placing the Jenkintown Train Station on the National Register of Historic Places. The station is a prominent aspect of the Wyncote Historic District which has already been recognized on the NHRP for its historic significance.

I am a strong advocate of preserving our National History and believe this example of the work of Horace Trumbauer would be a tragedy to lose for both the community and our shared architectural heritage.

I fully endorse this placement and will work with you to see the Jenkintown Train Station on the Register. If I can help in any way, please do not hesitate to contact me at 215-572-5210 or [RepMcCarter@PAHouse.net](mailto:RepMcCarter@PAHouse.net).

Sincerely,

A handwritten signature in cursive script that reads "Steve McCarter".

**Steve McCarter**  
State Representative  
154th Legislative District

SM/js



Ms. April E. Frantz  
National Register Program/ Eastern Region  
Bureau for Historic Preservation, PHMC  
400 North Street  
Harrisburg, PA 17120-0093

September 30, 2014

Dear Ms. Frantz,


The SEPTA Citizen Advisory Committee (CAC) is writing in support of the application for the Jenkintown Station to appear of the National Register of Historic Places.

The CAC is an independent representative and advocate on behalf of the users and potential users of public transportation in the five county region of southeastern Pennsylvania and contiguous areas served by the Southeastern Pennsylvania Transportation Authority, also known as SEPTA. As an organization concerned with the reliability and frequency, speed, cleanliness, safety and security, as well as fares, policies, financing and planning, and accountability of SEPTA, we support the application in its efforts to preserve the historic integrity of this important building.

Jenkintown has been a key rail regional transportation center since 1874. As passenger traffic increased during the 1920s, the rail station was expanded to accommodate the region's growing needs. The existing station was designed by one of the most influential architects of the period in Philadelphia, Horace Trumbauer. The station was completed in 1932 and is one of only two rail stations Trumbauer designed, and one of the last buildings of his career.

While the Jenkintown Station has a rich history, it also continues to be an important asset for the SEPTA rail infrastructure and is an important transportation center for rail passengers. The SEPTA CAC encourages the approval of the Jenkintown Station application so rail riders of the futures will be able to enjoy its iconic history and architectural beauty.

Sincerely,

A handwritten signature in black ink that reads "Philip Dawson". The signature is written in a cursive, flowing style.

Philip Dawson  
Chairperson  
SEPTA Citizen Advisory Committee

# Cheltenham Chamber of Citizens

*A Pennsylvania nonprofit*

[www.CheltenhamChamberofCitizens.com](http://www.CheltenhamChamberofCitizens.com)

[www.onecheltenham.org](http://www.onecheltenham.org)

E-mail: [CheltenhamChamberofCitizens@gmail.com](mailto:CheltenhamChamberofCitizens@gmail.com)



April E. Frantz  
National Register Reviewer/Eastern Region  
Pennsylvania Historical and Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2nd Floor  
400 North Street  
Harrisburg, PA 17120-0093

September 30, 2014

Dear Ms. Frantz:

Centered around the community of Wyncote, Cheltenham Chamber of Citizens (CCC), a PA Non-profit whose members are residents of Township of Cheltenham and Jenkintown Borough, is asking the Pennsylvania Museum and Historical Commission to recommend the Jenkintown-Wyncote Train Station, for inclusion in the National Register of Historic Places as a set of historic structures worthy of registration. The Jenkintown-Wyncote Train Station is appropriate for inclusion on a number of levels:

- as part of the history of region and growth of transportation to and from Philadelphia
- as an example of Tudor Revival architecture
- for its design by the renowned architect Horace Trumbauer, who started his career in the Jenkintown and Wyncote area
- the fact that the station was essential for the development of the area originally as a pleasant retreat for the wealthy of the city; the likes of: Cyrus H.K. Curtis (Curtis Publishing, Saturday Evening Post, Ladies' Home Journal), the Proctor family (Proctor-Silex Electrical Company), Mary Louise Curtis Bok, founder of the Curtis Institute of Music, Elkins (integral in the formation of the Pennsylvania Railroad Company), Stetson (a merchant), Wanamaker (a merchant) and Widener (of the Philadelphia Traction Company and founding organizer of U.S. Steel and the American Tobacco Company)
- the station, as the busiest outside the city, serves as the de-facto center of this community, and has done so since the station was first built

While one of these strengths may not be enough for inclusion of the buildings, altogether they merit its registration separate from the part it plays in the Wyncote Historic District.

As part of the history of transportation, the site itself has been in continual operation as a railroad stop since 1859 when the North Penn Railroad erected what would most likely have been a wood frame station to service local farms and mills along the Tookany Creek. The station was enlarged in 1879 and became a force for the suburban development of Wyncote to the west and Jenkintown to the east. The current station buildings were constructed in 1932 as part of President Herbert Hoover's attempt to spur economic growth by lending money for railroad expansion. At its peak, the Jenkintown-Wyncote Train Station was serving commuter traffic into Philadelphia and interstate rail travel as far as New York City.

This station expansion in 1932 was performed with an eye for it to be a gateway to the two prominent neighborhoods it served, and while other stations were built at the time with a nod toward the more modern styles which were gaining popularity, the Jenkintown-Wyncote Station was designed using the more romantic Tudor Revival style blended with the steel truss system canopies. This romantic style allowed the buildings to be more than mere stops on a railroad. The station was designed to be more like grand civic architecture with its solid stone exterior and multiple dormered second story. Its vaulted interior provided a grand interior space for passengers to await their next train.

Horace Trumbauer was at the end of his illustrious career in the early 1930's when he was commissioned to design the train station buildings. Trumbauer was a local to the Jenkintown area and had designed a number of residences and public buildings in Philadelphia and the suburbs. However, his work was nationally recognized and he designed buildings in New York City, Newport, Colorado, Michigan, Washington D.C., North Carolina and Maryland as well. Further, Julian Abele, the first African American student to graduate from the University of Pennsylvania architecture program was chief designer in Trumbauer's office in Philadelphia, it is probable that he also worked on the Jenkintown-Wyncote Train Station design. The train station building bears a resemblance to the gabled dormers of a known Abele design for Duke University Hospital.

Additional details regarding the station, its history, and the reasons for registration can be found within the nomination form prepared by James Rose, architect and chair of the Jenkintown Borough Planning Commission. However, we citizens of the Wyncote area located in The Township of Cheltenham join our voices with those of Jenkintown Borough in urging you to recommend the Jenkintown-Wyncote Train Station for inclusion in the National Register. It is an important part of the history of rail transportation designed to be a grand entrance to two suburban communities by a nationally renowned architect.

Thank you for taking the time to review our request,

CCC Board Members

Ms. Melva Adams

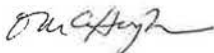
Ms. Edie Cerebi, Vice President

Mr. Ronald Dunbar, Treasurer

Ms. Judith Gratz, Secretary

Mr. Neil Greenberg

Ms. Olga McHugh, President



Ms. Heidi Morein

Mr. Jeffrey Olawski

Dr. Gail Post

Ms. Emily Stine, Website Administrator

Ms. Susanne Whitehead

# Township of Cheltenham

Montgomery County, Pennsylvania

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Art Haywood  
Charles D. McKeown  
Daniel B. Norris  
Ann L. Rappoport  
J. Andrew Sharkey

## Township Manager

Bryan T. Havir



## Administration Building

8230 Old York Road  
Elkins Park, PA 19027-1589

Phone: 215 887-1000  
FAX: 215 887-1561  
[www.cheltenhamtownship.org](http://www.cheltenhamtownship.org)

October 2, 2014

Ms. April Frantz, Preservation Specialist  
Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
Bureau of Historic Preservation  
Commonwealth Keystone Building, 2<sup>nd</sup> Floor  
400 North Street  
Harrisburg, PA 17120-0093

RE: Jenkintown Wyncote Station, 3 West Avenue, Jenkintown Borough and Cheltenham Township

Dear Ms. Frantz:

In follow-up to your September 12, 2014 letter, enclosed please find correspondence from Cheltenham Township's Historical Commission which is being forwarded to your attention and consideration by the Pennsylvania Historic Preservation Board at their October 7, 2014 meeting in support of the Jenkintown Wyncote Train Station nomination to the National Register.

Cheltenham Township, as a Certified Local Government program participant, appreciates being afforded the opportunity to review this nomination and offer public comment in this process.

If you have any questions, please do not hesitate to reach out to the members of our Historical Commission or me at the Township Administration Building at 215-887-6200, ext. 112. Thank you.

Sincerely,

Bryan T. Havir, P.P., AICP  
Township Manager

BTH/km

cc: Board of Commissioners  
Jack Washington, Sr., Chair, Cheltenham Township Historical Commission  
State Representative Steve McCarter



THE WALL HOUSE - 1622

Cheltenham Township  
**Historical Commission**

8230 Old York Road • Elkins Park, Pennsylvania 19027-1589  
Phone: (215) 887-1000  
Fax: (215) 887-1561

October 2, 2014

On behalf of the Cheltenham Township Historical Commission, I am pleased to endorse the application to place the Jenkintown/Wyncote Railroad station on the National Register of Historic Places.

Information about the proposal was presented to the Commission at its last regular meeting of September 11, 2014. It was very enthusiastically received and considered and I have been directed to communicate this endorsement to you.

The Commission notes that the station has been at the center of the development of the communities of Jenkintown and Wyncote since the North Pennsylvania Railroad first came through in 1855 and established a station at the new road in 1859. Development of the community by an influx of the most prestigious residents of Philadelphia for the purpose of building country homes led the railroad to establish a second track and a new station in 1872. This area consequently became the first outpost of the Gilded Age due to the convenience of travel provided by the railroad and the station. Thanks to these developments, the community of Wyncote was formally established in 1887. The prestige of the community only increased in succeeding years, leading the railroad to commission Horace Trumbauer to build an even more impressive station in 1932. The station today is the busiest outside of the city and a landmark to the surrounding community.

The placement of the station on the Register would be a fitting addition to the great history of this esteemed community and surrounding area and I endorse the proposal wholeheartedly.

Sincerely,

  
Jack Washington, Sr.  
Chair, Cheltenham Township Historical Commission



## Jenkintown Planning Commission

October 17, 2014



### Resolution Supporting the Nomination of Jenkintown Station

---

**Members:**

Greg Biles  
Laura Hanes  
Joe Hentz  
John Krebs  
Glen Morris  
James Rose  
John Stillmun

Greg.Biles@us.gf.com  
haneslmcc@yahoo.com  
jah503@comcast.net  
krebs@gmail.com  
gpmorris@verizon.net  
james.r.rose@drexel.edu  
stillmun@comcast.net

Ms. April Frantz, Preservation Specialist  
Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission  
Bureau of Historic Preservation  
Commonwealth Keystone Building, 2<sup>nd</sup> Floor  
400 North Street  
Harrisburg, PA 17120-0093

**RE:** Jenkintown Wyncote Station, 3 West Avenue, Jenkintown Borough:

Dear Ms. Frantz:

The Jenkintown Planning Commission endorses the individual listing of the Jenkintown/Wyncote Station in the National Register of Historic Places. The Commission is aware of the inclusion of the building in the Wyncote Historic District. While the railroad and the station are extremely important in the growth of both Jenkintown and Wyncote, the Jenkintown Planning Commission felt the listing as a significant building of the district did not tell the complete story of the regional importance of the building. Its location at the junction of two lines, one serving communities up to Bethlehem and the other providing local and express service to New York City, facilitated interchange between trains. The Reading Company engaged a prominent architect, Horace Trumbauer, to design a facility to accommodate travelers changing from local trains to express trains. This regional service that reached from Washington D.C. to New York City via The Baltimore and Ohio, Reading and Jersey Central Railroads is the reason for this beautiful edifice. The communities of Jenkintown Borough and Cheltenham Township are proud of this building which serves as the "Front Door".

The placement of the station as an individual listing on the National Historic Register would acknowledge the contribution of the railroad to the history of not only the local communities but the region as well. Jenkintown Borough Planning Commission endorses the proposal.

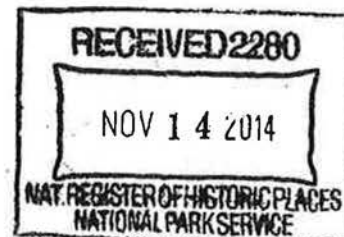
Sincerely,

James Rose  
Chair, Jenkintown Planning Commission

cc: Borough Council  
George Locke, Borough Manager



Pennsylvania  
Historical & Museum  
Commission



November 5, 2014

Carol Shull, Keeper  
National Register of Historic Places  
National Park Service, US Department of Interior  
1201 "I" (Eye) Street, NW, 8th Floor  
Washington D.C. 20005

Re: National Register Nominations

Dear Ms Shull:

The following National Register nominations are being submitted for your review:

1. **Edwin J. Schoettle Company Building**, Philadelphia Co., PA. Enclosed please find a signed first page, a CD containing the true and correct copy of the nomination, two CDs with tif images, and copies of correspondence.
2. **Franklinville School**, Montgomery Co., PA. Enclosed please find a signed first page, a CD containing the true and correct copy of the nomination, a second CD with tif images, and copies of correspondence.
3. **Hotel Altamont**, Luzerne Co., PA. Enclosed please find a signed first page, a CD containing the true and correct copy of the nomination, two CDs with tif images, and copies of correspondence.
4. **Jenkintown Wyncote Train Station**, Montgomery County, PA. Enclosed please find a signed first page, a CD containing the true and correct copy of the nomination, a second CD with tif images, and copies of correspondence.
5. **Manchester School #3**, Erie Co., PA. Enclosed please find a complete paper version of the nomination with a signed first page, and a CD containing tif images.
6. **Pittsburgh Mercantile**, Allegheny Co., PA. Enclosed please find a complete paper version of the nomination with a signed first page, correspondence, and a CD containing tif images.
7. **R&H Simon Silk Mill Complex**, Northampton Co., PA. Enclosed please find a signed first page, a CD containing the true and correct copy of the nomination, and a second CD with tif images, and copies of correspondence.

Historic Preservation Services  
Commonwealth Keystone Building  
400 North Street  
Harrisburg, PA 17120-0093  
[www.phmc.state.pa.us](http://www.phmc.state.pa.us)  
*The Commonwealth's Official History Agency*