

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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28

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC GRAVER'S LANE STATION, READING RAILROAD
AND/OR COMMON

USE THIS COPY
FOR DUPLICATING

2 LOCATION

STREET & NUMBER
Gravers Lane, on Reading Railroad Line

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN
Philadelphia

VICINITY OF

2nd

STATE
Pennsylvania

CODE
42

COUNTY
Philadelphia

CODE
101

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
SEPTA

STREET & NUMBER
Executive Offices, P.S.F.S. Building, 12th & Market Streets

CITY, TOWN
Philadelphia

VICINITY OF

STATE
Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Archives Philadelphia & Reading Railroad

STREET & NUMBER
11-12th and Market Streets

CITY, TOWN
Philadelphia 19107

STATE
Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Philadelphia Historical Commission/
Pennsylvania Inventory of Historic Places

DATE
FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS
1313 City Hall Annex/
Pennsylvania Historical and Museum Commission

CITY, TOWN
Philadelphia/
Harrisburg

STATE
Pennsylvania

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Gravers Station, designed by Frank Furness in the 1870's (date uncertain) is a rich design for a small suburban railroad station. Being basically rectangle, one section is a two story residence while the other section is a passenger waiting room. However, the floorplan offer no real information as to the variety of forms and richness of texture and color that identify Furness' work.

The Station is a substantial brick structure combining a personalized Gothic residence with a variety of timber sections and machine crafted details to extend the residence type into a station. Facing the parking lot is a wooden carport shielding the waiting room entrance. On the track side the steep and varied roof line masks the residence side's second story while massive wooden brackets appear to carry the deep overhang of that same section. Most dominant to the track side is a semi-ellipsoid tower that stands three stories high. The tower with a conical roof carrying gable and shed dormers expresses a pot-pourri of forms augmented like a frieze. The waiting room for passengers is set back on the track side opening into a high shed porch, rich in woodwork details.

The two parts of the station -- house and passenger service -- are separated by material differentiation -- an emphasis of brick for the residence and the visually lighter wood framing for the station (the station walls are of brick). Also, the passenger entrance is dominant on the parking lot side with the residence low to the ground and darkened by the low and heavy roof. Even the tower is more passive from this view, being straight sided with only the gable roof peering over the lower sections. Once on the track side, the house, with brackets and varied roofline echoed in the ticket-taker's tower, permit the residence to assert itself while the station area is recessed. The open porch heightens the ethereal quality to that section.

The interior of the passenger station maintains much of its wall surface details in brick and wood, while all the furnishings are later. The residence still serves that function and has been somewhat modernized.

An open wooden shed porch faces the main structure on the out-going track side. It too has a rich woodwork detailing in the mode of the main section.

8 SIGNIFICANCE

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

SPECIFIC DATES 1872? 1879?

BUILDER/ARCHITECT Frank Furness

STATEMENT OF SIGNIFICANCE

The Garvers Station, formerly of the Reading Railroad commuter line to Chestnut Hill, is a residential - passenger service station, a type of suburban transportation building once common to commuter/suburban lines in the last quarter of the 19th century.

The Garvers Station was designed by Frank Furness, a noted Philadelphia architect in the post-Civil War era. Furness' station architecture reflects a rich period in his career. Furness appears to have been first regularly employed by Reading Railroad in 1879 till his resignation in 1884. In that time he designed some 125 buildings and alterations, of which the Gravers can be confidently attributed to him, based on signed drawings in the archives of the Philadelphia and Reading Railroad.

"Gravers Lane, with its gawky proportions and histrionic stickwork, is a textbook example of heterogeneous, picturesque composition by accumulation...A bewildering variety of materials, patterns, textures, and colors further enlivens the surface of the building." (Thomas & O'Gorman, p. 56)

As one of the only remaining documented Railroad designs by Furness, the historic value of the small station is assured.

10 MAJOR BIBLIOGRAPHICAL REFERENCES

Detweiler, Willard S. Jr. Chestnut Hill: An Architectural History. Philadelphia, 1969.

Teitelman & Longstreth. Architecture in Philadelphia: A Guide. 1974.

Thomas & O'Gorman. The Architecture of Frank Furness. 1973.

11 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .02 acre

UTM REFERENCES

A	1,8	4,8,2	7,4,0	4,4	3,6	1,3,0	B			
	ZONE	EASTING	NORTHING					ZONE	EASTING	NORTHING
C							D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Madeline L. Cohen, Office of Historic Preservation

ORGANIZATION

Pennsylvania Historical & Museum Commission

DATE

January, 1977

STREET & NUMBER

William Penn Memorial Museum, P. O. Box #1026

TELEPHONE

717-787-4363

CITY OR TOWN

Harrisburg

STATE

Pennsylvania

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



TITLE

WILLIAM J. WEWER, Executive Director
Pennsylvania Historical & Museum Commission

DATE

3/23/77

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

WHITEMARSH

Flourtown

SPRINGFIELD

Erdenheim

CHESTNUT HILL COLLEGE

Chestnut Hill

WYNDMOR

CRAVER'S STATION, READING RAILROAD
Philadelphia County
ZONE: 18 482 740 4436 130

