

**PRR CHRONOLOGY  
1855**

**March 2005 Edition**

- Jan. 1, 1855** Consolidation of Baltimore & Susquehanna Railroad and its extensions into the Northern Central Railway takes effect.
- Jan. 1, 1855** PRR opens own telegraph line between Pittsburgh and Altoona, replacing use of lines of Atlantic & Ohio Telegraph Company. (Wilson)
- Jan. 1, 1855** Boston & New York Central Railroad opens extension from Islington to Boston via Readville. (Humphrey)
- Jan. 1, 1855** Franklin & Warren Railroad renamed Atlantic & Great Western Railroad (Ohio). (Minor)
- Jan. 2, 1855** Pittsburgh banking house of William Larimer, Jr. (1809-1875), stops payment; Larimer was Treasurer of Ohio & Pennsylvania Railroad, which had \$95,000 deposited with his bank. (O&P AR)
- Jan. 3, 1855** Ground broken for Philadelphia & Baltimore Central Railroad near Painters Crossroads in Concord, Twp. (AR, ARJ)
- Jan. 7, 1855** Courts order Erie & North East Railroad to relocate terminal within Erie city limits. (at harbor? verify)
- Jan. 7, 1855** Cleveland & Pittsburgh Railroad changes title of John Durand from General Superintendent to Superintendent. (MB)
- Jan. 8, 1855** John R. Thomson restored to post of Treasurer of Philadelphia & Trenton Railroad, having returned from Europe. (MB)
- Jan. 8, 1855** PW&B stockholders approve lease of Delaware Railroad. (MB)
- Jan. 8, 1855** Mob at Erie and Harbor Creek again rips up Erie & North East Railroad; last action against railroad at Erie.
- Jan. 9, 1855** PRR Treasurer George Vaux Bacon dies. (MB)
- Jan. 10, 1855** William B. Foster, Jr., appointed to act as Treasurer pro-tem. (MB)
- Jan. 10, 1855** PRR Committee on retrenchment reports; recommends big reduction

**in Engineer Dept. (MB)**

- Jan. 10, 1855** Ohio & Indiana Railroad abolishes post of Chief Engineer and appoints Jesse R. Straughn Superintendent. (MB)
- Jan. 15, 1855** PRR elects Thomas T. Firth Treasurer, replacing George Vaux Bacon, deceased, and Edmund Smith of Engineering Dept. elected Secretary to replace Firth; James Cresson promoted to Assistant Treasurer. (MB)
- Jan. 1855** Franklin Parmalee begins omnibus line called Citizens Line at Chicago; Parmalee family later secures concession for transferring passengers between railroad stations.
- Jan. 26, 1855** Tom Scott elected director of Ohio & Pennsylvania Railroad. (MB)
- Jan. 27, 1855** Northern Central Railway issues new mortgage to State of Maryland requiring payment of \$90,000 per year to state in return for canceling the \$2.9 million state loan made to the Baltimore & Susquehanna Railroad.
- Jan. 28, 1855** PW&B General Superintendent S.L. Spafford dies at 35, just after drafting annual report. (MB)
- Feb. 1, 1855** Indianapolis & Bellefontaine Railroad renamed Indianapolis, Pittsburgh & Cleveland Railroad.
- Feb. 7, 1855** Tom Scott elected a director of PRR. (MB)
- Feb. 8, 1855** Washington City Council agrees to guarantee interest on \$60,000 of Alexandria & Washington Railroad notes to finance extension into D.C. and to B&O depot. (Moore)
- Feb. 8, 1855** Charles W. Rockwell becomes Pres. of Cleveland & Pittsburgh Railroad, replacing Cyrus Prentiss, resigned. (MB)
- Feb. 9, 1855** Steubenville & Indiana Railroad Board hears report on need to arch tunnel. (MB)
- Feb. 1855** PRR opens first Duquesne Freight Depot at "The Point" in Pittsburgh and abandons freight sheds on Monongahela Wharf.
- Feb. 12, 1855** James Cooper declines reelection as Pres. of Sunbury & Erie Railroad; replaced by ex-Gov. William Bigler (1818-1880). (Rosenberger)

- Feb. 13, 1855** Ohio & Pennsylvania Railroad appoints Joseph J. Brooks Solicitor for eastern Ohio. (MB)
- Feb. 15, 1855** Charter supplement to Peoria & Oquawka Railroad authorizes construction of branch from Farmington to Warsaw. (Church)
- Feb. 1855** Contractor Solomon Sturgis abandons work on grading the Cincinnati & Fort Wayne Railroad. (Church)
- Feb. 1855** Susan Morningstar of Baltimore is first recorded woman railroad employee. (AAR)
- Feb. 17, 1855** PRR completes arching and timbering of Gallitzin Tunnel.
- Feb. 19, 1855** Cleveland & Mahoning Railroad Pres. David Tod makes presentation for aid to PRR Road Committee. (MB)
- Feb. 1855** Pennsylvania Legislature, dominated by one-issue American Party, deadlocks over choice of Simon Cameron or Andrew G. Curtin to succeed retiring Senator James Cooper; Cameron and Curtin become bitter enemies.
- Feb. 22, 1855** In suit brought by Mechanics Bank, New York Superior Court rules that New York & New Haven Railroad is not responsible for nearly \$2 million in stock fraudulently issued by ex-Pres. Robert Schuyler but is responsible for damages caused by his actions. (RRH)
- Feb. 28, 1855** State of Delaware loans Delaware Railroad \$170,000 in state 6% bonds with 6,800 shares and \$200,000 Delaware Railroad Second Mortgage bonds as collateral. (MB)
- Mar. 1, 1855** Philadelphia & Baltimore Central Railroad begins work at Concordville, Pa. (Poor)
- Mar. 1, 1855** State of Indiana passes act to compromise debts of Madison & Indianapolis Railroad and to sell state's remaining interest. (Church)
- Mar. 2, 1855** PRR Road Committee approves agreement with Leopold Lorenz for PRR emigrant agency at New York. (MB)
- Mar. 2, 1855** Pennsylvania act authorizes Cleveland & Pittsburgh Railroad to sell county bonds of Beaver and Allegheny Counties given in payment for stock. (Church)
- Mar. 9, 1855** Perth Amboy & Woodbridge Railroad incorporated in N.J. (PL)

- Mar. 8, 1855** First locomotive crosses John A. Roebling's suspension bridge across the Niagara River below the Falls; 822-foot span with road on lower deck; track has multiple rails for 5'-6" gauge of Great Western Railway of Canada, 6'-0" for Elmira, Canandaigua & Niagara Falls, and standard for NYC. (ARJ)
- Mar. 9, 1855** Niagara River suspension bridge tested with two locomotives in tandem. (ARJ)
- Mar. 13, 1855** PW&B appoints George M. Parker Superintendent, replacing S.L. Spafford, deceased; Board cancels sale of 11th & Market depot, as money has not been paid. (MB)
- Mar. 14, 1855** PRR Board approves contract with Leopold Lorenz for emigrant agency at New York. (MB)
- Mar. 14, 1855** First revenue train crosses Niagara River suspension bridge from Canada to U.S.. (ARJ)
- Mar. 17, 1855** Peoria & Oquawka Railroad opens between East Burlington and Galesburg, Ill., connecting with Central Military Tract Railroad (later part of Burlington) for Chicago; operated by CB&Q and CMT under contract of Oct. 4, 1854. (Church, RRH - RRH has to Monmouth!)
- Mar. 18, 1855** Revenue service begins over John Roebling's suspension bridge over the gorge of the Niagara River at Niagara Falls linking New York and Great Western Railway of Canada.
- Mar. 19, 1855** PRR Road Committee reads letter from N.H. Felt regarding potential for transporting Mormon emigrants from Europe to Utah. (MB)
- Mar. 1855** Cleveland, Columbus & Cincinnati and "Lake Shore" route agree for joint operation between Buffalo and Cincinnati connecting with the NYC.
- Mar. 1855** General Ticket Agents' Convention organized at meeting in Pittsburgh to coordinate through routing and ticketing among railroads.
- Mar. 1855** New York & Erie breaks first St. Nicholas agreement and cuts rates. (verify)
- Mar. 1855** NC&F Pres. James Booth (-1855) dies; Samuel M. Felton named Pres. pro-tem. (MB) (check Scharf was Chief Justice of Del.)

- Mar. 24, 1855** Andrew W. Mellon (1855-193 ), future Secretary of the Treasury and PRR director, born at Pittsburgh; son of Thomas Mellon. (HistPitts - verify)
- Mar. 27, 1855** Secretary of War Jefferson Davis (1808-1889) presents report on surveys for Pacific railroad to Congress; run on five separate routes between 32nd and 49th parallels.
- Mar. 29, 1855** Pa. act authorizes Philadelphia & Sunbury Railroad to issue preferred stock to pay floating debt and to increase holdings of coal lands to 3,000 acres. (Digest)
- Apr. 1, 1855** Northern Central Railway ceases furnishing locomotive (AR) and surrenders operation of Hanover Branch Railroad, which is thereafter operated by its own organization; becomes part of Western Maryland Railroad system in 1886. (check MB, WM - Poor says end 12/31/58!)
- Apr. 5, 1855** Pennsylvania act authorizes Sharon Iron Company to subscribe to Pittsburgh & Erie Railroad. (Church)
- Apr. 6, 1855** George W. Richards elected Pres. of Camden & Atlantic Railroad, replacing Samuel Richards. (HistAtCo)
- Apr. 11, 1855** Steubenville & Indiana Railroad opens between Unionport (?) and Newark, Ohio. (Church) (Cadiz-Cadiz Jct. open in 1855 - acutually MB of 4/11 reports IS open - opened in smaller segments)
- Apr. 12, 1855** State of Indiana agrees with Madison & Indianapolis Railroad on terms for selling state's interest to company. (Church)
- Apr. 13, 1855** NC&F Board authorizes selling all steamboats except one to be used between Baltimore and Frenchtown. (MB)
- Apr. 13, 1855** Peoria & Oquawka Railroad opens between Edwards and Knoxville, Ill. (RRH)
- Apr. 19, 1855** St. Mary's Canal opens at Sault Sainte Marie, permitting the regular shipment of Lake Superior ore to lower Great Lakes and the growth of the iron industry in the Midwest.
- Apr. 23, 1855** New Portage Railroad opens bypassing Planes No. 9 and No. 10. (CC)
- Apr. 24, 1855** Railroads running between Toledo and Chicago (Englewood) consolidated to form Michigan Southern & Northern Indiana Railroad Company. (RRs of Mich. says 4/25)

- Apr. 28, 1855** Joseph P. Bradley elected a director of Camden & Amboy Railroad as reward for services rendered. (MB)
- Apr. 29, 1855** Chartiers Valley Railroad agrees with Pittsburgh & Steubenville Railroad to use its line between Mansfield (Carnegie) and Pittsburgh. (Church)
- Apr. 30, 1855** Future PRR VP Henry Tatnall (1855-1939) born at Wilmington, Del.; son of William and Rachel Moon Tatnall; grandson of (Ed?) Tatnall, director of PW&B. (PhlRec obit)
- May 1, 1855** William B. Hubbard of Columbus assumes Presidency of Steubenville & Indiana Railroad, replacing James Means, resigned for health. (MB)
- May 2, 1855** PRR charter supplement authorizes \$2,000,000 increase in capital stock. (PL)
- May 2, 1855** Supplement to charter of Philadelphia & Trenton Railroad authorizes extension south from Kensington on any streets except New Market, Johns, Front, 2nd & 3rd Streets, with one track and operation under 6 MPH with no locomotives. (Digest)
- May 2, 1855** Columbus & Xenia Railroad appoints committee to examine affairs of Dayton, Xenia & Belpre Railroad; authorizes employing counsel and making settlement in case of Springfield & Columbus Railroad vs. Columbus & Xenia. (MB)
- May 4, 1855** Delaware Railroad Company (under construction) leased for 21 years by Philadelphia, Wilmington & Baltimore, takes effect Jan. 1, 1857. (check date in effect - Watkins is 1/1/57, Maps has with 1st open 9/1/55 - orig, agreement dated 5/15)
- May 7, 1855** Pennsylvania repeals tonnage tax on coal and lumber in return for PRR cutting rates on these commodities; without protection of tonnage tax, old transporting companies are unable to meet PRR competition for coal trade; repeal also make shipments of coal from Westmoreland County and the Broad Top Field feasible. (PL)
- May 7, 1855** *Niagara Express* inaugurated as through mail and passenger train between Philadelphia and Niagara Falls via Philadelphia & Reading; Catawissa, Williamsport & Erie; Williamsport & Elmira. what others? (how handle ga. diff. w/o Elmira?)
- May 7, 1855** Revenue Act appropriates \$277,730 for New Portage Railroad; rider

sought by residents of Wyoming Valley, particularly radical Democrats, places North Branch Extension under William R. Maffet, P.E. and removes it from control of Canal Commissioners; Maffet is paid \$3,000 per year, more than superintendents of Columbia and Portage Railroads. (PL, CC, LuzUn)

- May 7, 1852 Pennsylvania act authorizes Huntingdon & Broad Top Mountain Railroad & Coal Company to construct a basin and weigh lock on the Juniata Division Canal at Huntingdon; to be reimbursed by State through rebate of 20% on coal shipped. (PL)
- May 8, 1855 New act of Pennsylvania Legislature reduces price for Main Line from \$10 million to \$7.5 million in \$1 million installments; requires 10% down payment and 25% security deposit with Governor; also a pledge to keep the entire Main Line in operation and relay the south track of the Columbia Railroad within one year; PRR to pay an additional \$1 million for repeal of the tonnage tax. (PL, Watkins)
- May 8, 1855 Ohio & Pennsylvania Railroad Board authorizes enlarging roundhouse at Outer Depot in Allegheny; issues \$100,000 each in Coupon bonds to Forth Wayne & Chicago Railroad and Springfield, Mt. Vernon & Pittsburgh Railroad for stock subscriptions. (MB)
- May 8, 1855 Pennsylvania act authorizes any railroad to make arrangements for building any part of Pittsburgh & Erie Railroad. (Church)
- May 9, 1855 PRR abolishes post of Commissioner of Damages and placed in hands of Solicitor for Western Division. (MB)
- May 15, 1855 PW&B Board changes piers of Susquehanna River Bridge from cribs, concrete and masonry to solid masonry; work on bridge is delayed as no money has been obtained from selling 11th & Market Street station and because train ferry *Maryland* is "working so well"; reports has endorsed \$200,000 Collateral bonds to be deposited with the Treasurer of Delaware in return for state loan. (MB)
- May 15, 1855 Andrew C. Gray elected Pres. of NC&F, replacing James Booth, deceased. (MB)
- May 16, 1855 Easton Branch Railroad opens between Stoughton and North Easton, Mass.; operated by Boston & Providence Railroad. (NH)
- May 18, 1855 PRR Board approves new organization of Legal Dept. east of Blair County. (MB)
- May 23, 1855 D. Leech & Co. (or Harris & Leech?) (Western Transportation Co.)

**and Lewis & Butler/Clarke & Thaw (Pennsylvania & Ohio Transportation Co.) offer to sell their cars to PRR and retire from transporting business; had failed for last two years to get special rates over the PRR that would enable them to avoid canals; limited to the canal route they cannot compete with PRR; according to PRR, lines' receipts from through traffic in 1854 were \$135,000 vs. \$338,000 expenses on Portage Railroad alone; PRR blames low rates on competition from Erie, NYC and B&O. (MB)**

- May 23, 1855** Directors of Columbus, Piqua & Indiana Railroad personally endorse notes to buy rails to finish line to Union City. (Marvin)
- May 25, 1855** PRR Road Committee reads letters from transporting companies re transferring their business from canal to PRR and procuring off-line traffic for PRR; Committee declines to let companies operate their cars over PRR; then accept second offer of Harris & Leech and Lewis & Butler to sell their cars to PRR. (MB)
- May 1855** Grand Rapids & Indiana executes first construction contract.
- May 1855** Work resumes on Chartiers Valley Railway.
- May 1855** New York Central breaks rates beginning new rate war with Erie. (Mott-check)
- May 31, 1855** Grand Rapids & Southern Railroad incorporated in Michigan to build from Grand Rapids to the Indiana state line in connection with Grand Rapids & Indiana Railroad of Indiana; no construction work done. (Church)
- June 1, 1855** Meeting of directors and supporters of Lock Haven & Tyrone Railroad at Lock Haven; pledge to begin as soon as 16,000 shares subscribed. (Rept)
- June 2, 1855** PRR Board approves purchase of cars of Leech & Co. and Lewis & Butler for \$110,000. (MB)
- June 1855** North Western Railroad Board votes to suspend work on western end and concentrate all work between Blairsville and Freeport.
- June 4, 1855** James Means, ex-Pres. of Steubenville & Indiana Railroad, dies in Philadelphia. (MB)
- June 6, 1855** PRR Board rejects terms of 1855 act for sale of Main Line because of conditions which raise actual outlay to \$11 million and force it to operate canals which have always operated at a loss. (MB)

- June 6, 1855** PRR Board approve Pres. Thomson's sale of Mountain House at Duncansville to Dr. R.M.S. Jackson of the Allegheny Mountain Health Institute for \$12,500 and its removal to Cresson as a health resort; hotel is apparently moved in the summer of 1855; PRR retains a mortgage on property to secure payment. (MB)
- June 6, 1855** PRR Board accepts Herman Haupt's proposition to accept salary only for actual time employed on company business effective July 1; authorizes Pres. Thomson to go to Europe to sell Second Mortgage bonds. (MB)
- June 6, 1855** Thomas Lightfoot Jewett elected Pres. of Steubenville & Indiana Railroad, replacing William B. Hubbard, resigned. (MB)
- June 9, 1855** Morris & Essex Railroad orders old connecting track to New Jersey Railroad on Center Street removed after lawsuit brought by city. (Taber)
- June 13, 1855** Ohio & Pennsylvania Railroad Board proposes advancing an additional \$50,000 to Springfield, Mt. Vernon & Pittsburgh Railroad, providing PRR and Little Miami Railroad do likewise; authorizes construction of station at Crestline. (MB)
- June 15, 1855** PRR Road Committee selects D. Leech & Company as freight agents to solicit business east of Philadelphia and west of Pittsburgh. (MB)
- June 18, 1855** St. Mary's Falls Ship Canal (Soo Canal) opens, permitting direct navigation between Lakes Huron and Superior. (see above)
- June 21, 1855** Northern Central Railway Company authorizes new \$2.5 million mortgage; appoints five directors to push for completion of railroad. (MB)
- June 22, 1855** Representatives of Springfield, Mt. Vernon & Pittsburgh and Little Miami Railroads attend PRR board meeting; PRR refuses stock subscriptions on grounds are already at limit allowed by charter. (MB)
- June 22, 1855** PRR Directors A.J. Derbyshire and Gen. William Robinson protest against purchase of cars of transporting companies. (MB)
- June 25, 1855** Logansport, Peoria & Burlington Railway appoints George W. Riggs, Jr., trustee of new \$1.2 million bond issue; William Chase resigns as Pres. and replaced by Benjamin Gonzales, previously Chief Engineer. (MB)

- June 26, 1855** PW&B stockholders approve 12% stock dividend, effective Aug. 1. (MB)
- June 28, 1855** Cleveland & Pittsburgh Railroad Board orders remainder of line between Bridgeport and Beaver placed under contract as soon as possible. (MB)
- Summer 1855** Work resumes on Hempfield Railroad.
- July 1, 1855** Balance of New Portage Railroad completed; last inclined planes abandoned (C&C says open 4/7/56; Schotter says 7/1/55- USRR&MR says #9-10 open 5/23/55; all done by end of 1855 but not open til 4/7/56! - wilson says tunnel not completely arched until 12/56 - unsigned memoir says operated one loco "Pittsbg" through in 10/1855 so could say was done, but no actual business until spring of 1856 when canals reopen); cost \$2.14 million, which was entirely wasted.
- July 1, 1855** Under agreement with PRR, the two remaining big transporting companies, Leech & Co. (Western Transportation Co.) and Lewis & Butler (Pennsylvania & Ohio Transportation Co.), sell their car fleets to PRR, which withdraws them from the Portage Railroad; to fill loss, a "New Way Line" is established by R.M. Lemon & Co.
- July 1, 1855** Herman Haupt resigns as Chief Engineer of PRR and office abolished.
- July 11, 1855** Ohio & Pennsylvania Railroad Board declares 4% stock dividend instead of cash dividends paid previously. (MB)
- July 11, 1855** Western Division of Ohio & Mississippi Railroad completed between Illinoistown (E. St. Louis) and Vincennes. (Smith)
- July 14, 1855** Maryland & Delaware Railroad Company organized at Easton; Gen. Tench Tilghman (1810-1874) elected Pres.; Charles P. Manning ( -188 ), Chief Engineer of Alexandria, Loudon & Hampshire Railroad, appointed Chief Engineer. (AR)
- July 14, 1855** Columbus & Xenia Railroad authorizes loaning Dayton & Western Railroad 50 tons of rails for three years to build link with Dayton, Xenia & Belpre Railroad in Dayton. (MB)
- July 14, 1855** Injunction over grade crossings halts operation of Boston & New York Central Railroad between South Dedham (Islington) and Boston. (NH)

- July 16, 1855** Last mail stage operates out of Philadelphia; superseded by railroads. (Scharf)
- July 17, 1855** Camden & Amboy steamer *John Stevens* burns at dock near White Hill at 1:00 AM; three African-American maids and cooks killed. (PubLdgr)
- July 17, 1855** PW&B reports has postponed work on Susquehanna River Bridge until able to reach agreements with wharf owners and Tide Water Canal Company on Maryland side; have built excursion pavilion at Magnolia, Md. (MB)
- July 19, 1855** Northern Central Railway approves contract with Edmund H. Miller & Co. to complete line from tidewater at Canton to Sunbury for \$3 million. (MB)
- July 21, 1855** F. Wolcott Jackson (1833-1904) named Secretary of New Jersey Railroad & Transportation Company, of which his father, John P. Jackson, is VP.
- July 24, 1855** Main Line offered for sale at Philadelphia Exchange under terms of May 8, 1855 act, which includes a minimum bid of \$7.5 million; no offers. (PubLdgr)
- July 24, 1855** Maryland trustees sell portion of old Franklin Railroad in Maryland a second time after failure to relay and reopen road as required by Maryland act of Apr. 20, 1853; this time, sale is directly to Chambersburg, Greencastle & Hagerstown Railroad, which had acquired the property indirectly after the 1853 sale but failed to reopen it. (Digest)
- July 27, 1855** Washington, D.C. ordinance authorizes Alexandria & Washington Railroad to extend from Long Bridge along Maryland Avenue and 1st Street to Indiana Avenue and B&O, with branches down 7th Street to the Washington Canal and along the canal to 14th Street. (Digest)
- Summer 1855** Ohio River remains navigable for large steamboats all year for first time in 40 years, in contrast to severe drought of 1854; steamboats divert much traffic from railroads. (O&P AR)
- Aug. 1, 1855** Leech & Company appointed exclusive PRR freight agents in Boston; Moses Potter and Charles E. Evans become agent of Leech & Co.
- Aug. 3, 1855** Castle Garden at the Battery in New York City, originally Castle Clinton, a fort built during the War of 1812 and later a theater, opens as the city's immigrant depot; serves in this capacity until the depot is

moved to Ellis Island in 1892. (Vexler)

- Aug. 4, 1855** NC&F (?) steamer *General McDonald* collides with schooner *Peace* off Fort Mifflin; 8 drowned. (Scharf)
- Aug. 1855** Railroad conference at New York restores old rates (Mott-check)
- Aug. 1855** Three-month yellow fever epidemic begins in Norfolk, Va., killing a third of the city's residents including many leaders, and dashing its program to promote itself as a world-class port and rail hub. (Blake)
- Aug. 6, 1855** Ohio & Pennsylvania Railroad Board authorizes reducing number of passenger trains. (MB)
- Aug. 6, 1855** Norfolk County Railroad trustees reopen their line and contract with Boston & Providence for through service between Boston and Blackstone via Dedham. (Humphrey)
- Aug. 10, 1855** Sunbury & Erie authorizes issue of \$6 million 7% mortgage bonds secured by mortgage on whole line.
- Aug. 14, 1855** Brig *Columbia* leaves Marquette, Mich., with first full cargo of iron ore, inaugurating the Lake Superior iron ore trade.
- Aug. 14, 1855** Central Ohio Railroad makes telegraph contract with Pittsburgh, Cincinnati & Louisville Telegraph Company. (Church)
- Aug. 16, 1855** Canal Commissioners bar use of freight cars with swinging doors on Philadelphia & Columbia Railroad effective Sep. 1. (CC)
- Aug. 17, 1855** Future PRR VP & General Counsel Francis Innes Gowen (1855-1927) born in Philadelphia; nephew of future Reading Pres. Franklin B. Gowen. (WwasW)
- Aug. 18, 1855** Fort Wayne & Chicago Railroad Board accepts \$100,000 subscription of Ohio & Pennsylvania Railroad; authorizes sale of surplus iron to Cincinnati, Peru & Chicago Railroad. (MB)
- Aug. 20, 1855** Pittsburgh & Connellsville Railroad opens to Broad Ford. (ARJ)
- Aug. 23, 1855** PRR Board adopts Morse telegraph system, purchasing rights from Amos Kendall for lines between Altoona and Pittsburgh. (MB)
- Aug. 23, 1855** Ohio & Indiana Railroad Board authorizes end to running short trains and keeping maintenance of way force at minimum. (MB)

- Aug. 24, 1855** NC&F Board reports sale of steamboats *Ohio* and *Thomas Powell* to parties in New York; reports will not continue Cape May service another year unless are unable to sell steamboat *General McDonald*. (MB)
- Aug. 29, 1855** Camden & Amboy train backing without proper control strikes a horse and carriage at a grade crossing near Burlington; rear car ran over horse, causing four cars to derail; 24 killed. (Lane)
- Aug. 29, 1855** Steamer *Gen. McDonald* makes last run from Cape May to New Castle and Philadelphia on NC&F line; service operated by others in 1856 season. (newspaper tt)
- Sep. 1, 1855** First section of Delaware Railroad opens between Delaware Jct. (Rodney) and Middletown, Del.
- Sep. 1, 1855** Grand Rapids & Indiana Railroad formed by merger of Grand Rapids & Indiana Railroad (of Indiana) and Grand Rapids & Southern Railroad under agreement dated Aug. 1, 1855. (Church)
- Sep. 5, 1855** Charles P. Manning begins surveys for Maryland & Delaware Railroad; Easton to Delaware state line and along both sides of Tred Avon (Third Haven?) River south of Easton. (AR)
- Sep. 7, 1855** Steubenville & Indiana Railroad appoints committee to go to Newark to arrange for physical connection with other railroads. (MB)
- Sep. 8, 1855** Upper level of Lehigh Valley Railroad bridge opens between Phillipsburg, N.J., and South Easton, Pa.; forms a new outlet from the anthracite coal fields via Lehigh Valley Railroad to Elizabethport via CNJ. (Sayre diary)
- Sep. 8, 1855** Newark, Ohio, ordinance permits Steubenville & Indiana Railroad to extend across Church Street to connect with the Sandusky, Mansfield & Newark Railroad and to lay a third rail to the Central Ohio Railroad depot. (Church)
- Sep. 10, 1855** Russians surrender Sebastopol to the British and French besiegers, ending the main action of the Crimean War.
- Sep. 11, 1855** PRR Road Committee orders Superintendent to report on question of building a siding at the east end of Gallitzin Tunnel for Allegheny Railroad & Coal Company. (MB)
- Sep. 11, 1855** Charles P. Manning resigns as Chief Engineer of Maryland & Delaware Railroad as Virginia Board of Public Works refuses to

**allow him to work in another state; replaced by Walter Gwynn of North Carolina. (AR)**

- Sep. 12, 1855 PRR Board adopts reduced rates on coal and lumber. (MB)**
- Sep. 12, 1855 John Work Garrett (1820-1884), a second-generation member of the Baltimore banking house of Robert Garrett & Sons, is seated as a director of the B&O; part of a revolt of private stockholders against management dominated by city and state directors. (Catton)**
- Sep. 15, 1855 First coal train from Mauch Chunk arrives in Phillipsburg via Lehigh Valley Railroad (LV) (Sayre)**
- Sep. 19, 1855 PRR Board authorizes extension of telegraph line from Altoona to Philadelphia and purchase of Morse patent for entire line; review report of H.H. Houston that PW&B, B&O and Central Ohio Railroads have combined to undercut PRR rate on eastbound freight by 5-10 cents per cwt.; Houston notes that as long as navigation to Pittsburgh is good, PRR will get cream of traffic, but if river falls, will have to cut rates to match. (MB)**
- Sep. 21, 1855 Future PRR Pres. Samuel Rea (1855-1929) born at Hollidaysburg, Pa.; son of James D. Rea (d. 1868) and Ruth Moore Rea; great-grandson of Samuel Rea who emigrated from Ireland to Pennsylvania in 1755. (NYT)**
- Sep. 22, 1855 Ohio & Indiana Railroad Board accepts contract with Stone, Prosser & Co. to complete and operate road. (MB)**
- Sep. 24, 1855 Sunbury & Erie Railroad opens between Milton and Northumberland, Pa.**
- Sep. 24, 1855 PRR VP William B. Foster meets Camden & Amboy officials in New York to discuss emigrant travel and other business. (MB)**
- Sep. 25, 1855 Marion & Miississinewa Valley Railroad Board repudiates \$54,000 in Marion & Logansport Railroad First Mortgage as illegally issued to contractor Joseph Lomax & Co. by Joseph Lomax as Pres.; Lomax sues to recover interest on \$27,000 of bonds. (Church)**
- Sep. 26, 1955 Columbus, Piqua & Indiana Railroad directors learn total liabilities are \$2.7 million. (Marvin)**
- Sep. 27, 1855 Cincinnati, Wilmington & Zanesville Railroad issues \$500,000 in Income bonds convertible into stock. (Church)**

- Oct. 1, 1855** Columbus, Piqua & Indiana Railroad defaults on Third Mortgage bonds; Cleveland, Columbus & Cincinnati Railroad and Bee Line forced to honor guarantee and pay interest. (Marvin)
- Oct. 3, 1855** Gov. James Pollock issues call for bids for purchase of Main Line until Dec. 24. (verify)
- Oct. 3, 1855** New York & Boston Railroad absorbs Charles River Branch Railroad. (Humphrey)
- Oct. 6, 1855** Commonwealth of Pennsylvania declares charter of Erie & North East Railroad forfeited and imposes a tax of 5 cents per passenger and 10 cents per ton on all eastbound traffic; Gov. James Pollock appoints Joseph Casey Superintendent. ( , Church)
- Oct. 9, 1855** Democrats sweep Pennsylvania elections as alliance of Whigs and Americans breaks up; elect Arnold Plumer Canal Commissioner and capture both houses of Legislature.
- Oct. 12, 1855** Philadelphia City Surveyor & Engineer Strickland Kneass reports to City Councils on passenger railroads (horse cars) as a superior alternative to the city's omnibus network. (Speirs)
- Oct. 12, 1855** Northern Central Railway appoints Anthony B. Warford, Simon Cameron's brother-in-law, Chief Engineer. (MB)
- Oct. 13, 1855** Steubenville & Indiana Railroad authorizes sending a representative to Richmond to lobby for Steubenville Bridge. (MB)
- Oct. 16, 1855** PW&B reports have annulled Susquehanna River Bridge masonry contract. (MB)
- Oct. 23, 1855** Allegheny Valley Railroad holds small opening excursion for press and friends over first section between Lawrenceville, near Pittsburgh, and the Kiskiminetas River (Kiski Jct.), Pa. (AR, PittsGaz)
- Oct. 24, 1855** PRR memorializes the Philadelphia City Councils regarding the poor state of the City Railroad in Market Street and the need for a good route to the waterfront.
- Oct. 25, 1855** Allegheny Valley Railroad opens for revenue service between Lawrenceville and Kiskiminetas River; provides omnibus between office at 5th & Market Street and Lawrenceville. (PittsGaz)
- Oct. 27, 1855** Sunbury & Erie Railroad contracts section between Erie and Warren to King, Brown & Co. and Struthers, Curtis & Co.

- Oct. 28, 1855** Cleveland, Columbus & Cincinnati Railroad Board reports that its stockholders have sued to prevent further interest payments on Columbus, Piqua & Indiana Third Mortgage bonds; court eventually upholds endorsement; Bellefontaine & Indiana Rail\_\_ loses \$189,178, and Indianapolis, Pittsburgh & Cleveland Rail\_\_ loses \$164,028. (Marvin)
- Oct. 30, 1855** Steubenville & Indiana Railroad Board votes to continue lease of steamboat *Clara Fisher* and charter additional boat *Venture*; appoints committee to confer with Central Ohio Railroad on joint use of track between Newark and Columbus; notes employees have not been paid in two months. (MB)
- Late 1855** Packet lines driven off Wabash & Erie Canal by railroad competition.
- Nov. 5, 1855** Belvidere-Delaware Railroad opens for revenue service from Philipsburg to Belvidere, N.J.; first train Nov. 2. (Lee)
- Nov. 5, 1855** Eugene Victor Debs (1855-1926) railroad union and Socialist Party leader born at Terre Haute, Ind. (DAB)
- Nov. 10, 1855** Canal Commissioners consent to PRR stringing its own telegraph line along the Philadelphia & Columbia Railroad. (CC)
- Nov. 10, 1855** Northern Central Railway terminates contract negotiations with Edmund H. Miller & Co. (MB)
- Nov. 12, 1855** Maryland portion of Chambersburg, Greencastle & Hagerstown Railroad reconveyed to company by Trustees. (C&C)
- Nov. 12, 1855** Circuit Court of Madison County issues final decree ending merger of Madison & Indianapolis and Peru & Indianapolis Railroads; Peru & Indianapolis later becomes part of Wabash and then Lake Erie & Western systems. (Church, )
- Nov. 13, 1855** Logansport, Peoria & Burlington Railway contracts with S. Taylor & Co., consisting of Stephen Taylor, A.B. Culver, Lewis Kent and Horace Kent, to complete and equip line between Logansport and Middleport. (MB)
- Nov. 14, 1855** PRR VP William B. Foster given leave of absence for health. (MB)
- Nov. 15, 1855** Fort Wayne & Chicago Railroad authorizes through Cleveland-Chicago service with Cleveland, Columbus & Cincinnati Railroad; Joseph K. Edgerton of Fort Wayne elected Pres., replacing Samuel

- Hanna, resigned; Solomon White Roberts of Ohio & Pennsylvania Railroad elected a director. (MB)
- Nov. 15, 1855** Peoria & Oquawka Eastern Extension Railroad opens between East Peoria and Walnut Grove (Eureka).
- Nov. 15, 1855** Robert S. Schuyler (1798-1855), former Pres. of New York & New Haven and \_\_\_ of New Jersey Railroad, dies at Nice; a coffin is returned, and a funeral held in New York, but with some suspicion that Schuyler was not actually dead. (SchuylerGen, RRH)
- Nov. 1855** Northern Central Railway receives first of 200 new coal cars; begins through coal trains from Pine Grove anthracite field over Dauphin & Susquehanna Coal Company's railroad to Rockville. (Dauphin?)
- Nov. 19, 1855** Ohio & Indiana Railroad discontinues express train between Crestline and Forest. (MB)
- Nov. 24, 1855** Jeffersonville Railroad makes new 10-year agreement to use Madison & Indianapolis Railroad between Edinburg and Indianapolis. (Church)
- Nov. 25, 1855** PRR Board authorizes J. Edgar Thomson to prepare an offer for the purchase of the Main Line. (MB)
- Nov. 27, 1855** Ohio & Pennsylvania Railroad Board authorizes renting Alliance eating house to private operator; authorizes contracting for superstructure of Allegheny River Bridge. (MB)
- Dec. 1, 1855** Belvidere-Delaware Railroad begins operating Flemington Railroad & Transportation Company under agreement of June 7, 1854. (Val - check in C&C)
- Dec. 1, 1855** Pittsburgh & Steubenville defaults on City of Pittsburgh bonds.
- Dec. 3, 1855** District of Columbia voters approve letting Washington & Alexandria Railroad operate in District by 325-158. (NatIntlgncr)
- Dec. 5, 1855** Camden & Amboy agrees with New Jersey Express Company for shipping one 500-pound crate on two daily round trips between New York and Philadelphia.
- Dec. 6, 1855** Aaron Taylor of New York elected a director of Logansport, Peoria & Burlington Railway. (MB)
- Dec. 7, 1855** Allegheny Valley Railroad extended from Lawrenceville to Taylor

**(31st) Street, Pittsburgh. (AR)**

- Dec. 7, 1855** Henry Bessemer (1813-1898) receives first British patent for his converter for making steel in large batches by blowing air through molten iron. (DNB)
- Dec. 1855** Double track of New Jersey Railroad completed, Jersey City to Rahway.
- Dec. 1855** Alexandria & Washington Railroad completed from the B&O depot in Washington to the north end of the Long Bridge over the Potomac; never actually opened for service because of public opposition. (see 11/25/56)
- Dec. 11, 1855** Allegheny Valley Railroad extended from Kiskiminetas River to Crooked Creek, Pa.; trains now depart from freight depot and ticket office at Penn & Wayne Streets with omnibus connection to 5th & Market. (PittsPost, AR)
- Dec. 12, 1855** PRR Board approves two proposals drawn up by Thomson; one for purchase of entire Main Line and one for Columbia Railroad only. (MB)
- Dec. 1855** Contractors on Northwestern Railroad complain that they are unable to market bonds of Butler and Lawrence County bonds issued to them in payment.
- Dec. 17, 1855** Charter supplement provides for viewers to examine whether bridge being built by North-Western Railroad at Freeport obstructs navigation. (Digest)
- Dec. 18, 1855** PW&B Board reports that Boston stockholders have urged sale of all property not needed for operations; have made through freight arrangement with Camden & Amboy Railroad at large discount and with B&O on a pro-rata mileage basis; PRR has applied for joint use of Southwark Railroad for its New York freight and offers to purchase old 11th & Market Street depot for Second Mortgage bonds; reports completion of new stations at Elkton and Bellevue. (MB)
- Dec. 20, 1855** J. Edgar Thomson submits proposal to Gov. (Pollock) to buy the Main Line for \$7.5 million; \$500,000 down and the rest in annual payments of \$700,000 between 1875-84; tonnage tax and right of state to buy PRR to be repealed; as alternative, offers to purchase Columbia Railroad at cost to be valued by three engineers appointed by state. (Watkins)

- Dec. 20, 1855** Northern Central Railway executes new contract for extending to Sunbury and building a branch to Canton, excluding a tunnel east of Jones Falls to George Lauman and Isaac Eckert of Pennsylvania and Jacob Hall Pleasants of Baltimore; work resumes between Lemoyne and Sunbury; Northern Central issues \$2.5 million Third Mortgage bonds to finance construction. (MB, AR)
- Dec. 20, 1855** Grand Rapids & Indiana Railroad Board provides for 7% interest to be paid on all subscriptions in "Interest stock"; a total of \$110,900 such stock is issued, but its validity is contested before being accepted by successor companies. (Church)
- Dec. 26, 1855** PRR directors decline to submit new proposition of Springfield, Mt. Vernon & Pittsburgh to PRR stockholders. (MB)
- Dec. 27, 1855** Maryland & Delaware Railroad begins construction. (Val)
- Dec. 28, 1855** Pittsburgh ordinance authorizes city Treasurer to negotiate a temporary loan of \$16,500 to pay Jan. 1, 1856 interest on bonds issued for city subscription to Pittsburgh & Steubenville Railroad stock. (Church)
- Dec. 31, 1855** Western Transportation Company organized at Buffalo as lake boat subsidiary of NYC.
- ca. 1855** Kasson's Dispatch begins operation on NYC lines; first organized railroad fast freight line.
- 1855** Cassatt family returns to U.S.; A.J. Cassatt stays in Darmstadt, Germany, to attend the University. (Davis)
- 1855** William Bender Wilson (1839-1919), future company historian, joins PRR as telegraph operator.
- 1855** City of Brooklyn opens Atlantic Avenue from Flatbush Avenue to Stone Avenue and Brooklyn & Jamaica Railroad placed in median. (C&C)
- 1855** Newark Plank Road & Ferry Company completes plank road between Grand Street, Jersey City, and Market Street, Newark, on line of Communipaw Avenue.
- 1855** Camden & Amboy begins laying a very heavy 91-pound iron rail intended for fast running; 14.33 miles between South Amboy and Bordentown, 8.15 miles Bordentown-Camden, and 4.31 miles

- Bordentown-New Brunswick. (AR)**
- 1855 William Cook surveys Camden & Pemberton Agricultural Railroad. (ARJ - early summer? - Prowell says 11/55)**
- 1855 PW&B lays T-rail on one track of Southwark Railroad on Broad Street between Washington Street and South Street. (AR)**
- 1855 PRR opens new foundry and erecting shop at Altoona.**
- 1855 PRR completes second track: Millerstown-Lewistown, Barree-Spruce Creek, Altoona-Johnstown, Blairsville Int.-Carr's Tunnel, and Brintons-Pittsburgh. (AR)**
- 1855 Superintendent Herman J. Lombaert introduces reclining seat coaches for night travel on PRR; remain in use until superseded by Pullman sleepers in 1866 (?) (Wilson - says not Woodruffs, but no Pullmans that early)**
- 1855 Salineville Railroad, a private railroad, builds 3.7 mile branch to mines of Osborne Coal Company in Ohio.**
- 1855 Maumee River bridged at Toledo, forming unbroken rail line between Buffalo and Chicago. (ga. uniform Cleveland-Chicago)**
- ca. 1855 First Dayton Union Depot built by Cincinnati, Hamilton & Dayton Railroad with other railroads admitted as tenants.**
- 1855 Cincinnati & Fort Wayne Railroad suspends construction without any part being completed; not revived until 1866.**
- 1855 Hugh J. Jewett (1817-1898) of Zanesville elected Vice President of Central Ohio Railroad. (NCAB says 1856; says forms Central Ohio RR with brother Thomas L. Jewett in 1855)**
- 1855 Peak year for coal brought to Cleveland by Ohio & Erie Canal.**
- 1855 Little Miami Railroad completes double track between Milford and Loveland, Ohio; about 5 miles of single track remain at Cincinnati.**
- 1855 Indianapolis & Bellefontaine Railroad changes gauge from 4'-8-1/2" to 4'-10" to form through line with Bellefontaine & Indianapolis in Ohio.**
- 1855 Shelbyville Lateral Railroad abandoned and taken up; Jeffersonville Railroad begins using track of Madison & Indianapolis Railroad**

north of Edinburg; (also using Shelbyville & Knightstown? no-K&S abnd in 1854; Church says Shelbyville & Knightstown abnd same time)

- 1855** Pres. Lomax of Grand Rapids & Indiana Railroad moves to Sturgis, Mich. and begins lobbying for a land grant.
- 1855** Chicago & Mississippi Railroad completes line between Alton (upstream from St. Louis) and Joliet, Ill., connecting with Chicago & Rock Island for Chicago; first railroad into St. Louis area from the East. (verify in ARJ)
- 1855** Cleveland & Pittsburgh Railroad hauls 1,027 tons of ore from Cleveland docks.
- c. 1855** Tom Scott thrown from a locomotive that tipped over; suffers a concussion on the back of his head that leaves him partially paralyzed on the left side and lays ground for fatal strokes 25 years later. (WSG 1880)
- c. 1855** Thomas S. Clarke and William Thaw dissolve Clarke & Thaw and dispose of Pennsylvania & Ohio Line and Ohio River packets in anticipation of pending railroad competition. (Mem)
- 1855** Thomas S. Clarke joins George Black, William F. Leech and George W. Harris in founding Leech & Co.; William Thaw replaces Black after nine months. (StdHstPitts)
- 1855** Herman Haupt is asked to examine the route for the \_\_\_-mile Hoosac Tunnel on the Troy & Greenfield Railroad in Massachusetts; reports favorably and takes an interest in the \$4 million contract to build the tunnel; the work bogs down, and Haupt becomes hopelessly entangled in litigation with the state. (Haupt)
- c. 1855** Mad River & Lake Erie Railroad abandons original line between Sandusky and Tiffin via Bellevue in favor of new alignment through Clyde and Green Springs; portion between Sandusky and Bellevue becomes right of way of future PRR Sandusky Branch in 1893. (verify)