

THE PEACH BOTTOM RAILWAY COMPANY

By D. F. MAGEE, ESQ.

Exactly fifty years this year, a half a century has elapsed since the Lancaster, Oxford & Southern Railway, under the name of the Peach Bottom Railroad, in its swaddling clothes, stepped forth into the limelight as a railroad and introduced itself as the first narrow gauge railroad in Pennsylvania, by running its first five ton engine, the "Samuel Dickey" down over its newly laid and unballasted tracks out of Oxford, Chester County, to Hopewell Borough, three miles westward, and took on water from Hopewell run a tributary of the Octoraro on the farm of the mother of the author of this paper. That day it went no further, but returned to Oxford where it remained for a month or more until the rails were laid to Pine Grove on Octoraro Creek, at which point it crossed on to Lancaster county soil, some months later.

This was on the 4th of October, 1873, the writer hereof saw it on that October day, and lived beside it and was closely associated with it in many ways until the end forty-seven years afterwards, when he rode back over it on the last trip an engine made over it regularly. He was then as a member of the Board of Directors and solicitor for the company. Afterwards on the 27th of May, 1921, as solicitor for the company I presented the petition and had decree of dissolution entered of the charter which was granted by the State Legislature July 1, 1868, or about fifty-five years before.

This railroad was unique and stood alone in its character and the characteristics of its management: it was a road of the people, the citizens of the "Lower end." Its fortunes and misfortunes were many, its ups and downs were in strange contrast; five hundred thousand dollars were sunk by its various owners, and after passing through liquidation and reorganization three times, the final division of its assets among its last stockholders was \$250 per \$100.

Its first inception as was its final dissolution was thoroughly Lancaster countain; for the first trial surveys were made by William H. Brown, then a boy still in his early twenties, afterwards the world famous engineer who made of the Pennsylvania Railroad the greatest and best of its day. It was in the fall of 1861, when "Billy Brown" as he was called then, little more than at the age of twenty-four an amateur engineer, but already displaying the genius and enterprise that afterwards made of him one of the world's great engineers, probably working without any pay, ran and staked out a preliminary line from a point on the Mason and Dixon line near Lombardville to Peach Bottom, an air line distance of about fourteen miles, and as surveyed probably twenty miles. However as it was laid down by Brown it was a fairly straight line, very much straighter and shorter by several miles than the route finally adopted for the Peach Bottom road by its Engineer Col. John M. Hood.

This survey was intended by Billy Brown as a link in a line that then was in its infancy: and as a real railroad proposition did not mature for some six or seven years afterwards; its consideration having been arrested by the breaking out of the Civil War and for the time it was well nigh forgotten.

This proposition was a big and ambitious one and was no less than a great trunk line with its starting point in Wilmington, Delaware, and its intended terminus in the far west of those days, the States of Ohio or Illinois and even to the Mississippi river.

Its discussion was resumed most vigorously soon after 1866, in the city of Wilmington, and was fathered in the brains of Edwin Matson, C. Mercer, a Mr. Holbroke and others of the section surrounding and north westward of that City in States of Delaware and Maryland.

The idea was to reach and drain the rich country lying between the Pennsylvania R. R. main line, and the Baltimore Ohio line, some fifty miles southward of it; to tap the rich farm lands of Chester, Lancaster, York, Adams counties and the Cumberland valley, thence to the lumber and coal fields of central Pennsylvania, and on into the stock grazing and grain growing plains of the Western reserve, as called at that day.

The surveys as made by local people along the lines in more or less broken succession, came out of Wilmington via way of Newark, Del., Lewisville, Pa., and Lombardville, Md.; there taking up the Wm. H. Brown line of 1861, it came via of Hilmans tavern, crossed the Baltimore Central road between "Beatown" and Nottingham, and dropping into the Octoraro slope passed just eastward of Glenroy (Kirks Tavern) and followed Blackburns run past Coates' mill and crossed the Octoraro just at Sammy Andy Rea's woolen mill, now Harkness bridge. Thence up Ballance's run through the Scott farms, passing about half way between Elim and Fairmount, it dropped into the Conowingo water shed passing close by the farm of Levi K. Brown, who was the father of William H. Brown, and thence reached Peach Bottom over practically the same route that the Peach Bottom road was later laid by John M. Hood.

This line as proposed was called the Wilmington and Western; and was much discussed, surveys made and meetings held to forward it: it never reached fruition in either Delaware or Maryland. Washington Dunn, Esq., made the surveys in the two latter states, but ground was never broken: yet we may fairly say from its loins the Peach Bottom Railroad was born, although we are free to admit that it shrunk woefully in the aborting from its earliest conception.

The York county section was wonderfully alive to it from the first, and to that fact is no doubt due the final consumation and building of the Peach Bottom Railroad line from York via Peach Bottom to Oxford, in Chester county.

Between the period of the Brown survey in 1861 and the resumption of railway building fever after the country had returned to normalcy following the close of the Civil War, many changes and many new propositions had arisen and some had begun extensively to build on new plans which interfered materially with the field which the "Wilmington and Western" had selected for its activities.

The Baltimore Central, intended to reach from Philada to Port Deposit, had been built as far as Oxford, thereby tapping very completely the southern sections of Chester county. The Columbia and Port Deposit road was under construction down the Susquehanna and was destined to drain of traffic the western borders of Lancaster county.

The Western Maryland under the management of John M. Hood, first as engineer and later as president had been constructed from Baltimore north-westward and had been surveyed towards Gettysburg in Pennsylvania; and was thence struggling to gain a foothold into western Pennsylvania: practically covering a large part of the same field the Wilmington and Western had picked out for itself from Hanover and Gettysburg westward. The result was that practical interest in this early proposition as originally planned died out, but the peoples of that portion of the line which in part crossed Chester, Lancaster and York counties were still determined to have their railroad for service of their own section and to reach towards the eastern markets of Philadelphia or Wilmington.

The result was that a large number of the same live men who had been active immediately following the war, concentrated their efforts to carrying out the movement for the benefit of their own sections and to that end made application for a charter for a railroad under the name of the "Peach Bottom Railroad Company."

On the 24th day of March A. D., 1868, Governor John W. Geary approved

and signed the charter of a company called the "PEACH BOTTOM RAILWAY COMPANY," P. L. 1868, page 778.

The incorporators as named in said charter composed exclusively of men of York, Lancaster and Chester Counties were as follows:

William McSparran, Rufus Wiley, C. R. McConkey, J. D. Ramsey, Robert Bartol, Robert Irwin, Foulk Jones, John Humphrey, Benjamin Gunnell, W. B. Galbraith, Isaac Parker, Sr., Joseph Anderson, Henry Hammond, Dr. John Free, J. C. Jordan, Christopher Coulter, Clarkson Manifold, Edward B. Patterson, Samuel Dickey, Lawrence Hipple, R. Jones, James Patterson, John Twaddell, W. R. Bingham, B. F. Kohler, J. B. Welsh, James Gerry, Jr. Thomas Platt, W. G. Ross, William Stokes, Valentine Trout, T. G. Cross, J. S. Fulton, Jacob Deal and S. W. P. Boyd, all of the State of Pennsylvania; and Samuel Whitford, Thomas Glenn, E. S. Rogers, and David A. Wiley of the State of Maryland.

The said Railway Company was duly authorized and empowered to have and exercise all the powers then granted under the laws of Pennsylvania to construct and operate a railroad from any point on the Northern Central railroad, (York county) between the Borough of York and the Maryland State line, eastward through the southeastern portion of the county of York to the Susquehanna river, striking said river at any point between the mouth of Muddy Creek and the Maryland State line. With power to cross said river and continue its line eastward through the county of Lancaster and connect in the county of Chester with any railroad leading towards the city of Philadelphia.

It was also given power to build any branch lines it desired not in excess of ten miles in length and was empowered specially to connect with the Hanover Branch railroad and the Gettysburg railroad.

The Company's authorized capital stock was one million dollars, and it was authorized to issue bonds not in excess of two hundred per cent of its capital ISSUED AND PAID FOR.

It was provided in its charter that it must organize and be under construction within three years of the date of its charter.

By a supplementary Act passed March 29th, 1872, P. L. 632, the portion of the Act giving it power to (borrow money on bonds was changed so that it was empowered to borrow) on its line, sixteen thousand dollars per mile, bonds to be at seven per cent and the bonds issued under this power were to be first lien upon that portion of the line of railway which the money was used to build.

In this same act it was provided that the bridge which the Company was expected to build across the Susquehanna river at Peach Bottom, could be made available for horse and wagon traffic and they might collect toll thereon for such traffic.

In 1870 and 1871 public meetings were held in both Lancaster and York counties for the purpose of boosting the building of the road under this charter, and especial interest was manifested in southern Lancaster county. The local newspapers of both counties were carrying strong articles and much correspondence from persons advocating its support by subscriptions and setting forth the great good it would be to the county. Also there was considerable controversy through the columns of the Press as to the exact route to be taken in both Chester and Lancaster counties. Some were strongly for the original William H. Brown survey, to go out of Oxford towards "Beatown" and then towards the crossing at Rea's woolen mill, while others were contending the line as finally selected by Hopewell, Pine Grove, White Rock, and Fairmount. A big public meeting was held on August 3rd, 1870, in Walkers woods at Fairmount under the name of a Harvest Home which was attended by your author, at which The OXFORD PRESS put the attendance at two thousand in the forenoon and five thousand in the afternoon.

Two bands of music were present and prominent speakers from a distance, and at this meeting the following men joined in forming a permanent organi-

zation to raise stock and be ready to break ground before the charter should expire, which would be in the following year.

Saunders McCullough was selected as President, A. C. Manifold, York county, vice president, William Wallace, William J. McCurdy, Refus Wiley, William G. Ross, L. W. Findley, V. G. Stubbs, Stephen McKinley, Benjamin Tyson, Hugh Glennon, all of York and Lancaster counties, and the following from Chester county mainly: Samuel Dickey, James R. Ramsey, W. A. Long, E. B. Patterson, J. C. Worth, John Twaddell, William C. Dickey, H. G. Coates, William Rutherford.

Also the following additional from Lancaster county.

John N. Russell, James Patterson, Alban Culer, James C. Tyson, Joseph C. Taylor, Levi K. Brown, Simpson Preston, Harvey Whiteside, Ed. L. Morgan, Robert Patterson, S. W. P. Boyd, Joel Smedley, Washington Walker, James S. Patterson, James C. Wood, Daniel D. Swift, James M. Hopkins, A. Scott Clark, Robert Scott, David Brown, Nathan Mayer, Hugh Long, James Long, Henry Wood,

The secretaries were, Vincent King, Henry L. Brinton, S. B. Russell; treasurer, George Bockius. Rev. John Miller Dickey, Oxford, spoke, followed by Solomon McNair, Dr. Frank Taylor, West Chester, S. W. P. Boyd, and Mr. Henry Wood, the President of Baltimore Central railroad.

The result of this meeting and organization following was that Saunders McCullough, John A. Alexander and Samuel Dickey, who by the way was a Presbyterian minister of Oxford who proved to be the strongest and best friend of the road without who's help it is doubtful if it would have ever been built.

It is worthy of note here that this company was not chartered as a narrow gauge railroad, on the contrary no other thought was entertained but to make of it a regular standard gauge road, and up to the time of this big Fairmount meeting there had been no suggestion of a narrow gauge. But when the drive was made for subscriptions the success was so discouraging that after a summer's and fall work it began to look as if it could not be put over at all: when the narrow gauge idea began to look as the only plan to save the day.

The first mention I have been able to find of the narrow gauge principal was made in a strong article in The Oxford Press under date of March 16th, 1870, this article was signed, W. H. B. The Denver and Rio Grande narrow gauge road was then projected and being built and so far as built was operating with success in the Rocky mountains. Short curves and steep grades were believed to be much more readily negotiated and these were aplenty on this line both sides of the river. The cost of construction and rolling stock was less than half of a broad gauge, and this fitted in with the size of the subscription list.

Throughout 1871 the grind for subscriptions continued and finally in the fall of that year a stockholders' meeting was held at the public house of Elias Frey on the York county side of the Susquehanna at Peach Bottom, and the following were elected as directors and officers:

President, S. G. Boyd; directors, Samuel Dickey, L. J. Findley, Saunders McCollough, Slater B. Russell, John Twaddell, Nathaniel Mayer, John A. Alexander, William Wallace, A. C. Manifold, Charles R. McConkey, Y. M. Loucks, Michael Schall. After the York county division decided to run the line into York, and switch from Hanover and Gettysburg as originally planned, it succeeded in getting a lot of York capital interested and became able to raise the necessary capital to make its part of the line a certainty.

It was then that the Act of March 29, 1872, was passed, allowing the bond issue to be first lien against the portion of the road built with the money raised by the sale of these bonds; and this Act resulted in the purpose it was intended to serve; namely: the company divided into two separate companies practically, called the "Eastern" and the "Western" Division of the Peach Bottom Railway Company. After that each elected separate boards of direc-

and officials and their financial matters were as completely separated, and independent of one another, as it was physically separated by the Susquehanna River.

The "Western" or York county division begun at once to prepare to build their road and let their contracts promptly and pushed work very rapidly all along the line.

The Lancaster and Chester county directors organized the Eastern Division with the election of Samuel Dickey, president; John A. Alexander, secretary, and Saunders McCullough, treasurer. Slater B. Russell became active and when construction actually begun was acting superintendent.

At a meeting of the directors of the Eastern Division held in Oxford on November 26th, 1872, a mortgage for \$250,000 was authorized and bonds issued thereon in which Samuel M. Felton and Robert Lamborn of Philadelphia were named as trustees for bondholders.

With quite an ado and flourishing of trumpets, speeches, etc., ground was first broken near Oxford at a point on the line close to J. M. C. Dickey's barn. Rev. Samuel Dickey threw the first shovel full of earth and Saunders McCullough rolled the wheel barrow to the dump. This was on August 15, 1872. In July of same year contracts were let for grading, etc., to Clark & Smith. Among sub-contractors for portions of the work were D. W. Groom, J. T. Wallace, James Freeland, John Twaddell, and the grading which was very easy through meadowland principally, to the Octoraro creek, a distance of about five miles was nearly finished by time winter set in that fall.

The masonry work, which was done by Bush Bros., went slower, especially the bridge crossing the Octoraro, so that the first engine as noted in the beginning was not run out until October, 1873, and crossed the creek in the early winter of 1874. They begun running regular trains first when White Rock was reached, a distance of eight miles from Oxford, the following summer, in July or August.

During that year it was slowly pushed along till Fairmount was reached, then called the Summit, because it marked the high point between the Octoraro valley and the Conowingo valley, and from here it was a gradual down grade to the river. After they got through the deep cut at Summit in the winter of 1874, they soon got to Fulton House, in June 1874, and then they were out of funds after buying rails and rolling stock to this point and was sometime before it could be pushed further. This was the terminal all through 1875.

Col. John M. Hood was the engineer as stated, and his brother Will Hood, assisted by Joseph Galbraith, had had charge of the detail work up to Fulton House. Col. John M. Hood immediately afterwards built the Western Maryland railroad, became prominent as a railroad magnate, as President of this road and its connections. The first conductor on the Peach Bottom was Slater B. Russell, a son of John Russell, Drumore township; he was followed by Joseph Galbraith, York county, who had also helped with the engineering work of the road in its further extension.

The first railroad engineer who drove the first engine, the "Sammy Dickey" as it was affectionately called, was David M. Taylor, Oxford, and Brinton Hudders, Oxford, was his fireman, and afterwards became an engineer. Penn Kirk, an original Lancaster county man, early took hold of the throttle and continued at it for several years. He had been a trained engineer on the P. W. & B. road and was a good machinist capable of taking care of his engine.

After reaching Fulton House in 1874 the company being out of funds and no money to buy rails, was in a bad fix. But the farmers and the farmer boys of Fulton and Drumore townships came to the rescue and when their farm work was done in the fall they took their teams and tools and worked throughout the winter months. The more prosperous and patriotic farmers and business men of the section who put their shoulders to the wheels literally were Isaac Bradley, Levi K. Brown, Dr. Charlie Stubbs, and Joseph and Lewis

Stubbs, Joseph, and Harvey Scott, Slater Brown. Many donated ties, and others furnished both ties and labor and teams for passenger tickets on the road, which they were privileged to use at any time; and in this way the little road in 1876, Centennial year, reached to Bill Coleman's axe factory, then known as Eddie Hughes, and from that point it did a land office business all summer hauling passengers to the great Centennial Fair. They came over from York county via the ferry and walked up from the river about a mile and half to the train.

There was heavy rock cutting between that and the river and work went slow and it was three years more before they finally got an engine and train through to the Susquehanna. In the meantime the company had gone through bankruptcy. The \$250,000 mortgage had been foreclosed and the road bought in by C. W. Leavitt, New York, representing an iron brokerage company of that city and had sold them the iron for the road. But those who had put their first money in were content: they now had the service of the railroad and were using it pretty lively. I here give in concise form the dates and records of the various legal and financial transactions as of record in our Courts by and through which this road in the various phases of its fortunes, passed, up to its final dissolution as a corporation and dismantling of its tracks.

1. Organized under Act March 29, 1868, P. L. 778.
2. Corporation Powers enlarged, Act of March 29, 1872, P. L., and further Supplement April 7, 1873, P. L. 545. These Acts accepted by Directors at meeting in Lancaster, May 16, 1873.
3. Mortgage for \$250,000.00 authorized and issued May 23, 1873, and recorded in Mortgage Book 23, p. 259.
4. This mortgage foreclosed in April Sessions 1881, No. 9, sold September 1, 1881, to Charles W. Leavitt, Deed recorded in Deed Book S. Vol. 11, p. 123. This included only the Eastern Division line from the East bank of the Susquehanna River to Oxford, and right to build branch lines therefrom for ten miles in Lancaster or Chester counties.
5. Reorganization meeting was held in Philadelphia October 19, 1881. President and Board of Directors elected, name changed to Peach Bottom Railroad. First mortgage bonds at 5% authorized to amount of \$50,000. Income bonds authorized to amount \$100,000.
6. Deed of Charles W. Leavitt dated November 26, 1881, recorded in Deed Book R. 11, p. 618. Mortgage for \$50,000 recorded in Mortgage Book 36, p. 618, Mortgage for \$100,000 recorded in Mortgage Book 36, p. 121.
7. Foreclosure proceedings held in Chester County Docket 242, in Equity, and property sold June 16, 1890, to Charles W. Leavitt. Deed recorded in Lancaster County Miss Book E, page 542.
8. Reorganization meeting held in Lancaster September 3, 1890, when President and six Directors elected and name of Road and Company changed to Lancaster, Oxford & Southern Railroad Company. This included the Peach Bottom Ferry and all rights on river front on both sides.
9. A meeting of Stockholders and Directors was held in Quarryville February 16, 1905, when an older mortgage of \$300,000 was ordered cancelled, (it never been issued on) and a new mortgage for \$200,000 was approved and ordered issued. This mortgage recorded in Book 105, page 111.
10. On March 4, 1911, the property was again ordered sold in liquidation under proceedings in Equity Court, Docket No. 5, page 295, etc. John A. Nauman was appointed Receiver and after various delays in Court property was sold to Fred S. Williams for \$50,000. Sale confirmed September 12, 1912. Deed dated December 28, 1912, Recorded in Book E, Vol. 21, p. 367.
11. Deed from Fred S. Williams to newly organized Company of L. O. & S. Co., dated January 9, 1913, and recorded in Book E, Vol. 21, p. 375. Conveyed everything owned by the Company and price paid was about \$43,000.00.
12. The Peach Bottom Ferry and all rights to a Ferry at Peach Bottom was granted by Act of Assembly April 2, 1862, P. L. 333, to S. W. P. Boyd of Peach Bottom, Lancaster County. This included the landing point at the

lower Hotel on the Lancaster County side, and the greater part of the shore available for landing on the York County side, together with warehouses and other bulidings on York County side and the hotel property on the Lancaster County side. Later the Hotel property was sold off at the Lancaster County side to Clark Bostic, but all the landing front below the slate quarries was retained with ferry.

See deeds as follows: March 28, 1883, Record Book B, Vol. 12, p. 325.
July 17, 1883, Record Book F, Vol. 11, p. 499.
July 17, 1883, Record Book B, Vol. 12, p. 327.
March 31, 1886, Record Book N, Vol. 12, p. 348.
March 1, 1890, Record Book O, Vol. 13, p. 130.

Warehouses had been established along the roads at convenient points for the purchase of grain, and hay, and sale of coal, feed, seed and fertilizers. The first was established at Fairmount by George Clendennin quite early, the next was by Joseph Swift and Brother Harvey at Fulton House, 1874, and the third by D. F. Magee at White Rock, 1880; Ed. Housekeeper at Eldora, some four years later. Fairlamb & Hays succeeded Magee in 1900, and Growl & Greenleaf built a big warehouse at Fairmount.

Marketing and produce business became quite heavy and a string of market men gathered the trade all over Southern Lancaster county and several come over the river at Peach Bottom by ferry, and twice a week they took their produce to the Philada market and mostly attended the 12th and Market Street Market, and later quite a number attended Thirty-first and Market Street house. As near as can be ascertained the following are the men or firms that figured heaviest in this, giving the names about in the order in which they were first in the trading. William G. Patton, as Patton & Harkness; George S. Truman, Charles Terry, Thomas L. Beatty, Naze Rogers, J. Leiper Walker, Thomas Jenkins, Smedley & Marsh, Paxson Brothers, Owen C. Guiney, Newton Rutter and the Rutter Brothers, Theodore Kissinger, Ellsworth Spence, Howard Wiley, James Patton, Jackson & Hutton, A. L. Stively, Joseph Williams, Joseph Morrison. All of the first half of these have passed over the great divide, and only about six of the entire list is now living.

The various Superintendents who guided the destinies of the road were about as follows: John A. Alexander, White Rock; G. Renie Dickey, Oxford; Benjamin B. Newton, New York; Randolph B. Dickey, Oxford; A. M. Nevin, Lancaster; Frank Nauman, Lancaster; again Randolph B. Dickey, then George Wagoner, Port Deposit, Md.

The conductors and trainmen were mostly from the section through which the road ran; they had to be men who were capable to deal with every emergency as it arose, natural born mechanics and men who had often to "get out and crawl under" as the autoists put it now. Thus they all learned railroading under difficulties and learned it thoroughly and it got to be a saying "if you want to get to be a trainman on the Pennsylvania R. R. you had best learn the business on Peachey and then you are sure of a job on the Pennsy." Following are a list of those who filled the breakman and conductors trick, and all around man at different periods.

The first as stated before was Slater B. Russell, and Joseph Galbraith, followed in order about as follows: John A. Alexander, White Rock; G. Renie Dickey, J. Clinton Gorsuch, who served for twenty-one years; Joseph Clark, Wooddie Campbell, Bob Griffith, William Zimmers, Bill Grason, James and Edward Bruce, who were twins; and the following were breakman only and went to the Pennsy lines, and have mostly become conductors, to wit.

Billy Pearson, Walter Hansell, Bob Griffith, Billy Ford, Miller Ford and the Bruce twins joined the Pennsylvania outfit after the L. O. & S. R. R. went out of business, as they with their brother Norman were the last three at the end, in 1919.

Among the longest in service and most loyal employes of the Company was John Fagan. He entered the service of the Company as a track hand soon after it got under way from Fulton House, was made foreman of the

White Rock section in 1879, and finally promoted to Road Supervisor and Maintenance of way Chief for the entire road: and served the Company continuously for more than thirty years.

Most of the trainmen who naturally were with the road as young men are still living. J. C. Gorsuch, who was decidedly the strongest of the lot, and learned much in his twenty-one years of service, has engaged in business extensively since and prospered financially and has extensive business interests in several cities, besides being proprietor of the big slate producing quarries and mills at Peach Bottom.

The other men who at various periods sat at the throttle and "held down the lid" as it were, for the greater part of these fifty years after Taylor and Kirk, were Robert Lamb, Oxford; W. Morgan Spear, James McMichael, Randolph Dickey, Bill Rinier. These last four grew up with the road and spent their lives in its service until the end of the road, when three of them got positions on the Pennsy system: excepting Randolph Dickey, who spent forty years loyally with the road, and died while in the service, as superintendent, just as it was finally wound up, having practically devoted his whole life in its service, as breakman, engineer, conductor or superintendent.

In the course of its fifty years of operation the little road met with several disasters in the way of heavy floods, which were always destructive of its road bed on account of its running for the greater part of its way by the banks of these streams: Hopewell run, Octoraro creek, both via the main creek and the west branch, the Conowingo, Puddle Duck and Peters creek.

But the greatest of all and one that came very nearly ending its career was the unprecedented flood of June 4, 1884. It was a regular cloud burst, and swept away every county bridge along the lower Octoraro but two. It not only carried away the Pine Grove railroad bridge but it also swept away all the timbers of a complete new trestle bridge which the company had laying in the meadow just ready for erection. The old bridge was condemned and at great expense the company had gotten timber and framed the new: and the bill was not paid and the company was near to bankruptcy at it was: and superintendent B. B. Newton was ready to give up and quit.

The new timbers were long and unwieldy, but they were carried off by the tremendous high waters, but fortunately as they got farther down the stream into heavily wooded lowlands they nearly all lodged and were held till the flood subsided. A bunch of the friends of the road under the leadership of your author nad Elisha Kirk especially, spent days and even weeks in hunting them up as they lay scattered for miles down the creek, organized the farmers' teams into log wagons and practically all of the timbers of entire bridge were brought back to the line of the road and finally erected into the bridge trestle at Pine Grove.

A very important portion of the railway rights and franchises was the Peach Bottom ferry by which the Eastern and Western Divisions were kept in touch with one another and mutually furnished a great deal of business to one another.

At first this ferry was a couple of flat bottom boats and a few canoes by which freight and passengers were transported across to and fro by propelling the boats with poles or punt poles, and their speed was slow and capacity light. But when the Leavitt people became owners of the road they sought to improve the ferry by a steam ferry.

A rather expensive boat was bought in New York by Mr. Leavitt but on account of the extremely shallow and socky condition of the river in summer time, it was of no use for a greater part of the year, and it had to be abandoned. It was then the ingenuity and the resourcefulness of the Peach Bottom train crews showed itself in the invention of a type of boat that may be called a purely Peach Bottom invention.

They secured a good big flat bottom boat, placed an upright steam boiler and engine in the center of the boat, rigged a wooden built apparatus like a great big revolving churn dasher reaching clear across the stern of the boat.

which was hung extended out over the stern at a height to allow the revolving parallel paddles of the churn dasher type to strike the surface of the water as it revolved on its axis. This was then driven by a chain gear and sprocket wheel drive from the engine, and the boat was sent across the river at about a twelve mile gate, towing another flat-bottom boat behind when needed for extra service.

From this first boat of the type, there is now hundreds of such boats along the Susquehanna river which are patterned after it: and these are especially notable in the coal dredging business about Harrisburg; and to the mechanical men of the L. O. & S. we owe its first practical demonstration.

Next in importance to the actual building of the Peach Bottom road through to the river front at Peach Bottom, was the extension of the line from Fairmount to Quarryville, a distance of about eight miles. This was planned and undertaken by the company which took title to the property from the Charles W. Leavitt New York crowd in September, 1890, under the leadership of Walter M. Franklin, Esq., Jacob B. Long, both of Lancaster, and Fred R. Williams on behalf of some Baltimore capitalists, who bonded the new company.

Franklin and Long succeeded in interesting considerable local capital from all parts of Lancaster county and city, and promptly began the Quarryville extension. The public in the immediate vicinity of the road as also along the extension did not give this move the support it deserved. Franklin hoped and believed he could gain a big passenger travel especially from the whole southern end of the county, and while there was a fair amount of travel at first it was never large enough to pay. The haul was too short. People with horses standing in the stable preferred to drive all the way through to Quarryville rather than drive part way and leave their teams at points where there was no shelter for them.

However Walter M. Franklin and his people made a brave effort to make the L. O. & S. R. R. a success, and deserved far more credit for it than was ever given him. When finally the crash came and it went again into insolvency in 1910, it was found that unfortunately Mr. Franklin had advised many of his clients to buy the stock, and many of his friends who followed that advice lost heavily and blamed Franklin for getting them into it. His tragic death by falling from a train soon afterwards cast a gloom over his friends and family that was extremely unfortunate, and a great shock to his many friends.

Finally in 1910 the L. O. & S. R. R. Co. again got into distress financially. They had defaulted on the interest on the bonds and were no longer able to meet obligations and for the third and last time the company went on the rocks, and by action of the Equity Court of Lancaster County it went into the hands of a receiver, John A. Nauman, Esq., being appointed receiver. The road was operated by the Receiver for a while and stood idle for several months in summer of 1910, after it had been sold to Fred R. Williams, representing the bondholders. There was a long legal and financial battle in the nature of a three cornered fight between the receiver, and bondholders and creditors, and the stockholders.

Williams finally got deed for the property dated December 28, 1912, and then the momentous question as to its fate became acute. Shall it be the junk pile or will the good citizens of the lower end come once more to the rescue; buy and run it. Again as in the beginning agitation to rescue it grew strong. Meetings were again held at Fairmount and a strong canvas made to raise \$20,000. The whole Lower end was canvassed farm by farm; farmers, ministers, business men, market men and warehouse men who were most interested of all, and finally on January 9, 1913, \$13,000 only was raised, and the road was bought by a committee at first, for \$42,000; reorganization steps were taken. A new Board of Directors were elected which included practically all of the substantial men of the Lower end, and from Oxford, Chester county. The names of these men were: Frank A. Patterson, president; Forest Preston, secretary; Robert A. Walker, treasurer; D. F. Magee, solicitor; Frank M.

Greenleaf, J. W. McSparran, George W. Collins, Harry J. Drennen, G. J. I. Raub, A. B. Fritz, Elmer E. Collins, P. D. Rea, T. R. Ankrim, John Jackson, J. Clinton Gorsuch, and Charles L. Ambler. Later on Frank A. Patterson resigned from the board and Frank M. Greenleaf was elected president. George H. Brown was elected to succeed him on the board and the above members continued to the end until dissolution.

The new directors and the community generally rejoiced at the restoration of the old time service, and every thing pointed to permanent success for the little road.

The board of directors met regularly every month, new movements for business were encouraged and provided for. Among other things an automatic passenger car, driven by a gas engine was planned and built by converting one of the passenger cars to this purpose. Lawrence H. Kirk, son of Elisha Kirk, one of the most expert machinists and mechanics to be had, who had been born in sight of the road designed and planned the car and built all of the new working parts. After considerable delay and expense it was nearly finished, and was put on trial and tested out and found to work beyond expectations. It took the grades and curves easily, and made its trip on time. Unfortunately the old train men and engineers had their prejudices against it, and George V. Wagner, the superintendent of the company, would not back it or complete it. Proper water cooling radiation was never provided for it, and Kirk recommended that it be geared lower to provide power for excess loads that were sometimes put upon it. This was never done for it. Consequently it was laid aside for the engines again, not because it failed, but because the superintendent failed to complete it as it was planned by its designer.

After the closing of the road finally the automatic car was sold to a small road up in northern New York, and it has been running successfully ever since and several other similar cars have been built on its exact model and are successfully running today. It has been approved as the model without change for other cars to be built by the New York Central for use on some of its short line connections.

However as time went on and after a few years of successful use and the working of a great benefit to all the Southern end, the automobile and the motor truck now coming into general use, and hard roads provided by the State and County, it developed that the L. O. & S. could no longer compete with this new method of transportation and it early found what many another short line road and long line too, have found, such competition is ruinous. The board of directors however stood manfully to their guns and made a hard fight to keep it going. The eight mile spur to Quarryville brought but little income, yet its operation cost one half of the running expense, so it was first abandoned, the tracks taken up and the iron sold.

Though this gave temporary relief it still left the road running at a serious loss, so that when it came to the point when both track and rolling stock were well worn out and replacement would cost more than the first cost of the road, to the then stockholders, it was decided unanimously to wind up its affairs and surrender its remaining business to the motor truck and automobile that were now seeking business, at every farmers' barn, and saving him from even hauling his products to the railroad.

In September, 1918, the running of regular trains was discontinued and in due course the rails and bridge iron sold at auction. Also finally the engines, cars and all rolling stock were closed out at the high prices then prevailing. The rights of way were deeded back to the owners of the farms through which it passed, all debts were paid and everything wound up with a clean sheet, and the plucky stockholders who stood by the road to the end and staked their money on the last turn of the wheel realized a handsome profit from their investment.

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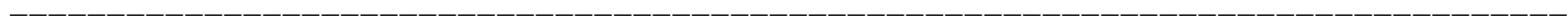
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