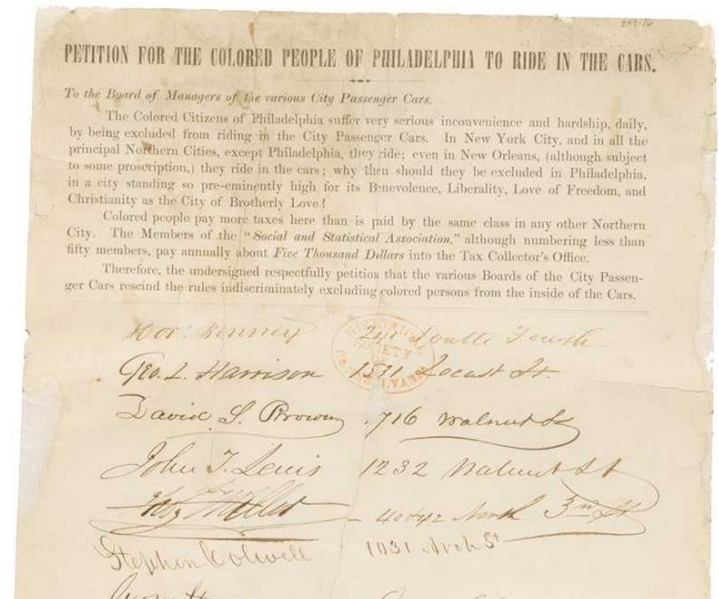


Desegregating Philadelphia's Streetcars

The first streetcar line in Philadelphia opened in 1858. From then until 1867, trolleys did not allow Black passengers. During the Civil War, Black troops returning to their camps to fight for the Union were forced to walk, and families of wounded soldiers couldn't visit their them in local hospitals for lack of transportation. Black Philadelphians like William Still, Octavius Catto, and Caroline LeCount fought for desegregation of the trolley lines by publishing articles in *The Philadelphia Press* newspaper, lobbying state lawmakers, and petitioning community members for support. A law banning segregation on public streetcars was finally passed in Pennsylvania in 1867.



Primary sources

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- ❖ "Petition for the Colored People of Philadelphia to Ride in the Cars." June 10, 1862. [Collection 425, Box 3A, Folder Oversize 73]
 - <http://digitalhistory.hsp.org/pafirm/doc/petition-colored-people-philadelphia-ride-cars-june-10-1862>
- ❖ William D. Kelley, "Why Colored People in Philadelphia Are Excluded from the Street Cars," Philadelphia, PA: Merrihew & Son, 1866. [Call no. E 441 .A58 v.119 no.2]
- ❖ *Report of the Committee Appointed for the Purpose of Securing to Colored People in Philadelphia the Right to the Use of the Street Cars*, Philadelphia, PA: Merrihew & Son, 1867 [Call no. E 441 .A58 v.119 no.1]

Secondary sources

- ❖ Philip S. Foner, "The Battle to End Discrimination against Negroes on Philadelphia Streetcars," *Pennsylvania History: A Journal of Mid-Atlantic Studies*, Vol. 40 (1973): 260-290, 345-379.
 - Part I: <http://www.jstor.org/stable/27772133> Part II: <http://www.jstor.org/stable/27772152>

- ❖ James M. McPherson, *The Struggle for Equality: Abolitionists and the Negro in the Civil War and Reconstruction*. Princeton, NJ: Princeton University Press, 1967. [Call no. Tw .486 M241]