

**PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM**  
 OFFICE OF HISTORIC PRESERVATION Box 1026  
 PA HISTORICAL & MUSEUM COMMISSION Harrisburg, PA 17120

7. Local survey organization  
 West Whiteland Historical Commission

1. County Chester  
 2. Municipality West Whiteland  
 5. Present name Kirkland Station  
 6. Other name (historic name if any) Kirkland Station

8. Property owners name and address  
 Wayne T. Elvin  
 1370 Kirkland Avenue  
 West Chester, PA 19380

9. tax parcel number / other number  
 41-6N-155

10. U.T.M. zone 18 4 4 8 6 10 10  
 Map# 24 4 4 2 8 8 9 0  
 U.S.G.S. sheet: Malvern 2.99A

11. status (other surveys, lists etc.)  
 CCHSS

12. classification  
 site ( ) structure ( ) object ( )  
 building (X)  
 In N.R. district yes ( ) no ( )

13. date(s) (how determined)  
 14. period 1860-1879

15. style, design or folk type  
 Vernacular

19. original use  
 Transportation

20. present use  
 Residence

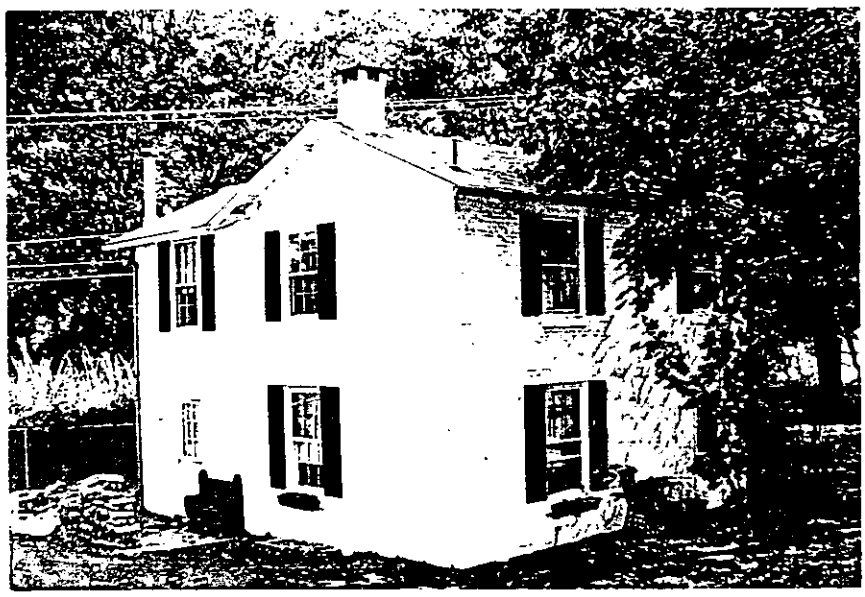
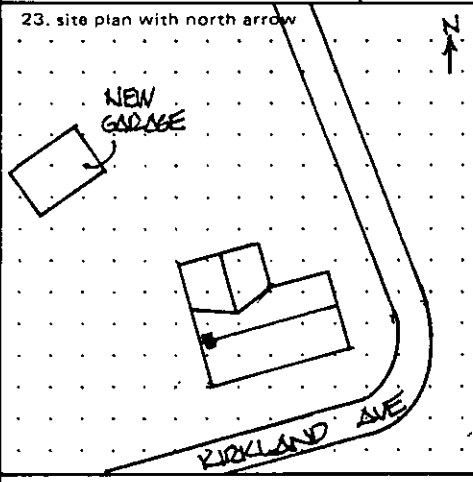
16. architect or engineer

17. contractor or builder

18. primary building mat./construction  
 Brick

21. condition Above Average

22. integrity Above Average



24. photo notation  
 PG: Steve Del Sordo  
 PV: South Elevation  
 PD: 10/24/1980

25. file/location  
 CCHS: #09-59, #13

26. brief description (note unusual features, integrity, environment, effects and associated buildings)  
 Kirkland Station was built as a brick 2 story building with a full base-ment. There were two rooms on the first floor, heated by stoves. In 1880, the PA Railroad made improvements on the WCRR line. One of these was the straightening of the railroad at Kirkland. The new track was some forty yards away from the station. In order to made the station useful, a crew of railroad workers moved the station closer to the tracks. In 1894, a small fire damaged a portion of the station. The fire started in the rear room due to a overheated stove and spread to the waiting room. Early in this century, a small one room, two story addition was added to the rear of the building. There are now a total of three rooms on the first floor.

(continue on back if necessary)

27. history, significance and/or background  
Transportation: The significance of Kirkland Station to transportation parallels that of Morstein discussed on card #003, Map #19. It is one of two stations remaining from the West Chester Railroad, reputed to be one of the first completed lines in the state. Like Morstein, Kirkland dates from the period during which the line was leased to the PA Railroad. Its construction illustrates the expansion and improved organization of the

(continue on back if necessary)

28. sources of information  
 Futhey and Cope: CCHS - Clipping File

29. prepared by:  
 Steve Del Sordo  
 WWHC

30. date 12/1981 revision(s)

(continue on back if necessary)

3. street address or specific location  
 1370 Kirkland Avenue  
 4. survey code 029-09-41-053

#27 Cont'd...

railroad at that time. Both Kirkland and Morstein are original stations, they did not replace existing structures, nor are they rebuilt stations. Prior to their construction, passengers were discharged at informal stops along the line.

Architecture: Kirkland Station was built as a two story brick structure to accomodate a ticket office and to serve as a residence for its agent. It has been altered only once, in this century, with the addition of a small two story wing in the rear.

EVALUATION

EVALUATOR(S)

West Whiteland Township, Chester County, Pennsylvania  
Multiple Resource Nomination

Survey Code 029-09-41-053      Page 3  
Kirkland Station                      Map #24

Summary Statement of Significance:

Kirkland Station is eligible under criterion C as an example of a rural railroad station built as a dwelling rather than as a typical railroad station. It is also eligible under criterion A for its association with the West Chester Railroad and with the Pennsylvania Railroad. At the time the station was built the PA Railroad was beginning an expansion program that would make it one of the largest rail lines in the country. A modern garage is to the north west of the station.

Pro Sample Deed No. 773-8

Printed by and sold by John C. Clark Co., 1170 Walnut St., Phila.

This Indenture made the Fifth day of February in the year of our Lord one thousand nine hundred and eighty-one (1981)

Between GEORGE R. FENTON and GERTRUDE A. FENTON, his wife

(hereinafter called the Grantors), of the one part, and

H. JAMES SHEETZ, MORTON D. BOHN, JR., WILLIAM G. WALSH, JR., DANIEL J. HERRON and FRANCIS X. HOWARD, Trustees under Declaration of Trust dated June 1, 1978

(hereinafter called the Grantees), of the other part,

Witnesseth, That the said Grantors

for and in consideration of the sum of EIGHTY-FIVE THOUSAND EIGHT HUNDRED DOLLARS (\$85,800.00)

lawful money of the United States of America, unto them well and truly paid by the said Grantees at or before the sealing and delivery hereof, the receipt whereof is hereby acknowledged, have granted, bargained and sold, released and confirmed, and by these presents do grant, bargain and

sell, release and confirm unto the said Grantees and their heirs and assigns,

ALL THAT CERTAIN premises or piece of land, with the buildings and improvements thereon erected, hereditaments and appurtenances, SITUATE in the Township of West Whiteland, County of Chester, and State of Pennsylvania, more particularly described as follows, to-wit:-

BEGINNING at an iron pin set in the middle of the public road leading from the Boot Road to the original Kirkland Station tract of land, belonging now or formerly to the Pennsylvania Railroad Co., thence extending along the middle of the above-mentioned public Road, South Fifty-four degrees, Two minutes West, One Hundred Forty-three and Twenty-two One-hundredths feet to a point; thence leaving the road and extending along land of Charles Harper the next two courses and distances to wit:- First North Nineteen degrees One minute West Five Hundred Fifty feet to a point; thence North Fifty-four degrees, Two minutes East, One Hundred Seventy-seven and Seventy-two One-hundredths feet to a point in the middle of the public road leading from the Boot Road to the King Road; thence extending along the middle of the last mentioned public road South Nineteen degrees, One minute East, Four Hundred Two and Fifteen One-hundredths feet to a post; thence leaving the road and extending along land belong now or formerly to the Pennsylvania Railroad Co., above mentioned the two remaining courses and distances to wit: First South Seventy degrees Fifty-nine minutes West, Thirty-three feet to an iron pin; thence South Nineteen degrees, One minute East, One Hundred Fifty-seven and Ninety-one One-hundredths feet to the first mentioned point and place of beginning.

CONTAINING 2.031 acres of land be the same more or less.

25782 471

AND ALL THAT CERTAIN parcel of land, with the buildings and improvements  
thereon erected, hereditaments and appurtenances,

BEING in the Township of West Whitland, County of Chester and Commonwealth  
of Pennsylvania, bounded and described as follows, to wit:

BEGINNING at a point in the center line of Boot Road (State Highway Legislative  
Route 15097), distant Thirty-five feet, Northwestwardly, radially from the center  
line of tract of railroad of the Pennsylvania Railroad Company, known as the  
West Chester Branch; extending from said beginning point the following ten  
courses and distances: (1) North Eighty-seven degrees, Fifty-one minutes  
forty seconds West, along said center line of Boot Road, One Hundred Thirty-two  
and Twenty-five One-hundredths feet to the title line within the lines of a public  
road (Thirty-three feet wide); (2) North Forty-five degrees, Fifteen minutes,  
Twenty seconds East, along the same, Two Hundred Forty-seven and Eighty One-  
hundredths feet; the following two courses and distances being the land now or  
formerly of William H. Murray: (3) North Twenty-seven degrees, Forty-seven  
minutes, Forty seconds West One Hundred Fifty-seven and Ninety One-hundredths  
feet to a granite stone; (4) North Sixty-two degrees Twelve minutes, Twenty  
seconds East, Thirty-three feet to the Southwesterly line of said public road; (5)  
North Twenty-seven degrees Forty-seven minutes, Forty seconds West, along the  
same, partly by said last mentioned land and partly by land now or formerly of  
John Bahr, Nine Hundred Fourteen and Ten One-hundredths feet to the center line of  
King Road (State Highway Legislative Route 15095) (6) North Seventy-three degrees  
Forty-four minutes Twenty seconds East, along the same, Sixteen and Fifty One-  
hundredths feet to a point; (7) South Twenty-seven degrees, Forty-three minutes  
Twenty seconds East, within the lines of said public road; One Thousand Fifty-six  
feet to a point distant Forty-nine and Fifty One-hundredths feet measured North  
Forty-seven degrees, Twenty minutes Forty seconds East from the end of course  
number Two herein; (8) North Forty-seven degrees, Twenty minutes, Forty seconds  
East, crossing the Northeastly line of said public road and by land now or formerly  
of Herbert P. Browercock, Forty-seven and Eight One-hundredths feet; (9) South  
Fifty-seven degrees, Sixteen minutes Forty seconds East by remaining land of  
said Railroad Company, Thirty feet and Twelve One-hundredths of a foot to a point  
distant Thirty-five feet Northwestwardly, radially from said center line of tract  
of railroad; and (10) Southwestwardly, by remaining land of said Railroad Company;  
parallel with said center line of tract of railroad on a curve to the left having  
a radius of Two Thousand Nine Hundred feet, the chord of which bears South  
Thirty-one degrees, Thirty minutes, Forty seconds West, for a length of Two  
Hundred Sixty-eight and Four One-hundredths feet, the arc distance of Two  
Hundred Sixty-eight and Fourteen One-hundredths feet to the place of beginning.

CONTAINING 0.96 of an acre, more or less.

BEING the same premises which William H. Murray and Margaret M. Murray,  
his wife, by Deed dated August 11, 1967, and recorded in Chester County, in the  
Office for the Recording of Deeds, in Deed Book S #37, page 419 &c., granted and  
conveyed unto George R. Fenton and Gertrude A. Fenton, his wife, in fee.

MUNICIPAL TRANSFER TAX \$258.00  
PAID IN AMOUNT OF \$

ELVA M. McQUEEN

COLL

7.57 PM 472

