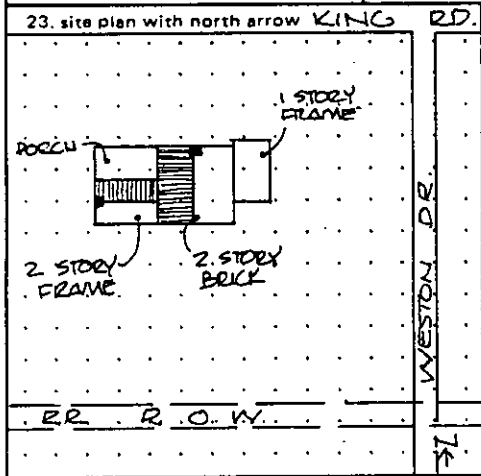


PENNSYLVANIA HISTORIC RESOURCE SURVEY FORM OFFICE OF HISTORIC PRESERVATION Box 1026 PA HISTORICAL & MUSEUM COMMISSION Harrisburg, PA 17120		7. Local survey organization West Whiteland Historical Commission		5. present name Morstein Station	1. County Chester
8. property owners name and address Roy F. Weston, Inc. Weston Way West Chester, PA 19380		9. tax parcel number / other number 41-6-77	10. U.T.M. zone 18 easting 415013130 Map # 19 northing 414219191610 usgs sheet: Malvern 9.115A		
12. classification site () structure () object () building (x) in N.R. district yes () no ()		11. status (other surveys, lists etc.) CCHSS			
13. date(s) (how determined) 14. period 1860-1879		15. style, design or folk type Vernacular		19. original use Transportation	
16. architect or engineer		17. contractor or builder		20. present use Residence	
18. primary building mat./construction Brick		21. condition Average		22. integrity Above Average	



24. photo notation
 PG: Diane Snyder
 PV: East Elevation
 PD: 11/7/1980

25. file/location
 CCHS: #09-65, #14

26. brief description (note unusual features, integrity, environment, streets and associated settings)

Morstein Station has had three names during its existence. It was first called Woodland Station but the name was changed to Zermatt later on. In 1900, the name was changed to Morstein by the Lewis family who had erected a large home near the station. As originally built, it was a brick building, two stories high and located just north of the tracks. There were two rooms on the first floor and additional rooms on the second floor. In 1889, the station was enlarged because of increased business. The addition was of frame and two stories high. It was built on the west side of the brick core. It had room for a ticket office and a waiting room. No further additions have been made to the station house except for the addition of a small enclosed porch to the east side of the building. The two story addition is of vertical novelty siding, while the small addition is of vertical boards with applied decorative corner

(continue on back if necessary)

27. history, significance and/or background

Transportation: Morstein Station is located along the former tracks of the West Chester Railroad, one of the first completed rail lines in the State of Pennsylvania. It was constructed during the 1870's at which time the West Chester Railroad was leased to the PA Railroad. Its construction is indicative of the great expansion and increased organization of the railroad industry in the latter part of the 19th century. Prior

(continue on back if necessary)

28. sources of information Futhey and Cope; CCHS - Clipping File		29. prepared by: Steve Del Sordo	
30. date 12/1981		revision(s)	

(continue on back if necessary)

2. municipality
West Whiteland

3. street address or specific location
408 King Road

4. survey code
029-09-41-003

6. other name (historic name if any)
Woodland Station/Zermatt PD

#26 Cont'd....

boards and diagonal braces. There is a full basement under the central core.

#27 Cont'd....

to the establishment of station houses, passengers were discharged at indiscriminate locations along the line. Recognizing a need to regulate freight and passenger service, stations were built at central points along the railroad. Morstein Station was constructed where the West Chester Railroad passed alongside King Road, an important east-west road and close to the intersection with the Phoenixville Road. The presence of Morstein Station encouraged the suburban development of the southeast portion of the Township. John F. Lewis, in particular, found the station and its environs an attractive stop. In 1899, he established an extensive estate in that area, brought guests in by the trainload, and acquired many tracts of adjacent land. Morstein Station also served as a post office.

Architecture: Morstein is an undisturbed example of vernacular architecture based on the requirements of a form of transportation. It is particularly interesting in that it was not built to the specifications of the PA Railroad, which leased the line, but rather to suit the needs and desires of its owners, the West Chester and Philadelphia Railroad (1863-1879.) Like nearby Kirkland Station, it was built as a two story brick structure with two rooms on the first floor. It served as a station and as a residence for railroad employees. The family occupied the house and generally handled all railroad business. Moses Walker was an agent at Morstein. His ticket agent was Miss Lide Walker. When he left in 1881, he was replaced by a man named Cunningham who appointed his wife as ticket agent. In 1889, the station was enlarged and has experienced little alteration since. It serves as a key reminder of the former existence of a small, but extremely significant, railroad line.

EVALUATION

EVALUATOR(S)

West Whiteland Township, Chester County, Pennsylvania
Multiple Resource Nomination

Survey Code 029-09-41-003 Page 3
Morstein Station Map #19

Summary Statement of Significance:

Morstein Station is eligible for listing under criterion C as an example of a rural railroad station erected so as to appear as a dwelling rather than as a transportation related structure. 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.

NATIONAL REGISTER

SCHEME "A"

ALL THAT parcel of land, with the building and improvements thereon erected, situate in West Whiteland Township, Chester County, Pennsylvania, bounded and described according to Survey Plan No. 41-65, dated August 31, 1972, and last revised September 15, 1977, as made by Yarkes Associates, Inc., Exton, Pennsylvania, as follows, VISI:

ENCLOSING at a spike set in the title line in the bed of King Road, said point being at a corner of land belonging to Anthony Syracuse, said point being distant 121.65 feet measured eastwardly, along the title line of King Road from its intersection with the title line in Old Route 29; thence extending from the first mentioned point and place of beginning, continuing along the title line in the bed of King Road in and near the middle of same, N. 60 deg. 50 min. 36 sec. E. 1332.95 feet to a spike set at a corner of land belonging to William S. Kinney, Jr.; thence leaving the road and extending along land of William S. Kinney, Jr., S. 29 deg. 23 min. E. 230.30 feet to an iron pin set at a corner of land belonging to Russell J. Whiteman; thence extending along land of Russell J. Whiteman, S. 55 deg. 25 min. 30 sec. W. 477.36 feet to a point set at a corner of other land belonging to Roy P. Weston, Inc.; thence extending along land of Roy P. Weston, Inc. and along land of Kenneth W. Reynolds, S. 55 deg. 26 min. 20 sec. W. 870.50 feet to an iron pin; thence continuing along land of Kenneth W. Reynolds, being along the southerly side of a 35 foot wide right of way belonging to the Penn Central Transportation Company, S. 55 deg. 26 min. 20 sec. W. 126.77 feet to a point set in the title line in the bed of Old Route 29; thence extending along the title line in the bed of Old Route 29, N. 27 deg. 18 min. 30 sec. W. 35.23 feet to a point, a corner of land belonging to Joseph P. Durning; thence extending along land of Joseph P. Durning, being along the northerly right of way line of the Penn Central Transportation Company, N. 55 deg. 26 min. 20 sec. E. 125.92 feet to a point; thence extending along land of Joseph P. Durning and land of Anthony Syracuse, N. 27 deg. 52 min. 22 sec. W. 322.07 feet to the first mentioned point and place of beginning.

CONTAINING an area of land of 9.115 acres, be the same more or less.

RELAYING, however, unto the said Grantor, its successors and assigns, an easement for the purpose of laying, constructing, maintaining, operating, repairing, altering, replacing and removing pipe lines (with valves, regulators, meters, fittings, appliances, tie-overs and appurtenant/facilities) for the transportation of gas, oil, petroleum products or any other liquids, gases or substances which can be transported through existing and future pipe lines, over and across, but beneath the surface of two strips of the premises hereinbefore described, said strips being more particularly described as follows:

ONE THEREOF:

Being a strip of land, 30 feet wide, 15 feet on each side of the following described lines:

BEGINNING at a point in the title line in the bed of King Road distant 751.42 feet measured Eastwardly, along said title line of King Road, from its intersection with the title line in Old Route 29; thence South 2° 42' 53" E., 304.21 feet; and thence S. 37° 42' 53" E., 36.92 feet to the point of ending in the Northwesterly line of land of Roy P. Weston, Inc. distant 337.41 feet measured S. 55° 26' 20" W., along said line of land of Roy P. Weston, Inc., from a corner of land belonging to Russell J. Whiteman.

AND THE OTHER THEREOF:

CONTINUED "A" (continued)

003

NATIONAL REGISTER

Being a strip of land, 80 feet wide, 10 feet on the Southwesterly side and 70 feet on the Northeasterly side of the following described line:
BEGINNING at a point in the title line in the bed of King Road distant 501.87 feet measured Westwardly, along said title line of King Road from a spike therein at a corner of land belonging to William S. Kinney, Jr., thence S. 36° 46' 11" E., 276.80 feet to the point of ending in the Northwesterly line of land belonging to Russell J. Whiteman distant 29.17 feet measured N. 55° 26' 30" E., along said line of land belonging to Russell J. Whiteman, from a corner of land belonging to Roy F. Weston, Inc.

(1)
SUBJECT, however, to the rights of those lawfully entitled to use so much of the premises hereinbefore described as is included within the lines of King Road and Old Route 29; and (2) the state of facts disclosed by Survey made by Terkes Associates, Inc., Exton, Pa., dated August 31, 1972.

THIS SALE AND CONVEYANCE IS BEING MADE PURSUANT TO ORDER NO. 78 AS AMENDED BY ORDER NO. 602 OF THE UNITED STATES DISTRICT COURT FOR THE EASTERN DISTRICT OF PENNSYLVANIA IN PROCEEDINGS FOR THE REORGANIZATION OF A RAILROAD CAUSE NO. 70-347 ENTITLED "IN THE MATTER OF PENN CENTRAL TRANSPORTATION COMPANY, DEBTOR."

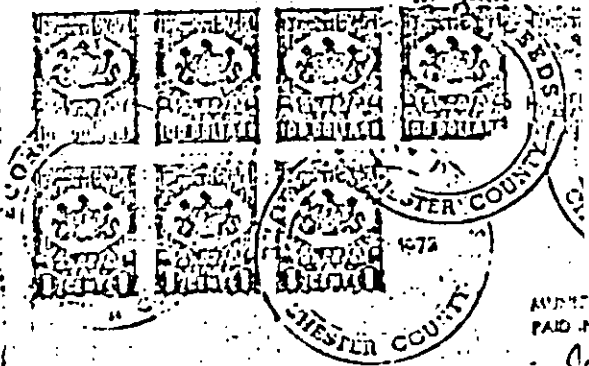
WILLARD WITZ HAVING RESIGNED AS A TRUSTEE OF PENN CENTRAL TRANSPORTATION COMPANY, DEBTOR, EFFECTIVE DECEMBER 31, 1972, THE SAID COURT, BY ORDER NO. 1009, DATED DECEMBER 29, 1972, AUTHORIZED THE REMAINING TRUSTEES, GEORGE P. BANER, RICHARD C. BOND AND JERVIS LANTY, JR., TO CONTINUE TO ACT AS TRUSTEES OF THE PROPERTY OF THE DEBTOR, TO CONDUCT THE AFFAIRS OF THE DEBTOR'S ESTATE AND TO EXERCISE ALL OF THE RIGHTS, PRIVILEGES, POWERS AND DUTIES GRANTED TO OR IMPOSED UPON THE FOUR TRUSTEES UNDER ORDERS OF SAID COURT.

It is expressly understood and agreed by and between the parties hereto that as to the portion of the premises hereinbefore described which was not acquired by The West Chester Rail Road Company, a predecessor of the Grantor herein, by Deeds dated May 1, 1862 and rec'd in the Sheriff's Deed Docket of Chester County aforesaid in Book 62/Pages 274 and 275, it is the intention of the said Grantor by this Instrument only to remise, release and claim to the said Grantee all its right, title and interest therein and should a claim adverse to the title to said portion of said premises be asserted and/or proved, no recourse shall be had against the said Grantor herein.

ALL THAT CERTAIN tract or parcel of ground, with the hereditaments and appurtenances thereon, being a strip of land Eighty feet in width, Situate in the Township of West Whiteland, County of Chester and State of Pennsylvania, bounded and described according to a Survey Map for Transcontinental Gas Pipe Line Corp., made by Terkes Associates, Inc., Exton, Pa., dated December 21, 1972 as follows, to wit:-

BEGINNING at a point in the title line in the bed of King Road (L.R.15095), which point is measured the two following courses and distances from a point marking the intersection of the title line in the bed of King Road with the title line in the bed of State Route #29 (as shown on said Plan): (1) extending from said point of intersection along the title line in the bed of King Road, in a general Northeastwardly direction, One hundred twenty-one and sixty-five one-hundredths feet to a spike; and (2) North Sixty degrees, fifty minutes, thirty-six seconds East, Eight hundred twenty and ninety-eight one-hundredths feet to the point and place of beginning; thence extending from said beginning point, along the title line in the bed of King Road, North Sixty degrees, fifty minutes, thirty-six seconds East, Eighty and seventy-one one-hundredths feet to a point, a corner of land now or formerly of the Penn Central Transportation Co.; thence extending along the same South Thirty-six degrees, forty-six minutes, fourteen seconds East, Two hundred seventy and sixteen one-hundredths feet to a point in line of land now or late of Russell J. Whiteman; thence extending along the same South Fifty-five degrees, twenty-six minutes, thirty seconds West, Eighty feet and six one-hundredths of a foot to a point a corner of lands now or formerly of the Penn Central Transportation Co.; thence extending along the same North Thirty-six degrees, forty-six minutes, fourteen seconds West, Two hundred seventy-seven and seventy-six one-hundredths feet to the first mentioned point and place of beginning.

CONTAINING 0.503 acre of land be the same more or less.



West Whiteland Township
Chester County, PA
Multiple Resource Nomination
Survey Code 029-09-41-003
Morstein Station Map #19

MUNICIPAL TRANSFER TAX
PAID IN AMOUNT OF \$ 410.18
Jesse K. Eitel
COU 2

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

West Whiteland Township, Chester County, Pa MRA

For NPS use only
received
date entered

Continuation sheet

Item number

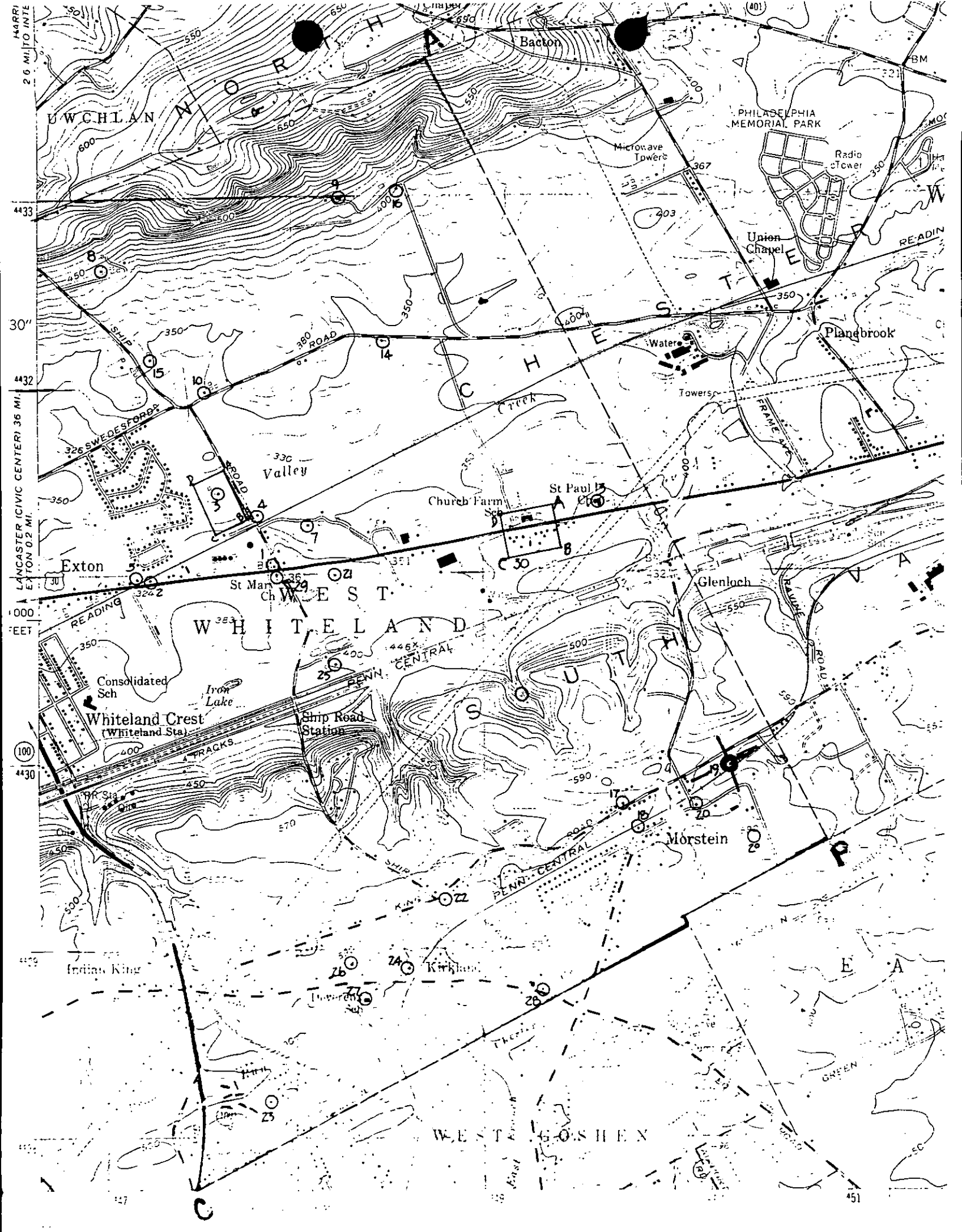
Page

Survey Code 029-09-41-003
Morstein Station

Page 4
Map #19

The nominated acreage is identical to the land purchased in 1862 by the West Chester Railroad Company in order to build the Woodland Station. Ever since the land has remained as a separate parcel. Besides the Woodland Station building, the site includes a portion of the vacated bed of the West Chester Railroad and the following two 20th century structures located to the north of the Station which do not contribute to the significance of the resource:

1. a 1 story, small frame garage in poor condition
2. a 1 story, small frame tool or storage shed in poor condition



4433
4432
4430
4429

LANCASTER (CIVIC CENTER) 3.6 MI. E. BY 0.2 MI.

FEET

100

4430

4429

4427

Bacton

PHILADELPHIA MEMORIAL PARK

Microwave Towers

Radio Tower

Union Chapel

Planbrook

Waters Towers

Valley

Church Farm Sch

St Paul

Glenloch

Exton

St Mary Ch

WHITELAND

Whiteland Crest (Whiteland Sta)

Ship Road Station

Morstein

Indian King

WEST GOSHEN

GREEN

451