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# 04 Miscellaneous Notes on the History of Streets, Roads and Public Works in Chester County

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## Miscellaneous Notes on the History of Streets, Roads and Public Works in Chester County

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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).

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1683      Norma Jacob, editor, *QUAKER ROOTS: THE STORY OF WESTERN QUARTERLY MEETING OF PHILADELPHIA YEARLY MEETING OF THE RELIGIOUS SOCIETY OF FRIENDS* (Kennett Square, Pa.: Graphics Standard, Inc., 1980), 2.

William Penn laid out Street Road (PA926) in a straight line to connect a number of Quaker communities.

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1737      Charles William Heathcote, *HISTORY OF CHESTER COUNTY PENNSYLVANIA* (West Chester, PA: Horace F. Temple, 1926), 89.

In 1737, John Chadd was authorized by the county commissioners to operate a ferry across the Brandywine Creek on the Baltimore to Philadelphia road.

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1794 "Brandywine Canal" in DAILY LOCAL NEWS (June 24, 1896).

A 1794 Act of the PA State Legislature authorized the construction of a canal for 25 miles along the Brandywine River above Wilmington. Edward Darlington, father of Dr. William Darlington and Ziba Darlington, promoted the canal scheme, which never came to fruition.

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1802 W. W. Thompson, editor, County Pennsylvania and its People (Chicago and New York: The Union History Company, 1898), 884.

A small market was built behind the public buildings in West Chester in 1802, but it was not very successful because merchants preferred to visit their customers at home. (JJ: probably using wagons) The town built a bigger market on Market Street in 1831 and enlarged it several times in the subsequent 20-25 years.

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1803 Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 90.

A road from Wilmington to Reading via West Chester was built at an early date. It was extended in 1803 with a turnpike from Downingtown to Harrisburg via Honeybrook and Ephrata, and became known as the "Horsehoe Pike."

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1809 W. W. Thompson, editor, County Pennsylvania and its People (Chicago and New York: The Union History Company, 1898), 885.

Dr. William Darlington laid West Chester's first foot pavement using flagstones in 1809. Several other private individuals followed his example, and started to use bricks instead of stones.

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1815-1825 Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 92.

There was little canal construction in Chester County, except along the Schuylkill River between 1815-1825. However, John Fitch of Bucks County operated regular steamboat service between Wilmington, Chester, Philadelphia and Trenton as early as 1787.

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1820-1833 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.

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1823        Darlington, William, 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), 28.

West Chester received its first sidewalks in 1823. They were made of brick. The first MacAdam streets were laid in 1829-1830.

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1823        W. W. Thompson, editor, County Pennsylvania and its People (Chicago and New York: The Union History Company, 1898), 885.

In 1823, the town began to systematically lay brick sidewalks.

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1829-1830        W. W. Thompson, editor, County Pennsylvania and its People (Chicago and New York: The Union History Company, 1898), 885.

In 1829 and 1830, Gay and Church Streets in West Chester were paved for the first time.

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1830        Darlington, William, 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), 36.

The state authorized the survey of a road from New Hope to Oxford via Doylestown, Norristown, West Chester and Kennett.

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1837        Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 32.

Illustration: engraved picture showing the intersection of High and Market Streets in 1837. (Courtesy of the National Bank of Chester County) JJ: It appears to show the courthouse on the left, with a clock tower and weather vane similar to the present one. That makes me think that this picture must be of the view towards the north. However, it must be the old courthouse, since this picture is dated earlier than 1846 (see notes from p76). Note the use of

stone slabs to provide a pedestrian crossing at the intersection of the dirt streets.

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1840s        DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Pottery Row was "one of the real old rows in West Chester" on the south side of Gay Street west of New Street. It was built before 1848 by the father of Philip Sharpless, and later operated by Enos Smedley, who lived at the corner of S. High Street and Nields Street.

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1846-1847/.lab.st.con.        Resource Survey (1985), in Historical Society of the Phoenixville Area.

By 1846, the population of Phoenixville had grown to 1,680 people. In response to an acute housing shortage, the Reeves, Buck, and Company began to build houses for its employees, which numbered about 300 by 1846. In 1847, "over two hundred buildings were erected" including Nailers' Row, and Puddlers' Row. Puddlers' Row no longer exists, but Nailers' Row remains as the earliest surviving houses directly associated with the nineteenth century iron industry. Other surviving workers' housing can be found on E. Walnut Street, E. Morgan Street, and Hall Street (a.k.a. Old Row, Red Row, and Cottage Row, respectively).

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1848        DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Portico Row on the south side of West Miner Street, between New and Wayne Street, was built in 1848-1849 by several investors including Bentley Worth, Thomas Bateman, William Shields, Edwin Otley.

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1850s        Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 85.

One of several "underground railroad" routes passed from Kennett, East Bradford, West Chester, Willistown and on to Philadelphia.

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1852-1861/.st.lab.bus.con.        Resource Survey (1985), Historical Society of the Phoenixville Area.

In 1854, new worker housing constructed on Hall Street in Phoenixville was given the designation "Cottage Row." The structures were similar to housing on W. Mill Street only in that they were constructed on stone. Hall Street developed five years later than Mill Street (therefore approx. 1852). By building worker housing, the Reeves, Buck & Company

initiated the iron industry support system on a village setting. The iron company collected rent and maintained control over these homes. During the Civil War, those people that resided in the tenant houses were not obligated to pay rent if the head of the household was fighting for his country.

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1853        Extract from George P. Donehoo, PENNSYLVANIA, A HISTORY (n.d. [pre-1919]), concerning the firm of Hoopes Bros. & Thomas Nursery Co., in Gerald R. Fuller, June Markus Hoopes & Lillian Fredsall Webster, compilers and editors, THE HOOPEs FAMILY RECORD, Vol. II, The Seventh and Eighth Generations (Houston, Texas: The Hoopes Family Organization, Inc., 1979), 252.

Josiah Hoopes started his nursery in 1853 with specimens shipped from "the great house of James Backus & Son of York, England."

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1854-1856/.st.con.lab.        Resource Survey (1985), in Historical Society of the Phoenixville Area.

Originally named Webster Street (now known as Walnut Street), this street in Phoenixville was the middle cartway of the planned worker development by the Reeves, Buck & Company. Designated "Old Row," it is the only street in this section with housing built on both sides. Houses were constructed approximately 1854, with ownership passing to Phoenixville Iron Company after 1856. (Houses were constructed of frame instead of stone, contributing to the possibility that this was also known as Frame Row .)

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1856        DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. There were two areas in West Chester known as "squares"--Clinton Square built about 1856 by carpenter Dewitt Clinton north of Biddle and west of Darlington; and Wayne Square southeast of the corner at Miner and Walnut, built by Henry C. Baldwin about 1876.

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1857        W. W. Thompson, editor, County Pennsylvania and its People (Chicago and New York: The Union History Company, 1898), 885.

By 1857, almost all of the sidewalks in West Chester were bricked, and its streets were much improved.

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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.

Five stage coach routes are listed in the advertisement. Their fares ranged from sixty-two and a half cents to \$2.00. The Philadelphia Stage ran from West Chester at 7:00 A.M. and left Philadelphia at 1:30 PM with a fare of 62 1/2 cents. Proprietors: Starhouse & Company.

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1860s      DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. John George's Rows were built by John George, a tailor on East Gay Street between High and Walnut, after 1857. They were built for "colored" residents around Market and Franklin Streets.

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1870      DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Academy Row consisted of four 3-story brick houses on the south side of Gay Street west of Darlington on the site of the old West Chester Academy. They were built about 1878 by a group of men including Reese and Eli Palmer, Sharpless and Hall, Lewis W. Shields, Bentley Worth.

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1871      DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Thumblatch Row was eleven 2-story houses on the west side of Franklin Street north of Chestnut Street. They were built by James H. Naylor, William Welch, George Kerr and others about 1871. They included a store at the corner of Franklin and Chestnut, operated by John Loomis.

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1873/08/22      "The Omnibus Question Again" in DAILY LOCAL NEWS (August 22, 1873).

This is an editorial (one of many in 1873) calling for someone to start an omnibus service to deliver passengers from the train station to various locations in West Chester. It mentions other successful WC entrepreneurs, including Henry Baldwin, who started a sash and planing mill, John Heed, who started a local express company, the Hoopes Brothers (spoke factory), Mssrs. Damon & Spealman (agricultural machine shop).

NOTE: other articles on the topic include "That Omnibus" (August 18, 1873), "Omnibuses in West Chester (August 18, 1873), "About that Omnibus " (August 20, 1873 and August 21, 1873), "That Omnibus Question" (August 28, 1873), all in the DAILY LOCAL NEWS.



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1873/12/08        DAILY LOCAL NEWS (December 8, 1873).

Moses G. Hepburn started an omnibus service this morning, but not one of the fifty passengers on the 9h50 train used it. [Note: Hepburn was a mulatto, considered black by West Chester residents.]

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1874/03/17        DAILY LOCAL NEWS (March 17, 1874).

Although ridership was meager, Moses G. Hepburn vowed to continue to operate his omnibus service in West Chester. [Note: Hepburn was a mulatto, considered black by West Chester residents.]

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1876              DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. There were two areas in West Chester known as "squares"--Clinton Square built about 1856 by carpenter Dewitt Clinton north of Biddle and west of Darlington; and Wayne Square southeast of the corner at Miner and Walnut, built by Henry C. Baldwin about 1876.

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1880s?           DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Mud Row was a long row of 2-story houses on the east side of South Bolmar Street built by William Thompson to house the employees at his nearby brickyard. He built them of ordinary brick and plastered their walls; later, a local real estate agent whitewashed the walls and advertised the place as "Marble Terrace."

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

South Franklin Street ended at Greenfield Alley and East Niels Street ended at the PRR tracks. Linden Street ended at Matlack Street.

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1888              DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Sixty years ago, cheap houses rented well for about \$10-12/month.

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1888              DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester

and gives their origin. There were two "Mechanics' Rows" in West Chester. The first was on the north side of Miner Street between New and Wayne Streets, and occupied by "a number of the prosperous mechanics in town." The second was located on the south side of Union Street between Matlack and Walnut. In 1888, they were occupied by the following men and their families: Samuel Thompson, housepainter (116), Jeremiah Denney, coachman (118), Eber Townsend, carpenter (122), E. W. Patchell, railroad brakeman (124), William Highley, nurseryman (128), Wilmer W. Moses, carpenter (130), George E. Malin, carpenter (136), Thomas E. O'Connell, contractor (140), Frank Kilpatrick, carpenter (142).

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1890s      DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Peanut Row was a row of smaller houses on East Niels Street east of Walnut Street. They were built by George and Benjamin Muzante, dried fruit dealers who built a number of other houses in the southeast part of the borough.

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1892/01/20      DAILY LOCAL NEWS (January 20, 1892)

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.

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1892/04/06      DAILY LOCAL NEWS (April 6, 1892)

East Niels Street crossed the Pennsylvania Railroad "Media Line" at "an ugly grade crossing" near the engine house. The extension of East Niels Street offered a convenience to farmers from southeast of town.

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1892/04/22      DAILY LOCAL NEWS (April 22, 1892)

John Ryan worked for Patrick King directing the workmen who graded South Franklin Street through King's property. King expected the borough to annex the property and extend South Franklin Street in the summer 1892.

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1892/04/29      DAILY LOCAL NEWS (April 29, 1892).

Plans were to remove the old tollkeeper's house ("tollgate building") at the corner of High and Rosedale to make room for the development of Roselyn.

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1892/09/19      DAILY LOCAL NEWS (September 19, 1892)

The neighbors on South Franklin Street complained about the smell emanating from the fill used to extend East Nields Street and/or South Franklin Street. The author of this editorial claimed that the most vile refuse from West Chester's alleys was used as fill, including "rotten tomatoes, fruit, etc." and "old oyster shells."

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1892/09/30 DAILY LOCAL NEWS (September 30, 1892)

The borough of West Chester announced plans to extend South Franklin Street to the city line at Rosedale Avenue. This required two bridges over Goose Creek at the intersection of South Franklin Street and Linden Street, because the creek made an abrupt right-angle turn at that point.

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1893/07/06 DAILY LOCAL NEWS (July 6, 1893)

West Chester Streets Commissioner Eachus led an inspection of the East Nields 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 Nields 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 Streets between Nields and Lacy Streets.

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1893/09/12 DAILY LOCAL NEWS (September 12, 1893)

The borough of West Chester built a "substantial bridge" on East Nields Street over the small creek just east of the Pennsylvania Railroad tracks.

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1894/03/05 Editorial in DAILY LOCAL NEWS (March 5, 1894)

The lot at the corner of Union Street and South Franklin Street was swampy and a potential source of malaria. The author of this editorial urged the city to drain it.

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1894/10/05 DAILY LOCAL NEWS (October 5, 1894)

Water pipes were laid from East Nields Street north along South Adams Street for a single square.

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1898 "Oxford resident built first car" in DAILY LOCAL NEWS (November 13, 1972), 49. NOTE: Centennial issue n01 of 5 by the DAILY LOCAL NEWS

Burton D. Murdaugh (1875-1944) of Oxford built the first car, a small gasoline-powered buggy that ran on bicycle wheels and chains, in Chester County (pictured) in 1898. Later, he moved to West Chester, married Mary Swayne in

1906, and fathered two sons, Clem and Joe Murdaugh. Clem later became a national motorcycle champion.

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1898 W. W. Thompson, editor, County Pennsylvania and its People (Chicago and New York: The Union History Company, 1898), 978.

Hoopes Brothers & Thomas dealt mostly in fruit and ornamental plants. They began to use mail order and sent salesmen all over the country. In 1898, they had a branch office in Nashville, TN; they had 600 acres under cultivation, and they employed about 100 people during the "packing season" (JJ: probably springtime for ornamentals; autumn for fruit).

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1899 "Adventure called first drivers" in DAILY LOCAL NEWS (November 14, 1972), 108. NOTE: Centennial issue nø2 of 5 by the Daily Local News

The first automobile owner in West Chester was Joseph H. Sager, who bought a Locomobile in New York City for \$850 and brought it to West Chester in 1899.

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1900 DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Keogh's Row was built by Martin Keogh about 1900 on the lot bounded by Biddle, Washington, Darlington and New Streets.

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1900 DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Two other unnamed "rows" were located on Miner Street east of Worthington, and on Worthington east of Miner. They were built around 1900.

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1900 "Owned First `Horseless Carriage' in Chester County" in CO-OP REVIEW (March 1938).

Joseph H. Sager of West Chester bought an 1899 Locomobile in New York for \$800 and brought it to West Chester a year later (about 1900). He got rid of it shortly thereafter, but in 1910, he bought a Ford.

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1900/04/06 "First `Auto' Here" in DAILY LOCAL NEWS (April 6, 1900).

D. M. Sharpless brought the first automobile to West Chester. It had a gasoline engine.

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1900/05/14        DAILY LOCAL NEWS (May 15, 1900).

The second person to own an automobile in West Chester, Harvey M. Hillegass, received a steam-powered machine.

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1900/06/27        DAILY LOCAL NEWS (June 27, 1900).

John Sager of Lenape was in the process of erecting "an automobile house at his home."

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1900/06/29        "Automobile Afire" in DAILY LOCAL NEWS (June 29, 1900).

Harvey M. Hillegass of South High Street near Miner started a fire when he tried to start his automobile this morning. A crowd gathered and offered suggestions, but little damage was done.

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1900/07/10        DAILY LOCAL NEWS (July 11, 1900).

Harvey M. Hillegass and his wife left on an overland automobile trip via Quakertown, Bethlehem and Atlantic City. "The roads are in fine condition for traveling at present . . . "

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1900/07/25        DAILY LOCAL NEWS (July 25, 1900).

Two West Chester men were constructing automobiles. One was begun by Max Meyer, but sold (unfinished) to some employees of the Edison Electric company after Meyer had to return to New York. The other was built by Stephen C. Black. Both had steam engines.

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1900/09/20        "Hilborn Cope's `Auto'" in DAILY LOCAL NEWS (September 20, 1900).

Hilborn Cope had a light automobile operated by a spring motor instead of an engine.

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1900?            Elizabeth D. Walter, "A former resident looks back" in DAILY LOCAL NEWS (July 7, 1970).

Franklin Darlington, the author's grandfather, was the agent for the Adams Express Company. The author grew up near the corner of High and Market Streets. She remembered the Muzante's brothers' fruit stand, as well as other offices and neighbors in that part of town.

"I remember so many of the colored families, that's what I prefer to call them, the Gladman's and Spences. The colored

families lived mostly in the eastern section which was called Georgetown as an old man by the name of John George owned most of the properties."

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1900s? DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Fassnacht's Row had about two dozen 2-story brick houses on the east side of S. Matlack Street south of Union. They were owned by George Fassnacht, owner of a candle and soap factory on West Gay Street.

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1901 Extract from George P. Donehoo, PENNSYLVANIA, A HISTORY (n.d. [pre-1919]), concerning the firm of Hoopes Bros. & Thomas Nursery Co., in Gerald R. Fuller, June Markus Hoopes & Lillian Fredsall Webster, compilers and editors, THE HOOPES FAMILY RECORD, Vol. II, The Seventh and Eighth Generations (Houston, Texas: The Hoopes Family Organization, Inc., 1979), 252-253.

Hoopes Bros. & Thomas opened an office in the Stephen Girard Building in Philadelphia. (JJ: Get a photo or picture of the building). His sales staff served Pennsylvania, New Jersey, Delaware, Maryland and Virginia; plus parts of New York and New England.

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1901/02/21 DAILY LOCAL NEWS (February 22, 1901).

Warren Baldwin and Nathaniel Gillespie of the Edison Electric Works unveiled the car that they built. It drove very smoothly up Walnut Street.

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1901/05/31 "A Successful `Auto'" in DAILY LOCAL NEWS (May 31, 1901).

Ned Glasby and Warren Baldwin built a successful auto in West Chester. It was powered by steam and operated successfully on muddy roads and hills.

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1901/12/16 DAILY LOCAL NEWS (December 17, 1901)

Fire destroyed the "small one-story frame building on Franklin street south of Linden Street, occupied for years by the late Patrick King and his wife Ellen." The fire broke out at 10pm on 16 December. An alarm was sounded from Box 33 at the corner of Matlack and Lacy Streets, and although it was too late to save the house, the Fame Fire company got a chance to practice with "its chemical cart."

Mrs. King had left the previous Saturday for her former home in Dublin, Ireland, so she was not at home when the blaze broke out. "It is supposed that the fire was caused by some

of the boys of the southern portion of town. Mrs. King had her own troubles with them and many of them have been previously arrested and fined by the Burgess for molesting her."

The value of the house was estimated at \$500 and the value of the furnishings at \$100.

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1902/01/16      DAILY LOCAL NEWS (January 16, 1902)

A new plank crossing was built at the railroad crossing on Franklin Street.

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1902/08/05      DAILY LOCAL NEWS (August 5, 1902).

Several WC car owners planned to take four automobiles to Atlantic City. They included Warren Baldwin, Nathaniel Gillespie, Stephen C. Black, Dr. Ernest Pyle and Master Bertram Harley. They expected the trip of 90 miles to take about seven hours, without any special speed or effort. All of the cars burned gasoline and would need no refueling during the trip.

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1905            "Adventure called first drivers" in DAILY LOCAL NEWS (November 14, 1972), 108. NOTE: Centennial issue nø2 of 5 by the Daily Local News

The first automobile owner in West Chester was Joseph H. Sager, who bought a Locomobile in New York City for \$850 and brought it to West Chester in 1899.

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1905            "Adventure called first drivers" in DAILY LOCAL NEWS (November 14, 1972), 108. NOTE: Centennial issue nø2 of 5 by the Daily Local News

Warren Baldwin built an automobile in West Chester by 1901, but appears to have done this as an experiment, not a commercial venture.

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1905            "Adventure called first drivers" in DAILY LOCAL NEWS (November 14, 1972), 108. NOTE: Centennial issue nø2 of 5 by the Daily Local News

Burton Murdaugh manufactured a few automobiles between 1899 and about 1905.

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1906/01/02      "Automobile Notes" in DAILY LOCAL NEWS (January 2, 1906).

Philadelphia "autoists" noted that the road to West Chester was much improved since last year, thanks to macadam along

its entire length.

Dr. C. E. Woodward was the first WC doctor to use an auto.

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1906/01/22 DAILY LOCAL NEWS (January 22, 1906)

South Adams Street was unpaved for a half block between Market and Miner Streets. It had no sidewalk at all.

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1906/04/18 DAILY LOCAL NEWS (April 18, 1906)

West Chester Streets Commissioner John C. Heed announced that improvements would be made to E. Union Street at the PRR crossing. The PRR decided to leave an at-grade crossing, so West Chester borough opted to raise the street level and pave it. This was an improvement for the horse teams that carried freight away from the PRR freight station on E. Union Street.

The same article mentioned that the East Barnard Street "underhead" bridge was not yet finished.

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1907/01/04 "Wilmington Road Bad" in DAILY LOCAL NEWS (January 4, 1907).

Residents complained that High Street was in terrible condition for about a half mile below the Normal School. West Goshen Township supervisors promised to macadamize the road as soon as weather permits.

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1907/01/29 DAILY LOCAL NEWS (January 29, 1907).

Stone for paving the Wilmington Pike below the Normal School was obtained from a quarry in "the Dutton woods, just south of this place" [West Chester].

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1908/12/05 DAILY LOCAL NEWS (December 5, 1908).

"Despite all the reports that come from other towns to the effect that flying machines are being made there, West Chester does not seem to be getting the 'flying fever' as quickly as her sister boroughs. West Chester was quick to recognize the value of the automobile, and has always had the reputation for buying her share of these, but she has not so far as known a flying machine of any description. . .

"With Coatesville ahead and Oxford a close second, West Chester seems to be content to let those two towns solve the problem . . .

"West Chester has not developed even a disposition to talk about flying machines, and so long as this is the case there



will be nothing doing. The town seems to be interested in who is going to be the next Burgess and what is to be done with its sewage than it is in flying machines."

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1909/12/24 DAILY LOCAL NEWS (December 24, 1909)

Burgess P. E. Jefferis offered a prize of \$100 to be awarded in the summer. It is not clear from the article, but the prize appeared to be offered to neighborhood beautification efforts. Recently, the borough paved the 500 block of South Franklin Street with "white oyster shells only." An unnamed resident of who had lived there for 14 years (1895-1909) claimed that this was the first time in his memory that the city had worked on South Franklin Street, that it was the only street in the borough paved white, and that he would encourage his neighbors to apply for the prize.

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1910s? DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester and gives their origin. Bread Row was located at Poplar and Market Streets. It was built by John Pyle, the prominent confectioner and bread baker on West Gay Street, son of Mrs. L. A. W. Pyle.

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1916 DAILY LOCAL NEWS (January 23, 1955).

Ralph G. Smith Sr. began his hauling business in West Chester in 1916. He operated the business until 1942 when his son, Ralph Jr., took over. They began as a milk transportation and moving company, then branched out into general freight, warehousing and horse transportation.

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1920 DAILY LOCAL NEWS (October 27, 1945).

Lewis Hickman Jr. operated a charter bus company from a garage located at Franklin and Washington Streets in 1945. He had been in the business of hauling school children since 1920.

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1920 Charles William Heathcote, HISTORY OF CHESTER COUNTY PENNSYLVANIA (West Chester, PA: Horace F. Temple, 1926), 90.

Later, a covered wooden bridge was constructed at Chadd's Ford (date unknown) and in 1920-1921, a concrete bridge was built at a cost of about \$78,000.

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1923/01/04 DAILY LOCAL NEWS (January 4, 1923).

"There are probably more cars of all characters pass the

corner of High and Gay Streets than any other street corner in West Chester and on summer days, especially Sunday, run into the thousands. On several occasions, there have been more than two a minute in the middle of the day, and it takes careful watching by the traffic officers to avoid congestion or accident; yet the streets are generally kept open and little delay occurred, except when trolley cars are standing at the terminal, or some driver stops at the side of the street and carelessly blocks the way."

There was also discussion of making the central streets one-way and eliminating all parking in the center of town.

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1929           Keystone Automobile Club edition of the Blue Book, vol. 3 (Chicago: Automobile Blue Books, 1929), 164, in CCHS.

p6 West Chester did not get its own enlarged map section, unlike Wilmington, Reading, Chester, Marcus Hook, Bethlehem and Allentown.

p7 The regional map shows West Chester at the center of a network of roads leading to Philadelphia (PA Route 5, modern PA3), Downingtown (PA 5, modern US322), Longwood (PA 52), Lionville & Chadd's Ford (PA62, modern PA100), Phoenixville (PA29), (Wilmington (US122, modern US202), Paoli (US122, modern Paoli Pike), Unionville (PA842) and Marshallton (PA162).

p134 "West Chester, PA. (Population 11,717)" "The Philadelphia and West Chester Highway connects with the Lincoln highway just four miles outside of the town of West Chester. Radiating from the city are good highways north to Pottstown and Reading, to Morristown and Valley Forge, and south to Wilmington and Baltimore."

p134 Advertisement for "Mansion House, West Chester, Pennsylvania" "Modern in Every Appointment with Elevator Service, Rooms with Bath and Running Water, Grill and Main Dining Room, Continuous Service, Managed under Personal Supervision of Owner.

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1930/05/05       "Obituary of Sharpless M. Paxson" in DAILY LOCAL NEWS, (West Chester: May 5, 1930)

Sharpless M. Paxson rode a bicycle until he was more than eighty years old ... far beyond the normal age to quit.

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1931           "West Chester's Dilemma" in DAILY LOCAL NEWS (June 22, 1951).

West Chester had only a single traffic light at the corner of High and Gay Streets. By 1951, there were eight traffic lights in town, including the newest at Church and Market Streets.

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1931/09/11 "Roaring Oil Blaze Perils Crown Here; Three Are  
Injured" in DAILY LOCAL NEWS (September 12, 1931),  
1 & 10.

This is the account of the "Goose Creek Fire" which spread from East Niels Street to asphalt tanks owned by the Bituminous Service Company at East Union Street and the PRR crossing. The fire broke out at 6:50pm and burned for three hours.

Big, bold headlines: "Flames Leap Hundred Feet Into the Air When Giant Asphalt Tanks Are Engulfed in Fire at Service Company in Southeastern End of Borough; Goose Creek Transformed Into Ribbon of Fire When Huge Containers Fall From Supports" and "Origin of Fire Undetermined, But Believed to Have Been Caused by Discarded Match or Cigarette; Flames Play Along Quarter-mile Front, Endangering Homes and Property."

The account is exciting: "Confronted by a roaring fury of flames and enveloped in billowing clouds of dense black smoke, fear-stricken householders, property owners and volunteer firemen from every end of town and every walk of life, battled into submission one of the most spectacular and dangerous fires in the history of the borough."

". . . the rush and confusion as thousands, in automobiles and afoot, converged upon the section threatened by impending tragedy."

It took less than an hour to confine the fire to the Bituminous Service Company property, but another two hours to put it out.

"A match, a cigarette or a spark from a brush fire falling on the usually placid waters of Goose Creek, a small stream running the length of the eastern end of town, set off the conflagration. The creek had an hour or so previously being (sic) transformed into a stream of oil when two 10,850 gallon tanks at the Bituminous Company service yard, fell from the supports and breaking, leaked into the water."

"Flames shot upward from the creek to a height of fifty feet and above these rolled billows of smoke, visible for miles around. Frame houses on Magnolia street and a row of brick and frame houses on South Franklin street were seriously threatened by the fire. Sparks also flew across the railroad to the coal shed of J. Leon Haggerty, the P. R. R. freight station and the lumber yard of Hoffman and Baldwin."

"The buildings in greatest danger were those along the creek on South Franklin street. Wooden fences bordering the stream were set ablaze and the fire worked towards the houses with unbelievable rapidity. . . . Sparks, however, set fire to the rear kitchen roofs of the homes of Lawrence

Hamilton, William Montgomery and Nathan Shur." Nathan Shur (506SF) lost a small building at the rear of his house which housed 25-30 chickens. Lawrence Hamilton (Jr) lived at (520SF) in the 1970s.

The staff at the Atlantic Refining Company kept the fire from threatening their installation, and sent for a special chemical firefighting engine from Philadelphia, which arrived within an hour. The borough stables, the Esco Cabinet Company, and the PennDOT equipment shed were not damaged, but a chicken coop on the Adams property at Magnolia Street was reduced to ruins.

The local companies all responded, but all they could do was extinguish the fires along the creek and wait until the fires on the creek burned themselves out. The main fire continued out of control until 10:00pm when the Longwood Fire Company arrived with an engine that carrying a product called "foamite." It extinguished the fire within minutes.

Pennsylvania Railroad Passenger Agent J. Walter Keech turned off the power to the overhead lines, after the fire melted insulation off lines over a siding, and threatened to melt the wires, which would have then fallen on the crowd. Power was only cut for about ten minutes, until the fire died down near the siding and the insulation stopped burning. But trains from Philadelphia unloaded at Niels Street, and passengers from the station took taxis to meet the train. Evidently, each train from Philadelphia normally dropped off a car (that continued west?), but since they could not get near the station, the extra cars started to get in the way. Finally, a crew pulled six of them past the fire "at a snail's pace" to the station.

"Several airplanes circled above the crowd and took pictures of the fire before darkness settled." After dark, steel drums continued to explode with a sound that could be heard for a mile in all directions. Onlookers continued to arrive after dark from the outskirts of town.

William Patton, colored, of 507 SF was cutting wood behind his house and saw it develop from its origin. "I looked up and saw a huge pillar of black smoke. Down the creek was a flood of flame and gas, which rolled up with lightning speed. Boy, it sure was traveling! In less time than it takes to tell the whole creek was blazing while buildings nearby had already begun to smolder. Then it reached the tanks and soon after blasts began."

George J. Moses was the West Chester fire chief.

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1931/09/11 "Sidelights on the Big Blaze" in DAILY LOCAL NEWS (September 12, 1931), 1.

". . . hundreds of men, women, boys and girls, and even little children, packed the sidewalks and a solid portion of

Union street from the intersection with Matlack almost to the railroad tracks, within thirty yards of the fire. They watched the hissing fury of the flames with fascinated eyes.

"Suddenly there was a deep-toned, reverberating "boom" from the oil tanks. A pillar of livid flame leaped several hundred feet into the air, rolled over in a billow of dripping oil sparks, and swept in a towering wave of heat towards the crowd. A gasp went up from the watchers. For one split second they were motionless. In that interval, someone screamed, and with one accord the mob turned and fled. In the tremendous rush, several people were knocked down, and at least one, Mr. Ashton B. T. Smith of 619 West Miner Street, was hurt."

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1931/09/11 "Underwriters Test Fortunate for Town" in DAILY LOCAL NEWS (September 12, 1931), 1

The fire insurance underwriters had visited West Chester that same afternoon and all of the equipment had been tested at Sharples Lake. Thus, it was primed and ready to go into action rapidly by the time the fire broke out.

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1932/03-1935/03 "Murdaugh Cycle Shop," advertisement in WEST CHESTER SESQUICENTENNIAL, 1799-1949, historical booklet (West Chester, 1949), 130, in Chester County Archives, nø8D30.

Clem Murdaugh started to repair motorcycles in his father's chicken house, and then worked out of a shop on Cedar Alley from March 1932 to March 1925.

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1932/03-1935/03 "Murdaugh Cycle Shop," advertisement in WEST CHESTER SESQUICENTENNIAL, 1799-1949, historical booklet (West Chester, 1949), 130, in Chester County Archives, nø8D30.

Clem Murdaugh started to repair motorcycles in his father's chicken house in West Chester, and then worked out of a shop on Cedar Alley from March 1932 to March 1935.

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1932/09/08 Coatesville Record (September 8, 1932).

A permanent injunction was issued by Judge W. Butler Windle to keep the Sky Haven Airport from operating. Plaintiffs were William Mirkil, James H. Gay, and the Rush Hospital for Consumptives.

The airport was operated by James B. Jacob on land rented from Samuel, Harry and John Taylor. He received his license on November 26, 1929. He spent several thousand dollars on hangars and other airport equipment.

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1935/03-1945 "Murdaugh Cycle Shop," advertisement in WEST CHESTER SESQUICENTENNIAL, 1799-1949, historical booklet (West Chester, 1949), 130, in Chester County Archives, nø8D30.

From March 1935 to the end of World War II, Clem Murdaugh repaired motorcycles in a shop located on East Market Street.

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1935/03-1945 "Murdaugh Cycle Shop," advertisement in WEST CHESTER SESQUICENTENNIAL, 1799-1949, historical booklet (West Chester, 1949), 130, in Chester County Archives, nø8D30.

From March 1935 to the end of World War II, Clem Murdaugh repaired motorcycles in a shop located on East Market Street in West Chester.

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1938/01/24 Coatesville Record (January 24, 1938).

West Chester built its first public parking lot on vacant PRR land between Gay and Chestnut Street near Matlack Street. The lot was intended to improve West Chester's parking problem "which on Saturday nights becomes acute." Parking was free, and attendants were on duty Saturday nights "and other necessary times." Previously, the land had only unused railroad tracks.

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1939/04/20 "West Chester Wins Fight For New highway" in DAILY LOCAL NEWS (April 30, 1939).

For the past five years, the WC Board of Trade and local automobile clubs advocated the improvement of the Wilmington Pike from West Chester to Painter's Crossroads. Below that point, the State of Delaware had already built a concrete road for 15 miles. When State Senator George B. Scarlett got involved, the Highway Department decided to go ahead with the work. It was necessary because the old road "remained narrow and badly crowned, and also was made more dangerous by sharp curves and steep grades."

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1939/04/25 "'One-Way Streets' Are In Effect Today" in DAILY LOCAL NEWS (April 25, 1939).

For the first time in its history, several of West Chester's streets were signposted "one-way" after petitions from citizens and examination by transportation experts. New Street ran north, Darlington Street south, and Barnard Street west.

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1939/07/11 "Detour Sign Is Placed" in DAILY LOCAL NEWS (July

11, 1939).

During the reconstruction of the Wilmington Pike, traffic was detoured from West Chester via Lenape and Chadd's Ford to Painter's Crossroads.

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1939/08/31 "Construction Work is Advancing Rapidly, Giving Indication That route May Be Available By Roosevelt's Advanced Thanksgiving Date" in DAILY LOCAL NEWS (August 31, 1939).

Work was underway to widen and resurface the Wilmington Pike between Painter's Crossroads and West Chester. The new road has a concrete surface, wide lanes, and extensive excavation to level and straighten it. It no longer goes through Dilworthtown.

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1939/12/02 DAILY LOCAL NEWS (December 2, 1939).

The new Wilmington Pike was officially opened in a ceremony at Rosedale and High Streets. The new road cost \$284,707. After the ceremony, the two pieces of cellophane tape were given to Chris Sanderson. He planned to keep one for his collection and donate the other to the CCHS.

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1940/04/09 "Notice" in DAILY LOCAL NEWS (April 9, 1940).

The West Chester trucking company, Ralph G. Smith, Inc. was incorporated in the state of Pennsylvania.

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1940/08/27 DAILY LOCAL NEWS (August 27, 1940).

Gingrich announced his plans for the airport, which included commercial flights, air mail service, flight training, and a testing ground for National Guard anti-aircraft searchlights.

The airport should be ready by September 15, 1940.

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1940/09/30 DAILY LOCAL NEWS (September 30, 1940).

The federal government announced grants to local municipalities to further airport construction. Gingrich, whose private venture to start an airport had not progressed beyond ground clearing, stood to receive \$623,500 from the Civil Aeronautics Board.

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1940/pre-July DAILY LOCAL NEWS (no date).

This article described plans to build the West Chester Airport in East Goshen on land formerly used for the Sky

Haven Airport. Paul Gingrich, a Malvern aviator, bought the 80-acre tract from WC realtor Harry Taylor on Paoli Pike near the intersection with Governor's Road, about four miles east of WC.

Gingrich, 28, was formerly connected with Malvern Flying Services and the Main Line Airport. He hopes to open the airport in September following renovations.

Gingrich announced his plan to train pilots in accordance with the Federal Government's emergency defense program. A few months ago, the WC State Teacher's College began offering elementary aeronautics courses. The college was interested in Gingrich's plans but had made no commitment. Villanova already has a joint program with the Main Line Airport.

The old Sky Haven Airport, operated by John [sic; real name was James] D. Jacob, closed about five years ago after local landowners William Mirkil and James H. Gay had it declared a public nuisance, citing noise, dust, crowds, and stunting.

Governor's Road was also known as Sproul Road or Route 352.

Gingrich graduated from WCHS in 1930.

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1941/01/31 DAILY LOCAL NEWS (January 31, 1941).

The intersection at Painter's Crossroads will receive a traffic light. For the past number of years, an officer of the Keystone Automobile Club supervised traffic at the intersection during peak hours.

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1942 DAILY LOCAL NEWS (January 23, 1955).

In 1942, Ralph G. Smith Jr. took over his father's hauling business. They began as a milk transportation and moving company, then branched out into general freight, warehousing and horse transportation.

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1942 (Philadelphia: R. L. Polk & Co., Inc., Publishers, 1942), 259.

The Short Line Incorporated of Pennsylvania had its division office at 212 W. Market Street and its terminal at the corner of Gay and High Street. (See photocopy of advert.)

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1944/06/03 DAILY LOCAL NEWS (June 3, 1944).

"The Bus Center" was located at the intersection of High and Gay Streets. It offered information and tickets for virtually all destinations in the USA. It was served by the following companies: the Short Line, Main Line Transfer



company (Malvern, Paoli, Berwyn, Devon, Stafford, Wayne and Norristown), the Brandywine Transit Company (twice a day to Marhsallton, Embreeville, Mortonville), and the trolley for 69th Street in Philadelphia.

There is also a Western Union office, a "first class lunch counter." The Bus Center is open from 06h30 to 24h00 daily.

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1944/07/17      DAILY LOCAL NEWS (July 17, 1944)

Greenfield Park was built on land donated to the borough by realtor Harry F. Taylor, on the condition that it was named after the prominent local family. The article mentioned that Greenfield Park stood at the edge of the Riggtown section, which contained many children.

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1944/08/05      DAILY LOCAL NEWS (August 5, 1944)

Greenfield Park required many loads of fill in the swampy area around Goose Creek. A local resident, Joseph Cotter, supervised the placement of truckloads of fill. He constructed a small shack for his own use at the site, and marked it with a sign to "Keep Out" to deter local vandals.

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1945/02/17      DAILY LOCAL NEWS (February 17, 1945)

Joseph Carter supervised the grading and distribution of fill in the "Riggins Lot" just south of Goose Creek. There were plans to build a cannery there to supplement the cannery already in operation along the railway in Willistown. The fill came from rubbish collections in the neighborhoods adjoining Goose Creek.

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1945/10/27      DAILY LOCAL NEWS (October 27, 1945).

Lewis Hickman Jr. operated a charter bus company from a garage located at Franklin and Washington Streets in 1945. He had been in the business of hauling school children since 1920. In 1945, he employed 18 drivers, both men and women.

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1945-1947      "Murdaugh Cycle Shop," advertisement in WEST CHESTER SESQUICENTENNIAL, 1799-1949, historical booklet (West Chester, 1949), 130, in Chester County Archives, nø8D30.

In 1945, Clem Murdaugh moved his motorcycle repair shop to 114-116 E. Gay Street. In 1946 and 1947, he won the US National Expert Hill Climb Championship.

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1945-1947      "Murdaugh Cycle Shop," advertisement in WEST CHESTER SESQUICENTENNIAL, 1799-1949, historical

booklet (West Chester, 1949), 130, in Chester County Archives, nø8D30.

In 1945, Clem Murdaugh moved his motorcycle repair shop to 114-116 E. Gay Street in West Chester. In 1946 and 1947, he won the US National Expert Hill Climb Championship.

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1946/12/24 "Notice" in DAILY LOCAL NEWS (December 24, 1946).

The company of Ralph G. Smith, Inc. registered its name with the state of Pennsylvania. Its owner was Ralph G. Smith Jr. of 206 N. Penn Street and its principal place of business was 239 E. Market Street.

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1947/08/23 "40 More Parking Meters To Be Installed Shortly" in DAILY LOCAL NEWS (August 23, 1947).

391 parking meters were installed on West Chester streets in April 1946. 40 more meters were authorized in August 1947 along West Chestnut between High and church, South Darlington from Market to Wollerton, West Market west of Darlington halfway to New Streets. They were installed after August 23, since "work is expected to begin shortly on installation."

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1947/10/02 DAILY LOCAL NEWS (October 2, 1947).

Installation of 40 new parking meters in West Chester began today. This article mentions that the Short Line Bus Garage was located on West Market Street halfway between Darlington and New Streets.

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1947/10/30 DAILY LOCAL NEWS (October 23, 1947).

The installation of "Wait-Walk" signs at High and Gay Streets was completed today.

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1948/12/30 DAILY LOCAL NEWS (December 30, 1948).

Several weeks ago, "Walk-Don't Walk" signs were placed at the corner of High and Gay Streets. However, they were largely ignored by pedestrians.

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1949/08/24 DAILY LOCAL NEWS (August 24, 1949).

Charles E. Lucas Jr., president of the Automobile Club of Chester County, spoke to the West Chester Lions Club about the problems creating traffic congestion in West Chester. Five major highways converged on the intersections of High & Gay or High & Marshall, and the completion of a superhighway on the Delmarva peninsula promised to funnel more traffic

into West Chester. The borough had already abolished left-hand turns, with some improvement, but Lucas thought a bypass for through traffic was the answer. He also recommended parking lots to take cars off the streets.

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1950/08/01 DAILY LOCAL NEWS (August 1, 1950), in CCHS clipping file: "West Chester Streets: "1950."

The West Chester borough secretary, John Groff, announced plans to pave two blocks of West Market Street to Bradford Avenue, and one block of South Brandywine Street between Miner and Market. As a result, West Miner Street will extend an additional block west. Prior to this, the streets were not paved at all.

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1950/08/12 DAILY LOCAL NEWS (August 12, 1950).

Fifteen of 25 West Chester borough street workers went on strike for a 10 cents/hour wage increase over the 95 cents/hour they earned at present. They were employed on the West Market Street improvement project.

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1950/08/16 DAILY LOCAL NEWS (August 16, 1950).

West Chester borough street workers returned to work after receiving a five cents/hour wage increase. The increase was awarded to all borough employees. Since the men worked a fifty-hour week, this raised their wages by a total of \$2.50

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1950/08/29 DAILY LOCAL NEWS (August 29, 1950).

West Chester's "Merry-go-round" traffic pattern was scheduled to end. It began as an alternative to left turns that blocked major intersections, but it often required vehicles to pass through the same intersection twice as they went around the block. Foreign motorists complained, and it increased the overall amount of traffic in the borough.

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1951/06/22 "West Chester's Dilemma" in DAILY LOCAL NEWS (June 22, 1951).

West Chester had only a single traffic light at the corner of High and Gay Streets. By 1951, there were eight traffic lights in town, including the newest at Church and Market Streets.

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1952/04/30 "Meeting a Real Need" in DAILY LOCAL NEWS (April 30, 1952).

West Chester opened a new parking lot on High Street between Market and Miner Streets.

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1952/06/20        DAILY LOCAL NEWS (June 20, 1952).

A majority of the 24 employees of the West Chester borough Streets Department went on strike for a 15-cents/hour pay increase. Only five stayed on the job. They earn \$1.10/hour at present and work 50 hours/week on a 5 1/2 day schedule. They received no sick days; only \$15/week after their eighth day off sick. They also received no pay on days that they missed work.

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1952/06/23        DAILY LOCAL NEWS (June 23, 1952).

The striking West Chester Streets Department workers returned to work rather than lose their jobs. They received no pay increase.

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1952/07/26        "Four New One-Way Streets Established in West Chester" in DAILY LOCAL NEWS (July 26, 1952).

Magnolia, Lacey, Niels, and Linden Streets were made one-way, and parking was extended to both sides of each street. Niels and Magnolia ran westbound; the others ran eastbound.

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1952/08/26        "Speeding Car Rips Porch of Rosedale Avenue Home" in DAILY LOCAL NEWS (August 26, 1952).

A car operated by 23 year-old Harlan Jones of 508 South Franklin Street plowed into the front porch of Mrs. Maude Sterling at 801 South Matlack Street around 12:35am this morning. He was accompanied by a young woman who fled the scene and was not identified. The house was badly damaged by the accident.

The Sterling house was known locally as the "old Pratt house" for William Pratt, whose 1902 conviction of his wife's murder was overturned on retrial.

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1952/11/26        DAILY LOCAL NEWS (November 26, 1952).

Borough council awarded a contract to synchronize traffic lights in West Chester. Traffic will roll at 20 mph.

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1953/03/12        Tom Rettew, writing in the DAILY LOCAL NEWS (March 12, 1953).

Construction of the new WC bypass will begin this week.

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1953/07/16        "Lost Forever: The Charm of Our Northern Approach" in DAILY LOCAL NEWS (July 16, 1953).

This writer complained that the cloverleaf connecting Rt100 to the new bypass destroyed "the borough's most beautiful approach, North High Street, by way of Gilbert's mill and the West Chester Golf and Country Club."

"It was a pity to see a landmark such as Gilbert's Mill leveled but to witness the chopping and felling of dozens of beautiful sycamore trees that lined the approach to the borough has sickened every resident who passed that way. Planted by the West Chester Garden Club and Town Planning Council in 1928 through public subscription in which the school children had a part, it took those trees 25 years to attain their present size and beauty."

"The damage had been done. Never again will those trees shade the traveler as he nears West Chester."

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1953/09/14 Photo caption in DAILY LOCAL NEWS (September 15, 1953).

The Short Line Bus Company, which provided transportation for students at West Goshen Consolidated School, went on strike. The school was located on Rt202, and when parents showed up in cars to retrieve their children, traffic congestion ensued despite the efforts of a West Goshen policeman to direct traffic. School attendance was reported at 92% of normal.

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1954/02/13 "Traffic and Buses" in DAILY LOCAL NEWS (February 13, 1954).

The Philadelphia Suburban Transportation Company recently petitioned the state PUC to replace its trolley line on PA3 between West Chester and Philadelphia with buses. At this point, Gay and Market Streets were both still two-ways.

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1954/04/19 DAILY LOCAL NEWS (April 19, 1954)

The West Chester Borough extended East Niels Street from Adams Street to the borough line at Bolmar Street.

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1954/05/01 DAILY LOCAL NEWS (May 1, 1954).

West Chester had five municipal parking lots.

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1954/10/11 "Facts and Figures Concerning New West Chester By-Pass" in DAILY LOCAL NEWS (October 11, 1954).

Opening date: October 13, 1954  
Cost: \$4,058,716  
Number of working days: 270

Length: 5 miles (main road); 6.9 miles (all construction)  
Width: 24 feet on two-lane stretches; 66 feet on four lane  
portions of US202  
Concrete: 15,483 cubic yards  
Guard rail: 40,000 feet

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1954/10/13 Tom Rettew, "Borough By-Pass Is Reading For  
Traffic Following Ceremony" in DAILY LOCAL NEWS  
(October 13, 1954).

Traffic began to use the new West Chester bypass today. The  
bypass, 6.9 miles in length, cost \$4 million. Opening  
ceremonies were held at the Route 3 interchange, and  
featured the WCHS band directed by Joseph Hanselman. Ex-  
burgess Cornwall G. Gibbons was the emcee. Other guests  
included Miss Pennsylvania Barbara Sue Nagy, Burgess Henry  
V. DeHaven, various state officials, and about 200 people.

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1954/10/21 Tom Rettew, "Wide Open Spaces" in DAILY LOCAL NEWS  
(October 21, 1954).

Although the new WC bypass has been open for a week, traffic  
is still light. Local policeman blamed it on the absence of  
signs indicating that the bypass led to RTs. 202, 29, etc.

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1955/01/23 DAILY LOCAL NEWS (January 23, 1955).

Ralph G. Smith, Inc. was a milk transportation and moving  
company, which branched out into general freight,  
warehousing and horse transportation. In 1955, the company  
owned a warehouse at 239 E. Market Street, 20 tractors and  
18 trailers. It operated as a horse carrier in 32 states  
east of the Mississippi, and as a household goods mover in  
14 states.

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1955/10/04 "Plenty of Easy Parking For Shoppers" in DAILY  
LOCAL NEWS (October 4, 1955).

The borough had 467 parking meters and five parking lots  
with a total of 389 spaces. The six lots were located on  
Walnut between Gay & Chestnut, on High between Market &  
Miner, on High between Barnard & Miner, on W. Market between  
New & Darlington, and on Gay just west of New Street.

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1956/04/19 Photo caption in DAILY LOCAL NEWS (April 19,  
1956).

A truck hauling 17 tons of 2.5 inch stone operated by  
Pershing Perkins, aged 35, of Downingtown RD2, dropped its  
load on Rt. 100 north of WC. No one was hurt, but damage to  
the truck, owned by John Trego, was \$1000.

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1956/05/16 "Union And Barnard Sts., Between New, Matlack, Are  
Now One Way" in DAILY LOCAL NEWS (May 16, 1956).

Union Street was made one-way eastbound and Barnard Street  
one-way westbound between Matlack and New Streets.

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1956/08/03 Bill Hall, writing in DAILY LOCAL NEWS (August 3,  
1956).

Work began on the extension of the WC Bypass to Route 322.  
It required the construction of a mile of 72-foot highway  
from North New Street to Route 322. The cost was \$200,000.

The original bypass opened on October 13, 1954. It began on  
US202 one mile south of WC and "looped gracefully around the  
east of the borough, arched across the north, and then with  
shocking suddenness condensed into a 16-foot wide, high  
crowned, bumpy country road."

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1956/11/17 DAILY LOCAL NEWS (November 17, 1956).

West Chester began to use little red "Fine-O-Meters" on  
Monday, which allowed people to pay their parking fines  
without "slinking" into the police station. The fine for  
overtime parking was \$1.00. The new boxes were installed on  
both sides of every street where there were parking meters.

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1957/12/27 Coatesville Record (December 12, 1957).

A survey by the Civil Aeronautics Administration showed that  
there were 61,856 private airplanes in America, and 63 in  
Chester County, or 1 per 2880 people.

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1958 DAILY LOCAL NEWS (March 12, 1948).

This article names several "rows" of houses in West Chester  
and gives their origin. "Cabbage Row" was located on E.  
Chestnut Street just east of "Lumber St." (aka Railroad  
Street; west of Franklin Street near the PRR-Frazer  
Rail yard). It was built by Stephen G. Snare, a tailor, and  
consisted of 10 three-story houses. It was built about  
1858.

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1958/03 Keystone Motorist (March 1958).

A number of road improvement projects were approved  
following the passage of the federal highway bill in 1956.  
One project was for widening US 202 from south of West  
Chester to the Delaware State Line at a cost of \$2,098,447.  
The new road will have four lanes and improved overpasses  
and intersections to make it a high speed link between the

PA turnpike, US Route 1, and US40.

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1958/03/11 DAILY LOCAL NEWS (March 11, 1958).

The Jay Julian Company of Elsmere, DE got the bid to widen US202 from the Delaware state line to West Chester. The new road was 48 feet wide, replacing the old road, which was only 22 feet wide.

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1960/01/21 Photo caption in DAILY LOCAL NEWS (January 21, 1960.in CCHS clipping file: "Transportation, Automobiles."

The new PA driver's exam center will open next Monday in West Goshen on Bolmar Street just east of West Chester.

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1961/06/22 DAILY LOCAL NEWS (June 22, 1961).

For the first time in its history, Ralph G. Smith Inc. moved an elephant. Driver Ernest Wynn hauled Ambika, a gift of the children of India to the children of the USA, on a tour of schools in eastern cities, including Allentown, Philadelphia, and Washington DC. She will remain in the Washington Zoo now that the tour is ended.

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1961/11/23 DAILY LOCAL NEWS (November 22, 1961).

Gay and Market Streets became one-way streets on November 23, 1961. New Street and Darlington Streets remained one-way, but switched directions.

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1962/01/24 DAILY LOCAL NEWS (January 24, 1962).

A new project was about to begin to relocate and widen US202 for 15.41 miles in Chester County, between the turnpike and the West Chester bypass. [JJ: The bypass already existed in 1962. A photo dated 1958/09/30 claimed to have been taken from the bypass looking down on repaving operations along Rt. 202.

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1962/03/03 DAILY LOCAL NEWS (March 3, 1962).

The new US202 will have nine interchanges between the WC bypass and Wilson road, south of the turnpike. It will also have four 12-foot lanes and a 40-foot medial strip.

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1962/04/26 DAILY LOCAL NEWS (April 26, 1962).

Numerous one-way streets had their directions changed, including Nields (west to east), Magnolia, Linden, and



Lacey. [JJ: They ended up running in their present (1997) directions.]

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1964/04/07 George Brice, writing in the DAILY LOCAL NEWS  
(April 7, 1964).

Vandals torched a 1936-vintage horse-moving van belonging to the Ralph G. Smith trucking firm last Monday, at the company's storage facility on S. Franklin Street. The article described the company as "the nation's oldest horse transportation firm."

Ralph Smith Sr. founded the business in 1916. His father, Gunkle W. Smith, hauled goods by horse and wagon. His grandfather once ran a taxi service.

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1965/01/26 DAILY LOCAL NEWS (January 26, 1965).

The firm of A. Duie Pyle was founded in Coatesville in April 1924. In 1965, it had its main office in West Chester, and terminals in Coatesville, West Chester, Morrisville NJ, Sparrows Point MD and Buffalo NY. It operated radio-dispatched trucks throughout the northeast, specializing in steel hauling and household moving.

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1971/05/10 DAILY LOCAL NEWS (May 10, 1971).

Seven or eight employees of A. Duie Pyle's household moving division, all members of the Teamsters, went on strike to protest the closing of the division. The company retained its freight operation.

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1983/08/22 Marshall L. Jones, "Editor's News" in DAILY LOCAL NEWS (August 22, 1983).

Burton Murdaugh of Oxford built the first auto in Chester County. Later, he moved to West Chester to work for the Bell Telephone Company, and his sons Joe and Clem became known as local jalopy drivers. They raced at the Brandywine Fairgrounds on Wilmington Pike south of West Chester. The fair ceased operations in 1926, but the races continued on the dirt track. Later, Clem became a national motorcycle hill climb champion.

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1987/03/22 Gretchen Metz, "On Wings of Memory" in Sunday Local News (March 22, 1987).

This reporter interviewed several pioneering aviators from the area including Marshall Jones, Eddie Miller, Luis Close, Millie Albertson, John Garzia, Katen Macario and Helen Jones Stapleton.

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1997/07/31 Kyle Ashinhurst, "Pilots taking possession of airport in West Goshen" in DAILY LOCAL NEWS (July 31, 1997), A3.

56 local pilots, organized as the "New Brandywine Airport Club," purchased the Brandywine Airport from its owner, Bill Wilson, for \$2.15 million. The airport serves about 80 planes, including both private planes and corporate jets. It is one of only three remaining private airports in Chester County, along with the Chester County airport near Coatesville and the Newgarden Airport near Toughkennamon.

The article mentioned Bill Moran, the airport board chairman, and Linda Robinson, a pilot and flight instructor.

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1996 "Trucking" in WEST CHESTER AND NEARBY COMMUNITIES (Bell Atlantic, 1996-1997), 448.

The phone book "Yellow Pages" list the following trucking firms with West Chester addresses: the American Truck Lines, DeMaio Transportation, Glennon's Milk Service, Grannetino Trucking, Montgomery Tank Lines and Volunteer Express, Inc.

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