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NEW RAILROADS BEING CONSTRUCTED

The Philadelphia and Newtown railroad is being pushed forward as rapidly as possible to completion, which will probably be fully effected in May, 1873. The president of the company is General H. G. Sickles. The contract for the work has been assigned to Messrs. James M. Sellers & Co. The new road, in extending from Philadelphia to Newtown, will pass through Fox Chase, Southampton, Huntingdon Valley, Davisville, Churchville, and Addeville. From Newtown the road will extend to the Delaware River, where it will connect with the Middlesex and Mercer railroad, thus providing a new route to New York, via Millstone and New Brunswick, being four miles shorter, it is said, than any other road between Philadelphia and New York. The country through which this road is to pass is exceedingly fertile, rich in landscape scenery, and affords many sites for country residences and villages.

Another new railroad, the Philadelphia and Chester County, is also in process of construction; the president is Mr. Tryon Lewis, well known in Philadelphia for his executive ability and energy in railroad matters. The rails will be laid from Hestonville is a straight line to West Chester, passing through Newtown Square. The residents along the line of the proposed road have invested liberally to this stock and the company have invested in the contractor already in addition to the construction of the road. It will pass through Sugartown, Newtown, and thence to West Chester, and join the Pennsylvania Central at Downingtown, which is to be the terminus of the new road.

The most recent railroad project which claims public attention is the Delaware and Pennsylvania road. This line, starting from Delaware City, is to run to the state line, by way of Newark, connecting there with the Pennsylvania and Delaware, thence in Pomeroy which is to be the terminus and where a junction is to be made with the Pennsylvania Central. Mr. William D. Clark is the president of the company. The track will be completed very shortly, and the first train on the route will start about the 10th of November. The road is leased by the Pennsylvania Central, and promises a sure success, as it affords access to tidewater by a route which is fifty-four miles nearer than the present one.