

The BULLETIN
of the
RADNOR HISTORICAL SOCIETY

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Headquarters and Museum:

**THE FINLEY HOUSE
113 West Beech Tree Lane
Wayne, Pennsylvania 19087**

Telephone: (610) 688-2668
Visitors Cordially Welcome

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Radnor Historical Society The President's Letter

Last fall we were much saddened by the loss of our good friend and loyal Board member, Bob Goshom, who died just before Thanksgiving. A special tribute to Bob appears elsewhere in this issue of the Bulletin, so I shall say no more here than that we will sorely miss his enthusiasm his loyalty, and his support; his contributions to our Society have indeed been significant. In his memory, and in recognition of his strong spirit of patriotism, your Board of Directors has decided to replace our old flagpole with one which will be worthy of him for many years to come.

A more cheerful and highly successful event this past year was the tour of carriage houses in Wayne last September. This was the brainchild of Carol Creutzburg, our Vice President, who was nobly assisted by Helen Lynam. The weather was kind, and the response was most enthusiastic, and we are planning a "return engagement" in the fall of 1997, as part of our fiftieth year celebration.

Yes, our fiftieth year, our "semi-centennial". As many of you know, our Society began to take shape in the autumn of 1947, with a meeting of interested residents of Radnor Township, and was chartered by the Court of Common Pleas of Delaware County on 30 April 1948. Our celebration will begin with our Annual Meeting in May 1997, and end with a gala event in April or May 1998. Many ideas are in the works for making this a very special year, and you will be hearing more as plans develop. In the meantime, we hope to complete a number of projects on the Finley House and its grounds.

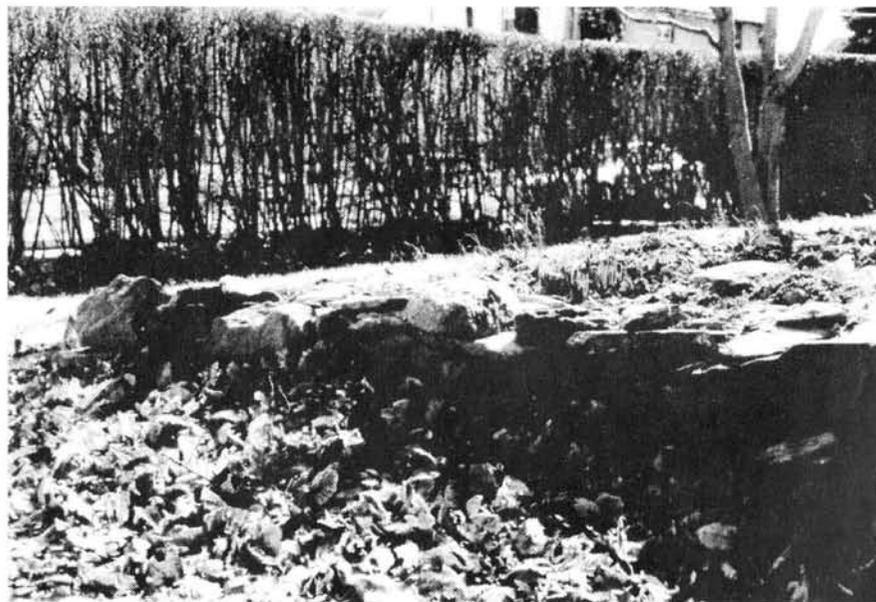
One project which has been recently completed is the preparation and planting of a perennial and herb garden along the south wall of the house. At this time of writing it is still mostly hope and faith, after last fall's hard work, but by the time you read this the results should be more impressive. The work was planned and carried out as an Eagle Scout project by A.J. Fairchild, of Runnymede Avenue, in Wayne. We are very happy to have this part of our master plan completed.

Also, in April this year we are expecting a work group of young people from the Church of the Saviour, for further improvement of our grounds. It is indeed gratifying to see this increase in community involvement in what we have to offer, both in contributions of time and talent and in visitation and appreciation of the site.

And now, with thanks to all of you for your continued support of our mission, on to our "semi-centennial"!

J. Bennett Hill, Jr.

1 April 1996



Wall reconstructed by A. J. Fairfield for the perennial and herb garden along the south wall of the Finley House.

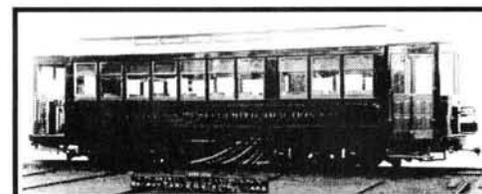
History and Development of the Interurban Car in North America

by Matthew W. Nawn

Perhaps no other institution touched the lives of so many Americans as did the trolley car. Trolleys could be found in nearly every American town and throughout much of Canada. Long abandoned for other means of transportation, trolleys are again returning to the American scene as solutions to urban transportation gridlock.

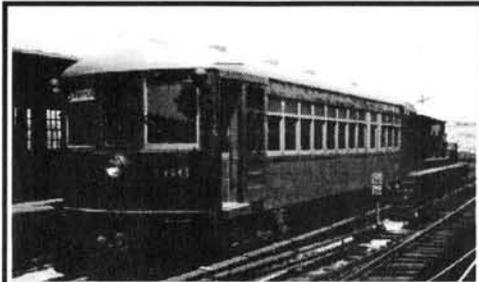
The term "interurban" is used to distinguish between local streetcar lines and trolleys operating on largely private right-of-ways between two or more cities at moderately high speeds. The word "interurban" comes from the Latin words "inter", meaning between and "urbs" meaning city. The term "Interurban" thus is best described as a means of transportation between cities.

The Oregon Water, Power, and Railroad Company opened what is generally considered to be the first interurban line in 1893 between Portland and Oregon City. After this line opened, lines began to be constructed throughout the United States. Interurban lines experienced their greatest growth period between 1890 and 1910.



Builder's Photo of Philadelphia and West Chester Traction Company's Car #14—Car 14 was one of three cars built by the J. G. Brill Company in 1902 for the opening of the Ardmore Trolley line. The Philadelphia and West Chester Traction Company later became the Red Arrow lines. These cars had a separate compartment for smokers and a large portable headlight for use over the then rural countryside of Delaware County. Car 14 was later used as a line car to maintain the overhead wires before it was retired in 1926. *Photo provided by Matthew W. Nawn from the J. G. Brill collection.*

In 1917, electric railway mileage in the United States peaked at 44,000 miles. The greatest concentration of lines was in the Midwest, primarily in Indiana and Ohio. After 1917, mileage dropped. Many interurbans were poorly



P&W's Car 166 Unloading at 69th Street Terminal—Car 166, built by the J. G. Brill Company in the 1920s and rebuilt for high speed operation in the early 1930's, was one of the P&W's "Strafford Class" cars, so named because of their primary use on the P&W's branch to Strafford which was abandoned March 22, 1956. The decrepit looking P&W platform, built as a temporary measure in 1907, remained in use until 1962, when it was finally replaced by a brick and concrete structure. Today, 69th Street Terminal survives as America's last large trolley terminal from the "Golden Age" of electric railways. *The photo is from the collection of Matthew W. Nawn and was taken in the 1940's.*

constructed and did not last much beyond the First World War. The private auto and the paved highway now performed the function for which many lines had been constructed in the first place. Many interurban lines which did survive the First World War developed a freight business to make up for lost revenue. Some lines exist to this day as dieselized, freight only carriers. Much of the great Midwest system was consolidated into several larger systems. The Great Depression of the 1930's wiped out those lines already suffering. By the outbreak of World War II, most interurban railways in the East and Midwest had been abandoned.

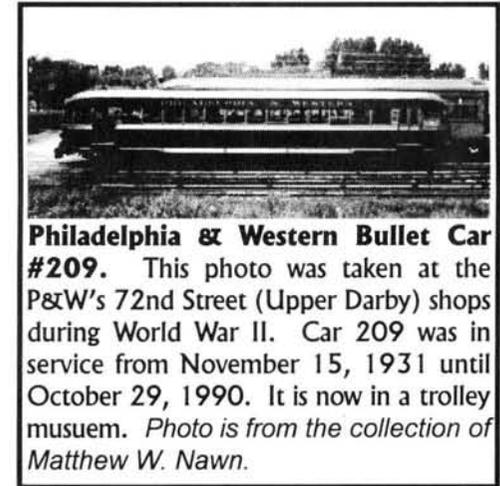
Those companies still in existence owed their survival to the wartime gas and tire shortages. Most of the retraining systems abandoned operations after the close of

the war. By the early 1960's only the Chicago, South Shore, & South Bend Railroad and the Philadelphia Suburban Transportation Company operated interurban services. By the early 1970's, however, urban highway traffic began to build up. Air pollution from automobiles became a major problem in most cities and towns. Electric transportation was hailed as the answer. Since that time, most major American cities have built or are planning systems connecting the city with adjacent towns or suburbs. Although the original role has changed, the interurban railroad is returning to the American landscape and will be an integral part in mass transportation into the future.

The most interesting part of the interurban railway was the equipment used. This is the primary focus of this article.

The first interurban cars were derived from the horse drawn streetcars operated in the late 19th century in most American cities. After Franklin Sprague opened the first successful electric railway in Richmond, Virginia in 1887, the horse disappeared as a means of propulsion. The first interurban cars often resembled little more than electric horsecars. They were usually open cars offering little in the way of creature comfort. Most had only a single truck. As the close of the 19th century drew near, interurban cars began to be constructed in enclosed designs with two trucks. Still, the early cars were rough riding, slow, and in some cases unattractive.

With the beginning of the 20th century, interurban cars began to take on a new air of glamour. Cars were fitted with art glass, empire style ceilings, and luxurious interior appointments. Some cars even had rugs. These cars were equal to the best steam railroad first class cars of the time. The primary component used in car construction of this era was wood. New and more powerful traction motors had been developed, giving many cars a maximum speed four times that of the older cars. This era of glamorous wooden car construction lasted until the 1920's. The wooden cars, although not as sturdy as later steel cars, would prove durable and some even lasted in service through the Second World War.



Philadelphia & Western Bullet Car #209. This photo was taken at the P&W's 72nd Street (Upper Darby) shops during World War II. Car 209 was in service from November 15, 1931 until October 29, 1990. It is now in a trolley museum. *Photo is from the collection of Matthew W. Nawn.*

The first major orders for steel cars come about after 1910. The new steel cars were heavier, safer, and in many cases just as glamorous as their wooden predecessors. Steel cars were even faster than their wooden counterparts and helped those companies which could afford them fight the loss in revenue caused by the private automobile. The interurban steel cars increased in weight as they got larger. The heaviest cars ever constructed tipped the scale at over 71 tons. Not all cars weighed that much but most were in the 50 to 60 ton range. This would prove unsuitable for the light trackage of many



One of Red Arrow's Two "Liberty Liner" Train Sets—Four car trains were purchased from the Chicago, North Shore and Milwaukee Railroad in 1963. Originally known as the "Electroliners," the cars were reconditioned by the Red Arrow for use on the former P&W and the trains were renamed "Valley Forge" and "Independence Hall." The class was known as "Liberty Liners." The trains had a diner and bar which served breakfast in the morning and grilled items in the afternoon. The trains were used until 1976 and sold to trolley museums in 1983. *Photo was taken February 23, 1964 by Andrew W. Maginnis and is from the collection of Matthew W. Nawn.*

company were popular with many lines. These cars reduced weight through the use of patented curved sides of light materials. These cars had a higher speed range than that of the first lightweights. Then in early 1930 a strange new type of car went into service on the Cincinnati and Lake Erie Railroad. These new cars, known later as the Red Devils were constructed primarily of aluminum and had a top speed in excess of 90 miles per hour. These cars would give rise to several other high speed, designs which offered reduced weight, and at the same time high speed to enable the interurbans to compete with improved highways. Sadly, these sweeping reforms in car building came too late for most companies. After 1932, virtually no new highspeed cars were ever again constructed.

interurbans. The steel cars' weight resulted in heavy traction motors which drew large amounts of current. This proved to be a cash drain which helped to spell the end for many interurban lines. A new type of car which was light on trackage and easy on power stations was desperately needed.

The problems of operation of heavy wood and steel cars brought about the lightweight car revolution. During the mid-1920's, several car manufacturers began production of a car with lightweight steel and aluminum alloys and small traction motors. Although these early lightweights had a relatively low speed range, they did not require huge amounts of current. As time progressed, cars got lighter and stronger. "Curveside" cars of the Cincinnati Car

The 1930's saw the development of the PCC streetcar. Modifications on the city design later saw service on several interurban lines. By the 1940's the end was at hand for trolley car construction in the United States. Most interurbans had been abandoned but several still in existence did need new equipment. A few lines opted for PCC cars modified with double ends and multiple control units. Others opted for lightweight equipment modified to suit their needs. The last major order for heavy steel cars was delivered to Chicago, Aurora and Elgin Railroad in 1945. The J. G. Brill company, onetime largest carbuilder in the world, completed its last order in 1940. The last true interurban cars built in the United States were delivered to the Red Arrow Lines in 1949. These cars were basically a PCC body style equipped with heavy duty high speed trucks. With their completion an era of interurban car construction came to an end.

Most cars now operating on light rail lines in the United States have been imported from foreign nations. The interurban is returning to the American landscape as an answer to the pollution and traffic problems of our time. The interurban railway has returned and it will play an important role in mass transportation throughout the next century.



It may have been the 60th anniversary of the Philadelphia & Western's Bullet cars' first run, but no cars made by the J. G. Brill Company were evident at Bryn Mawr Station on November 15, 1991. Ex-Chicago Transit Authority (CTA) Car #485, still in faded Bicentennial paint, and ex-Market-Frankford Subway Elevated #609 shared the duties in 1991. Since then, all the former CTA and SEPTA Market-Frankford Elevated cars have been retired or returned to service on the EI. The P&W, now SEPTA's Route 100 Norristown High Speed Line, is completely equipped with the futuristic N-5 type cars. *Photo by Matthew W. Nawn.*

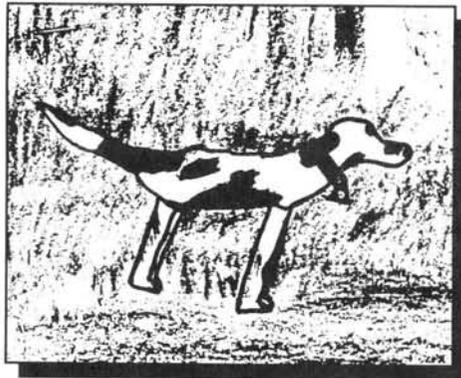


Children Visit the Historical Society—

Where they find “the things
that seem to hide in history.”

by Bea Lord and the
children who visit us

If you are on the porch, you can hear the children coming from the Wayne Elementary and Middle Schools. They rush smiling into the driveway when



Caesar

How I Feel About Wayne by Stephanie

I used to feel that Wayne was just like any old town. Now my feelings have changed about Wayne. Now I know all the history which is so interesting. All the history like the mileage markers made me stop my mom and say, “There is the mileage marker”—“There is the Lyceum Hall”— or “There is Caesar and Mr. Askin’s mansion.”

Why my feelings changed was because there is more to look around for. Miss Schrader taught me lots of things that seem to hide in history. Wayne is a special place to me.

they see Caesar, our large black and white cast iron dog. He gets lots of hugs and pats, and seems happy to see them too. The students are here at the Finley House with their teacher and parent helpers for a tour and scavenger hunt (the inspiration of Miss Mary Jane Schrader).

After a general welcome by us, the children are divided into groups. Depending on their class size there may be as many as four groups. We have tour

guides now in the parlor, map area, the Victorian bedroom upstairs, the newly renovated 1790's kitchen in the basement, and the carriage house with

the Conestoga and Pittsburgh freight wagons, surrey and sled. Bill Lord is usually there. With pencils and scavenger list at the ready, they start looking for the articles they need to cross off.

The fire horns and wooden noise makers are a surprise and provoke many questions. The arrow heads, cricket bat, the treadle-driven saw, ice tongs and the surgeon’s kit draw the boy’s attention. Much is learned about an era now

passed through the curiosity these objects evince. In the bedroom the children are inquisitive about the bed warmer, the picture designed from a variety of buttons, and the boot jack. They are sometimes startled by the rooms occupants, an authentically dressed lady and child (mannequins). Here also the buttonhook generates further discussion about the manner of dress and life in the late 1800's.

Next they go down to the basement where they see the candle maker and learn how candles were made. The oven on the fireplace wall, the open

Dear Mr. Lord,
Thank you for such a
wonderful time at the historical
society. I like the puppys.
They were really really neat.
I also like the wagons.
It was neat. I really enjoyed
it. It was awsome. The best
thing was the wagons. They
were cool. The glasses
were really really really hard to
see! How old was that wagon
for kids? It was neat. How
old is the historical society?
How old is the victorian lady?

your friend Erik

fireplace and the way cooking was done there is generally of interest to all students. The delicate spinning wheel begins another conversation about how cloth was made in the 18th and early 19th centuries. Bennett Hill is usually in the kitchen to answer all their questions—and pose a few of his own to the children.

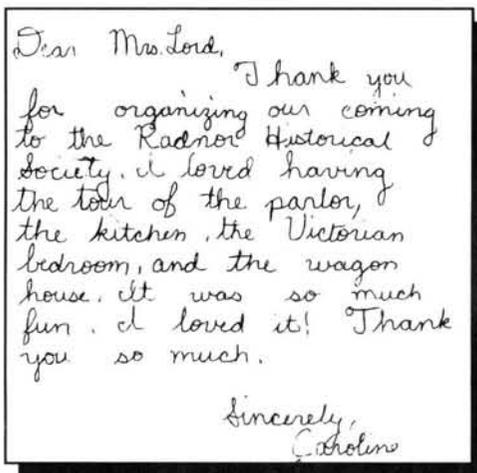
Dear Mr Hill,
I like how you explained
how things worked. Everything looks so
old. The oven was heavy but I could
still lift it. How did they cook the
food the oven was so dirty? Did they
have to clean them once in awhile?
I can't believe that they had to
make their own candles. where did
they get the wax from? How old
is the kitchen supposed to be?

From,
Melissa

The Historical Society receives thank you notes and drawings of what appeal most

to the writer. These notes are interesting and delightful to read. The drawings are both very good and insightful. We often hear from the girls

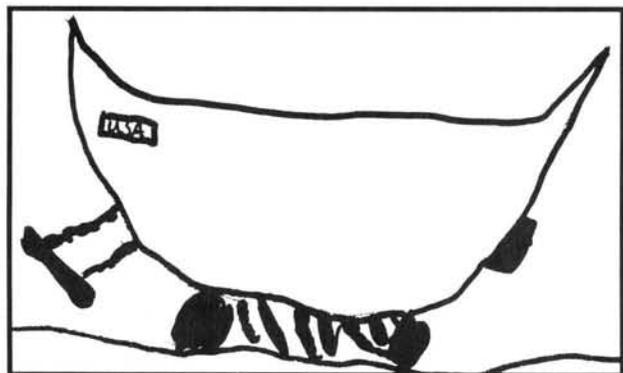
that the doll house was their favorite item, “so tiny and perfect,” while others comment that “the feather fan is beautiful.” Even the teachers and parents find something of particular interest. “The Rules for Students and Teachers” that hang in the Finley House parlor alcove generally catch their interest and lead to some discussion of how life has changed over the years.



Dear Mrs. Lord,
Thank you for organizing our coming to the Radnor Historical Society. I loved having the tour of the parlor, the kitchen, the Victorian bedroom, and the wagon house. It was so much fun. I loved it! Thank you so much.
Sincerely,
Catharine

Speaking for myself, these school tours have been very rewarding, and educational, more so than I really ever expected. The students seem to sense a quieter time here, and if they live in Wayne, their roots. They leave with a feeling of community. They also gain a new appreciation for the study of history. So many ask if they can bring their parents here, “maybe to find our house on the old maps.” It is an idea which excites them.

These students are lucky to have their dedicated teachers who do much to make the children aware of what they will see at Finley House before the children arrive, and help them to understand more fully what they have seen after they leave. We at the Radnor Historical Society are growing too. We also have tour guides that we could not do without, and I thank them, each and everyone.



Conestoga Wagon

Changing Radnor: 1790-1850

The Growth of Diversity in Radnor Township

By Patricia J. Henry

Radnor Township was formed in 1682, primarily by Welsh settlers. They were a remarkably homogenous group—mostly farmers from the same economic and social strata, and members of the Religious Society of Friends. A hundred years later, the population had become more diverse, as Katherine Cummin demonstrates so well in her excellent book, *A Rare and Pleasant Thing: Radnor Demography (1798) and Development*.

By 1790, there were 3 churches in Radnor: Friends, Episcopal, and Methodist. The Welsh families—Abraham, Cornog, Davis, Evans, George, James, Jones, Lewis, Morgan, Morris, Owen, Phillips, Powell, Pugh, Richards, Roberts, and Thomas—had been joined by a few Germans (the Bittle, Gyger, Sheaff, and Siter families), two Scandinavian families (the Bartlesons and Rambos); and a generous sprinkling of English and other nationalities (the Brooke, Carr, Horton, Hunter, Mathers, Matlack, Maule, Moore, Quinn, Taylor, White, and Worrall families). On the whole, the Welsh settlers were no longer a numeric majority of Radnor’s population. They did, however, still dominate in terms of land holdings and the corporate life of the township.

When we study the Federal census records for Radnor Township from 1790 through 1850, we become aware of an increasing diversity and complexity of life here during that time. In considering these changes, it is important to keep in mind that not all apparent change is necessarily real. The increasing volume and detail of information available in later years can distort the true extent of changes. Without the same degree of detailed information for earlier years, some observations are impressions rather than verifiable fact.

By 1850, the composition of Radnor’s population was far different than it had been at its beginnings and from that in 1798. There were now five churches in Radnor, with the Baptist Church formed in February 1841, soon followed by the Roman Catholic chapel in the Rudolph mansion which the Augustinian Fathers purchased in October, 1841.

During the 60 years from 1790 to 1850, Radnor's population and number of households nearly doubled:

Radnor Population 1790-1850		
Year	Population	Households
1790	686	112
1800	874	127
1810	925	144
1820	1059	142
1830	1097	165
1840	1205	190
1850	1335	217

There were many "new" faces in Radnor. Just over one third (63) of the households in 1850 were headed by individuals with family names that appear in the 1790 census. Only 159 people (about 12 percent of the total population) have Welsh names which were present in the Township in the 1790 census. The largest group of foreign born people in Radnor in 1850 were the Irish, composing nine percent of the total population. The remaining foreign born people were German, English, Welsh, and one Villa Nova Student was born in Havana.

In this article, we will look at three aspects of Radnor's economy in 1850 as evidenced in the census record and which are indicative of the changes occurring in Radnor life. These three aspects are: (1) the number of people who were landowners versus non-landowners; (2) the range of differences in the value of landholder's property; and (3) the occupations of male residents over the age of 15.

Landowners/Non-landowners

During the 50 year period of 1748 to 1798, the percentage of the taxed population who were landowners and non-landowners as reflected in the tax rolls were relatively stable.

Landowners & Non-Landowners 1748-1798				
Year	Total Taxed	# Owners	# Nonowners	% Nonowners
1748	61	41	20	33
1773	93	62	31	33
1798	135	95	40	30

In each of these years, the percentage of taxed individuals who were landowners was 67-70%. Many people (both landowners and otherwise) in the resident population were not taxed for a variety of reasons, so this is not a complete picture, but it gives us some idea of the general distribution of the landowner and the non-landowning population.

By 1850, 101 of Radnor's 217 households, or about 47%, included a landowners in the household, while 115 (53%) did not. (One house hold is not accounted for throughout this article as it was omitted in the transcription of census data used.) The numbers change a little if we consider as "landholder households" those in which the head of the household is obviously a member of a landowning family even though he or she is not shown as owning property (i.e., various members of the Siter, Maule, Jaquett, Brooke, James, Davis, Leedom, Evans, Pugh, Ramsy, Lewis, Roberts and Moore families). With this adjustment we find 119 (55%) of the households headed by a member of the landowner families or having a landowner in the family. This leaves 97 or 45% of the households as non-landowning households.

When we look at the population itself (excluding the Villa Nova students), it is about evenly split between individuals who owned land or appear by surname to be related to landowners (wife, child, brother, parent) and those who did not own land. While it seems clear in looking at various records related to township life in this era that landowners continued to dominate the corporate life of the community, non-landowners are becoming a growing factor in Radnor's life. They were both a result of and contributors to the growing diversity in the township's economy and social groupings.

Range of Land Values

By 1850, the distribution of wealth was changing in Radnor Township. Not only was there a growing number of non-landowners versus landowners,

but the difference in the relative property value of landowners was expanding. The effects of the turnpike built at the end of the 18th century and the railroad which came in the 1830's played a part in this change. So did the continued reduction in the size of inherited land through division to multiple heirs and generations, and the natural differences in the economic viability of various parcels of land based on their natural assets.

In the 1850 census, 117 people are shown as having real property (i.e., land). The following chart reflects the numbers of individuals owning land by property value as shown in the census:

Distribution of Land Values in 1850 Census					
Property Value		Number of Owners	Property Value		Number of Owners
From	To		From	To	
19000	57720	6	9000	9999	1
18000	18999	0	8000	8999	9
17000	17999	3	7000	7999	4
16000	16999	0	6000	6999	4
15000	15999	4*	5000	5999	5
14000	14999	1	4000	4999	6
13000	13999	4	3000	3999	12
12000	12999	1	2000	2999	9
11000	11999	2	1000	1999	22
10000	10999	8	1	999	16

* This includes two owners shown for a single property—there are 116 properties and 117 owners.

The range in values of real property as reflected in the 1850 census was \$130 (Samuel Edwards) to \$57,720 (Levi Lewis). The average property value was \$6802, with 43 properties valued above that and 73 properties valued at less. Three people, Levi Lewis, Martha Johnson, and Peter Pechin, together owned 19% of the land value in Radnor. On the other end

of the scale, 59 individuals owned property valued at less than \$4000.

Looking at this data together with the information on the non-landowners, we see that 171 or 79% of the heads of households in Radnor in 1850 owned no land or land valued at less than \$4000, compared to 13% who owned land valued at \$10,000 or more, and 8% with land valued at \$4000 to \$9999.

Of the 117 people who owned lands, 47% (55) have the same surname as families included in the 1790 census. This includes 15 people with property valued at \$10,000 and higher (52% of the 29 people with land at this value), 15 with property valued at \$4000-\$9999 (52% of the 29 people in this group), and 25 with property valued at less than \$4000 (42% of the total of 59 in this group). We can see that while early land-owning families still have slightly more valuable properties than the “newcomers,” this difference is less pronounced by 1850 than it had been in earlier years. It is also noted that of the three highest valued properties, only one was owned by a family here in 1790 (Levi Lewis), and just one of the three owners in the next highest group was owned by a family here in the 1790's (Ralf Davis). Therefore, four of the six highest valued land holdings were owned by “newcomers” to Radnor—the older families were becoming the “middle class” of Radnor.

Occupations

Increased population and growing specialization brought a continued growth in the diversity of the economy of Radnor Township as indicated in the number of different occupations in which its residents worked. By 1850, there were more than twice as many occupations in Radnor than there were in the early 1800's. In 1802, there were 17 occupations listed in the tax returns with 45 people employed in those occupations. This does not include “farmer,” the occupation in which most taxed residents for whom no occupation was shown were engaged. By 1850, there were 185 people employed in those 17 occupations, 61 people were employed in an additional 23 occupations, and there were 115 “farmers/agriculturists.” Several of these “additional” occupations may be a matter of language. For example, the 14 workmen and 4 domestics working at the College of Villa Nova in 1850 may have been doing the same things as people designated as “laborers” in other households.

The occupation with the greatest growth was that of laborer. In 1802, there were 2 people shown with this occupation. In 1850, there were 112

people thus occupied. This seems directly related in the growth of the non-landowners as will be seen below. It is also important to note that just about half of these “laborers” were living in households where the head of household showed his occupation as “farmer” or “agriculturist,” which suggests that they too were primarily engaged in farming.

When we look at the occupations of landowners versus non-landowners, and of owners of land valued at various levels, we see interesting differences.

Of the 29 landowners with property valued at \$10,000 and higher, we see that:

- 6 had no occupation (5 women, 1 college)
- 21 were agriculturists/farmers
- 1 was a miller
- 1 was a physician.

Among the 29 people with land valued at \$4000 to \$9999:

- 4 were women
- 19 were farmers
- 3 had no occupation shown
- 1 was a lawyer
- 1 was a contractor for public roads
- 1 was an innkeeper.

Looking at the 59 people with land valued at less than \$4000, we find

- 18 were women
- 13 were farmers
- 6 were laborers
- 4 were carpenters
- 3 were shoemakers
- 2 were blacksmiths
- 2 were stonemasons
- 3 showed no occupation
- 8 were: (1 each) manufacturer, cooper, millwright, tailor, lawyer, brush-maker, stocking yarn maker and wheelwright.

So we can see that, excluding women and Radnor’s lone corporate owner in 1850 (Villa Nova), among people owning land valued at \$10,000 or higher, 91% were farmers compared to 76% in the \$4000 to \$9999 group, and only 32% among those in the \$130 to \$3999 range.

Among the 97 non-landowner heads-of-households, we see that 38 were farmers, 27 were laborers, and 28 held various other occupations. Among the 186 men who neither owned land or headed a household, 25 were farmers, 79 were laborers, and 82 held various other positions. The differences in occupations of these groups is summarized as follows:

Distribution of Occupations in 1850					
% Total	Group	% Farmers	% Laborers	% Other	Occupations in group
0.06	Land \$10,000+	0.91	0	0.09	3
0.07	Land \$4000-\$9999	0.76	0	0.24	5
0.11	Land \$1 - \$3999	0.32	0.15	0.53	14
0.26	No land; Head of Household	0.4	0.28	0.31	17
0.5	No Land or Head of H/H	0.13	0.47	0.44	28
	Total Males 15+ (371)	0.31	0.3	0.39	41

The greatest occupational diversification is in the lower economic ranges. This is true in terms of the number of different occupations and in the percentage of people holding different positions. What is not clear is if this is because of the demands of a changing economy, or if the growing economic diversity is the result of a larger labor market available at these levels. While the business of Agriculture is still the basis of Radnor’s economy, by 1850, less than a third of the men show their occupation as “farmer.”

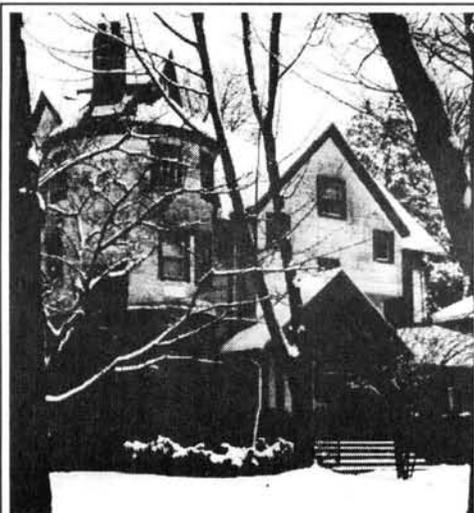
We often think of the Civil War as marking the transformation of our economy from a largely agricultural one to a manufacturing one. Clearly, the forces leading us in that direction were already changing the face of life in Radnor in the years approaching the war.

Wayne Architects and Builders – Their Story

by Carol Creutzburg

Builder Herman Wendell was born of Quaker parents in Philadelphia in 1852. After an accident at the age of 11, he was educated at home by his mother. By 16 he had become an apprentice carpenter. He worked in Philadelphia on row houses. In 1885 he and Walter Bassett Smith (real estate developer and former private secretary to George W. Childs) formed a partnership: Wendell & Smith. In their account book, in 1885, mention is made of an office building, stable for Veterinarian, Dr. Lionhard, and some houses in Wayne.

Little is known of Walter B. Smith's background except that he lived in Haverford in a house built by the firm. There was also one built for his mother. In 1887, when they began to build in North Wayne, Herman Wendell had a pillar style house erected on the corner of Beech Tree Lane and Radnor Road. His property, which extended to Walnut Avenue, covered four to five acres with enough space for a stable, Flemish-style home for his mother, and, eventually, two putting greens. Wendell would never willingly miss a day of his favorite sport. As the story goes, when snow was around he used a red golf ball.



This Tower House on Walnut Avenue still has its original cupola.

The architects of the Wayne Estates had two things in common—they were young and cheap. Several would become renowned in their field. According to an 1891 publication of *Carpentry and Building*, architectural designs were used of the Price Brothers, F. L. & W. L. Price; J. G. Worthington, William Bailey, and one Miss Minerva Parker. Later in 1892 Horace Trumbauer joined the group. Of all the designs, the Price Brothers' Pillar house was the most popular, with twenty in North Wayne. So as not to look too much like a tract house, the pillars and stone work on the porch were treated differently. Varieties appeared in other houses, some turning up in the form of gargoyles—mostly on Oak Lane.



This gargoyle, one of the few remaining in Wayne, is on an Oak Lane House.

Between 1885 and the 1890's, Wendell & Smith shuttled between Wayne, Haverford, Pelham and, lastly, Overbrook. The Price Brothers, Minerva Parker, and Horace Trombauer would go with them to Overbrook and Pelham.

William Lightfoot Price

By 1890, the builders were ready to construct the South Wayne & St. Davids houses. The designs of the Price Brothers were the only ones used in this project. They produced seven styles, including the pillar house which became somewhat larger and with more decorative features. Of course, they would have the advantage of steam heating as well as their stables in some cases.

Of the six other types found on Midland Avenue, some had the romantic features



William Lightfoot Price



Castle Style—Midland Ave.

of a German Castle, with a touch of the fanciful. If William L. Price did not design the quaint stable on the north side, he easily could have. There was evidence of the “Arts & Crafts” movement which would figure strongly with him soon after that time.

William Lightfoot Price was born in 1861. He left Westown School at the age of 16 to try his hand at carpentry. He abandoned it the following year upon entering the offices of Quaker architect Addison Hutton. By 1881, William Price and his brother, Frank, became partners. Six years later, they would work for Wendell & Smith. They were responsible for the Bruin Lodge style, round end, tower, Flemish and the pillar house.

On his own, Will Price became known for innovation and design based on the “Arts and Crafts” movement ideals. This was especially apparent in his residential design when he worked directly with a client. One North Wayne example is on 118 Walnut Avenue, where he most likely designed some of the built-in furniture. Later he would design pieces of furniture. In South Wayne, at 410 Orchard Way, his whimsy and “arts and crafts” came into even greater play.



Flemish Style House on Chestnut Lane

In addition to his many residential homes, his Quaker background resurfaced, and there were a number of commissions for Friends’ Schools and

other allied associations. He was a designer for churches as well—most notably the Overbrook Presbyterian Church, for which he won the competition. Some hotels and their additions which bore his mark were the Marlborough, the Traymore, and one in Asbury Park that had his own middle name—Lightfoot.

Will Price was one who was able to live his beliefs and his work would be a reflection of this. He helped to establish Rose Valley—an “Arts and Crafts” community where he designed several of the dwellings and his own water tower house. He was as interested in social reform movements as he was in architecture. Price was one of the two founders of Arden, a single tax community, outside of Wilmington. It would become especially well known for its theater. He was active in all aspects of the theater: acting, stage design, and building.

Minerva Parker

Minerva Parker, born in 1861, was the lone woman architect. It was the admiration of her grandfather, who was an architect, that drew her into the profession. She was a graduate of the Philadelphia Normal Art School, and, in 1882, took a drafting job at the prestigious firm of Frederick G. Thonn, Jr.



Minerva Parker

Minivera used many different styles in her designs that would range from Moorish to Renaissance to Colonial. At a later date, she would recommend separate styles for each room to reflect its different purpose and the owner’s personality. Minerva Parker was unique in that she not only designed buildings, but supervised their construction as well. This prompted one contractor to remark, “She not only knows her business but mine too.”

In addition to her successful practices, this best known woman architect of the nineteenth and early twentieth centuries, lectured at the Woman’s School of Design (now called Moore College of Art). Her career even inspired a gothic novel.

In Memory of Robert Musselwhite Goshorn

by George W. Smith

Robert "Bob" M. Goshorn, 76, of Berwyn, died Tuesday, November 21, 1995, widower of Elizabeth Dawson Taylor, whom he married September 14, 1939. He was born March 22, 1919, to the late Gladys M. and Clarence B. Goshorn, of Malvern. He graduated from Radnor High School in 1935 and Swarthmore College in 1939, and attended the University of Pennsylvania School of Law.

Bob was an infantry captain in World War II; a prisoner of war in the European Theater; and was awarded the Purple Heart. Between 1946 and 1965, he was employed by Curtis Publishing Company in Philadelphia, and by the Magazine Publishers Association from 1965 to 1977, when he retired to pursue his heartfelt interests.

He was well-known along the Main Line for his varied public interests. Bob served on the Radnor Historical Society board from 1985 until his death. He was a valued friend and respected advisor during his tenure with the Society. He served on the school boards of Tredyffrin/Easttown and the Chester County Intermediate Unit. He was past chairman of the Greater Main Line branch of the American Red Cross. He was also a past president of the Chester County Historical Society. He contributed many articles on local history during his association with these groups.

Ever ready to entertain and educate, he could be depended upon to bring forth his electioneering memorabilia for yet another lecture, wearing his red, white, and blue emblazoned straw hat. We'll remember his ruddy smile, his red jacket and shorts, eager for the next tennis match or game of one-on-one basketball.

His beloved wife Elizabeth died just last year after fifty-two years of marriage. Earlier, his father, his son, and his grandson each died under tragic circumstances. He is survived by a daughter, Megan Fruchter, of Vista,

California; two granddaughters, Kimberly Goshorn Clarkson and Jessamyn Goshorn, both of Greenbelt, Md.; and a great-grandson, Kenneth Clarkson, of Greenbelt, Md.

Wayne Times
March 17, 1988

THE BLIZZ OF THE BLIZZARD

Some of our ... residents have become quite "owlish" in the last few nights, and great was the anxiety of the female portion of our population, at the same time all took it good naturedly. Those who were storm-stayed, and confined in cars, behind the mountains of snow were exceedingly jovial, passing the time with cards, pipes, and spinning yarns. The storm was one that very few of us have any recollection of an equal, and our oldest inhabitants have to go back to the "thirties" and "forties" to recall such. As yet we have no deaths or extreme suffering to report from exposure. Yet we fear when telegraph and telephone lines are repaired we will have some to chronical.

* * * * *

At Wayne the drifts Monday night were very heavy, and it is said that people remained in the passenger station all night rather than run the hazardous risk of trying to walk to their homes. One gentleman who left the station for his residence, a distance of about six squares away, was overtaken by Mr. Frank Robinson some time afterwards almost overcome by the intense cold and the deep drifts through which he was feebly struggling. He was helped home and has now recovered. Mr. John M'Leod, the station agent, said that on Tuesday the ticket office did the smallest business it had ever done, selling only 98 cents' worth of tickets, when the usual daily sales amount to from \$40 to \$70.—*Public Ledger*.

Radnor Historical Society

Gifts to the Society in 1995

The Radnor Historical Society accepts items donated either for the collections or for the general use of the Society. Items for the collections are accepted subject to the approval of the Collections Committee of the Board of Directors; all items are accepted with the understanding that they become the sole property of the Society, to be used, displayed, or otherwise disposed of as the Collections Committee or the Board sees fit.

The American Legion

The American Legion, an Official History, 1919-1989.

Ms. Betty Brody

Three pairs men's stockings; three pairs children's stockings; male torso mannequin, for display of men's clothing.

Mr. Zechariah Chafee, III

Copy of cover of 1883 issue of *Official Guide of Steam Railways*, showing local times prevailing before adoption of Standard Time.

Mrs. Martha W. Dale

Photographs of "Woodcrest" (now Cabrini College) as a private estate.

Mr. & Mrs. Samuel F. Etris

Small refrigerator for housekeeping pantry.

Mrs. Kit Fischer

Collection of sheet music, early 1900's.

Mr. & Mrs. Joseph Flager

Old items from the Radnor School.

Mrs. Tom E. Francis

Fur neckpiece, belonging to her mother, Mrs. Henry Brook.

Mr. Robert Goshorn

Survey of Mills in Delaware County.

Mr. & Mrs. Richard Greeley

Singer sewing machine, treadle operated, ca. 1890.

Mr. & Mrs. J. Bennett Hill, Jr.

Wooden sewing work box, on stand, for Victorian Bedroom; pair of side chairs, ca 1800, for 1789 Kitchen.

Mrs. Mary Meeker

Photographs, glossy print, of P&W Trolley, from Ronald DeGraw and Fred Ulmer.

Mrs. Marianne S. Parsons

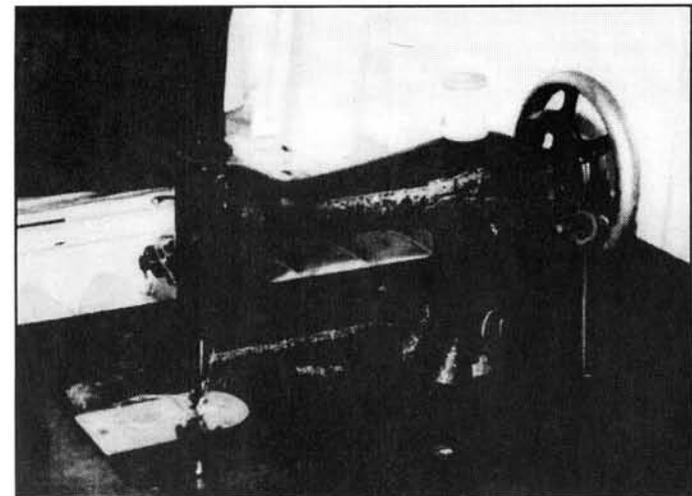
Birdbath, for new perennial/herb garden, south side of the Finley House.

Pennsylvania Society of the Sons of the Revolution

Suprise at Germantown, by Tom Maguire [the Battle of Germantown, October 1777]; *Guide to the Mortgages of the General Loan Office of the province of Pennsylvania, 1724-1756.*

Mr. & Mrs. F. Harry Spiess, Jr.

Sweet Gum tree, NW quadrant of the grounds, in memory of F. Ryan Spiess.



Ca. 1890 Sewing Machine, gift of Mr. & Mrs. Richard Greeley

Radnor Historical Society

1995 Membership Report

Necrology of Members

It is with sadness that we report the death of the following members:

Mr. Robert M. Goshorn
Mr. Clayton Hiester

New Members

Mr. Robert Wright Broussard	Mr. & Mrs. Pier A. Clifford
Ms. Constance A. Gallimore	Mr. James B. Garrison
Mr. John Groff	Miss Mazie Hall
Mr. & Mrs. Miles Kirkpatrick	Ms. Brenda J. Oliphant
Dana A. Priest	Dr. Ralph D. Reynolds
Roy Schulberger	Miss Julia Shipley
Mr. & Mrs. Thomas Wark	Mr. & Mrs. Clayton S. Wetzel, Jr.



Members staff table at recent Radnor Historical Society Event in the Finley House

Patrons

Mr. David L. Burket
Mr. E. J. DeJoseph
Mr. and Mrs. William T. Gardiner
Patricia J. Henry
Mr. and Mrs. Bennett Hill, Jr.
Mr. and Mrs. Robert H. Nixon
Mr. & Mrs. Arthur H. Moss
Dr. and Mrs. Emanuel Schwartz
Mr. and Mrs. George W. Smith
Mr. and Mrs. Samuel Shipley II

Sustaining Members

Mr. Stephen W. Bajus	Mr. and Mrs. Donnell A. Ballard
Mr. and Mrs. John L. Dale	Mr. Ernest C. Eadeh
Mrs. William M. Fletcher	Mrs. Margaret M. Fuchs
Mr. Benjamin Harris	Mr. and Mrs. Larry S. Hewlett
Mrs. Elizabeth Hopkins	Dr. and Mrs. Michael W. Kearney
Mr. and Mrs. Brian Noll	Mrs. Peter A. Sears
Mr. and Mrs. William G. Siple	Mr. & Mrs. F. Harry Spiess
Mrs. Harrison Therman	Mr. and Mrs. John W. Toebe
Mr. and Mrs. Robert Twitmyer	
Mr. and Mrs. Edward S. Sharpless, Jr.	



The Welsh Dragon

Radnor Historical Society

1995 Programs

14 February

Tuesday, 8:00 p.m. at the Finley House

Mrs. Mary Jamison spoke on "Our Welsh Heritage." Her very interesting and well attended presentation was highlighted with personal notes from her recent trip to Wales.

21 March

Tuesday, 6:30 p.m., at Marshallton Inn

Our annual Olde Inns Dinner was followed with a talk by Paul Rodebaugh, a former teacher and native of Marshallton on local history. Paul Rodebaugh is well known throughout Chester County for his extensive knowledge of the history of our neighboring county of which Radnor was once a part.

11 April

Tuesday, 8:00, at the Finley House



Mr. Matthew Nawn, a senior at the Malvern Preparatory School and a history enthusiast, spoke to members of the Society and their guests on "The History and Development of the Inter-Urban Trolley Car." Mr. Nawn's presentation was amply and appropriately illustrated with many slides from his extensive collection of inter-urban trolley cars from across the country. See article elsewhere in this bulletin by Mr. Nawn on the development of the inter-urban trollies.

7 May

Sunday, 3:00 p.m. at home of Mr. and Mrs. Allan H. Beverly

Our annual meeting was held at "Juniper Hall," a German Gothic home built by Mr. Frederick Schmidt of Schmidt's Brewery about 1900. After a brief business meeting, Mr. Keith Lockhart, author of seven books about local towns spoke on "Writing about Delaware County Communities."

23 September

Saturday, 2:00 to 5:00 p.m., Wayne

Our first Carriage House Tour included 3 carriage houses near Wayne. This event was well attended and lauded by all as something we would like to do again.

10 October

Tuesday, 8:00 p.m., at the Finley House

Mr. John Grant, local authority on the Darby Creek Mills, spoke on "Old Mills on Darby Creek." Mr. Grant's talk was illustrated with slides.

14 November

Tuesday, 8:00 p.m., at the Finley House

Ms. Susan Campbell, a local potter, spoke on Pennsylvania redware, combware, and sgraffito. Ms. Campbell discussed techniques and showed examples of her work.

17 December

Sunday, 5:30 - 7:00 p.m., at the Finley House

Our Annual Christmas Open House following the North Wayne carol sing was held. The Finley House was beautifully decorated for the season and the occasion was enjoyed by all.

27 December

Wednesday, 8:00 p.m. at the Finley House

Mr. J. Bennett Hill, Jr. read an abridged version of *A Christmas Carol*, by Charles Dickens by the fire in the front parlor. This new program idea was appreciated greatly by those who attended.

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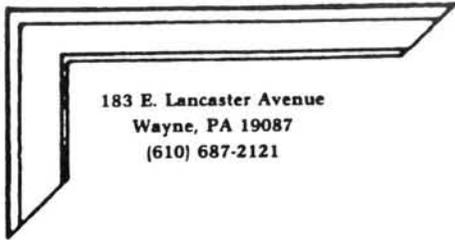
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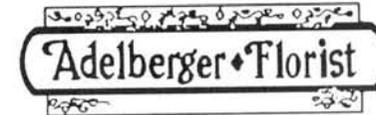
visit or write the Society at

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113 West Beech Tree Lane
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