

PRR CHRONOLOGY
1849

April 2005 Edition

- Jan. 1, 1849** **J.F.D. Lanier (1800-1881), having moved from Indiana to New York City, establishes banking house of Winslow, Lanier & Co. with Richard H. Winslow (-1861); from 1849 to downturn in 1854, firm plays leading role in floating midwestern railroad securities on the New York market; first are Madison & Indianapolis Railroad bonds, followed by Little Miami, Columbus & Xenia, Cleveland, Columbus & Cincinnati, Cleveland, Painesville & Ashtabula, Ohio & Pennsylvania and Michigan Southern. (Lanier)**
- Jan. 1, 1849** **New York & Erie Railroad opens between Binghamton and Owego, N.Y. (Minor)**
- Jan. 1, 1849** **South Shore Railroad opens between Braintree on Old Colony Railroad and Cohasset, Mass.; operated by Old Colony Railroad under lease. (NH)**
- Jan. 2, 1849** **At request of J. Edgar Thomson, PRR Road Committee orders Pres. Merrick to collect information for establishing an organization for transportation on PRR. (MB)**
- Jan. 5, 1849** **Austrian army takes Budapest, ending revolution in Austrian Empire; collapse of revolutions of 1848 sends many German liberals to U.S. as refugees.**
- Jan. 6, 1849** **Canal Commissioners limit all new boat trucks used on Columbia Railroad to 8'-6" in width and all existing trucks to 8'-8". (CC)**
- Jan. 8, 1849** **PW&B stockholders authorize increase of stock to \$4.5 million. (MB)**
- Jan. 9, 1849** **William H. Swift (1800-1879) elected Pres. of PW&B, replacing Edward C. Dale, resigned; VP Jacob J. Cohen, Jr.'s post abolished. (MB)**
- Jan. 1849** **Mouth of Susquehanna River obstructed by ice for six weeks for first time since 1800; train ferry cannot operate, and PW&B is forced to carry its through passengers on via NC&F route with chartered boat on Chesapeake Bay. (AR)**
- Jan. 15, 1849** **Ashbel Welch reports on survey for Belvidere-Delaware Railroad. (Rept)**
- Jan. 15, 1849** **Ohio & Indianapolis Railroad renamed Jeffersonville Railroad**

- Company; had graded 27 miles from Jeffersonville to Vienna. (Church)
- Jan. 19, 1849** Axel S. Vogt (1849-1921), later noted PRR mechanical engineer, born at Christianstad, Sweden.
- Jan. 19, 1849** Ashbel Welch issues report on survey of Belvidere-Delaware Railroad. (Lee)
- Jan. 22, 1849** Public meeting held in Baltimore in favor of York & Cumberland Railroad.
- Jan. 31, 1849** West Jersey Ferry Company incorporated; operates between Market Street, Camden, and Market Street, Philadelphia. (PL)
- Feb. 3, 1849** Henry Varnum Poor (1812-1905) replaces D.K. Minor as editor of *American Railroad Journal*; Minor follows the Gold Rush to San Francisco. (ARJ)
- Feb. 6, 1849** PRR Road Committee requests Pres. Merrick to seek authority from Board to establish an operating organization prior to opening first section of line; receives letter from Solomon White Roberts regarding avoiding inclined planes. (MB)
- Feb. 7, 1849** Pennsylvania act appropriates funds to settle remaining debts contracted prior to Nov. 30, 1848. (i.e., floating debt remaining from construction of 1830-42).
- Feb. 7, 1849** Southwark Railroad Board authorizes Road Committee to arrange for lease of road for operation of "pleasure cars". (MB)
- Feb. 9, 1849** Supplement to Lykens Valley Coal Company charter increases amount of land company may hold from 2,000 acres to 3,000 acres. (Digest)
- Feb. 12, 1849** Peoria & Oquawka Railroad incorporated in Illinois to build between Illinois and Mississippi Rivers; meets continued opposition from Burlington, 10 miles downstream from Oquawka. (Church, RRH)
- Feb. 13, 1849** New Jersey Legislature appoints committee to investigate Henry C. Carey's charges against the Joint Companies; members are James S. Hulme, a known Anti-Monopolist, Aaron Robertson and Alexander Wurts. (PL)
- Feb. 1849** Herman Haupt visits railroads in New York and New England to study operating practices for PRR. (Ward)
- Feb. 1849** Madison & Indianapolis Railroad orders 4,400 tons of T-rail from Weld

& Co. of Boston. (Daniels)

- Feb. 16, 1849** Charter supplement authorizes Cleveland & Pittsburgh Railroad to build branches in any county through which it passes. (Church)
- Feb. 19, 1849** Pennsylvania passes law granting same specified powers to all future railroad companies, although it still requires special legislation for routes and issuing mortgages and is not a true General Railroad Law. (PL)
- Feb. 20, 1849** PRR Road Committee hears proposition from Eagle Line for carrying passengers over PRR. (MB)
- Feb. 22, 1849** Flemington Railroad & Transportation Company incorporated in N.J. (Val)
- Feb. 22, 1849** Delaware Railroad Company charter revived and amended to call for a railroad across the Delmarva Peninsula from Dona Landing to Seaford instead of a north-south line; done at request of Samuel Maxwell Harrington (1803-1865) and Manlove Hayes (1817-19) of Dover, who control the Dover Steamboat Transportation Company (?) running from Dona Landing to Philadelphia; since the earnings of the steamboat company can't build the railroad, and there are no potential subscribers between it and larger markets, the project languishes for want of investors. (Digest, Gibb)
- Feb. 23, 1849** Columbus, Piqua & Indiana Railroad incorporated in Ohio to build from Columbus to Indiana state line via Urbana, Piqua and Greenville; any county may subscribe to stock. (Church)
- Feb. 24, 1849** Newark Plank Road & Ferry Company incorporated to build from Jersey City to Newark on route of old ferry road of 1765 (Communipaw Ave.- Market St.); designed to break monopoly of Hackensack & Passaic Bridges. (PL, Lane)
- Feb. 27, 1849** Dayton, Springboro, Lebanon & Cincinnati Railroad renamed Dayton & Cincinnati Railroad. (Church)
- Mar. 3, 1849** Merchants' & Peoples' Transportation Company inaugurates new freight line between Philadelphia and Baltimore via Chesapeake & Delaware Canal; Thomas Clyde, Superintendent.
- Mar. 3, 1849** Public meeting held at Indianapolis to confront plan of Peru & Indianapolis and Indianapolis & Bellefontaine Railroads to build from their proposed junction at Massachusetts & 10th Street along streets through center of town to meet Madison & Indianapolis.

- Mar. 3, 1849** Simon Cameron ends first of three non-consecutive U.S. Senate terms. (CongBio)
- Mar. 5, 1849** Blue Ridge Railroad incorporated in Virginia as a state-owned project to build the line and tunnel necessary to extend the Louisa Railroad across the Blue Ridge and into the Shenandoah Valley; project is seen as beyond the scope of local private investment. (C&O)
- Mar. 6, 1849** PRR Road Committee orders Pres. Merrick to prepare a memorial to the Legislature re placing the state railroads in order. (MB)
- Mar. 7, 1849** J. Edgar Thomson presents plan of operating organization to Board (MB); calls for system of accounts used on Georgia Railroad by 1850; divides operating expenses into "conducting transportation", "maintenance of way", "motive power", and "maintenance of cars"; Haupt and Thomson draw up organization; Haupt is responsible for design of all forms; Haupt is also given control of hiring and firing in the Transportation Dept. (NOTE no Transpt. Dept. til 1852!)
- Mar. 7, 1849** Pa. act authorizes Cumberland Valley Railroad to fund debts into new \$500,000 issue of preferred stock. (Digest)
- Mar. 9, 1849** Pennsylvania Legislature repeals charter of Erie & Ohio Railroad on grounds it had not been returned by Gov. __ within three days under pressure from PRR interests to prevent New York lines from obtaining a route across the Erie Triangle. (PL)
- Mar. 1849** Merrick and Thomson quarrel over organization of Transportation Dept.; Thomson wants Herman Haupt as General Superintendent.
- Mar. 12, 1849** Ohio Legislature authorizes Steubenville & Indiana Railroad to build bridge across the Ohio River at Steubenville and branch to Columbus. (Church)
- Mar. 12, 1849** City of Indianapolis passes ordinance requiring railroad companies to file plans with city before building connecting tracks. (Church)
- Mar. 13, 1849** PRR Road Committee requests Pres. Merrick to make best arrangement possible with the Eagle Line for carrying passengers on PRR. (MB)
- Mar. 15, 1849** Ohio & Mississippi Railroad incorporated in Ohio to build line between Cincinnati and St. Louis. (Smith)
- Mar. 1849** World cholera epidemic appears in lower Mississippi Valley. (PWB AR)
- Mar. 1849** Last hemp ropes replaced with wire ropes on Allegheny Portage planes.

- Mar. 17, 1849** Canal Commissioners authorize Atlantic & Ohio Telegraph Company to string wire along the Main Line between Harrisburg and Pittsburgh. (CC)
- Mar. 17, 1849** Iron Railroad incorporated in Ohio. (Church)
- Mar. 1849** Tornado destroys wood work of 6 partly completed spans of Rockville Bridge, then under construction; 10 other completed spans not affected; bridge is a 23 span wooden Howe truss 3,680 feet long. (just before 3/28 - verify - Cupper has 3/28!)
- Mar. 20, 1849** Little Schuylkill & Susquehanna Railroad renamed Catawissa, Williamsport & Erie Railroad. (Poor)
- Mar. 21, 1849** PRR contracts with Eagle Line to carry through passengers over Columbia Railroad east of Lancaster. (MB)
- Mar. 21, 1849** PRR Board authorizes James Kennedy Moorhead and William H. Parmentier of Atlantic & Ohio Telegraph Company to build telegraph line along the PRR. (MB)
- Mar. 22, 1849** PW&B Board rules that declaring a dividend is inexpedient. (MB)
- Mar. 23, 1849** B&O breaks ground for extension to Wheeling at Swanton, Md. (Dilts)
- Mar. 24, 1849** Pittsburgh & Steubenville Railroad Company incorporated in Pa. to build from Monongahela River near Pittsburgh to Virginia state line in direction of Steubenville & Indiana Railroad in Ohio. (Church)
- Mar. 27, 1849** PRR Road Committee orders J. Edgar Thomson to open road as early in June as possible. (MB)
- Apr. 1, 1849** Canal Commissioners bar all use of horses between Philadelphia and Belmont Plane except those owned by the Commonwealth. (CC)
- Apr. 1, 1849** George R. Eichbaum resigns as Chief Engineer of Cleveland & Pittsburgh Railroad. (MB)
- Apr. 4, 1849** PRR Board agrees to suspend awarding contracts west of Tyrone. (MB)
- Apr. 5, 1849** Williamsport & Elmira Railroad placed in hands of sequestrator Robert Faries for benefit of creditors; use of locomotives discontinued because of deteriorated track.
- Apr. 5, 1849** Pennsylvania act authorizes sale of Williamsport & Elmira Railroad free

of encumbrances, providing purchasers complete it to Elmira in five years. (Digest)

- Apr. 6, 1849** Baltimore ordinance authorizes Baltimore & Susquehanna Railroad to use steam locomotives between Bolton Depot and Calvert Depot, provided burn coal or coke and operate at 4 MPH and be preceded by a flagman. (Digest - according to PWB MB, must also apply to PW&B cost of horse op. in Baltimore and Philadelphia is \$23,700 per year; wastes 55 minutes)
- Apr. 9, 1849** West Jersey Ferry Company organized; Abraham Browning, Pres.; acquires Browning family ferry at Camden. (Val,)
- Apr. 9, 1849** Supplement to charter of Franklin Canal Company permits construction of railroad on towpath in lieu of restoring canal and extending same north to Erie and south to Pittsburgh. (PL)
- Apr. 10, 1849** Pennsylvania Legislature passes act permitting any state surplus to be spent on resuming construction of North Branch Extension. (check PL - 1849 approp. for NBr is \$150,000); revenue act of same date authorizes \$400,000 loan for West Philadelphia Railroad, first state debt for new construction since 1841.
- Apr. 10, 1849** PRR Road Committee hears report from Legislature protesting obstructions in Susquehanna River caused by Rockville Bridge; orders J. Edgar Thomson to correct same. (MB)
- Apr. 11, 1849** PRR Board reads letter from Palmer, Mackillop, Dent & Co., London bankers specializing in American railroad investments and purchases of British rails, noting that they are unable to dispose of the City loan but expect the market for American securities to improve soon; Pres. Merrick urges public appeal for new \$1.25 million stock subscription to permit construction to continue. (MB)
- Apr. 1849** Dauphin & Susquehanna Coal Company begins construction of railroad from Rockville to mines at Yellow Spring Gap. (ARJ)
- Apr. 1849** Peru & Indianapolis and Indianapolis & Bellefontaine Railroads agree to build around the east side of the built-up part of Indianapolis and along Pogue's Run to a connection with the Madison & Indianapolis; completed later in year. (I&M AR has b. 1850 - Union track, 1-1/6 mi.)
- Apr. 20, 1849** Horace Binney Wallace (1817-1852) begins a series of letters in the *Burlington Gazette* attacking the Camden & Amboy Monopoly, relying in part on the precedent of the Charles River Bridge Case. (Pam)
- Apr. 21, 1849** PRR acquires running rights over Harrisburg, Portsmouth, Mountjoy &

Lancaster. (AR)

- Apr. 23, 1849** Ohio & Pennsylvania Railroad Board authorizes application to City of Pittsburgh for \$200,000 subscription. (MB)
- Apr. 23, 1849** Norfolk County Railroad opens from Dedham to Walpole, Mass. (Humphrey)
- Apr. 23, 1849** Michigan Central Railroad opens to New Buffalo on Lake Michigan; contracts with Detroit fleet owner Eber Brock Ward (1811-1875) for connecting steamers to Chicago.
- Apr. 24, 1849** Canal Commissioners order new survey of West Philadelphia Railroad by Edward F. Gay. (AR has 5/24 ??)
- Apr. 24, 1849** Archibald Wright, probably acting for PRR, buys 224 acre farm from David Robeson for \$11,000; portion laid out in lots as Town of Altoona (AltoCent); (elsewhere - first parcel of land (15 acres) at site of Altoona, Pa.), town laid out as site of main repair shops and operating offices; located at foot of grade over Allegheny Mountain. (Wright began selling town lots in 1851)
- Apr. 24, 1849** PW&B begins extends Philadelphia-Wilmington commutation fare to Newark and points west and Baltimore-Principio fare to points east; is 50 tickets at one-third discount. (MB)
- May 1, 1849** First PRR locomotives and cars delivered (?) (was delivery date in contracts)
- May 1, 1849** York & Cumberland Railroad contracted to Gonder, Burke & Co. (AR)
- May 2, 1849** Public meeting held in Chinese Museum to fill new PRR stock subscription; J.R. Ingersoll, Pres.; new block committees appointed to raise \$1 million; Philadelphia Contributorship takes \$20,000. (Cope Diary,)
- May 3, 1849** New York City Council directs Jersey City Ferry Company to establish new line to Canal Street; postponed numerous times and not begun until 1862.
- May 1849** Express trains now run between Albany and Buffalo in 16:00. (ARJ)
- May 15, 1849** West Jersey Ferry Company begins operation. (C&C - verify)
- May 16, 1849** Norfolk County Railroad opens between Walpole, Mass., and Blackstone, R.I.; through service runs to Boston via Dedham Branch of Boston &

Providence Railroad; first section of future New York & New England main line (?) (Humphrey)

- May 17, 1849** Cleveland & Pittsburgh Railroad appoints Alexander C. Twinning as Chief Engineer, replacing George R. Eichbaum, resigned; appears not to have taken office until Oct. 1. (MB)
- May 18, 1849** One locomotive and part of another for Shelbyville Lateral Railroad arrive at Madison, Ind., in Pennsylvania Canal section boat in tow of steamboat *Cumberland*; were carried through without rehandling from Philadelphia; one section with part of the second locomotive sprung a leak and was beached at Coal Port, 225 miles above Cincinnati. (Daniels)
- May 23, 1849** B&O breaks ground at Swanton, Md., beginning construction west of Cumberland. (Dilts)
- May 24, 1849** Canal Commissioners appoint Edward F. Gay engineer to locate West Philadelphia Railroad. (CC)
- May 30, 1849** World cholera epidemic reaches Philadelphia; 1,012 dead by Sep. 8.; PW&B income for summer months drops \$50,000 from 1848 level. (Scharf, PW&B AR)
- June 4, 1849** Northern Liberties & Penn Township Railroad complains that its tracks near Broad Street are frequently occupied by standing passenger cars belonging to Bingham, Leech, et al., without payment. (MB)
- June 6, 1849** PRR adopts first organization manual; J. Edgar Thomson named General Superintendent as well as Chief Engineer as compromise over selection of Haupt; Thomson agrees to serve without extra pay; is in charge of all transportation and traffic activities and to design organization therefore. (MB)
- June 12, 1849** PW&B General Superintendent Isaac R. Trimble suggests adding another express train running through in 4:00; day line now takes 5:39, night line 6:17 and NC&F line 7:32. (MB)
- June 13, 1849** Thomas Rodd (1849-1929), future Chief Engineer of Lines West, born at Hammersmith, London, England; family moves to Philadelphia around 1856. (MB)
- June 18, 1849** Burlington & Mount Holly Railroad & Transportation Company opens for regular revenue service between East Burlington and Mount Holly, N.J.; controlled by Camden & Amboy; opening ceremonies with free rides held on June 16. (Val,)

- June 1849** Mass meetings in favor of a railroad from Keyport to Delaware River and against Camden & Amboy Monopoly held under Ontario Stevens of Keyport. (Lane)
- June 27, 1849** On recommendation of J. Edgar Thomson, PRR Road Committee declines to put any part of Western Division under contract at this time. (MB)
- July 1, 1849** Shelbyville Lateral Railroad opens between Edinburgh and Shelbyville, Ind. (M&I AR - Church, Sanders have 8/1)
- July 4, 1849** Ohio & Pennsylvania Railroad holds groundbreaking ceremony at Pennsylvania/Ohio line; contracts for line from Rochester, Pa., to Ohio state line. (AR)
- July 4, 1849** French army takes Rome from forces of Giuseppe Garibaldi (1807-1882) and restores secular rule of the Pope; French soldiers preserve the Pope's rule until 1870, when they are recalled to fight in the Franco-Prussian War.
- July 8, 1849** Mammoth Vein Coal Company incorporated (what region - at least some holdings near Shamokin?).
- July 10, 1849** PW&B reports that Joint Companies have assented to a \$20 through fare between New York and Charleston, taking \$2.50; connects with coastal steamboat at Baltimore. (MB)
- July 11, 1849** PRR Road Committee authorizes Pres. Merrick to make offer to City of Philadelphia to build a railroad bridge over the Schuylkill at Market Street and a track down Market to Broad Street in return for some property west of the Schuylkill. (MB)
- July 1849** New Brunswick Steam Boat & Canal Transportation Company places new steamboat *John Neilson* on New York-New Brunswick route; designed by Robert L. Stevens with blowing engine to drive a current of air in two channels under the hull to reduce water friction. (Thompson)
- July 1849** Locomotives replace horses between Bolton and Calvert Street on Baltimore & Susquehanna Railroad in Baltimore. (ARJ)
- July 14, 1849** Strickland Kneass promoted to PRR Principal Assistant Engineer, replacing Samuel W. Mifflin, resigned. (MB)
- July 1849** B&O opens Locust Point Branch to larger freight terminal on south side of Inner Harbor in Baltimore. (Dilts)

- July 19, 1849** Cleveland & Pittsburgh Railroad Board accepts ___ subscription of City of Cleveland. (MB)
- July 1849** Pres. Merrick's partner John Henry Towne notifies him of his intention to retire from Merrick & Towne, Southwark Foundry. (Watkins)
- July 1849** Severe drought causes low water in Ohio River, interfering with navigation above Wheeling, and in Main Line canals.
- July 23, 1849** PRR runs first excursion from Harrisburg to Millerstown with Gov. William F. Johnston, the Canal Commissioners, et al. as guests. (HbgDemUn)
- July 25, 1849** Ohio & Pennsylvania Railroad Board authorizes location between Wooster and Mansfield via Loudonville, between Pittsburgh and Beaver River, and between Ohio state line and the Cleveland & Pittsburgh Railroad near Mount Union. (MB)
- Summer 1849** PRR engineer corps runs first location from Altoona to top of Allegheny Mountain.
- Aug. 1, 1849** Cleveland, Painesville & Ashtabula Railroad organized. (ARJ)
- Aug. 1, 1849** Shelbyville Lateral Branch Railroad opens between Edinburg on M&I and Shelbyville, Ind. (Church)
- Aug. 1, 1849** Michigan Southern Railroad leases Erie & Kalamazoo Railroad.
- Aug. 2, 1849** On motion of Pres. Merrick, drop post of Freight Agent from new organization in favor of making arrangements with an existing transporting company. (MB)
- Aug. 2, 1849** Philadelphia ordinance authorizes construction of extension of City Railroad on Market Street from Broad Street to west side of Permanent Bridge. (Digest)
- Aug. 3, 1849** Former Pa. Canal Commissioner John Mitchell (1781-1849) dies at Bridgewater, Beaver County, Pa. (CongBio)
- Aug. 8, 1849** Canal Commissioners contract for construction of West Philadelphia Railroad between point west of Athensville (Ardmore) and Market Street Bridge, Philadelphia. (CC)
- Aug. 8, 1849** City of Jeffersonville agrees to subscribe for 1,000 shares of stock of Jeffersonville Railroad, payable in city bonds. (Church)

- Aug. 9, 1849** J. Edgar Thomson submits report on line west of Allegheny Mountain, preferring the Greensburg route. (Rept.)
- Aug. 9, 1849** Pres. Zachary Taylor leaves Washington via B&O to Baltimore to begin tour of Northeastern States. (PubLdgr)
- Aug. 10, 1849** Pres. Taylor travels from Baltimore to Lancaster; met at Columbia by delegation including Thaddeus Stevens and Gov. William F. Johnston. (PubLdgr)
- Aug. 11, 1849** Pres. Taylor leaves Lancaster for Harrisburg at 11:00 AM in train of borrowed PRR cars and locomotives over HPMtJ&L. (PubLdgr, MB)
- Aug. 12, 1849** Pres. Taylor and Gov. Johnston leave Harrisburg for Pittsburgh via Cumberland Valley Railroad. (PubLdgr)
- Aug.? 1849** Cleveland & Pittsburgh Railroad lets contract to J. & S. Chamberlain & Co. of Vermont, veterans of Pennsylvania & Ohio, Erie Extension and Wabash & Erie Canals and Rutland Railroad. (ARJ)
- Aug. 15, 1849** Letters from Thomson read at PRR Board meeting; strongly urges that company not continue the suspension of work on Western Division as causes hostility to company in West; also opposes doing freight business through commission houses instead of own freight depots and staff; Road Committee orders sections 55, 56, 58-61, 63, 67, 75, 77 & 80 on Western Division placed under contract. (MB)
- Aug. 15, 1849** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad begins construction of line along river between Columbia and Royalton. (AR)
- Aug. 15, 1849** Pres. Zachary Taylor arrives at Chambersburg where changes for stage coach on Southern Turnpike for Pittsburgh. (PubLdgr)
- Aug. 18, 1849** Horace Greeley begins a series of editorials in his *New York Tribune* attacking the Camden & Amboy Monopoly. (Lane)
- Aug. 20, 1849** PRR Board adopts rates proposed by Thomson; 3.5 cents per mile for local passengers, 3 cents per mile for through passengers; through freight from 4 mills to 2 cents per ton-mile by distance and value; local freight from 3 cents to 4 cents by value. (MB)
- Aug. 22, 1849** Samuel Vaughan Merrick writes letter of resignation as PRR Pres. in order to devote more time to his Southwark Foundry. (Watkins)
- Aug. 22, 1849** Stockholders' committee begins investigation of affairs of New York & New Haven Railroad; finds no irregularities. (RRH)

- Aug. 23, 1849** PRR runs first lumber train to Lewistown. (HistJuntVly)
- Aug. 25, 1849** Board accepts resignation of Pres. Merrick effective Sep. 1 and names William Chamberlain Patterson (-) his successor. (MB)
- Aug. 25, 1849** PRR contracts with (H.) Craig & Bellas, freight forwarders, to perform its merchandise freight business. (MB)
- Aug. 28, 1849** Rockville Bridge completed over Susquehanna River north of Harrisburg; 3,681-foot timber Howe truss; cost \$170,000. (Watkins-RRG)
- Aug. 30, 1849** William B. Foster, Jr., presides over excursion opening PRR to Lewistown; four-car train leaves Harrisburg at 8:10 AM. (PubLdgr)
- Sep. 1, 1849** First section of PRR opens for revenue passenger service, Harrisburg to Lewistown; third PRR locomotive, *Mifflin*, hauls first train and is thus considered first placed in service; service is one round trip and freight train twice a week; first eastbound passenger train leaves Lewistown at 10:00 AM; first westbound leaved Philadelphia at 7:30 AM and Harrisburg at 2:30 PM. (tt., MB, AR, RRG-Watkins)
- Sep. 1, 1849** PRR begins operating Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad to extend its eastern terminus to Dillerville; also acquires all HPM&L rolling stock under agreement of Apr. 21, 1849.
- Sep. 1, 1849** Columbia Railroad ceases providing locomotives for trains of West Chester Railroad and begins charging them same toll as regular shippers and the same motive power tolls for the use of the state locomotives between Malvern and West Chester. (CC)
- Sep. 1, 1849** Samuel Vaughan Merrick again resumes direction of Southwark Foundry as Merrick & Son. (Watkins)
- Sep. 1, 1849** Lawrence County fully organized from parts of Beaver and Mercer Counties with county seat at New Castle. (Long)
- Sep. 1849** PRR suspends work for about two months because of cholera epidemic.
- Sep. 1849** New York-Philadelphia fare via New Brunswick cut from \$4.00 to \$3.00 (Lane)
- Sep. 1849** Pres, Zachary Taylor travels from New York to Baltimore; transfers from steamboat *Trenton* to *State Rights* in midstream off Port Richmond and then to *Robert Morris* off Navy Yard without stopping in Philadelphia. (Scharf)

- Sep. 4, 1849** Cleveland & Pittsburgh Railroad contracts balance of line to Chamberlain & Co. (ARJ)
- Sep. 5, 1849** Board confirms appointment of Herman Haupt as Superintendent of Transportation under Thomson at \$2,000 per year; the West Point-trained Haupt systematizes operations and establishes the foundations of the company's management structure. (MB - Wilson has 9/1 as eff. date)
- Sep. 5, 1849** Anti-Monopoly convention held in Trenton, N.J., to protest Camden & Amboy; speech by Henry C. Carey. (SG)
- Sep. 11, 1849** Canal Commissioners appoint William B. Foster, Jr., as Principal Engineer of North Branch Extension Canal; resuming work suspended in 1842. (CC)
- Sep. 11, 1849** Canal Commissioners authorize Atlantic & Ohio Telegraph Company to string wire along Main Line between Philadelphia and Harrisburg; bar all persons from traveling on freight trains on Columbia Railroad. (CC)
- Sep. 11, 1849** PW&B Board declares 3% dividend for 1848-49; first dividend since 1841; reports have settled Norfolk runaway slave case for \$1,500. (MB)
- Sep. 14, 1849** PRR Road Committee considers proposal of Eagle Line to operate stages in lieu of Portage Railroad so passengers will not have to stay overnight at Hollidaysburg without reaching a decision. (MB)
- Sep. 15, 1849** PRR begins freight service to Lewistown. (? PRR tt. shows eff. 9/1)
- Sep. 26, 1849** Haupt issues first PRR operating rules. (MB)
- Sep. 28, 1849** Robert F. Stockton, who has returned to New Jersey and resigned his naval commission, publishes his *Appeal to the People of New Jersey* in the *Princeton Whig*; blames attacks on Joint Companies on "socialists, speculators and demagogues"; stresses sanctity of contracts. (Lane)
- Sep. 29, 1849** Ohio & Pennsylvania Railroad contracts for 22 miles in Stark County, Ohio, and 5 miles in Wayne County. (AR)
- Oct. 1, 1849** PRR freight agents Craig & Bellas begin handling freight to and from the PRR at their warehouse on the northwest corner of Broad & Cherry Streets, which becomes the PRR's first freight station in Philadelphia.
- Oct. 1, 1849** Williamsport & Elmira Railroad sold at foreclosure to Archibald Robertson, et al., for \$1,000 on condition he complete it within five years. (ARJ, Val)

- Oct. 1849** Fall rise finally occurs on Ohio River at Pittsburgh.
- Oct. 1849** Herny C. Carey summoned to appear before Camden & Amboy investigating commission at Bordentown; Carey is grilled by J.P. Bradley, counsel for the Joint Companies and is denied access to books. (Lane)
- Oct. 8, 1849** First large shipments of milk from West Chester area to Philadelphia over Columbia Railroad. (wilson says 10/4 from St. Davids!!)
- Oct. 9, 1849** Democrats elect John A. Gamble as Canal Commissioner; retake both houses of the Pennsylvania Legislature.
- Oct. 9, 1849** PW&B Board authorizes sale of Camden Street warehouse in Baltimore. (MB)
- Oct. 13, 1849** Buffalo & State Line Railroad incorporated in N.Y. (Poor)
- Oct. 15, 1849** National Pacific Railroad Convention held in St. Louis with 1,000 delegates; Solomon White Roberts represents Philadelphia Board of Trade.
- Oct. 16, 1849** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad conveys all rolling stock and machinery to PRR; main line has been completely relaid with T-rail. (AR)
- Oct. 17, 1849** Cyrus Prentiss elected Pres. of Cleveland & Pittsburgh Railroad, replacing James Farmer, resigned. (MB)
- Oct. 21, 1849** William A. Patton (1849-1927), future confidential assistant to Pres. A.J. Cassatt, born at Union Furnace, Pa.; son of George W. Patton (1817-1882), lessee of Union Furnace, and Mary Burket; becomes office boy at Altoona at 15. (ColFamPa, NYT)
- Oct. 23, 1849** Andrew Cathcart of Madison & Indianapolis Railroad (?) secures patent on his hill-climbing rack locomotive.
- Oct. 24, 1849** J. Edgar Thomson reports to PRR Board that has let contracts worth \$230,000 on Western Division. (MB)
- Oct. 25, 1849** First boats on Wabash & Erie Canal arrive at Terre Haute; banquet served on boats. (Daniels)
- Nov. 2, 1849** Cleveland & Pittsburgh Railroad adopts route through Newburgh and Cleveland to Government Pier. (MB)

- Nov. 3, 1849** PRR advertises freight train twice a week between Philadelphia and Lewistown. (HistJuntVly)
- Nov. 3, 1849** First locomotive at Cleveland. (Vexler - verify)
- Nov. 6, 1849** Books open for subscriptions to Philadelphia & Atlantic Steam Navigation Company to organize a regular transatlantic line; Ambrose W. Thompson, Pres.; insufficient support.
- Nov. 10, 1849** Hanover Branch Railroad organized at Hanover, Pa.; Jacob Wirt (1801-1869) elected Pres.
- Nov. 10, 1849** First locomotive for Columbus & Xenia Railroad arrives in pieces at Columbus over National Road from Springfield. (MB)
- Nov. 11, 1849** Illinois passes General Incorporation Law governing formation of railroads. (ARJ)
- Nov. 12, 1849** New ferryboat *Hudson* placed on Cortlandt Street run; first on this line to have steam heat, and possibly first to be fully enclosed. (HC)
- Nov. 12, 1849** First locomotive of Columbus & Xenia Railroad placed under steam. (MB)
- Nov. 13, 1849** New Castle & Frenchtown committee reports urging sale of steamboats *Constitution, Ohio* and *George Washington*, retaining *Robert Morris* and building one new boat. (MB)
- Nov. 14, 1849** PRR Board resolves to prohibit all work on Sundays, effective Dec. 31. (MB)
- Nov. 14, 1849** B&O Board votes to place entire line between Cumberland and Wheeling under contract. (Dilts)
- Nov. 15, 1849** Charles Ellet's suspension bridge opens over Ohio River at Wheeling. (Dilts)
- Nov. 15, 1849** J. Edgar Thomson makes second annual report; line over Allegheny Mountain made in summer of 1849; summit tunnel placed lower for maximum grade on eastern slope of 95 feet per mile; 50 feet per mile on western slope; location of Western Division completed. (Rept.)
- Nov. 21, 1849** PRR contracts with Atlantic & Ohio Telegraph Company to build line in return for doing all PRR telegraph business free. (MB)
- Nov. 21, 1849** PW&B begins operating an emigrant train from Philadelphia to

Baltimore. (MB)

- Nov. 29, 1849** First locomotive of Columbus & Xenia Railroad makes first trip of 10 miles from Columbus to end of track. (MB)
- Dec. 1, 1849** Canal Commissioners let new contracts to resume work on North Branch Extension Canal; mostly in bluff sections; \$2,48 million spent on previous work. (CC)
- Dec. 1, 1849** PW&B restores \$4.00 fare for winter. (MB)
- Dec. 3, 1849** PRR Stockholders' annual meeting appoints committee of five to consider resolutions of Nov. 14 barring operations on Sunday; James Magee offers resolution to cut salary of President to \$2,500 per year unless is a "qualified engineer" and acts as general agent or Superintendent; Jon M. Kennedy offers resolution to have rates on western produce include charge for delivery to warehouse of consignee in Philadelphia so company does not need large number of employees or big freight depots; the last basically continues the operating method of the Main Line, with independent transporters who are also commission merchants. (MB)
- Dec. 12, 1849** J. Edgar Thomson recommends to Board against operating an express business or carrying emigrants for the present time. (MB)
- Dec. 12, 1849** Edward F. Gay reports on final location of road to avoid Belmont Plane; uses the graded roadbed of the old West Philadelphia Railroad east to Hestonville (52nd Street), then on a direct route north of Girard Avenue. (CC)
- Dec. 1849** PW&B begins through emigrant fare between New York and Pittsburgh via B&O for \$10:00, of which PW&B gets \$1.50 (MB)
- Dec. 16, 1849** Chemung Railroad opens between Elmira Jct. (Horse Heads) and Jefferson (Watkins), N.Y. (Poor)
- Dec. 19, 1849** Future coke magnate and PRR director Henry Clay Frick (1849-1919) born at West Overton, Pa. (DAB)
- Dec. 19, 1849** At joint meeting at Indianapolis, Madison & Indianapolis, Indianapolis & Bellefontaine, Terre Haute & Richmond, and Peru & Indianapolis Railroads resolve to establish joint track and union station; Peru & Indianapolis later drops out. (Daniels)
- Dec. 20, 1849** Terre Haute & Richmond Railroad contracts for 20 miles of road west from Indianapolis.

- Dec. 24, 1849** PRR opens between Lewistown and Waynesburg (McVeytown); because of car shortage, freight service operated by Craig & Bellas every other day. (ad)
- Dec. 24, 1849** At adjourned PRR stockholders meeting, committee of five reports to in favor of Sunday closings; James Magee amends resolution to cap President's salary to raise limit to \$3,000; stockholders then approve resolutions in favor of ban on Sunday work, including all shops and offices, effective Jan. 1, 1850; resolution to cut President's salary to \$3,000 per year defeated by large margin; Kennedy's resolution for direct delivery of freight in Philadelphia postponed; order work resumed at Pittsburgh moving east in accordance with agreement governing Allegheny County subscription, which is to be spent on Western Division; appoint committee of 100 to canvass Philadelphia for \$1 million in additional subscriptions. (MB)
- Dec. 26, 1849** PRR Board authorizes construction between Pittsburgh and Turtle Creek and heavy sections of Western Division. (MB)
- Dec. 26, 1849** PRR Board receives letter from Edward Miller in Pittsburgh noting increasing animosity to PRR there and rendering further subscriptions from that quarter unlikely. (MB)
- Dec. 26, 1849** PRR Road Committee meets with representatives of City Councils regarding purchase of land on both sides of Schuylkill; considers proposition of Leech, Black, Hays & Harris for running two daily lines to Pittsburgh in spring and offer of Harrison E. Atkins to operate a line of wagons from Lewistown to Pittsburgh during winter. (MB)
- Dec. 26, 1849** PW&B Board reports purchase of property on northwest corner of Broad & Prime Streets for \$50,000. (MB)
- Dec. 29, 1849** Henry Mankin establishes a line of sailing packets between Baltimore and Liverpool. (BltAm)
- 1849** New Jersey Railroad removes 1795 toll bridge at New Brunswick (Albany Avenue), routing all traffic over double-deck railroad bridge; piers are left standing, and bridge is later rebuilt. (Lane)
- 1849** Camden & Amboy steamboat *Swan* abandoned. (Stanton)
- 1849** New Brunswick Steam Boat & Canal Transportation Company sells its freight barges of the Merchants Line, Swiftsure Line and Albany Line. (Thompson)
- 1849** Princeton & Kingston Branch Turnpike abandoned east of Steadman

Street, Princeton. (Digest)

- 1849** NC&F operates 30 trips to Cape May, vs. 29 in 1848; steamboats *Constitution* on Chesapeake and *Ohio* on Delaware advertised for sale; have *George Washington* on Chesapeake and *Robert Morris* on Delaware. (AR)
- 1849** Pennsylvania establishes Sinking Fund Commission to certain tax revenues to retire state bonds; by 1858, debt has been reduced by slightly over \$1 million. (Worthington PL p. 570)
- 1849** Locomotives withdrawn from Williamsport & Elmira a/c poor track.
- 1849** Last strap rail replaced with T-rail on Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad.
- 1849** Baring Brothers purchase new issue of \$1 million in B&O bonds, allowing construction west of Cumberland to proceed.
- 1849** Group headed by Charles M. Read of Erie obtains control of Pittsburgh & Erie Railroad charter by giving note for subscription of \$750,000; no real subscription made; group plans to use branching power of charter to build a line across northwestern Pennsylvania for New York and Ohio interests who are unable to get charter from Pa. (Felton)
- 1849** D. Leech & Company hires Tom Scott as agent at Columbia. (Kamm)
- 1849** At 13, Robert Pitcairn gets first job as a telegraph messenger for the Atlantic & Ohio Telegraph Company in Pittsburgh; other young employees include David McCargo, Henry W. Oliver and Andrew Carnegie. (Wilson)
- 1849** W. Milnor Roberts is Chief Engineer of Bellefontaine & Indiana Railroad. (O&P AR)
- Late 1849** Joint Committee of Madison & Indianapolis, Peru & Indianapolis, Indianapolis & Bellefontaine, and Terre Haute & Richmond Railroads purchases site for a union depot on south side of Louisiana Street.
- 1849** Madison & Indianapolis Railroad buys old pork house at Madison as first freight station.
- 1849** Construction begins on Terre Haute & Richmond Railroad. (Church)
- 1849** Muskegon, Mich., laid out on site of fur trading post established in 1812.

1849

**Marquette Iron Company incorporated in Cleveland to develop
Marquette Range iron ore deposits in Michigan.**