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07 Notes on the History of the West Chester Railroad 1883-1893

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Notes on the History of the West Chester Railroad 1883-1893

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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1883 BREOU'S ORIGINAL SERIES OF FARM MAPS, CHESTER COUNTY
(Philadelphia: W. H. Kirk & Co., 1883), 18-19.

The PRR engine house was located just east of Adams Street
opposite Lacy Street.

1883/01/08 "Delayed" in DAILY LOCAL NEWS (January 8, , 1883),
from the CCHS clippings file: "Transportation,
Pennsylvania Railroad, Frazer Branch"

An accident on the Pennsylvania Railroad delayed trains to West Chester on the PRR-Frazer by more than three hours.

1883/02/10 DAILY LOCAL NEWS (February 10, 1883), in CCHS
 clippings file, "West Chester Transportation;
 Penna. RR 1882-1884."

John Hilbert of Morton, Delaware, was appointed assistant stationmaster in West Chester, replacing Sharpless Lewis, who was transferred to Glen Mills on the West Chester & Philadelphia branch.

1883/03/08 "Railroad Matters" in DAILY LOCAL NEWS (March 8,
 1883), from the CCHS clippings file:
 "Transportation, Pennsylvania Railroad, Frazer
 Branch"

Work was underway to add a fourth track to the Pennsylvania Railroad Main Line between Frazer and Glen Loch. Track laying was also underway on the Phoenixville & West Chester branch (PRR-P&WC) to replace the track between James Miley's farm and Frazer, and install a new switch to Miley's siding.

1883/03/15 "Freight Business Increasing" in DAILY LOCAL NEWS
 (March 15, 1883), from the CCHS clippings file:
 "Transportation, Pennsylvania Railroad, Frazer
 Branch"

The extra freight train on the PRR-Frazer had to make three trips in a single day last Wednesday to collect all the freight.

1883/04/20 "A Railroad Jury" in DAILY LOCAL NEWS (April 20,
 1883), from the CCHS clippings file:
 "Transportation, Pennsylvania Railroad, Frazer
 Branch"

A jury was convened to consider the lawsuit for damages resulting from the construction of the PRR-Frazer in East Whiteland and Caln Townships where the damage was said to have occurred. They were all from Chester County, but none from West Chester. They were registered at the Mansion House Hotel.

1883/05/10 "Palace Cattle Cars" in DAILY LOCAL NEWS (May 10,
 1883), from the CCHS clippings file:
 "Transportation, Pennsylvania Railroad, Frazer
 Branch"

A new type of cattle car, designed by Kohler, arrived in West Chester on Tuesday over the PRR-Frazer branch. It could accommodate 18 cattle and included a number of modern

inventions, such as removable stalls made of heavy canvas, and folding troughs at different heights for horses and cattle.

1883/06/02 "New Cars" in DAILY LOCAL NEWS (June 2, 1883),
from the CCHS clippings file: "Transportation,
Pennsylvania Railroad, Frazer Branch"

Two new passenger railcars went into service on Conductor Baker's train on the PRR-Frazer. They featured upholstery, walnut trim, wash stands, etc.

1883/06/13 DAILY LOCAL NEWS (June 13, 1883), from the CCHS
clippings file: "Transportation, Pennsylvania
Railroad, Frazer Branch"

"It is thought that the tracks of the West Chester and P. R. R. at Frazer will be completed and connection made with the Main Line during the present week."

1883/06/28 "Not To Be" in DAILY LOCAL NEWS (June 28, 1883),
in CCHS clippings file, "West Chester
Transportation; Penna. RR 1882-1884."

Stationmaster McMichael has vowed to remove the loiterers that clutter up the Market Street station.

1883/07/11 "Our Local Railroad Fares" in DAILY LOCAL NEWS
(July 11, 1883), in CCHS clipping file: "West
Chester Transportation, West Chester & Phila. RR
1881-1884."

This is a list of ticket fares available from various stations of the WC&PR to Philadelphia:

Station of origin	excursion fare	one-way fare
West Chester	1.20	.80
Hemphill	1.05	.77
Westtown	.95	.72
Cheyney	.90	.68
Glen Mills	.80	.61
Darlington	.75	.56
Wawa	.72	.54
Lenni	.70	.52
Glen Riddle	.65	.60
Elwyn	.60	.46
Media	.55	.42
Manchester	.55	.40
Wallingford	.50	.38
Swarthmore	.45	.34
Morton	.40	.30
Spring hill	.35	.27
Oak Lane	.35	.25

Clifton	.30	.23
Kelleyville	.30	.21
Lansdowne	.25	.20
Fernwood	.25	.17
Angora	.20	.14
Forty-ninth Street	.15	.10

 1883/07/13 "Not Reduced" in DAILY LOCAL NEWS (July 13, 1883),
 in CCHS clippings file, "West Chester
 Transportation; Penna. RR 1882-1884."

Although there was a one-day excursion fare from West
 Chester to Philadelphia for \$1.53, the regular fare remained
 \$1.60 (round trip) despite calls by passengers for a fare
 reduction.

 1883/08/12 "Railroad notes" in DAILY LOCAL NEWS (August 13,
 1883), in CCHS clippings file, "West Chester
 Transportation; Penna. RR 1882-1884."

Over 100 tickets were sold for travel from West Chester to
 Woodland Station to hear Sister Butcher preach and sing.
 233 tickets were sold to Phoenixville. Excursion tickets to
 Phoenixville cost 90 cents, but were only good for the day
 of purchase.

 1883/08/13 "The Largest" in DAILY LOCAL NEWS (August 13,
 1883), from the CCHS clippings file:
 "Transportation, Pennsylvania Railroad, Frazer
 Branch"

According to Conductor Keech, this morning's passenger train
 to West Chester had the largest number of passengers ever
 carried over the PRR-Frazer. Conductor Keech attributed
 this to the opening of the PRR-P&WC, which delivered two
 carloads of passengers from Phoenixville to Frazer for
 transfer to West Chester.

 1883/08/30 DAILY LOCAL NEWS (August 30, 1883)

John Ryan, the freight hauler in West Chester, celebrated
 his 35th birthday. He was born in Ireland (in 1848) and
 came to the USA at age 17 (1865). He worked for the
 Germantown and Norristown RR from 1865-1869, and for the
 West Chester and Philadelphia RR from 1869-1879. In 1879,
 he became the town's full-time freight hauler.

 1883/08/30 DAILY LOCAL NEWS (August 30, 1883), in CCHS
 clippings file, "West Chester Transportation;
 Penna. RR 1882-1884."

Winfield Smedley was appointed caretaker of the engines at

the Gay Street depot.

1883/09/13 "Italians at Work" in DAILY LOCAL NEWS (September 13, 1883), in CCHS clippings file, "West Chester Transportation; Penna. RR 1882-1884."

William J. McMorris of the PRR supervised a group of Italian workers who loaded cinders from around the turntable near the Gay Street depot. They were hauled by train (engineer James Shank) for use as ballast at Phoenixville.

1883/09/13 "Railroad Accident" in DAILY LOCAL NEWS (September 13, 1883), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer Branch"

A wreck occurred at Frazer about 4am on Thursday when cars were accidentally left standing on the Main Line during a switching operation, and a west-bound freight struck them in the morning fog and darkness. Trains were diverted onto the south track while a wreck train from Paoli cleared the wreckage, and service was little interrupted.

1883/10/12 "Workmen's Car" in DAILY LOCAL NEWS (October 12, 1883), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer Branch"

Engine No. 60 pulled the regular freight between West Chester and Philadelphia. It also hauled a single passenger car between West Chester and Powellton Avenues for the use of Pennsylvania Railroad workers. Workers were carried out from Philadelphia in the morning and back in the evening. William McLane was the conductor.

1883/11/27 "Inspecting the Branches" in DAILY LOCAL NEWS (November 27, 1883), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer Branch"

Inspectors from the Pennsylvania Railroad visited West Chester and inspected the branches running to the Gay Street and Market Street stations.

1883/11/29 "Changing Engines" in DAILY LOCAL NEWS (November 29, 1883), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer Branch"

Engine No.4, known as "Jumbo," will replace engine No. 936 on the PRR-Frazer when it is sent to the shops for repairs.

1883/12/03 "Want Better Accommodations" in DAILY LOCAL NEWS
(December 3, 1883), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

All of the stations on the PRR-Frazer have attached housing except for the Green Hill Station. The neighbors wanted the Pennsylvania Railroad to build a house there as well so that someone could rent it and keep away the tramps who currently use the Green Hill Station as a refuge. "Ladies in particular who get on and off there are afraid to occupy it for fear of becoming infested with vermin from these tramps."

1883/12/05 "Jumbo" in DAILY LOCAL NEWS (December 5, 1883),
from the CCHS clippings file: "Transportation,
Pennsylvania Railroad, Frazer Branch"

The engine known as "Jumbo" replaced engine No. 936 on the PRR-Frazer. Jumbo weighed 91,600 pounds and "stood well up in the air." It had not proven successful on other runs because it could not carry enough coal, but on the short run from West Chester to Frazer, it was satisfactory. Moreover, its great weight helped it "to climb the heavy grades over this branch."

1883/12/10 "Low Fare" in DAILY LOCAL NEWS (December 10,
1883), in CCHS clippings file, "West Chester
Transportation; Penna. RR 1882-1884."

The PRR introduced low-cost excursion fares of \$1.20 round trip to Philadelphia for the holiday season.

1883 date, maybe 1983).

In the summers of 1883 and 1884, the Stackhouse brothers, Charles and Asoph, gave large parties at their Morstein estate near Woodland station. One of their first "hops" was held in August 1883, and resulted in the arrest and a lawsuit against "disorderly characters who started a brawl." The Stackhouses won their suit and one of the characters, Charles Waters, was fined 67 cents for using improper language during the trial.

1884/02/12 "Fire" in DAILY LOCAL NEWS (February 13, 1884), in
CCHS clippings file "West Goshen Township,
Transportation, Green Hill Station."

Fire destroyed the small box station at Green Hill. There was no ticket office and the "damage was trifling."

1884/03/15 "Finished" in DAILY LOCAL NEWS (March 15, 1884),
in CCHS clippings file, "West Chester
Transportation; Penna. RR 1882-1884."

The Maple Street call stop on the West Chester-Frazer was completed. It was located near the Hoopes Brothers & Thomas Nursery, directly opposite Pierce Hoopes' green house.

1884/03/29 "Altering Tracks" in DAILY LOCAL NEWS (March 29,
1884), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

The Pennsylvania Railroad was replacing the switch near the convent in West Chester that directed trains of the PRR-Frazer towards the Market Street station and away from the main line which continued to the Gay Street station.

1884/04/01 DAILY LOCAL NEWS (April 1, 1884), from the CCHS
clippings file: "Transportation, Pennsylvania
Railroad, Frazer Branch"

A photograph was made of the "Frazer Comet" showing its crew, Joshua King, Timothy Moran and John Still. "They look happy, brave and enduring in the picture."

1884/04/23 "Gone to Altoona" in DAILY LOCAL NEWS (April 24,
1884), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

The locomotive "Jumbo" was sent from the PRR-Frazer to the PRR-Altoona shops to have its size reduced by half, since it was too bulky to operate effectively on the railroad, and broke down repeatedly.

1884/04/26 "An Elephant Show at Frazer" in DAILY LOCAL NEWS
(April 26, 1884), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

A train carrying the Forepaugh Show from Philadelphia to Lancaster was delayed at Frazer when the axle of one of the cars carrying six elephants was found to have been bent. The elephants were unloaded and the axle replaced, to the amusement of numerous onlookers. After this was accomplished, the train continued safely to Lancaster. The article noted that the door to the railcar was so low that the elephants had to exit on bended knees.

1884/05/26 "Maple Avenue" in DAILY LOCAL NEWS (May 26, 1884),
in CCHS clippings file, "West Chester

Transportation; Penna. RR 1882-1884."

The firm of Hoopes Brothers & Thomas planted shrubs in front of the Maple Street station that spelled out the name of the station.

1884/06/21 DAILY LOCAL NEWS (June 21, 1884), in CCHS clippings file, "West Chester Transportation; Penna. RR 1882-1884."

Samuel Baker of Glen Mills resigned his position as baggage master at West Chester because the work was too heavy for him.

1884/08/02 "They Weep O'er Its Fall" in DAILY LOCAL NEWS (August 2, 1884), in CCHS clippings file, "West Chester Transportation; Penna. RR 1882-1884."

Gay Street merchants lamented the closing of the Gay Street depot by the PRR, and prayed for the early arrival of the Chester County Railroad to offer some competition to the PRR.

1884/08/20 "Like It" in DAILY LOCAL NEWS (August 20, 1884), in CCHS clippings file, "West Chester Transportation; Penna. RR 1882-1884."

PRR conductors were supplied with their own private apartment in West Chester where they could sleep without being disturbed by the public.

1884/09/27 "New Turn-Table" in DAILY LOCAL NEWS (September 27, 1884), in CCHS clippings file, "West Chester Transportation; Penna. RR 1882-1884."

Ground was surveyed for a new turntable in the southeastern portion of the borough near the old round house.

1884/11/13 "Getting Ready for Inspection" in DAILY LOCAL NEWS (November 13, 1884), from the CCHS clippings file: "Transportation, Pennsylvania Railroad, Frazer Branch"

Mo Register, the track foreman on the PRR-Frazer, was preparing for inspection of his branch by reballasting a portion of the tracks and regrading the cut between Woodland and Frazer, which suffered from several washouts this season.

1884/12/24 DAILY LOCAL NEWS (December 24, 1884), from the CCHS clippings file: "Transportation, Pennsylvania

Railroad, Frazer Branch"

The PRR-P&WC branch from Frazer to Phoenixville was one of the least expensive and most profitable lines owned by the Pennsylvania Railroad because it offered a way for freight to reach the Schuylkill Valley without passing through Philadelphia.

1884-1891 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 25.

Hemphill Station was renamed Oakbourne between 1884-1891.

1885/01 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 25.

In January 1885, the WC&PRR station in West Chester was badly damaged by fire, but repaired before the end of the year. The structure was later reduced in size and eventually razed in 1985.

1885/01/05 "A Sunday Morning Blaze" in DAILY LOCAL NEWS (January 5, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Last Sunday, fire damaged the PRR depot at Market Street in West Chester. Good Will, Fame and West Chester Fire companies responded to a summons from police chief Shields. They used fire plugs located opposite the station and about a block away in front of Dr. W. D. Hartman's residence.

Most of the west side of the station was damaged, and the cost of the damage was estimated by the reporter at over \$2000. The station caretaker, William Devaughan, had no idea of how the fire started. Devaughan lived upstairs with his daughter Sarah. The station watchman was Joseph Sweeney, and the nearest neighbor was Newton Taylor. Elwood Lear was the ticket agent who tried to save tickets and other papers from the fire.

The reporter thought it suspicious that a foreign woman, Lucretia Easter, born in Germany and resident in Baltimore, was alone in the station at the time the fire started. She was questioned but not arrested. The police chief also reported that the original alarm was turned in by an unidentified woman who spoke with an accent. The reporter hinted that the two women might have been in cahoots.

1885/01/08 "How It Was Saved" in DAILY LOCAL NEWS (January 8, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

The January 1885 fire at the West Chester railroad depot was

caused in part by a broken gas chandelier in the main entrance hall.

1885/01/09 "The Alterations at the Depot" in DAILY LOCAL NEWS (January 9, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Following the January 1885 fire, major renovations were performed on the depot to repair the damage and to improve efficiency.

1885/02/13 "Railroad Notes" in DAILY LOCAL NEWS (February 13, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Stationmaster McMichael, ticket agent Lear, and their clerks were still waiting for their new offices to be finished.

There was a fight between two "colored" men in front of the station. "The fight was declared a draw after the first round, but there are rumors of a continuance of the affair at some further time."

1885/02/25 "A Wagon Containing Michael Finegan and Mrs. Terrel dashed into by a train" in DAILY LOCAL NEWS (February 25, 1885), from the CCHS clippings file: "Transportation, Pennsylvania Railroad, Frazer Branch"

An accident occurred last Tuesday evening near the switch to the siding for the Hoopes Brother and Thomas packing house. Michael Finegan of West Goshen and Mrs. Mary Terrel were seriously injured when the 6:30pm train struck the rear of their wagon as they crossed the tracks. The train stopped under orders from Conductor William Baker and took then injured pair back to the Market Street Station, where Doctors Price and Dunn were summoned. Mrs. Terrel was taken to her East Miner Street home, and Mr. Finegan was taken in by a friend, Michael Clark, who lived near the station. Both were up and about the next day.

An accident on the same site "some years ago" killed two daughters of the late Robert Hughes of Charleston.

1885/02/26 "Moved Into New Quarters" in DAILY LOCAL NEWS (February 26, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

This article reports that the work of remodeling the West Chester Market Street train station after the January 1885 fire was finally complete. It also lists the entire staff at the station:

McMichael, W. M., stationmaster

Lear, , ticket agent
Bobb, Elmer, freight clerk
Heston, Isaac, freight clerk
Devaughn, William, watchman
Sweeney, Joseph, watchman
Burnett, Josiah, car record clerk
Maxwell, David, baggage agent

A round-trip ticket to Philadelphia cost \$1.25.

The locomotive Jumbo was "ill" again and in the PRR shops.

1885/02/26 "Did Not Whistle" in DAILY LOCAL NEWS (February
26, 1885), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

James Riley, an eyewitness to the accident that injured
Michael Finegan and Mary Terrel, claimed that the train did
not sound its whistle before the crossing as usual. Riley
said he tried to warn the pair, but his shouts must have
been lost in the sound of the train's wheels passing through
the snow.

1885/03/09 "Appointment" in DAILY LOCAL NEWS (March 9, 1885),
from the CCHS clippings file: "Transportation,
Pennsylvania Railroad, Frazer Branch"

Charles J. Adamson of Phoenixville was appointed real estate
agent for the Pennsylvania Railroad under John C. Wilson,
with responsibility for the railroad's property between
Philadelphia and Reading. He was already instrumental in
acquiring the land for the Pennsylvania Schuylkill Valley
Railroad [the Pennsylvania Railroad line from Philadelphia's
52nd Street to Reading via Phoenixville.]

1885/03/23 "Proud of It" in DAILY LOCAL NEWS (March 23,
1885), in CCHS clipping file: "West Chester
Transportation, PA. RR 1885."

Terence Finegan, the watchman at the Market Street crossing,
had a new wooden guard house. It was larger than the old
one, and finished with hardwood on the inside.

1885/04/04 "Home Again" in DAILY LOCAL NEWS (April 4, 1885),
from the CCHS clippings file: "Transportation,
Pennsylvania Railroad, Frazer Branch"

Engine No. 4, driven by Joshua King on the PRR-Frazer,
returned to service following repairs to damage sustained in
an accident. King's conductor Keech was also happy to have
his old coach back again, as it too had been damaged in the
accident.

1885/04/17 "New Screens" in DAILY LOCAL NEWS (April 17,
1885), in CCHS clipping file: "West Chester
Transportation, PA. RR 1885."

Eight new galvanized screens were placed on the windows of
the freight and ticket offices at the West Chester station
on Market Street.

1885/04/17 "On Duty Again" in DAILY LOCAL NEWS (April 17,
1885), from the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

Engine No. 4, known as "Jumbo," returned to service after
repairs following an accident ("much to the regret of the
train crew"), looking like new, thanks to the new paint job
and repairs.

1885/05/04 "White Hats" in DAILY LOCAL NEWS (May 4, 1885),
from the CCHS clippings file: "Transportation,
Pennsylvania Railroad, Frazer Branch"

This morning, the conductors on the PRR-Frazer and the
Central Division of the Philadelphia, Wilmington and
Baltimore Railroad (PW&BRR) donned their white summer caps
"They looked neat and trim, and there was a cool look about
their heads."

1885/05/09 "The P. R. R. Company Sued" in DAILY LOCAL NEWS
(May 9, 1885), in the CCHS clippings file:
"Transportation, Pennsylvania Railroad, Frazer
Branch"

District Attorney Wanger of West Chester brought suit
against the PRR to recover 78 cents, the price of a ticket
from Frazer to Philadelphia. He bought a ticket in West
Chester for Philadelphia, but boarded the 7:50 train
(conductor Keech) which only went as far as Frazer. He was
forced to board the Parkesville Express, but since his
ticket said, "Good for this day and train only," the
conductor on the new train made him buy an additional
ticket. Attorney Wanger paid, but then brought suit before
Squire Whitehead as soon as returned from Philadelphia.

1885/05/29 "New Sleeping Arrangements" in DAILY LOCAL NEWS
(May 29, 1885), in CCHS clipping file: "West
Chester Transportation, PA. RR 1885."

The PRR installed metal cots with springs on the second
floor of the Market Street station for the use of crews who
had to spend the night. Previously, they slept on train

seats of a passenger car.

1885/07/03 "Want a Station" in DAILY LOCAL NEWS (July 3, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Residents of the southern portion of the borough petitioned the PRR to create a passenger station at Nields Street.

1885/07/14 "Completed" in DAILY LOCAL NEWS (July 14, 1885), in CCHS clippings file "West Goshen Township, Transportation, Green Hill Station."

PRR workmen completed a new waiting shed at Green Hill. "The building is striped in maroon, and looks quite cozy as well as fancy."

1885/07/17 "Wanted Badly" in DAILY LOCAL NEWS (July 17, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Patrons of the PRR and WC&PRR complained that neither company had a water cooler at the station. The Broad Street station in Philadelphia was already equipped with one.

1885/07/28 "Very Annoying" in DAILY LOCAL NEWS (July 28, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Residents near the old turntable north of the former Gay Street station complained that the railroad started up and idled locomotives early in the morning. That, plus the smoke and soot from the engines which entered their houses when the wind was from the east, was very annoying.

1885/08/13 "Heavy Freight" in DAILY LOCAL NEWS (August 13, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

The largest freight train in West Chester history left Wednesday at 12:30pm. It pulled 35 cars, 14 of which came from the Frazer branch.

1885/08/21 "A New Station" in DAILY LOCAL NEWS (August 21, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

A covered station was completed for the Maple Avenue stop on the PRR-Frazer in West Chester.

1885/09/24 DAILY LOCAL NEWS (September 24, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Work was underway to add a third story to the Market Street depot in West Chester.

1885/10/15 "Painted Brown" in DAILY LOCAL NEWS (October 15, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

Two brown-painted steam radiators were installed in the waiting room of the Market Street depot. They were not yet operative because the boilers still needed to be installed.

1885/12/23 "Gay Street Station Almost a Complete Wreck" in DAILY LOCAL NEWS (December 23, 1885), in CCHS clipping file: "West Chester Transportation, PA. RR 1885."

An accident destroyed the baggage room at the old Gay Street station. A single brakeman, Winfield Brown (working with engineer James Shunk), failed to control eight empty cars on the downgrade across Chestnut Street. They plowed into the old depot and caused extensive damage.

Engineer Joshua King used the baggage room as a store room, and many of his possessions were buried in rubble, including his watch and his overcoat, but his turkey survived the wreck.

The Painter family had a carriage stored in the station that was also destroyed.

1886/01/02 Observer, untitled, in DAILY LOCAL NEWS (January 2, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

There was a large open fire place in use in the PRR depot's waiting room. This author thought it was much better than a modern closed heater, and applauded the ventilation of a room equipped with a fire place.

1886/01/09 "At the Depot" in DAILY LOCAL NEWS (January 9, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

Train service was interrupted by a snowstorm that left huge drifts upon the tracks.

1886/04/14 "At the P.R.R. Depot" in DAILY LOCAL NEWS (April 14, 1886), in CCHS clipping file: "West Chester

Transportation, PA. RR 1886-1887."

"Idle colored boys to the number of a half-hundred play marbles in the sunlight at the rear of the depot."

1886/06/12 "Railroad Wants Men" in DAILY LOCAL NEWS (June 12, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

The railroad posted a sign in front of Theo. Otley's on Market Street asking for 25 workers. Otley was not sure what they were expected to do, but guessed that it was to "shovel dirt" for improvements on the PRR-Frazer.

1886/06/15 "An Important Improvement" in DAILY LOCAL NEWS (June 15, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

The PRR prepared to raise the bridge over Barnard Street by 20 inches. This would require them to raise the entire railroad yard by the same amount.

1886/07 "Chestnut Street Bridge" in DAILY LOCAL NEWS (July 29, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

The PRR constructed a bridge over the PRR-Frazer at Chestnut Street in West Chester out of red sandstone blocks. John Grant was the contractor.

1886/07/10 "Light at the Depot" in DAILY LOCAL NEWS (July 10, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

Two 100-candle power electric lights were hung at the passenger shed on the east side of the Market Street depot on a trial basis.

1886/08/02 DAILY LOCAL NEWS (August 2, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

The PRR depot was illuminated with electric lights for the first time.

1886/11/10 "Loungers Barred Out" in DAILY LOCAL NEWS (November 10, 1886), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

To combat loiterers, station master McMichael issued a rule that the station doors were to be kept locked until 15

minutes before the departure of Sunday trains.

1887/01/26 DAILY LOCAL NEWS (January 26, 1887), in CCHS
clipping file: "West Chester Transportation, PA.
RR 1886-1887."

The Union News company planned to open a kiosk in the PRR station with John Nixon as its agent.

1887/01/26 DAILY LOCAL NEWS (January 26, 1887), in CCHS
clipping file: "West Chester Transportation, PA.
RR 1886-1887."

M. B. Reynolds was appointed stationmaster in West Chester to replace W. A. McMichael. McMichael was suspended after his ticket agent, Ellwood Lear, disappeared with a shortage of nearly \$1700 in his cash draw. Although Lear left a bond of \$1000, as his supervisor, McMichael was responsible for the balance.

Reynolds was originally from Chester County and had served in Kennett, Oxford and Media as a railroad agent. Most recently, he was in Fort Smith, Arkansas.

Lear took the money from the Adam's Express Company bag, deducting \$100 a night and falsifying the remittance sheet for the last 20 days before he disappeared. On his last night at work, he took \$350.

McMichael was also bonded for \$8000. His bondsmen were his father-in-law, Wm. Penn Evans of West Chester, and a gentleman in Marietta.

1887/01/27 DAILY LOCAL NEWS (January 27, 1887), in CCHS
clipping file: "West Chester Transportation, PA.
RR 1886-1887."

Lear left behind a wife and two children in West Chester. One child was only a few days old. His father was West Chester councilman Charles Lear.

1887/01/28 DAILY LOCAL NEWS (January 28, 1887), in CCHS
clipping file: "West Chester Transportation, PA.
RR 1886-1887."

Ellwood Lear was ticket agent in West Chester for four years. After he disappeared from West Chester, he was seen by several people in Philadelphia.

Lear left West Chester on the third train of the morning via the PRR-Frazer line. While on the train, he spoke with and offered a cigar to baggage master John Still.

Citizens of West Chester circulated a petition asking the PRR to restore McMichael's position as general freight and ticket agent.

1887/02/28 DAILY LOCAL NEWS (February 28, 1887), in CCHS
 clipping file: "West Chester Transportation, PA.
 RR 1886-1887."

The Union News stand opened at the PRR station. The announcement also mentions that before the DAILY LOCAL NEWS opened, there were no newsboys in the borough, but now there were at least a hundred.

1887/03/19 "Caught in the Act" in DAILY LOCAL NEWS (March 19,
 1887), in CCHS clipping file: "West Chester
 Transportation, PA. RR 1886-1887."

Janitor Jacob Devaughn was caught pilfering money from the ticket office at the PRR by ticket agent A. Brown, who spotted him by sleeping in a closet in the building. Devaughn admitted to taking fifty cents or a dollar at a time, and a total of \$18 was missing. Devaughn was fired but not arrested, owing to the fact that he had a family.

1887/03/26 DAILY LOCAL NEWS (March 26, 1887), in CCHS
 clipping file: "West Chester Transportation, PA.
 RR 1886-1887."

Millard Snare was transferred from the depot to work cleaning cars at the Market Street station. He was replaced by James Bell.

1887/03/26 "Notes at the Depot" in DAILY LOCAL NEWS (March
 26, 1887), in CCHS clipping file: "West Chester
 Transportation, PA. RR 1886-1887."

Millard Snare was promoted from the position of helper in the freight department to car sweeper, replacing William Devaughn.

A colored woman kept the "ladies' department in apple pie order."

Conductor Ferry recently received a surprise party and vowed to pay everyone back in kind.

1887/04/23 "A Commotion Among Hackmen" in DAILY LOCAL NEWS
 (April 23, 1887, in CCHS clipping file: "West
 Chester Transportation, PA. RR 1886-1887."

Stationmaster Reynolds caused a commotion among West Chester's taxi drivers by announcing his intent to follow

the PRR rule that forbade the cabs from blocking the front of the station.

1887/04/30 "A New Agent" in DAILY LOCAL NEWS (April 30, 1887), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

W. P. Evans became the new news agent for the Union News Company at the West Chester station.

1887/05/03 "Reinstated" in DAILY LOCAL NEWS (May 3, 1887), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

McMichael was reinstated as West Chester stationmaster following an investigation into the theft by Ellwood Lear.

1887/06/16 "It Stops at Maple Avenue" in DAILY LOCAL NEWS (June 17, 1887), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

The fast train to Philadelphia over the PRR-Frazer began to stop at the Maple Street station in West Chester.

1887/09/15 "Tickets Sold" in DAILY LOCAL NEWS (September 15, 1887), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

About 600 tickets were sold this morning for the trip to Philadelphia. The railroad expected to sell about one hundred more in the afternoon.

1887/11/30 DAILY LOCAL NEWS (November 30, 1887), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

William Buxton replaced the regular engineer, Smith Lawrence, on train no. 217.

1887/12/09 "The Freight Tariff Increased" in DAILY LOCAL NEWS (December 9, 1887), in CCHS clipping file: "West Chester Transportation, PA. RR 1886-1887."

Freight rates on in West Chester were raised to earlier levels. The rates were as follows:

period	1st	2nd	3rd	4th	5th	class
pre-1887/04	16	14	11	8	n/a	
post-1887/04	13	10	8	7.5	6.5	cents

Now the rates were back up to the pre-April rates.

1887/12/14 A thirsty traveler, untitled, in DAILY LOCAL NEWS
 (December 14, 1887), in CCHS clipping file: "West
 Chester Transportation, PA. RR 1886-1887."

There was no water available at the PRR station for patrons
to drink.

1888 WEST CHESTER, PENNSYLVANIA: THE MOST IMPORTANT SUBURB
 OF PHILADELPHIA (Published under the auspices of the
 Board of Trade, 1888), 80.

An advertisement for Abram G. Williams, a furniture dealer
and undertaker, 39 West Gay Street, West Chester, Penna.
Note: "Funerals arriving here by railroad can be furnished
with carriages and hearse at the lowest prices."

1888/03/07 W. P. H., "The New Station" in DAILY LOCAL NEWS
 (March 7, 1888), from the CCHS clippings file.

There was a call in West Chester for the construction of an
additional railway station on the south side of town, thanks
to the demand from students and professors at the State
Normal School. The choice for names included either
"Niolds" or "Normal."

1888/06/19 "Green Hill Station Burned" in DAILY LOCAL NEWS
 (June 20, 1885), in CCHS clippings file "West
 Goshen Township, Transportation, Green Hill
 Station."

The second Green Hill station burned and was almost
destroyed, presumably by sparks from a passing locomotive.

1888/06/21 DAILY LOCAL NEWS (June 21, 1888), from the CCHS
 clippings file.

The PRR tracks were raised in one day between the Barnard
Street bridge and the North Matlack Street station by a work
crew of nearly fifty men.

1888/11/20 DAILY LOCAL NEWS (November 20, 1888), from the
 CCHS clippings file.

Officer Win. Gheen provided security at the PRR station on
North Matlack Street.

1888 survivor" in DAILY LOCAL NEWS (no date, 1988?).

The village of Morstein was founded in the late 19th century
around the Woodland station of the PRR-Frazer. At first,

the residents applied for a post office under the name of Pembroke, but were refused. A second application was accepted and the village was known as Zermatt from 1888-1900. Morstein is situated about 500 feet above sea-level.

In the 1880s, Philadelphia residents began to travel by train to resort hotels along the Main Line. A syndicate considered building such a hotel on 600 acres around the Zermatt station, to be called "Rock Eerie," but it was never built.

1889/01/16 DAILY LOCAL NEWS (January 16, 1889), from the CCHS clippings file.

Mr. McMichael was the PRR station master at North Matlack Street.

1889/01/24 DAILY LOCAL NEWS (January 24, 1889), from the CCHS clippings file.

James McFadden was the section boss who directed PRR track operations in West Chester.

1889/02/13 DAILY LOCAL NEWS (February 13, 1889), from the CCHS clippings file.

Mrs. Lamborn, the woman who took care of the PRR station at North Matlack Street, reported to Officer Gheen that she had trouble with rowdy "colored" loiterers.

1889/03/05 "Timetables" in DAILY LOCAL NEWS (March 5, 1889), from the CCHS clippings file.

The RR timetable for West Chester showed that there were 24 trains to Philadelphia daily, and 10 trains on Sunday.

1889/07/17 DAILY LOCAL NEWS (July 17, 1889), from the CCHS clippings file: "Transportation, Pennsylvania Railroad, Frazer Branch"

"Jumbo," the locomotive that was frequently in the repair shops, was permanently retired. Engine No. 243 took over on the daily trains between West Chester and Frazer.

1889/10/12 "Petition for a Station" in DAILY LOCAL NEWS (October 12, 1889), in CCHS clippings file "West Goshen Township, Transportation, Green Hill Station."

Local residents petitioned the PRR to build an enclosed station at Green Hill where one could keep a fire going for

the comfort off the passengers.

1889/12/30 DAILY LOCAL NEWS (December 30, 1889), from the
 CCHS clippings file.

Mrs. Lamborn and Joseph Sweney were responsible for cleaning
the PRR station at North Matlack Street.

1890/01/21 Editorial in DAILY LOCAL NEWS (January 21, 1890),
 from the CCHS clippings file.

Evidently, there were people, mostly railroad pass holders,
who ran for the train at the last minute. The author of
this editorial thought this exposed them to senseless
danger. The rail pass holders knew they didn't need to
arrive early enough to buy a ticket, so they got in the
habit of leaving at the last minute to catch the morning
train to Philadelphia.

1890/04/22 DAILY LOCAL NEWS (April 22, 1890), from the CCHS
 clippings file.

J. Kennard Jones returned as the baggage master at the PRR
station on Market Street, replacing Charles Samples, after
several weeks temporary assignment as the assistant operator
in Oxford.

1890/06/23 DAILY LOCAL NEWS (June 23, 1890), from the CCHS
 clippings file.

The PRR station got its first water cooler.

1890/07/05 DAILY LOCAL NEWS (August 5, 1890), from the CCHS
 clippings file.

Frank Patton, the telegraph operator at the PRR station on
Market Street, was promoted to the Media station and
replaced by William S. Valentine of Avondale.

1890/07/10 DAILY LOCAL NEWS (July 10, 1890), from the CCHS
 clippings file.

According to a count by a reporter of the Daily Local News,
over 460 people got water from the water cooler in the PRR
station waiting room on one day.

1890/08/16 DAILY LOCAL NEWS (August 16, 1890), in CCHS
 clippings file "West Goshen Township,
 Transportation, Green Hill Station."

A new station was under construction at Green Hill on the PRR-Frazer. It was two-and-a-half stories high and "of the latest style of architecture." A family was to occupy the upstairs apartment, after the station was completed in September.

1890/09/04 DAILY LOCAL NEWS (September 4, 1890), from the CCHS clippings file.

The Pennsylvania Railroad was in the process of building a new railway station at the south end of town on Adams Street, across the tracks from the Pennsylvania Railroad yard.

1890/09/25 DAILY LOCAL NEWS (September 25, 1890), from the CCHS clippings file.

Lamborn, Sweney and D. E. Townsend worked at the PRR station.

1890/12/10 DAILY LOCAL NEWS (December 10, 1890), from the CCHS clippings file.

Loitering at the PRR station was greatly reduced in recent weeks.

1891/02/07 DAILY LOCAL NEWS (February 7, 1891), in CCHS clippings file "West Goshen Township, Transportation, Green Hill Station."

Richard Walker opened the new Green Hill station on the PRR-Frazer.

1891-1894 James J. D. Lynch Jr., "The West Chester Branch" in THE HIGH LINE, vol. 8, no. 2 & 3 (Winter-Spring 1988), 33.

From 1891-1894, WC&PRR trains to Philadelphia stopped at the old station at 31st and Chestnut while renovations were underway at the Broad Street station.

1892/01/20 DAILY LOCAL NEWS (January 20, 1892), from the CCHS clippings file.

After the borough of West Chester decided to extend East Niels Street past the Pennsylvania Railroad tracks to the borough line at Bolmar Street, a jury awarded damages of \$300 to A. D. Sharples and \$105 to Pennsylvania Railroad.

1892/03/23 DAILY LOCAL NEWS (March 23, 1892), from the CCHS clippings file.

A train struck a horse-drawn meat wagon belonging to S. A. Conradt at the Union Street grade level crossing. Although neither Mr. Conradt nor his horse were injured, the wagon was destroyed. Charles Riley Jr. was an eyewitness.

1892/11/26 DAILY LOCAL NEWS (November 26, 1892), from the
 CCHS clippings file.

Frank Burnett was head of the PRR station fire company.

1892/12/30 DAILY LOCAL NEWS (December 30, 1892), from the
 CCHS clippings file.

A year-long rail pass between Philadelphia and West Chester cost \$123, up from \$80 sometime earlier. The trip was slow, normally taking from one hour to one-and-a-quarter hours one-way, and sometimes as long as two hours. There were many complaints from passengers.

1892/12/30 DAILY LOCAL NEWS (December 30, 1892), from the
 CCHS clippings file.

A meeting of PRR patrons led to a petition calling for better railway service. Among the participants at the meeting were Wm. B. Waddell, Thomas P. Worrall, Wm. S. Kirk, Charles Paxson, Edward S. Paxson, Jos. Kift Jr., Wm. T. Barber, Edw. Barber, Professor J. T. Rothrock, James C. Sellers, Col. A. A. Houke, L. B. Eyster, Thos. T. Smith, Jerome B. Gray, Hugh DeHaven, John B. Lucas, Thos. B. Taylor, Samuel D. Ramsey, Joseph Hemphill, J. Sergeant, W. W. MacElree, Wm. S. Kirk, Robert Emmett Monaghan, E. Dallett Hemphill, Joseph Thompson, John S. Lucas, Henry H. Pyle, and William Scattergood.

1893/05/18 DAILY LOCAL NEWS (May 18, 1893), from the CCHS
 clippings file.

Terence Finnegan, the gatekeeper at the PRR crossing on Market Street, now had help from Daniel Clancy, who worked the twelve hour night shift. The article noted that Finnegan "uses no tobacco or whiskey in any form."

1893/07/06 DAILY LOCAL NEWS (July 6, 1893), from the CCHS
 clippings file.

West Chester Streets Commissioner Eachus led an inspection of the East Niels Street extension. At the time, a gang of mostly Irish laborers were clearing brush and briars from the "jungle" on the Pennsylvania Railroad property. They obtained fill dirt to raise East Niels Street to the level of the railroad from an excavation for an alley on property owned by P. J. Jefferis, which ran from Matlack to Walnut

