tracks, especially hazardous with an on-coming train. Even today, this hazard applies to bicycles and motorcycles.

24 Vol. VIII, Accession 1807/1810, PRR Engineering Dept., Letter 10703, Hagley Museum & Library.

25 While no official action would be taken for years by the PRR to build an undergrade bridge to carry Old Lancaster Road beneath the rails, a deed dated November 14, 1885 shows that John L. Wentworth had previously concluded a private agreement with the Pennsylvania Railroad. In return for selling the PRR a sliver of land next to the railroad to enable their broadening of the track bed, the railroad had granted Mr. Wentworth a section of land adjacent to the tracks connecting his property to to Eagle Road (now Old Eagle School Road), thereby providing the residents of "Strafford" a safe option for crossing the railroad than the dangerous grade-level crossing at Old Lancaster Road.

25 Vol. VIII, Accession 1807/1810, PRR Engineering Dept., Wentworth Letter, Hagley Museum & Library.


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Many local history buffs have remained unaware of the important role of the Eagle Hotel in our early Upper Main Line railroad tradition, and it is essential to draw attention to this truly historic structure that has been so impeccably restored and maintained. While a number of additions have been made over the years to the once square hotel structure, the building, in its current iteration as a medical practice at 176 E. Conestoga Road, can still allow one to easily imagine its important role in our past. *Courtesy of Roger D. Thorne.* [NOTE: A larger version of this image appears on the back cover.]

# Thank You

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