

PRR CHRONOLOGY
1842

May 2004 edition

- Jan. 1, 1842** Philadelphia & Reading Railroad runs first train from Mount Carbon (Pottsville) to Philadelphia, opening line north of Reading. (Hare)
- Jan. 1, 1842** PW&B VP Jacob J. Cohen, Jr., resigns and office abolished to save money. (MB)
- Jan. 1, 1842** Railroad delegates meeting in Washington at summons of Postmaster General C.A. Wickliffe to cope with problems of schedules and connections; committee appointed including Louis McLane of B&O and Robert L. Stevens of Camden & Amboy. (ARJ)
- Jan. 1, 1842** Railroad representatives meet with Postmaster General ___ in Washington regarding mail contracts. (LIRR MB)
- Jan. 1, 1842** Michigan defaults on interest payments; state debt exceeds \$6 million.
- Jan. 1, 1842** Illinois defaults on interest payments; remains in default until 1846.
- Jan. 1, 1842** Ohio avoids default by illegal emergency short-term loan from Ohio Life Insurance & Trust Company and by Canal Commissioners giving personal guarantees against repudiation of construction debts.
- Jan. 6, 1842** In annual message, Gov. Porter denounces "monopoly" of Main Line transporting companies and recommends that state perform all common carrier services on Columbia Railroad; notes that the collapse of stock prices over the last year has reduced the value of the state's bank stock from \$2.16 million to \$902,000; affirms his determination to pay state debt and opposition to sale of Public Works. (PaArch)
- Jan. 6, 1842** Total amount of debt contracted by Commonwealth of Pennsylvania for public works equals \$33.36 million. (Bishop)
- Jan. 6, 1842** PW&B Board gives B&O an extension to allow Baltimore City Council to increase value of its notes, but has stopped accepting them after Jan. 3. (MB)
- Jan. 6, 1842** City of Baltimore authorizes \$500,000 loan to retire B&O stock orders; becomes law without Mayor ___'s signature. (Digest - maybe few days later - see BaltAm)

- Jan. 7, 1842** Gov. Porter vetoes a bill calling for the popular election of Canal Commissioners; state to be divided into five districts with each to elect one Commissioner; Commissioners to serve five-year terms with one elected each year. (PaArch, Snyder)
- Jan. 9, 1842** Charles L. Schlatter makes final report on all-rail surveys; recommends middle route. (CC)
- Jan. 10, 1842** PW&B passes semi-annual dividend; dividends not resumed until 1848; new Board elected, including John A. Brown, Samuel Breck, M. Brooke Buckley and Isaac Hazlehurst (1779-1855) of Philadelphia, George Bush (1797-1863) and Mahlon Betts (1795-1867) of Wilmington, and Phillip E. Thomas and A.F. Henderson of Baltimore. (MB)
- Jan. 1842** John Dougherty is in Harrisburg lobbying for bill to have state operate boat trucks on Portage and Columbia Railroads; bill as passed limited expenditure to \$40,000 and refused to pay Dougherty for his patent; whereupon Dougherty begins a long newspaper campaign against Gov. Porter, the Canal Commissioners and Supt. Snodgrass.
- Jan. 13, 1842** Philadelphia & Reading Railroad ("Reading") opens for revenue freight and passenger service to Mount Carbon, beginning all-rail movement of coal from Schuylkill Coal Field in competition with Schuylkill Canal; its success explodes the popular belief that a railroad cannot compete with a canal for heavy freight. (Hare)
- Jan. 14, 1842** Charles W. Raymond (1842-), later Chairman of Board of Engineers for Penn Station project, born at Hartford, Conn. (Couper)
- Jan. 15, 1842** Canal Commissioners in annual report again call for state to provide trucks for section boats to encourage competition; blame high rates charged by transporting companies for discouraging traffic; also urge state to operate all passenger cars on Columbia and Portage Railroads. (CC)
- Jan. 1842** Canal Commissioners resign in dispute with Gov. Porter. (verify!!)
- Jan. 17, 1842** Reliance Portable Boat Company petitions Canal Commissioners to carry fresh relay horses in its boats and railroad cars without toll instead if stationing them at points along the line; says is necessary to cut costs and be competitive with Erie Canal. (CC)
- Jan. 17, 1842** New PW&B Board creates three Executive Committees to manage railroad: a Northern one of M. Brooke Buckley, Samuel Breck and Isaac Hazlehurst in Philadelphia; a Central one of George Bush, James Rogers and Mahlon Betts in Wilmington; and a Southern one of Phillip E.

Thomas, Jacob J. Cohen and A.F. Henderson in Baltimore. (MB)

- Jan. 17, 1842** PW&B Board authorizes applications to City Councils for permission to operate locomotives from Canton to the corner of President & Fleet Streets in Baltimore and from Grays Ferry to Broad Street in Philadelphia. (MB)
- Jan. 18, 1842** PW&B appoints Isaac R. Trimble to new post of Chief Engineer & General Superintendent; orders crew of train ferry *Susquehanna* not to board on vessel or do cooking on it at company expense; orders further layoffs. (MB)
- Jan. 25, 1842** Baldwin & Vail 6-wheel geared locomotive for heavy freight tested between Broad Street and Columbia Bridge for a committee of Franklin Institute; draws train of 2000 tons; later placed on Philadelphia & Reading Railroad. (ARJ)
- Jan. 26, 1842** Bank crisis begins in Philadelphia; Bank of Northern Liberties refuses to receive notes of Girard Bank; causes a run on the Girard Bank which spreads to other Philadelphia banks; on same day, Gov. Porter arrives in Philadelphia to check on state's deposits in the Bank of Pennsylvania. (PubLdgr)
- Jan. 27, 1842** Girard Bank closes. (PubLdgr)
- Jan. 28, 1842** Indiana act abolishes Board of Improvement and authorizes sale of various state-owned public works with the exception of the Wabash & Erie Canal; work on Wabash & Erie continues using state scrip which is accepted for state taxes or canal tolls; state had spent \$1.624 million on Madison & Indianapolis Railroad vs. only \$62,000 in income; road is partly graded for 28 miles beyond Griffiths. (, Church, Daniels)
- Jan. 29, 1842** Run begins on Bank of Pennsylvania after other banks refuse to accept its notes; bank has \$500,000 in state deposits earmarked for Feb. interest payments.
- Jan. 31, 1842** On orders of Gov. Porter, Bank of Pennsylvania is served with state injunction to prevent its using state deposits for other purposes and ordered not to open its doors.
- Feb. 1, 1842** Pennsylvania interest payment delayed until Feb. 15; Bank of Pennsylvania makes agreement to pay out \$500,000 of state's \$850,000 deposits.
- Feb. 4, 1842** Gov. Porter makes immediate calls on all banks for loans under his notice of Nov. 25.

- Feb. 5, 1842** Gov. Porter issues special message on banks urging complete separation of government deposits from banks. (PArch)
- Feb. 7, 1842** Canal Commissioners refuse to make allotment to build Old Forge feeder dam on North Branch Division; George M. Hollenback (1791-1866) of Wilkes-Barre resigns in protest and is replaced by William Overfield. (CC)
- Feb. 8, 1842** PW&B Board declines request of Salem, Delaware & Philadelphia Steam Boat Company for use of its wharf at Dock Street; orders Wilmington station closed once steamboat begins running from Philadelphia for season on Mar. 1; Board authorizes leasing operation of Grays Ferry pleasure cars; authorizes sale or lease of property at 11th & Market Street and building a depot in Broad Street for winter business. (MB)
- Feb. 8, 1842** Thomas Shriver and John A. West of the Good Intent and National Road Stage companies request PW&B to establish through ticketing between Philadelphia, Wheeling and Pittsburgh; not acted on. (MB)
- Feb. 9, 1842** Canal Commissioners reduce number of Principal Engineers from 5 to 3: William B. Foster, Jr., Anthony B. Warford and Charles L. Schlatter. (CC)
- Feb. 10? 1842** Pennsylvania Legislature appoints joint committee consisting of two Whigs, two Improvement Democrats and one Van Buren Democrat to investigate bribery and corruption in securing 1836 charter for the United States Bank.
- Feb. 1842** Canal Commissioners appoint John Dougherty weighmaster at Hollidaysburg. (verify in Journal)
- Feb. 12, 1842** Gov. Porter notes that Bank of Chambersburg has refused to comply with state demand for loans and urges that its charter be revoked.
- Feb. 12, 1842** Little Miami Railroad cancels rail contract with R. Buchanan at his request. (MB)
- Feb. 14, 1842** Charles Dickens arrives in New York, having traveled from Boston via rail and steamboat from New Haven. (Vexler)
- Feb. 18, 1842** Report to Canal Commissioners sets probably cost of completely abandoning Erie Extension Canal as \$4.4 million; of suspending work for one year at \$256,000. (CC)
- Feb. 18, 1842** Ohio's Democratic Legislature passes new draconian regulation of banks;

banks that fail to redeem notes in specie are to lose charters; cannot make assignments to protect assets; officers and stockholders to be individually liable for debts. (PL)

- Feb. 22. 1842** Canal Commissioners cut Columbia Railroad to a single supervisor and move headquarters from Philadelphia to Parkesburg. (CC)
- Feb. 22, 1842** LIRR Board authorizes granting commuted fare to James C. Haviland between Brooklyn and Jericho. (MB)
- Feb. 26, 1842** Former canal engineer James Dunlop Harris (1797-1842) dies at Bellefonte; had worked as local surveyor after being purged by Democrats in 1839. (Cummings)
- Feb. 1842** State Bank of Illinois fails.
- Mar. 1, 1842** PW&B begins operating steamboat *Robert Morris* to Wilmington, leaving Philadelphia at 7:00 AM; closes freight office in Broad Street and at 11th & Market Streets and conducts all freight business at Dock Street. (MB)
- Mar. 1, 1842** Little Miami Railroad suspends all work above Todds Fork. (MB)
- Mar. 3, 1842** Canal Commissioners grant D. Leech & Company (Western Transportation Company) a \$1.50 rebate on each through passenger on their first class "Express Line" and of \$1.00 on the second class "Pioneer Line." (CC)
- Mar. 4, 1842** Joint resolution of New Jersey Legislature sets New Jersey Railroad transit duty at 8 cents per passenger and 12 cents per ton carried between Jersey City and New Brunswick. (Digest)
- Mar. 5, 1842** Maryland reverses 1841 law and outlaws circulation of B&O stock orders; also Tide Water Canal Company toll notes or any other type of company scrip. (PL)
- Mar. 5, 1842** Ohio authorizes Clark County to subscribe up to \$30,000 to Little Miami Railroad. (Church)
- Mar. 7, 1842** Ohio repeals Loan ("Plunder") Law of May 24, 1837; suspends work on all improvements except Wabash & Erie Canal and stops all further subscriptions to private companies.
- Mar. 7, 1842** Ohio's Democratic Legislature passes an additional act forcing non-banking companies that are insolvent or have failed to pay debts to liquidate; directors are to be individually liable for debts and stockholders liable for any debt contracted thereafter; state may remove

officers, and Legislature is to appoint liquidation trustees; terms stifle railroad investment until repealed in 1845. (PL, Marvin)

- Mar. 7, 1842** Ohio Legislature passes resolution ordering an investigation of those railroads that received aid under the Loan Law. (PL)
- Mar. 7, 1842** Ohio Legislature order forfeiture of charter of Columbus & Sandusky Turnpike Company charter because road was not built of specified materials. (PL)
- Mar. 8, 1842** PW&B Board approves contract with Andrew Benner to carry haul cars and passengers between Philadelphia and Grays Ferry; company disposes of its horses at Philadelphia; reports have arranged to operate locomotives as far as the City Block in Baltimore; authorize joint agencies with NC&F in Philadelphia and Baltimore. (MB)
- Mar. 8, 1842** Baltimore ordinance instructs city directors of B&O and Baltimore & Susquehanna Railroads to push for greater economies and reduction in officers' salaries. (Digest)
- Mar. 9, 1842** In lieu of allowing stock notes to circulate as money, Maryland permits City of Baltimore to issue shares of B&O stock for under \$100 but not less than \$10. (PL)
- Mar. 9, 1842** Maryland act requires banks to resume specie payments by May 1, 1842.
- Mar. 10, 1842** Joint resolution of New Jersey Legislature holds Camden & Amboy transit duty must be paid on all traffic between Delaware and Raritan by any route; 10 cents per passenger and 15 cents per ton. (Digest)
- Mar. 1842** New Jersey Railroad & Transportation Company begins "commuting" passenger fares by offering a \$75 yearly ticket.
- Mar. 12, 1842** Gov. Porter signs Democratic bill requiring immediate resumption by banks.
- Mar. 12, 1842** Canal Commissioners contract with John A. Roebling for a wire rope for Plane No. 3 of Portage Railroad; installed in 1842 but foundation found defective and not functioning until 1843 season. (CC)
- Mar. 14, 1842** LIRR opens between Farmingdale and Deer Park, N.Y. (Poor, Val)
- Mar. 14, 1842** PW&B establishes extra local between Philadelphia and Wilmington at 25 cent fare. (MB)
- Mar. 1842** Benjamin H. Latrobe appointed Chief Engineer of B&O replacing

Jonathan Knight, resigned. (Dilts)

- Mar. 16, 1842** Runs force closure of Bank of Penn Township; Girard Bank makes assignment.
- Mar. 17, 1842** In Philadelphia, Manufacturers & Mechanics Bank and Mechanics Bank closed by runs; Philadelphia banks meet and majority agree to resume specie payments.
- Mar. 17, 1842** City of Baltimore revokes ordinance making B&O stock orders valid for payment of city taxes and dues. (Digest)
- Mar. 18, 1842** Nine Philadelphia banks reopen, six remain in suspension, and the Bank of Penn Township, Manufacturers & Mechanics Bank and Mechanics Bank close.
- Mar. 17, 1842** Canal Commissioners increase rebate to D. Leech & Co. to \$2.00 and \$1.50. (CC)
- Mar. 21, 1842** New Jersey Railroad Board votes to discontinue freight operations on Sundays; vote to stop Sunday morning passenger train fails 2-3. (MB)
- Mar. 24, 1842** Charles Dickens leaves Baltimore on Baltimore & Susquehanna Railroad at 8:30 AM bound for Pittsburgh; travels from York to Harrisburg in mail coach, arriving in evening. (AmNotes)
- Mar. 25, 1842** Charles Dickens leaves Harrisburg on a canal packet enroute to Pittsburgh; description, published in *American Notes*, in one of the best of Main Line canal travel. (AmNotes)
- Mar. 27, 1842** Charles Dickens traverses the Portage Railroad, leaving Hollidaysburg in the morning. (AmNotes)
- Mar. 28, 1842** Charles Dickens arrives in Pittsburgh in evening. (AmNotes)
- Mar. 29, 1842** New York passes "Stop Law" halting all new work on state canals, including Erie Canal enlargement, Black River, and Genesee Valley Canals.
- Mar. 29, 1842** Pennsylvania Legislature passes law authorizing the Bank of Pennsylvania to make an assignment to protect its creditors.
- Mar. 30, 1842** Whig Tariff of 1842 restores protectionism by raising duties to levels of 1832. (EAH)
- Mar. 31, 1842** Andrew Kershner obtains judgement against Franklin Railroad in Washington County (Md.) Courts; foreclosure not completed until 1850s.

(Digest)

- Spring 1842** Section boats begin operating over Portage Railroad using trucks invented and built by John Dougherty; Dougherty charges \$1 per ton for use of trucks; by using section boats, through freights cut from \$1.375 to \$1.125 per cwt. (NO boat trucks began in spring of 1840!! - possibly D began operating in own name rather than by Reliance Trans. Co.)
- Apr. 1, 1842** New Jersey Railroad cuts commutation fare from \$100 to \$75 to all points as far as New Brunswick. (MB)
- Apr. 1, 1842** Canal Commissioners discontinue locktenders on French Creek Division; give lock houses free of rent to those who will tend locks. (CC)
- Apr. 1, 1842** Canal Commissioners appoint Joel Barlow Moorhead (1813-1889) Superintendent of Motive Power and Supervisor of Columbia Railroad, replacing Thomas Tustin demoted to Assistant Supervisor. (CC)
- Apr. 1, 1842** Indiana appoints Nathan B. Palmer commissioner to receive subscriptions to the Madison & Indianapolis Railroad to continue construction; about \$80,000 subscribed, mostly land at cash prices, over next two months. (, Daniels)
- Apr. 4, 1842** Gov. Porter recommends repeal of act permitting the Bank of Pennsylvania to reorganize and letting it fail.
- Apr. 4, 1842** LIRR Board authorizes general scheme of commutation tickets to be offered in packets of six months or a year; authorizes purchase of "Poughkeepsie" locomotive now on road; (may not have been done). (MB)
- Apr. 4, 1842** Gov. Porter in special message, denounces evidence, introduced in recent investigation of corruption in Legislature of 1840, linking him to bribes paid to secure United States Bank charter and demanding that either he or the persons making the charges be punished; break between Porter and the Improvement Democrats on one hand, and the Van Buren Democrats on the other widens. (Snyder, PaArch)
- Apr. 7, 1842** Little Miami Railroad authorizes work to extend road from Montauk (Milford) to turnpike above Phillips Mills; company has conveyed all rolling stock as security for debt owed to Bank of Xenia and is unable to pay. (MB)
- Apr. 10, 1842** Canal Commissioners discontinue "Night Line" on Columbia Railroad, leaving "Morning Line" and "Accommodation Line." (CC)

- Apr. 12, 1842** PW&B contracts package express business to J.B. Peck; appoints committee of three to negotiate with NC&F for coordinated service; NC&F stock now held in trust by Thomas Smith to be transferred to PW&B Secretary. (MB)
- Apr. 12, 1842** Erie & North East Railroad incorporated in Pa. to build from Erie to North East, Pa. (Church)
- Apr. 14, 1842** LIRR Board orders placing 17 miles east of Ronkonkoma under contract. (MB)
- Apr. 14, 1842** PW&B stockholders authorize new mortgage of , 182,500 (\$2,161,776) to fund old debts coming due in 1842-44; Board authorizes extending Wilmington local to Elkton. (MB, AR)
- Apr. 19, 1842** New York & Erie Railroad placed in the hands of assignees; suspends all construction work on 270 miles of road with only 64 miles completed. (Mott has 4/9!!! - ARJ has 4/16 - notes Hezekiah C. Seymour named Superintendent to operate Eastern Division)
- Apr. 20, 1842** Superintendent J.B. Moorhead sells experimental anthracite-burning locomotive built by Ross Winans as too light and of defective design. (was possibly either Atlantic, Baltimore or Columbus - check 1841 roster)
- Apr. 22, 1842** LIRR Board authorizes purchase of "Austrian" locomotive for up to \$7,000. (MB)
- Apr. 22, 1842** Erie & North East Railroad incorporated to build along lake shore to New York state line. (Poor)
- Apr. 26, 1842** PW&B Board authorizes use of steamboat *Robert Morris* as excursion boat when not on regular run. (MB)
- Apr. 27, 1842** Michigan Gov. John S. Barry (1802-1870) issues order recalling \$2.86 million bonds for which state has received no consideration.
- Apr. 28, 1842** Camden & Amboy Railroad stockholders approve purchase of Philadelphia & Trenton Railroad stock in exchange for bonds. (MB)
- May 10, 1842** PW&B Board authorizes 25% reduction in through fares to Wheeling and Pittsburgh; Philadelphia-Wheeling fare is cut to \$15.00. (MB)
- May 11, 1842** Canal Commissioners rescind rebates to D. Leech & Co. as they have discontinued the "Pioneer Line." (CC)
- May 13, 1842** Northern Cross Railroad opens from Jacksonville to Springfield, Ill.,

completing 23.5 mile line from Meredosia; only state railroad brought to completion in Illinois. (C&NW, RRH)

- May 1842** Parliament rejects new Chartist petition.
- May 17, 1842** Reading opens branch from Falls of Schuylkill to Port Richmond on the Delaware River north of Philadelphia, which becomes the country's first big railroad coal terminal. (Hare)
- May 21, 1842** PW&B executes new mortgage for , 182,500; \$811,111 Sterling bonds remain as second lien. (MB, AR)
- May 23, 1842** PW&B reduces frequency of freight train from daily to twice a week. (BaltAm)
- May 24, 1842** Blast furnace of Shamokin Coal & Iron Company at Shamokin burns and is abandoned. (CoHist)
- May 26, 1842** PW&B opens new station at President Street, Baltimore, replacing use of B&O station and B&O tracks in Pratt Street. (AR - conflicts with MB - check)
- May 30, 1842** B&O opens for revenue service between Harpers Ferry and Hancock. (Dilts)
- June 1, 1842** Canal Commissioners reduced tolls on coal carried through to Columbia to 1.5 mills per 1,000# per mile. (CC)
- June 1, 1842** M. Brooke Buckley elected Pres. of PB&W, replacing Matthew Newkirk, resigned; Board reports that now use steam between Canton and freight station at President Street and have eliminated half of the horses used at Baltimore; hope to make President Street the main station and discontinue lease of Pratt Street office and use of B&O tracks. (MB)
- June? 1842** Transporting companies on Main Line meet in Pittsburgh and adopt a "constitution" amalgamating interests and fixing prices; Canal Commissioners respond by bringing suit for conspiracy to defraud the public.
- June 4, 1842** PW&B Superintendent Isaac R. Trimble reports on Dr. Earle's method for preserving timber. (MB)
- June 6, 1842** New Jersey Railroad makes annual contract with Elizabethtown & Somerville Railroad. (MB)
- June 8, 1842** Canal Commissioners bar supervisors from contracting for any repairs without their consent and from building any farm or road bridges. (CC)

- June 15, 1842** New Jersey Railroad Board authorizes negotiating a loan of , 18,000 in London. (MB)
- June 15, 1842** Second State Bank of Indiana resumes specie payments after ordered to do so by Legislature.
- June 17, 1842** New Jersey Railroad Board authorizes purchasing 125 tons of H-rail and chairs from John O. Sterns of Elizabethtown & Somerville Railroad at \$35 per ton. (MB)
- June 17, 1842** Private Madison & Indianapolis Railroad Company organized; Nathan B. Palmer, Pres. (Church, C&C)
- June 19, 1842** PW&B inaugurates Sunday service between Philadelphia and Wilmington. (MB)
- June 20, 1842** Gov. Samuel Bigger proclaims private Madison & Indianapolis Railroad Company properly incorporated. (Church)
- June 21, 1842** LIRR committee reports that Brooklyn & Jamaica Railroad has rejected proposed reduction in rent; Board orders all construction stopped. (MB)
- June 21, 1842** Cumberland Valley Railroad begins operating Franklin Railroad without agreement. (C&C)
- June 24, 1842** Gov. David R. Porter orders cessation of all work on state canals and railroads except emergency repairs.
- June 24, 1842** Commonwealth of Pennsylvania passes law stopping construction on North Branch Extension and Erie Extension. (what else?); only 3 miles of Erie Extension left unfinished vs. \$2.9 million spent.
- June 24, 1842** LIRR opens between Deer Park and Thompson (Brentwood), N.Y. (Poor, Val)
- June 27, 1842** New Jersey Railroad promotes Robert O. Robinson from Superintendent to General Superintendent. (MB)
- July 1, 1842** Canal Commissioners authorize purchase of state-owned trucks (carriages) for carrying canal boats over Columbia and Portage Railroads to enable small boat-owners to better compete with transporting companies. (was there a law? passed earlier in 1842! - says maximum to be spent \$40,000 to be paid for out of rentals of trucks on pay-as-you go basis; John Dougherty is dissatisfied with payment he is to receive for his pending patent (actually got nothing)!).

- July 5, 1842** Canal Commissioners direct Charles L. Schlatter to report on the best method of transferring section boats between canal and railroad and to prepare plans for boat planes at Columbia, Hollidaysburg and Johnstown; contract for construction of 8 sets of trucks for Portage Railroad and 10 sets for Columbia Railroad. (CC)
- July 8, 1842** LIRR Board approves renewing mortgage on moveables to State of Michigan as assigned by Morris Canal & Banking Company. (MB)
- July 12, 1842** New Jersey Railroad Board requires that all locomotives have cowcatchers; authorizes covering Hackensack River bridge; accept offer of George Lee Schuyler and half-brother Robert Schuyler; Robert Schuyler to be VP (Chief Operating Officer) at salary of \$3,000; consider proposition of Schuylers to run a steamboat from Liberty Street to New Brighton and Elizabethport. (MB)
- July 12, 1842** PW&B orders Nicholas Biddle's bond for , 20,000 given to Isaac Hazlehurst for collection; reviews Camden & Amboy Railroad proposal for transfer of passengers at Philadelphia; reports have discontinued Elkton local, leaving one Wilmington local and two through trains. (MB)
- July 12, 1842** State of Indiana files in suit of Willem Willink to foreclose on Morris Canal & Banking Company; asserts Willink's prior mortgage is void and does not cover section of canal between Jersey City and Newark. (NJEq 3 Green)
- July 13, 1842** Wiconisco Canal Company incorporated in Pa. to take over and complete Wiconisco Division Canal; nothing done under this act. (PL)
- July 14, 1842** LIRR opens between Thompson (Brentwood) and Suffolk (Central Islip), N.Y. (Poor, Val)
- July 14, 1842** Madison & Indianapolis Railroad Company appoints Thomas A. Morris Chief Engineer.
- July 14, 1842** Future PRR Chief Chemist and Chemical Laboratory founder Charles Benjamin Dudley (1842-1909) born.
- July 1842** Madison & Indianapolis Railroad contracts for 13 miles north of Griffiths. (Daniels)
- July 1842** Committee investigating procurement of United States Bank charter makes two reports; majority of Whigs and Van Buren Democrats find no evidence of corruption; minority of Improvement Democrats praise Gov. Porter. (verify date)

- July 22, 1842** Iron propellers *Black Diamond* and *Vulcan* leave North River opposite Phoenix Works for first time; Robert F. Stockton on *Black Diamond* and ___ Ericsson in command of *Vulcan*; run around harbor at about 6 MPH to cheers and whistles from other ships and then proceed to Philadelphia via Delaware & Raritan Canal; are to be operated New York-Philadelphia, New York-Albany and New York-Hartford. (ARJ)
- July 22, 1842** North Branch Canal Company incorporated in Pa. for purpose of completing the North Branch Extension Canal from Pittston to the New York state line as a private enterprise; not successfully organized. (PL)
- July 22, 1842** New York lines begin selling through passenger tickets between Albany and Rochester, N.Y. (Stevens)
- July 26, 1842** Clause buried in Pa. act incorporating the Liberty Fire Company of Holmesburg rules that selling railroad or canal bonds at a discount does not violate the state laws against usury, even though the effect is equal to charging more than 6% legal interest. (Digest)
- July 27, 1842** Pennsylvania legislature authorizes sale of the Main Line; persons holding state debt certificates may redeem them for any corporate stocks held by the state; also authorizes sale of all bank, canal, railroad and turnpike stocks held by the state; sets a minimum price assuming that the dividends paid in 1841 represents 5%; also authorizes \$866,625 in 6% notes to meet public works interest due Aug. 1, plus \$5,000 to pay state guarantee of interest on Bald Eagle & Spring Creek Navigation Company and \$15,000 on Danville & Pottsville. (Bishop)
- July 29, 1842** New Jersey Railroad Board authorizes leasing Liberty Street ferry slip to George L. Schuyler. (MB)
- July 29, 1842** Canal Commissioners abolish toll collector at Franklin and offer house free to anyone who will tend lock and look after property of Franklin Line. (CC)
- Aug. 1, 1842** Commonwealth of Pennsylvania passes interest payments on state debt as unable to secure loan authorized by act of July 27, 1842; paid in 6% interest-bearing scrip; also provides for paying a percentage of amounts to contractors on Public Works; destroys the state's credit and makes any further expenditures on public works impossible. (Worthington,)
- Aug. 1, 1842** Southwark Railroad authorizes Agent Charles Boyer and selling horses if expedient; appears not to have been done. (MB)
- Aug. 2, 1842** Ground broken for New York & Albany Railroad at Pawling. (ARJ)

- Aug. 6, 1842** James M. Davis of Reliance Portable Boat Company offers to sell 12 boat trucks on Columbia Railroad and 13 trucks on Portage Railroad for \$16,875. (MS - note Reliance Transportation Co. is now defunct)
- Aug. 9, 1842** Canal Commissioners arrange to contract repairs to Columbia Railroad to outside parties for 1843 season rather than have done by state employees directed by supervisors. (CC)
- Aug. 9, 1842** PW&B Board authorizes construction of depot at Fleet & President Streets as main depot in Baltimore for \$3,000; orders Sunday Wilmington local discontinued immediately. (MB)
- Aug. 1842** Passenger barge service resumes through Chesapeake & Delaware Canal by new opposition line between Philadelphia and Baltimore. (Gray)
- Aug. 25, 1842** Joseph Ury Crawford (1842-1924), future PRR civil engineer, born in Philadelphia.
- Aug. 29, 1842** Treaty of Nanjing ends First Opium War between Britain and China; China is forced to cede Hong Kong to Britain and open five more ports to western trade.
- Aug. 30, 1842** Whig Congress enacts new tariff act restoring high levels of 1832; promise of protection encourages investment in modern iron works and first U.S. rail-rolling mills.
- Sep. 1, 1842** Canal Commissioners dispense with locktenders on West Branch Division west of Williamsport; rescinded on Oct. 29 after engineer notes that section does not have enough waste weirs to leave unguarded. (CC)
- Sep. 2, 1842** Charles A. McAnulty of Pittsburgh, a nephew of Samuel McAnulty of Blairsville, who operated the Perserverance Line of stages in the 1820s, begins United States Portable Boat Line of four-section boats on Main Line; Thomas Borbridge is Philadelphia agent; boats are owned by their captains rather than by line proprietors and rely on use of state trucks in opposition to the older lines; cut freight rates substantially undercutting older lines in combination. (PitPost)
- Sep. 3, 1842** New York & Harlem Railroad opens between 135th Street, Manhattan, and Williamsbridge in present Borough of Bronx. (GrnBk)
- Sep. 7, 1842** LIRR Board authorizes cancelling ,40,000 bonds issued Dec. 29, 1840 and taken to England by Davis, Brooks & Co. but not sold. (MB)
- Sep. 12, 1842** Continuous rail line opens between Boston and Greenbush (Rensselaer)

opposite Albany by Western Railroad Corporation of Massachusetts and Albany & West Stockbridge Railroad of New York.

- Sep. 12, 1842 PW&B Board authorizes construction of depot and ticket office on part of lot at 11th & Market Streets. (MB)
- Sep. 16, 1842 LIRR Board authorizes placing whole 17 miles east of Ronkonkoma under contract. (MB)
- Sep. 19, 1842 PW&B gives B&O one year's notice of evacuating depot on Pratt Street. (MB)
- Sep. 28, 1842 Southwark Railroad appoints committee to negotiate for sale of all or part of Southwark Railroad to PW&B. (MB)
- Sep. 31, 1842 New Jersey Railroad Board authorizes \$100,000 bonds to refinance old bonds. (MB)
- Oct. 16, 1842 Little Miami Railroad reports that road is nearly complete from Milford to turnpike at Phillips Mills; agents have contracted for 600 tons of iron in New York and obtained loan of \$10,000 from Richard H. Winslow on security of \$20,000 in Ohio bonds. (MB)
- Oct. 19, 1842 Little Miami Railroad leases lot on river in Cincinnati for terminal from John Kugler. (MB)
- Oct. 27, 1842 New Jersey Railroad Board authorizes trading in *New Brunswick* for new locomotive built by Rogers, Ketchum & Grosvenor; later rescinded because locomotive not adapted to NJRR. (MB)
- Oct. 27, 1842 Canal Commissioners appoint Charles L. Schlatter sole Principal Engineer. (CC)
- Oct. 31, 1842 New Jersey Railroad Board authorizes counsel to consider possible methods of abandoning Essex & Middlesex Turnpike between Newark and Rahway, either by not electing officers or not collecting tolls. (MB)
- Oct. 31, 1842 George M. Lauman and Daniel Kendig offer Canal Commissioners \$10,000 for Portsmouth outlet lock. (CC)
- Nov. 1, 1842 Second Division of Little Miami Railroad opens between Milford and Zerbe's Crossing. (MB - verify)
- Nov. 3, 1842 Schenectady & Troy Railroad opens linking the cross-state rail line with the Hudson River bridge at Troy. (Stevens has 11/1)

- Nov. 3, 1842** Excursion opening B&O to Cumberland, at the foot of Allegheny Mountain, leaves Pratt Street, Baltimore at 7:00 AM; party returns on evening of Nov. 4. (BaltAm)
- Nov. 5, 1842** B&O begins revenue passenger service to Cumberland, Md.; short stagecoach portage over National Road to steamboats on Monongahela River at Brownsville substantially reduces travel time to Wheeling compared to Pennsylvania Main Line to Pittsburgh and diverts traffic; creates large increase of western travel on PW&B. (BaltAm, PWB AR)
- Nov. 7, 1842** B&O begins revenue freight service to Cumberland. (BaltAm)
- Nov. 8, 1842** William S. Freeman applies to PW&B on behalf of transporting companies for a continuous line from New York to Wheeling via Camden & Amboy, PW&B and B&O. (MB)
- Nov. 8, 1842** PW&B Board orders ban on carrying any African Americans from Maryland into Delaware or Pennsylvania without proof of free status, except when traveling with a master; authorizes construction of second class passenger cars from freight cars, on which a \$2.00 fare is to be charged. (MB)
- Nov. 14, 1842** Camden & Amboy Railroad Executive Committee denies request of Harnden & Co. to run express crate by 5:00 mail line; appoints committee to negotiate with A. Decker, William S. Freeman and ___ Ashmead re through line between New York and Wheeling via Baltimore. (MB)
- Nov. 15, 1842** Syracuse & Utica Railroad resolves to enter into agreement with other lines between Albany and Buffalo for charging a uniform fare of 3 cents a mile. (Stevens)
- Nov. 21, 1842** New Jersey Railroad Board approves plan for new ferry house at foot of Cortlandt Street. (MB)
- Nov. 22, 1842** Little Miami Railroad Board authorizes appeal to Legislature for aid, stating embarrassed condition following repeal of "Plunder Law"; committee on condition of road reports that cannot continue construction. note still uses animal power in city of Cincinnati. (MB)
- Nov. 23, 1842** First day advertised for sale of stocks held by Commonwealth of Pennsylvania; sale repeatedly postponed by Governor Porter as prices offered are below even current market price. (Snyder)
- Nov. 23, 1842** Little Miami Railroad Engineer R.M. Shoemaker appointed General Agent, a post combining duties of Engineer and Treasurer; Clark

- Williams resigns as Treasurer. (MB)
- Nov. 24, 1842 Philadelphia ordinance requires all cars using City Railroad to be equipped with brakes. (Digest)
- Nov. 24, 1842 Attica & Buffalo Railroad opens between Buffalo and connection with Tonawanda Railroad at Attica; forms railroad between Albany and Buffalo with physical break at Rochester. (Stevens - C&RR has 1/8/43 - was Tonawanda finished later?)
- Nov. 25, 1842 John Bingham, Simon Cameron, James Bingham and William Cameron offer Canal Commissioners \$3 million for Columbia Railroad. (CC)
- Nov. 26, 1842 Robert O. Robinson, General Superintendent of New Jersey Railroad, dies and office abolished. (MB)
- Dec. 2, 1842 Canal Commissioners give Andrew P. Wilson and William Cameron exclusive contract to operate passenger cars over Columbia Railroad for 1843 season at fixed fee of 36¢ per passenger; chosen over rival bids from Jacob Dock, George Wolf, George M. Lauman, and 9 others. (CC)
- Late 1842 PW&B completes new depot on southeast corner of 11th & Market Streets in Philadelphia; is 103' front x 180' deep; four stores facing Market Street, plus two gates for cars and a ticket office and waiting room; in rear of stores is a clear span shed 103' x 120' for passengers and freight; previously leased warehouse space for freight and deposited passengers in street. (AR - note following AR has completed in 1843?)
- 1842 Despite deepening depression, eastbound produce sent over Main Line exceeds that sent in 1841.
- 1842 Erie Extension Canal opens from Greenville to head of pool of Bemus's dam on French Creek Feeder.
- 1842 Wire rope manufactured by John A. Roebling used experimentally in place of hemp rope on Plane #3 of Portage Railroad. (CC AR says 1843! - says first wire rope installed 1842 at ___ boat slip; actually Roebling was engineer for Hollidaysburg boat plane in 1843)
- 1842 Herman Haupt anonymously publishes "Hints on Bridge Construction."
- 1842 Baltimore & Susquehanna Railroad opens first depot on North Street, Baltimore, replacing a rented room.
- 1842 Thomas Clyde () establishes line of steamboats on the outside route between Philadelphia and New York.

- 1842** **Thomas S. Clarke and William Thaw form partnership of Clarke & Thaw and establish Pennsylvania & Ohio Line of boats and cars on Main Line. (StdHstPitts - P&O prob. est. earlier)**
- 1842** **William Thaw and others later associated with PRR's western lines establish Pittsburgh & Cincinnati Packet Line with six or seven large steamboats operating daily; soon carry 50% of freight and 75% of passenger traffic between the two cities.**
- 1842** **Work suspended on Indiana improvements; Jesse L. Williams becomes merchant and manufacturer at Fort Wayne.**