Main Outlets of Philadelphia

Familiar as are the main outlets of our city to the older members of our cycling legion, they are a source of daily inquiries from the thousands of new recruits that join our ranks every season.

For their benefit especially the accompanying map is presented, not without a feeling of regret that certain improvements in some of our outlets fondly hoped for by this date are still apparently as far from realization as they were last year – witness, for instance, the slough of despond between North Broad street and Nicetown lane.

In addition to the map, the following directory of the principal highways, arranged in alphabetical order for more convenient reference, will, it is hoped, be found useful. The number affixed to the name of a road in the alphabetical list is intended as a help to locate the road on the map, the figures starting from the Lancaster pike (as a mark of deference to the pioneer of all turnpikes in this country) and making thence the round of the city from west to northwest, to northeast, to southeast, to southwest and to west again.

All these, and many of their offshoots not mentioned in this limited bird’s-eye view, will be gone over in detailed in our forthcoming Trips Awheel.

ASYLUM ROAD OR PIKE, ALIAS ADAMS STREET. – See Old Second street pike.

Baltimore Pike (19). – A continuation, beyond the city limits, of Baltimore avenue. It leads to Fernwood, Lansdowne, Clifton, Madison Heights, Oakdale, Swarthmore, Media, thence to the Brandywine. And we shall follow it in one of our trips this season, right on to Baltimore. As to Baltimore avenue, it can be reached conveniently by way of Chestnut of Walnut streets and Woodland avenue or (from uptown) via Spring Garden street and Thirty-ninth street.

Bell Road (17). – See Penrose Ferry road.

Belmont Avenue (4). – Practically a northward continuation of Forty-fourth street. A magnificent driveway through West Fairmount Park and out to the City Line with various connections right and left. The favorite outlet to Montgomery pike and (with West Philadelphians) to Wissahickon Drive, via City Line and East River Drive. It can easily be reached, “according to starting point, from Lancaster avenue, from Spring Garden street, or from Girard avenue (and Elm avenue or Lansdowne Drive).

Bethlehem Pike. – A name by which the Chestnut Hill and Spring House pike (which see) is generally designated among us, although it only applies strictly to the northward continuation of the latter from Spring House, in Montgomery county to Bethlehem in Northampton county.

Boulevard. – A name now being given to that wide and beautifully asphalted portion of Thirty-third street which has just been finished, from the railroad cutting at Jefferson street up to York street and
which, when bridged over “Brewerytown” to Girard avenue, will afford a magnificent driveway northward from the Spring Garden entrance to the Park.

BRISTOL PIKE. – Strictly speaking, the “Frankford and Bristol pike,” beginning, in company with the Bustleton pike, at the foot of Cedar Hill Cemetery in Frankford, and going thence through Holmesburg, Andalusia, Eddington, Bridgewater and Croydon to Bristol. Frankford is easily accessible by way of Nicetown lane, which we used to reach via Rising Sun lane (which see) and Butler street. The connection between these two lanes, however, was severed by the action of a railroad company a couple of years ago, and the shortest way, at the present date, to strike Nicetown lane at the New Cathedral Cemetery is, as indicated on the map, via Lehigh avenue, out Fifth street, down Glenwood avenue, and out Second street up to the cemetery (as per our Trip No. 1, present series). The day is not far distant, let us hope, when we can get to Nicetown lane, with much greater comfort via Tioga, Venango or Erie avenues. Even now the eastern extremity of Erie avenue (which you may strike via Rising Sun lane) supplies a rough-and-tumble, yellow clay outlet which some of us prefer to the hard pavement of Fifth street. For a third route to Frankford see Old Second street pike. As to Kensington (13) and Frankford (14) avenues, they are used only by those cyclists for whom miles of Belgian blocks have no terrors.

BROAD STREET. – The central artery which traverses the whole length of the city proper from (roughly speakin) north to south in a straight line. It is at present asphalted (save between Vine and Spring Garden streets) from its intersection with Moyamensing road in the south to Cayuga street in the north, a distance of over seven miles. It not only affords easy access to a number of outgoing highways (which see under their respective headings), it constitutes of itself quite an attractive ride, bordered as it is on both sides with private and public buildings of which any city might be proud.

BUSTLETON PIKE. – Starts from the same point as the Bristol pike (which see) at Cedar Hill Cemetary, Frankford. Leads to Bustleton, where it is intersected by Welsh Road (on its zigzag way from Holmesburg to Bethayres and Willow Grove). Outside Bustleton it sends an offshoot, the Byberry road, to the right towards Neshaminy Falls, and goes on to Somerton, Feasterville and Richboro in Bucks County.

Its poor condition and the amount of tolls charged for its use cause it to be anything but a favorite with us; hence Bustleton is usually reached awheel by way of Holmesburg, as will be shown in a forthcoming trip.

CAYUGA STREET. – An asphalted connection between North Broad street and Wayne Junction. (See Germantown avenue.)

CHESTER PIKE. – Practically, as shown in our Trip Awheel No. 4, a continuation of the Darby road (which see). It traverses Sharon Hill, Glenolden, Norwood, Moore, Leiperville, etc., and terminates at Chester. It may be struck, midway from Darby, via Penrose Ferry road (15), and Tinicum road (16).

CHESTNUT HILL AND SPRING HOUSE PIKE (8). – Begins at Chestnut Hill, opposite the Pennsylvania Railroad depot and crosses the lovely White Marsh Valley, via Flourtown and Fort Washington, to Spring House, where it is continued northward by the Bethlehem pike (which see).
It is reached in the same way as Germantown avenue (which see). In order, however, to avoid climbing up Chestnut Hill, which is the highest section of the city (Summit street being 440 feet above tide water) the pike may be struck at Flourtown via the Wissahickon drive (7) and the City Line.

CHESTNUT STREET. – Its asphalt, like that of Walnut street, affords an easy access to our western outlets, although an uncomfortable stretch of Belgian blocks is to be encountered at the bridges of both streets over the Schuylkill. The great traffic on Chestnut street generally, and the zigzagging of the trolley car tracks at the bridge, make Walnut street preferable. (See Ferries).

COLUMBIA AVENUE. – An asphalt outlet to East Fairmount Park and the East Drive, via Dairy Hill.

CONSHOHOCKEN STATE ROAD (3). – Starts practically at Cynwyd Station, on the Montgomery pike (which see), as indicated on the map herewith. A picturesque road, but one not altogether pleasant for cycling, which leads across the whole of Lower Merion township, through Fairview and Merion Square to West Conshohocken. The latter is much easier of access from the Montgomery pike, as will be shown in one of our forthcoming routes.

DARBY ROAD (18). – The still popular name of what is now officially designated (at least within the city limits) Woodland avenue. It begins practically at Thirty-ninth street and Woodland avenue, where Baltimore avenue starts (see Baltimore pike). It goes through Paschal to Darby, where it is continued by Chester pike.

DIAMOND STREET. – An asphalted avenue, westward to Fairmount Park, and eastward to Front street, and thence to Kensington avenue.

DOYLESTOWN PIKE. – See Old York pike.

EAST RIVER DRIVE. – A driveway skirting the Schuylkill River from the Spring Garden entrance to the Park as far as the mouth of the Wissahickon, where it is continued by Wissahickon Drive (which see).

FEDERAL STREET. – An asphalted means of access to Gary’s Ferry road (which see).

FERRIES. – The Camden Cycling District will be the subject of a special map at some future date. The ferries we use for crossing the Delaware are: The Shackamaxon Street Ferry (to State street, Camden), which is most easily reached via Girard avenue (asphalt) and Shackamaxon street.

The Vine Street Ferry (also to State street, Camden), at the foot of Vine street – a poor street to wheel over.

The Market street ferries (to Market and to Federal streets, Camden), at the foot of Market street, the Belgian blocks of which may be avoided by riding down Chestnut street.

The Chestnut Street Ferry (to Kaighn’s Point, Camden), at foot of Chestnut street.

The South street ferries (to Kaighn’s Point, Camden, and to Gloucester), at foot of South street; best reached via Pine street (asphalt).

FRANKFORD AND BRISTOL PIKE, FRANKFORD AVENUE. – See Bristol pike.

GERMANTOWN AVENUE, OR MAIN STREET (6). – The old Belgian-blocked roadway leading from Front street, Philadelphia, to Germantown and Chestnut Hill. At Chestnut Hill it sends off the Chestnut Hill and
Spring House pike (which see) to the right, and is continued westward by the Perkiomen and Germantown pike (which see). Almost any part of Germantown may now be reached with the greatest comfort by way of North Broad, Cayuga street, Wayne street, etc., and McCallum street offers a hilly but good macadam road to Chestnut Hill.

GERMANTOWN-PERKIOMEN PIKE (6). – The continuation, from Chestnut Hill out, of Germantown avenue (which see). It goes via Norriton (north of Norristown) to the Perkiomen Creek, where it is joined by the Ridge pike, and both are continued westward by the Perkiomen and Reading pike.

GIRARD AVENUE. – A favorite (asphalted) means of egress westward to Fairmount Park and eastward to Frankford avenue and Shackamaxon ferry.

GRAY’S FERRY ROAD. – Leads out over Gray’s Ferry bridge to Woodland avenue. Accessible via Federal street. The Belgian blocks on Gray’s Ferry road are none of the best, but the distance to be covered is short.

KENSINGTON AVENUE (13). – See Bristol pike.

LANCASTER PIKE (1). – The first turnpike ever made in this country, A. D. 1792-1794. Now, practically a continuation of Lancaster avenue. May be reached in various ways from Spring Garden street or Girard avenue and out through Fairmount Park to Fifty-second street or Girard avenue and out through Fairmount Park to Fifty-second street, or by Montgomery pike or by Walnut or Chestnut and Thirty-ninth streets, all three asphalted, etc. Leads through our western suburbs and the lovely Chester Valley, by Downington, Coatesville, Mt. Vernon, and Kinzers, etc., to Lancaster city.

LEHIGH AVENUE. – See Bristol pike.

LIMEKILN PIKE (9). – Some day, according to the present city plan, this may be a continuation of Twentieth street. Just now it is an offshoot of the Old York pike at Branchtown, which leads to Waverly Heights (below which it is intersected by the old Willow Grove Plank road to Weldon and Willow Grove), Edge Hill, Fitzwatertown, Jarrettown, etc. See Old York pike.

MARKET STREET. -- The most direct outlet east or west of the Public Buildings, but avoided owing to its Belgian block pavement east of Thirty-sixth street. See Chestnut street and West Chester pike.

MONTGOMERY PIKE (2). – Now consists of part of the Conshohocken State road, part of the Old Lancaster road, and the original Montgomery road. A fine cycleway leading out through the southern edge of Montgomery county by Narberth, Ardmore, etc. to Gulf Mills.

MOYAMENSING ROAD. – See Penrose Ferry road.

NICETOWN LANE (12). – See Bristol pike.

OLD LANCASTER ROAD. – Starts from Fifty-second and Lancaster avenue and becomes blended with the Montgomery pike (which see).

OLD SECOND STREET OR OXFORD PIKE (11). – Accessible by way of Rising Sun lane, which branches off to the northeast of Broad street at Westmoreland street. It leads through Feltonville, Olney, Lawndale to Oxford Church; thence to Fox Chase, Bethayres, Sorrel Horse, etc. It also offers a means of access to Frankford, by way of Asylum pike, which some prefer to the more direct routes.
OLD YORK PIKE (10). – Used to be Old New York pike. In reality a prolongation of Twelfth street, but now more easily accessible via North Broad street (as far as where the asphalt ceases at Cayuga street), and any of the turnings on the right across the vacant lots for the space of one block. It leads to Orgontz, Jenkintown, Willow Grove, where, sending off the Doylestown pike to the left, it goes on to Hatboro, etc.

OXFORD PIKE. – See Old Second street pike.

OXFORD STREET. – Now asphalted, like Columbia avenue, to the Boulevard on the edge of East Fairmount Park.

PENROSE FERRY ROAD (15). – Leads out to the Province Island, thence by the Tinicum road to Essington Lazaretto, etc., or by the Bell road to Paschalville on the Darby road. It is best reached from Moyamensing road and South Broad street.

PERKIOMEN AND GERMANTOWN PIKE. – See Germantown-Perkiomen pike.

RIDGE PIKE (5). – The continuation of Ridge avenue. Goes through Barren Hill and Harmanville to Norristown, thence to the Perkiomen Creek, where it converges with the Germantown and Perkiomen pike (which see). Better strike it at Barren Hill, by way of Wissahickon Drive (which see).

RISING SUN LANE. – See Old Second street pike.

RIVER DRIVE. – See East River Drive and West River Drive respectively.

SPRING GARDEN STREET. – Asphalted. A favorite means of egress to the Park and West Philadelphia generally.

TINICUM ROAD (16). – The continuation through Tinicum Island of Penrose Ferry road (which see).

VINE STREET. – See Ferries.

WALNUT STREET. – See Chestnut street.

WEST CHESTER PIKE (20). – A direct prolongation westward of Market street, though Llanerch, Manoa, Broomall, Newtown Square, etc., to West Chester. Market street is now asphalted from Thirty-sixth street to the city limit; and the pike beyond the latter has lately undergone quite a transformation as far as Llanerch, and a little improvement as far as Newtown Square; yet the best way to reach West Chester is still via Lancaster pike and Paoli, as will be shown in one of our forthcoming Trips Awheel.

WEST RIVER DRIVE. – A driveway skirting the Schuylkill on its western bank from the bridge at Callowhill or Spring Garden street to the Falls Bridge.

WISSAHICKON DRIVE. – The charming roadway which skirts our romantic Wissahickon from its mouth up to the northwestern City Line, near Barren Hill. It affords easy access to the Ridge pike, to the Germantown and Perkiomen pike and to the Chestnut Hill and Spring House pike, (which see).

WOODLAND AVENUE. – See Darby road.

A.E.