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05 History of the West Chester Railroad to the PRR takeover in 1879

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History of the West Chester Railroad to the PRR takeover in 1879

This file contains assorted facts from Chester County history collected by students in the HIS480 "Computer methods of historical research" class at West Chester University. Each fact consists of specific information, a reference note to its source, and a date. The "facts" are organized in chronological order.

This file has not been completely proofread, nor have the sources been verified, so use this material with caution.

Collected by Jim Jones, David Flogaus, Kelly Kulp-Bosler, Mike Wolford and Bob Gialanella (Spring 1995). Additional information collected by Daniel Cleary, John Morrison, Scott Harre, and Robert Troutman (Spring 1996); and by Nicole Bowman, Karin Flippin, Mary Kurtak, Kelly McVeigh, Wendy Smoker, and Brian Toombes (Spring 1997). Last edited by Jim Jones (August 9, 1997).

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1811 James Alan McPherson, and Miller Williams, eds.
RAILROAD: TRAINS AND TRAIN PEOPLE IN AMERICAN CULTURE
(New York: Random House, 1976), 3-4.

In 1811, the Erie Canal Commission said no to the construction of a railroad, even though it would have been cheaper and more efficient than building a canal.

1820 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY

in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 1,
in West Chester University special collections.

During the period 1820-1833, a large horse wagon freighting
and passenger business existed between Philadelphia and
Pittsburgh. A line of four stages ran through Chester
County along the Lancaster Pike.

1820s (Daily Local News, January 20, 1898), 2.

The Conestoga Wagon trip took between four to six weeks to
travel between Philadelphia and Pittsburgh, depending on
conditions.

1827 J. Smith Futhey and Gilbert Cope, HISTORY OF CHESTER
COUNTY, PA, WITH GENEALOGICAL AND BIBLIOGRAPHICAL
SKETCHES (Philadelphia: Louis H. Everts, 1881) p359

In 1827, the Legislature authorized canal commissioners to
make examinations through Chester and Lancaster Counties for
a railroad to connect with the Pennsylvania Canal. In 1828,
these commissioners were directed to locate and put under
contract a railroad through Chester County via Lancaster to
Columbia.

1828 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY
(Daily Local News, January 20, 1898), 2.

In 1828, the act was passed by the state Legislature to
provide for the commencement of a railroad to be constructed
at the expense of the State, and to be styled the
"Pennsylvania Railroad".

1830 Holbrook Stewart, H. THE STORY OF AMERICAN RAILROADS.
New York: Crown Publishers, 1947, p33.

The biggest drawback to hauling goods by wagon from the East
coast was the natural barrier of the Allegheny Mountains.

1830 1857: containing a complete history of the borough from its
first settlement to the present time. . (West Chester, PA:
Wood & James, Publishers, E.F. James, printer, 1857, 37

The plans to build the West Chester Railroad led to the
construction of Price's Boarding School for young ladies in
1830.

1830/11/15 "Public Meeting" in VILLAGE RECORD (November 24,
1830), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad"

A group of citizens met in Edward Siter's public house to form a committee to challenge the 5th and 6th sections of the state canal and railroad law as "unconstitutional, unjust and arbitrary in its effects. They formed a committee of six members "to confer with similar committees from other parts of the state, as to the manner in which redress of grievances may be had, fairly and constitutionally." The committee consisted of Edward Siter, Robert T. Evans, Abner Lewis, Henry Carter, George Kirven and Abraham Phillips. The president of the meeting was John Pugh, vice president was Henry Carter, and secretary was William Sloanaker.

1830/12/11 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY (Daily Local News, January 20, 1898), 4.

West Chester's first railroad. A public meeting was called on 1830/12/11, at the Turk's Head Hotel, with Judge Isaac Darlington as the chair and P. Frazer Smith as secretary. The purpose of this meeting was to form a committee to estimate the cost of the proposed railroad.

1830/12/11 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 1, in West Chester University special collections.

A public meeting was held at the Turk's Head Hotel on Dec. 11, 1830 concerning the building of West Chester's first railroad.

1830/12/22 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 1, in West Chester University special collections.

A second public meeting was held on Dec. 22, 1830 to discuss the possibility of building a railroad to West Chester. Joseph Wilson was appointed engineer to investigate possibilities. Judge Izaak Darlington presided at both meetings.

1830/12/24 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 1, in West Chester University special collections.

On December 24, 1830, a third public meeting concerning a West Chester railroad link resolved to construct a railway from WC to intersect with the Columbia Railway line, and chose Dr. William Darlington to head the local committee.

1831 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY
(Daily Local News, January 20, 1898), 4.

The first superintendent appointed to the road was J. Lacey Darlington, with a salary of one dollar a day.

1831 Charles William Heathcote, HISTORY OF CHESTER COUNTY
PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 93.

The Philadelphia and Reading Railroad was organized in 1831.

1831/01/08 Alfred Sharpless, A HISTORY OF RAILROADING IN
CHESTER COUNTY in the DAILY LOCAL NEWS (West
Chester, January 20, 1898), 1, in West Chester
University special collections.

On January 8, 1831, John Wilson presented a satisfactory route approved by the committee. The estimated cost was \$88,021.29. A charter was obtained on July 18, 1831. It was the first railroad charter granted by the state which was carried into effect.

1831/01/08 Alfred Sharpless, A HISTORY OF RAILROADING IN
CHESTER COUNTY (Daily Local News, January 20,
1898), 4.

On January 8, 1831, Major Wilson reported that he has found a satisfactory route and submits an estimate for \$88,021.29. The charter was obtained.

1831/03/28 Alfred Sharpless, A HISTORY OF RAILROADING IN
CHESTER COUNTY in the DAILY LOCAL NEWS (West
Chester, January 20, 1898), 2, in West Chester
University special collections.

On the 28 March, 1831, a board of directors was elected for the West Chester Railroad. John Wilson was appointed the chief engineer. By May 26, the contracts were let for grading the surface in mile-length sections.

1831-1832 William Darlington, DIRECTORY OF THE BOROUGH OF WEST
CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE
BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME.
. (West Chester, PA: Wood & James, Publishers, E.F.
James, printer, 1857, 37.

"Among the causes which, about this time, began to impart additional animation and vital energy to the Borough, was the construction of the West Chester Railroad (9 miles in length), in the years 1831-32." The track was constructed

of yellow pine pieces, plated with flat iron bars. The motive power was horsepower.

1832 William Darlington, DIRECTORY OF THE BOROUGH OF WEST CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. . (West Chester, PA: Wood & James, Publishers, E.F. James, printer, 1857, 37

The plans to build the West Chester Railroad also stimulated the construction of the spacious Hotel, or Mansion House in 1832 by Wm. Everhart, Esq., at the southeast corner of Market & Church Streets.

1832 William Darlington, DIRECTORY OF THE BOROUGH OF WEST CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. . (West Chester, PA: Wood & James, Publishers, E.F. James, printer, 1857, 37.

John P. Baily, Esq. was in charge of the West Chester Railroad. It was the first work of its kind completed in Pennsylvania. It was finished on time and within the estimated cost.

1832 Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 93.

In 1832, a railway spur was constructed from West Chester to Malvern, using yellow pine rails placed on stone sleepers.

1832/09/18 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 2, in West Chester University special collections.

At a board meeting on Sept. 18, 1832, it was announced by John Baily that the entire nine-mile track would be completed within sixteen months.

1833 Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 92.

The first railroad was completed from Columbia to Philadelphia in 1833 using horses for motive power.

1833/10/18 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 4, in West Chester University special collections.

The first track superintendent was J. Lacey Darlington, who was paid \$1.00 daily.

On Oct. 18, 1833, the PA Canal Commission completed a railroad line to the head of the inclined planes, located four miles from Philadelphia on the other side of the Schuylkill. Passengers were conveyed the rest of the way by stages.

1834 J. Smith Futey and Gilbert Cope, HISTORY OF CHESTER COUNTY, PA, WITH GENEALOGICAL AND BIBLIOGRAPHICAL SKETCHES (Philadelphia: Louis H. Everts, 1881) p360

The Columbia Railroad began operating in February 1834 from Columbia, Pennsylvania on the Susquehanna River to Philadelphia.

1834 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 5, in West Chester University special collections.

In 1834, the West Chester Railroad built a connecting road from Kirkland Station across to Whiteland to reach the limestone and marble quarries (JJ: possibly Boot Road between PA100 and US202). The next year, marble from the Thomas quarry was available for the front of the Chester County Bank. This road proved a financial loss, however.

1834 Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 93.

In 1834, the first English-made locomotive was placed in service on the railway spur that connected West Chester to Malvern.

1834/01/01 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 5, in West Chester University special collections.

The West Chester Railroad declared its first dividend on the first of January, 1834. The dividend was 3%. Future prospects looked good at this point.

1834/07 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 5, in West Chester University special collections.

In July of 1834, William Sharpless was appointed the Superintendent for the West Chester Railroad. He lived in Philadelphia, because the company built a hotel on Broad

Street south of Race Street. Called the West Chester House, it housed the company cars and was the depot for freighting done to West Chester. Sharpless had large warehouses built.

1836/06/01 Announcement for the Philadelphia & West Chester
Railroad Line (May 31, 1836), from the CCHS
clippings file: "Transportation, Pennsylvania
Railroad, Frazer Branch"

As of June 1, 1836, trains from West Chester and Philadelphia left at 7:00am and 2:00pm. Tickets were sold at the Red Lion Hotel, No. 200 Market Street, or at the West Chester Railroad Hotel in Broad, near Race, in Philadelphia, and at the Depot, West Chester." Signed "H. James, Agent" in West Chester on May 31, 1836.

1837 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 6, in West Chester University special collections.

The Chester County Bank lost half of its capital in the general crash of 1837. As a consequence, the West Chester Railroad suffered major losses and fell heavily in debt.

1838 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY (Daily Local News, January 20, 1898), 6.

The West Chester Railroad was heavily in debt, causing The Chester County Bank to lose half of its capital, many other investors lost all, and went out of existence.

1839 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 6, in West Chester University special collections.

No dividends were paid to West Chester Railroad stockholders during 1839. The stockholders were not happy. The West Chester Railroad did receive some breaks from the state on toll rates for use on the Columbia Road. The directors were apparently maligned by the Directors. Since its inception, the West Chester Railroad paid the state \$30, 000 in tolls.

1840 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 6, in West Chester University special collections.

In 1840, the West Chester Railroad considered creating a more direct line to Philadelphia, but thought it was too expensive.

1841 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY

in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 6,
in West Chester University special collections.

In 1841, William Sharples resigned as Superintendent. The
directors assumed all the duties of the former paid staff,
without fee.

1842 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY
in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 7,
in West Chester University special collections.

In 1842, expenses were reduced from the previous year \$2400,
but income on the WCRR dropped \$2900. The condition of the
track was so bad that it needed to be relaid. The directors
authorized the purchase of 600 hundred ton of T-rails, but
they only bought 40 tons before they ran out of money.

1844/01/15 Alfred Sharpless, A HISTORY OF RAILROADING IN
CHESTER COUNTY in the DAILY LOCAL NEWS (West
Chester, January 20, 1898), 7, in West Chester
University special collections.

At the annual meeting of the West Chester Railroad directors
on January 15, 1844, a new board of directors appointed
Philip P. Sharples and Dr. Isaac Thomas as an executive
committee. Sharples become obsessed by railroad matters.

1844/01/31 Alfred Sharpless, A HISTORY OF RAILROADING IN
CHESTER COUNTY in the DAILY LOCAL NEWS (West
Chester, January 20, 1898), 7, in West Chester
University special collections.

On January 1, 1844, the Executive Committee of Philip P.
Sharples and Dr. Isaac Thomas as an executive appointed
Samuel M. Penten as the superintendent of the West Chester
Railroad.

1844/05/25 Alfred Sharpless, A HISTORY OF RAILROADING IN
CHESTER COUNTY in the DAILY LOCAL NEWS (West
Chester, January 20, 1898), 7, in West Chester
University special collections.

An agreement was reached with Canal Commission for a rate of
\$15 a train for running from the West Chester intersection
of the Columbia-Philadelphia Railroad to the inclined plane.
It started operating on 5/25/1844. Two second-hand 8-
wheeled passenger cars were bought for service. Then two
new cars were commissioned from the W.E. Allison Company.
The baggage on these cars was carried beneath the seat.

1844/mid Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER
COUNTY in the DAILY LOCAL NEWS (West Chester, January

20, 1898), 7, in West Chester University special collections.

Second half of 1844, the Executive Committee of the West Chester Railroad recommended reconstruction of the road with the same kind of rails as before, at a cost of \$15,000.

1845 William Darlington, DIRECTORY OF THE BOROUGH OF WEST CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. . (West Chester, PA: Wood & James, Publishers, E.F. James, printer, 1857, 37.

Steam power was introduced on the West Chester Railroad in 1845, which crushed the wooden track by 1849. Iron edge rails were substituted starting in this year. This made it a substantial track. The West Chester Railroad connected West Chester with Philadelphia.

1845/05/26 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 7, in West Chester University special collections.

On May 26, 1845, the Canal Commission agreed to haul West Chester Railroad trains for only \$6000 annually. (JJ: that is 400 trains at the 1844 rate. Was it actually an increase? Was it due to the introduction of steam locomotives?) Philip Sharples reported completed contracts for relaying for the junction from West Chester to the junction.

1846 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 25.

The earliest WC&PRR station in West Chester was a two-story brick structure built in 1846 to serve the WCRR.

1846/01/19 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 7, in West Chester University special collections.

On January 19, 1846, Philip Sharples declined re-election as Superintendent of the West Chester Railroad, because his private affairs requiring more of his personal attention.

1846/04/28 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 7, in West Chester University special collections.

On April 28, 1846, Philip D. Thomas was appointed as the Superintendent of the West Chester Railroad. There was already evidence that the new locomotives were destroying the light iron track.

1847 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 8, in West Chester University special collections.

The Directors of the West Chester Railroad proposed to construct heavier track. Stockholders agreed to a further mortgage of \$15,000 to secure the funds for this purpose. Philip Sharpless was again elected a Director. Directors and officers of the road with friends raised \$ to purchase new rails. In 1847 the stronger track was rebuilt. The debt was paid from profits in 2 years. (Not true MW).

1848 Burgess, George H. CENTENNIAL HISTORY OF THE PENNSYLVANIA RAILROAD. Philadelphia, PA: The Pennsylvania Railroad Company, 1949, 400-401.

The West Chester and Philadelphia was incorporated in 1848 to build a suburban line between the two points named, a distance of 26 miles, all south of the Main Line of Public Works. Or, in other words, the Philadelphia and Columbia Railroad. The company was not organized until 1850, and construction was started in 1852, and completed in as far as Media in 1854, and in West Chester in 1858,.

1849 William Darlington, DIRECTORY OF THE BOROUGH OF WEST CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. . (West Chester, PA: Wood & James, Publishers, E.F. James, printer, 1857, 37.

Steam power was introduced on the West Chester Railroad in 1845, but the locomotives crushed the wooden track by 1849, so iron edge rails were substituted.

1850 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY (Daily Local News, January 20, 1898), 9.

The year 1850 brought the first telegraph line to West Chester.

1850/10/14 J. Smith Futhey and Gilbert Cope, HISTORY OF CHESTER COUNTY, PA, WITH GENEALOGICAL AND BIBLIOGRAPHICAL SKETCHES (Philadelphia: Louis H. Everts, 1881) p360

John J. Parker, in some reminiscences published in the DAILY LOCAL NEWS of May 24, 1879, states that in 1850, after the

completion of the branch to West Philadelphia which avoided the inclined plane, the West Chester passengers were conveyed by this route to Philadelphia. The first train of cars with passengers crossed the Philadelphia Market Street bridge on Oct. 14, 1850, with Philip P. Sharpless (note spelling M.W.), of West Chester, then superintendent of the 'old road' in charge.

Three passenger trains ran on the Columbia Railroad - 1) fast line - west every morning, 2) slow line - west every afternoon, and 3) night time - west in the evening.

1850s James D. Lynch, Jr., THE HIGH LINE, vol. 8 (Bryn Mawr, PA: Philadelphia Chapter, PRR T & HS, 1988), 3.

A second railroad was built in West Chester to get around paying high tariffs, due to the high debt of the State's railroad; thus, the West Chester and Philadelphia was born.

1851 William Darlington, DIRECTORY OF THE BOROUGH OF WEST CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. . (West Chester, PA: Wood & James, Publishers, E.F. James, printer, 1857, 38.

The proposal to build a second railroad was animated by the belief that Philadelphia might be made a first rate place if it were not so far from West Chester.

"In the age of Progress and annexation, we all go incontinently for the annihilation of time and monopoly of space." - the author.

1851 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 8, in West Chester University special collections.

The proponents of the West Chester-Media-Philadelphia Railroad wanted to avoid the Canal Commission charges for the use of the inclined plane west of Philadelphia. They decided the cost would be one million dollars.

A new generation of professional men, some enemies of the old West Chester Railroad, and businessmen from Delaware County organized to build a "West Chester and Philadelphia Railroad.

1851 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 8, in West Chester University special collections.

The two West Chester railroads clashed. The owners of the

old road, finding their property value increasing, refused to join with the new road. They warned potential investors in the other railroad, that they could lose all of their money. A violent newspaper war ensued between the friends of the two lines.

1851 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY (Daily Local News, January 20, 1898), 8.

A second railroad in West Chester. The owners of the old railroad complained that it was slow due to the inclined plane that was used near Philadelphia. A second line was developed by Mr. Edward Gay, a prominent engineer, at a estimated cost of \$768,829.03.

1851 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY (Daily Local News, January 20, 1898), 9.

In 1851, Miss Emma Hunter was probably the first lady telegraph operator in the country. She worked in the West Chester station.

1851 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 8, in West Chester University special collections.

In 1851, the state finished grading tracks that took the Columbia line directly into Philadelphia. The line ran on a bridge to Market Street and then to Broad Street. A depot for passengers and freight on the southwest corner of Broad and Market Streets.

1851-1857 William Darlington, DIRECTORY OF THE BOROUGH OF WEST CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. . (West Chester, PA: Wood & James, Publishers, E.F. James, printer, 1857, 38.

In 1851 a direct "road" (Railroad) to Philadelphia along a southern route by way of Media was begun. The undertaking proved expensive and arduous. It was being managed in the style and spirit which presided over the birth of the town, when all was "Harmony, not understood." (JJ: Does this mean that the work was disorganized?) The work was not completed until 1857.

1852 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 32.

The 1852 proposal called for the railroad to charge passengers 2.5 cents per mile, and called for two dual-service locomotives, six 60-seat passenger cars, and 25

freight cars.

1852/04/11 James J. D. Lynch Jr., "The West Chester Branch"
in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring
1988), 4.

Construction of the WC&PRR began along Crum Creek on April 10, 1852, about six miles from West Chester, near Locksley station. JJ: Although Locksley Station was about six miles from West Chester, this must be an error, since it contradicts other info in the article. Crum Creek was nearest to Swarthmore Station, and sixteen miles (not six) from West Chester. However, the 3rd Annual Report of the WC&PRR says that groundbreaking took place about six miles from West Chester along the Chester Creek on April 11, 1852.

1852/early James J. D. Lynch Jr., "The West Chester Branch"
in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring
1988), 3.

In early 1852, two sets of private contractors were engaged to build the WC&PRR from Philadelphia to West Chester. Malone, Clark and Gonder began to construct about 16 miles of track between West Chester and Crum Creek. Daniel Tyler & Co. built the remaining 10 miles between Crum Creek and Philadelphia.

1852/early James J. D. Lynch Jr., "The West Chester Branch"
in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring
1988), 4.

Construction of the WC&PRR from Philadelphia to Crum Creek was expected to end on May 1, 1853, and completion of the track to West Chester was expected by January 1, 1854, all at a cost of \$601,600.

1852-1854 James J. D. Lynch Jr., "The West Chester Branch" in THE
HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 4.

From 1852-1854, the WC&PRR had trouble raising enough capital to meet its construction goals. That created friction among the WC&P management, leading to the resignation of chief engineer T. E. Stickels on May 30, 1854. The board of the WC&PRR appointed Chief Engineer William H. Wilson (later Chief Engineer of the PRR) on June 14, 1854.

1853/11 DAILY LOCAL NEWS (May 13, 1947), from the CCHS
clippings file: "Transportation, Pennsylvania Railroad"

There was an accident on the WCRR at Worthington's curve, just below the Fern Hill (McCall's) station. A locomotive

overturned as it headed towards West Chester, pinning engineer Newton Smith in the wreckage. He was badly scalded, and after he was brought to his home in Snare's Row on East Chestnut Street in West Chester, he lingered for some weeks before dying. Mr. Smith was the father of Norris T. Smith, a well-known printer in West Chester. The train's conductor was David Zell, also of West Chester.

1854/07/24-08/01 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 4.

On July 24, 1854, the Board of the WC&P voted to suspend all construction for lack of funds, but work resumed on August 1, 1854, after additional bonds were issued.

1854/09 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 32.

In September 1854, the WC&PRR hired staff to operate its first revenue-producing trains in October 1854. A locomotive engineer earned \$2.50/day, the passenger train conductor earned \$50/month, and the baggage master earned \$35/month.

1854/09/11 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 32.

The first passenger locomotive (4-4-0) acquired by the WC&PRR was the "Rockdale" constructed by Richard Norris & Son. Its purchase was authorized by the board on September 11, 1854.

1854/10/15 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 4.

On September 26, 1854, the WC&PRR opened for business between Media and its Philadelphia terminal at 31st & Chestnut Streets. The line was officially opened on October 15, following completion of track work at Media Station.

1855/06/13 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 33.

On June 13, 1855, the board of the WC&PRR authorized the purchase of another locomotive, the "James Clark," for the price of \$1750. JJ: Three years later, they sold it, plus tender, for \$500.00.

1856/04 James J. D. Lynch Jr., "The West Chester Branch" in THE
HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 5.

By late April 1856, the WC&PRR was only complete as far as
Wawa, despite the expenditure of about \$1,200,000.

1856/04-1858/11 James J. D. Lynch Jr., "The West Chester
Branch" in THE HIGH LINE, vol. 8, no. 2 & 3
(Winter-Spring 1988), 5.

Because of its financial difficulties, the WC&PRR bond
holders appointed trustees to replace the railroad's
management in late April 1856. They remained until November
1858. JJ: See LEDGER.WCP containing notes from the account
ledger of this period. The trustees' names were John Thomas
and Joseph J. Thomas.

1857 William Darlington, DIRECTORY OF THE BOROUGH OF WEST
CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE
BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. .
(West Chester, PA: Wood & James, Publishers, E.F. James,
printer, 1857, 39.

The author expressed the fear that Philadelphia might soon
engulf West Chester as a result of railroad construction.

1857 William Darlington, DIRECTORY OF THE BOROUGH OF WEST
CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE
BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. .
(West Chester, PA: Wood & James, Publishers, E.F. James,
printer, 1857, 105.

The schedule of the old West Chester Railroad, taken from
LINES OF TRAVEL - ADVERTISEMENT. Trains left the West
Chester depot at 47 East Gay Street at 7:30 A.M., and at
3:00 P.M. The fare was 75 cents. Officers of the railroad:
President - Joseph L. Lewis; Secretary & Treasurer - S.M.
Painter; Superintendent - Philip P. Sharples.

1857 William Darlington, DIRECTORY OF THE BOROUGH OF WEST
CHESTER, FOR 1857: CONTAINING A COMPLETE HISTORY OF THE
BOROUGH FROM ITS FIRST SETTLEMENT TO THE PRESENT TIME. .
(West Chester, PA: Wood & James, Publishers, E.F. James,
printer, 1857, 87.,

Philip P. Sharples was the superintendent of the West
Chester Railroad in 1857. He lived at 82 S. Church Street
in West Chester.

1857/08/01 Alfred Sharpless, A HISTORY OF RAILROADING IN
CHESTER COUNTY in the DAILY LOCAL NEWS (West

Chester, January 20, 1898), 10, in West Chester University special collections.

The Pennsylvania Company bought the rights to the state railroads and canals at auction on August 1, 1857.

1858 J. Smith Futhey and Gilbert Cope, HISTORY OF CHESTER COUNTY, PA, WITH GENEALOGICAL AND BIBLIOGRAPHICAL SKETCHES (Philadelphia: Louis H. Everts, 1881) p359

The West Chester Railroad Company was subjected to unjust and oppressive regulations, according to officials of the first West Chester Railroad. These helped cause the formation of a company for construction of an independent line by way of Media. In 1858 the old line WCRR was leased by the Pennsylvania Railroad Company.

1858 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 8, in West Chester University special collections.

The second West Chester Railroad (via Media) did not reach West Chester as planned in 1858. The old line continued to make money.

1858 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 25.

The WC&PRR built a three-stall engine house and turntable in WC in 1858, and new freight facilities in 1867.

1858/05/16 Schedule, West Chester Railroad (Summer 1858)

The WCRR operated three daily trains in each direction between WC and Philadelphia, starting on May 16, 1858. Trains left the depot at 18th and Market in Philadelphia at 7h15, 11h00 and 16h00. Trains left West Chester at 6h30, 10h30 and 15h10. There was also a single round-trip that operated from Philadelphia on Sundays at 7h45, and from West Chester at 15h10. Isaac Thomas was president of the railroad.

1858/07/26 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 5.

On July 26, 1858, Richard Clark received a contract to complete the last nine miles of grading, ballasting and track-laying between Grubb's Bridge and West Chester.

1858/11/10 James J. D. Lynch Jr., "The West Chester Branch"

in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 5.

On November 10, 1858, Richard Clark completed the WC&PRR track to West Chester, and the line opened the following day.

1858/11/10 James D. Lynch, Jr., THE HIGH LINE, vol. 8 (Bryn Mawr, PA: Philadelphia Chapter, PRR T & HS. 1988), 5.

1858/11/10, the West Chester branch opened, completing the West Chester Railroad .

1858/11/11 Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 93.

In 1857, the Pennsylvania Railroad took over the operation of the railway line between West Chester and Malvern, and the first train reached West Chester from Philadelphia via Media on 11 November 1858.

1858-1884 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 25.

The Westtown Station on the WC&PRR became a stop in 1858 and was known as "Street Road" until 1884. It served the nearby Westtown Boarding School operated by the Society of Friends.

1859/01/01 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 33.

By January 1, 1859, the WC&PRR owned four locomotives (two Norris and two Baldwin), six passenger coaches, two baggage cars, four freight cars, and two 8-wheel platform cars.

1859/04/06 Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 10, in West Chester University special collections.

A five year agreement between the West Chester Railroad and the Pennsylvania Railroad began on April 6, 1859. The PRR took possession of the line and agreed to run the trains on satisfactory terms. The West Chester Railroad claimed that the PRR was purposely running down the track in order to the lower the value of the railroad so that the PRR could buy it more cheaply at the end of the five-year contract.

1859/04/16 "Retained" in JEFFERSONIAN (April 16, 1859), from the CCHS clippings file: "West Chester Transportation, PA.RR 1869"

Ziba Wollerton was hired by the PRR to serve as its agent at WC. Mr. Wollerton already had "long experience" at the job.

1860/04/03 VILLAGE RECORD (West Chester, April 3, 1860) from the CCHS clippings file "West Chester Transportation, PRR"

Although Ziba Wollerton retained his position as station agent under Pennsylvania Railroad management, he resigned his position as agent at the West Chester railroad station after some 8-10 years of service with the West Chester Railroad. According to the author of the newspaper article, "This road is now run by the Pennsylvania Railroad Company, and in its extensive business, everything must be done `just so.'--according to a system which has to be rigidly adhered to. Every item of business is noted down--every act of the agent--every passenger, package or bundle of freight--has to be rigidly accounted for--while the cars, in their arrival and departure, note the time of day, with the accuracy of the town clock."

1860's Alfred Sharpless, A HISTORY OF RAILROADING IN CHESTER COUNTY in the DAILY LOCAL NEWS (West Chester, January 20, 1898), 10, in West Chester University special collections.

The West Chester-Media Railroad Company's direct line did better in the early 1860's under the President, Marshall B. Hickman. A short time prior to the expiration of the Pennsylvania Railroad's (PRR) lease on the West Chester Railroad, the West Chester Railroad directors made an offer to the PRR for a buyout. The PRR considered the offer too high, so Hickman then made the new West Chester-Media Railroad a better offer, which they accepted without consulting the PRR. The PRR complained, but letters written by the chief officers show they were intending to stand pat on their offer.

1861/05/07 "Resignation" in VILLAGE RECORD (May 7, 1861), from the CCHS clippings file: "West Chester Transportation, PA.RR 1869"

George Fernon, ticket agent for the PRR at WC, resigned his position to join his National Guard Regiment. He was replaced by J. Bayard Jefferis.

1863/11/14 "Fire" in VILLAGE RECORD (West Chester, November 17, 1863) from the CCHS clippings file "West Chester Transportation, PA.RR"

The West Chester Railroad engine house burned Saturday night, November 14, 1863, about 10pm. The building was partly destroyed and the woodwork on an engine was consumed.

1864/04/01-1873/01/01 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 5.

The WC&PRR was leased by the WCRR between April 1, 1864 to January 1, 1873. On March 10, 1873, the arrangement was formalized by a 99-year lease. The arrangement continued until August 6, 1879, when both lines came under the control of the PRR.

1866 DAILY LOCAL NEWS (1906--date missing), from the CCHS clippings file: "Transportation, Pennsylvania Railroad"

This article describes the memories of an engineer on the PRR-Frazer named Brown. Brown began to work as a fireman on the WCRR in 1866, after working two years as a helper in the summer while attending school in the winter. In those days, he used to finish his run from West Chester to Intersection (Malvern) by shoveling coal into the tender. The coal was deposited on the ground from a single 5-ton railcar near the turntable at Intersection, and lasted for eleven days' worth of operation. The author observed that "many a youth would have found his muscles giving out long before that, but Brown was made of different stuff from many of the gilded college boys, and he stuck to his shovel."

1866 DAILY LOCAL NEWS (1906--date missing), from the CCHS clippings file: "Transportation, Pennsylvania Railroad"

In the old days, the track was unballasted and the ties were laid directly on the dirt. "It was no unusual thing to see the rails rise in front of the locomotive as the weight came upon a section of soft roadbed and pried up the track ahead."

1866 DAILY LOCAL NEWS (1906--date missing), from the CCHS clippings file: "Transportation, Pennsylvania Railroad"

During the early years of Engineer Brown's service, Abram Griffeth operated the train on the "upper road" while Brown ran trains on the "lower road," first with conductors Ed Miller and Miller Snare, and later, for eleven years, with Charlton D. Lack, who is now a trainmaster. Brown worked with an assortment of firemen including Hugh Brown and John Ford (now at Oxford), Thomas Lindsay (now between Wawa and Philadelphia), Larry Doran (now on the Central Division), James Ingram, Abram Cobourn, and Abiah Miller (now an invalid in Media).

In 1866, all of the water for engines on the WCRR used to be pumped by hand by Malachi Harris at Intersection.

1866 DAILY LOCAL NEWS (1906--date missing), from the CCHS
clippings file: "Transportation, Pennsylvania Railroad"

In 1866, the P&BC was constructed to Oxford and placed under the supervision of Superintendent Wood.

1866 DAILY LOCAL NEWS (1906--date missing), from the CCHS
clippings file: "Transportation, Pennsylvania Railroad"

In 1866, trains made four trips a day in each direction between West Chester and Intersection. The first train left Malvern at 8am and returned from West Chester to Malvern in time to meet the mail train from Philadelphia. The second left Malvern in the morning and returned in time to meet "the Lancaster accommodation." In the afternoon, it returned to Malvern in time to meet the market train, known as the "tub train" for the tubs of butter it carried. The last train of the day left West Chester at 4:30pm.

1866 DAILY LOCAL NEWS (1906--date missing), from the CCHS
clippings file: "Transportation, Pennsylvania Railroad"

The author noted how the size of railcars had grown in the last forty years. Instead of five-ton coal cars, fifty tons was now normal, and engines had grown in weight from seven tons to 65 tons, and 106-ton locomotives were no longer uncommon. In 1866, a train weighing 300 tons was thought to be heavy, but by 1960, trains weighing 1350 tons were common.

1867 "More Changes at Old Depot" in DAILY LOCAL NEWS, in CCHS clippings file, "West Chester Transportation; PA. RR 1915-1919."

An extension to the train station at Market Street was underway in 1917. This article describes the changes in the station during the period 1867-1917.

Originally in 1867, the passenger shed was on the West side of the station and the freight and baggage cars were unloaded on the east side of the station. After through-trains began to operate in West Chester, the passenger shed was moved to the through tracks on the east side and freight was unloaded on the West side of the station, where the Adams Express company had its offices and warehouse in 1917.

1867 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 33.

By 1867, the WC&PRR owned ten locomotives, sixteen passenger cars, four baggage cars and fifty-five freight cars.

1868/08/23 "Obituary for L.S. McKinstry" in DAILY LOCAL NEWS
(West Chester, March 13, 1940).

L.S. McKinstry was born on August 23, 1868. Her parents were John and Anna Exton (Steele) Stone. Her maternal grandfather was Hugh E. Steele, who owned Laurel Iron Works and served as president of the Wilmington and Northern Railroad.

1872 Webster, Daniel. THE WORKS OF DANIEL WEBSTER, 16th ed.
Vol. II. Boston, MA. N.p., 1872.

"In the history of human inventions there is hardly one so well calculated as that of railroads to equalize the condition of men."

1872/03/02 "What Idleness Begets" in The Jeffersonian (March 2, 1872), in CCHS clipping file: "West Chester Transportation, West Chester & Phila. RR 1870-1879."

Five boys aged 10 to 15 were arrested for stealing iron from the railroad yard on last Monday. They also put obstructions on the tracks. There was a group of boys who were accustomed to hopping trains from West Chester to other stations, and who scavenged metal to sell to junk dealers.

"It is a well-established fact that idleness is the mother of vice, and it is a fact equally well established that West Chester revels in a large proportion above her quota of idle boys. Our streets are thronged with them. Boys, who no doubt had they the paternal influences brought to bear upon them as their natures require, might now be the exact reverse of what they are now. They are not to blame for their breaches of law and good breeding. They have never had the RIGHT instilled into them but have been left to run at large, our streets, Arab like, and the teachings which are thereon found invariably lead to wickedness and disorder.

1874/07/20 "Smoking Positively Prohibited in This Rom" in DAILY LOCAL NEWS (July 20, 1873), in CCHS clipping file: "West Chester Transportation, West Chester & Phila. RR 1870-1879."

Smoking was prohibited in the waiting room of the WC&PRR terminal on Market Street. However, it was generally ignored, prompting this letter of complaint to the editor.

1875/06 "Fire at the Railroad Stables" in DAILY LOCAL NEWS
(June 5, 1948), from the CCHS clipping file "WC
Transportation, PA.RR 1940-1954"

There was a fire at the stables located at the railroad
depot on East Market Street on a "warm Sunday in June 1875."
Jesse Ehrenseller was in charge of the horses.

1875/11/04 "Light!--More Light!! on Railroads" in DAILY LOCAL
NEWS (November 4, 1875), from the CCHS clippings
file: "Transportation, Pennsylvania Railroad"

This editorial complained that passengers on night trains
were made fearful by the darkness outside of the train.
"The faint glimmering of light from within, though the
windows are just sufficient to render that darkness visible,
to some it brings actual suffering, and seems to forebode an
increase in danger, quite imminent enough already, for their
sensitive nerves." The author continued: "Even railroad
corporations, soulless as they may be, owe both courtesies
and duties to their patrons in return for their patronage."

1878/05/20 James J. D. Lynch Jr., "The West Chester Branch"
in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring
1988), 4.

An illustration of a WC&PRR schedule for May 20, 1878, names
H. K. Smith as superintendent of the line.

1878/08/08 "Ballasting Their Road" in DAILY LOCAL NEWS
(December 30, 1879), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

The Pennsylvania Railroad bought the WCRR for about \$135,000
and began to operate it on August 8, 1878.

1879/05/12 PHILADELPHIA TIMES (May 12, 1879), from the CCHS
clippings file: "Transportation, Pennsylvania
Railroad, Frazer Branch"

There was a meeting of interested West Chester citizens who
wanted to build a connector from the WCRR to the Chester
Valley Railroad at the White Horse station.

1879/05/17 "Still Another Railroad Project" in DAILY LOCAL
NEWS (May 17, 1879), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad"

Chief Engineer Barnes of the PRR led a group of surveyors to
the northeast corner of West Chester to survey a route from

Malvern Station. The author of the article believed that this was intended to head off an attempt by the Reading Railroad Company to build a branch to West Chester.

1879/05/27 "A Corps of Engineers in Town" in DAILY LOCAL NEWS (May 28, 1879), from the CCHS clippings file: "Transportation, Pennsylvania Railroad"

Engineers of the PRR arrived in town to survey the railroad line from West Chester to Malvern. They lodged at the Green Tree Hotel, and included Frank I. Fletcher, W. H. Colesberry, G. J. Maxwell, James Dougherty, Frank Philips and Thos. Morgan. They began on the farm of William Marshall (West Goshen) and near the Convent, from whence they surveyed lines running to the turntable and the terminal of the WC&PRR.

1879/06/01 "Surveyors at Work" in DAILY LOCAL NEWS (June 1, 1879), from the CCHS clippings file: "Transportation, Pennsylvania Railroad, Frazer Branch"

Pennsylvania Railroad surveyors began to lay out a new route for the WCRR (henceforth PRR-Frazer) from Frazer to West Chester: "starting from Frazer Station, crossing Valley Aill (sic) near Robinson's store, below Woodland; from thence to the Boot Tavern and across the line of the projected West Chester and Phoenixville Railroad, on Lamborne Hall's farm, Finegan's farm and again across the West Chester road near McCall's Station."

1879/07/14 E. B. Moore to Smedley Darlington, quoted in "News Stories and Squibs as Culled from the Daily Local News" in DAILY LOCAL NEWS (July 16, 1879), from the CCHS clippings file: "Transportation, Pennsylvania Railroad"

The PRR announced its purchase of the WCRR from Malvern to West Chester, subject to approval by the two boards of directors.

1879/07/26 DAILY LOCAL NEWS (July 26, 1879), from the CCHS clippings file: "Transportation, Pennsylvania Railroad"

The PRR announced the approval by its board of directors of the purchase of the WCRR from Malvern to West Chester on August 1, 1879. The board announced its intention to straighten the line, install new rails, and build a new section from Woodland to the PRR Main Line at Frazer.

1879/07/28 "Engineers at Work" in DAILY LOCAL NEWS (July 28,

1879), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

The new line from Frazer will run to Woodland Station and provide an alternative to 2.5 miles of decayed track between Malvern to Woodland Station, which the PRR planned to abandon.

1879/08/05 "New Railroad" in DAILY LOCAL NEWS (August 5, 1879), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad"

Mr. George E. Pim, who operated a grain and feed store in the old WCRR station, was ordered by officials of the PRR to vacate by August 15, 1879, after the PRR announced their purchase of the WCRR.

1879/08/06 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 5.

The WC&PRR was leased by the WCRR between April 1, 1864 to January 1, 1873, and on March 10, 1873, the arrangement was formalized by a 99-year lease. The arrangement continued until August 6, 1879, when both lines came under the control of the PRR.
