

**PRR CHRONOLOGY
1856**

March 2005 Edition

- Jan. 1, 1856** **New Jersey Railroad opens second track between Newark and Rahway.**
- Jan. 1, 1856** **PRR extends its own telegraph line from Altoona to Harrisburg. (Wilson)**
- Jan. 1, 1856** **St. Charles Air Line Branch of Galena & Chicago Union Railroad opens between South Branch of Chicago River and Harlem (Oak Park) on the main line 1.25 miles west. (C&NW)**
- by Jan. 1856** **American Express Company begins operating over NYC and connections between New York and Chicago.**
- Jan. 2, 1856** **Cleveland & Pittsburgh Railroad appoints committee to negotiate with Steubenville & Indiana Railroad for connection at Steubenville. (MB)**
- Jan. 3, 1856** **Pittsburgh & Erie Railroad issues last financial statement showing a total of \$277,000 spent to Oct. 31, 1855.**
- Jan. 7, 1856** **Sunbury & Erie opens between Northumberland and Sunbury.**
- Jan. 8, 1856** **Alexandria ordinance authorizes Alexandria & Washington Railroad to extend into city from the end of the Washington & Alexandria Turnpike at the head of Columbus Street to St. Asaph & Princess Streets. (Digest)**
- Jan. 8, 1856** **Cleveland, Columbus & Cincinnati Railroad Board writes off investment of \$10,000 in stock of Columbus, Piqua & Indiana Railroad and \$18,000 in Mississippi & Atlantic Railroad. (Marvin)**
- Jan. 9, 1856** **Robert McKelly elected Pres. pro-tem. of Ohio & Indiana Railroad, replacing Samuel Hanna; Joseph K. Edgerton elected a director. (MB)**
- Jan. 1856** **William Bingham elected Mayor of Pittsburgh. (Vexler)**
- Jan. 1856** **PRR completes double track Carr's Tunnel-Greensburg and Irwin-Brintons.**

- Jan. 1856** Maryland & Delaware Railroad breaks ground at Greensboro, Md. (ARJ)
- Jan. 1856** Democrats in Pennsylvania Legislature elect ex-Gov. William Bigler as U.S. Senator to succeed James Cooper.
- Jan. 14, 1856** Christopher Fallon reelected Pres. of West Chester & Philadelphia Railroad over Daniel Tyler by vote of 5,956 to 5,672, despite resignation in Aug. 1855. (MB)
- Jan. 14, 1856** Edward Miller elected Pres. of North Pennsylvania Railroad replacing Thomas S. Fernon (1818-1896), resigned; remains Chief Engineer. (Hare)
- Jan. 1856** Severe winter; Delaware River frozen solid at Philadelphia; cutting off commerce. (Scharf)
- Jan. 16, 1856** Steubenville & Indiana Railroad Board resolves to defer construction of connections to other railroads to conserve money. (MB)
- Jan. 17, 1856** First coal train runs through from Sugar Loaf Mines above Mauch Chunk on LV to Trenton via Belvidere-Delaware Railroad using lower level of Easton Bridge; coal cars use wide-tread wheels to negotiate gauge difference between standard and 4'-10". (SG)
- Jan. 17, 1856** Steubenville & Indiana Railroad Board authorizes creation of \$400,000 in income bonds. (MB)
- Jan. 17, 1856** East end of Peoria & Oquawka Railroad opens between Peoria and Brimfield, Ill.
- Jan. 22, 1856** Delaware Railroad opens between Middletown and Dover.
- Jan. 23, 1856** Allegheny Valley Railroad opens between Crooked Creek and Kittanning. (AR, Val)
- Jan. 24, 1856** George W. Cass first elected a director of Ohio & Pennsylvania Railroad. (MB)
- Jan. 25, 1856** In response to request from Springfield, Mt. Vernon & Pittsburgh Railroad for further aid, Ohio & Pennsylvania Railroad Board orders examination by committee. (MB)
- Feb. 1, 1856** PRR agrees with Winslow, Lanier & Co. to pay \$35,000 interest due on Ohio & Indiana bonds 50-50. (MB)

- Feb. 1, 1856** Philadelphia ordinance authorizes PRR to repair City Railroad east of 8th & Market Street at own expense, with cost to be deducted from tolls. (Digest)
- Feb. 1, 1856** West Chester & Philadelphia Railroad opens for revenue service between Media and Rockdale (Glen Riddle).
- Feb. 4, 1856** PRR stockholders' meeting orders investigation of Springfield, Mount Vernon & Pittsburgh Railroad and making further advance of \$60,000 only if in sound condition. (MB)
- Feb. 4, 1856** Tom Scott attends his first meeting of Ohio & Pennsylvania Railroad Board; Board resolves to rent Alliance Station House at \$1,000 per year. (MB)
- Feb. 6, 1856** McKean & Elk Land & Improvement Company incorporated; controlled by Thomas Struthers, John Kintzing Kane, Thomas Leiper Kane (1822-1883), et al.; owns 132,000 acres originally owned by the Holland Land Company and acquired from Struthers and William A. Irvine; Thomas L. Kane made resident agent. (Rosenberger)
- Feb. 6, 1856** Ohio & Pennsylvania Railroad notifies Springfield, Mt. Vernon & Pittsburgh Railroad it will pay no further installments. (MB)
- Feb. 7, 1856** Pennsylvania act permits PRR to acquire tract on Liberty Street in Pittsburgh now occupied by St. Patrick's Roman Catholic Church and burying ground. (PL)
- Feb. 7, 1856** Philadelphia Select Council passes bill for paying the balance of \$1.05 million on city's subscription to Sunbury & Erie Railroad.
- Feb. 7, 1856** Steubenville & Indiana Railroad Board repeals resolution authorizing \$400,000 in income bonds and substitutes \$600,000 in Third Mortgage bonds. (MB)
- Feb. 11, 1856** William Bigler resigns as President of Sunbury & Erie following election to U.S. Senate; offered to ex-PRR Pres. Samuel Vaughan Merrick, who stipulates that all old directors resign, old contracts be cancelled, and contractors be barred from voting stock they have received for construction. (ARJ, Rosenberger)
- Feb. 13, 1856** Columbus & Xenia and Little Miami Railroad appoint committee to meet with J. Edgar Thomson re aid sought by Springfield, Mount Vernon & Pittsburgh Railroad from PRR, O&P and LM. (MB)

- Feb. 1856** Fort Wayne & Chicago Railroad opens between Fort Wayne and Columbia City, Ind. (Church - Sanders says 1/56 used open freight car with boards for seating)
- Feb. 1856** Columbus, Piqua & Indiana Railroad elects new Board including William Neil, Thomas L. Jewett of Steubenville & Indiana Railroad, and Columbus banker Benjamin E. Smith; Neil elected Pres., replacing M.G. Mitchell, resigned. (Marvin)
- Feb. 20, 1856** Coopers Point & Philadelphia Ferry Company incorporated to operate between Coopers Point and Vine Street; acquires ferry of Joseph Cooper. (Val, C&C)
- Feb. 20, 1856** PRR Board refuses to purchase PW&B depot at 11th & Market, which it now leases, and authorizes construction of own depot on Market between 4th and 5th. (may not have been built) (MB)
- Feb. 20, 1856** Philadelphia Board of Trade tries experiment of breaking up ice in Delaware River with gunpowder; ice blockade lasts until early March. (Scharf)
- Feb. 22, 1856** Sacramento Valley Railroad, first in California, opens between Sacramento and Folsom.
- Feb. 23, 1856** Christopher Fallon declines to accept election as Pres. of West Chester & Philadelphia Railroad, as company has refused to accept his offer to rescue it; Samuel J. Sharpless resigns as manager; J. Lacey Darlington elected Pres. pro tem. (MB)
- Feb. 23, 1856** Samuel Vaughan Merrick accepts presidency of Sunbury & Erie. (Rosenberger)
- Feb. 26, 1856** City of Philadelphia authorizes borrowing \$1,050,000 to pay installments on its Sunbury & Erie Railroad stock. (Digest)
- Feb. 26, 1856** State of Indiana's interest in Madison & Indianapolis Railroad conveyed to company under agreement of Apr. 12, 1855, return for \$75,000 in Indiana 5% stock; in 1852, state had demanded \$300,000 in cash. (Church)
- Feb. 27, 1856** Virginia act authorizes Alexandria & Washington Railroad to issue \$100,000 in bonds to finance completion of work. (Digest)
- Feb. 27, 1856** Ohio & Indiana Railroad committee reports that has gone to Pittsburgh and Philadelphia and has arranged to pay Feb. 1 interest with advances from PRR and Winslow, Lanier & Co. (MB)

- Feb. 28, 1856** Cincinnati, Wilmington & Zanesville Railroad issues \$1.1 million Third Mortgage bonds, secured by mortgage to Robert Buchanan, James P. Kilbreth and S.P. Bishop, to be used to retire Income bonds and fund floating debt. (Church)
- Mar. 1, 1856** Terre Haute & Alton Railroad opens between Alton and Terre Haute; financed by New York and Massachusetts capitalists; first railroad to reach St. Louis area from the East. (Church - NO! Chicago & Mississippi b. Chicago-Alton in 1855!)
- Mar. 1, 1856** East end of Peoria & Oquawka Railroad opens between Brimfield and Elmwood, Ill.
- Mar. 3, 1856** Pittsburgh banker Thomas Mellon (-) elected to PRR Board, beginning over a century of Mellon family representation; Herman Haupt takes seat as City director. (Schotter)
- Mar. 6, 1856** Maryland act appoints three new trustees to sell property and franchise of old Franklin Railroad in Maryland, as previous purchaser, Chambersburg, Greencastle & Hagerstown Railroad, has failed to begin relaying it within time allotted; purchasers may form a new company called the Franklin Railroad and extend line across Potomac River. (Digest)
- Mar. 8, 1856** Queen Annes & Kent Railroad Company, Kent County Railroad Company incorporated in Maryland to build east from Centreville and Chestertown respectively. (Val)
- Mar. 10, 1856** Maryland act authorizes New Castle & Frenchtown to abandon line between Rodney and Frenchtown. (Val)
- Mar. 10, 1856** Louisville Bridge Company incorporated in Kentucky to build railroad bridge across the Ohio River; no work done under this act. (LBco AR, Church)
- Mar. 1856** Former PW&B Pres. M. Brooke Buckley dies. (MB)
- Mar. 13, 1856** Pennsylvania act bars canal supervisors from making contracts in excess of appropriations and makes any such excess recoverable from them at law rather than from the state; makes quick response in repairs more difficult; three supervisors who have amassed debts of \$500 to \$23,500 are replaced. (CC)
- Mar. 13, 1856** Nicholson Run & Pine Swamp Railroad & Coal Company renamed New Castle & Darlington Railroad. (Church)

- Mar. 14, 1856** Salem Railroad incorporated in N.J. to build from point on West Jersey Railroad to Salem. (Val)
- Mar. 15, 1856** Camden ferryboat *New Jersey*, crossing from Walnut Street at night against the ice, catches fire while rounding Smith Island and burns in off Philadelphia shore with large loss of life; boilers later found to be defective. (Scharf)
- Mar. 15, 1856** Western Transportation Company incorporated in Pennsylvania in interest of PRR to take over contract to build and operate Pittsburgh & Steubenville. (Digest)
- Mar. 16, 1856** PW&B raises local fares. (MB)
- Mar. 19, 1856** At request of Ohio & Pennsylvania Railroad, PRR Board appoints conference committee to jointly examine state of Ohio & Indiana and Springfield, Mt. Vernon & Pittsburgh. (MB)
- Mar. 19, 1856** PRR Board authorizes purchase of two locomotives from Ross Winans of Baltimore @ \$9,300. (MB)
- Mar. 26, 1856** PRR Road Committee hears report of William H. Wilson on Ohio & Indiana and Fort Wayne & Chicago Railroads; considers best mode of aiding O&I; authorizes J. Edgar Thomson and G.W. Cass to prepare report. (MB)
- Mar. 26, 1856** Protest meeting held in Philadelphia to oppose chartering a street railroad to operate on 5th & 6th Streets between Frankford and Southwark; organizers intimate that is plot of Camden & Amboy Railroad to build link to PW&B. (Scharf)
- Mar. 28, 1856** PRR Road Committee hears report of Thomson and Cass and orders it printed for public; Delano, Fish and Roberts of Springfield, Mount Vernon & Pittsburgh Railroad make presentation, but Committee takes no action on aid. (MB)
- Mar. 28, 1856** J. Edgar Thomson, G.W. Cass, Robert McKelly and Joseph K. Edgerton sign agreement calling for merger of Ohio & Pennsylvania Railroad, Ohio & Indiana Railroad and Fort Wayne & Chicago Railroad into Pittsburgh, Fort Wayne & Chicago Railroad and for advances by PRR and O&P to other two to pay coupons and finish Fort Wayne & Chicago. (Church)
- Mar. 30, 1856** Chicago, Burlington & Quincy Railroad (CB&Q) and Galena & Chicago Union Railroad begin operating passenger trains into the

lakefront terminal of the Illinois Central Railroad over the new St. Charles Air Line track of the IC. (RRH)

- Mar. 30, 1856** Peace treaty signed at Paris ending Crimean War and establishing neutrality of Black Sea.
- Mar. 31, 1856** PRR Board resolves to execute a through traffic agreement with the Springfield, Mt. Vernon & Pittsburgh as soon as completed; also to pay Apr. 1 coupons on Ohio & Indiana Second Mortgage bonds, providing Ohio & Pennsylvania Railroad is liable for half and no further aid granted until consolidation. (MB)
- Apr. 1, 1856** PRR opens own telegraph line from Harrisburg to Philadelphia, making complete line from Pittsburgh; Philadelphia office at 70 Walnut Street. (Wilson)
- Apr. 1, 1856** West Chester & Philadelphia Railroad defaults on First Mortgage bonds. (Poor)
- Apr. 1, 1856** Girard Railroad incorporated in Pa. and given right to buy railroad and property of Philadelphia & Sunbury Railroad lying east of Locust Summit. (Digest)
- Apr. 1, 1856** Pa. act authorizes Cumberland Valley Railroad to purchase and rebuild Franklin Railroad; increase stock to \$2.5 million, and extend to point on B&O in Virginia. (Digest)
- Apr. 1, 1856** Ohio & Pennsylvania Railroad Board approves articles of consolidation. (MB)
- Apr. 1, 1856** Indianapolis, Pittsburgh & Cleveland Railroad and Bellefontaine & Indiana Railroad begin joint operation of their line between Galion, Ohio, and Indianapolis. (ARJ)
- Apr. 1, 1856** Western Union Telegraph Company founded by Ezra Cornell. (verify)
- Apr. 2, 1856** William H. Wilson makes report on condition of Hempfield Railroad.
- Apr. 2, 1856** Steubenville & Indiana Railroad Board authorizes connection with Cleveland & Pittsburgh Railroad at future Mingo Jct.; agrees to change gauge from standard to 4'-10" to match C&P, as Pittsburgh & Steubenville Railroad is unfinished; notes Columbus, Piqua & Indiana Railroad has recently changed to Ohio gauge. (MB)
- Apr. 4, 1856** Western Union Telegraph Company formed by merger of 13

telegraph companies. (Vexler - verify)

- Apr. 7, 1856** Main Line of Public Works opens for year; delayed by severe winter and drought in Ohio Valley. (CC)
- Apr. 7, 1856** Last section of New Portage Railroad opens, bypassing Planes Nos. 4-8?. (see 1855) - this is date ML opens for year
- Apr. 9, 1856** Pa. act provides for forfeiting rights of Chambersburg, Greencastle & Hagerstown Railroad to state unless complete reopening to Greencastle by Dec. 1, 1856 and to Maryland state line by Apr. 1, 1857. (Digest)
- Apr. 9, 1856** Future PRR VP William Heyward Myers (1856-1923) born at San Antonio, Texas.
- Apr. 10, 1856** Charter supplement authorizes other railroads to guarantee bonds of North Western Railroad. (Digest)
- Apr. 10, 1856** Cleveland & Pittsburgh Railroad Board orders extension of River Line to a junction with the Central Ohio Railroad as soon as possible, as Central Ohio Railroad has been unable to extend to Kirkwood in Belmont County. (MB)
- Apr. 10, 1856** Ohio act authorizes railroad that run to state line to merge with connecting lines in other states on vote of two-thirds of stockholders. (Digest)
- Apr. 12, 1856** Washington & Maryland Line Railroad Company incorporated in Pennsylvania to build from Columbia to the Maryland state line. (Val)
- Apr. 15, 1856** PW&B Board reports through freight to and from B&O is increasing. (MB)
- Apr. 1856** Illinois Central Railroad opens permanent "Great Central" Chicago station with eight tracks in trainshed on lakefront at South Water Street, replacing temporary depot of 1853; used by IC, Michigan Central, CB&Q and Galena & Chicago Union railroads; is the most advantageously located station in relation to the then business district near the mouth of the Chicago River. (RRH)
- Apr. 16, 1856** Philadelphia & Sunbury Railroad deeds Eastern Division from summit of Locust Mountain to Wadesville to coal operator William L. Helfenstein; by endorsement, he reconveys it to Philadelphia & Sunbury Railroad next day. (Val)

- Apr. 18, 1856** PRR charter supplement authorizes an extension to the Delaware River at some point south of the (old) Philadelphia Navy Yard. (PL)
- Apr. 19, 1856** John Welsh (1805-1886) elected Pres. of North Pennsylvania Railroad, replacing Edward Miller, who remains Chief Engineer. (Hare)
- Apr. 20, 1856** Robert L. Stevens (1787-1856), former Pres. of Camden & Amboy Railroad, dies at Hoboken. (WwasW)
- Apr. 21, 1856** First railroad bridge over the Mississippi River opens between Rock Island, Ill., and Davenport, Iowa.
- Apr. 22, 1856** PRR charter supplement authorizes it to buy and sell portions of the Powelton Estate so that total holdings do not exceed 50 acres. (PL)
- Apr. 22, 1856** Ohio & Pennsylvania Railroad Board awards contract for Allegheny River Bridge. (MB)
- Apr. 22, 1856** Pennsylvania Legislature restores charter of Erie & North East Railroad on condition it subscribe \$400,000 to Pittsburgh & Erie Railroad or spend \$400,000 on constructing that portion of it between Erie and the Mercer County coal fields; Erie & North East locates that portion of Pittsburgh & Erie from Girard Jct. to Jamestown. (Church)
- Apr. 25, 1856** West Chester & Philadelphia Railroad makes assignment to John B. Myers and John Thomas, Trustees, in trust for creditors. (MB)
- Apr. 28, 1856** Tyrone & Clearfield Railroad begins work. (Poor)
- Apr. 1856** PRR completes own telegraph line between Philadelphia and Pittsburgh.
- Apr. 1856** Coalport Basin opens on east side of Trenton on Delaware & Raritan Canal for purpose of loading anthracite coal brought down by Belvidere-Delaware Railroad into canal boats. (SG - 5/6)
- Apr. 30, 1856** PRR Telegraph Committee reports telegraph now in operation between Philadelphia office and Pittsburgh; Board authorizes construction of new office building at 3rd Street & Willings Alley. (MB)
- May 1, 1856** PRR pays first regular dividend of 4 percent; had paid 6 percent "interest" on actual capital paid in between 1848 and 1855.

- May 1, 1856** Edwin A. Stevens elected Pres. of Camden & Amboy Railroad, replacing his brother, Robert L. Stevens, deceased; James S. Green elected Treasurer, replacing Edwin A. Stevens. (MB)
- May 1, 1856** Pittsburgh & Steubenville suspends construction after expenditures of \$692,644. (Val)
- May 1, 1856** Cincinnati, Wilmington & Zanesville Railroad opens between New Lexington and Zanesville, Ohio, completing line from Morrow. (AR)
- May 5, 1856** Tyrone & Clearfield Railroad organized at Phillipsburg; James T. Hale, Pres. (Val, C&C)
- May 6, 1856** Ohio & Pennsylvania Railroad, Ohio & Indiana Railroad and Fort Wayne & Chicago Railroad sign articles of merger to form Pittsburgh, Fort Wayne & Chicago Railroad (PFW&C). (Church)
- May 6, 1856** Rock Island Bridge partially burned after collision by steamboat *Effie Afton*. (AAR)
- May 7, 1856** Steubenville & Indiana Railroad Board approves contract with Cleveland & Pittsburgh Railroad for through service to Pittsburgh; creates Executive Committee to run company in frequent absences of Pres. Thomas L. Jewett in Philadelphia. (MB)
- May 8, 1856** Inman Line (Philadelphia & Liverpool Steam Ship Company) steamer *City of Baltimore* arrives in Philadelphia, marking resumption of service after vessels returned from Crimean War duty.
- May 10, 1856** Pittsburgh & Steubenville executes new lease and construction contract with John S. King of Ontario, N.Y., and Ambrose W. Thompson of New York City; they are to complete entire line including bridges in return for \$1.5 million in bonds and \$200,000 in stock; on completion to operate for 20 years at annual rent of 40% of gross receipts. (Church)
- May 1856** Democrats retake all Philadelphia offices and control of Councils from collapsing Whig-American coalition.
- May 13, 1856** Pennsylvania repeals restriction of PRR from competing with Bingham & Dock in carrying passengers and mail over the {Philadelphia & Columbia Railroad and authorizes the Canal Commissioners to make a 5-year exclusive contract to operate passenger service when the Bingham & Dock contract expires. (PL)
- May 13, 1856** PW&B reports that locomotive *Christiana* has been converted to coal-

- burning and has run 3,354 miles at 5.75 cents per mile. (MB)
- May 14, 1856** PRR appoints a special committee to confer with the Governor, Canal Commissioners and the Lancaster, Lebanon & Pine Grove Railroad looking to immediate construction of LL&PG. (MB)
- May 14, 1856** PRR Board notes it cannot extend aid requested by Pittsburgh, Fort Wayne & Chicago under its charter. (MB)
- May 15, 1856** Ohio & Indiana Railroad ratifies articles of consolidation; notes that floating debt is consuming all income. (MB)
- May 15, 1856** Western Transportation Company incorporated in Pennsylvania for purpose of building the Pittsburgh & Steubenville and operating in and its connecting lines. (Watkins; check PLs - see above)
- May 17, 1856** Canal Commissioners appoint Edward F. Gay State Engineer of Pennsylvania; has jurisdiction over all lines except North Branch Extension. (CC)
- May 20, 1856** NC&F Board reports sale of last steamboat *General McDonald*, formerly used Philadelphia-New Castle-Cape May run, and 100 shares of Cape Island Turnpike Company for \$27,000; summer-only service is continued by Capts. Wilmon Whilldin and Calvin Taggart. (MB,)
- May 25, 1856** Fort Wayne & Chicago Railroad Board approves articles of merger. (MB)
- May 27, 1856** Southern Division of Delaware, Lackawanna & Western Railroad and Warren Railroad in New Jersey opened with excursion between Scranton, Pa., and Hampton, N.J.; connection to Elizabethport is over CNJ, which lays third rail to accommodate 6'-0" DL&W cars. (Taber?)
- May 28, 1856** PRR Board establishes rules for Telegraph Dept. (MB)
- May 1856** Marietta & Cincinnati Railroad opens as far east as Athens, Ohio. (USRR&MR has both 4/56 and 5/56)
- June 1, 1856** PW&B Superintendent G.A. Parker resigns and Superintendent's duties given to Pres. Samuel M. Felton. (MB)
- June 3, 1856** Congress makes 40 million-acre land grant to Michigan for purpose of aiding construction of railroads on nine routes; route between Grand Rapids and Traverse Bay is eventually developed by PRR;

grant is to be every alternate or odd-numbered section for six sections in width on each side of railroads; grant to be forfeited if railroads not completed in ten years. (, Church)

- June 7, 1856** Baltimore passes ordinance authorizing exchange of \$1 million in city bonds for bonds of Pittsburgh & Connellsville Railroad.
- June 9, 1856** PRR's Indiana Branch opens between Blairsville and Indiana, Pa. (AR, Val - USRR&MR has 6/6)
- June 9, 1856** Camden & Pemberton Agricultural Railroad organized. (ARJ)
- June 9, 1856** Solomon White Roberts, Chief Engineer of PFW&C, named Chief Engineer of North Pennsylvania Railroad; replacing Edward Miller, who becomes Chief Engineer of Pacific Railroad of Missouri. (Hare)
- June 11, 1856** Ohio & Indiana Railroad leases all equipment to Ohio & Pennsylvania Railroad. (MB)
- June 1856** Philadelphia & Baltimore Central Railroad begins construction in Cecil County, Md. (Poor)
- June 17, 1856** New York Court of Appeals reverses lower courts and rules that New York & New Haven Railroad is not responsible for frauds of ex-Pres. Robert Schuyler. (RRH)
- June 17, 1856** After default in interest payments, First and Second Mortgage bondholders begin foreclosure proceedings against Columbus, Piqua & Indiana Railroad. (Church)
- June 20, 1856** PRR Road Committee declines offer of Jacob Strader of Springfield, Mount Vernon & Pittsburgh Railroad; declines making close connection with Cincinnati, Wilmington & Zanesville Railroad; authorizes Thomas Seabrook, Resident Engineer on Western Division, to report on Somerset & Johnstown Plank Road. (MB)
- June 22, 1856** Future PRR General Superintendent George W. Creighton (1856-) born at Philadelphia. (NYT - verify)
- June 23, 1856** Lowell Holbrook and James Alfred Roosevelt (1825-1898) named receivers of Columbus, Piqua & Indiana Railroad; Roosevelt is founder of banking house of Roosevelt & Son and is fourth cousin of FDR. (Church, Marvin - who has 2/23!)
- June 25, 1856** PRR Board orders survey to Delaware River at League Island, at Greenwich Point or at a point below the Old Navy Yard at

Washington Avenue; done later in year to land of Greenwich Improvement & Railroad Company, where PRR yards later located. (MB, map)

- June 26, 1856** Oliver W. Barnes of Pittsburgh resigns as President, General Superintendent and Chief Engineer of Pittsburgh & Connellsville Railroad, permitting Baltimore interests to name Benjamin H. Latrobe to post; City of Baltimore's \$1 million subscription is conditional upon being able to name officers. (AR, ARJ)
- June 26, 1856** Ohio & Indiana Railroad dismisses all operating officials and employees, including Superintendent Jesse R. Straughn, pending merger. (MB)
- Summer 1856** New Jersey Railroad places first coal-burning locomotive in service, No. 24 *Phoenix* built by Wm. Mason & Co.
- July 10, 1856** Steubenville & Indiana Railroad Board authorizes Pres. Thomas L. Jewett to negotiate for forming a through Philadelphia-Cincinnati line from PRR, Pittsburgh & Steubenville, S&I, Cincinnati, Wilmington & Zanesville, and Cincinnati, Lebanon & Xenia Railroad ("Tunnel Line"). (MB)
- July 14, 1856** Canal Commissioners begin enlarging Delaware Division Canal to equal dimensions of Lehigh Canal between Easton and Frenchtown by deepening from 5 to 6 feet. (CC)
- July 17, 1856** William Cook reports to Philadelphia & Trenton Railroad on survey for extension to Willow Street; Board approves providing can get City Council permission. (MB)
- July 18, 1856** Little Miami and Columbus & Xenia Railroads refuse aid to Springfield, Mount Vernon & Pittsburgh Railroad or any other railroad. (MB)
- July 1856** Belvidere-Delaware Railroad establishes stage from Belvidere connecting with DL&W at Delaware Station. (Lee)
- July 1856** Malone, Painter, Clark & Gonder surrender contract to build Northwestern Railroad as unable to market county and company bonds to obtain money for construction.
- July 1856** Cleveland & Mahoning Railroad opens between Cleveland and Warren, Ohio.
- July 21, 1856** Columbus & Xenia and Little Miami Railroads rescind refusal to aid

other companies; appoint committee to meet with J. Edgar Thomson and T.L. Jewett on subjects of mutual interest. (MB)

- July 21, 1856** Illinois Central Railroad begins Chicago's first suburban service with local trains to 53rd Street, Hyde Park. (Stover)
- July 22, 1856** PRR Board authorizes making a 5-year contract for the use of the Columbia Railroad from Aug. 16, 1856 when Bingham & Dock contract expires. (MB)
- July 24, 1856** Erasmus Gest (1820-1908) elected Pres. & Superintendent of Cincinnati, Wilmington & Zanesville Railroad. (Schultz)
- July 26, 1856** Ohio & Pennsylvania, Ohio & Indiana and Fort Wayne & Chicago railroad merger into Pittsburgh, Fort Wayne & Chicago Railroad Company (PFW&C) becomes effective with filing in Ohio. (Church)
- July 1856** West Chester & Philadelphia Railroad suspends construction.
- July 1856** Edward F. Gay made Superintendent of New Portage Railroad.
- July 31, 1856** Pittsburgh, Fort Wayne & Chicago Railroad (PFW&C) organized; J. Edgar Thomson only PRR representative on Board; Tom Scott fails to get enough votes; Theodore T. Moran only New Yorker. (MB)
- Aug. 1, 1856** George W. Cass elected Pres. of PFW&C; J. Edgar Thomson elected to Finance Committee; John J. Houston named General Freight Agent; Joseph H. Moore Superintendent and John Fleming General Ticket Agent; Board appoints committee to negotiate for completion of Springfield, Mt. Vernon & Pittsburgh Railroad. (MB)
- Aug. 1, 1856** Pittsburgh & Steubenville Railroad issues \$1 million First Mortgage to Thomas McElrath, Trustee, and \$500,000 Second Mortgage to Ambrose W. Thompson and Daniel Tyler, Trustees. (Church)
- Aug. 1, 1856** PW&B contracts operation and maintenance at fixed rate per mile to company of A.J. Barrett, George Stearns, Jr., William Stearns and Henry F. Kenney; contracts operation of NC&F, Wilmington & New Castle Railroad and Delaware Railroad to Andrew C. Gray; Southwark Railroad to William Windle. (MB)
- Aug. 2, 1856** Pres. S.V. Merrick breaks ground for Sunbury & Erie Railroad at Erie.
- Aug. 5, 1856** Lewisburg, Centre & Spruce Creek Railroad receives letters patent. (Val)

- Aug. 6, 1856** PRR Road Committee approves additional \$5,000 loan to Somerset & Johnstown Plank Road in addition to \$6,000 already made. (MB)
- Aug. 6, 1856** Northwestern Railroad makes new contract with Malone, Painter, Clark & Gonder to complete work and close out old debts.
- Aug.? 1856** New York & Erie Superintendent D.C. McCallum designs and prints a formal organization chart covering 4,715 officers and employees; probably first formal organization chart in American business. (mentioned in USRR&MR of 8/19/56)
- Aug. 1856** Herman Haupt agrees to be engineer and contractor to complete Hoosac Tunnel in Massachusetts. (Wilson)
- Aug. 11, 1856** PRR Road Committee hears presentation of A.W. Thompson and John S. King, lessees of Pittsburgh & Steubenville Railroad; offer to transfer lease to PRR when completed for 5% of gross receipts. (MB)
- Aug. 14, 1856** Manfull, Nicholson & Co. abandon contract to build Pittsburgh & Steubenville Railroad, having spent \$692,644; work continued by King & Thompson who begin work on Ohio River Bridge at Steubenville. (Church)
- Aug. 16, 1856** Contract with Bingham & Dock for operation of Columbia Railroad expires and is transferred to the PRR and Harrisburg, Portsmouth, Mountjoy & Lancaster, the only bidders, effective Aug. 18; West Chester Railroad continues to operate own trains; PRR purchases cars of Bingham & Dock's Columbia Railroad Line. (MB)
- Aug. 19, 1856** PW&B Board approves through freight contract with B&O. (MB)
- Aug. 19, 1856** Jesse Edgington and Nathaniel Wells deed their private railroad across the Virginia Panhandle to Pittsburgh & Steubenville Railroad for \$100,000. (Church)
- Aug. 20, 1856** PRR Board authorizes making a connection with the Pittsburgh & Steubenville on the south side of the Monongahela opposite Pittsburgh providing King & Thompson transfer their lease of the P&S to the PRR and complete line and begin Ohio River bridge within 12 months. (MB)
- Aug. 20, 1856** PRR Board selects Stephen D. Button as architect of new office building in Philadelphia. (MB)
- Aug. 22, 1856** Pres. J. Edgar Thomson proposes to Steubenville & Indiana Railroad

to take \$100,000 in S&I stock, giving \$100,000 of Springfield, Mt. Vernon & Pittsburgh Railroad stock in payment. (MB)

- Aug. 25, 1856** First span of LV's Easton Bridge over Delaware River collapses under weight of two locomotives, severing connection with CNJ and Belvidere-Delaware Railroad. (Lee)
- Aug. 30, 1856** Last run of New Castle & Frenchtown steamboat service between Baltimore and Frenchtown; all rail service discontinued west of Delaware Jct. (Rodney). (newspaper tt.)
- Aug. 30, 1856** Lower level of Easton bridge reopens, linking LV with Belvidere-Delaware Railroad. (Lee)
- Sep. 1, 1856** Joint Companies and New Jersey Railroad sign new agreement. (C&A)
- Sep. 1, 1856** PW&B signs contract with Adams Express Company. (MB)
- Sep. 1, 1856** Delaware Railroad opens for revenue service between Dover and Harrington, Del.
- Sep. 1, 1856** Steubenville & Indiana Railroad Board accepts Pres. Thomson's proposal to subscribe for \$100,000 in S&I stock. (MB)
- Sep. 5, 1856** First Republican Party convention in Pennsylvania held at Reading; Simon Cameron switches from Democrats to Republican Party in successful Senate bid. (verify)
- Sep. 5, 1856** Steubenville & Indiana Railroad Board reconsiders acceptance of Pres. Thomson's proposal to subscribe for \$100,000 S&I shares by paying Springfield, Mt. Vernon & Pittsburgh stock at par. (MB)
- Sep. 8, 1856** Rock Island Bridge over Mississippi River reopens. (AAR)
- Sep. 1856** Chartiers Valley Railroad suspends construction after expenditure of \$200,000; remains in suspension until 1867. (Church,)
- Sep. 1856** PRR arranges for Steubenville & Indiana to change its gauge from 4'-8-1/2" to 4'-10" on condition S&I takes PRR's holdings of Springfield, Mt. Vernon & Delaware stock in exchange for its own; PRR moves to considering Steubenville & Indiana as offering a superior route to Columbus. (portion of SMtV&P between Delaware and Springfield later becomes part of NYC system; other portions eventually return to PRR via Cleveland, Mt. Vernon & Delaware Railroad.)

- Sep. 1856** Cleveland & Mahoning Railroad opens between Warren and Girard, Ohio.
- Sep. 1856** Coal merchants Lewis Audenried of Philadelphia, Jervis Langdon of Elmira, and Hale Remington of Fall River form partnership for shipping anthracite to western New York and the Lakes via Williamsport & Elmira Railroad; promise to ship 200,000 tons annually.
- Sep. 16, 1856** PW&B Board declares 2% dividend payable on Oct. 1. (MB)
- Sep. 17, 1856** PFW&C Board authorizes construction of 100 stock cars. (MB)
- Sep. 18, 1856** Meeting of Eastern and Western trunk lines in Cincinnati fixes passenger fares between New York and the West at 2.5 cents per mile in effect between Nov. 1 and April 1, 1857; also set new freight rates effective Oct. 1; Philadelphians complain that convention is dominated by New York interests.
- Sep. 18, 1856** PFW&C adopts organization; Thomas D. Messler (1833-1893) named Auditor; committee reports that principal shops should be in Fort Wayne with secondary shops in Stark County, Ohio; Messler, formerly with the New York & Erie, is suggested for the post by Moran Brothers, who are interested in both roads; Messler organizes the company's accounts. (MB, StdHistPitts)
- Sep. 22, 1856** West Chester & Philadelphia Railroad opens for revenue service between Rockdale (Glen Riddle) and Lenni. (CCHS)
- Sep. 24, 1856** Cleveland & Pittsburgh Railroad orders passenger and freight trains to run to Rochester as per letter of Pres. ___ of PFW&C of Sep. 19.; appoints committee to secure land for an independent Pittsburgh terminal at Manchester or Allegheny and resolves to extend River Line to Pittsburgh as soon as practicable. (MB)
- Sep. 24, 1856** Cook & Bro., contractors, begin work on Pittsburgh & Steubenville bridge over Ohio River at Steubenville.
- Sep. 27, 1856** Illinois Central Railroad completed between Galena and Cairo with "branch" from Centralia to Chicago at cost of over \$25 million; at 705 miles is longest railroad line in the world. (Stover)
- Sep. 28, 1856** PFW&C opens between Columbia City and Warsaw, Ind.
- Sep. 29, 1856** Delaware Railroad opens between Harrington and Bridgeville, Del.

- Oct. 1, 1856** Trunk lines meeting at Cleveland agree to maintain equal rates. (USRR&MR)
- Oct. 1, 1856** PFW&C authorizes construction of eating house at Fort Wayne; director Samuel Hanna donates 110 acres for shops at Fort Wayne. (MB)
- Oct. 2, 1856** Lewisburg, Centre & Spruce Creek Railroad organized. (ARJ)
- Oct. 3, 1856** New York & Erie Railroad Board issues report refusing request of engineers for relaxation of General Superintendent McCallum's rules and increase for firemen; members of engineers' grievance committee fired on the spot, along with others who refuse to obey rules; engineers strike. (Mott)
- Oct. 8, 1856** Thomas Swann elected Mayor of Baltimore on Know-Nothing ticket in election marked by rioting and fraud. (Vexler)
- Oct. 8, 1856** Steamship *Tempest* leaves Glasgow for New York, inaugurating service by the Anchor Line; established by Nicol Handyside, Robert Handyside and Capt. Thomas Henderson of Glasgow as Handysides & Harrison. (Flayhart)
- Oct. 14, 1856** Democrats sweep Pennsylvania state elections; elect George Scott of Columbia County Canal Commissioner.
- Oct. 15, 1856** John Thomas and Joseph T. Thomas of Philadelphia propose to finish West Chester & Philadelphia Railroad from Grubbs Bridge to West Chester and lease it, upon others subscribing \$90,000 to stock. (MB)
- Oct. 15, 1856** Construction of Pittsburgh & Steubenville resumes under contract to John S. King and Ambrose W. Thompson.
- Oct. 1856** Cleveland & Pittsburgh Railroad makes telegraph contract with Western Union Telegraph Company for line between Pittsburgh and Cleveland. (Church)
- Oct. 1856** Belleville & Illinoistown Railroad completes extension to East Alton. (Church)
- Oct. 16, 1856** Cleveland & Pittsburgh Railroad opens between Wellsville, Ohio, and Rochester, Pa., forming complete rail line between Cleveland and Pittsburgh.
- Oct. 16, 1856** Cincinnati & Chicago Railroad leases its unfinished railroad between

- Richmond and the south bank of the Wabash River at Logansport to John W. Wright & Co., who agree to lay balance of rail between Anderson and Kokomo and to lease it for five years form Jan. 1, 1857, at the end of which they are to be paid \$500,000 with 6% interest; Wright later assigns the lease to William D. Judson and George B. Ripley. (Church)**
- Oct. 17, 1856** PFW&C appoints committee to negotiate with either the Illinois Central or the Michigan Southern & Northern Indiana for use of their tracks to enter Chicago. (MB)
- Oct. 18, 1856** PFW&C Board authorizes negotiations with Michigan Southern & Northern Indiana and Cincinnati, Peru & Chicago Railroad as temporary line to Chicago; authorizes Orrville, Ohio, depot moved to junction with Cleveland, Zanesville & Cincinnati Railroad. (MB)
- Oct. 20, 1856** PFW&C Board authorizes establishing a transfer office in New York City. (MB)
- Oct. 23, 1856** PRR Road Committee authorizes construction of gas works at Altoona; advertises Patterson House at Mifflin for rent. (MB)
- Oct. 1856** Monongahela Navigation Company opens to New Geneva, Pa. (Poor)
- Oct. 27, 1856** Manchester, Pa., ordinance authorizes Cleveland & Pittsburgh Railroad to build track in Preble Street to Ohio River. (Church)
- Oct. 27, 1856** Future PRR Chief Mechanical Engineer Alfred Wolcott Gibbs (1856-1922) born at Fort Fillmore, N.M. (PRRBio)
- Oct. 30, 1856** Terre Haute & Alton Railroad and Belleville & Illinoistown Railroad merged to form Terre Haute, Alton & St. Louis Railroad. (Church)
- Fall 1856** Second year when fall rise of Ohio River fails; loss to Pittsburgh manufacturers estimated at \$1.5 million.
- Nov. 1, 1856** Cincinnati, Wilmington & Zanesville Railroad defaults on interest.
- Nov. 4, 1856** Know-Nothings sweep Maryland state elections through violence; ex-B&O Pres. Thomas Swann elected Know-Nothing Mayor of Baltimore. (Scharf)
- Nov. 6, 1856** West Chester & Philadelphia Railroad Board accepts offer of John & Joseph T. Thomas to complete and lease road; stockholders agree to loan money necessary for completion. (MB, Pam)

- Nov. 6, 1856** Allegheny, Pa., ordinance authorizes PFW&C to extend from Federal Street to the proposed Allegheny River bridge. (Church)
- Nov. 7, 1856** Williamsport ordinance authorizes subscription of 250 shares to Sunbury & Erie Railroad. (Digest)
- Nov. 10, 1856** Pittsburgh, Fort Wayne & Chicago opens between Warsaw and Plymouth, Ind. (Church); Cincinnati, Peru & Chicago Railroad (later part of Nickel Plate) opens between Plymouth and La Porte, forming connection with Michigan Southern & Northern Indiana Railroad to Chicago. (check last part; Church has this date begin operating through to Chi over CP&C and MS&NI)
- Nov. 12, 1856** North Branch Extension Canal completed between Pittston and New York state line, meeting private Junction Canal to Elmira; first boat arrives in Elmira with 56 tons of coal from Pittston; last of Pennsylvania state canals to be built. (ARJ)
- Nov. 12, 1856** Cleveland & Pittsburgh Railroad accepts offer of Allegheny Valley Railroad to transfer its lease of property at Duquesne Point in Pittsburgh to C&P. (MB)
- Nov. 13, 1856** Terre Haute & Alton Railroad merges with Belleville & Illinoistown Railroad (just opened between Alton and East St. Louis) to form Terre Haute, Alton & St. Louis Railroad.
- Nov. 14, 1856** Genesee Valley Canal completed between Shakers and Olean, N.Y.
- Nov. 17, 1856** First boat to ascend the North Branch Extension arrives at Elmira, N.Y., with a cargo of coal from Pittston.
- Nov. 17, 1856** Chicago ordinance permits PFW&C to lay tracks in Beach Street between 12th and Harrison Streets. (Church)
- Nov. 18, 1856** PW&B Board reports have begun to lay track on Port Deposit Branch. (MB)
- Nov. 1856** Northern Central Railway begins construction of a new track from Canal to Thames Street, Baltimore, (where?) but soon suspends work for winter.
- Nov. 1856** Cleveland & Mahoning Railroad opens between Girard and Youngstown, Ohio; major stockholders are interested in coal and iron trade of Mahoning Valley and are content to monopolize its trade with Cleveland rather than extending to Pennsylvania state line and junction with proposed North Western Railroad.

- Nov. 20, 1856** East end of Peoria & Oquawka Railroad opens between Elmwood and Maquon, Ill.
- Nov. 22, 1856** First shipment of beef dispatched from Cleveland for New York City via Cleveland & Pittsburgh.
- Nov. 22, 1856** PRR Road Committee recommends PRR approval of consolidation of Marietta & Cincinnati Railroad, Hempfield Railroad, and Chartiers Valley Railroad to form "Ohio Valley Railroad"; to be converted to uniform standard gauge to Cincinnati; PRR should also make exclusive contract with Ohio & Mississippi Railroad to reach St. Louis; orders Secretary to examine state of coal wharves on Schuylkill in West Philadelphia and advise what is needed to accommodate coal trade. (MB)
- Nov. 24, 1856** PRR Board agrees to vote its stock in favor of the merger of the Marietta & Cincinnati, Hempfield, and Chartiers Valley railroads into the Ohio Valley Railroad, to arrange for through traffic and to develop a line to St. Louis via the Ohio & Mississippi. (MB)
- Nov. 25, 1856** Alexandria & Washington Railroad opens with hourly service between St. Asaph Street in Alexandria and south end of Long Bridge. (NatIntlgncr) (portion between B&O station and Long Bridge in Washington is completed but not operated - Watkins - this part may be may be confused)
- Nov. 25, 1856** PFW&C appoints G.W. Leuffer Chief Engineer, replacing Solomon White Roberts, resigned; Board had delayed filling position for some time. (MB)
- Dec. 1, 1856** PRR Board authorizes investing up to \$65,000 in bonds of North Pennsylvania Railroad, building from Philadelphia to Bethlehem, providing sufficient funds raised from other sources to complete line. (MB)
- Dec. 1, 1856** Delaware Railroad opens between Bridgeville and Seaford, Del.
- Dec. 1, 1856** John W. Wright & Co. begin operating Cincinnati & Chicago Railroad under lease of Oct. 16, 1856, from W.D. Judson and B.B. Ripley, Assignees; operation by Cincinnati, Hamilton & Dayton Railroad under Dec. 13, 1853 agreement ends. (Val, C&C)
- Dec. 1, 1856** Eaton & Hamilton Railroad ends joint operation with Cincinnati, Hamilton & Dayton Railroad and Cincinnati & Chicago Railroad.
- Dec. 2, 1856** T.T. Woodruff receives first sleeping car patents. (AAR)

- Dec. 1856** River Division of Cleveland & Pittsburgh opens between Yellow Creek and Bellaire, Ohio, opposite Wheeling. (Church)
- Dec. 1856** Cleveland & Pittsburgh Railroad opens between Wellsville and Rochester, Pa., on PFW&C. (Church - see Oct.)
- Dec. 1856** Huntingdon & Broad Top Mountain Railroad & Coal Company opens between Huntingdon and Broad Top City, Pa.; only connections are PRR and canal at Huntingdon; permits shipment of Broad Top steam coal to eastern markets; much coal is delivered to Susquehanna & Tidewater Canal at Columbia. (USRR&MR implies open by 8/9/56 - Shoups Run Branch opens first, then main line to Hopewell)
- Dec. 1856** Tyrone & Clearfield Railroad begins construction. (Val)
- Dec. 8, 1856** PRR Road Committee asks Solicitor for opinion on PRR guarantee of Pittsburgh & Steubenville Railroad bonds. (MB)
- Dec. 11, 1856** Delaware Railroad holds formal excursion celebrating completion to Seaford.
- Dec. 16, 1856** PW&B Board reports cattle trade between Baltimore and Philadelphia is increasing. (MB)
- Dec. 16, 1856** Logansport, Peoria & Burlington Railway approves settlement with contractors S. Taylor & Co. and Culver, Kent & Co. (MB)
- Dec. 17, 1856** Columbus & Xenia Railroad authorizes \$20,000 to link Steubenville & Indiana Railroad and Central Ohio Railroad at Newark, forming through line between Steubenville and Cincinnati. (MB)
- Dec. 23, 1856** North Pennsylvania Railroad completed from Philadelphia to connection with Lehigh Valley Railroad at Freemansburg, Pa., later changed to Bethlehem. (Hare)
- Dec. 23, 1856** Contractor Solomon Sturgis surrenders bonds of Cincinnati & Fort Wayne Railroad upon conveyance to him of the lands covered by the mortgage, which had been given to company for stock but were not part of the right-of-way. (Church)
- Dec. 24, 1856** PRR Road Committee accepts renting Patterson House at Mifflin to W. Bell for \$1,000 per year. (MB)
- Dec. 24, 1856** Herman Haupt resigns as City director of PRR on account of frequent absences from Philadelphia on business on Hoosac Tunnel. (Ward)

- Dec. 24, 1856** Washington & Alexandria Railroad begins advertising connecting omnibus from south end of Long Bridge to Dexter's Hotel at 7th & C Streets. (NatIntlgncr)
- Dec. 28, 1856** Northern Central opens between Dauphin and Millersburg, making direct rail connection with Lykens Valley coal mines by using PRR between Harrisburg and Rockville and Dauphin & Susquehanna (or S&S?) between Rockville and Dauphin. (AR)
- Dec. 29, 1856** Pittsburgh ordinance limits speed of trains in Liberty Street to 4 MPH. (Digest)
- Dec. 31, 1856** PRR closes accounts of Engineer (Construction) Dept.; MofW placed in Transportation Dept.; two Resident Engineers placed on General Superintendent's staff, one for Eastern and Middle Divisions (George W. Mowry) and one for Mountain and Western Divisions (Thomas W. Seabrook). (MB)
- Dec. 31, 1856** Inman Line (Philadelphia & Liverpool Steam Ship Company) establishes main terminal at New York, recognizing Philadelphia's subsidiary role in transatlantic trade. (Flayhart)
- 1856** Cereal crops fail across Midwest; poor harvests continue through 1858, forcing many railroad projects to slow down or suspend construction.
- 1856** Middle Division created; Mifflin to Conemaugh. (exact date unknown)
- 1856** Camden & Amboy Railroad completes new 300 x 60 pier at South Amboy with freight house. (AR)
- 1856** Camden & Amboy Railroad completes survey of straight-line route between Deans Pond and Trenton.; completes double track between Millstone Jct. and Deans Pond. (AR)
- 1856** Camden & Amboy Railroad extends bulkhead 230 feet to the west at Camden terminal. (AR)
- 1856** Tracks on Philadelphia & Columbia Railroad respaced to permit operation of wider cars; narrow spacing remains on tracks of City Railroad in Philadelphia.
- 1856** PRR finds that rails from Safe Harbor Iron Works and Montour Iron Works are very brittle; those of Cambria Iron Company are superior.

- 1856 **First local mutual beneficial society formed by workers at Altoona. (Watkins - check MB - no 1859!!)**
- 1856 **PW&B discontinues Cape May steamboat line and sells all but one NC&F boat; still hasn't sold depot property at 11th & Market Streets. (AR)**
- 1856 **PW&B suspends work on Susquehanna River Bridge; Port Deposit Branch has been graded, but rails too valuable for use on main line, so left incomplete.**
- 1856 **Cumberland Valley Railroad opens third Susquehanna River Bridge at Harrisburg; 22-span Howe truss with two 90-foot iron spans in center as fire break. (Triumph)**
- 1856 **Allegheny Valley Railroad extended from Taylor (31st) Street to Carson (20th?) Street, Pittsburgh. (AR)**
- 1856 **Union Line of packets ceases operation between Wheeling and Louisville.**
- 1856 **First iron ore, shipped by canal and lake from Lake Champlain, N.Y., transshipped to Cleveland & Pittsburgh at Cleveland.**
- 1856 **Cincinnati, Richmond & Fort Wayne Railroad suspends work after spending \$123,000.**
- 1856 **Grand Rapids & Indiana contracts for construction of 14 miles north of Sturgis, Mich.**
- 1856 **Chartiers Valley Railroad suspends operations; revived in 1866.**
- 1856 **Central Ohio Railroad opens to Bellaire, opposite Wheeling. (by 12/27)**
- 1856 **Cincinnati, Wilmington & Zanesville Railroad contracts with Cincinnati, Lebanon & Xenia Railroad, Dayton & Cincinnati Railroad, and Cincinnati, Hamilton & Dayton Railroad for the use of their roads into Cincinnati and to advance money towards completion of first two roads. (Church)**
- 1856 **By Dec., Columbus & Xenia Railroad writes off its \$50,000 investment in Dayton, Xenia & Belpre Railroad. (Marvin)**
- 1856 **State of Ohio takes possession of westernmost six miles of Sandy &**

Beaver Canal; becomes part of Ohio & Erie line. (McClelland)

1856 Lake Erie, Wabash & St. Louis (later Wabash) completed from Toledo to Lafayette, Ind., paralleling the Wabash & Erie Canal.

1856 A.J. Cassatt returns to U.S. from University of Darmstadt and at age 17 enrolls at Rensselaer Polytechnic Institute, the first non-military U.S. engineering school. (could be early 1857).

c. 1856 William Thaw rejoins brother-in-law Thomas S. Clarke in partnership to serve as western freight solicitors for PRR, eventually evolves into Union Line. (Mem.)

1856 U.S. railroad route mileage tops 20,000, having more than doubled since 1851. (AAR)