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The Construction of Interstate-95: A Failure to Preserve a City's History

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Abstract

In 1959, construction on Interstate-95 (the Delaware Expressway) began in Philadelphia. Original plans for construction occurred in 1937, but were not approved until more than twenty years later. Several versions of the plans were drafted, but the final plan for the elevated expressway was approved during the 1950s. The project took twenty years to complete, and by 1979, the Delaware Expressway ran along the entire eastern edge of Philadelphia.

Many people opposed of this plan. Drawings and photographs of the buildings were produced, protests and rallies took place, and alternative routes were discussed. Despite these efforts, three hundred years of Philadelphia history was lost. This thesis documents a piece of the valuable historic fabric that was lost during highway construction. It will demonstrate how the addition of the Delaware Expressway altered Philadelphia's history, and simultaneously created preservationists who fought to save America's birthplace.

Disciplines

Historic Preservation and Conservation

Comments

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THE CONSTRUCTION OF INTERSTATE-95:
A FAILURE TO PRESERVE A CITY'S HISTORY

Alanna Catherine Stewart

A THESIS

in

Historic Preservation

Presented to the Faculties of the University of Pennsylvania in
Partial Fulfillment of the Requirements of the Degree of

MASTER OF SCIENCE IN HISTORIC PRESERVATION

2011

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Dedication

This thesis is dedicated to Kathleen “Girlie” Benz

September 22, 1984 - May 29, 2010

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I would like to thank Gail Winkler for introducing me to this fascinating topic, and supporting me throughout the entire process. Special thanks to Robert Raley for painstakingly documenting all of the buildings presented in this thesis and providing an insider's prospective on historic preservation in Philadelphia during the 1960s . I would also like to thank John Milner, Denise Scott Brown, and Stanhope Browne for speaking with me candidly and at length about their gallant preservation efforts during the I-95 project. Finally, I would like to thank my parents, who have always provided me with unconditional support.

Table of Contents

Dedication.....	ii
Acknowledgements.....	iii
Table of Contents.....	iv
List of Figures	v
Chapter I: Introduction	1
Justification	1
Methods of Research.....	2
Resources to be consulted	3
Fieldwork completed	3
Chapter II: History of Interstate-95.....	4
Chapter III: The Pennsylvania Historical Salvage Council	9
Chapter IV: The Robert L. Raley Collection	21
Chapter V: Personal Account – Maryann Flanagan Choquet.....	81
Chapter VI: The Cross-Town Expressway	88
Chapter VI: Conclusion	91
Bibliography	105
Appendix	108
Index	116

List of Figures

Figure 2.1 Painting of Delaware River	4
Figure 2.2 View of I-95, Courtesy of City Planning Department, University of Pennsylvania...	6
Figure 4.1 Buildings Documented by Raley, Drawn by Author	22
Figure 4.2 Buildings Documented by Raley in Path of Expressway, Drawn by Author	23
Figure 4.3 Elevation of 128 & 130 Brown Street, The Robert Raley Collection.....	24
Figure 4.4 Elevation of 129 & 131 Brown Street, The Robert Raley Collection.....	25
Figure 4.5 Floor plan of 129 Brown Street, The Robert Raley Collection.....	26
Figure 4.6 Elevation of 1020 Crease Street, The Robert Raley Collection	27
Figure 4.7 Map of 1020 Crease Street, The Robert Raley Collection	28
Figure 4.8 Elevation of 1028 Crease Street, The Robert Raley Collection.....	29
Figure 4.9 Map of 1028 Crease Street, The Robert Raley Collection	29
Figure 4.10 Elevation of 125-131 Ellen Street, The Robert Raley Collection	31
Figure 4.11 Floor Plans of 125-131 Ellen Street, The Robert Raley Collection	31
Figure 4.12 Elevation of 117 & 119 Fairmount Street, The Robert Raley Collection	33
Figure 4.13 Map of 117 & 119 Fairmount Street, The Robert Raley Collection.....	33
Figure 4.14 Photograph of 120 & 122 Fairmount Street, Phillyhistory.org.....	34
Figure 4.15 Fireplace Elevation of 120 Fairmount Street, The Robert Raley Collection	35
Figure 4.16 Details of 120 & 122 Fairmount Street, The Robert Raley Collection	35
Figure 4.17 Elevation of 120 & 122 Fairmount Street, The Robert Raley Collection	36
Figure 4.18 Elevation of 144 Fairmount Street, The Robert Raley Collection	37
Figure 4.19 Map of 144 Fairmount Street, The Robert Raley Collection	37
Figure 4.20 Photograph of 1037 Frankford Avenue, Phillyhistory.org.....	38
Figure 4.21 Map of 1037 Frankford Avenue, The Robert Raley Collection.....	39
Figure 4.22 Section of 1037 Frankford Avenue, The Robert Raley Collection	39
Figure 4.23 Elevation of 976 Front Street, The Robert Raley Collection	40
Figure 4.24 Map of 976 Front Street, The Robert Raley Collection	41

Figure 4.25 Elevation of 1001 N. Front Street, The Robert Raley Collection	42
Figure 4.26 Elevation of 1001 N. Front Street, The Robert Raley Collection	43
Figure 4.27 Section of 1001 N. Front Street, The Robert Raley Collection	43
Figure 4.28 Map of 915 & 917 N. Hope Street, The Robert Raley Collection	44
Figure 4.29 Elevation of 915 & 917 N. Hope Street, The Robert Raley Collection	45
Figure 4.30 Map of 123 Laurel Street, The Robert Raley Collection	46
Figure 4.31 Elevation of 123 Laurel Street, The Robert Raley Collection	46
Figure 4.32 Elevation of 123 Laurel Street, The Robert Raley Collection	47
Figure 4.33 Elevation of 705 N. Market Street, The Robert Raley Collection	48
Figure 4.34 Basement Plan of 705 N. Market Street, The Robert Raley Collection	48
Figure 4.35 Photograph of 807 New Market Street, Phillyhistory.org	49
Figure 4.36 Map of 807 New Market Street, The Robert Raley Collection	50
Figure 4.37 Elevation of 807 New Market Street, The Robert Raley Collection	50
Figure 4.38 Elevation of 807 New Market Street, The Robert Raley Collection	51
Figure 4.39 Elevation of 826 New Market Street, The Robert Raley Collection	52
Figure 4.40 Photograph of 826 New Market Street, 1896, Phillyhistory.org	52
Figure 4.41 Photograph of 826 New Market Street, 1928, Phillyhistory.org	53
Figure 4.42 Elevation of 911 New Market Street, The Robert Raley Collection	54
Figure 4.43 Section of 911 New Market Street, The Robert Raley Collection	54
Figure 4.44 Floor plans of 911 New Market Street, The Robert Raley Collection	55
Figure 4.45 Elevation of 919 – 927 New Market Street, The Robert Raley Collection	56
Figure 4.46 Elevation of 919 – 927 New Market Street, The Robert Raley Collection	56
Figure 4.47 Map of 919-927 New Market Street, The Robert Raley Collection	57
Figure 4.48 Elevation of 919-927 New Market Street, The Robert Raley Collection	57
Figure 4.49 Elevation of 132 & 134 Olive Street, The Robert Raley Collection	58
Figure 4.50 Map of 132 & 134 Olive Street, The Robert Raley Collection	59
Figure 4.51 Elevation of 336 Richmond Street, The Robert Raley Collection	60
Figure 4.52 Elevation of 336 Richmond Street, The Robert Raley Collection	60
Figure 4.53 Map of 336 Richmond Street, The Robert Raley Collection	61

Figure 4.54 Floor Plan of 336 Richmond Street, The Robert Raley Collection.....	61
Figure 4.55 Photograph of 400 Richmond Street, Phillyhistory.org.....	62
Figure 4.56 Map of 400 Richmond Street, The Robert Raley Collection.....	63
Figure 4.57 Interior Elevation of 400 Richmond Street, The Robert Raley Collection.....	63
Figure 4.58 Elevation of 401 Richmond Street, The Robert Raley Collection	64
Figure 4.59 Elevation of 401 Richmond Street, The Robert Raley Collection.....	65
Figure 4.60 Elevation of 403 Richmond Street, The Robert Raley Collection	66
Figure 4.61 Floor Plan of 403 Richmond Street, The Robert Raley Collection	67
Figure 4.62 Elevation of 408 Richmond Street, The Robert Raley Collection	68
Figure 4.63 Floorplan of 408 Richmond Street, The Robert Raley Collection.....	68
Figure 4.64 Map of 408 Richmond Street, The Robert Raley Collection.....	69
Figure 4.65 Elevation of 427-429 Richmond Street, The Robert Raley Collection	70
Figure 4.66 Map of 427-429 Richmond Street, The Robert Raley Collection	71
Figure 4.67 Floor Plan of 427 Richmond Street, The Robert Raley Collection	71
Figure 4.68 Floor Plans of 427-429 Richmond Street, The Robert Raley Collection.....	72
Figure 4.69 Elevation of 1008 Shackamaxon Street, The Robert Raley Collection.....	73
Figure 4.70 Floor Plan of 1008 Shackamaxon Street, The Robert Raley Collection	74
Figure 4.71 Map of 1008 Shackamaxon Street, The Robert Raley Collection	74
Figure 4.72 Elevation of 333 3rd Street, The Robert Raley Collection	75
Figure 4.73 Map of 333 3rd Street, The Robert Raley Collection.....	76
Figure 5.1 View of Port Richmond, Workshop of the World	81
Figure 5.2 Grain Elevator, Port Richmond, Workshop of the World	82
Figure 5.3 Flanagans in Home, Courtesy of Maryann Flanagan Choquet.....	83
Figure 5.4 Current Photograph of 2940 E. Venango Street, Google Maps 2010	85
Figure 5.5 Northeast View of E. Venango Street, Google Maps 2010	86
Figure 5.6 Northwest View of E. Venango Street, Google Maps 2010	86
Figure 5.7 Southeast View of E. Venango Street, Google Maps 2010	87
Figure 6.1 Path of I-95 and the Proposed Crosstown Expressway	89

Chapter I: Introduction

In 1959, construction on Interstate-95 (the Delaware Expressway) began in Philadelphia. Original plans for construction occurred in 1937, but were not approved until more than twenty years later. Several versions of the plans were drafted, but the final plan for the elevated expressway was approved during the 1950s. The project took twenty years to complete, and by 1979, the Delaware Expressway ran along the entire eastern edge of Philadelphia.

Many people opposed of this plan. Drawings and photographs of the buildings were produced, protests and rallies took place, and alternative routes were discussed. Despite these efforts, three hundred years of Philadelphia history was lost. This thesis documents a piece of the valuable historic fabric that was lost during highway construction. It will demonstrate how the addition of the Delaware Expressway altered Philadelphia's history, and simultaneously created preservationists who fought to save America's birthplace.

Justification

During the 1950s and 60s, preservation was little considered throughout the United States. People had the idea that tearing down the old and building new was the best option for cities. This was a time when urban renewal meant "bring in the bulldozers." Urban renewal in Philadelphia merits exploration in order to determine how the construction of Interstate-95 was approved, despite the razing of 18th- and 19th-century structures in its path. Because Philadelphia was founded in the late 17th century, its buildings and its relationship

with the Delaware River made it an extremely important city in the United States. The construction of I-95 severely diminished these important characteristics of Philadelphia.

Methods of Research

In 1967, architect Robert Raley was hired by Anthony N.B. Garvan, professor at the University of Pennsylvania, to join the Pennsylvania Historical Salvage Council. His assignment was to record buildings in the path of the proposed interstate. His documentation consisted of measured drawings that he produced himself. When the Pennsylvania Highway Department learned of Raley's work, he was told to destroy his drawings. He did not. Instead he kept them in his personal vault until he donated them to the Philadelphia Athenaeum in 1999. Despite the work by Raley and the Pennsylvania Historical Salvage Council, the houses were condemned, thousands of people lost their homes, and the Delaware Expressway was built as planned.

Anthony Garvan also has a personal archive at the University of Pennsylvania with documentation of the Pennsylvania Historical Salvage Council. Garvan was professor and chair of the American Civilization program at the University of Pennsylvania, as well as the director of the Historical Salvage Council from 1967-1968. Garvan selected a series of study sites in the Fishtown neighborhood of Philadelphia. These sites were scheduled for demolition for the construction of Interstate - 95. This project allowed historic archeology students "to practice their discipline in close proximity to the University, and in an area rich with historic documentation and context." ¹

Resources to be consulted

The first resource I consulted was the Robert L. Raley collection at the Philadelphia Athenaeum. I was also fortunate to meet with Robert Raley himself during his lecture series at Winterthur in the Fall of 2010. As one of the few remaining people who worked the project, he was an important resource for this paper. After studying his collection and meeting with him, I continued researching the Pennsylvania Historical Salvage Council in the Anthony Garvan Collection at the University of Pennsylvania Archives. Anthony Garvan kept every paper from the program, which proved a valuable source as well.

Books that I consulted for this project were Paul Levy's book, *Queen Village - The Eclipse of Community*, Kenneth Jackson's *Crabgrass Frontier*, *Imagining Philadelphia* by Gabriel Scott Knowles and *The Buried Past – An Archeological History of Philadelphia* by John L. Cotter. PhillyHistory.org was also useful to find images that corresponded to the buildings that Raley recorded, as well as other historic fabric in the area of study.

Fieldwork completed

The most important sources of information were archival research and personal interviews with those involved in the project. This thesis documents the historic fabric lost to the Delaware Expressway.

Chapter II: History of Interstate-95

Philadelphia was founded in the late seventeenth century by Swedish and Dutch settlers, who purchased the land from the Lenni Lenape Indians living along the Delaware River. It was on these shores that William Penn arrived from England in 1682. From the Delaware River, he envisioned a “greene Country Towne”, much like the town from which he came.² Following Penn, other European immigrants arrived throughout Philadelphia’s history. North Philadelphia, for example was an eclectic mix of different nationalities: Northern Liberties – Jews, Ukrainians, Slovaks, and Italians; Frankford – Ukrainians and Italians; and Port Richmond – Jews, Ukrainians, Slovaks and Italians.³



Figure 2.1 Painting of Delaware River, Courtesy of John Bachmann, University of Pennsylvania Archives

In the late 1960s, Philadelphia was one of many cities disrupted by the massive interstate projects occurring throughout the United States. Interstate-95 would span from Maine to Florida, demolishing a three-block wide stretch through Philadelphia's oldest neighborhoods. "When Interstate-95 began cutting its long swath along the Delaware River in the late 1960s, it largely eradicated the heart of Philadelphia's waterfront district. The highway took with it not only many large, late nineteenth- and twentieth-century commercial structures along Delaware Avenue, but many row houses and older warehouse east of Front Street as well." ⁴ Hundreds of residents in these neighborhoods were displaced from their homes.

Although the Federal Highway Act was passed in 1916, the concept of Interstate Highways was a relatively unused in the United States until the 1960s. After World War II, attention shifted from public transportation to the automobile in the United States. President Eisenhower believed the poor conditions of existing highways made traveling unsafe for motorists and extremely expensive for businesses. He also believed that traffic jams were becoming far too great.

In 1956, the Interstate Highway Act was passed, and the government moved "toward a transportation policy emphasizing and benefitting the road, the truck, and the private motorcar. In conjunction with cheap fuel and mass-produced automobiles, the urban expressways led to lower marginal transport costs and greatly stimulated deconcentration." ⁵ The Act, also known as the National Interstate and Defense Highways Act, became a law later that same year. The federal government paid for ninety percent of a 42,500-mile interstate system. In 1991, more than 46,000 miles of interstate roads were constructed. The project

was the largest construction project in the United States, in size, social impact, and cost.⁶

One reason that officials valued interstate highways during the Cold War was to “avoid national destruction in a nuclear attack, dispersing existing large cities into smaller settlements. The ideal model was a depopulated urban core surrounded by satellite cities and low-density suburbs.”⁷ Cities became abandoned by the middle and upper-middle class families who were fleeing for the suburbs, and replaced by low-income households.⁸ The city became a “business and entertainment zone, while a residence in the suburbs became the symbol of personal success. The sheer wastefulness of abandoning the residential core of the city did not seem to pose a problem to most policy thinkers.”⁹



Figure 2.2 View of I-95, Courtesy of City Planning Department, University of Pennsylvania

In 1968, while mayor James Tate was in office, Edmund Bacon became planning director and development coordinator to the city of Philadelphia. Bacon was a strong advocate for the construction of the Delaware Expressway. He believed the ideal plan for the road was an elevated highway adjacent to the Delaware River, despite the barrier it would create between historic Philadelphia and the river. According to Joanne Weller, a Philadelphia resident, this disrupted “the way people landed along the docks... Everything was there. It’s not anymore. I-95 moved out a lot.”¹⁰

The construction of the Delaware Expressway would also create noise and pollution. John Milner, a preservation architect involved in the opposition to the Expressway, said that citizens were concerned that the highway would create a landscape of chain-link fences and garbage. On March 3, 1965, the Committee to Preserve Philadelphia’s Historic Gateway described the plan as severing “Penn’s Landing and the waterfront (the gateway to Philadelphia) on the one hand from Independence National Historic Park (America’s most historic square mile) and the surrounding developments on the other hand. Their contention is that the expressway desecrates the grand design of Philadelphia, which links the waterfront to the center of the city.”¹¹ Bacon did his best to convince the citizens that the highway would make Philadelphia an even more beautiful city. In his book, *Imagining Philadelphia* (2009), Gabriel Scott Knowles explains why Bacon’s approach wasn’t a successful planning method for Philadelphia:

The struggle over the expressway demonstrated the underlying difficulty with Bacon’s approach to planning. The city and its infrastructure would never be the orderly world of the planner’s scale models and sketches of ‘simultaneous movement systems.’ It was

a place where people interacted with one another, with the built environment, and with technology, and where one element, such as an expressway or a poorly conceived commercial development, could easily overwhelm and even destroy the other. What Edmund Bacon never fully grasped was that in the complexity of urban reality, design itself could be an instrument of destruction as well as salvation.¹²

In 1974, the final authorizations were made for the interstate. The construction of the interstate spurred negative effects in American cities, especially in Philadelphia. The interstate system helped to “continue the downward spiral of public transportation and virtually guaranteed that future urban growth would perpetuate a centerless sprawl.”¹³ After World War II, the government spent seventy-five percent of transportation funds on public roads, compared to the one percent it had spent before the war. Consequently, the American railroad systems suffered greatly as well.¹⁴ Finally, thousands of people in Philadelphia were evicted from their homes and more than three hundred years of Philadelphia history was lost.

Chapter III: The Pennsylvania Historical Salvage Council

As early as March, 1964, the Philadelphia Historical Commission was interested in Federal funding for the salvage of 18th-century materials in the path of the proposed interstate. In a letter written to the Chairman of the Commission, Grant Simon, on March 31, 1964, Federal Highway Administrator Rex Whitton explained that Philadelphia was eligible to participate in the Federal-aid highway program from the Department of Highways.¹⁵

On January 26, 1965, Simon informed the Department of Highways that the University of Pennsylvania would like to take part in surveying the planned path of the Delaware Expressway. According to the Federal Aid Highway and Highway Revenue Act of 1956, Section 120, "Archeological and Paleontological Salvage" and the Bureau of Public Roads, 10% of the project would be funded by the State, and 90% would be supported by Federal Funds.¹⁶ In his letter to Henry D. Haral, Secretary of the Department of Highways, Simon explained that the Commission would act as an intermediary between the Department and the University of Pennsylvania if necessary.

In 1965, Dr. John Cotter of the National Park Service and the University of Pennsylvania, urged to Dr. Roy F. Nichols, Vice Provost and Dean of the Graduate School of Arts and Sciences at the University, that "every effort be made to salvage archeological information in the proposed path of the Delaware Expressway especially along the Delaware River by applying for available Federal funds for this purpose. This roadway will pass over the site of Swedish settlements, the first temporary cave dwellings of Englishmen, and perhaps 400

18th and early 19th century residential, commercial, religious and public building sites.”¹⁷ As director of the proposed Salvage Council, Dr. John Cotter, on behalf of the National Park Service drafted a Cooperative Agreement between the Department of Highways, the State, and the University.¹⁸

Two months had passed since the Historical Commission had approached Henry Harral, and there seemed little cooperation from the Department of Highways. At this point, others became involved in the process. Two restoration consultants, Penelope Hartshorne and Lee H. Nelson, suggested: “It looks very much like three points are not getting through: 1. Doing the recording in advance of letting construction contracts, 2. Reimbursing the advance research by Federal Highway funds in the same proportions as the other construction costs, and 3. Making clear the predominant architectural aspect of the program.”¹⁹ They also suggested that the Commission send the map of structures designated as valuable to Secretary Harral. They believed this would help the Department grasp just how many historic structures would be lost in the path of the highway. In addition to Dr. Cotter’s Cooperative Agreement, Hartshorne and Nelson drafted an additional proposal to the Department of Highways.²⁰

In April, 1966, the Commonwealth of Pennsylvania began to show interest in Cotter’s proposed project. Cotter believed that in order to “evaluate the archeological work, it is necessary to also explore historical records and measure and record still standing buildings. In this field the Index of American Cultures of the University of Pennsylvania has established techniques and standards for cultural analysis which are of great value.”²¹ With that, a group of archeologists, historians and architects was formed to identify and docu-

ment the buildings with photographs and measured drawings. The architect John Dickey, of Dickey and Price, became the Associate Director of Measurement and Dr. Margaret Tinkcom, historian, was the Associate Director of texts. A wage scale was formed for both part-time and full-time workers of the project: GS-9 at \$7,479 for advanced M.A.'s, GS-7 at \$6,269 for the recent M.A.'s or little experience, and GS-5 at \$5,181 with a B.A. Those with less than bachelor degrees were also hired. ²²

In 1967, Dr. John L. Cotter stepped down as chair of the Pennsylvania Historical Salvage Council, since he was occupied with other projects at the time. In his place, he asked Anthony N.B. Garvan to become the University's archeological representative and to serve as the director of the Pennsylvania Historical Salvage Council. (Dr. John Cotter remained on the team as the Associate Director of Archeology).

During the first eighteen months, the Pennsylvania Historical Salvage Council and the Philadelphia Historical Commission selected sites and possible office locations. At the beginning of the project, the offices were located at the University of Pennsylvania. On August 1, 1967, they relocated to Head House Square, to the first floor of 410 S. Second Street. They paid \$1,000 for a total of six months' rent for an "archeology workroom and museum."²³

For the next couple of years, the Pennsylvania Historical Salvage Council conducted historical research on almost every area to be affected by the highway. That was all that they were able to work on because according to Garvan, "historical investigation is a standard part of archeological research and within the confines of an urban area cannot, because of cost and harmful publicity, be carried forward before the selection of the final

route.”²⁴ They were also hesitant to proceed until they were sure that Federal funds would support the program.

One area that Garvan and his team studied was Southwark, Philadelphia’s oldest neighborhood. The historic value of Southwark is described in the following letter from Senator Joseph S. Clark to Federal Highway Administrator Rex M. Whitton on August 1, 1966:

One of the great concerns of the people of Philadelphia about the Delaware Expressway is that the present plans will destroy over 131 certified historic homes in the Southwark area of the city. I profoundly wish that this highway could be located in such a way as not to make the destruction of these homes necessary. But if these homes are to be destroyed, the only conscionable thing to do is to provide a permanent architectural record for the future.

Southwark was the first area of Philadelphia to be settled and it is full of unexplored archeological deposits. In order to salvage these for the future the University of Pennsylvania proposes to enter into an agreement with the Pennsylvania Department of Highways to provide a permanent architectural record of the building and to explore archeological finds. The University proposes to do this under the guidelines set forth in Policy Procedure Memorandum #20-7 of August 24, 1959. This Bureau of Public Roads memorandum provides for Archeological and paleontological salvage.

I understand the University of Pennsylvania agreement was approved by Pennsylvania Secretary of Highways Harral, by that it never advanced any higher in the Bureau of Public Roads hierarchy than the Harrisburg office under Mr. John L. Stinson. I would be very grateful if you would look into this and give this proposal your favorable consideration.²⁵

Whitton replied to Clark’s letter on August 9, 1966, stating that “there seems no feasible way by which I-95 can be constructed without destruction of some of the houses in the Southwark neighborhood. This being the case we certainly are sympathetic to the

desired archeological study and salvage. We hope that the University of Pennsylvania will work closely with the Philadelphia Historical Commission which also has a vital interest in the preservation of a record of the architectural and archeological history of the area.”²⁶ Although it seemed an agreement had been made, the Pennsylvania Historical Salvage Council was unable to continue work without the cooperation of the Pennsylvania Department of Highways which showed a lack of interest in the matter.

Concerned citizens were also involved in the process. Mrs. Clifford Lewis, wife of a prominent Philadelphia lawyer, wrote to Harral, who, in response, replied on April 13, 1966:

Mrs. Cyril G. Fox handed me your letter to her dated April 9, 1966 regarding means of obtaining 90% Federal Aid in regard to your archeological work in the right of way of the Delaware Expressway. Inasmuch as this is a matter in which the Bureau of Public Roads would have to concur, I am sending a copy of your letter to the Division Engineer, Mr. John L. Stinson, for his suggestions in this regard.

The Department of Highways is always interested in the preservation of historic materials. However, it would seem that due to the urgency of construction, areas in which such participation is logical should be pinpointed in order that Federal or State funds would not be wasted on irrelevant sites, not to mention delays in the construction of this very important highway.

As soon as I have a reply from Mr. Stinson as to the possibilities in this regard, I shall notify you.

The Pennsylvania Historical Salvage Council was making little progress. On June 17, 1966, Margaret Tinkcom provided a progress report of the Salvage project. Garvan forwarded the following report to John Dickey, John Cotter and James Massey, a young architect employed for drafting:

1. Headquarters and limited office space is available until September 1 at room 3, Bennett Hall, University of Pennsylvania.

2. Department of Highways in Harrisburg and Philadelphia have been contacted re: contract, no objections, promise to expedite, informal oral promise of July 1, 1966.
3. Maps still not available. Base Route Map had been framed and can be transported to Philadelphia office for copying.
4. Price and Dickey have supplied list and album of buildings under survey in Old Swedes Vicinity.
5. Richard Webster is still available.
6. Contract now limited to one year \$150,000, renewable.
7. If signed I should like to immediately (August 1) press for a removal contract for three buildings, one year \$150,000.
8. Your opinion of 508 S. Water and 509 S. Front Street as first goals.
9. Organization chart should be ready on or about July 1, 1966.
10. Can we meet on Wednesday, June 22, 1966 at 2 p.m. in room 3 Bennett Hall, University of Pennsylvania.

11. Rough Budget

Archeology	July, 1966 – Sept. 1966	\$25,000
	Sept, 1966 – July, 1967	25,000
Measurement	July, 1966 – Sept. 1966	25, 000
	Sept, 1966 – July, 1967	25, 000
Textual	July, 1966 – Sept. 1966	10,000
	Sept, 1966 – July, 1967	10,000
Storage	July, 1966 – July, 1967	20, 000
Miscellaneous expenses, photography, mapping, office, publication,		
accounting fees		<u>10,000</u>
		\$150,000

12. Please comment on 11 and fill in details as well as may be. Any extra funds can well go to publication.
13. This summer will necessarily be rushed and desperate so as soon as possible all areas of construction north of Vine, Southwark and Pine – Front area and others should be considered and graded comparatively. ²⁷

Finally, in February of 1967, a conditional archeological contract was created between the Department of Highways, the Commonwealth of Pennsylvania and the University of Pennsylvania. Several conditions were stated in a letter from George Fenton, Division Engineer, on February 13, 1967, to Robert Bartlett of the Pennsylvania Department of Highways. One of Fenton's many regulations stated that it was "unacceptable to Public Roads to provide for 'open' funds in an agreement of this type. There must be a limit established on the amount of funds to be used for this work." A second policy that Fenton incorporated was that three phases were to be considered: Two of these phases were (a) reconnaissance survey and (b) preliminary site examination. (The third phase related to a similar project in Illinois). ²⁸

A third stipulation was that Federal funds could not be used for work without prior Public Roads' authorization. Finally, the Department "should also consider including a clause holding it harmless for any damages caused by the University's operation. Moreover, it would be appropriate to give the Department sole discretion to cancel the work in the event of undue delay, et cetera. It would also be preferable to indicate the participating ratio of Federal funds and include a reference to the authority by which such funds can participate." ²⁹

These regulations were just a few of the many other guidelines that the University

were required to follow. None the less, Garvan was satisfied that an agreement had been made. On February 15, 1967, he wrote to a Philadelphia lawyer, Lawrence M.C. Smith that he believed it was necessary to apply pressure in Washington because time was limited. "I do hope this matter can be concluded early this spring because in each day that passes, vandals, the weather and tractors destroy evidence." ³⁰

About a month later, a meeting was held between the Bureau of Public Roads, the University of Pennsylvania, and the Pennsylvania Department of Highways. Although there had been similar archeological salvage projects in the past, this was the first of such great intensity. The Bureau's interest began because of Article 305 in Title 23 of the U.S. Code which called for "the preservation of historical and archeological articles. However, recently, congress has passed several laws concerning the preservation of historical articles. These new laws will involve the Bureau much more in this field and they are now in the process of working out procedures to implement these laws." ³¹

Garvan asked if the Bureau was interested in relocating any historic structures. After they replied they were not, Garvan explained the three phases of the Council's work – First, research of the area, consisting primarily of deed searches and tracing of ownership. Second, after acquisition by the Department, the University would investigate, take measurements and photographs of buildings that warrant excavation. Third, after demolition, excavation of building sites would take place to search for artifacts. The Bureau explained that they would only pay for areas affected by Highway Construction, and the University was not to interfere with "the orderly progression of the construction contracts." Also, no work could be done without the Bureau's approval, and therefore the Department had to

obtain right of entry for each area before the University could continue with work. Furthermore, the State would not be responsible for any work of the Pennsylvania Historical Salvage Council.³²

During the next year, several sites for archeological work were chosen, mostly in the Northern Liberties-Fishtown-Kensington neighborhoods, which formed a highly industrial area. Raley recounted that the selection was made "by a committee; Tony [historian], me [architect], and the archaeologist. The choice was naturally very limited, but the final list was sent to the State of Pennsylvania Road Commissioner, who approved it, and off we went each in our own field."³³ In a summary report from August 15, 1967, Garvan described the area as "one of the earliest speculative planned communities in English-speaking America and one which, by design or accident, attracted a relatively homogenous group of residents, thus creating a community similar in many of its aspects to the new urban developments of the twentieth century. The architectural residential style developed, while typical of Philadelphia buildings elsewhere, has distinctive variants in design which quite precisely suited the family needs and personal aspirations of the immigrants and successive generations of occupants."³⁴ Included in this area was the first American porcelain factory, the Bonnin Morris factory (1770-1772).

Along with historical salvage work, Garvan contacted several agencies who had similar projects in the past. They included the Natural Science Museum in Cleveland, Ohio, which during archeological research had found over 10,000 specimens, including seventy-five animals in all classes and twenty-five plant specimens, several of which were new species introduced.³⁵ Prior to making a connection with Natural Science Museum in Ohio,

John Cotter had contacted The State Historical Society of Wisconsin. The curator of Anthropology at the Historical Society was eager to help of the Pennsylvania Historical Salvage Council and sent a copy of their manual for Highway Salvage Archeology, which included guidelines to follow for field and digging techniques.

Finally, Garvan contacted the Restoration Consultants, Nelson and Hartshorne. They responded to Garvan's request for help on May 31, 1967. They listed four disciplines that might be interested in the salvage work: "1. From a socio-economic viewpoint, the survey could reflect the patterns of urban life, the density, the scale of street development the growth of speculative building, etc. 2. The style evolution, and style origins of early buildings as they relate to the decorative arts, will be especially interesting to the architectural historian. 3. Technological historians are becoming increasingly interested in the technical aspects of building. Much material can be gathered or observed illustrating structure, manufacture, and the impact of mechanization upon the building arts. 4. Restorationists, architects, and museum curators will want to draw from not only the above disciplines, but also observations from examples of craftsmanship, joinery technique and design details." ³⁶

Hartshorne and Nelson also suggested the use of the 1860 Hexamer and Locher maps for research and they urged that detailed drawings be made of sections of original chair rails, baseboards, door and window architraves and exterior cornices. Hartshorne and Nelson saw this as a "unique opportunity to examine in one geographic area a large quantity of related houses and structures which have not been subjected to change other than normal maintenance." ³⁷

By 1967, a great number of people had already been displaced from their homes.

Although the houses were under the ownership of demolition contractors at this point, these empty structures were attractive to vandals and looters. Before the buildings could be properly documented by the Pennsylvania Historical Salvage Council or assessed by the Pennsylvania Historical and Museum Council, vandals were stripping them of historic materials and fixtures such as pipes, stoves, cupboards, etc. ³⁸ To solve the problem of looters and vandals, in the summer of 1967, David M. Smallwood, Commissioner of the City of Philadelphia created a liaison between the Highway Department and the local Police District to protect the vacant, historic properties. ³⁹

By August 1967, at least twenty blocks in Southwark had been demolished. Garvan became distressed by the amount of historic structures already lost but remained focused on the Northern part of the city. On August 2, 1967, he wrote to John Cotter: "Since the summer of 1966 some 20 blocks of Southwark have been destroyed. If archeological salvage is to justify its operation in densely settled areas, we must demonstrate it with this portion of the project this summer and autumn. The fact that the bulldozers are not now active has given us an extraordinary respite in which to recover ground lost by the delays in granting our funds." ⁴⁰

Garvan questioned whether archeological salvage could take place after grading has covered the sites. What could be salvaged of the old waterfront area of the 18th century? What could be learned from the archeology of Southwark? He wanted to incorporate this information into his survey of North Philadelphia, especially Kensington, to establish three main points: 1) the nature of ship building and the fishing industry before 1830 in this area, 2) the exploration of the domestic life of the immigrant in Philadelphia from 1800 to

1870 and 3) the development of light industrial techniques and manufacturing architectural construction.⁴¹ In Kensington they found traces of early balloon construction, small early 19th century houses and examples of industrial architecture.

The accomplishments of the Pennsylvania Historical Council sparked other attempts at historical salvage throughout the country. On July 25, 1967, Stephen Dietsch of the Paterson Planning Board in New Jersey sought help from Garvan and the Pennsylvania Historical Salvage Council. Similarly, the planning board expressed concern over a highway to be built through the city and adjacent to a proposed National Historic Park. Paterson faced losing historic industrial structures because of highway construction. Anthony Garvan replied to Stephen Deitsch's letter on August 1, 1967:

I am very, very much interested in your letter of July 25 and have for a long time been concerned with the history of industrial architecture. I would welcome the opportunity to go over the proposed routes with you either on a professional basis or on a superficial one. In any case, if federal funds are involved, it will probably be necessary to make a reasonably deep study of the area.

I will be delighted to discuss with you our work in Philadelphia although it is only just beginning to unfold.⁴²

Chapter IV: The Robert L. Raley Collection

In 1967, Anthony N.B. Garvan hired a young architect named Robert L. Raley to supervise the architectural portion of the Pennsylvania Historical Salvage Council. Garvan gave Raley the part-time position of Chief Architect from September 1, 1967, to February 1, 1968, for a total salary of \$2800. (Raley was also given permission to recruit draftsmen as needed for a total budget of \$6000 during the same period).⁴³ Raley would record, in detail, several properties in the Fishtown/Northern Liberties neighborhoods of Philadelphia.

Although the Pennsylvania Historical Salvage Council focused on a large section of the city, including Southwark, Society Hill and Queen Village, Raley's part of the project took place in Northern Liberties, Fishtown, and the surrounding area just northeast of the two. The boundaries of the survey were defined by Vine Street to the South and E. Girard Avenue to the north. The Pennsylvania Historical Salvage Council had divided each neighborhood into blocks. All of Raley's drawings stated that each structure, "within the right of way of the Delaware Expressway, was surveyed, researched and recorded by the Pennsylvania Historical Salvage Council of the University of Pennsylvania with funds granted for the historical salvage by the United States Bureau of Public Roads and the Pennsylvania Highway Department."⁴⁴

About ten years ago, Robert Raley donated his professional archive to The Athenaeum of Philadelphia. The archive includes twenty-seven folders containing his documentation from 1967- 1968, the year he surveyed and recorded forty-one buildings including residences, commercial complexes, restaurants, shops, and industrial buildings. The collection contains drawings that Raley and the other architects drew to conform to HABS standards.

Map of Raley's Study Area



Figure 4.1 Buildings Documented by Raley, Drawn by Author

Map of Raley's Study Area with Proposed Expressway



Figure 4.2 Buildings Documented by Raley in Path of Expressway, Drawn by Author

The following buildings were part of Raley's survey (in alphabetical order).

All images courtesy of The Athenaeum of Philadelphia unless otherwise noted:

128 & 130 Brown Street (Block 90):

128 and 130 Brown Street were 2 ½ story duplex residences (see below). These brick row houses were two of the earliest buildings that Raley documented, built before 1780. Documentation includes field, preliminary, and final drawings, as well as photographs (not yet found in collection).



Figure 4.3 Elevation of 128 & 130 Brown Street, The Robert Raley Collection

129 & 131 Brown Street (Block 90):

129 and 131 Brown Street were three story duplex residences and quite similar to 128 and 130. These houses, however, had more architectural detail; whether it was the way Raley drew them or the actual style of the house is unsure. Dates of construction are unknown, but are likely close to those of 128 and 130, possibly later. Documentation includes field and preliminary drawings, as well as photographs (not found in collection).

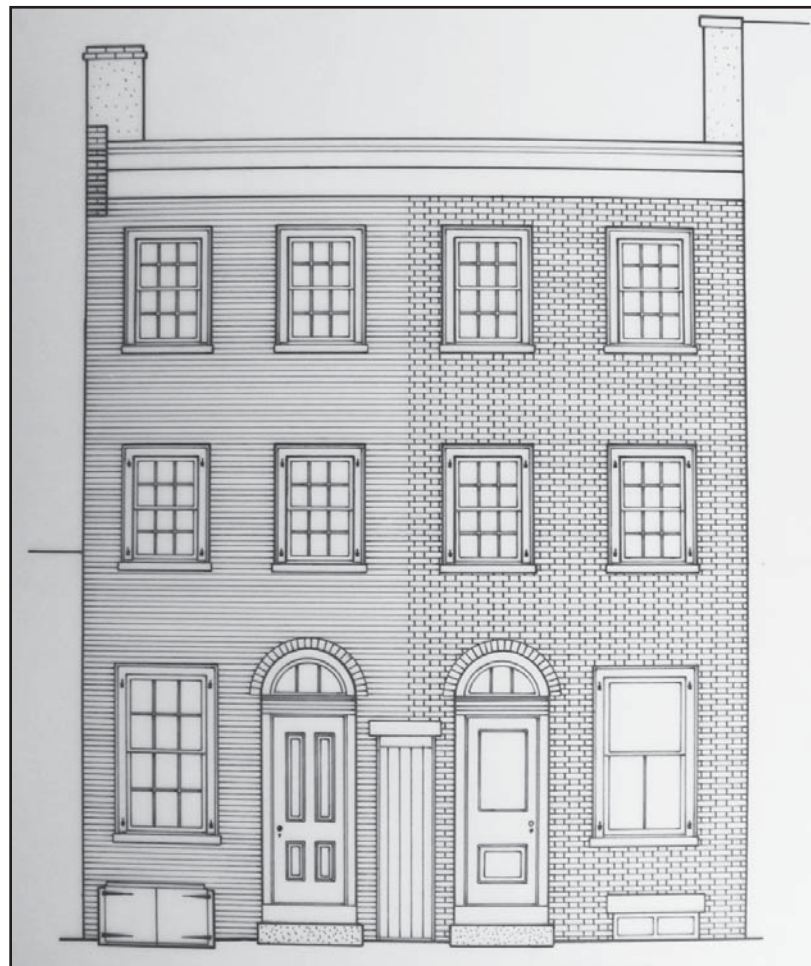


Figure 4.4 Elevation of 129 & 131 Brown Street, The Robert Raley Collection

1020 Crease Street (Block 107):

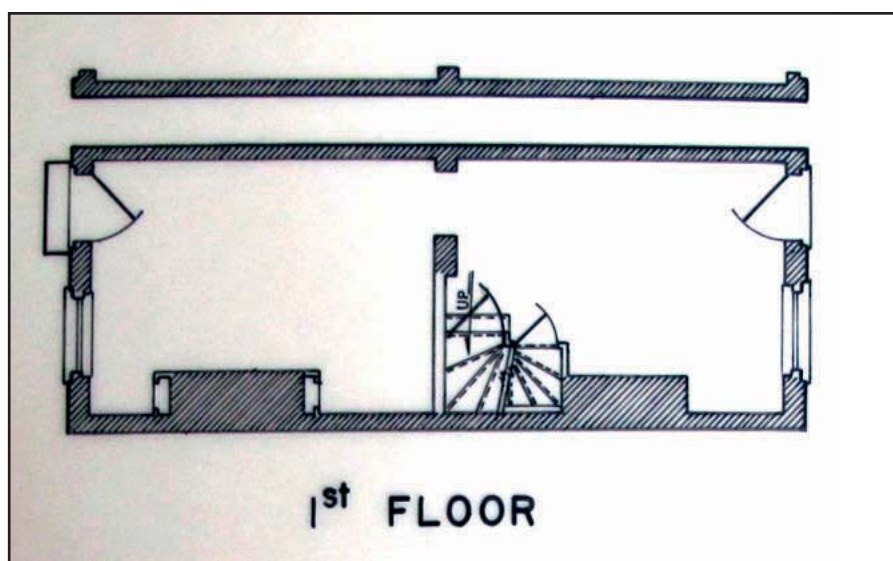


Figure 4.5 Floor plan of 129 Brown Street, The Robert Raley Collection

1020 Crease Street was a 2 ½ story dwelling built between 1825 and 1830. It was built by a grocer by the name of Abednego T. Whitton. Whitton built "two frame messuages or tenements and lot marked in the plan of partition of the Estate of Hugh McCulloch, deceased." ⁴⁵ In 1830, Calvin H. Barker bought the dwelling from Whitton, and about fifty years later, sold it to Nicholas Shepherd. In 1952, the property, owned at the time by Charles B. Shepherd was sold to Francis I. Farley "by sheriff." Just one month later, the house was turned over to Jeremiah F. Sheehan. Fifteen years later, the Commonwealth of Pennsylvania, Department of Highways seized the house from Sheehan's widow, Emma F. Sheehan, for the right of way of the Delaware Expressway.

According to Anthony Garvan's notes, 1020 Crease Street was remodeled around 1870 "with Mansard added. Old shell is easily discernable in interior. Good scale and detail of remodeling. Interesting variations on early type, larger Mansard examples built in 1870s."

⁴⁶ Documentation includes field, preliminary, and final drawings, as well as historical data and photographs (not yet found in collection).



Figure 4.6 Elevation of 1020 Crease Street, The Robert Raley Collection

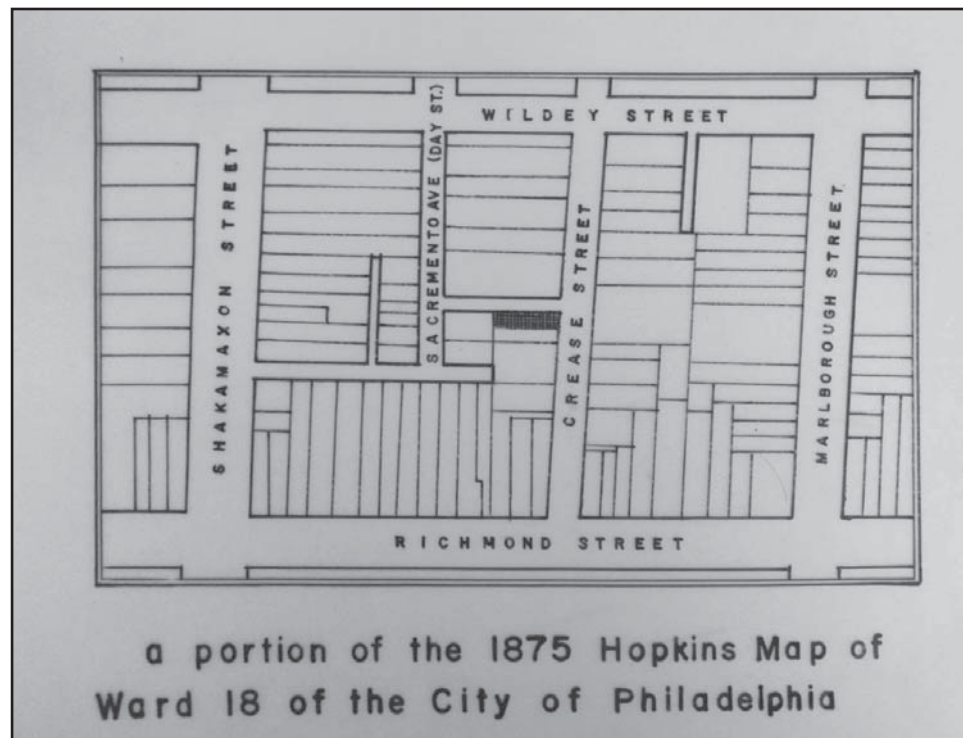


Figure 4.7 Map of 1020 Crease Street, The Robert Raley Collection

1028 Crease Street (Block 107):

Details of 1028 Crease Street, other than Raley's drawings, are unsure as no documentation was found in his collection at the Athenaeum or Garvan's collection at the University of Pennsylvania Archives.

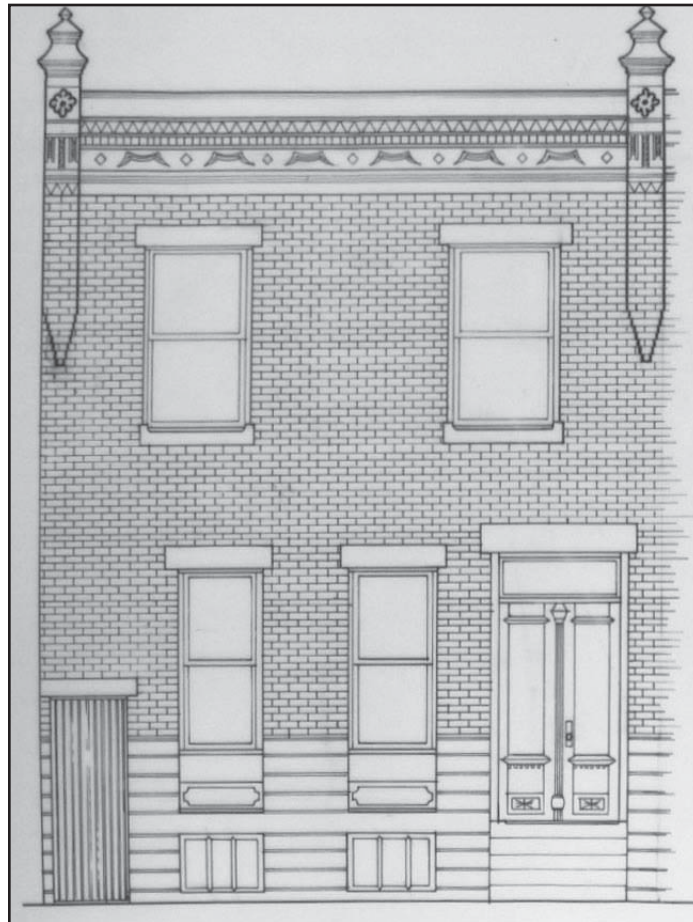


Figure 4.8 Elevation of 1028 Crease Street, The Robert Raley Collection

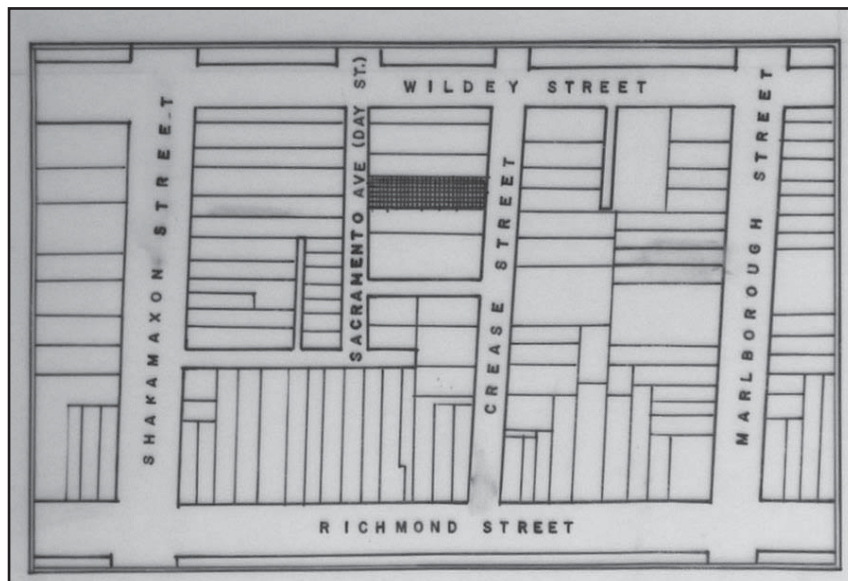


Figure 4.9 Map of 1028 Crease Street, The Robert Raley Collection

125-131 Ellen Street (Block 95):

125 through 131 Ellen Street were 2 ½ story row houses built around 1832. On the first of December 1894, John D. Yarrow, Esquire, Master “appointed by Court of Common Pleas number 4 for the County of Philadelphia” sold 125, 127 and 131 Ellen Street to George W. Holloway, gentleman, for \$1,550.⁴⁷ The houses were sold seven more times after Holloway until 1967, when current owners Russell Russ and Harry Rosen were forced out of their home by the Department of Highways.

129 Ellen Street had the same owners as the other three properties, however, the chain of title dates to sixty-five years earlier, June 9, 1829. That year, Manuel Eyre, merchant, and wife Ann, sold the house to Thomas Holloway, a steam engine manufacturer from Northern Liberties, for \$1,800. When Thomas died in 1853, he left the house to his wife Mary. His will stated that after the death of his wife, “partition should be made of all his property among his six children in equal parts.”⁴⁸ Thomas’s widow died in December, 1893, and a year later the house was sold to their son, George W. Holloway. It is possible that Thomas Holloway owned all four houses, but Anthony Garvan’s collection only has the earliest deeds for 129 Ellen Street.

Raley’s documentation suggests that the brick structures at 125-131 Ellen Street (see below) were built around 1832, three years after Thomas Holloway acquired the land. Included in Raley’s documentation were field, preliminary, and final drawings, as well as photographs (not yet found in collection).



Figure 4.10 Elevation of 125-131 Ellen Street, The Robert Raley Collection

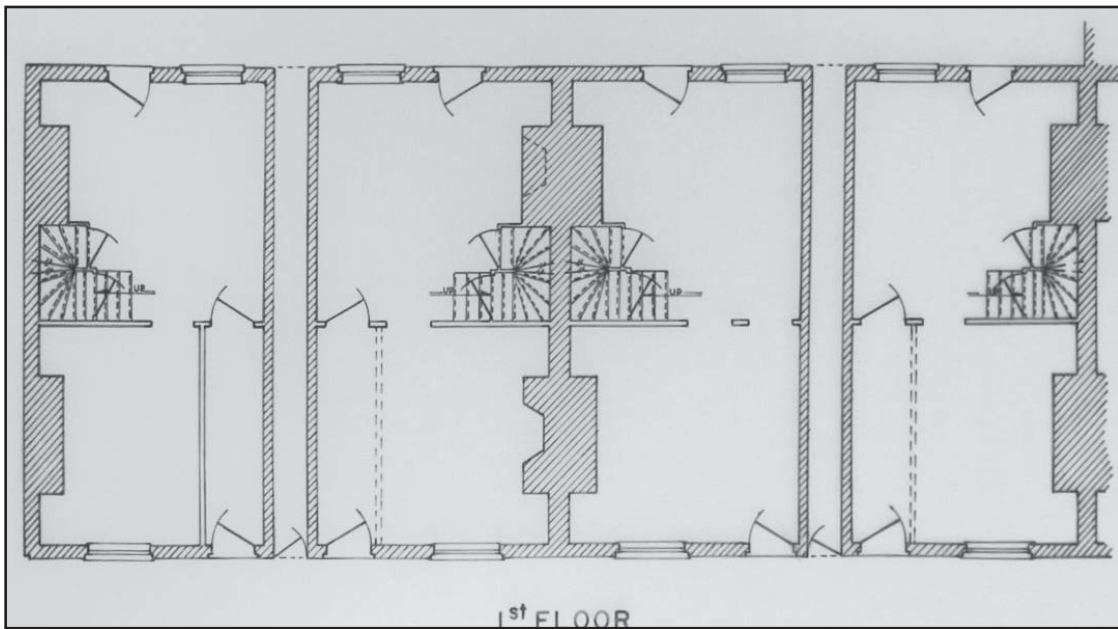


Figure 4.11 Floor Plans of 125-131 Ellen Street, The Robert Raley Collection

117 & 119 Fairmount Street (Block 88):

When Raley documented 117 and 119 Fairmount Avenue, he classified them as duplex residences. He drew field, preliminary and final drawings, which were accompanied by photographs and historical data. The 3 ½ story brick dwellings were built between 1801 and 1828 by a Northern Liberties trader named Andrew Manderson. Manderson acquired 119 Fairmount (and ones on other premises) for a total of \$741 in 1801 from James Budd. In 1828, Manderson and his wife, Elizabeth, sold the “brick and frame messuage or tenement and lot” for \$2,000 to a cordwainer by the name of George O. Gransback, also of Northern Liberties.⁴⁹

In 1881, following the death of George Gransback, Elizabeth Gransback, a relative to George, obtained the property for \$2,325. “George O. Gransback died seized of the premises, having made his last will and testament, duly proved on 7/16/1881 and registered at Philadelphia, wherein he directed his executors to sell his real estate.”⁵⁰ In 1919, 119 Fairmount was sold to Minnie Ledger, later Minnie Oekels, and in 1945 she sold it to Michael Scherneck and his wife. Unfortunately there is no deed information after 1945, but it is safe to assume that it was seized for the right of way for the Delaware Expressway in 1967, just as other buildings in the neighborhood were.

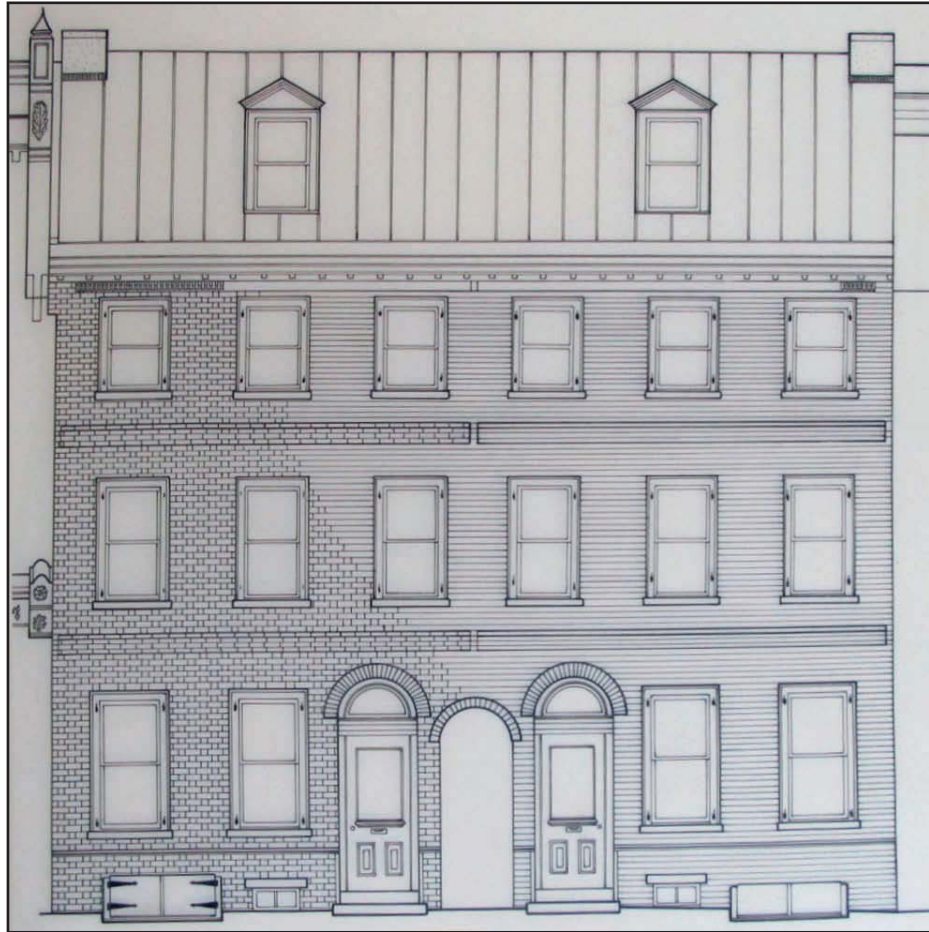


Figure 4.12 Elevation of 117 & 119 Fairmount Street, The Robert Raley Collection



Figure 4.13 Map of 117 & 119 Fairmount Street, The Robert Raley Collection

120 & 122 Fairmount Street (Block 86):

Similarly to 117 and 119 Fairmount Avenue, 120 and 122 were 3 ½ story duplex row houses. The structures were built between 1831 and 1836 by Joseph Singerly, house carpenter. Raley prepared field drawings, as well as preliminary, and final drawings, accompanied by photographs.



Figure 4.14 Photograph of 120 & 122 Fairmount Street, Phillyhistory.org

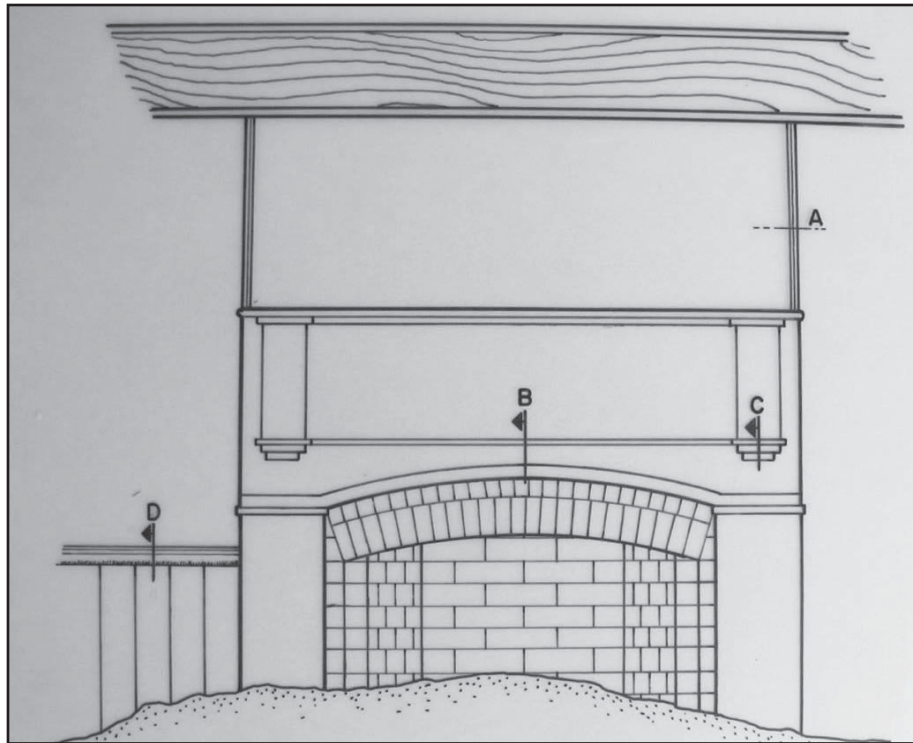


Figure 4.15 Fireplace Elevation of 120 Fairmount Street, The Robert Raley Collection

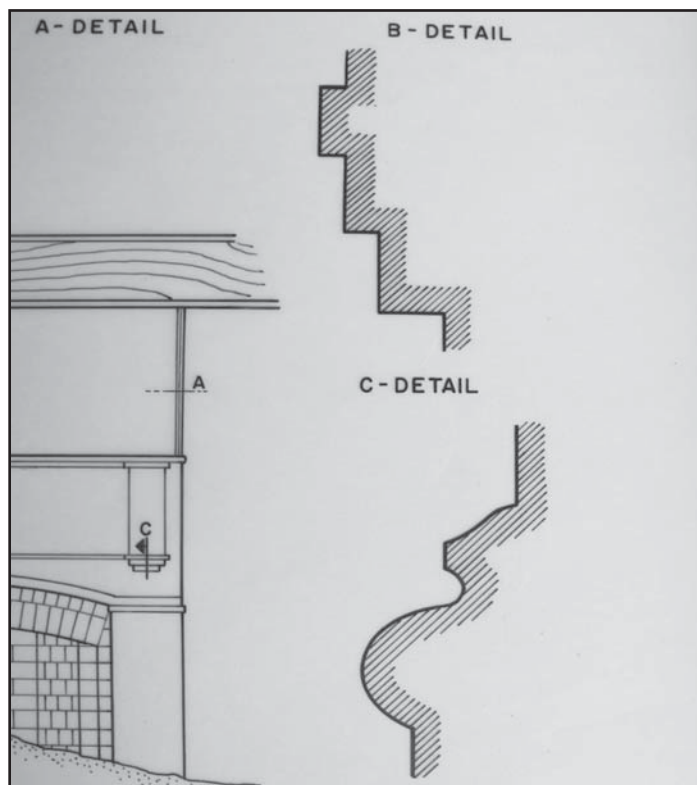


Figure 4.16 Details of 120 & 122 Fairmount Street, The Robert Raley Collection

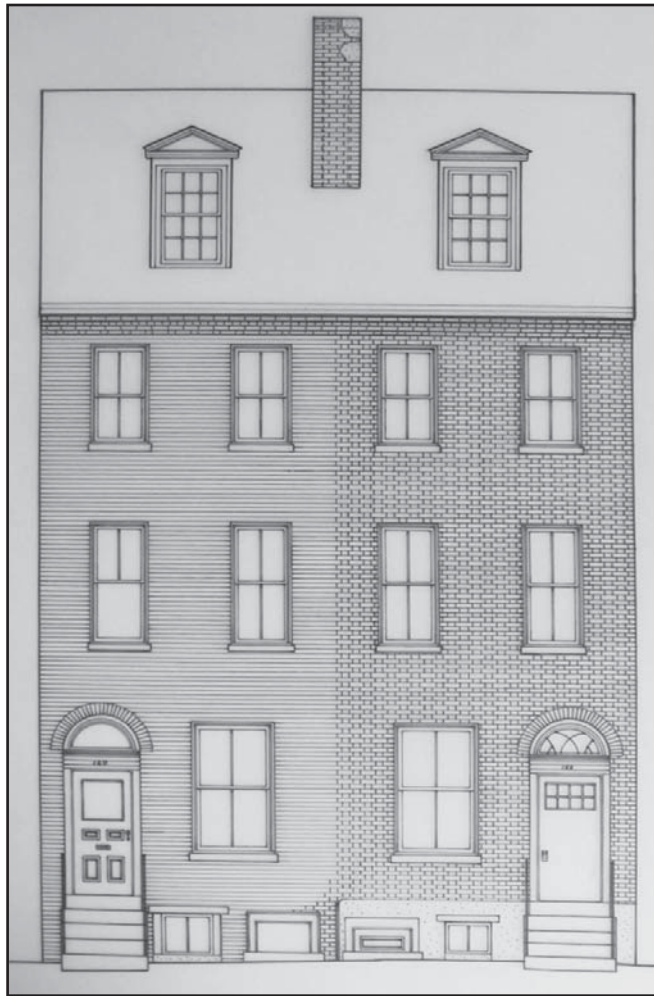


Figure 4.17 Elevation of 120 & 122 Fairmount Street, The Robert Raley Collection

144 Fairmount Street (Block 84):

144 Fairmount Street was a three- story brick, mixed- use structure. It served as a store, as well as a dwelling. It was built between 1864 and 1888. Documentation included field and preliminary drawings, as well as photographs (not found in collection).



Figure 4.18 Elevation of 144 Fairmount Street, The Robert Raley Collection

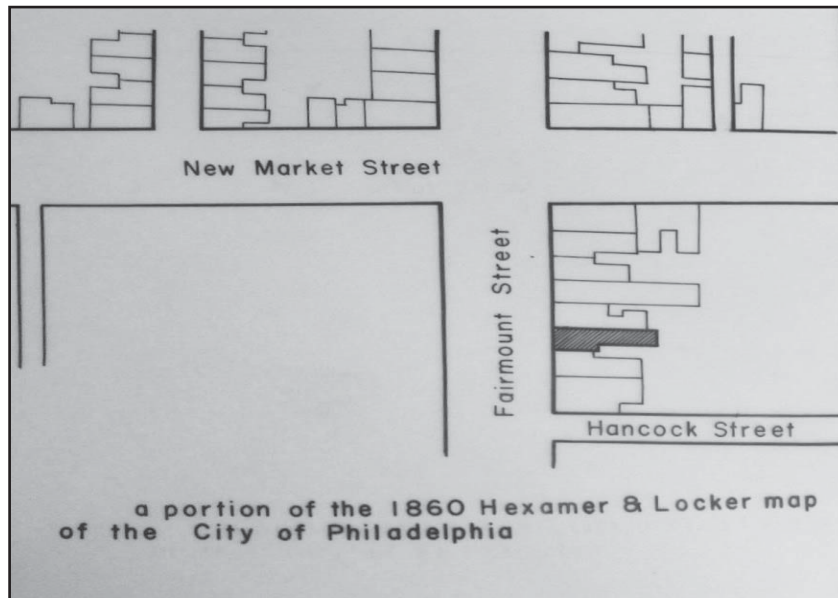


Figure 4.19 Map of 144 Fairmount Street, The Robert Raley Collection

1037 Frankford Avenue (Block 103):

In July 1967, the Pennsylvania Historical Salvage Council documented its first building, 1037 Frankford Avenue. Known as the Joseph Day House, it was a 2 ½ story frame structure built between 1821 and 1826. Joseph Day, a ship carpenter, chose to built his house on a one-hundred by fourteen feet lot on Frankford Avenue in Northern Liberties. Joseph's sister, Sarah Brown, purchased the dwelling from land speculators, Sarah and Turner Camac. The house was given to William R. Day in 1871 after Joseph Day's death.⁵¹

Before being seized by the Department of Highways, the house was owned and occupied by James T. Murphy, who had purchased the house from the Days in 1949. Raley produced field, preliminary, and final drawings. Photographs and historical data were also part of the documentation by the Historical Salvage Council (photographs not yet found in collection).



Figure 4.20 Photograph of 1037 Frankford Avenue, Phillyhistory.org

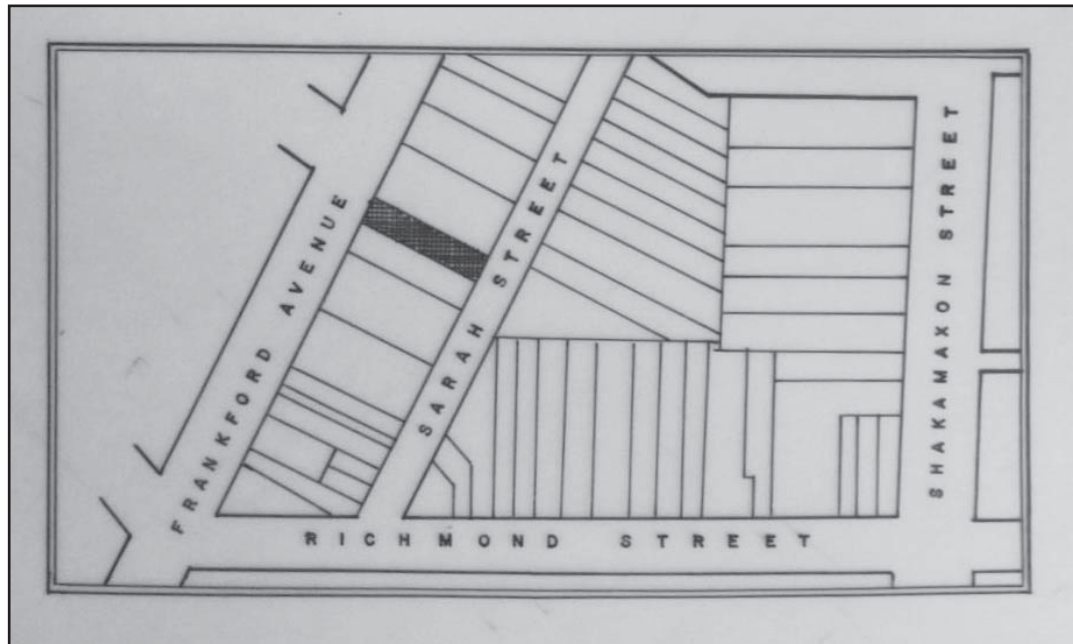


Figure 4.21 Map of 1037 Frankford Avenue, The Robert Raley Collection

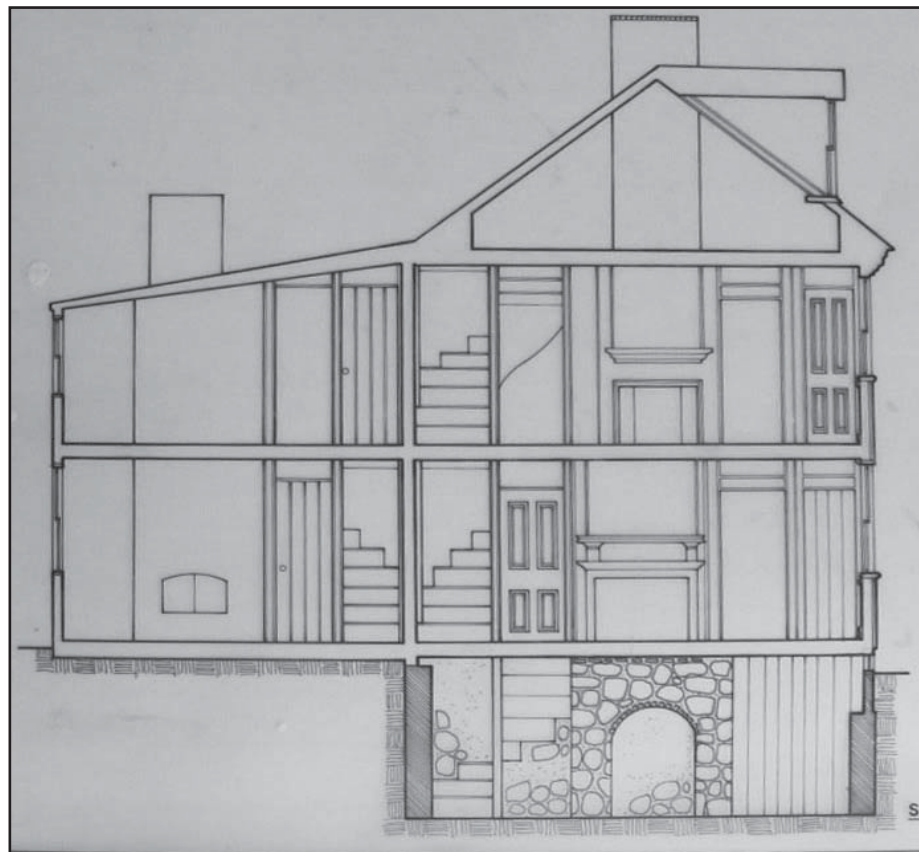


Figure 4.22 Section of 1037 Frankford Avenue, The Robert Raley Collection

976 Front Street (Block 95):

976 Front Street was a three- story brick dwelling. It was built around 1835 by Bernard Maguire, innkeeper. According to Anthony Garvan's notes, the structure was vacant during the Salvage Council's documentation, which included field and preliminary drawings. The surrounding homes were similar to 976, but were divided into apartments.



Figure 4.23 Elevation of 976 Front Street, The Robert Raley Collection

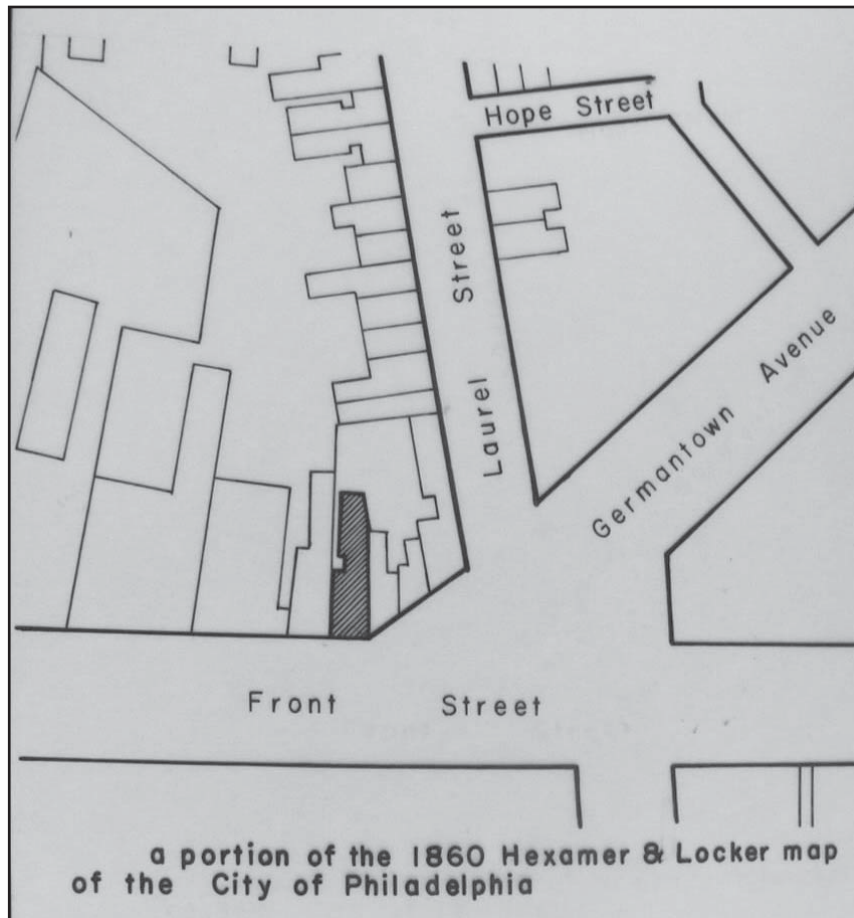


Figure 4.24 Map of 976 Front Street, The Robert Raley Collection

1001 N. Front Street (Block 99):

1001 – 1005 N. Front Street was a two – story, brick factory. It was the site of the original Keystone Saw and Tool works. The building that the Pennsylvania Historical Salvage Council documented was built in 1885. Between Robert Raley and his colleagues, field, preliminary and final drawings were produced, as well as historical data and photos.

On the November 19th, 1868, Henry Disston, a saw manufacturer, bought a large plot of land from the family of a deceased Montgomery County farmer, Robert Wallace. He obtained the land for a total of \$5,965. In 1884, Mary Disston, wife of deceased saw manu-

facturer sold the lot or “piece of ground” to saw manufacturer William Disston, probably her son, for \$232,188. This sum was considerably larger than the original price but the deed included other premises as well. A year later, William left the property to Mary Disston, a widow, possibly the same Mary that sold him the property.⁵²

Following the death of Mary Disston, the trustee of the estate, Liberty Title and Trust Company, sold the land to Fritz Geyer and Werner Kolb for \$19,000. “Several lots or pieces of ground with the factory buildings, dwelling houses and other buildings of every kind and description thereon erected, bounded by Laurel Street on the south, Front Street on the west, Richmond Street on the north and Frankford Avenue on the east; one of the several lots being the lot or piece of ground described above.”⁵³

In 1943, Fritz Geyer, Werner Kolb and their wives sold the property to Edward O. Stewart and his wife. The Stewarts held it until June 20, 1966, when it was seized by the Department of Highways, Commonwealth of Pennsylvania, “by condemnation for right of ways for the Delaware Expressway.”⁵⁴



Figure 4.25 Elevation of 1001 N. Front Street, The Robert Raley Collection



Figure 4.26 Elevation of 1001 N. Front Street, The Robert Raley Collection



Figure 4.27 Section of 1001 N. Front Street, The Robert Raley Collection

915 & 917 N. Hope Street (Block 94):

The structures at 915 and 917 N. Hope Street were three-story brick row houses.

The exact date of the buildings is unknown, but they were probably from the early to mid-19th century because the title dates back to 1828. Field, preliminary, and final drawings were prepared for the Salvage Council, and photographs were taken (not yet found in collection).

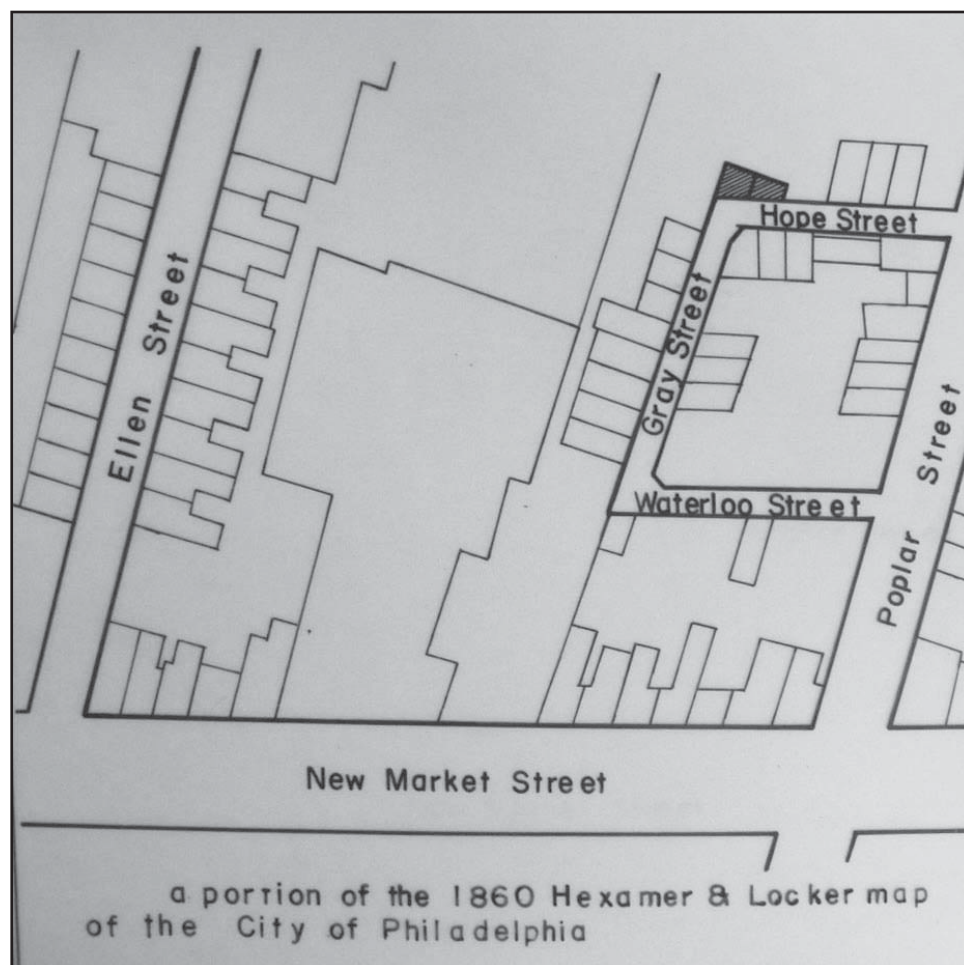


Figure 4.28 Map of 915 & 917 N. Hope Street, The Robert Raley Collection

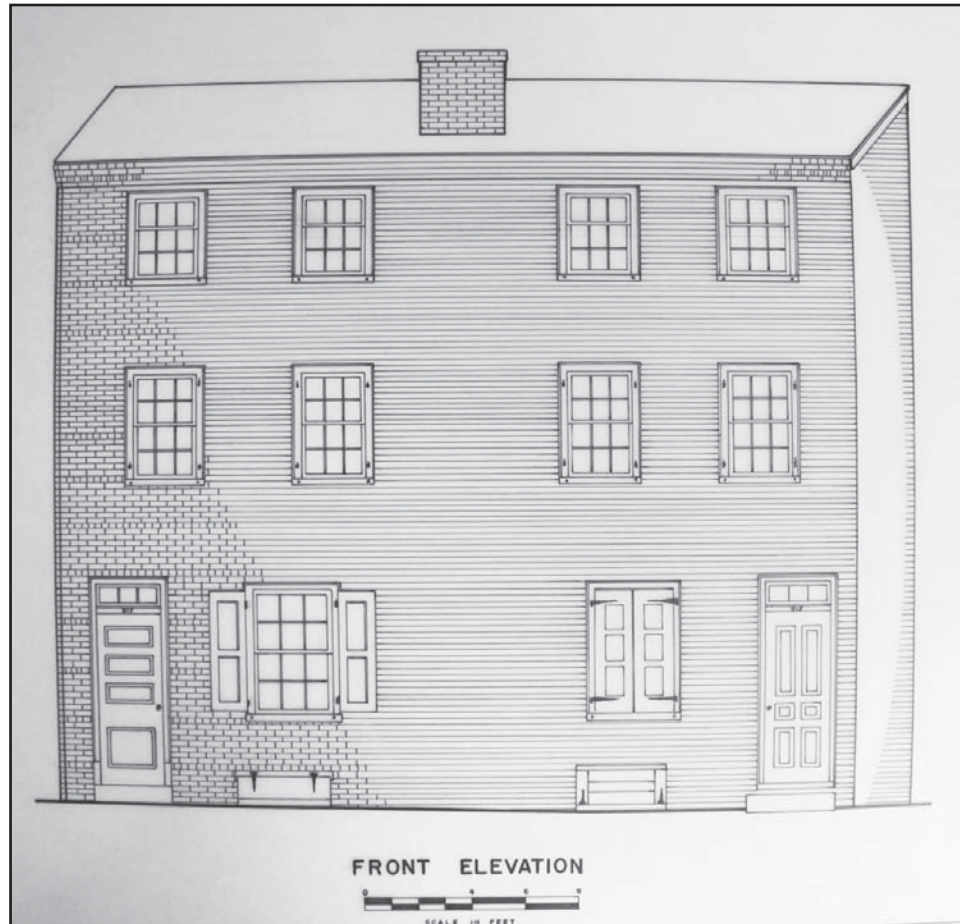


Figure 4.29 Elevation of 915 & 917 N. Hope Street, The Robert Raley Collection

123 Laurel Street (Block 97):

123 Laurel Street was a 2 ½ story brick row house. It was built between 1815 and 1819 by Robert Searle, and according to city directories, it was occupied by the grocer, Francis Kline, in 1867. The Salvage Council's documentation of 123 Laurel Street included field, preliminary, and final drawings, as well as historical data and photographs (not yet found in collection).

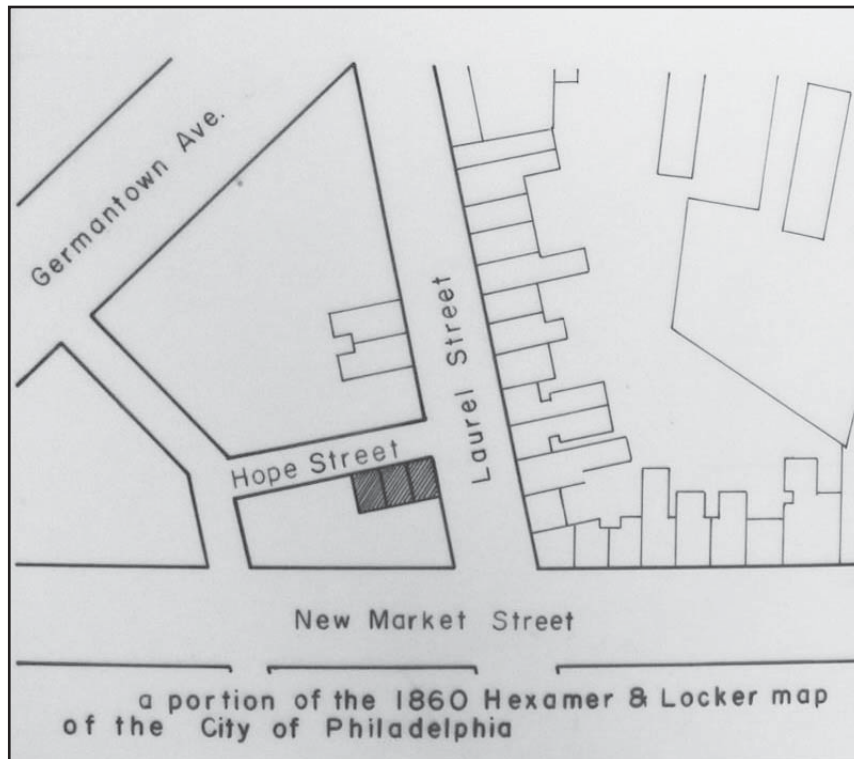


Figure 4.30 Map of 123 Laurel Street, The Robert Raley Collection



Figure 4.31 Elevation of 123 Laurel Street, The Robert Raley Collection



Figure 4.32 Elevation of 123 Laurel Street, The Robert Raley Collection

705 New Market Street (Block 88):

705 New Market Street (also known as 135 Fairmount Avenue) ⁵⁵ was a two-story single frame building, built around 1800 by George Meyer, a wheelwright. In 1925, Philip A. Becker and his wife Pauline sold the house to Manuel Kline. The same year, the house was sold to Walter Chmielewski, and then to Cecilia Dresner. The house changed owners several more times before it was taken by the Department of Highways in 1966. Documentation included field, preliminary, and final drawings, as well as historical data and photographs (not yet found in collection).



Figure 4.33 Elevation of 705 N. Market Street, The Robert Raley Collection

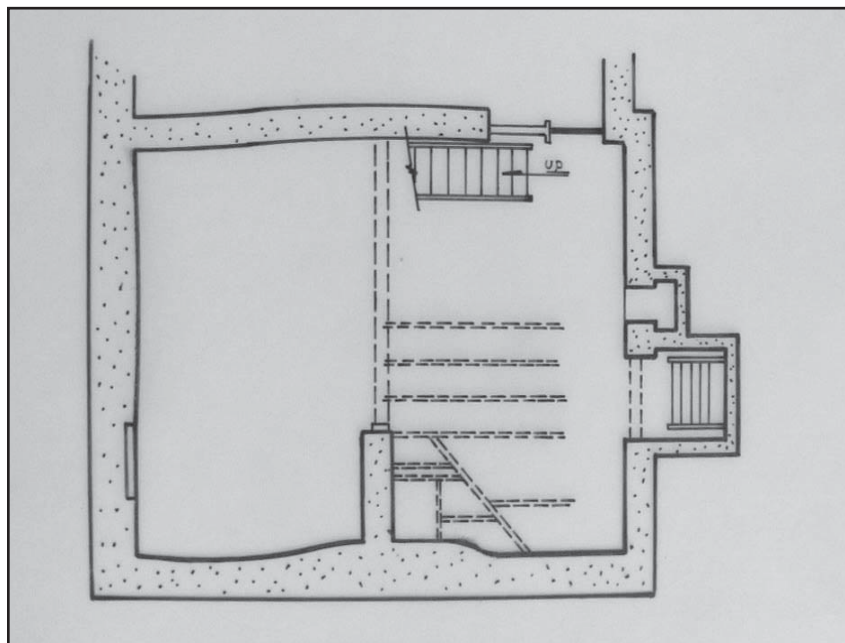


Figure 4.34 Basement Plan of 705 N. Market Street, The Robert Raley Collection

807 New Market Street (Block 92):

807 New Market Street was a two-story brick school house. The land was purchased in 1851 by the Controller of the Public Schools, First School District of Pennsylvania. It was purchased by merchant Jonathan Ward Swain of Northern Liberties for \$1 and a yearly rent of \$162. Before the land was purchased, it contained "three two-story messuages or tenements and one three-story brick messuage or tenement."⁵⁶ In November of 1966, Shunk Public School was seized by condemnation for right of ways for the Delaware Expressway. Raley produced field, preliminary, and final drawings, accompanied by historical data (chains of title) and photographs.



Figure 4.35 Photograph of 807 New Market Street, Phillyhistory.org

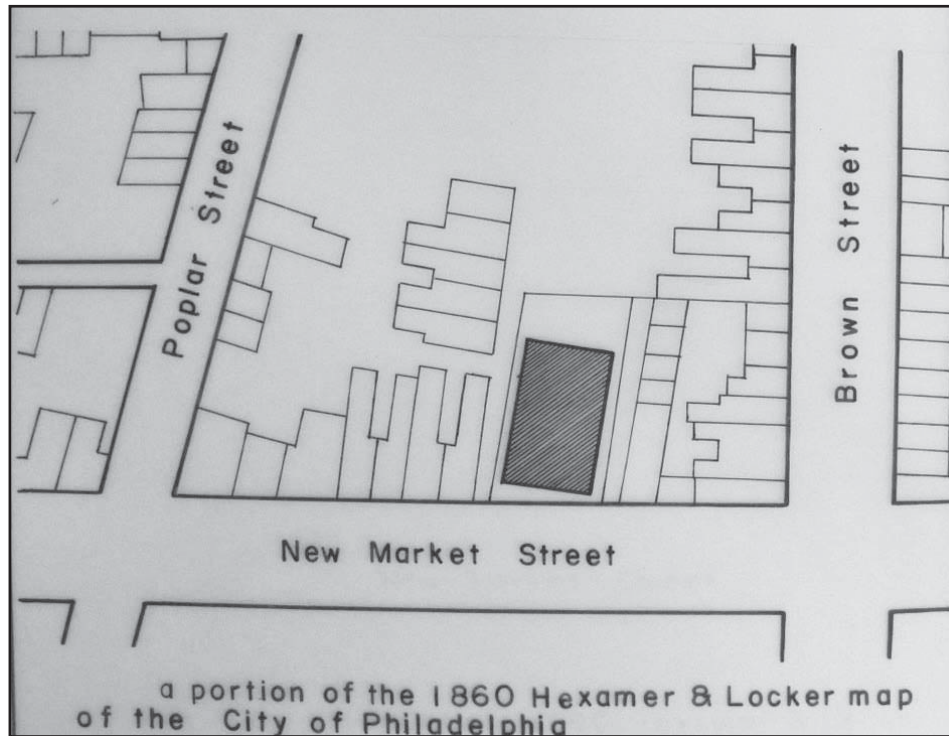


Figure 4.36 Map of 807 New Market Street, The Robert Raley Collection



Figure 4.37 Elevation of 807 New Market Street, The Robert Raley Collection

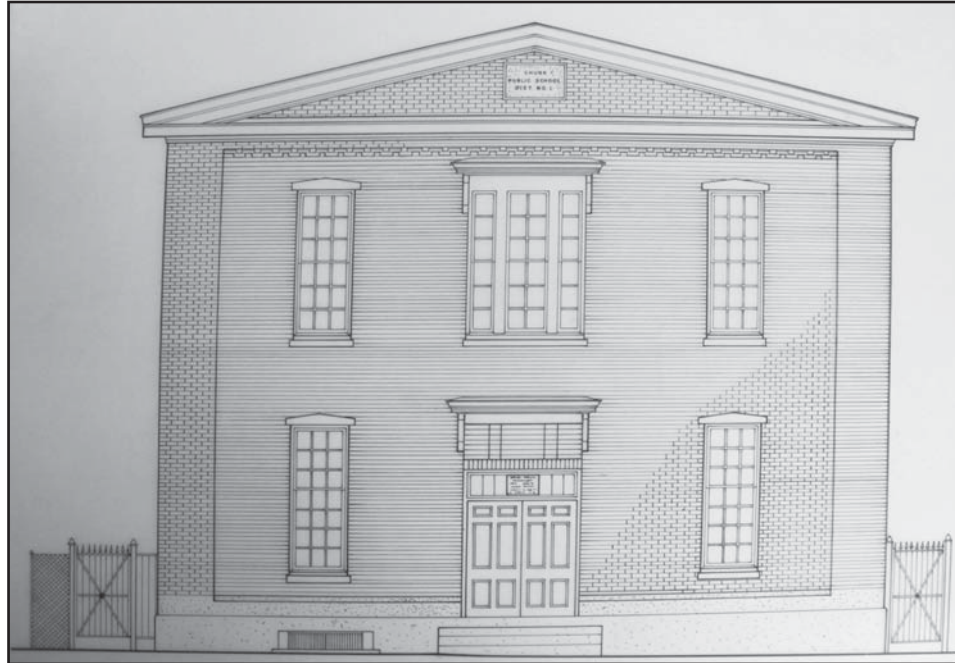


Figure 4.38 Elevation of 807 New Market Street, The Robert Raley Collection

826 New Market Street (Block 91):

826- 828 New Market Street was a two-story brick fire house, built after 1874 by the city of Philadelphia. The buildings on the plot were connected by the first floors only, and the station's rear structure faced Rancock Street.⁵⁷ Raley produced field, preliminary, and final drawings, and the Salvage Council took photographs as well.



Figure 4.39 Elevation of 826 New Market Street, The Robert Raley Collection



Figure 4.40 Photograph of 826 New Market Street, 1896, Phillyhistory.org



Figure 4.41 Photograph of 826 New Market Street, 1928, Phillyhistory.org

911 New Market Street (Block 94):

The row house at 911 New Market Street, pictured below, was a 2 ½ story brick dwelling built around 1810 by Peter Armstrong, porter.⁵⁸ The collection included field, preliminary, and final drawings as well as photographs documenting 911 New Market.

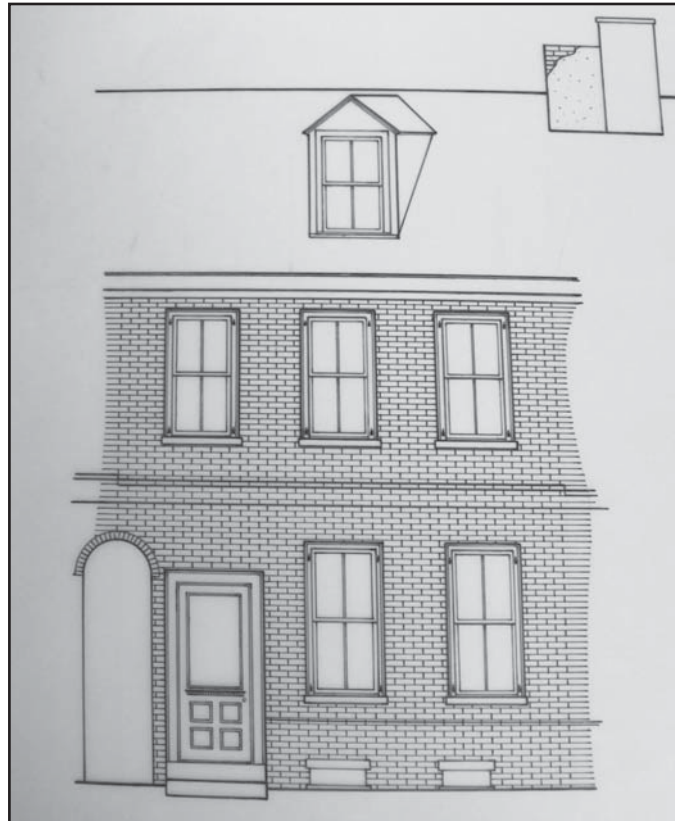


Figure 4.42 Elevation of 911 New Market Street, The Robert Raley Collection

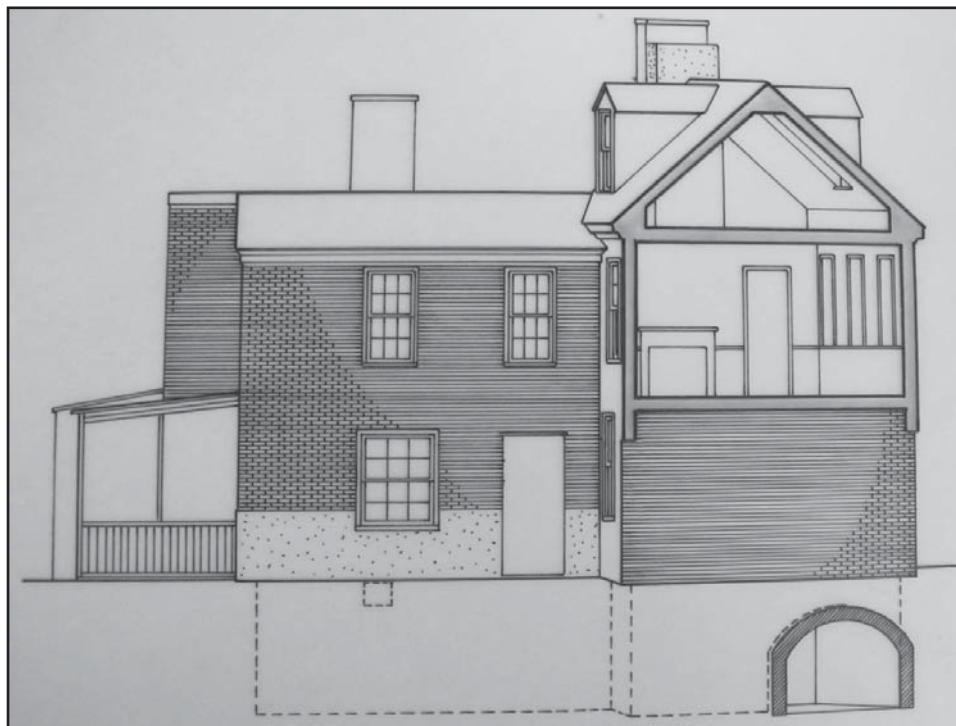


Figure 4.43 Section of 911 New Market Street, The Robert Raley Collection

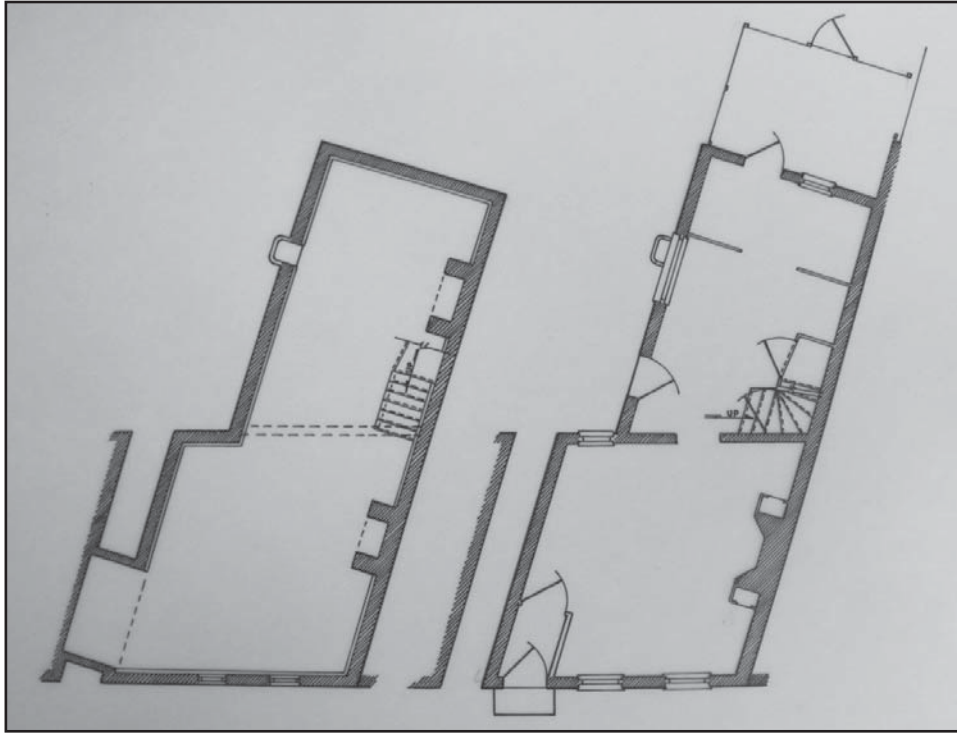


Figure 4.44 Floor plans of 911 New Market Street, The Robert Raley Collection

919-927 New Market Street (Block 94):

919 through 927 New Market Street was a large, two-story brick factory built around 1830 by George Blight, a merchant in the city of Philadelphia. Blight bought "two certain frame messuages or tenements and lot or piece of ground situated on the east side of Budd Street between Poplar Lane and Laurel Street in the Northern Liberties" for \$1,050 from Thomas Holloway, a cabinet maker in Northern Liberties. Following Blight, a succession of members of the Kennedy family owned the property until the beginning of the twentieth century.⁵⁹

During the next sixty years, several companies occupied the factory. In 1907,

George W. Kugler and Sons Company bought the factory, and then sold it to the Philip Sachse Box Company. The factory was turned over to Sachse, Inc. for \$240,000 in 1961, only for it to be condemned six years later by the Commonwealth of Pennsylvania.⁶⁰ The Historical Salvage Council documentation includes field, preliminary, and final drawings, as well as historical data and photographs.

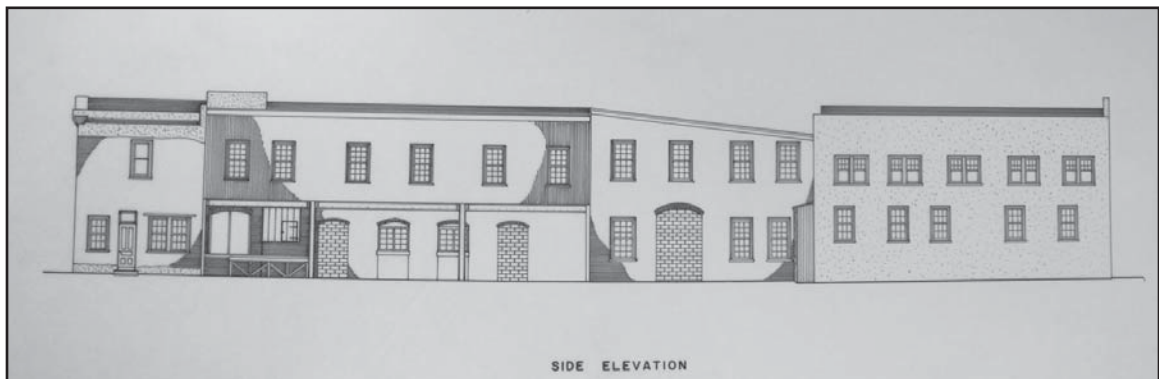


Figure 4.45 Elevation of 919 – 927 New Market Street, The Robert Raley Collection



Figure 4.46 Elevation of 919 – 927 New Market Street, The Robert Raley Collection



Figure 4.47 Map of 919-927 New Market Street, The Robert Raley Collection

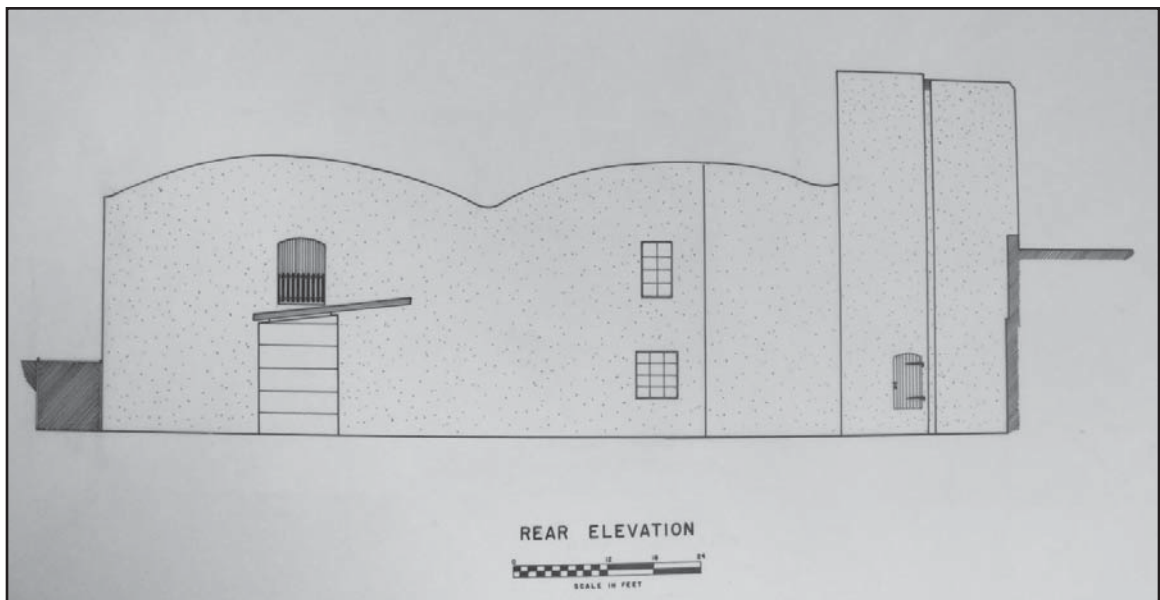


Figure 4.48 Elevation of 919-927 New Market Street, The Robert Raley Collection

132 & 134 Olive Street (Block 88):

132 and 134 Olive Street were 2 ½ story, two-bay, brick row houses. They were both built around 1791, most likely by Anthony Butler, Esquire.⁶¹ Documentation for 132 and 134 Olive Street include field and preliminary drawings, as well as photographs (not yet found in collection).



Figure 4.49 Elevation of 132 & 134 Olive Street, The Robert Raley Collection

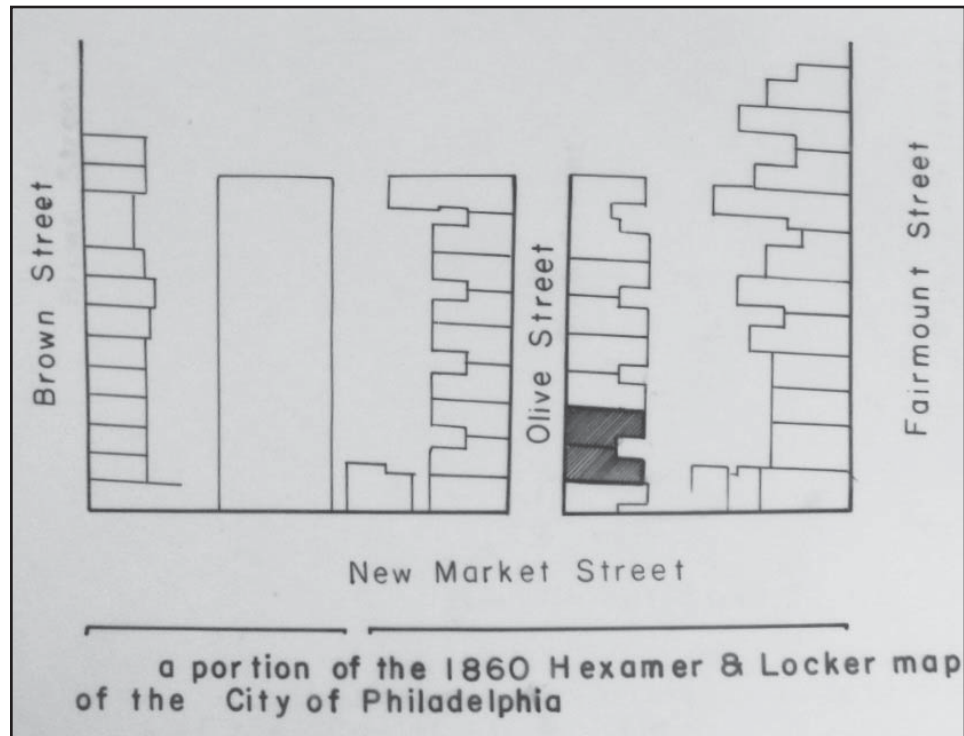


Figure 4.50 Map of 132 & 134 Olive Street, The Robert Raley Collection

336 Richmond Street (Block 110):

336 Richmond Street was a two-story commercial complex. The brick structure was built around 1867 by Isaac H. Wainwright, a hardware merchant, possibly replacing an earlier building whose title dates to 1769. The commercial complex housed Ulmer Machine Equipment.⁶² Field and preliminary drawings were prepared, as well as photographs (not yet found in collection).

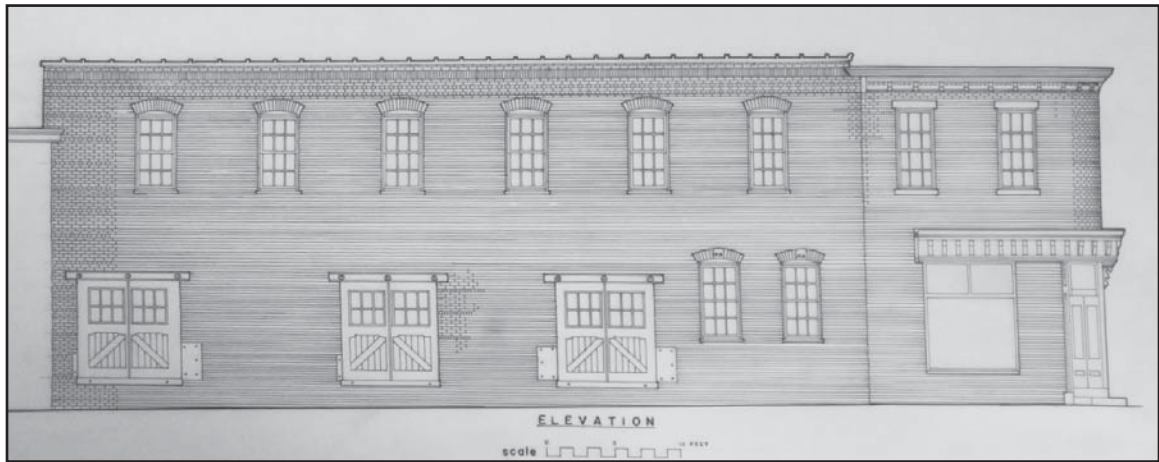


Figure 4.51 Elevation of 336 Richmond Street, The Robert Raley Collection



Figure 4.52 Elevation of 336 Richmond Street, The Robert Raley Collection

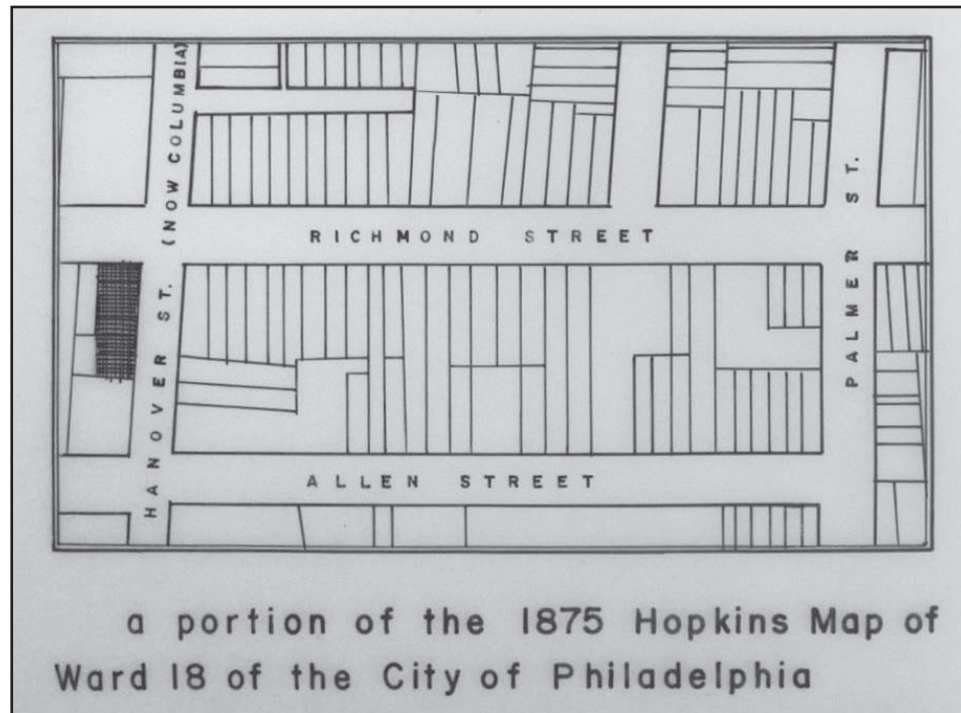


Figure 4.53 Map of 336 Richmond Street, The Robert Raley Collection

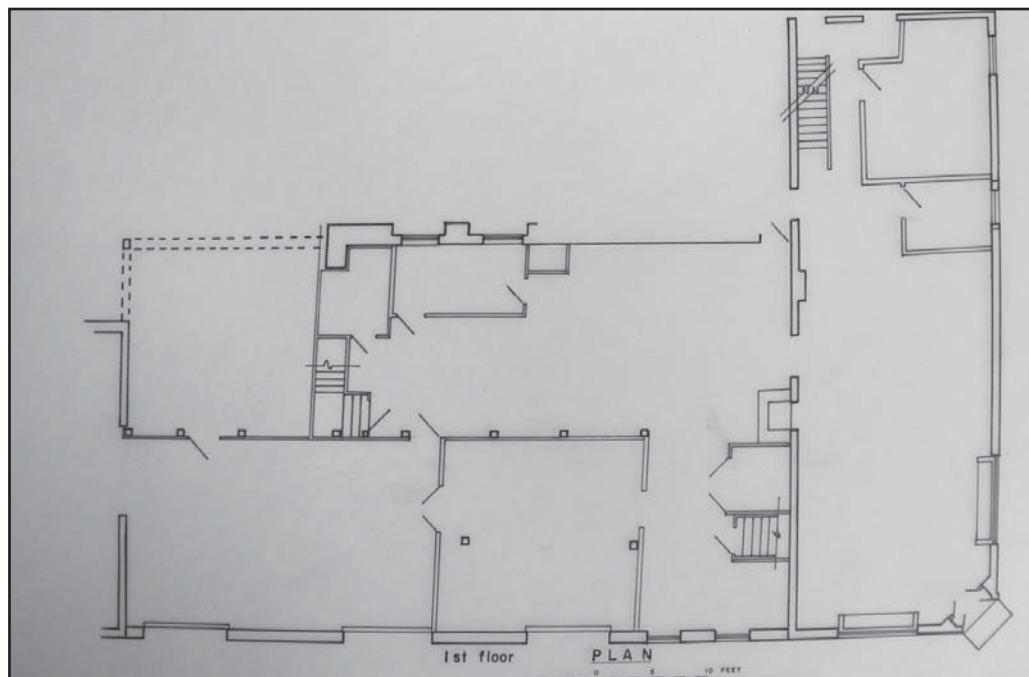


Figure 4.54 Floor Plan of 336 Richmond Street, The Robert Raley Collection

400 Richmond Street (Block 114):

On July 17, 1832, a single woman named Lydia Eyre, of Kensington, sold a parcel of land to Michael Day for \$3,400. He built a three story brick structure that was used as a bar and dwelling. Upon his death in 1863, Michael Day "devised one half part of one half part of his residuary estate" to his nephew George Day. The property at 400 Richmond Street was sold a few more times before being acquired by Terence Mooney and his wife, Ellen, in 1920.⁶³ Like the rest of the neighborhood, the bar/dwelling was seized in 1966. Documentation of the building include field and preliminary drawings, historical data, and photographs.



Figure 4.55 Photograph of 400 Richmond Street, Phillyhistory.org

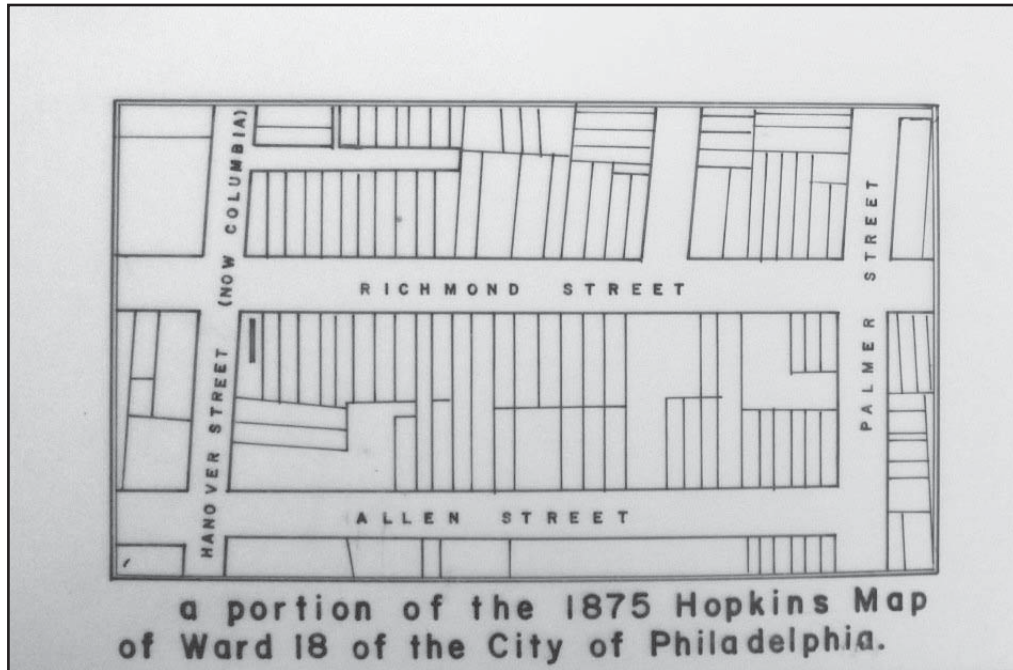


Figure 4.56 Map of 400 Richmond Street, The Robert Raley Collection

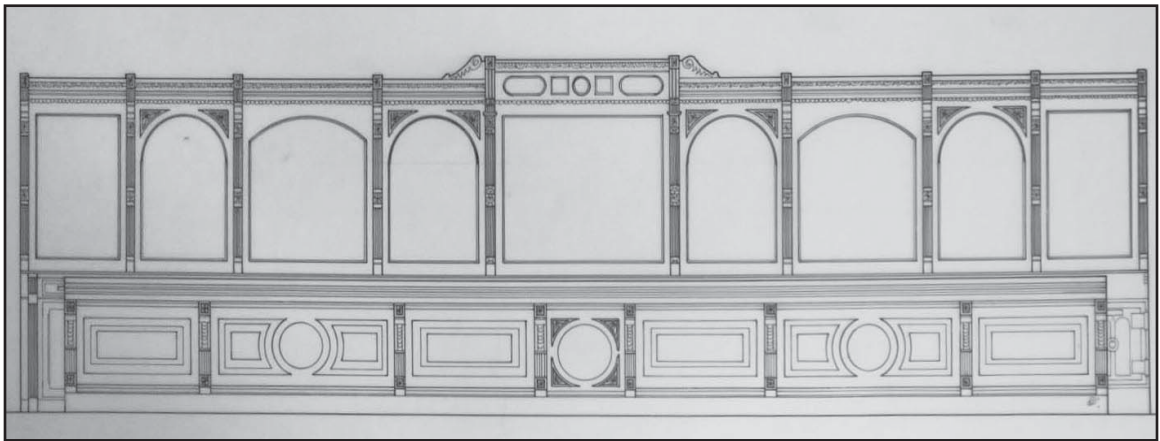


Figure 4.57 Interior Elevation of 400 Richmond Street, The Robert Raley Collection

401 Richmond Street (Block 112):

401 Richmond Street was a two- bay house built around 1850 by a Northern Liberties grocer, David Adams. The chain of title for the land, however, dates to August, 1712,

when Benjamin Fairman bought the land from his father, Thomas. The land consisted of a “dwelling house of brick at Shackamaxon with the barn, orchard, garden, clear land, fences, meadows, swamps, and cripples [low, wet land] with one half of the cider works being bounded to the north and northeast by the land of Samuel Carpenter; to the east and southeast by Fairman’s Creek and the Delaware River unto a post at low water mark opposite the lane between the two houses.” ⁶⁴

After David Adams, there were ten owners of the shop/residence until 1951. It was then that George F. Goodman, Jr. and his wife, Margaret, bought the property from relative, Minnie M. Goodman. ⁶⁵ They stayed at 401 Richmond until 1967 when the inevitable happened; the property was seized by the Department of Highways for Interstate- 95. According to Garvan’s notes it contained moulded brick decorations and a fancy bay window, it was small scale, and very unusual. It was part of a Machine Shop, a “typical 19th century house remodeled.” ⁶⁶



Figure 4.58 Elevation of 401 Richmond Street, The Robert Raley Collection



Figure 4.59 Elevation of 401 Richmond Street, The Robert Raley Collection

403 Richmond Street (Block 112):

In 1847, John S. Smith, previously of Baltimore, Maryland, moved to Northern Liberties where he bought a parcel of land at 403 Richmond Street from lumber merchant Peter Keyser for \$1.00. Around 1850, he built a three-story brick dwelling, using the first floor as his shop. He paid a yearly rent of \$45.00 to Keyser and his wife.⁶⁷ Records show that the space was used as a “retail trimmings” shop in 1867.⁶⁸ After Smith, and until the property

was seized by the Department of Highways, it was occupied by several owners, including a cabinetmaker and the Hunting Park Building and Loan Association.

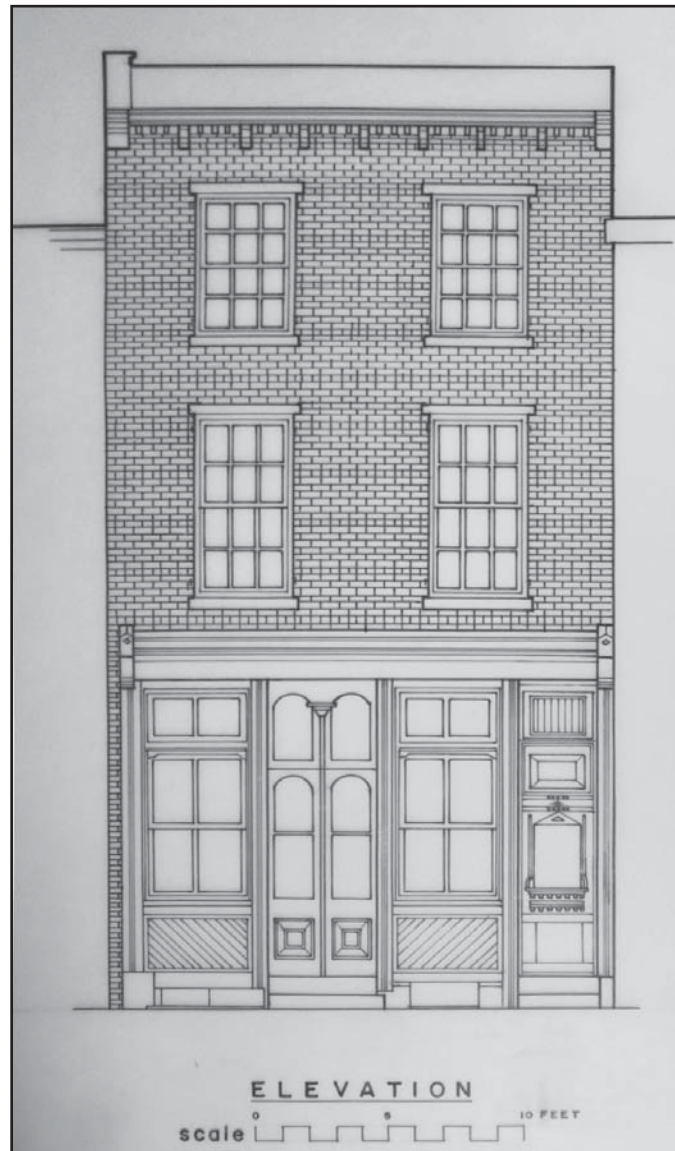


Figure 4.60 Elevation of 403 Richmond Street, The Robert Raley Collection

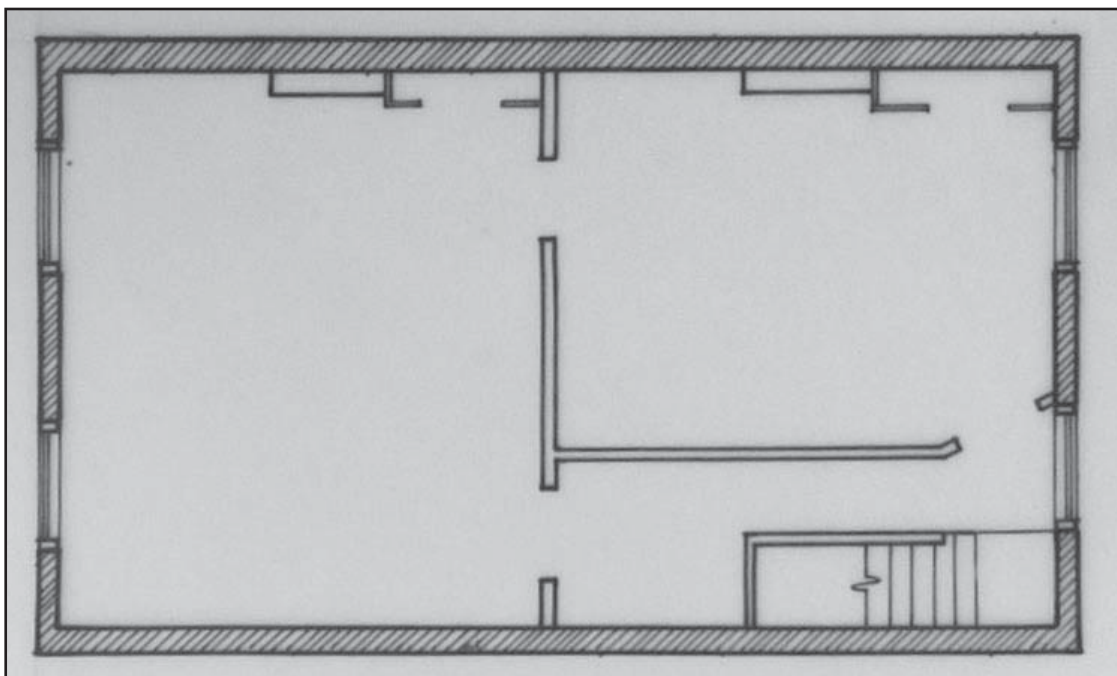


Figure 4.61 Floor Plan of 403 Richmond Street, The Robert Raley Collection

408 Richmond Street (Block 114):

408 Richmond Street was a two-story brick store and dwelling. It was built after 1871 by a widow, Annie S. Brown. It was used as a shop and dwelling until its condemnation in 1967. ⁶⁹ Documentation includes field and preliminary drawings, as well as photos.

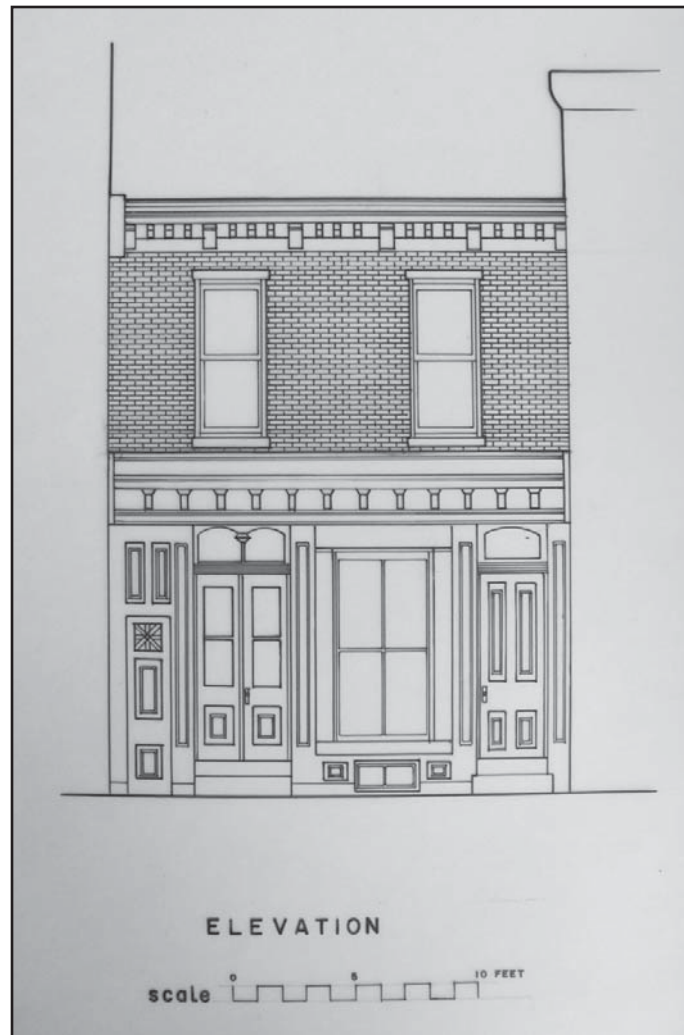


Figure 4.62 Elevation of 408 Richmond Street, The Robert Raley Collection

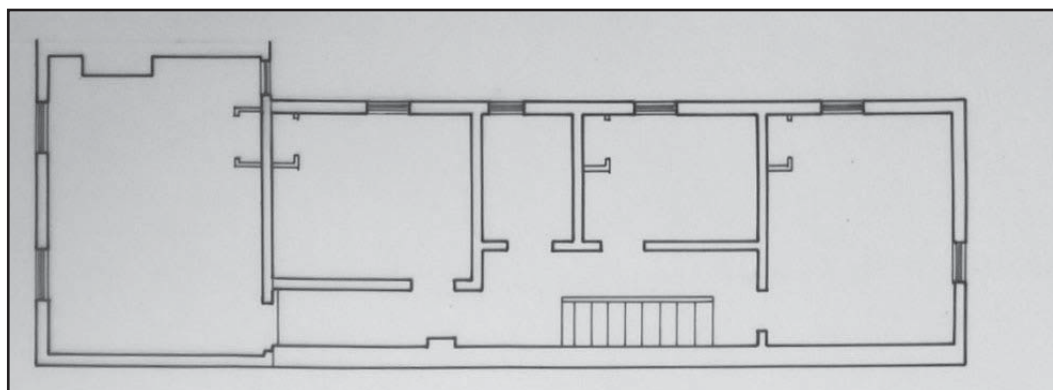


Figure 4.63 Floorplan of 408 Richmond Street, The Robert Raley Collection

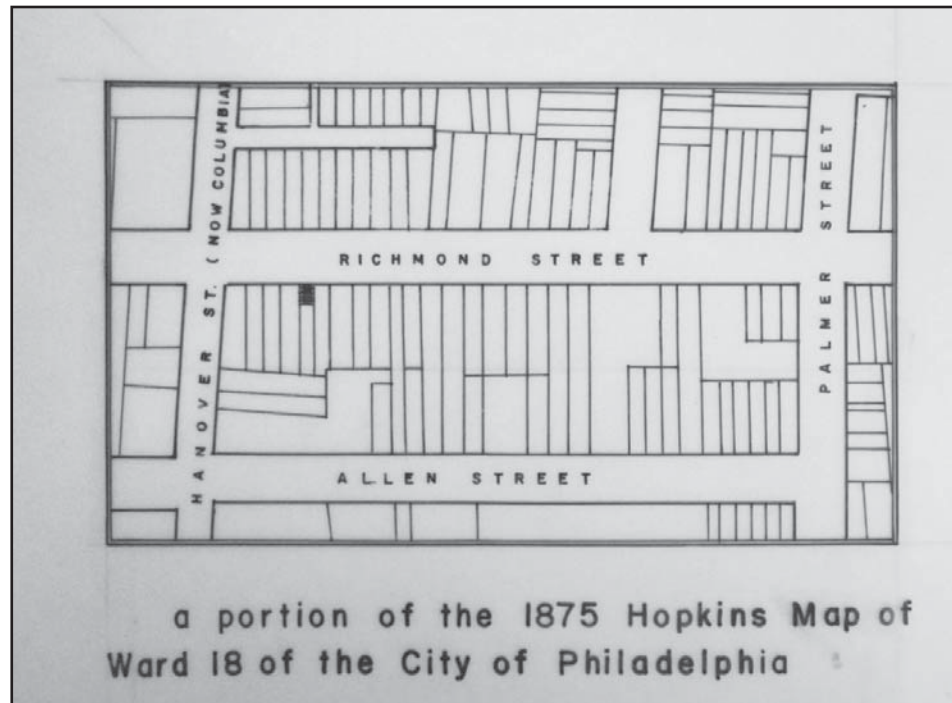


Figure 4.64 Map of 408 Richmond Street, The Robert Raley Collection

427-429 Richmond Street (Block 112):

427 Richmond Street was a 2 ½ story brick dwelling built around 1860 by John Coates Browne, a Philadelphia Chemist, and his wife Alice. The property at 427 was bought from John C. Browne and his wife, Hannah, presumably John's parents. Like 401 Richmond, the chain of title began in 1712 with Thomas Fairman and wife, Elizabeth. At the beginning of the 18th century, the property consisted of about 300 acres near the Delaware River and Fairman's Creek. After John Coates Browne, there were three owners before the house was condemned by the Department of Highways in March, 1967.⁷⁰ Documentation from the Historical Salvage Council includes field, preliminary, and final drawings, as well as historical data and photographs.

429 Richmond Street was attached to 427 Richmond Street and had the same architectural style. No documentation other than Raley's drawings were found at the Athenaeum.



Figure 4.65 Elevation of 427-429 Richmond Street, The Robert Raley Collection

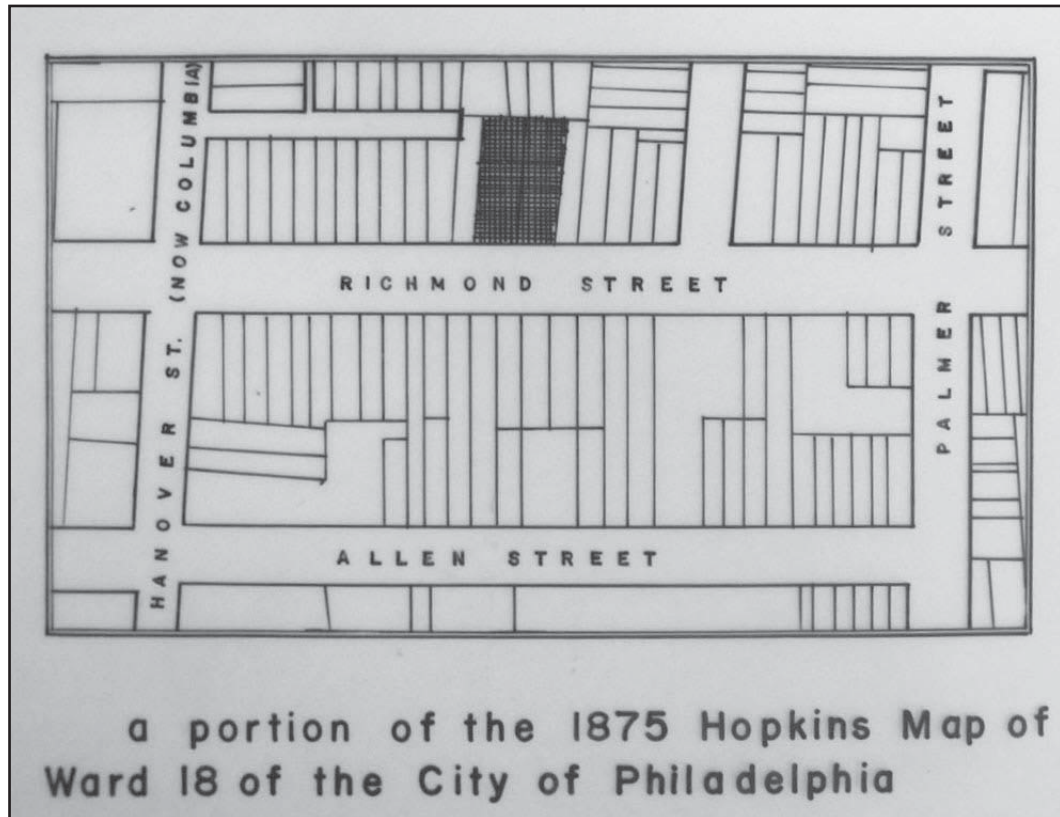


Figure 4.66 Map of 427-429 Richmond Street, The Robert Raley Collection

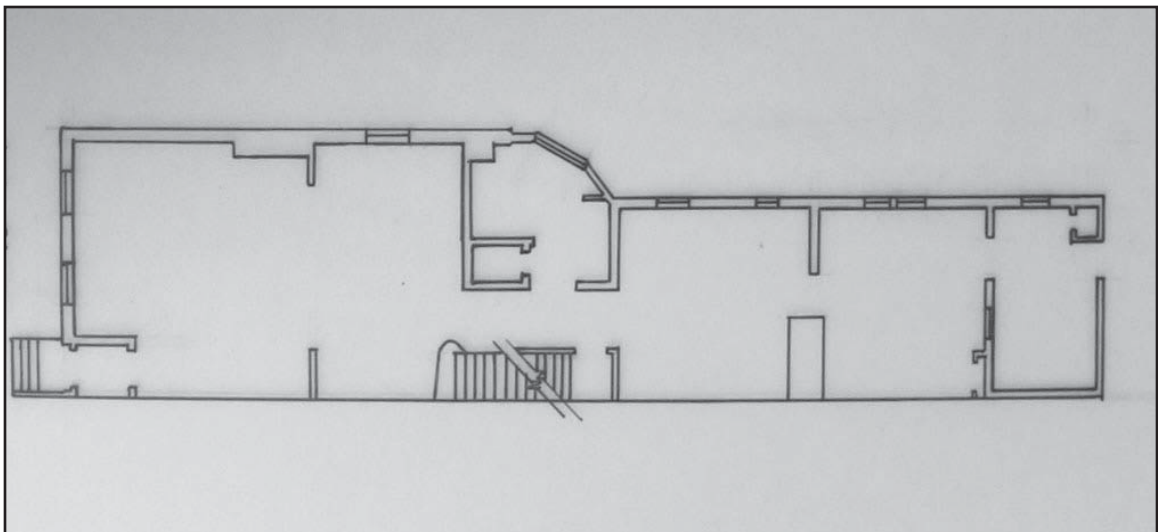


Figure 4.67 Floor Plan of 427 Richmond Street, The Robert Raley Collection

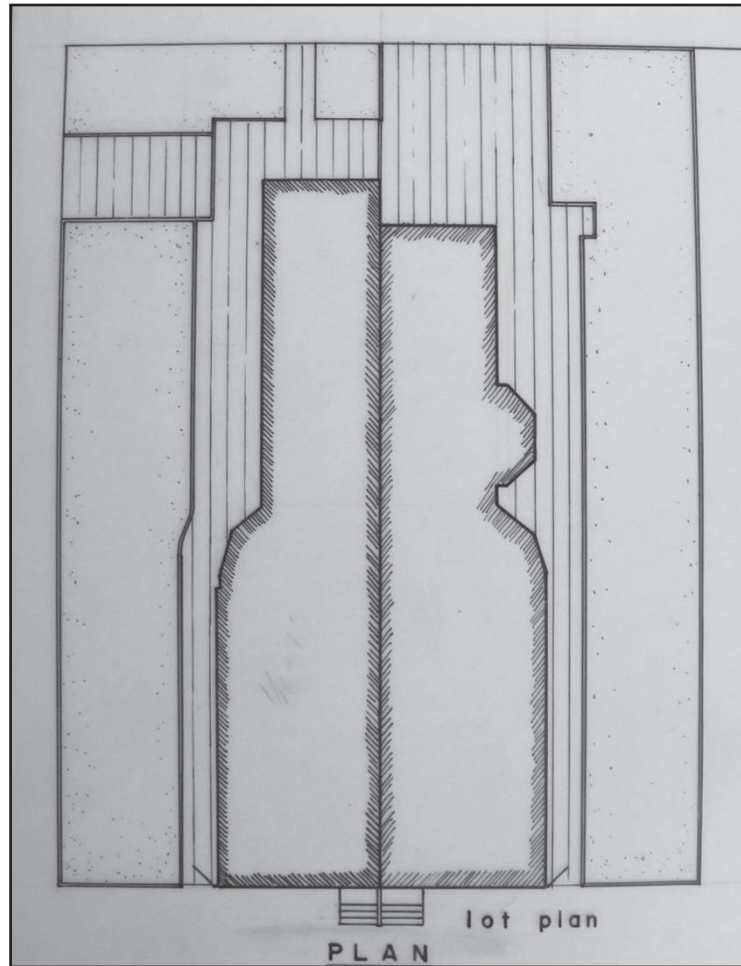


Figure 4.68 Floor Plans of 427-429 Richmond Street, The Robert Raley Collection

1008 Shackamaxon Street (Block 104):

1008 Shackamaxon Street was a four-story, two-bay, brick dwelling, with an iron balcony between the first and second stories. Although it was built around 1850, it replaced an earlier frame structure. The date of the frame structure is unknown, but the date of the property's title is 1690, one of the earliest in the entire city of Philadelphia.⁷¹ When documented, 1008 Shackamaxon was still occupied.⁷² Field and preliminary drawings of the dwelling were produced, as well as photographs (not yet found in collection).



Figure 4.69 Elevation of 1008 Shackamaxon Street, The Robert Raley Collection

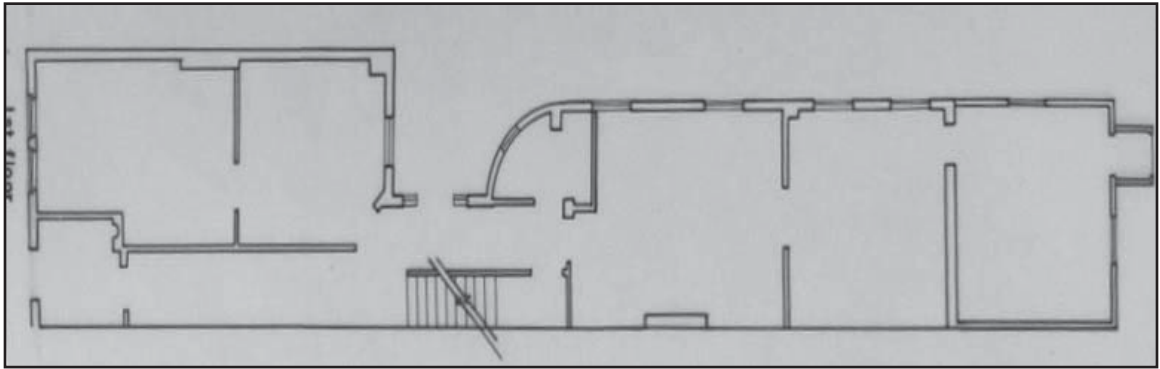


Figure 4.70 Floor Plan of 1008 Shackamaxon Street, The Robert Raley Collection

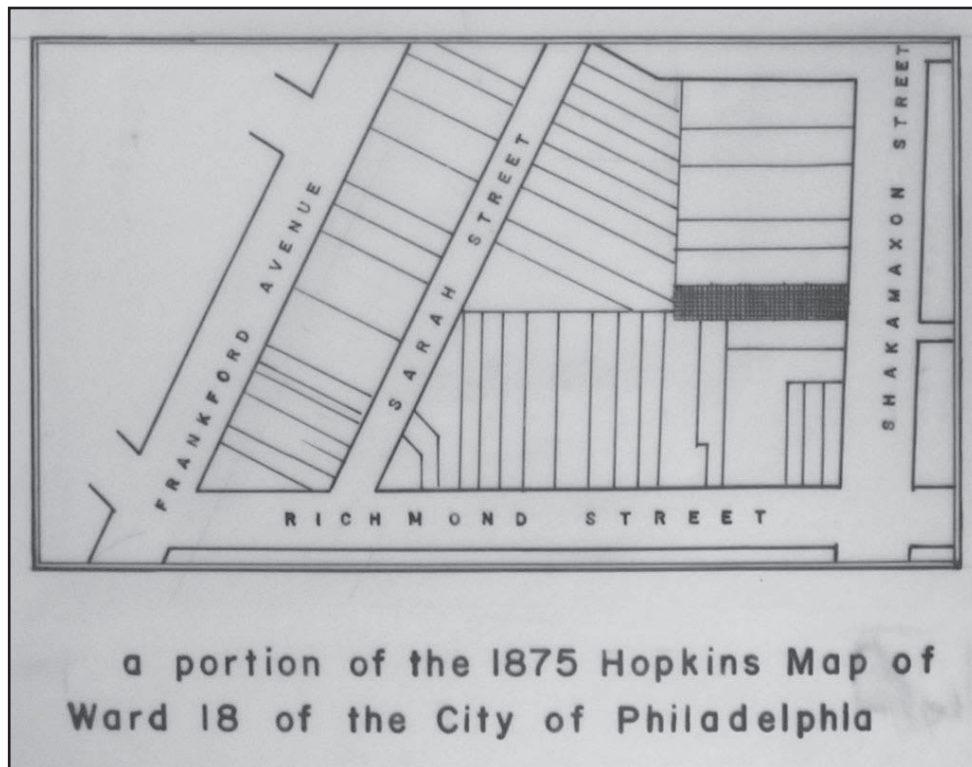


Figure 4.71 Map of 1008 Shackamaxon Street, The Robert Raley Collection

333 3rd Street (Block 66):

333 3rd Street was a three story stone building built before 1850. In 1856, the land was purchased by Consolidation National Bank. It is believed that the bank replaced an existing house.⁷³ Field, preliminary, and final drawings were prepared, and photographs were taken (not yet found in collection).

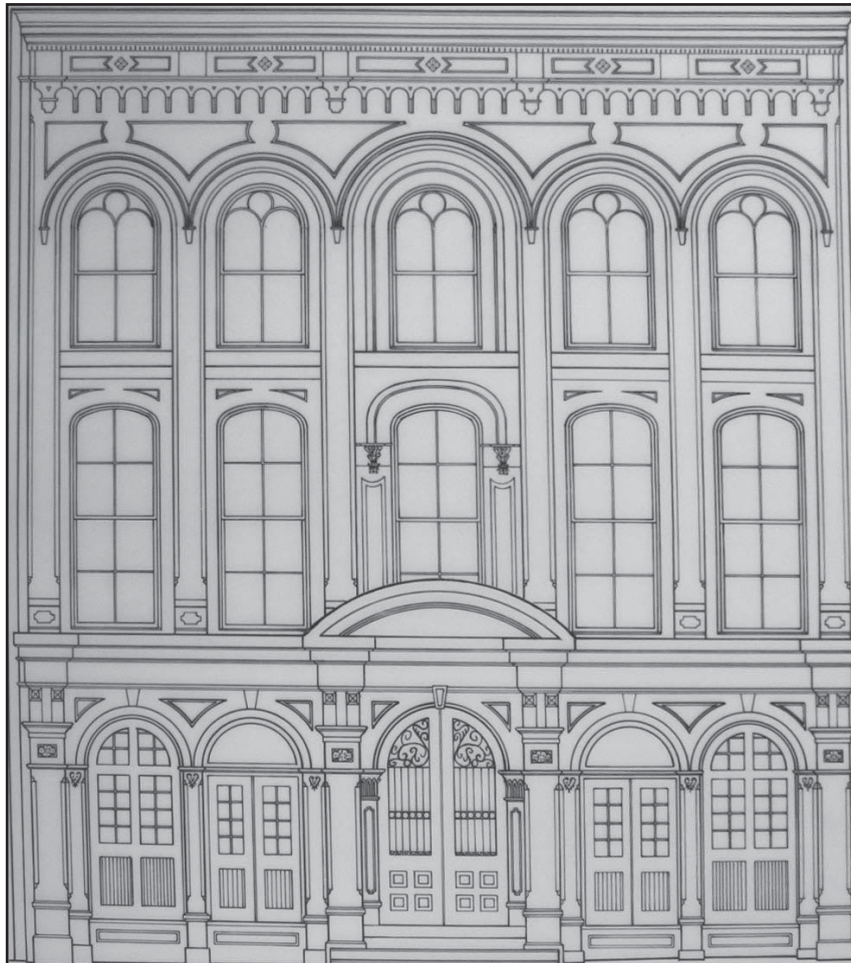


Figure 4.72 Elevation of 333 3rd Street, The Robert Raley Collection

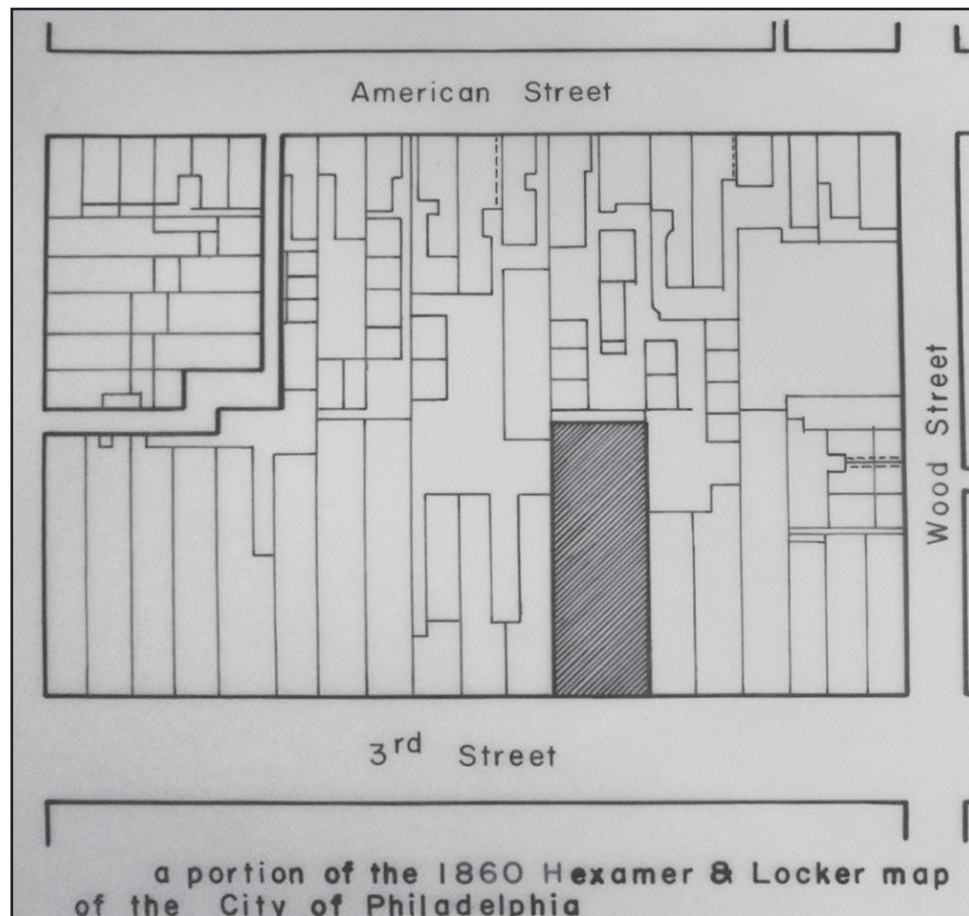


Figure 4.73 Map of 333 3rd Street, The Robert Raley Collection

Despite the intense work that Raley and the other members of the Pennsylvania Historical Salvage Council contributed to the project, the buildings were condemned, and razed for the trenches of the Delaware Expressway. Raley and his colleagues kept the results of their work on the project since, as Raley said, "the project was simply over." There was no public use for the drawings, photographs, or historical data.

When the Highway Department learned that Raley and the others had retained their drawings, they were instructed to destroy them immediately probably because the

department feared that the information Raley and his colleagues had gathered about Philadelphia's architectural history would prohibit the construction of the Expressway. Raley refused to destroy his work or give any of his information to the Highway Department; he considered the drawings his property and he considered the University of Pennsylvania his employer, not the Highway Department. Raley felt that he had every right to record the buildings and wasn't committing an illegal act by doing so.

When the project ended, all the members of the PHSC kept their own work, including Raley. Over a decade later, the Historic American Building Survey, part of the National Park Service in the Department of the Interior, asked Raley for his drawings and any other information he obtained from the project. In a letter dated October 16, 1985, Charles Peterson, an architect for the National Park Service, wrote to Dr. Robert J. Kapsch, Chief of the Historic American Building Survey:

A few years ago I-95 threatened the existence of a large number of little 18th century houses here in Southwark. In spite of opposition, the worst happened and the houses were pulled down.

Somewhere along the line there developed an HABS project to record some of those buildings. I forget now just how it all as organized but Robert L. Raley AIA of Wilmington told me last week that he has about fifty sheets in his office drawn on HABS paper and obviously intended for the Library of Congress.

I think you should claim those drawings before they somehow get diverted. Bob and his wife are traveling abroad at this point but I am sending him a copy of this.

A word to the wise....⁷⁴

Charles Peterson was a strong advocate for preservation in Philadelphia. He started his career with the Park Service in 1929, and in 1933 he founded the Historic American Building Survey as part of Franklin D. Roosevelt's New Deal. This created work for architects,

photographers and draftsmen.

On October 15, 1985, one day before Peterson wrote his letter to Robert Kapsch, Susan McCown, Architectural Historian for the Historic American Building Survey had written the following letter to Raley:

This is an inquiry from the Historic American Building Survey (HABS).

We are asking for your assistance in the HABS Philadelphia photograph situation. The enclosed list shows the buildings published in Richard J. Webster's 1976 catalog, Philadelphia Preserved, Catalog of the Historic American Building Survey. All of these buildings were recorded by the Pennsylvania Historical Salvage Council (PHSC), of which you were a member. The problem is that we do not have the photographs for these buildings; they apparently were never transmitted to our office. We would like to know if you have the photographs from the Salvage Project.

If you do not have the photographs we plan to contact another former member of PHSC, Dr. John Cotter. Since we do not have his current address could you please pass it to us?

We have already contacted the following people on the matter:

1) Mr. Webster 2) Mr. Richard Tyler (Director of Philadelphia Historical Commission) 3) Dr. Anthony N.B. Garvan (former director of PHSC) and 4) Dr. Margaret B. Tinkcom (former historian for PHSC). All of them replied that they either do not have the photographs or know their whereabouts.

Thank you for your assistance in this matter. We look forward to hearing from you soon.⁷⁵

Within the same month, McCown again wrote to Raley:

Mr. Robert Kapsch, Chief of Historic American Building Survey/Historic American Engineering Record, told me that Charlie Peterson wrote him a letter saying that you have the HABS drawings of the Philadelphia buildings on the I-95 path. I think that the drawings were from the Pennsylvania Historical Salvage Council Project. (I wrote you an October 15, 1985 letter about our search for the Philadelphia photographs, which were also produced by this project).

Upon your return to work from a trip, would you please mail all of the drawings and field notebooks (field measurements) to us as

soon as possible? Please use certified mail, and use my name and the address above.

Thank you for your attention to this letter, and we look forward to receiving the drawings and field notebooks. We also await your reply about the photographs.⁷⁶

Raley responded to her letters:

Your letter of 15 October 1985, was of great interest; not because I know anything of the whereabouts of the photographs you mentioned, but because I am interested in placing the measured drawings my office prepared in 1967- 68 for the Pennsylvania Historical Salvage Council of the University of Pennsylvania. These were not done for an HABS project as Charles Peterson stated in his letter to Robert Kapsch of 16 Oct. but were drawn to conform to HABS standards. Since the project was abandoned suddenly, the drawings were not finished; lacking both historical material and dimensioning. To prevent their destruction they have been in my vault since 1968. I now believe that they should be placed in a public repository which meets the approval of both Dr. Garvan and myself.

I talked with John Cotter a few weeks ago about this subject, but do not have his address, although I presume he can be reached as Emeritus Curator, American Historical Archeology, University Museum, Philadelphia PA 19104.

If either you or Dr. Kapsch would like to pursue the placement of the drawings listed on the enclosed attachment, I would be happy to take it under consideration. I hope you are able to tie up the loose threads of this unfortunately abortive project.⁷⁷

On November 26, 1985, John Cotter wrote Anthony Garvan regarding the drawings:

Earlier this month I talked to Bob [Robert Raley] on a chance meeting – I had not seen him since the demise of our Salvage project – and learned of the drawings, which I urged him then and in a letter of Nov. 6 to secure for the future by sending what exists (some 45 drawings of 26 buildings) to HABS for depositing in the Library of Congress. Even if they are not complete, they are all that there will be of the building records, and I believe they are of unique value.

My immediate interest is to secure from Bob a representative drawing or drawings to include in our mention of the I-95 Salvage Project as a manifest that at least something was accomplished for the

record, when we finish our book on the archeology of Philadelphia, of which I have told you. We have just turned over 847 pages to the U. of Pennsylvania Press, and have about 100 more to complete of late developments.

I, too, should like to have a photo of whatever house Bob chooses – I hope – to let us have. Did you ever have a photographer on the job to take photos of the houses that were recorded? I only have a few snapshots of areas where tests were made – nothing HABS could use.⁷⁸

After HABS contacted Raley several times, he became irritated, believing that the drawings belonged to him, not the Park Service, and he could therefore do what he liked with them. He decided to speak to his neighbor, Senator William Roth, of Delaware. (Raley was living in Delaware during the project, and still keeps a residence there). Roth told Raley he would take care of the situation, and from that moment, Raley never heard from HABS, or anyone else, about his drawings again.⁷⁹

Chapter V: Personal Account – Maryann Flanagan Choquet

While attending the University of Pennsylvania, I learned from a colleague that her grandmother's house, in the Port Richmond section of Philadelphia, had been demolished in the 1960s for the Delaware Expressway. Her grandmother, Maryann Choquet, agreed to meet me on February 10, 2011, to be interviewed for this study. Maryann Choquet moved to 2940 E. Venango Street, in the 45th Ward of Philadelphia, in 1956. The house was situated on the Southwest side of Venango Street in the Port Richmond district in Northeast Philadelphia.

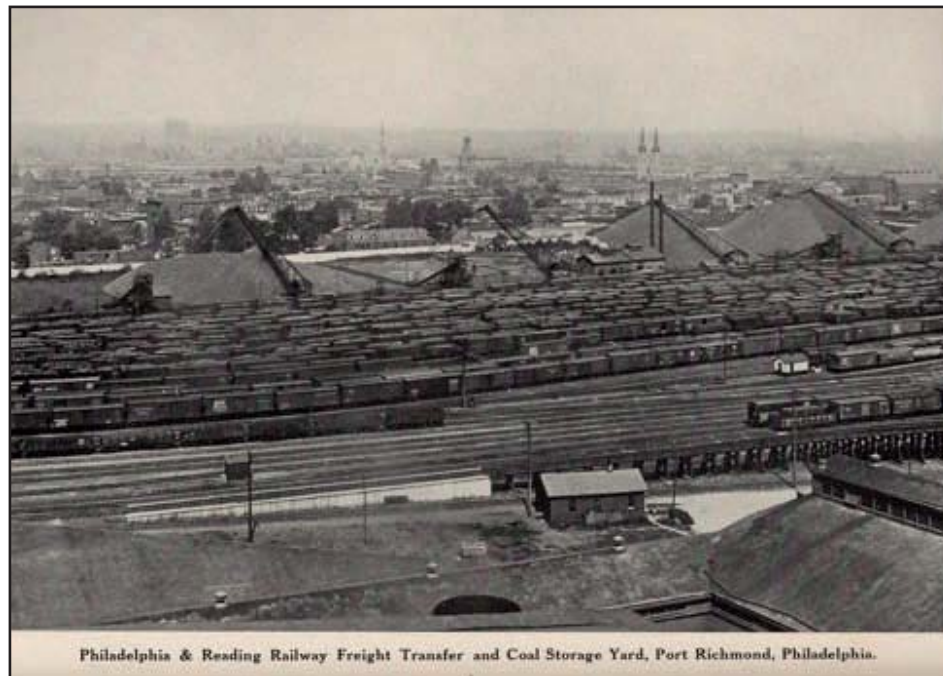


Figure 5.1 View of Port Richmond, Workshop of the World

Port Richmond was formed in the middle of the 19th century, five years after the “Philadelphia and Reading Railroad completed its trackage from the banks of the Schuylkill to the banks of the Delaware in 1842.”⁸⁰ The area grew quickly because of the Reading Railroad, which, at 230 acres and almost 5,000 cars, was the largest “privately-owned tidewater terminal in the world.”⁸¹

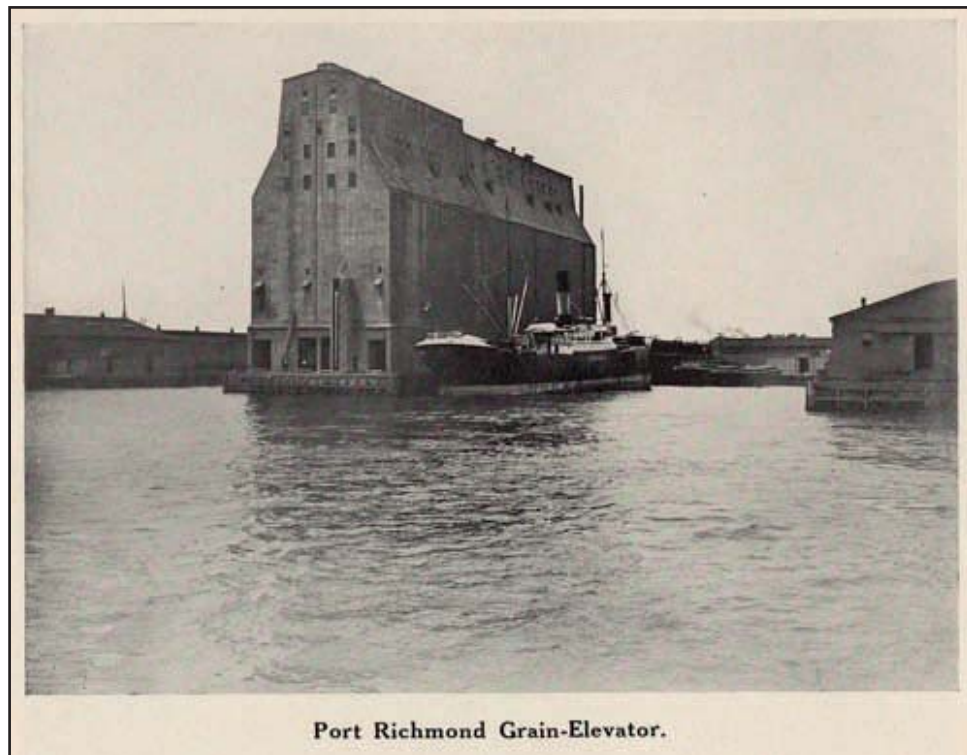


Figure 5.2 Grain Elevator, Port Richmond, Workshop of the World

Port Richmond was also a terminus where materials such as grain and sugar were imported and stored. At the beginning of the twentieth century, the Church of the Assumption built a small chapel in the middle of the port, primarily for seamen on the ships and those working at the docks. Families in the area also enjoyed the convenient location of the chapel. Despite the prosperity of the port for almost a century, the Reading Railroad

claimed bankruptcy in 1971, and in 1976, the company closed. According to Laura Catalano and Kurt D. Zwikl, “after World War II, oil and gas became the nation’s primary sources of fuel. The demand for anthracite coal diminished, and, with that, the Reading Railroad went into decline.”⁸²

Maryann Choquet was the daughter of Marie and Joseph Flanagan, who was a sanitation worker in Philadelphia. On December 24, 1956, The Flanagans bought their house from John and Mary Smolczynski. The Smolczynskis had owned the house for twenty- nine years. They had purchased it in 1927 from Christian Schonemann and his wife, Marie, who had bought the house on April 20, 1908.



Figure 5.3 Flanagans in Home, Courtesy of Maryann Flanagan Choquet

In 1977, just one year after the Reading Railroad closed, the Flanagans' home was condemned for the construction of Interstate-95. The family had been receiving letters from the Pennsylvania Department of Highways for years, and in 1977, it was final. The house was seized for the right-of-way of the Delaware Expressway.

Maryann Flanagan Choquet was the oldest of ten children, four of whom were born in the house, as was Maryann's own child, Theresa. The Flanagans had moved into the two-story brick house in 1955. The house had three bedrooms, one bathroom, and a coal furnace. There was a basement in the house, and a shed in the backyard which contained a stove, typical of a houses built during the middle of the 19th century.

Choquet's sister, Carolann Waskiewicz, describes the area that they grew up in as a predominately middle- class neighborhood with only white residents. One of the key buildings in the area, also on East Venango Street, was St. George School where Choquet, as well as her siblings and cousins, attended elementary school. The school was spared by the highway, making it possible for her grandchildren to matriculate there as well. Also in the industrial area were the Gas Works and a steel factory.

After several years of receiving letters from the Pennsylvania Department of Highways, the house was finally seized in 1977 for the Delaware Expressway. At the time, the senior Flanagans and five of their children still lived in the house. In the years leading up to the condemnation, neighboring families began moving to other areas of the city. By the time the Flanagans moved out, only two other families were left. Although the Flanagans were given enough money to buy another house and to cover moving expenses, it was a wrenching experience to have their home taken from them. The Flanagans and their un-

married children still living at home moved to nearby 2216 Venango Street. Their old house stood empty for about five years before being demolished.

Today Choquet's daughter, Theresa, who was born at 2940 E. Venango Street, and her family live in a nearby neighborhood, Bridesburg. Although the Flanagans lost their house, ultimately the highway by-passed their property. Now all that remains of their memories of their Port Richmond home is an open field. Despite the heartache that the entire family experienced when being removed, Maryann Choquet believes the highway was worthwhile because it saves time travelling. She does not seem to have strong feelings about the house being taken, probably because it has been thirty-four years since they moved, and they still live in the adjacent neighborhood. The Flanagans' house was taken, but they were able to find a "nicer, more modern house in the same neighborhood."⁸³



Figure 5.4 Current Photograph of 2940 E. Venango Street, Google Maps 2010



Figure 5.5 Northeast View of E. Venango Street, Google Maps 2010



Figure 5.6 Northwest View of E. Venango Street, Google Maps 2010



Figure 5.7 Southeast View of E. Venango Street, Google Maps 2010

Chapter VI: The Cross-Town Expressway

At the same time the Delaware Expressway was being constructed in Philadelphia, another expressway was being planned. The Crosstown Expressway would have created a “high-speed route cutting across the south side of Center City,” according to Scott Gabriel Knowles.⁸⁴ Similar to the Delaware Expressway, planning for the Crosstown Expressway had begun much earlier. In the 1930s, Jonathan Valania recounted, “banks redlined the street and the city refused to issue building permits to property owners foolhardy enough to want to shore up the street’s crumbling infrastructure. As a result, property values plummeted, and many buildings stood empty and boarded up.”⁸⁵

From 1968 to 1972, groups of architects and planners, as well as academics, fought to shutdown the expressway. Among the individual opponents were Anthony N.B. Garvan, Stanhope Browne, who also opposed the Delaware Expressway, and Denise Scott Brown, a prominent Philadelphia planner and architect.

In 1968, Edmund Bacon had become the planning director and development coordinator for the city of Philadelphia. He was heavily involved with both expressways, believing they were exactly what the city needed and that they would make the city even more beautiful. He advanced the argument that while I-95 was being built, a major east-west arterial route through Center City should also be built. According to Knowles, Bacon shared a vision “with Louis Kahn of expressways circling the downtown connected with parking garages, so that visitors could drive into town, get out of their cars, and walk into Center City.”⁸⁶

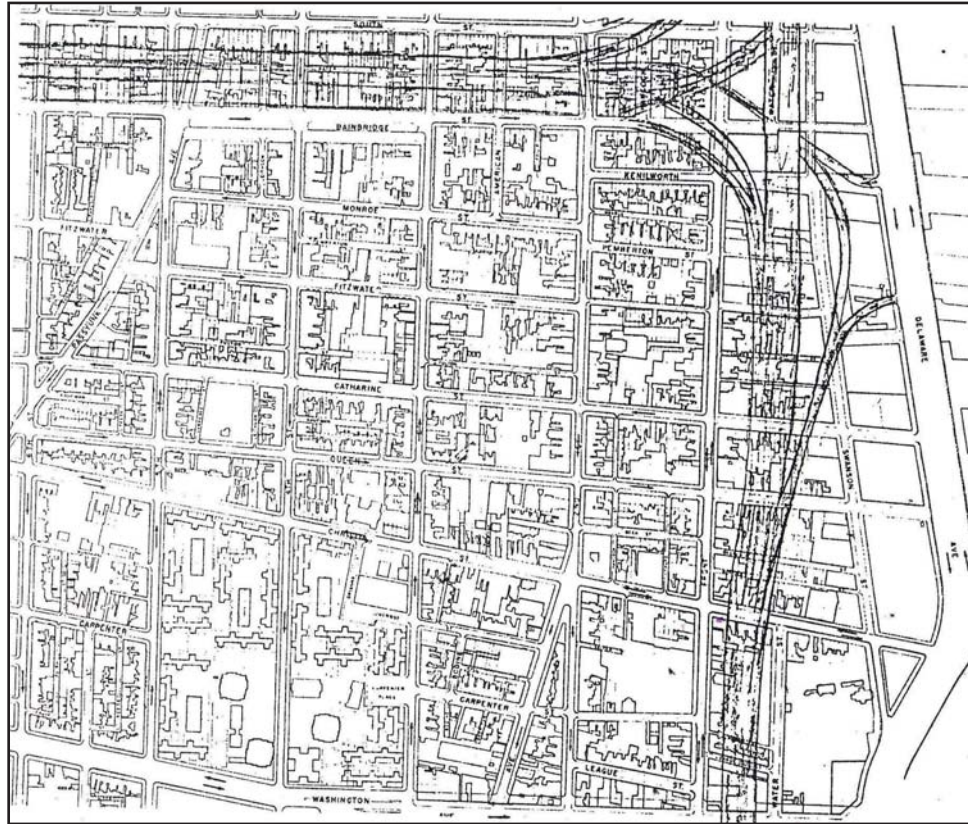


Figure 6.1 Path of I-95 and the Proposed Crosstown Expressway
Courtesy of Paul R. Levy (Queen Village)

There were three proposed routes for the east-west Expressway; the first along Washington Avenue, the second along Lombard Street- South Street, and the third along South and Bainbridge Streets. Officials finally agreed on a 2.8 mile stretch along South Street. The eight-lane depressed highway was to transport 120,000 vehicles per day from the Schuylkill Expressway to Broad Street and 95,000 vehicles from Broad Street to I-95.⁸⁷

The Crosstown Expressway caused many problems for the city of Philadelphia during its planning. It created “a heated civic backlash, driven by the new residents of Society Hill, and it brought Bacon head-to-head with another Philadelphia planning legend, the

young Denise Scott Brown, in Philadelphia's version of the Robert Moses-Jane Jacobs battle between top-down power and bottom-up grassroots planning and activism."⁸⁸ During the four-year struggle, Denise Scott Brown was involved with plans and civic movements to demonstrate that the proposed expressway was not a reasonable proposal for the city of Philadelphia.

The expressway would have displaced over 6,000 low-income families from their homes, creating bigger problems for a city without public housing for those families seeking refuge. There was also the issue of parking. If South Street had become an expressway, the question of where the cars would park remained unsolved. In an interview with Scott Brown, she explained that a six-story parking structure that was at least six blocks wide would be necessary for all of the cars traveling on the new below-grade highway.⁸⁹

On December 19, 1973, plans for the Crosstown Expressway were stopped. This was during a time when urban riots were becoming commonplace throughout the United States. During planning for the Crosstown Expressway, a major urban riot broke out in Los Angeles on August 11, 1965. "Rioters burned buildings, looted stores and fought with police in the streets. Thousands of National Guard troops were brought into the city. The guardsmen restored order after six days of rioting during which thirty-four people died, 1,032 were injured and 3,952 were arrested. Property damage was estimated at \$183 million. Of the 600 buildings damaged, 200 were completely destroyed."⁹⁰ Mayor Tate halted all plans for the Crosstown expressway for fear that similar urban riots would occur in Philadelphia.

Chapter VI: Conclusion

The battles against the Delaware Expressway mobilized the preservation movement in Philadelphia during the 1960s. The people involved in the opposition saw an opportunity to preserve three hundred years of the city's history and salvage archeological material from the trenches of I-95. Today, forty years later, one hopes the loss of so much historic fabric would not be possible. In 1966 the National Historic Preservation Act was passed and three years later the National Environmental Policy Act of 1969 was created. Unwittingly, the interstate highways system created preservation advocates in Philadelphia and throughout the United States.

Anthony N.B. Garvan continued his career in the American Civilization Department at the University of Pennsylvania and donated his entire collection pertaining to the Pennsylvania Historical Salvage Council to the University Archives in 1988. He wanted to show what efforts were made to shut down the construction of the Delaware Expressway. In 1956 Garvan joined the Library Company of Philadelphia and was President from 1986 until his death in January of 1992. Garvan became a member of the advisory board for the National Trust for Historic Preservation in 1971, and Chairman of the Preservation League of New York in 1983.⁹¹

Robert L. Raley continued as a preservation architect, and became very well-known in the Delaware Valley, where most of his projects were located. He was retained by Winterthur Museum and Gardens, and restored several DuPont residences throughout the state.

Raley was also involved in the restoration of the Family Dining Room in the White House. Some of his other historic projects included Christ Church in Dover, Delaware, Old Swedes Church and Old Brandywine Village in Wilmington, Delaware, and Lemon Hill Mansion in Philadelphia. He also worked on projects in Washington D.C., Florida, and Port Royal, Jamaica.

John Milner was beginning his career as the Delaware Expressway was being constructed. He had graduated from the architecture program at the University of Pennsylvania and started working for the National Park Service, where he produced drawings for the Historic American Building Survey. When Milner learned about the buildings scheduled for demolition, he became involved immediately. After telling Edmund Bacon that if the highway was built it would create a strip of chain-link fences and garbage along the Delaware River, Bacon dismissed Milner saying "Nonsense! It is going to be beautifully landscaped the whole way!" ⁹²

During an interview with John Milner, he recounted that a Dutch engineer suggested moving I-95 East to try and save the 18th- and 19th-century buildings in its path. The Highway Department said they were building the interstate in "a straight line from Maine to Florida, and weren't going to deviate for some old buildings." ⁹³ This contradicted the many letters that the Highway Department had written to Garvan, citing the value of the historic buildings. Clearly, from the outset there had been no intention to save the historic buildings along Philadelphia's riverfront. The Interstate project made a preservationist of John Milner. He is now the top preservation architect in the Delaware Valley and has restored many historic buildings including the Valley Forge Train Station, the Henry Melchior

Mulenberg House, the Gettysburg- Lincoln Railroad Station, Mount Pleasant, and the Market Street Houses at Franklin Court. In 2010, he restored the Nemours Mansion and Gardens in Wilmington, Delaware, a DuPont estate built in 1910.

Grant Simon, Chairman of the Philadelphia Historical Commission during the construction of the Delaware Expressway, expressed interest in salvaging the historic buildings at the very beginning of the project. Simon was also involved in the creation of Independence National Park in Philadelphia, which had begun in 1949. He was part of the Shrines Commission, as was Edmund Bacon.⁹⁴ Simon was very involved with structural work on the Park buildings, especially Congress Hall. He believe that “only total reconstruction would ensure the building’s eternal preservation while making it available to all those who wished to see it.”⁹⁵

John Cotter was an archeologist for the National Park Service during the construction of the Delaware Expressway. After the buildings had been demolished, Cotter and a team of archeologists excavated in the trenches before the highway completed. He states in his book *The Buried Past* that “while sincere efforts were made at the time regarding the impact of the highway on archeological resources, one inescapable fact remains: with the benefit of more than 20 years’ hindsight (and the knowledge of the more rigorous ways in which the mandates of the National Historic Preservation Act of 1966 and the National Environmental Policy Act of 1969 are now implemented), such efforts fell woefully short.”⁹⁶ Cotter continued working on historic sites in Philadelphia well into the 1980s. In 1967, at the height of the battles against the expressway, he founded the Society for Historical Archaeology. He was curator for American Historical Archaeology at University of Pennsylvania’s

Museum of Archeology and Anthropology from 1972 to 1980.⁹⁷

Penelope Hartshorne Batcheler was employed by the National Park Service as an Historical Architect. She worked on the restoration of Independence Hall in Philadelphia from the 1950s until the 1970s, at which time, Batcheler was the only woman working for the Park Service on Independence Hall.⁹⁸ She also created an Historic Structure Report for the City Tavern in Philadelphia and supervised the restoration of Elfreth's Alley, an 18th-century street in Philadelphia, as well as its museum in the 1960s.⁹⁹

Architect Lee H. Nelson was the Chief of the Preservation Assistance Division of the National Park Service during the project. Like Hartshorne Batcheler, his most important work with the Park Service was to research, document, and restore Independence Hall. Nelson was a strong advocate for historic preservation. He was concerned with the buildings that were to be demolished by the Expressway because, according to the National Center for Preservation Technology and Training, Nelson's "strong philosophy about preservation of historic materials 'rather than their replacement' led to innovative technological engineering solutions. He always looked for solutions that protected the historic character of buildings with the retention of historic materials. Original materials tell a story and provide clues for missing components, which is why he felt it was so important to keep materials in place or to save elements in a study collection, should the building be altered or lost."¹⁰⁰

John Dickey was also an important preservationist in Philadelphia during the 1960s. Following his work with Garvan and the Pennsylvania Historical Salvage Council, his subsequent projects included the Walnut Street Theater, the Athenaeum of Philadelphia, and the City Tavern in Philadelphia.¹⁰¹ He also produced Historic Structure Reports for Laurel Hill

Cemetery, the Highlands Mansion, Mount Pleasant, the Wyck House, and Stenton, home of James Logan. In 1971, he completed the master plan for Fort Mifflin in Philadelphia.

Dr. Margaret Tinkcom was the historian for the Historical Society of Pennsylvania. After the Highway Salvage project, she continued her career writing about Philadelphia's history. She co-authored several books including *Philadelphia - A 300- Year History* and *Historic Germantown: From the Founding to the Early Part of the Nineteenth Century*. She also wrote *South Front Street, Southwark* and *The Philadelphia Historical Commission*, as well as *Report before the National Trust for Historic Preservation*. All of these books can be found at the Historical Society of Pennsylvania.

Denise Scott Brown was also involved in historic preservation in Philadelphia. Just as she fought to save the houses on South Street from the Crosstown Expressway, she fought for the Fisher Fine Arts Library at the University of Pennsylvania, built by Frank Furness at the end of the 19th century. In 1991, her firm, Venturi Scott Brown and Associates restored the library while also working on a campus plan for the University. She is the director of Venturi Scott Brown's planning, urban design, and architectural programming.

Edmund Bacon succeeded in having his Interstate highway built through Philadelphia. He was not successful, however, with the Crosstown Expressway. The residents of Philadelphia frequently questioned Bacon's planning methods. Scott Gabriel Knowles, professor at Drexel University, explains that Bacon "wrestled with William Penn's grid in ways that were often not successful – the scale-less caverns of Penn Center and the deadening streetscape of the Gallery shopping complex are two such examples. And while the greenways of Society Hill are among some of the more successful human-scaled walks in

the city, they display an edited and calcified 'colonial' Williamsburg chill in an area devoid of commercial and multilayered historic vibrancy." ¹⁰²

Ironically, later in his career, Bacon grew weary of automobiles and highways, and decided that bicycles were a much better method of transportation. Unfortunately, many of Philadelphia's historic buildings had by then been demolished for these highways and the hundreds of surface parking lots that began to "creep across the urban landscape – the telltale sign of land clearance, displacement, and unrealized grand projects." ¹⁰³

Endnotes

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² Weigley, Russel F., *Philadelphia, A 300-Year History*. (Philadelphia: The Barra Foundation, 1982) p. 2.

³ Levy, Paul R., *Queen Village, The Eclipse of Community*. (Institute for the Study of Civic Values. 1978) p. 15.

⁴ Cotter, John L. *The Buried Past, an Archeological History of Philadelphia*, (Philadelphia: University of Pennsylvania Press, 1993) p. 219.

⁵ Jackson, Kenneth T., *Crabgrass Frontier, The Suburbanization of the United States*. (New York: Oxford University Press, 1985) p. 191.

⁶ Leinberger, Christopher B., *The Option of Urbanism, Investing in a New American Dream*. (Washington DC: Island Press, 2009) p. 27.

⁷ Kenneth T. Jackson, p. 249.

⁸ Christopher B. Leinberger, p. xii.

⁹ Paul R. Levy, p. 53.

Note: In years following World War II, many cities experienced a decline in population because of VHA mortgage restraints and school busing.

¹⁰ Paul R. Levy, 33.

¹¹ Frank Weise. Architectural Records and Papers, Architectural Archives, 254.IV.36. University of Pennsylvania. 2006. p. 4.

¹² Knowles, Scott Gabriel, *Imagining Philadelphia, Edmund Bacon and the Future of the City*. (Philadelphia: University of Pennsylvania Press, 2009) p. 74.

¹³ Kenneth T. Jackson, p. 249.

¹⁴ Kenneth T. Jackson, p. 250.

¹⁵ Anthony N.B. Garvan Collection, University of Pennsylvania Archives. Papers, 1926 – 1993. Donated in 1988. UPT 50 G244. Box 55, Folder 12.

¹⁶ Ibid.

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ Hartshorne and Nelson proposal, Anthony N.B. Garvan, Box 55 , Folder 12.

²¹ Anthony N.B. Garvan, Box 55, Folder 12.

- ²² Ibid.
- ²³ Anthony N.B. Garvan, Box 35, Folder 25.
- ²⁴ Anthony N. B. Garvan, Box 55, Folder 13.
- ²⁵ Ibid.
- ²⁶ Ibid.
- ²⁷ Anthony N.B. Garvan, Box 55, Folder 12.
- ²⁸ Anthony N.B. Garvan, Box 55, Folder 14.
- ²⁹ Anthony N.B. Garvan, Box 55, Folder 13.
- ³⁰ Ibid.
- ³¹ Ibid.
- ³² Anthony N.B. Garvan, Box 55, Folder 14
- ³³ Robert Raley, email message to author, April 23, 2011.
- ³⁴ Summary Report, Pennsylvania Historical Salvage Council, August 15, 1967. Anthony N.B. Garvan, Box 31, Folder 15.
- ³⁵ Letter from Natural Science Museum to Pearl E. Masheter, Director of Department of Highways, Anthony N.B. Garvan, Box 31, Folder 8.
- ³⁶ Anthony N.B. Garvan, Box 55, Folder 12.
- ³⁷ Anthony N.B. Garvan, Box 55, Folder 16.
- ³⁸ Anthony N.B. Garvan, Box 31, Folder 9.
- ³⁹ Anthony N.B. Garvan, Box 55, Folder 13.
- ⁴⁰ Anthony N.B. Garvan, Box 31, Folder 9.
- ⁴¹ Ibid.
- ⁴² Anthony N.B. Garvan, Box 31, Folder 11.
- ⁴³ Anthony N.B. Garvan, Box 55, Folder 14.
- ⁴⁴ The Robert L. Raley Collection. Pennsylvania Historical Salvage Council, (Philadelphia: The Athenaeum of Philadelphia) Box 8, PHSC-6713.
- ⁴⁵ Anthony N.B. Garvan, Box 55, Folder 18.
- ⁴⁶ Anthony N.B. Garvan, Box 31, Folder 8.
- ⁴⁷ Anthony N.B. Garvan, Box 55, Folder 22.
- ⁴⁸ Ibid.
- ⁴⁹ Anthony N.B. Garvan, Box 55, Folder 19.

- ⁵⁰ Ibid.
- ⁵¹ Anthony N.B. Garvan, Box 55, Folder 18.
- ⁵² Anthony N.B. Garvan, Box 55, Folder 21.
- ⁵³ Ibid.
- ⁵⁴ Ibid.
- ⁵⁵ Anthony N.B. Garvan, Box 55, Folder 20.
- ⁵⁶ Ibid.
- ⁵⁷ Anthony N.B. Garvan, Box 31, Folder 26.
- ⁵⁸ Ibid.
- ⁵⁹ Anthony N.B. Garvan, Box 55, Folder 20.
- ⁶⁰ Ibid.
- ⁶¹ Anthony N.B. Garvan, Box 31, Folder 26.
- ⁶² Ibid.
- ⁶³ Anthony N.B. Garvan, Box 55, Folder 23.
- ⁶⁴ Ibid.
- ⁶⁵ Ibid.
- ⁶⁶ Ibid.
- ⁶⁷ Ibid.
- ⁶⁸ Ibid.
- ⁶⁹ Anthony N.B. Garvan, Box 31, Folder 26.
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- ⁷² Anthony N.B. Garvan, Box 31, Folder 8.
- ⁷³ Anthony N.B. Garvan, Box 31, Folder 26.
- ⁷⁴ Anthony N.B. Garvan; Box 6, Folder 119
- ⁷⁵ Ibid.
- ⁷⁶ Ibid.
- ⁷⁷ Ibid.
- ⁷⁸ Ibid.
- ⁷⁹ Interview with Robert Raley, Winterthur Museum and Gardens, Wilmington, DE, November 12, 2010.

- ⁸⁰ "Workshop of The World—A Selective Guide to the Industrial Archeology of Philadelphia." Oliver Evans Press, 1990(Adapted for the internet in 2007). www.workshopoftheworld.com.
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- ⁸⁵ Valania, Jonathan. "Exiles on South Street, How the Famed Strip Got Its Mojo: An Oral History from the People Who Made it Happen 40 Years Ago." Philadelphia City Paper. November 3, 2010). <http://archives.citypaper.net/articles/2010/11/04/south-street-40th-anniversary>
- ⁸⁶ Scott Gabriel Knowles, p. 48.
- ⁸⁷ Eastern Roads. Crosstown Expressway Unbuilt. <http://www.phillyroads.com/roads/crosstown/>.
- ⁸⁸ Scott Gabriel Knowles, p. 123.
- ⁸⁹ Interview with Denise Scott Brown, Philadelphia, March 27, 2011, 7:30 AM
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- ⁹¹ University of Pennsylvania Archival Collections. <http://www.archives.upenn.edu/faids/upt/upt50/garvananb.html>.
- ⁹² Interview with John Milner at Milner Carr Conservation LLC, Philadelphia, October 22, 2010, 1:30 PM.
- ⁹³ Ibid.
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- ⁹⁵ Constance Greiff, p. 107.
- ⁹⁶ John L. Cotter, p. 219.
- ⁹⁷ Rose, Mark. "A Life Dedicated to Archaeology." (The Archaeological Institute of America, 1999). <http://www.archaeology.org/online/features/cotter/life.html>.
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Appendix

Interview with Robert Raley, Winterthur Museum and Gardens, November 12, 2010

Anthony Garvan hired you as an architect for the project?

Yes. The state gave University of Pennsylvania a grant of about 1 million dollars. Anthony Garvan was the head of the project. He hired me and gave me my own office to work on drawings.

Who told you to destroy the drawings?

The Highway Department.

What did you do with the drawings before you gave them to the Athenaeum?

I kept them in my personal vault. For years HABS contacted me, saying they were their drawings. I told them "the drawings conform to HABS standards, but you did not pay me, therefore, they are not your property." I told the Delaware Senator at the time, Roth, and he handled the situation for me. I never heard from HABS again.

When did you give the Athenaeum your drawings?

About ten or fifteen years ago. I gave them other parts of my collection as well. They wanted to make my collection an artifact. I told them that I did not work this hard so that people couldn't see my work! (Roger Moss calmed me down).

Do other materials exist from the project besides your drawings?

There wasn't much written since we didn't want any records of our work. We would meet to discuss verbally. Everyone kept their own things when the project was over. Look at the

Athenaeum for other things in my collection, there might be correspondence that could be useful to you.

Do you think that the battle with this project is actually over?

Yes, unless you make this project famous.

Did you take part in any protests?

No, I did not take part in any formal protests.

Why Northern Liberties/Fishtown?

I believe that was the area that Anthony Garvan chose to survey.

Was Bea Garvan [Anthony Garvan's wife] involved in the project?

Bea Garvan was curator at museum, and took no part in the I-95 project.

509 Front Street

509 Front Street is an example of a house that was condemned and left abandoned for several years before demolition for the Delaware Expressway.



The Anthony N.B. Garvan Collection, Box 54, Folder 19



Fireplace at 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19



Woodwork and Stairs at 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19



Front Hall and Staircase at 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19



Second Fireplace at 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19



Exterior Architectural Detail at 509 Front Street, The Anthony N.B. Garvan Collection
Box 54, Folder 19



Second Staircase at 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19



Front Hall at 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19



Brick "Alley" Between Buildings at 509 Front Street, The Anthony N.B. Garvan Collection
Box 54, Folder 19



Basement Detail of 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19



China Cabinet at 509 Front Street, The Anthony N.B. Garvan Collection, Box 54, Folder 19

Index

Symbols

3rd Street 75, 76

A

American Civilization 2, 91

Anthony N.B. Garvan 2, 11, 21, 78, 88, 91, 97, 98,
99, 105, 110, 111, 112, 113, 114, 115

Anthropology 18, 94

archeology 2, 11, 19, 80

B

Bonnin Morris 17

Bridesburg 85

Brown Street v, 24, 25, 26

Bureau of Public Roads 9, 12, 13, 16, 21

C

Charles Peterson 77, 79

Church of the Assumption 82

Clifford Lewis 13

Cold War 6

Committee to Preserve Philadelphia's Historic
Gateway 7

Commonwealth of Pennsylvania 10, 15, 26, 42, 56

Cooperative Agreement 10

Crabgrass Frontier 3, 97, 105

Crease Street v, 26, 27, 28, 29

Crosstown Expressway vii, 88, 89, 90, 95, 100

D

David M. Smallwood 19

Delaware Expressway 1, 2, 3, 7, 9, 12, 13, 21, 26,
32, 42, 49, 76, 81, 84, 88, 91, 92, 93, 110

Delaware River v, 2, 4, 5, 7, 9, 64, 69, 92

Denise Scott Brown 88, 90, 95, 100

Department of Highways 9, 10, 12, 13, 14, 15, 16,
26, 30, 38, 42, 47, 64, 66, 69, 84, 98

Dickey and Price 11

E

Edmund Bacon 7, 8, 88, 92, 93, 95, 97, 105

Eisenhower 5

Ellen Street 30, 31

E. Venango Street 81, 85, 86, 87

F

Fairmount Avenue 32, 34, 47

Federal Highway Act 5

Fishtown 2, 17, 21, 109

Flanagan 81, 83, 84

Frankford 4, 38, 39, 42

Frankford Avenue 38, 39, 42

Front Street 5, 14, 40, 41, 42, 43, 95, 110, 111, 112,
113, 114, 115, 116

G

Gabriel Scott Knowles 3, 7

Grant Simon 9, 93

H

HABS 21, 77, 78, 79, 80, 108

Head House Square 11

Henry D. Harral 9

Hexamer and Locher 18

I

I-95 2, 6, 7, 12, 77, 78, 79, 88, 89, 91, 92, 109

Imagining Philadelphia 3, 7, 97, 105

Independence National Historic Park 7

Interstate-95 1, 4, 5, 84

Interstate Highway Act 5

J

James 7, 13, 32, 38, 95

James Massey 13

John Dickey 11, 13, 94

John L. Cotter 3, 11, 100

John Milner 7, 92, 100

Joseph Day House 38

Joseph S. Clark 12

K

Kenneth Jackson 3

Kensington 17, 19, 20, 62

L

Laurel Street 42, 45, 46, 47, 55

Lawrence M.C. Smith 16

M

Margaret Tinkcom 11, 13, 95

N

Nelson and Hartshorne 18

New Deal 77

New Market Street 47, 49, 50, 51, 52, 53, 54,
55, 56, 57

N. Hope Street 44, 45

Northern Liberties 4, 17, 21, 30, 32, 38, 49, 55,
63, 65, 109

O

Olive Street 58, 59

P

Paul Levy 3

Penelope Hartshorne 10, 94

Penn's Landing 7

Pennsylvania Historical Salvage Council 2, 3, 9,
11, 13, 17, 18, 19, 20, 21, 38, 41, 76, 78,
79, 91, 94, 98, 106

Philadelphia Athenaeum 2, 3

Philadelphia Historical Commission 9, 11, 13,
78, 93, 95

PhillyHistory.org 3

Port Richmond vii, 4, 81, 82, 85, 100

Q

Queen Village 3, 21, 89, 97, 106

R

Reading Railroad 82, 83, 84

Rex Whitton 9

Richmond Street 42, 59, 60, 61, 62, 63, 64, 65,
66, 67, 68, 69, 70, 71, 72

Robert Bartlett 15

Robert L. Raley 3, 21, 77, 91, 98, 106

Roy F. Nichols 9

S

Shackamaxon Street 72, 73, 74

Society Hill 21, 89, 95

South Street 89, 90, 95, 100, 107

Southwark 12, 15, 19, 21, 77, 95

Stanhope Browne 88

T

The Buried Past 3, 93, 97, 105

U

University of Pennsylvania 2, 3, 4, 6, 9, 10, 11, 12,
13, 14, 15, 16, 21, 28, 77, 79, 81, 91, 92, 93,
95, 97, 100, 105, 106, 108

Urban renewal 1

W

William Penn 4, 95

World War II 5, 8, 83, 97