

**PRR CHRONOLOGY**  
**1858**

**March 2005 Edition**

- Jan. 1, 1858**      **General reorganization: Legal Dept. organization changed to three solicitors at Philadelphia, Altoona and Harrisburg; in Transportation Dept. create division superintendents for Philadelphia, Eastern, Middle, and Western Divisions (prob. implemented earlier - E. Lewis appt Supt of Middle Div 3/1/57, but E. Div. still under 4th Asst. Supt.?.; check ARs appears divs. created 3/1/57); also two resident engineers, one for Western Div. and one for everything else; create Master of Machinery at Altoona and Keeper of Stores; Auditor's Dept. renamed Accounting Dept;**
- Jan. 1, 1858**      **Office of Controller & Auditor separated from that of General Superintendent; Herman J. Lombaert appointed Controller & Auditor, retaining supervision of Transportation Dept. accounts; Thomas A. Scott named General Superintendent succeeding Lombaert; General Superintendent's office moved from Harrisburg to Altoona.**
- Jan. 1, 1858**      **PW&B begins dating tickets to be good only on date of sale, with 10% surcharge if pay on train. (MB)**
- Jan. 1, 1858**      **PFW&C defaults on bonds issued by Ohio & Pennsylvania to City of Pittsburgh.**
- Jan. 1, 1858**      **New County Commissioners take office in Allegheny County, pledged to oppose tax increases; refuse payment on railroad bonds; railroad companies sue to force payment.**
- Jan. 3, 1859**      **Steubenville & Indiana Railroad Board approves contract with Cleveland & Pittsburgh Railroad. (MB)**
- Jan. 5, 1858**      **PFW&C Pres. Cass presents proposed reorganization plan and advises against leasing out the operation of the railroad; on Cass's recommendation, J. Edgar Thomson appointed Chief Engineer with mission of completing railroad between Plymouth and Chicago. (MB)**
- Jan. 6, 1858**      **Governor Pollack in annual message calls for repeal of Tonnage Tax as driving commerce out of the state and sale of remaining state canals. (PaArch)**

- Jan. 6, 1858** PRR Board orders Tonnage Tax paid under protest. (MB)
- Jan. 6, 1858** George W. Carpenter, last original PRR director of 1847, resigns for health. (MB)
- Jan. 6, 1858** T. Haskins Du Puy reports on financial condition of Marietta & Cincinnati Railroad. (MB)
- Jan. 6, 1858** Gettysburg Railroad opens between Hanover and New Oxford, Pa. (Hanover Record)
- Jan. 7, 1858** Cleveland & Pittsburgh Railroad appoints Superintendent Jesse (James?) Farmer to act as Pres. pro-tem as well. (MB)
- Jan. 9, 1858** Tom Scott resigns at VP of Steubenville & Indiana Railroad; replaced by Joseph D. Potts. (MB)
- Jan. 11, 1858** Lancaster, Lebanon & Pine Grove Railroad accepts re-transfer of 10,000 shares of its stock subscribed by PRR on which \$5 paid in, as PRR has no further need of LL&PG. (MB)
- Jan. 1858** Philadelphia & Baltimore Central Railroad begins work on completion of line to Oxford. (AR)
- Jan. 1858** Dayton, Xenia & Belpre Railroad opens between Xenia and Dayton; no other part completed. (Church)
- Jan. 18, 1858** Lebanon Valley Railroad opens for revenue service between Reading and Harrisburg, creating a second railroad between Philadelphia and Harrisburg; first direct competition with a portion of PRR main line. (Hare)
- Jan. 18, 1858** Arnold Plumer elected last President of Pennsylvania Board of Canal Commissioners. (CC)
- Jan. 18, 1858** L. Tilton and Samuel Gilman elected directors of Logansport, Peoria & Burlington Railway. (MB)
- Jan. 20, 1858** PRR Board authorizes purchase of 36 acres at Columbia for yard and engine terminal a/c need for engine change for eastbound grade. (MB)
- Jan. 20, 1858** Thomas Wilde Powell, a London banker prominent in financing American railroads, arrives in Philadelphia to represent English holders of Marietta & Cincinnati; publishes an open letter calling on PRR and other investors to come to company's rescue.

- Jan. 20, 1858** Philadelphia & Delaware River Railroad begins regular revenue service over first true streetcar line in Philadelphia on 5th and 6th Streets between 3rd & Berks Streets and Morris Street in Southwark; despite public opposition, a large number of street railway companies are built, and omnibus lines driven out of business by 1864; 3rd & Berks terminus is close to Philadelphia & Trenton Railroad's Kensington depot, providing reliable service to Center City; a few weeks after road opens, African American J.A. Wear protests rule that forces him to ride on platform, not inside cars. (Cox, Spiers, Scharf)
- Jan. 23, 1858** T. Haskins Du Puy, Chief Engineer of Canal Dept., makes report on Marietta & Cincinnati Railroad to PRR Road Committee; referred to John Hulme. (MB)
- Jan. 24, 1858** Samuel Harden Church (1858- ), future Secretary of Lines West and compiler of History of Lines West, born at \_\_. (NYT)
- Jan. 1858** Western Maryland Railroad abandons horse car service on ex-Northern Central Green Spring Branch to permit removal of track for rebuilding. (WM hist.- verify)
- Feb. 1, 1858** PRR annual meeting; Moncure Robinson introduces a resolution instructing the Board to reduce the floating debt, which is now equal to about 5% value of stock paid in to less than 3% and examine the condition of the Marietta & Cincinnati; a second resolution by Robinson and Thomas Wilde Powell demanding no further subscriptions or loans to Western lines without explicit legislative authority is defeated 32-24; also establishes custom of having a committee of seven large stockholders select the slate of directors in advance of the meeting. (AR, MB)
- Feb. 3, 1858** PRR Board appoints committee to work for the repeal of the Tonnage Tax. (MB)
- Feb. 3, 1858** Philadelphia banks resume specie payments. (Van Vleck)
- Feb. 3, 1858** Michigan act extends time to complete first 20 miles of Grand Rapids & Indiana Railroad from Dec. 1, 1857 to Dec. 1, 1858, and to complete whole line to Nov. 5, 1865; numerous subsequent extensions granted. (Church)
- Feb. 5, 1858** Baltimore banks resume specie payments; depression conditions continue through 1858 and in some areas into 1859; depression especially severe in Midwest, particularly where farmers had mortgaged lands to invest in now-depreciated railroad securities;

**South recovers quickly because of good cotton crops, leading Southern leaders to proclaim their economy stronger than that of the North and contributing to secession movement. (Van Vleck)**

- Feb. 8, 1858**      **PRR begins running locomotives through between Philadelphia and Harrisburg, eliminating engine change at Dillerville, after Elizabethtown Tunnel lowered to give 16' clearance instead of 13'-6".**
- Feb. 8, 1858**      **Joint Companies' Executive Committee directs W.H. Gatzmer, Robert Van Rensselaer and William J. Freeman to carry out scheme of ferrying cars between Camden and Philadelphia; refuses request of Westmoreland Coal Company for further drawback on coal sent through Delaware & Raritan Canal; authorizes selling 1,500 shares of Lehigh Valley Railroad and crediting interest account due by Asa Packer. (MB)**
- Feb. 10, 1858**      **PRR Road Committee approves Organization of Canal Dept. (MB)**
- Feb. 10, 1858**      **Meeting of stockholders, bondholders and creditors of Marietta & Cincinnati at Chilicothe; John Hulme attends for PRR; notes reorganization "scheme" entirely impractical as is impossible to satisfy all claimants and company barely able to meet interest on First Mortgage bonds alone; notes road has no prospects though managers have tried "every imaginable source of credit." (MB)**
- Feb. 10, 1858**      **Columbia & Port Deposit Railroad Company incorporated in Maryland.**
- Feb. 10, 1858**      **William R. Maffet resigns as Engineer & Superintendent of North Branch Extension Canal and Canal Commissioners and State Engineer resume authority over it. (CC)**
- Feb. 1858**      **Joseph D. Potts appointed Superintendent of PRR's Western Division. (Wilson)**
- Feb. 16, 1858**      **PRR Road Committee approves transfer of 10,000 shares of Lancaster, Lebanon & Pine Grove Railroad. (MB)**
- Feb. 16, 1858**      **PW&B Board reports have settled old suit of United States Bank vs. company by payment to trustees of Bank of \$20,000. (MB)**
- Feb. 17, 1858**      **John Hulme reports to PRR Board on Marietta & Cincinnati; is open between Athens and Loveland but without full ballasting; between Athens and Marietta is done but not open account slides in cuts and a temporary grade of 200 feet per mile on a tunnel bypass; even when completed will not make connection with a road to the East without**

further heavy expenses; PRR has \$650,000 par in stock; Hulme urges PRR to keep it simply to keep out of hands of B&O but not advance another cent; M&C is now flirting with the B&O as its most likely eastern connection; Hulme says is imprudent to aid any Ohio railroad unless all debts written off and placed under full PRR control. (MB)

- Feb. 17, 1858 Philadelphia & Delaware River Railroad extends horse car service from 3rd & Berks Streets to Lehigh & Kensington; cut back to 3rd & Berks after about two months. (Cox)
- Feb. 18, 1858 Philadelphia City Councils issue memorial to Legislature calling for repeal of Tonnage Tax.
- Feb. 18, 1858 Michigan Central Railroad resumes payments on its obligations. (ARJ)
- Feb. 19, 1858 PFW&C Board approves letter calling for repeal of Tonnage Tax. (MB)
- Feb. 20, 1858 Columbia & Port Deposit Railroad incorporated in Maryland; nothing done under this charter. (Val)
- Feb. 1858 Daniel Barnet named Receiver for Eaton & Hamilton Railroad in Ohio in suit for foreclosure of Second Mortgage bonds. (Church)
- Feb. 22, 1858 Pittsburgh ordinance finally permits PFW&C to build across Penn Street to junction with PRR. (Church)
- Feb. 24, 1857 Sunbury & Erie Railroad presents memorial to Legislature asking for authority to purchase remaining state canals and then resell them to get money for railroad construction. (Rosenberger) (1857 or 58??)
- Feb. 26, 1858 Pittsburgh Board of Trade issues memorial on repeal of Tonnage Tax but also calls for barring PRR from discriminating against Pittsburgh by charging lower rates on through traffic from points further west.
- Feb. 27, 1858 Philadelphia City Councils pass resolution in favor of abolishing the Tonnage Tax. (Digest)
- Mar. 1858 Northern Central opens between Lemoyne and Dauphin for freight, including Marysville bridge over Susquehanna; passenger trains still run through Harrisburg over Cumberland Valley and PRR. (verify - no connection to NC at Dauphin?) (maps has this section open in 1857!! PRR AR says 3/58) (apparently NC train back in and out of Harrisburg over CV)

**Mar. 3, 1858** PRR Board refers question of organization of Canal Dept. back to Road Committee. (MB)

**Mar. 3, 1858** Pennsylvania House Ways & Means Committee endorses sale of remaining state canals to Sunbury & Erie.

**Mar. 4, 1858** Future PRR Chief of Transportation Charles Miller Sheaffer (1858-1943) born at Pittsburgh.

**Mar. 4, 1858** Cleveland & Pittsburgh Railroad appoints Charles E. Gorham Assistant Superintendent. (MB)

**Mar. 5, 1858** PRR Road Committee recommends repealing Board resolution of Aug. 5, 1857, making VP William B. Foster, Jr., General Superintendent of Canal Dept. as dispensing with the office. (MB)

**Mar. 1858** G.W. Cass of PFW&C issues public memorial against the Tonnage Tax; notes that almost all western livestock is now routed via either New York or Baltimore.

**Mar. 8, 1858** Pennsylvania Supreme Court authorizes distribution of Allegheny County's PRR shares to holders of county bonds.

**Mar. 9, 1859** Millville & Glassboro Railroad incorporated in New Jersey. (C&C)

**Mar. 10, 1858** PFW&C secures injunction to block City of Pittsburgh from arresting workmen and interfering with connection of PFW&C and PRR; on same day, track is connected at Liberty Avenue, Pittsburgh, and trains run into "temporary" Union Station at Liberty Ave. & Grant Street. (Val, Church)

**Mar. 15, 1858** Superintendent H.J. Lombaert leaves Altoona to take up new position as Controller & Auditor at Philadelphia; employees give him a royal send-off including torchlight parade to station.

**Mar. 15, 1858** Virginia declares proposed Steubenville railroad bridge over Ohio River illegal.

**Mar. 1858** Members of Congress object to Alexandria & Washington Railroad tracks running at foot of Capitol Hill; inability to operate entire line leads to bankruptcy. (verify)

**Mar. 1858** Philadelphia & Baltimore Central Railroad suspends work on grading to Oxford. (AR)

**Mar. 1858** Marietta & Cincinnati bankrupt; stockholders look to PRR to

guarantee interest on bonds to permit completion to Wheeling.

- Mar. 1858** Chicago, Alton & St. Louis Railroad enters Chicago; uses Sherman Street Station of Chicago & Rock Island Railroad first, and later moves to Illinois Central's station. (DeRouin)
- Mar. 1858** Boston & New York Central again suspends operation of Boston-Islington line; remains closed until 1867; Norfolk County Railroad and Medway Branch Railroad resume independent operation. (Humphrey)
- Mar. 17, 1858** Special Committee on PFW&C reports to PRR Board; notes that in order to sustain it, PRR is routing Cincinnati traffic over PFW&C to detriment of Steubenville & Indiana and complaints of passengers; PFW&C needs additional \$311,000 and 6,500 tons of rail; are 4,000 tons on Portage Railroad and elsewhere on PRR; recommends PRR that PRR provide both providing PFW&C is placed under control of PRR until stock is worth \$25 per share. (MB)
- Mar. 17, 1858** PRR declines to purchase bonds of Logansport, Peoria & Burlington Railway. (MB)
- Mar. 19, 1858** Pennsylvania act calls for appraisers to assess whether and to what extent the business of the transporting companies has been injured by the sale of the Main Line to the PRR and award damages. (PL)
- Mar. 1858** New Jersey Railroad introduces gas lighting in its passenger cars used on night trains, replacing candles. ( , BaltAm)
- Mar. 22, 1858** PRR Road Committee sets rate on coal from Westmoreland County, Pa., to West Philadelphia at \$4 per ton with no rebate. (MB)
- Mar. 25, 1858** Shamokin Valley & Pottsville Railroad incorporated to reorganize and complete Philadelphia & Sunbury Railroad. (Digest)
- Mar. 31, 1858** New York & Erie Pres. Charles Moran returns from Europe; immediately met by John W. Garrett and J. Edgar Thomson who urge a convention to restore rates to pre-fall 1857 levels.
- Mar. 31, 1858** Northern Central bridge over Susquehanna River between Marysville and Dauphin opens (for freight service); 17 spans, wooden arched truss. (USRR&MR) (BaltAm of 3/31 merely says is finished)
- Mar. 31, 1858** At PFW&C annual election, Robert H. Winslow of Winslow, Lanier & Co. elected to Board to represent New York financial interest. (MB)

- Apr. 1, 1858** PRR begins offering commutation tickets on Philadelphia Division as far west as West Chester; establishes new station at City Avenue (Overbrook). (MB)
- Apr. 1, 1858** J. Edgar Thomson refuses nomination to run for Pres. of PFW&C against G.W. Cass, who is reelected; Joseph K. Edgerton of Fort Wayne elected VP; company adopts new organization and bylaws; road divided into Eastern and Western Divisions at Crestline. (MB)
- Apr. 1, 1858** Erie & Pittsburgh Railroad Company incorporated to complete railroad begun by Erie & North East Railroad Company between Girard Jct. and Jamestown and extend it to New Castle; supersedes unfinished and abandoned Pittsburgh & Erie Railroad of 1851-53; eventually uses only portion of P&E running nine miles south from Greenville to the Shenango River between Clarksville and Sharpville; Erie & North East given two years to expend their \$400,000. (Church)
- Apr. 2, 1858** PW&B issues new \$2.6 million loan due in 1884 to refund old loans falling due in 1860. (MB)
- Apr. 3, 1858** Shamokin Valley & Pottsville Railroad organized at Philadelphia. (Val)
- Apr. 6, 1858** Flushing Railroad sold at foreclosure to Peter Cooper and Abram S. Hewitt, representing bondholders, for \$75,000. (CorpHist)
- Apr. 7, 1858** Little Miami Railroad and Columbus & Xenia Railroad make telegraph contract with Western Union Telegraph Company for line between Columbus and Cincinnati. (Church)
- Apr. 8, 1858** Dauphin & Susquehanna Coal Company transfers property to assignees. (Poor)
- Apr. 9, 1858** Edward S. Whelan conveys Western Division of Philadelphia & Sunbury Railroad to Shamokin Valley & Pottsville Railroad. (Val)
- Apr. 9, 1858** Philadelphia & Delaware River Railroad renamed Frankford & Southwark Philadelphia City Passenger Railroad Company; first true streetcar line in Philadelphia. (PL)
- Apr. 13, 1858** Edgar Conway Felton (1858-1937) future Pres. of Pennsylvania Steel Company, born at Thurlow, Pa., son of Samuel M. Felton and Maria Lippitt Felton. (DAB)
- Apr. 14, 1858** PRR Canal Dept. reorganized: T. Haskins Du Puy continues as Chief

**Engineer of Canal Dept. but is now dept. head; Thomas T. Wierman named Resident Engineer. (MB)**

- Apr. 14, 1858**      **Convention of ticket agents of Trunk Lines and western connections meet in Indianapolis; recommend cutting through passenger fares by \$3.**
- Apr. 15, 1858**      **Meadville Railroad renamed Atlantic & Great Western Railroad of Pennsylvania. (Minor)**
- Apr. 16, 1858**      **Atlantic & Great Western Railroad of Pennsylvania makes contract with Worthy S. Streator and Henry Doolittle. (Mott)**
- Apr. 18, 1859**      **New York passes act banning operation of locomotives on Brooklyn & Jamaica Railroad within Brooklyn city limits in response to protests from residents.**
- Apr. 19, 1858**      **Bill for incorporation of Union Railroad of Philadelphia introduced in Legislature; to build bridge over Schuylkill River between Chestnut Street and Girard Avenue, with tunnel between Schuylkill and Delaware Rivers.**
- Apr. 21, 1858**      **Pennsylvania act authorizes sale of remaining state canals, including Delaware, Susquehanna, and West Branch Divisions to the Sunbury & Erie Railroad for \$3.5 million; Sunbury & Erie is to finance construction by resale of canals; S&E to issue \$7 million in bonds, half to buy canals and half for construction; state to receive additional \$2 million mortgage on canals as further security; Sunbury & Erie to receive one quarter of price in excess of \$3.5 million; when S&E is opened to Ridgway, it is to subscribe \$500,000 to Allegheny Valley Railroad to permit it to construct a line from the mouth of Mahoning Creek via Brookville to connect with S&E near Ridgway or Winslow; sales take place on May 19. (PL)**
- Apr. 21, 1858**      **Delaware Division Canal Company of Pennsylvania incorporated for purpose of acquiring Delaware Division Canal from Sunbury & Erie Railroad. (PL)**
- Apr. 21, 1858**      **New North Branch Canal Company incorporated in Pennsylvania for purpose of acquiring upper North Branch Canal from Sunbury & Erie Railroad. (PL)**
- Apr. 21, 1858**      **Wyoming Canal Company incorporated in Pennsylvania for purpose of acquiring lower North Branch Canal from Sunbury & Erie Railroad. (PL)**

- Apr. 21, 1858** Charter supplement extends power of Western Transportation Company to operate western connections of Pittsburgh & Steubenville Railroad as well as P&S. (Digest)
- Apr. 22, 1858** Pennsylvania joint resolution stops all future drafts on treasury for deepening or repairing canals; Canal Commissioners resolve to keep minimal force employed to watch for breaches, etc.; as North Branch Extension Canal is closed because of flood damage, entire supervisory force is discharged immediately. (CC)
- Apr. 23, 1858** PRR Road Committee agrees to lease part of Allegheny Portage Railroad and lease cars to it, if residents will extend it to Newry; declines to aid Tyrone & Clearfield Railroad. (MB)
- Apr. 28, 1858** PRR agrees to lease remaining stub of Portage Railroad between Duncansville Jct. and Newry Jct. to local residents providing they extend it to Newry. (MB)
- Apr. 28, 1858** PRR Board declines to aid Tyrone & Clearfield Railroad. (MB)
- Apr. 28, 1858** Pennsylvania act makes Erie & Pittsburgh Railroad's use of unfinished roadbed of old Pittsburgh & Erie Railroad south of New Castle optional. (Church)
- Spring 1858** Camden & Amboy completes new small-scale coal pier at South Amboy. (AR)
- May 3, 1858** PRR Road Committee authorizes VP Foster to sell 344 acres to Allegheny Mountain Health Institute at Cresson for \$33,280 to be paid for in its stock and bonds. (MB)
- May 8, 1858** New York Central Railroad contracts with Theodore N. Parmelee, George B. Gates, Morgan Gardner and Webster Wagner to place one Woodruff or equivalent sleeper on each night train between Albany and Buffalo. (RRH)
- May 12, 1858** Joint Companies' Executive Committee authorizes lighting locomotives and passenger cars by gas; use of steamboat *John Potter* to deliver cattle to New York Drovers Yard on North River; new arrangements for transshipment of coal at South Amboy. (MB)
- May 12, 1858** Michigan Central Railroad contracts with J.D. Morton to operate Woodruff sleeping cars. (RRH)
- May 13, 1858** Trunk Lines meet in Philadelphia and draw up agreement to restore rates to 1857 levels; Hudson River Railroad refuses to sign and others

waffle. (USRR&MR)

- May 17, 1858**      **Madison & Indianapolis's lease of Martinsville & Franklin Railroad expires. (GrnBk)**
- May 17, 1858**      **East Tennessee & Virginia Railroad completed between Bristol, Va., and Knoxville, Tenn.; last link in a trunk line of uniform 5'-0" gauge between Petersburg, Va., and Dalton, Ga., on the Charleston-Memphis line; second Southern trunk line to cross Appalachians. (Source? - Harrison has 10/8)**
- May 18, 1858**      **Commonwealth drops suit against PRR for removing rails from Portage Railroad.**
- May 18, 1858**      **Tom Scott requests Simon Cameron's assistance in securing federal authorization for Steubenville Bridge as part of system of post roads. (Kamm)**
- May 18, 1858**      **PW&B begins operating connecting steamer line between Seaford, Del., and Norfolk.**
- May 19, 1858**      **Pennsylvania transfers North Branch, West Branch, Susquehanna and Delaware Division Canals to Sunbury & Erie, ending state operation. (Val)**
- May 20, 1858**      **Lock Haven & Tyrone Railroad contracts western division to Samuel Brady & Co. (HistCentCo)**
- May 21, 1858**      **On suit brought by small bondholders, Pa. Supreme Court orders Commissioners of Allegheny County to pay interest on \$300,000 bonds issued for subscription to Pittsburgh & Steubenville Railroad; County loses on appeal later in year. (Court)**
- May 24, 1858**      **PRR Board orders Pres. Thomson to test legality of Tonnage Tax; adopts new organization for Legal Dept. effective July 1. (MB)**
- May 25, 1858**      **Sunbury & Erie sells North Branch Canal (Northumberland-Athens, plus Lackawanna Feeder) to North Branch Canal Company for \$1.6 million. (Val, Poor)**
- May 25, 1858**      **Dauphin & Susquehanna Coal Company begins running a passenger car between Harrisburg and \_\_\_ on Northern Central's Trevorton Jct. freight train. (Hbg. Telegraph)**
- May 29, 1858**      **Bellefonte & Snow Shoe Railroad lets contract. (HistCentCo)**

- June 3, 1858** Western Transportation Company contract to build Pittsburgh & Steubenville Railroad modified; PRR is to build Steubenville Extension from Union Station by tunnel under Grant's Hill and across Monongahela River to meet P&S on south side; Western Transportation Company to be paid \$1 million in First Mortgage bonds and \$200,000 stock; old debt incurred by King & Thompson to become a Second Mortgage. (Church)
- June 4, 1858** New York & Erie notifies other Trunk Lines that in its opinion the May agreement won't be signed and is therefore not binding on it.
- June 5, 1858** New Jersey Railroad completes new 5-track terminal at Exchange Place, Jersey City for ferry traffic; [shed 500 x 103 (Poor)]; trains begin using it on June 15. (HC)
- June 5, 1858** Steubenville & Indiana Railroad appoints committee to correspond with other railroads regarding finishing the Steubenville Bridge. (MB)
- June 7, 1858** Joint Companies' Executive Committee awards contract for new Camden ferryboat (the *States Rights*) to Theodore Birely; hull to be 148 x 28 x 10; engine to be built by Camden & Amboy using parts from *Washington*; votes to enforce 4.5 MPH speed limit on Delaware & Raritan Canal. (MB)
- June 1858** Through Pittsburgh-Cleveland passenger service established via Wellsville.
- June 10, 1858** Northern Central Railway leases operation of Sunbury & Erie Railroad for two years. (eff. 7/1?)
- June 11, 1858** Logansport, Peoria & Burlington Railway renamed Toledo, Logansport & Burlington Railroad. (Church)
- June 13, 1859** Millville & Glassboro Railroad organized; controlled by Richard D. Wood, proprietor of Millville cotton factories; Thomas H. Whiting, Pres.; George B. Roberts, Chief Engineer.
- June 14, 1858** New York & Erie cuts fares between New York and Buffalo/Suspension Bridge to \$5, touching off a new rate war.
- June 15, 1858** PRR Solicitor Theodore Cuyler calls on Gov. Packer to persuade him to withdraw suit and injunction against PRR removing rails from Portage Railroad. (Watkins)
- June 22, 1858** PRR Road Committee authorizes construction of first class station at Coatesville. (MB)

- June 23, 1858** West Chester & Philadelphia Railroad issues mortgage for \$600,000 to complete line. (Pam)
- June 24, 1858** North Branch Canal Company resells canal between Northumberland and Wilkes-Barre to Wyoming Canal Company for \$1,010,000. (Poor)
- June 24, 1858** Gettysburg Railroad begins construction between New Oxford and Gettysburg.
- June 26, 1858** Sunbury & Erie Railroad sells Susquehanna and West Branch Division Canals to West Branch & Susquehanna Canal Company for \$500,000. (Val)
- June 28, 1858** PRR Road Committee authorizes purchase of 16 box cars on Philadelphia & Columbia Railroad from Messrs. Cookman for \$2475. (MB)
- June 28, 1858** Northern Central opens between Trevorton Jct. (Herndon) and Sunbury. (USRR&MR says date of 1st passenger train - first rev. tt. in Hbg. is 7/5/58!; through to Buffalo and Niagara Falls in 17 hours)
- June 28, 1858** Littlestown Railroad opens between Hanover and Littlestown, Pa.; operated by Hanover Branch Railroad. (tt, Val)
- June 30, 1858** Trunk Line Convention opens at Buffalo; other lines blame New York & Erie for breaking rates.
- July 1, 1858** PRR Legal Dept. organization changed to 11 district solicitors. (MB)
- July 1, 1858** Perth Amboy & Woodbridge Railroad breaks ground; construction delayed by Civil War and not completed until 1864. (Val)
- July 1, 1858** Charles Congdon appointed receiver of Elmira, Canandaigua & Niagara Falls Railroad; ceases operating Chemung Railroad which reverts to New York & Erie Railroad. (Val)
- July 1, 1858** Philadelphia & Reading Railroad absorbs Lebanon Valley Railroad, giving it complete control of Philadelphia-Harrisburg line and making it a direct competitor of the PRR for the first time.
- July 1, 1858** Great Southwestern Mail begins running twice daily from New York to New Orleans via Orange & Alexandria and connecting railroads, shortening time from 7 to 3-1/2 days. (ARJ - some other source had 7/1/58)

- July 2, 1858** West Philadelphia Passenger Railway opens from 8th & Market to 41st & Haverford in West Philadelphia; tracks laid outside those of City Railroad. (Cox)
- July 5, 1858** New Trunk Line meeting at St. Nicholas Hotel in New York; agreement signed by B&O and NYC setting new rates effective July 16; western lines pledge to boycott Erie if it continues to undercut rates; New York & Erie and Hudson River Railroad refuse to sign; as a result, PRR refuses to accept also.
- July 6, 1858** West Branch & Susquehanna Canal Company incorporated to acquire West Branch and Susquehanna Divisions of Pennsylvania Canal from Sunbury & Erie Railroad; John A. Gamble, Pres. (Poor - or is this org date?)
- July 9, 1858** Steubenville & Indiana Railroad bondholders meet in New York, where many bonds held; pledge to fund existing debts into new bond issue.
- July 9, 1858** Delaware Division Canal Company of Pennsylvania organized. (Poor)
- July 10, 1858** Sunbury & Erie Railroad resells Delaware Division Canal to Delaware Division Canal Company of Pennsylvania for \$1.775 million, making a total profit of \$375,000 on canal sales, of which \$281,250 paid to state. (Poor)
- July 10, 1858** Future PRR VP George Lyman Peck (1858-1932) born at Sandusky, Ohio.
- July 12, 1858** Chief Engineer Robert Hodgson begins resurveying remainder of West Chester & Philadelphia Railroad from Grubbs Bridge to West Chester.(AR)
- July 12, 1858** Mississippi & Wabash Railroad opens between Warsaw and Hamilton, Ill., using part of the old right-of-way graded by the state in the 1830s.
- July 15, 1858** PRR posts bond of \$300,000 and state withdraws suit against PRR removing rails from Portage Railroad. (Watkins)
- July 16, 1858** Philadelphia & Trenton Railroad Board agrees to reimburse William H. Gatzmer, et al., for purchase of Tacony property in 1847. (MB)
- July 1858** Reading completes bridge over canal at Harrisburg and builds connection with PRR.

- July 1858** G.W. Cass of PFW&C contracts with Cleveland, Columbus & Cincinnati Railroad for operation of fast freight line between Chicago and Buffalo via Crestline and Cleveland. (MB)
- July 1858** Duke of Salamanca places \$1 million of Atlantic & Great Western Railroad bonds in Spain. (Mott)
- July 18, 1858** First through passenger trains begin running between Philadelphia and Pittsburgh via Elizabethtown, using wide cars after tracks respaced east of Dillerville; conductors on the *Fast Line* and *Express* begin running through; one Woodruff sleeping car and separate smoking cars placed on *Fast Line* and *Express* (see below for Woodruff contract!); the overnight (?) train is the *Fast Line*, the oldest named train on the PRR. (No! Fast Line lv. noon for Chi) (USRR&MR has Mon. 7/19!!)
- July 19, 1858** Philadelphia City Councils pass resolution requiring all streetcar lines to be non-standard gauge of 5'-2" to prevent their being used by steam railroads. (SEPTA)
- July 19, 1858** West Philadelphia Passenger Railway extended from 8th & Market Streets to 3rd & Market Streets. (Cox)
- July 21, 1858** Convention of Trunk Lines and Western railroads held at Cleveland; as Erie has not advanced rates, resolve to refrain from issuing through tickets from western points; other roads feel NYC and PRR force convention to take anti-Erie stance, and many important Western roads do not honor pledge of anti-Erie boycott.
- July 22, 1858** George Bliss of MS&NI informs PFW&C that it will discontinue independent train operated for it between Laporte and Chicago on Aug. 1 unless PFW&C pays money in arrears. (MB)
- July 23, 1858** G.W. Cass resigns as Pres. of PFW&C in favor of J. Edgar Thomson, who takes office for purpose of completing line to Chicago. (MB)
- July 23, 1858** Elmira, Canandaigua & Niagara Falls Railroad sold at foreclosure to Charles Congdon and Robert B. Potter. (Val)
- July 26, 1858** Joint Companies' Executive Committee asks Superintendent to report on expenses of Delaware River steamboats and whether they should be discontinued, and whether companies should contract out the operation of towboats on the Delaware and Raritan Rivers; order steamboat *John Neilson* sent to Delaware River and *Trenton* sent to New York; report final settlement of all cases resulting from Aug. 1855 Burlington wreck; legal fees total \$1,500. (MB)

- July 26, 1858** West Chester & Philadelphia Railroad contracts with Richard Clark to complete from Pennellton (Wawa) to West Chester. (AR)
- July 27, 1858** Navigation of Ohio River at Pittsburgh suspended by low water; lasts over three months.
- Aug. 1, 1858** Wide cars placed on all PRR trains east of Harrisburg after City Railroad tracks respaced to 6'-0" apart between 10th & 17th Streets and clearance with market sheds increased.
- Aug. 1, 1858** Northern Central Railway opens between Trevorton Jct. and Sunbury, completing line between Baltimore and Sunbury; trains run through to Williamsport over Sunbury & Erie. (see also 6/58 - 8/1 may be reg. service - no! BaltAm shows first tt 7/5 and revised 7/26)
- Aug. 1, 1858** MS&NI discontinues independent train for PFW&C between Laporte and Chicago because of its inability to pay. (MB)
- Aug. 4, 1858** PRR Board authorizes purchase of freight cars of Cookman & Bro. operated on Columbia Railroad; approves connection with Lebanon Valley Railroad at Harrisburg under agreement made Mar. 7. (MB)
- Aug. 5, 1858** Convention of ticket agents of Trunk Lines and western connections meets at Cleveland; New York lines agree to cut through fares by \$3; PRR, B&O and allies vote no; lines unable to agree on division between eastern and western lines, and meeting adjourns.
- Aug. 8, 1858** David Brooks appointed first Superintendent of Telegraph in Transportation Dept.
- Aug. 10, 1858** Amasa Stone ( - ) of Cleveland, a pro-NYC figure, elected Pres. of Cleveland, Painesville & Ashtabula Railroad; seen as bringing the Lake Shore line into the NYC camp and blocking the western expansion of the Erie.
- Aug. 11, 1858** PRR Road Committee authorizes purchase of Exchange Hotel at Queen & East Chestnut Streets in Lancaster. (MB)
- Aug. 11, 1858** Atlantic & Great Western Railroad makes exclusive contract with James McHenry (1817-1891), a somewhat unscrupulous Irish-American merchant of Liverpool, to finance its construction across Pennsylvania and Ohio; McHenry chooses T.W. Kennard (1825?-1893) of England as Chief Engineer. (Felton)
- Aug. 1858** First shipments of Trevorton anthracite coal move to Elmira via

**Williamsport & Elmira Railroad.**

- Aug. 1858** NYC imposes local rates on all freight to and from Michigan Southern & Northern Indiana in retaliation for its refusal to join anti-Erie boycott.
- Aug. 1858** Chicago & Cincinnati Railroad begins construction between Logansport and Valparaiso, Ind. (ARJ, Church)
- Aug. 16, 1858** Chicago ordinance authorizes PFW&C to connect with Chicago, St. Paul & Fond du Lac Railroad at a point between Van Buren and Kinzie Streets, including right to build tracks in West Water and Canal Streets. (Church)
- Aug. 18, 1858** PRR leases City wharf at foot of Dock Street in Philadelphia. (MB)
- Aug. 19, 1858** R.L. Loper elected Pres. of Philadelphia & Trenton Railroad, replacing William G. Alexander, deceased; William Cook appointed Engineer at \$1,500 per year. (MB)
- Aug. 19, 1858** Philadelphia City Council passes ordinance over objections of mayor authorizing extension of City Railroad east on Market Street and down 2nd Street to Dock Street so as to make both 2nd & 3rd Streets one way streets; work is to be paid for by street railroad company in return for use of tracks. (Digest)
- Aug. 20, 1858** Convention at Cincinnati places PRR on equal footing with NYC and Erie for eastbound passengers; also sets new eastbound freight rates effective Aug. 23.
- Aug. 25, 1858** Excursion opens Quakake Railroad, linking Lehigh Valley Railroad with Catawissa, Williamsport & Erie along line originally projected by the Biddles in 1830s and creating a direct outlet to New York for the Sunbury & Erie. (Poor, Hare)
- Aug. 25, 1858** Niagara Bridge & Canandaigua Railroad incorporated as reorganization of Canandaigua & Niagara Falls Railroad. (GrnBk)
- Aug. 25, 1858** Norfolk & Petersburg Railroad opens between Petersburg and Norfolk, Va., extending Southern 5'-0" gauge trunk line from Memphis to deep water ports at Hampton Roads. (BPW)
- Aug. 26, 1858** Commissioners of Baltimore & Potomac Railroad convene at Upper Marlboro; appoint Robert Bowie agent to take subscriptions; addressed by Edwin Robinson of RF&P on potential of through route. (MB)

- Aug. 31, 1858** West Chester & Philadelphia Railroad opens between Grubbs Bridge (Wawa) and Willcox's Lower Mill (Glen Mills). (by 8/31 - may be earlier? check paper?)
- Aug. 31, 1858** Isaac Watkin resigns as Pres. of Philadelphia & Baltimore Central Railroad and succeeded by A.R. McHenry, who is also Pres. of West Chester & Philadelphia Railroad; however, he declines to serve until P&BC agrees he will finish WC&P first; P&BC cancels construction contract to Stone, Quigly & Co. (AR)
- Summer 1858** John Brough, Pres. of both Indianapolis, Pittsburgh & Cleveland and Bellefontaine & Indiana Railroads ("Bee Line"), takes control of Columbus, Piqua & Indiana Railroad and resumes construction towards Union City. (Marivn)
- Sep. 1, 1858** William Wade resigns as director of PFW&C to permit T. Haskins Du Puy to be elected director and President Pro-Tem, as J. Edgar Thomson is too busy to devote full time to PFW&C; plan has been for all directors who were residents of Pennsylvania to make way for PRR men, but objected to by one director, possibly Gen. William Robinson, Jr. (MB)
- Sep. 1, 1858** New York Central leases Niagara Bridge & Canandaigua Railroad and operation by Elmira, Jefferson & Canandaigua ends; NYC converts from 6'-0" to 4'-8-1/2" gauge and blocks New York & Erie, Northern Central, and Reading from Suspension Bridge gateway. (GrnBk)
- Sep. 6, 1858** Frank Thomson becomes apprentice at Altoona at age 17; becomes protégé of Tom Scott, the General Superintendent at Altoona.
- Sep. 8, 1858** Fairmount Passenger Railway opens horse car line between 23rd & Callowhill and 2nd & Walnut Streets in Philadelphia; tracks run in 2nd & 3rd Streets; third rail laid on City Railroad between Market & Dock Streets for use of 5'-2" gauge horse cars; new eastbound track for City Railroad laid in 2nd and Market Streets from Dock Street to 3rd Street. (Cox, SmedleyAtlas)
- Sep. 8, 1858** Mass meeting held in Monument Square, Baltimore, in attempt to stop Know-Nothing riots; leads to formation of Reform Party. (Vexler)
- Sep. 11, 1858** Trunk Line Convention meets at Girard House in Philadelphia, Erastus Corning of NYC presiding; agree in principle to restore rates and adopt NYC's freight classification schedule; appoint an umpire to

enforce agreement. (MB, USRR&MR)

- Sep. 13, 1858**      **Joint Companies' Executive Committee appoints Chief Engineer William Cook to investigate building connection between Philadelphia & Trenton Railroad and Reading at Richmond for purpose of sending freight and cattle to New York; authorizes selling steamboat *New Jersey*; offers \$3,500 to settle patent infringement case brought by Richard Imlay over passenger cars; authorizes settlement with New York & Baltimore Transportation Line for 1857 winter traffic, Camden & Amboy to get 40% of rate between New York and Baltimore. (MB)**
- Sep. 13, 1858**      **Altoona Mechanics Library & Reading Room organized; supported by PRR. (see 7/53!)**
- Sep. 15, 1858**      **PRR contracts with T.T. Woodruff & Co. (est. 1857) for operation of its patented sleeping cars over PRR lines; to put at least one car on each night train by Jan. 1, 1859 and as much earlier as practicable. (MB, RRH)**
- Sep. 21, 1858**      **PW&B Board approves contract with J.E. Thayer & Bro. for refloating loan of 1860 into new loan of 1884. (MB)**
- Sep. 22, 1858**      **Philadelphia ordinance authorizes lease of Dock Street Wharf to PRR, effective Jan. 1, 1859. (Digest)**
- Sep. 25, 1858**      **Trunk Lines sign final form of new agreement at St. Nicholas Hotel in New York; new rates effective Oct. 1; Samuel L.M. Barlow (1826-1889), a New York lawyer associated with the Erie is named umpire; settlement is first big victory of PRR in establishing principle of lower differential rates for Philadelphia; in following six months of peace, PRR revenues increase by \$234,000, while NYC and Erie lose about \$400,000 each and B&O about \$120,000. (USRR&MR, ARJ)**
- Sep. 1858**              **Joseph Napoleon Du Barry named Superintendent of Pittsburgh, Fort Wayne & Chicago.**
- Sep. 27, 1858**      **Chicago & Rock Island Railroad agrees to operate Illinois River Railroad, then under construction between Virginia and Peoria. (Church)**
- Sep. 28, 1858**      **Erie & Pittsburgh Railroad organized. (Church)**
- Oct. 1, 1858**        **Edward F. Gay resigns as State Engineer after closing up all outstanding claims on Pennsylvania Public Works; no successor appointed. (CC)**

- Oct. 1, 1858**      **Jeffersonville Railroad defaults on Second Mortgage bond interest. (Church)**
- Oct. 8, 1858**      **East Tennessee & Virginia Railroad opens over whole length between Bristol and Knoxville, forming with the East Tennessee & Georgia Railroad a complete line to Dalton, Ga., on the Western & Atlantic Railroad near Chattanooga. (Harrison)**
- Oct. 9, 1858**      **First Overland Mail stagecoach reaches St. Louis from San Francisco.**
- Oct. 12, 1858**      **PRR Road Committee rules that no vacancies are to be filled without the approval of Pres. Thomson and no raises to be granted without approval of Board. (MB)**
- Oct. 13, 1858**      **PRR board authorizes Pres. Thomson to dispose of PRR's Pittsburgh, Fort Wayne & Chicago bonds by paying off the floating debt for which they are held as collateral. (MB)**
- Oct. 13, 1858**      **PRR Board authorizes purchase of land for depots at Downingtown, Parkesburg, Christiana and Gap. (MB)**
- Oct. 13, 1858**      **PRR Board declines to make agreement for keeping City Railroad in repair as is responsibility of city government. (MB)**
- Oct. 13, 1858**      **Republicans, stressing need for tariff protection to end depression in industry, sweep Pennsylvania elections, including William E. Frazer as Canal Commissioner; gain control of state House and Congressional delegation.**
- Oct. 13, 1858**      **Thomas Swann reelected Know-Nothing Mayor of Baltimore amidst more rioting. (Vexler)**
- Oct. 16, 1858**      **Joint Companies names new Camden ferryboat *States Rights*. (MB)**
- Oct. 19, 1858**      **PW&B reports have built new cattle station on 41 acres at Bell Road, south of Philadelphia. (MB)**
- Oct. 19, 1858**      **Martinsville & Franklin Railroad abandons operation between Martinsville and Franklin, Ind. (GrnBk)**
- Oct. 23, 1858**      **West Chester & Philadelphia Railroad opens between Glen Mills and Street Road (Westtown). (CCHS)**
- Oct. 25, 1858**      **Crawford County wins case against Pittsburgh & Erie Railroad; awarded \$30,000 with interest and subscription declared void.**

- Oct. 27, 1858** PRR Board approves report of Tom Scott recommending installation of Loughridge brakes on passenger cars; completed in 1859; system used a chain, wound from locomotive, to activate brakes on each car. (MB)
- Oct. 27, 1858** PRR Board sets new salary levels, restoring most, but not all, of cuts imposed in Panic of 1857. (MB)
- Oct. 27, 1858** Joint Companies appoints committee to sell the Camden & Philadelphia Steam Boat Ferry Company's lower ferry property at Camden and the remainder of the Walnut Street, Philadelphia, property to the Camden & Amboy and Philadelphia & Trenton Railroads in liquidation of the ferry company's debts to the Joint Companies. (MB)
- Oct. 27, 1858** PRR Board authorizes sale of company's Cleveland & Mahoning bonds; Cleveland & Mahoning eventually becomes part of the Erie system. (MB)
- Nov. 1, 1858** RF&P pleads poverty when asked for a subscription to Baltimore & Potomac Railroad. (MB)
- Nov. 3, 1858** Canal packet line pioneer David Leech ( -1858) dies at Leechburg, Pa., at age \_\_\_.
- Nov. 5, 1858** Pennsylvania Supreme Court upholds constitutionality of law giving remaining canals to Sunbury & Erie on suit brought by Canal Commissioners.
- Nov. 6, 1858** Navigation of Ohio River resumes at Pittsburgh with fall rise.
- Nov. 9, 1858** West Chester & Philadelphia Railroad restored to company without foreclosure. (Poor - newspaper says 11/6 - Val has no day - AR implies is with 11/11 opening)
- Nov. 10, 1858** PRR Board confirms appointment of John B. Anderson as Superintendent of Middle Division replacing Enoch Lewis. (MB)
- Nov. 10, 1858** Two-day convention of Midwest trunk lines held in Cleveland; adopts rate compact and rules. (S&I MB)
- Nov. 11, 1858** West Chester & Philadelphia Railroad opens between Westtown and West Chester, completing line between West Philadelphia and West Chester via Media. (CCHS)

- Nov. 13, 1858** Altoona Mechanics' Library & Reading Room opens in space provided by PRR.
- Nov. 15, 1858** Joint Companies' Executive Committee accepts proposition of (street ry on 5th & 6th) to carry passengers and baggage between Philadelphia & Trenton Railroad station at Kensington and PW&B at Broad & Prime Streets. (MB)
- Nov. 1858** Properties of Boston & New York Central Railroad, other than Norfolk County Railroad and Medway Branch Railroad, sold to Midland Railroad, but not operated because of poor condition. (Humphrey)
- Nov. 1858** T.W. Kennard arrives in America to examine route for Atlantic & Great Western Railroad. (Mott)
- Nov. 16, 1858** Trustees of old Franklin Railroad in Maryland agree to sell property and franchise to Andrew J. Jones and James J. Dull. (Digest)
- Nov. 17, 1858** John Work Garrett (1820-1884) elected Pres. of B&O by vote of 16-14; marks victory of private stockholders over Know-Nothing Party which controlled state and city government in mid-1850s and dominated B&O management through public directors; Garrett dominates the B&O for the next 25 years and becomes a major foe of the PRR. (Catton)
- Nov. 18, 1858** Columbus & Xenia Railroad Board approves 20-year lease of Dayton, Xenia & Belpre Railroad. (MB)
- Nov. 1858** Union Canal Company of Pennsylvania assigns property to trustees. (Poor)
- Nov. 1858** Southern Pacific Railroad of Texas offers presidency to J. Edgar Thomson; he finally accepts in 1860, (Kamm)
- Nov. 21, 1858** Eastern Extension of Peoria & Oquawka Railroad opens between Chenoa and Gilman, Ill.
- Nov. 25, 1858** Philadelphia City Councils pass ordinance requiring the removal of the market sheds from the center of Market Street; improves clearance for City Railroad and streetcar tracks.
- Nov. 27, 1858** Eastern Division of Philadelphia & Sunbury Railroad, out of service since 1830s, sold at foreclosure to William R. Lejee, trustee. (Val)
- Nov. 27, 1858** Marietta & Cincinnati Railroad foreclosure proceedings begun in

**Ross County Court of Common Pleas; Orlando Smith appointed receiver (Church); PRR refuses Thomson's plan to reorganize it as Ohio Valley Railroad, and it passes out of PRR orbit. (NB Ohio Valley RR plan failed before 1857!)**

- Nov. 29, 1858** *Fast Line* begins running year-round, making total of three passenger round trips between Philadelphia and Pittsburgh. (USRR&MR)
- Nov. 29, 1858** PFW&C opens between Plymouth, Ind., and Rock Island Jct. (Englewood) south of Chicago. (AR)
- ca. Nov. 1858** Erie & Pittsburgh Railroad opens between Girard Jct. and Albion, Pa.; operated by Buffalo & State Line Railroad.
- Nov. 30, 1858** After many petitions from coal shippers, director Washington Butcher moves that PRR secure a terminal on the Delaware River reached by locomotives; PRR Road Committee authorizes reduction on anthracite coal shipped up the Juniata Canal. (MB)
- Nov. 30, 1858** Joint Companies' Executive Committee orders switching the 10:00 AM from Philadelphia and the 11:00 AM from New York to run from Kensington instead of Tacony and the 4:00 PM from New York to run to Kensington instead of Camden because of new streetcar connections with Center City and PW&B. (MB)
- Late 1858** New Jersey Railroad opens secret negotiations to lease Morris & Essex Railroad, which has authority to extend across New Jersey to Easton.
- late 1858** Simon Cameron and brother-in-law Anthony B. Warford begin purchase of large block of Northern Central shares; Cameron returned to board after 5 years. (Kamm - verify?)
- late 1858** PW&B begins issuing through tickets between New York, Charleston, Savannah and Havana via Wilmington, N.C.
- Dec. 1, 1858** Philadelphia & Baltimore Central Railroad begins trimming roadbed preparatory to laying rails; contracts with Hathaway & Leche for five miles of track at \$350 per mile, one third in cash and two thirds in bonds. (AR)
- Dec. 7, 1858** PRR Road Committee agrees to aid Tyrone & Clearfield Railroad by accepting 40% in its First Mortgage bonds and 60% cash for PRR portion of all through rates and fares, provided stockholders extend it to Phillipsburg. (MB)

- Dec. 8, 1858** PRR Board reduces rates on anthracite coal from the Susquehanna moving west via Main Line canals; appoints committee of five to advise Pres. Thomson on location of Delaware River terminus; approves 7% drawback for shippers sending a minimum of 50,000 tons of coal a year from Allegheny or Broad Top Fields to Philadelphia or Baltimore to better compete with Cumberland coal shipped on B&O. (MB)
- Dec. 9, 1858** Atlantic & Great Western Railroad incorporated in New York. (Poor)
- Dec. 12, 1858** Baltimore & Potomac Railroad organized (incorporated May 6, 1853); plans to build from Baltimore to Port Tobacco on lower Potomac River; dominated by Oden Bowie (1826-1894).
- Dec. 13, 1858** Joint Companies' Executive Committee orders construction of a new marine shop in Hoboken to replace one in New York. (MB)
- Dec. 13, 1858** Pennsylvania Supreme Court rules act providing for sale of branch canals to Sunbury & Erie is constitutional in case of S&E RR vs. Cooper; does not violate 1857 constitutional amendment barring state aid to private corporations.
- Dec. 13, 1858** Columbus & Xenia Railroad Board approves revised lease of Dayton, Xenia & Belpre Railroad of Dec. 11. (MB)
- Dec. 1858** Economy bottoms out after Panic of 1857; expansion begins, only to be cut short by fears of civil war in 1860. (NBER)
- Dec. 1858** PRR begins withholding payment of state Tonnage Tax to provoke a court test of its constitutionality. (Maybe says 7/58?)
- Dec. 16, 1858** Gettysburg Railroad opens between New Oxford and Gettysburg; special excursion run from Baltimore; operated by Hanover Branch Railroad; original outlet is by way of Northern Central, but later becomes part of Western Maryland system. (Hanover Record, C&C, WM)
- Dec. 18, 1858** PRR Road Committee authorizes construction of houses at Altoona for Resident Engineer and Superintendent of Middle Division; hears report on interview with New York lines on through rates. (MB)
- Dec. 18, 1859** Baltimore & Potomac Railroad elects first directors, including Edwin Robinson of RF&P, but no officers. (MB)
- Dec. 22, 1858** PRR Board authorizes construction of houses for officials at Altoona; also enlarging the canal between Columbia and Duncan's Island to 5

feet deep with locks for 120-foot boats. (MB)

- Dec. 25, 1858** PFW&C opens between Englewood and Van Buren Street, Chicago, completing line from Pittsburgh to Chicago; first through train leaves Chicago for Pittsburgh; third railroad entering Chicago from the east and first from Philadelphia; despite PRR aid, PFW&C retains independent management and enjoys an alternate outlet to New York via Crestline, Cleveland and Buffalo; competition from PRR/PFW&C forces roads like Michigan Central and Michigan Southern to cut rates and work more closely with their eastern connections. (AR, PittsPost)
- Dec. 28, 1858** Nathaniel Wright elected Pres. of Little Miami Railroad, replacing John Kilgour. (Memo)
- Dec. 30, 1858** New Haven, New London & Stonington Railroad opens with car ferry across Thames River between New London and Groton; operated by New York, Providence & Boston Railroad; completes Shore Line between New York and Boston, but overnight steamer/rail lines remain preferred mode of travel. (NH)
- Dec. 31, 1858** Resident Engineer Thomas W. Seabrook resigns to be Chief Engineer of Western Transportation Company (Pan Handle Line); William Hasell Wilson of Philadelphia Division becomes sole Resident Engineer-MofW for PRR at Altoona. (MB- eff 1/1/59)
- Dec. 31, 1858** Northern Central Railway ends operation of Hanover Branch Railroad, which reverts to independent status. (Poor - verify)
- Dec. 31, 1858** Steubenville & Indiana Railroad Board authorizes negotiations with Pittsburgh & Steubenville Railroad for a permanent running arrangement. (MB)
- 1858** New Jersey Railroad replaces candles or oil lanterns on New York-Philadelphia express trains with gas light.
- 1858** Camden & Amboy Railroad completes new passenger and freight slips at Camden. (AR)
- 1858** Camden & Amboy Railroad executes new contracts with PRR, PW&B and B&O for through traffic. (AR)
- 1858** West Chester & Philadelphia railroad builds temporary engine house in West Philadelphia. (AR)
- 1858** PRR builds stations at West Philadelphia (first) and Coatesville. (AR)

- 1858** PRR builds new freight car shop, paint shop and transfer table at Altoona. (AR)
- 1858** PRR writes off investment in Marietta & Cincinnati and Springfield, Mt. Vernon & Pittsburgh. (AR - no MB cite)
- 1858** Allegheny Railroad & Coal Company fails. (Ward)
- 1858** Northern Central begins shipping coal to Canton via PW&B (verify in AR - no mention - check tables? - prob 1/59)
- 1858** Work on North Western Railroad discontinued. (Watkins)
- 1858** Delaware & Raritan Canal completely lined with stone rip-rap to permit use of steamboats without damaging banks. (AR)
- 1858** Cleveland & Pittsburgh Railroad builds one-mile freight spur to terminal on Ohio River at North Avenue, Manchester (now north side of Pittsburgh); reached by trackage rights over Pittsburgh, Fort Wayne & Chicago.
- c. 1858** Thomas D. Messler, Auditor of PFW&C, develops "Messler System" of classification of railroad accounts later adopted by most large systems. (StdHistPitts)
- 1858** Columbus & Xenia Railroad writes down its \$50,000 investment in Springfield & Columbus Railroad to \$1,000. (Marvin)
- 1858** Sleeping cars established between New York and Cincinnati via NYC, Cleveland, and Little Miami Railroad. (USRR&MR - by 12/22/58 - est on NYC before 12/58)
- 1858** Cincinnati & Chicago Railroad enters receivership on suit of contractors George B. Ripley and William D. Judson. (Church)
- 1858** Michigan Southern & Northern Indiana Railroad opens direct "Air Line" route between Toledo and Elkhart, nine miles shorter than "Old Road"; includes 68.49 miles of straight track between Toledo and Butler, Ind. (Sanders)
- c.1858** David Strouse (1838-1861), later a pioneer Civil War telegrapher, becomes General Superintendent Tom Scott's private secretary at Altoona. (Plum)