

PRR CHRONOLOGY
1840

May 2004 edition

- Jan. 1, 1840** **Joint Board of Joint Companies rejects latest proposal from New Jersey Railroad for revising agreement. (MB)**
- Jan. 1, 1840** **Delaware River bridge at Trenton altered to permit operation by locomotives. (NO - MB says still not possible in 2/40 - probably done in fall of 1840)**
- Jan. 1, 1840** **Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad acquires rolling stock formerly owned and operated by a transportation company. (C&C)**
- Jan. 1, 1840** **PW&B allows Post Office Dept. contract for carrying mail to expire after Post Office rejects PW&B's demand for more money for running a second overnight train to carry New York mail; mail rerouted via Columbia and York.**
- Jan. 1, 1840** **United States Bank and Morris Canal & Banking Company make last payment of Internal Improvement Loan installments to Michigan; default on future payments; total of \$2 million paid to Michigan for \$5 million issue.**
- Jan. 1, 1840** **Northern Cross Railroad, first in Illinois, accepted from contractors and opened between Meredosia and Jacksonville. (C&NW) (Stover has by end of 1838 - check Gerstner)**
- Jan. 3, 1840** **Philadelphia & Trenton Railroad Executive Committee approves use of road by private freight cars. (MB)**
- Jan. 6, 1840** **New Jersey Railroad Board reports that Joint Companies have refused a new contract and insist on old terms. (MB)**
- Jan. 7, 1840** **Incoming Whig Governor William Woodbridge of Michigan recommends in first message to stop all internal improvement appropriations.**
- Jan. 8, 1840** **In annual message, Gov. Porter notes must either sell Public Works, obtain new loans or resort to new taxes; recommends that no new work be undertaken; recommends selling the state's bank stock, or if cannot obtain a good price, annulling their charters and dividing the assets with**

the private stockholders.

- Jan. 9, 1840** Gov. Porter vetoes a resolution of June 15, 1839, providing \$400,000 in relief to Union Canal and Danville & Pottsville Railroad, citing state fiscal crisis.
- Jan. 9, 1840** PW&B Board reports it has purchased a lot adjoining its depot site at the southeast corner of 11th & Market Streets; however, does not build depot until 1842, in part because of concern that opposition of property owners will force removal of City Railroad. (MB, AR)
- Jan. 13, 1840** Sunbury & Erie Railroad Board hears second report of Chief Engineer Edward Miller; holds no further meetings until May 25, 1851, largely because of failure of United States Bank of Pennsylvania, which owns 5,203 shares. (MB)
- Jan. 14, 1840** Democrats in Pennsylvania Legislature elect Daniel Sturgeon as U.S. Senator over Canal Commissioner James Clarke, candidate of Gov. Porter. (Snyder, CongBio)
- Jan. 18, 1840** Juniata Navigation Company incorporated in Pa. to build canal and slackwater up Raystown Branch from mouth to coal mines near mouth of Yellow Creek; not built; presages later Huntingdon & Broad Top Mountain Railroad. (PL)
- Jan. 22, 1840** Canal Commissioners authorize connection with Wrightsville, York & Gettysburg Railroad at west end of Columbia Bridge. (CC)
- Jan. 23, 1840** Pennsylvania act authorizes new \$870,000 permanent loan of which \$600,000 is needed to meet interest coming due on Feb. 1. (PL)
- Jan. 25, 1840** Gov. Porter notifies Pennsylvania legislature that the Bank of Pennsylvania has taken \$100,000 of the new loan and the Girard Bank \$100,000; under the terms of its charter, the United States Bank has been obliged to take \$450,000.
- Jan. 25, 1840** Canal Commissioners receive report on avoiding the Belmont Plane by either the West Philadelphia Railroad or the Norristown & Valley Railroad. (CC)
- Jan. 27, 1840** New Jersey Railroad Board approves issuing commuter tickets between Jersey City and Newark for \$100 per year; renews contract with Joint Companies except that New Brunswick-Philadelphia running time to be cut from 4:20 to 4:00 by using locomotives over Delaware River Bridge; Camden & Amboy to drop Trenton-South Amboy-New York line or make fare the same as via New Brunswick. (MB)

- Jan. 29, 1840** Michigan passes law stopping internal improvement projects (?)
- Jan. 1840** Indiana authorizes issue of \$1.2 million in treasury notes to pay contractors.
- Jan. 31, 1840** Illinois Legislature permits Bank of the State of Illinois to remain in suspension until the "next session."
- Feb. 1, 1840** Illinois passes law reducing number of Fund Commissioners from three to one and Board of Public Works from seven to three appointed by Legislature; Board is to manage railroads already built, but all new construction stopped except Illinois & Michigan Canal; state debt exceeds \$11 million and only less than 30 miles of railroad completed; Governor Carlin, a Jackson-Benton Democrat also stages an investigation of state banks. (PL, ONW)
- Feb. 1, 1840** Commonwealth of Pennsylvania temporarily delays another interest payment; state debt now \$34.14 million, of which over \$20 million held in Great Britain.
- Feb. 3, 1840** Joint Companies inform New Jersey Railroad they will run a through line via South Amboy this year from June through Aug., leaving Philadelphia at 6:00 AM; will discontinue Trenton-New York line via South Amboy, providing NJRR splits all Trenton receipts equally; time by mixed train to be 6:00 not 9:00. (MB)
- Feb.? 1840** Pennsylvania House passes bill requiring immediate resumption by banks on pain of forfeiting charters.
- Feb. 1840** Gov. Porter issues special message warning of interference with banks as imperiling state credit and debt payments; two days later, banks offer to take loans, but say cannot resume specie payments until Feb. 1, 1841. (check papers)
- Feb. 10, 1840** New Jersey Railroad Board rejects changes in through traffic contract proposed by Camden & Amboy Railroad; renews contract for one year at old rates. (MB)
- Feb. 10, 1840** Ice freshet washes out 200 yards of Long Bridge at Washington; not reopened until 1843; Chain Bridge above Georgetown also destroyed. (NatIntlgncr, Moore)
- Feb. 10, 1840** New York & Erie Railroad contracts for construction between Binghamton and Hornellsville, N.Y.; much of line is designed on piles rather than conventional grading.

- Feb. 17, 1840** In response to House query, Pennsylvania Auditor General notes that no separate accounts are kept for the Internal Improvement Fund and it is impossible to ascertain actual costs, expenditures and receipts short of working up figures from original vouchers. (AudGen)
- Feb. 19, 1840** Ohio act authorizes Little Miami Railroad to contract for use of other railroads; may begin construction anywhere on line; rates to be no more than on Ohio Canal. (Church)
- Feb. 1840** B&O begins issuing scrip to finance construction to Cumberland. (Dilts)
- Feb. 1840** New York & Erie Railroad contracts to build 117 miles of Susquehanna Division between Binghamton and Hornellsville on piles instead of conventional grading. (AR)
- Feb. 29, 1840** Joint resolution of New Jersey Legislature requires that all disputes between the State Treasurer and the Joint Companies and New Jersey Railroad be submitted to State Supreme Court. (Digest)
- Mar. 1, 1840** *William F. Packer*, experimental anthracite-burning locomotive built by Ross Winans of Baltimore, delivered to Columbia Railroad; at 18 tons is too heavy and is sold in 1843 (had vertical boiler). (CC)
- Mar. 1, 1840** Engineer Edward Miller makes final report of survey for Sunbury & Erie Railroad; estimated cost \$8.88 million for a double-track railroad; no further activity until 1851. (Rosenberger)
- Mar. 4, 1840** New bypass line opens eliminating use of Columbia, Pa., inclined plane. (CC)
- Mar. 7, 1840** Fire destroys New Jersey Railroad bridge over Hackensack River; rebuilt in six weeks; ferry *George Washington* sent from Jersey City as substitute. (MB, HC)
- Mar. 7, 1840** Northern Liberties & Penn Township Railroad threatens to cancel passenger car privileges granted to James M. Bolton and Jacob Peters unless they sign a contract by Mar. 17. (MB)
- Mar. 1840** John McFaden & Co. of Pittsburgh and James M. Davis & Co. of Philadelphia begin Reliance Portable Boat Company, aka Portable Iron Boat Line on Main Line. (is Reliance Line?! - see 1839 - Portable Boat Co. is separate from Reliance Transportation Co.)
- Mar. 1840** John Dougherty begins leasing his portable boat trucks to individuals; begins public campaign to make them available to all without royalty.
- Mar. 1840** Norwich & Worcester Railroad opens, forming with Boston & Worcester

a second rail/steamer route between New York and Boston.

- Mar. 14, 1840** Maryland act authorizes state to substitute \$663,196 6% bonds in aid of Baltimore & Susquehanna Railroad for equal amount of 5% bonds authorized in 1839 and remaining unsold. (Digest)
- c. Mar. 1840** Camden & Philadelphia Steam Boat Ferry Company completes canal through Windmill Island in Delaware River. (Val)
- Mar. 17, 1840** Canal Commissioners cut tolls on westbound merchandise and eastbound flour on Main Line to attract Western traffic from New Orleans route; offer 20¢ per barrel rebate on flour shipped the entire distance from Pittsburgh to Philadelphia. (CC)
- Mar. 17, 1840** Charter supplement to Philadelphia & Trenton Railroad grants one year extension for building extension to Front & Willow Streets in Philadelphia. (Digest)
- Mar. 17, 1840** Washington & Fredericksburg Steam Boat Company incorporated in Md. (PL)
- Mar. 17, 1840** Virginia suspends all state internal improvement activity except for three surveys and halts all further subscriptions to railroad, road and canal companies. (PL)
- Mar. 17, 1840** Ohio bars further use of Loan Law of 1837 (later called the "Plunder Law") and any further construction on Miami Extension Canal.
- Mar. 18, 1840** Shamokin Iron Company incorporated to build anthracite blast furnace at Shamokin. (Prospectus)
- Mar. 20, 1840** New Jersey Railroad cuts ferry tolls to equal cuts made by Hoboken Ferry Company. (MB)
- Mar. 27, 1840** George Fisher Baker, Sr. (1840-1931), future founder of First National Bank of New York and financial power in NYC, Erie and anthracite roads, born. (NYC AR)
- Mar. 28, 1840** House committee reports on politically motivated censure of James Cameron's mismanagement of Columbia Railroad; charges include holding wages in arrears for several months, lax operation of shops, insufficient locomotives because of frequent damages sustained on light track structure, irregularities in making contracts for fuel. (HsJrnl)
- Spring 1840** Dr. William A. Irvine has small portion of Sunbury & Erie near village of Irvine graded at own expense to prevent forfeiture of charter set for June

1, 1840. (Rosenberger)

- Apr. 1, 1840** PW&B signs new contract with Post Office Dept. and mail returned to route via Baltimore. (AR)
- Apr. 1, 1840** Morris Canal & Banking Company defaults on quarterly payment to Michigan (and declares bankruptcy?); Michigan loses \$1.09 million yet to be paid for bonds.
- Apr. 3, 1840** Pennsylvania legislative resolution requires all banks remaining in suspension between Oct. 9, 1839 and Jan. 15, 1841 to collectively loan to state \$3 million as price of keeping their charters; i.e., the banks may remain in suspension until Jan. 15, 1841, providing they loan the state \$3 million.
- Apr. 3, 1840** Pennsylvania authorizes new permanent loan of \$870,077. (PL)
- Apr. 3, 1840** First boats clear summit level of Pennsylvania & Ohio Canal at Ravenna, linking Beaver Division Canal at New Castle Jct. with Ohio state canal system at Akron; opens Brier Hill coal field near Youngstown to export via Cleveland and permits exports of Pittsburgh iron manufacturers to northern and central Ohio. (note opening celebration held Aug. 4-6!; all but 15 mi. filled and open in summer of 1839 [Haz])
- Apr. 6, 1840** Wrightsville, York & Gettysburg Railroad opens from York to deep cut a half mile west of Wrightsville. (BaltAm)
- Apr. 8, 1840** LIRR Pres. Fisk announces New York has passed a law loaning it the credit of the state to the amount of \$100,000 in return for a first lien (get date of act); LIRR has already given first lien to Morris Canal & Banking Company, which has now transferred the LIRR mortgage to its creditor, the Commissioners of Indiana. (MB)
- Apr. 9, 1840** Public meeting held at Philadelphia for further reduction of tolls on Public Works; representatives of transporting companies pledge to pass on cuts to shippers.
- Apr. 12, 1840** Austrian engineer Franz Anton Ritter von Gerstner (1796-1840) dies in Philadelphia while engaged in a study of American internal improvements; his work, published in Vienna in 1842, is the most thorough study of the subject ever made; it is not, however, translated into English until the 1990s.
- Apr. 13, 1840** Canal Commissioners adopt system of "commuted" reduced fares for through passengers on Main Line; to be carried in freight boats on canals and separate cars on railroads; payment by transporting companies to be

settled monthly; Pittsburgh-Philadelphia fare to be \$7.50 of which state to receive \$2.50. (CC)

- Apr. 13, 1840** Pa. act requires Sunbury Canal Company not to interfere with basin Danville & Pottsville Railroad is about to build at Sunbury. (Digest)
- Apr. 17, 1840** Special session of Pennsylvania legislature convenes at call of Gov. Porter; he informs them that there is no money on hand for meeting the ordinary expenses of state government as well as the Public Works.
- Apr. 17, 1840** Transporting companies operating over Main Line meet and agree to cut freights by 1.2 to 8.7 cents per cwt. on everything except drygoods, drugs and groceries to match recent cut in tolls; companies are: D. Leech & Co., James O'Connor & Co., E.G. Dutilh & Co., Bingham Bros., James M. Davis & Co., Joseph S. Lewis, Jr., & Co. and James Steele & Co.
- Apr. 20, 1840** James Canby resigns as PW&B director. (MB)
- Apr. 21, 1840** Susquehanna and Tide Water Canal Companies formally open continuous canal between Columbia and Havre-de-Grace; operated jointly as Susquehanna & Tide Water Canal; provides first high-capacity water outlet for Pennsylvania Canals and enables operators of section boats to serve Baltimore, but high construction costs leave company hopelessly crippled by debt; renders the narrow Union Canal obsolete for through traffic.
- Apr. 22, 1840** First boats from Susquehanna & Tide Water Canal arrive in Baltimore. (BaltAm says ca. 4/26)
- Apr. 22, 1840** Little Miami Railroad Board authorizes negotiation with Bank of Xenia for \$20,000 in state bonds; also call on City of Cincinnati for loan of \$60,000, which is refused. (MB)
- Apr. 24, 1840** Wrightsville, York & Gettysburg Railroad opens last half mile into Wrightsville; operated by Baltimore & Susquehanna, whose locomotives run through to Wrightsville under agreement of Jan. 26, 1839; links Baltimore with Main Line of Public Works. (BaltAm)
- Apr. 25, 1840** D. Leech & Co. opens depot at 114 North Howard Street and begins operating own cars to and from Baltimore; later Bingham & Brother open station nearby. (BaltAm)
- Apr. 27, 1840** Formal celebration of opening of Susquehanna & Tide Water Canal held at Havre-de-Grace; guests include Nicholas Biddle; in a sign of the times, both Philadelphia and Baltimore parties arrive by train. (ARJ has 5/27?)
- Apr. 27, 1840** Charles B. Penrose of Carlisle elected Pres. of Cumberland Valley

Railroad, replacing Thomas G. McCulloh, resigned. (HstFrnklnCo)

- Apr. 29, 1840** New steamboat *Hornet* owned by Jacob Ridgway, a Philadelphia banker with ___ Davisson as Captain, cuts fare between Philadelphia and Trenton to 25 cents; passengers can then buy way tickets on Camden & Amboy and travel to New York for \$2.00 instead of \$4.00. (Lane)
- May 1, 1840** New York grants state loan of \$100,000 to Tonawanda Railroad. (Stevens)
- May 4, 1840** Alvin Adams (1804-1877) begins carrying express packages between Boston and New York via Norwich and New London. (several months later becomes Adams & Co. with Ephraim Farnsworth at New York; Adams eventually becomes the express carrier on the PRR system.
- May 6, 1840** Meeting of transporting companies held at Philadelphia; agree to cut Main Line freights to maximum \$1.50/cwt., run through in eight days.
- May 6, 1840** Edward Coleman sells property of former Conestoga Navigation Company to Lancaster & Susquehanna Slack-water Navigation Company for \$200,000.
- May 12, 1840** PW&B Board reports that Samuel Jaudon has negotiated a loan of , 113,000 in London, for which he has given bonds of United States Bank of Pennsylvania; as collateral, Bank purchases , 100,051 in PW&B sterling bills. (MB)
- May 13, 1840** Ceremony marks driving first pile on the Susquehanna Division of New York & Erie Railroad at Owego, N.Y. (ARJ)
- May 13, 1840** Directors hold formal excursion to celebrate completion of Baltimore & Susquehanna Railroad between Baltimore and Wrightsville; train runs through in 4:15; guests include Thaddeus Stevens, J.H.B. Latrobe, John P. Kennedy, et al. (BaltAm)
- May 14, 1840** Gov. Porter vetoes bill incorporating the Harrisburg Insurance Company because it contains a rider authorizing repayment of \$321,000 loaned by the Harrisburg Bank and the United States Bank to repair the Huntingdon breach in 1838 and would preclude further investigation of alleged frauds.
- May 18, 1840** New Jersey Railroad Board authorizes considering taking up Newark town track and negotiating with city to that end. (MB)
- May 19, 1840** Melee erupts at Trenton when employees and partisans of steamer *Hornet* are confronted by Robert F. Stockton and Pres. John Naglee of Philadelphia & Trenton and a crowd of hired goons; John Payne,

- Trenton agent of the *Hornet*, knocked down by Stockton with a large stick; Stockton and Naglee injured by brickbats; Camden & Amboy prevails by refusing to issue tickets to *Hornet* passengers. (Lane)
- May 19, 1840** Little Miami Railroad Board calls in 4th, 5th and 6th installments; authorizes placing next 10 miles in Hamilton County into Warren County under contract. (MB)
- May 20, 1840** William K. Huffnagle reports on yet another survey for bypassing the Belmont Plane by means of the West Philadelphia Railroad. (CC)
- Spring 1840** Philadelphia partners in Merchants-Swiftsure Line pool (C. King & C.? A. Patton?) purchase quarter interest held in New York City. (Thompson)
- June 1, 1840** Davic C. Branham & Co. lease of Madison & Indianapolis Railroad expires; new lease to John G. Sering and ___ Burt executed giving state 71% of gross instead of 60%. (Church,)
- June 1, 1840** Canal Commissioners order Principal Engineers of Columbia and Portage Railroads to keep daily performance statistics of all locomotives and stationary engines. (CC)
- June 4, 1840** Canal Commissioners contract western reservoir to J.K. Moorhead and H.B. Packer. (CC)
- June 11, 1840** Pennsylvania Legislature in special session imposes emergency 5-year tax on real and certain personal property, furniture, pleasure carriages and salaries of state employees; insufficient to eliminate state deficit, yielding only \$33,300 in 1841 vs. projected \$600,000. (or 6/14 or 6/15??) (Worthington)
- June 11, 1840** Pennsylvania improvement act authorizes \$1,946,216 permanent loan; provides \$100,000 for relaying the north track of the Philadelphia & Columbia Railroad with T-rail between White Hall (Bryn Mawr) and West Chester Intersection; north track between Belmont Plane and White Hall remains out of service for ten years, causing a bottleneck; act appropriates a total of \$2.4 million to complete work in progress on all lines and interest due over next year; also \$100,000 state subscription to Monongahela Navigation Company. (check PL)
- June 11, 1840** Pa. act orders Baltimore & Susquehanna and York & Maryland Line railroads to equalize rates; B&S is allowed to charge 6 cents per passenger mile and 8 cents per ton-mile, while Y&ML is allowed 3 cents and 5 cents; Y&ML is to raise rate and B&S to lower rate so that mileage rates are equal while maintaining same total charge between Baltimore and York. (Digest)

- June 13, 1840** Governor Porter makes demand on banks for mandatory loan of \$1.2 million.
- June 22, 1840** Canal Commissioners authorize relaying of north track of Columbia Railroad between White Hall and West Chester Intersection. (CC)
- June 25, 1840** United States Bank agrees to loan Pennsylvania \$1.75 million at 5% for 25 years; most other banks agree to take a share.
- June 27, 1840** Joint Companies accept Robert F. Stockton's offer to sell majority of stock of Philadelphia & Trenton Railroad, which he had bought on his own initiative; Stockton reminds Board he had urged buying the P&T before it was finished and again right after it was finished; Board authorizes guaranteeing Camden & Philadelphia Steam Boat Ferry Company's purchase of ferry *Hornet* and property being run by Jacob Ridgway as an opposition line for price up to \$50,000. (MB)
- July 1, 1840** North Branch Division Canal between Nanticoke and Northumberland drained to permit replacement of original wooden locks with stone.
- July 4, 1840** Independent Treasury Act establishes "subtreasuries" in seven cities to act as depositories of federal specie funds to divorce government from banks; passed by combination of Southern States Rights advocates and Northern hard money advocates; all federal receipts and disbursements to be made in specie after June 30, 1843. (EAH)
- July 4, 1840** Cunard liner *Britannia* leaves Liverpool for Halifax and Boston, establishing first transatlantic steam mail packet line; express firm of Harnden & Co. secures many packages for forwarding from Cunard Line to and from New York and Philadelphia. (RRH)
- July 8, 1840** Little Miami Railroad places next 10 miles above Kuglers Mill under contract. (MB)
- July 20, 1840** New Jersey Railroad Board appoints committee to negotiate with Elizabethtown & Somerville Railroad, which connects with it at Elizabethtown. (MB)
- July 22, 1840** Shenango Line of Beaver Division Canal completed between Pulaski and West Greenville, Pa.
- July 23, 1840** Shop workers stage first recorded strike on B&O. (Dilts)
- July 26, 1840** Residents of Kensington riot when Philadelphia & Trenton tries to lay track on Front Street from its Kensington depot to a connection with

other city railroads at 3rd & Willow Streets; track torn up and Emery's Tavern burned; P&T remains isolated; Joint Companies route most through traffic via Camden.

- July 27, 1840** New Jersey Railroad reduces salaries of top officers. (MB)
- Aug. 4, 1840** Celebrations held opening Pennsylvania & Ohio Canal. (ARJ)
- Aug. 1840** Indiana Whigs elect Samuel Bigger Governor and sweep both houses of Legislature; Illinois Democrats take control of Legislature from Whigs.
- Aug. 15, 1840** Camden & Woodbury Railroad & Transportation Company sold at foreclosure to Amos Campbell subject to other judgements to William D. Lewis, Colkett & Sterns, et al.; Coffin Colkett buys four passenger and one freight car; William C. Hancock, operating the road under lease from Henry R. Campbell, is dispossessed; operating continues under John D. Campbell, brother of Henry R. Campbell. (Stewart)
- Aug. 19, 1840** New Jersey Railroad Board authorizes new \$500,000 loan. (MB)
- Aug. 27, 1840** Pennsylvania advertises for permanent loan to make up balance of \$700,000 as yet unmet for Public Works appropriation; no bids received.
- Sep. 1, 1840** Little Miami Railroad authorizes contract for 15 miles of iron and a locomotive. (MB)
- Sep. 7, 1840** New Jersey Railroad Board authorizes employing only one conductor per train and establishing station agencies at Elizabethtown and Rahway. (MB)
- Sep. 14, 1840** Hilton (?) Stapp of Indiana Fund Commissioners makes proposition to LIRR for it to buy back its First Mortgage by paying \$60,000 in six installments through Jan. 1, 1843 and giving Indiana a Second Mortgage on railroad and First Mortgage on all moveables. (MB)
- Sep. 1840** City of Cincinnati pays 30% of its subscription to the Little Miami Railroad, or \$60,000.
- Sep.? 1840** J. Edgar Thomson, in report on Georgia Railroad & Banking Company, notes superiority of railroads and predicts failure of C&O and Schuylkill Canals, etc. (ARJ of 10/1/40)
- Sep. 24, 1840** Philadelphia ordinance sets tolls on City Railroad equal to those on Philadelphia & Columbia Railroad; transporting companies may contract for use of road in lieu of regular toll collection. (Digest)

- Sep. 26, 1840** N.B. Palmer, head of Indiana Fund Commissioners, rejects LIRR counter-proposal and demands payment in six \$20,000 installments. (MB)
- Sep. 30, 1840** Governor Porter makes further requisition of \$729,000 on banks to meet Public Works appropriation.
- Oct. 1, 1840** North Branch Division Canal reopens between Nanticoke and Northumberland.
- Oct. 6, 1840** Morris Canal & Banking Company issues \$190,000 mortgage on section of canal between Newark and Jersey City to State of Indiana. (NJEq 3 Green)
- Oct. 6, 1840** Morris Canal & Banking Company issues \$960,000 mortgage on entire canal to State of Indiana; section of canal between Newark and Phillipsburg is already mortgaged. (NJEq 3 Green)
- Oct 7, 1840** LIRR Board accepts Morris Canal & Banking Company proposal to pay off debt in iron by furnishing iron for 25 miles for \$60,000, 62.5% in State bonds and 37.5% in company bonds; appoints committee to renegotiate lease of Brooklyn & Jamaica Railroad; old lease was made on assumption of heavy through traffic, but current income of both roads is unable to meet rent, which constitutes the heaviest burden on LIRR; if can reduce rent, will negotiate with Morris Canal & Banking Company and State of Indiana to substitute a second lien for their mortgage. (MB)
- Oct. 13, 1840** Coalition retakes House from Democrats and retains control of Senate in Pennsylvania; Democrats split between Gov. Porter and pro-Van Buren, hard money faction; Gov. Porter retains veto power, so Coalition is confined to passing resolutions and bills that irritate him. (Snyder)
- Oct. 13, 1840** Whigs win Ohio governorship and take House, but Democrats retain Senate.
- c. Oct. 1840** Camden & Philadelphia Steam Boat Ferry Company purchases Market Street landing in Philadelphia from Jacob Ridgway. (Val)
- Oct. 1840** Genesee Valley Canal opens between Rochester and Mount Morris, N.Y. (check RR&CANALS)
- Oct. 28, 1840** PW&B Board reports that company is indebted to United States Bank for \$232,000. of which \$120,000 is due on Dec. 20; authorizes issue of , 60,000 Sterling bonds to Bank to settle this claim and another , 131,625 to Matthew Newkirk and Nicholas Biddle, secured by 13,000 PW&B shares at 45 as collateral; deal removes all PW&B stock from hands of Bank.

(MB)

- Fall 1840** **Reliance Portable Boat Company makes preparations to open a Baltimore office but fails to do so; O'Connor opens a depot in North Street; transporting companies now operate through cars between Baltimore and Chambersburg via Columbia, Lancaster and Harrisburg.**
- Nov. 1, 1840** **John Snodgrass, Superintendent of Motive Power on Portage Railroad recommends that the state buy and operate "trucks" for carrying section boats so that all boat owners, not a single transporting company, can ship boats over the railroads without transshipment. (CC)**
- Nov. 1, 1840** **William E. Morris, Principal Engineer, recommends against use of locomotives on short levels of Portage Railroad, except between Planes 9 and 10, where put on in 1838. (CC)**
- Nov. 1840** **PW&B secures loan from United States Bank by hypothecating \$232,000 in stock, payable on Apr. 18, 1841**
- Nov. 21, 1840** **Canal Commissioners appoint Thomas Tustin to Superintendent of Motive Power on Columbia Railroad, replacing James Cameron resigned effective Dec. 1. (CC)**
- Nov. 22, 1840** **Executive Committee of Joint Companies has interview with Asa Packer, who mines coal in the Lehigh Region and operates a fleet of coal boats between Pottsville and New York via the Delaware & Raritan Canal; accepts offer of James Buckalew to buy entire stock of "Towing Company." (MB)**
- Nov. 23, 1840** **Michigan's Southern Railroad opens between Monroe and Adrian, Mich.**
- Nov. 28, 1840** **Philadelphia & Trenton Railroad appoints committee to see if can build through Kensington without resort to force and to take up track now laid if advisable. (MB)**
- Nov. 30, 1840** **LIRR Board authorizes seeking a new loan in England with the \$100,000 state bonds as collateral; hears proposal of Davis, Brooks & Co. on New York to take loan to complete road to Greenport with ferry to Stonington; authorizes placing first section east of Hicksville under contract; authorizes negotiations with New York, Providence & Boston Railroad or Norwich & Worcester Railroad for providing Sound ferry. (MB)**
- Nov. 1840** **John Wright & Co., London agent of state of Illinois, declares bankruptcy.**

- Dec. 1, 1840** New Jersey Railroad Board extends same commutation rates as on Jersey City ferry to all who commute on railroad. (MB)
- Dec. 2, 1840** Whig William Henry Harrison defeats Pres. Martin Van Buren after boisterous "Tippecanoe and Tyler Too" campaign; Whigs take control of Congress. (EAH)
- Dec. 5, 1840** Special session of the Illinois Legislature adjourns without passing relief for Bank of the State of Illinois; under provision of act of previous session, bank is thus obliged to resume specie payments immediately, and it promptly fails. (NB: acts signed 12/14??)
- Dec. 8, 1840** Northern Liberties & Penn Township Railroad contracts passenger pleasure car operation for 1841 to P. Lucianna at \$1600 per year. (MB)
- Dec. 10, 1840** Columbia ordinance limits speed of locomotives in borough to 5 MPH; must be equipped with spark catchers and ash pans. (Digest)
- Dec. 14, 1840** New Democratic Legislature in Illinois abolishes Board of Public Works effective Dec. 15 and orders all records turned over to State Treasurer. (PL)
- Dec. 15, 1840** LIRR Board appoints James J. Shipman Resident Engineer; authorizes making a Second Mortgage for \$40,000 to Morris Canal & Banking Company; contracts with Brooklyn & Jamaica Railroad to accept bonds for rent due and makes first such payment of \$21,500. (MB)
- Dec. 23, 1840** Meeting held at Philadelphia Board of Trade for the purpose of establishing a towboat line from Havre-de-Grace to divert Susquehanna & Tidewater Canal traffic from Baltimore.
- 1840** Locomotives of Columbia Railroad begin successfully burning bituminous coal; burning of anthracite coal remains problematical.
- 1840** Camden & Amboy buys Reeves & Knissel ferry and transfers to Camden & Philadelphia Steam Boat Ferry Company. (ETFrancis)
- 1840** Camden & Philadelphia Steam Boat Ferry Company completes canal through Windmill Island in Delaware River to open a more direct route between Philadelphia and Camden. (C&C - verify)
- 1840** Edward Miller made first Consulting Engineer and then Chief Engineer of New York & Erie. (serve thru 1842 abnd.??) (Wilson)
- 1840** Owings Mills Branch of Baltimore & Susquehanna Railroad not operated in winter as horsepower is insufficient to keep rails clear of snow; rails are too deteriorated to permit freight service.

- ca. 1840** **D. Leech & Co., largest shipper on Main Line, establishes agents at Cincinnati and other western points to solicit traffic. (Hunter has "1840s")**
- 1840** **Thomas S. Clarke and brother-in-law William Thaw leave McKee, Clarke & Co. and establish Clarke & Thaw, proprietors of Pennsylvania & Ohio Line and later packets on Ohio River. (Mem.)**
- 1840** **John Brandt appointed Master Mechanic of New York & Erie Railroad.**
- 1840** **Williamsport & Elmira Railroad purchases first locomotives, *Williamsport* and *Robert Ralston*.**
- 1840** **Henry Clay casts deciding vote in Congress against \$150,000 appropriation to finish National Road. (Daniels)**
- 1840** **Ohio surpasses Pennsylvania as the leading wheat state. (SKS - verify)**
- 1840** **Warren County Canal opens between Miami Canal and Lebanon, Ohio, but turnpikes provide more direct route to Cincinnati market.**
- 1840** **Welland Canal Company fails and canal is taken over by government of Upper Canada. (verify)**
- 1840** **Mad River & Lake Erie Railroad opens for 30 miles, Sandusky to ____.**
- 1840-41** **Herman Haupt, assistant engineer on Wrightsville, York & Gettysburg, develops first mathematical formulae for calculating the distribution of forces in bridges. (Ward)**