

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1849

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All data subject to correction and change

- Jan. 1, 1849 New Jersey Railroad begins a new system for commuters, requiring all such passengers to show their tickets to conductors; commutation fares are now \$65 per year, \$40 for 6 months, and \$25 for 3 months, i.e. tickets are offered for less than a year for the first time to make them easier to afford. (MB)
- Jan. 1, 1849 J.F.D. Lanier (1800-1881), having moved from Indiana to New York City, establishes the banking house of Winslow, Lanier & Co. with Richard H. Winslow (1806?-1861), a descendant of Pilgrim Kenelm Winslow (1599-1672); from 1849 to the downturn in 1854, the firm plays a leading role in floating Midwestern railroad securities on the New York market and helps New York replace Boston as the center of American railroad finance; first are Madison & Indianapolis Railroad bonds, followed by Little Miami, Columbus & Xenia, Cleveland, Columbus & Cincinnati, Cleveland, Painesville & Ashtabula, Ohio & Pennsylvania and Michigan Southern; Winslow, Lanier is one of the first private banking firms to approximate a classic investment bank, taking part in reorganizations and putting its representatives on railroad company boards; it becomes a correspondent of the Bank of England, of the Rothschilds of London and Paris and of Hope & Co. of Amsterdam. (Lanier, Carosso)
- Jan. 1, 1849 South Shore Railroad opens between Braintree on Old Colony Railroad and Cohasset, Mass.; operated by Old Colony Railroad under lease. (NHCorp)
- Jan. 1, 1849 Delaware & Hudson Canal Company pays off its 1832 loan of \$300,000 from the State of New York and is now debt-free. (Roberts)
- Jan. 2, 1849 At the request of J. Edgar Thomson, PRR Road Committee orders Pres. Merrick to collect information for establishing an organization for transportation on the PRR. (MB)

- Jan. 2, 1849 Bill to incorporate a Freehold & Jamesburg Railroad introduced in the N.J. Assembly but fails of passage. (Ellis)
- Jan. 2, 1849 Evansville & Illinois Railroad incorporated in Indiana to build from Evansville to Olney, Ill., on the Ohio & Mississippi Railroad. (Lyford)
- Jan. 3, 1849 Stockholders of the Joint Companies appoint a committee to meet with the Joint Board over the review of Henry C. Carey's charges; authorizes engaging counsel and forwarding the reports to the Governor; authorize changing Trenton-New Brunswick commutation tickets to include a 10 cents transit duty; presently, this must be paid to the conductor. (MB)
- Jan. 3, 1849 Bill introduced in the Pa. Senate to force Gov. Johnston to send any unsigned bills from the last session back to the Legislature; Gov. Johnston does not believe in the veto, and the bill is designed to prevent the Erie & Ohio Railroad charter of last season becoming law without forcing the Gov. to compromise his scruples; however, this bill cannot be passed in time, leading to a new bill to repeal the charter. (PubLdgr)
- Jan. 4, 1849 Philadelphia Select Council passes remonstrance to Pa. Legislature against chartering the Erie & Ohio Railroad between Erie and the Ohio state line. (ARJ)
- Jan. 1849 F.O.J. Smith's Erie & Michigan Telegraph Company finally completes its line between Buffalo and Chicago; it suffers from wire failures and generally lags behind Henry O'Reilly's parallel Lake Erie Telegraph Company. (Thompson)
- Jan. 5, 1849 Indiana act authorizes Hamilton, Miami and Tipton Counties to borrow \$50,000 each for subscriptions to railroads (P&I Rept)
- Jan. 5, 1849 Austrian army takes Budapest, ending the revolution in the Austrian Empire; collapse of revolutions of 1848 sends many German liberals to U.S. as refugees; many settle in St. Louis, Chicago and Wisconsin, avoiding the xenophobia of the Yankee Midwest; the arrival of the Germans and their cash gives a boost to the economy of St. Louis. (Mercer, Scharf)
- Jan. 6, 1849 Canal Commissioners limit all new boat trucks used on Columbia Railroad to 8'-6" in width and all existing trucks to 8'-8". (CC)
- Jan. 8, 1849 PW&B stockholders authorize increase of stock to \$4.5 million. (MB)
- Jan. 8, 1849 Pa. House receives remonstrance of the Philadelphia City Councils against the Erie & Ohio Railroad charter as threatening the success of the PRR. (PubLdgr)
- Jan. 8, 1849 Schuylkill Navigation Company appoints a committee on retrenchment, including Richard D. Wood. (Wood)

- Jan. 9, 1849 Joint Companies Executive Committee authorizes forwarding Henry C. Carey's pamphlets and the companies' response to Democratic Gov. Daniel Haines (1801-1877), and if he thinks the response is unsatisfactory, the companies will favor a state investigation. (MB)
- Jan. 9, 1849 William H. Swift (1800-1879), younger brother of Joseph G. Swift and Pres. of Illinois & Michigan Canal Company, elected Pres. of PW&B, replacing Edward C. Dale, resigned; VP Jacob I. Cohen, Jr.'s post abolished; Swift is installed by New England interests. (MB, RRGaz, BHR 28)
- Jan. 9, 1849 In the evening, Solomon White Roberts gives a lecture on the importance of the Ohio & Pennsylvania Railroad in the House chamber at Harrisburg. (PubLdgr)
- Jan. 11, 1849 Bill introduced in the Pa. Senate to repeal the charter of the Erie & Ohio Railroad. (PubLdgr)
- Jan. 1849 Mouth of Susquehanna River obstructed by ice for six weeks for first time since 1800; train ferry cannot operate, and PW&B is forced to carry its through passengers on via NC&F route with a chartered boat on Chesapeake Bay. (AR)
- Jan. 15, 1849 Ashbel Welch reports on survey for Belvidere Delaware Railroad. (Rept)
- Jan. 15, 1849 Ohio & Indianapolis Railroad renamed Jeffersonville Railroad Company; had graded 27 miles from Jeffersonville to Vienna. (Church)
- Jan. 1849 Joint Companies operate the following steamboats: *John Stevens*, *John Potter* and *Trenton* for passengers; *Burlington* and *Transport* for railroad freight; *Raritan*, *Independence*, *New Philadelphia*, *Swan*, *New York*, *New Jersey*, *Thistle*, *Amboy*, *Camden*, *Rainbow*, *Princeton* and *Washington* for tows and general freight business. (ARJ)
- Jan. 1849 First through passenger cars run between New York and Boston via the "Inside Route" through Springfield. (Barrett)
- Jan. 1849 Henry O'Reilly's Ohio, Indiana & Illinois Telegraph Company opens its line from Indianapolis to Lafayette. (Thompson)
- Jan. 16, 1849 Dayton & Western Railroad Board reports that it has hired Phineas Pomeroy as Engineer and adopted the "straight line" between Dayton and Greenville Jct. (MB)
- Jan. 16, 1849 Jeffersonville Railroad authorizes purchase of 2,000 tons of 45-lb. T-rail; amount later reduced. (MB)

- Jan. 16, 1849 Indiana joint resolution authorizes a subscription for an additional 107 shares of the Madison & Indianapolis Railroad and also selling the stock for cash. (PL)
- Jan. 16, 1849 Charter supplement authorizes Shelbyville Lateral Branch Railroad to dispose of land given for subscriptions; may also extend from Edinburg to Columbus. (PL)
- Jan. 17, 1849 Telegraph line opens between St. Louis and Baton Rouge. (Scharf)
- Jan. 18, 1849 Madison & Indianapolis Railroad Board authorizes building a car house at Indianapolis and a new passenger station at Madison. (MB)
- Jan. 19, 1849 Axel S. Vogt (1849-1921), later noted PRR mechanical engineer, born at Christianstad, Sweden. (NCAB)
- Jan. 19, 1849 Madison & Indianapolis Railroad Board authorizes building a second track with T-rail from the Flat Rock water station to Edinburg; buying a second engine for the Madison Incline. (MB)
- Jan. 22, 1849 Public meeting held in Baltimore in favor of York & Cumberland Railroad. (PhlCmmrclLst)
- Jan. 25, 1849 All-rail winter route between New York and Albany via the New York & New Haven Railroad, Housatonic Railroad and Western Railroad runs through in 9:00. (Reynolds)
- Jan. 26, 1849 Pennsylvania act authorizes Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad to acquire the rights and franchises of the Columbia, Marietta & Portsmouth Railroad between Columbia and Middletown. (PL)
- Jan. 26, 1849 New York & New Haven Railroad agrees for the New Haven & Northampton Company to extend its railroad to Springfield or Westfield, Mass., giving it a connection with Boston independent of the Hartford & New Haven Railroad. (NHCorp)
- Jan. 26, 1849 American Telegraph Company incorporated in Pa. (PL)
- Jan. 27, 1849 North Carolina Railroad incorporated in N.C. to build an east-west line from the Wilmington & Raleigh Railroad at Goldsboro, through Raleigh and Salisbury, to Charlotte; the state takes 66% of the stock. (ICC, Brown)
- Jan. 29, 1849 Pennsylvania act authorizes a temporary loan of \$200,000 to pay interest on the state debt. (PL)

- Jan. 29, 1849 Illinois act settles the claims of S.M. Tinsley & Co. for the operation of the Northern Cross Railroad by a payment of \$3,000 plus interest. (PL)
- Jan. 29, 1849 Senate takes up the bill for Asa Whitney's grant to build a Pacific railroad; it is amended by Mississippi Sen. Henry Stuart Foote (1804-1880) to run from the Missouri River via the South Pass (which no railroad ever occupies) to San Diego. (CongGlobe)
- Jan. 31, 1849 West Jersey Ferry Company incorporated by heirs of Abraham Browning, Sr., to operate a ferry between Market Street, Camden, and Market Street, Philadelphia, established in 1800, and also a line to Callowhill Street established ca. 1830. (PL, Boyer, Prowell)
- Feb. 3, 1849 Jeffersonville Railroad Board approves transfer of \$12,000 from Clark County school fund in return for company stock. (MB)
- Feb. 3, 1849 Henry Varnum Poor (1812-1905) replaces D.K. Minor as editor of *American Railroad Journal*; Minor follows the Gold Rush to San Francisco; Poor develops the *Journal* into a valuable compendium of railroad financial statistics and stock prices. (ARJ)
- Feb. 6, 1849 PRR Road Committee requests Pres. Merrick to seek authority from Board to establish an operating organization prior to opening first section of line; receives letter from Solomon White Roberts regarding avoiding inclined planes. (MB)
- Feb. 6, 1849 New York City extends the lease of the Cortlandt Street ferry to the New Jersey Railroad & Transportation Company for an additional 7 years but increases the annual rent from \$1,500 to \$5,500. (Valentine)
- Feb. 7, 1849 Pennsylvania act appropriates funds to settle remaining state debts contracted prior to Nov. 30, 1848. (i.e., floating debt remaining from construction of 1830-42). (PL)
- Feb. 7, 1849 Southwark Railroad Board authorizes Road Committee to arrange for lease of road for operation of "pleasure cars". (MB)
- Feb. 7, 1849 Terre Haute & Richmond Railroad Board appoints a committee to cooperate with other railroads for building a union depot at Indianapolis; authorizes making a connection with the Lafayette & Indianapolis Railroad (?) west of the White River with a joint bridge over the White River; also locating a freight depot and shops at Indianapolis. (MB)
- Feb. 7, 1849 Sen. Thomas Hart Benton of Missouri introduces a bill for a publicly-owned "National Central Highway," a mile-wide right of way for a railroad and/or a free common road between St. Louis and San Francisco with a branch to the

navigable waters of the Columbia River; it is to be funded by assessment of 75% of public land sales in California and Oregon and 50% on other sales; claims that his friend and future son-in-law John C. Fremont has found a route on the 38th parallel; nothing is done in this session. (CongGlobe, Miner)

- Feb. 8, 1849 LIRR Pres. James H. Weeks appoints a committee to promote the settlement of the Pine Barrens between Farmingdale and Riverhead; the company is desperate for local traffic following the demise of the through route to Boston. (MB)
- Feb. 9, 1849 Supplement to Lykens Valley Coal Company charter increases the amount of land the company may hold from 2,000 acres to 3,000 acres. (Digest)
- Feb. 9, 1849 Charter supplement repeals the banking powers of the Morris Canal & Banking Company; the company can reduce the number of shares and issue preferred stock pro rata with the common; this permits enlarging the canal to take boats of 65-70 tons. (PL, CLJones, Winfield)
- Feb. 10, 1849 Illinois act extends the time for liquidating the Bank of Illinois to Jan. 1, 1851. (PL)
- Feb. 10, 1849 Northern Cross Railroad incorporated in Illinois to build on the uncompleted roadbed of the old state Northern Cross Railroad between Quincy and Meredosia. (Overton - verify ICC)
- Feb. 12, 1848 Abner Haines elected Pres. of the Eaton & Hamilton Railroad, replacing Cornelius Vanansdale. (MB - verify date??)
- Feb. 12, 1849 Peoria & Oquawka Railroad incorporated in Illinois to build between the Illinois and Mississippi Rivers with a capital of \$500,000; meets continued opposition from Burlington, 10 miles downstream from Oquawka; 5 miles had been graded from Peoria up the Kickapoo Valley under the 1837 improvement law; opposition from Burlington delays organization. (PL, Church, RRH 82)
- Feb. 12, 1849 Belleville & Illinoistown Railroad incorporated in Illinois with a capital of \$100,000. (PL, ICC)
- Feb. 13, 1849 New Jersey Legislature appoints committee to investigate Henry C. Carey's charges against the Joint Companies; members are James S. Hulme, a known Anti-Monopolist, Aaron Robertson and Alexander Wurts. (PL)
- Feb. 14, 1849 Joint Companies Executive Committee authorizes the purchase of Pier No. 1, N.R., from Capt. Vanderbilt for \$40,000; agree to cooperate with the state investigating committee, but resolves that private accounts are "irrelevant" matters and are not to be furnished to the investigators; appoint Joseph P. Bradley (1813-1892) and Stacy G. Potts (-) as counsel to attend all meetings

of the investigating committee. (MB)

- Feb. 1849 Herman Haupt visits railroads in New York and New England to study operating practices for PRR; roads visited include the New York & Erie Railroad, Boston & Providence Railroad, Providence & Worcester Railroad, Fitchburg Railroad and Western Railroad Corporation of Mass. (Ward)
- Feb. 1849 Madison & Indianapolis Railroad orders 4,400 tons of T-rail from Weld & Co. of Boston. (Daniels)
- Feb. 1849 Illinois act designates Illinoistown as the terminus for all roads crossing the state to St. Louis. (Wallace - verify PL)
- Feb. 1849 Supreme Court of Pennsylvania issues a final judgement in the case of the Bank of Kentucky vs. the Schuylkill Bank in the City of Philadelphia; the liability of the latter to the former is \$1,343,000, but the total assets of the Schuylkill Bank prove to be worth only \$430,000; the Bank of Kentucky loses nearly \$1 million including legal fees. (Duke)
- Feb. 16, 1849 Charter supplement authorizes Cleveland & Pittsburgh Railroad to build branches in any county through which it passes. (Church)
- Feb. 16, 1849 Springfield & Columbus Railroad incorporated in Ohio; it succeeds to the rights of the earlier Springfield & Columbus Railroad (1846) and the Dayton, Springfield & Columbus Railroad (1848). (GrnBk)
- Feb. 17, 1849 Solomon White Roberts addresses a public meeting at Pittsburgh in support of the Ohio & Pennsylvania Railroad. (ARJ)
- Feb. 17, 1849 New York Canal Commissioners adopt new dimensions for the enlarged Erie Canal by steepening the banks and lining them with stone, giving a prism of 70 x 7 x 52½ instead of 70 x 7 x 42, thus adding 7 tons to the capacity of the boats carried. (Sweet)
- Feb. 19, 1849 Pennsylvania passes "An Act Regulating Railroad Companies" granting the same specified powers to all future railroad companies, although it still requires special legislation for routes and issuing mortgages and is not a true General Railroad Law. (PL)
- Feb. 19, 1849 Pennsylvania act specifies that the Ohio & Pennsylvania Railroad be 4'-10" gauge in Pennsylvania as well as Ohio. (PL)
- Feb. 19, 1849 Chester Valley Railroad incorporated in Pa. to build from near Norristown to Downingtown using the old right-of-way of the Norristown & Valley Railroad, which has spent \$800,000 without finishing any part. (ARJ)

- Feb. 20, 1849 PRR Road Committee hears proposition from Eagle Line for carrying passengers over PRR. (MB)
- Feb. 20, 1846 Carroll County Railroad incorporated in Ohio to build from Carrollton to Oneida on the old Sandy & Beaver Canal; oldest part of the Wheeling & Lake Erie system. (Rehor - verify ICC?)
- Feb. 22, 1849 Flemington Railroad & Transportation Company incorporated in N.J. to build from Flemington to Lambertville. (PL, Val)
- Feb. 22, 1849 N.J. act authorizes Princeton & Kingston Turnpike Company to abandon its road east of Steadman Street in Princeton. (PL)
- Feb. 22, 1849 Delaware Railroad Company charter revived and amended to call for a railroad across the Delmarva Peninsula from Dona Landing to Seaford instead of a north-south line; done at request of Samuel Maxwell Harrington (1803-1865) and Manlove Hayes (1817-1910) of Dover, who control the Dona Steam Boat, Transportation & Freighting Company running from Dona Landing to Philadelphia; since the earnings of the steamboat company can't build the railroad, and there are no potential subscribers between it and larger markets, the project languishes for want of investors; it is possible that the idea was to link with the projected New Jersey line running from Keyport to the lower Delaware River, with a steamboat connection between Seaford and Norfolk. (Digest, Gibb)
- Feb. 22, 1849 Seaboard & Roanoke Railroad, incorporated in 1846, finally organized and assumes control of the property of the former Portsmouth & Roanoke Railroad; Baltimore Steam Packet Company, which is controlled by the Robinson family and others involved with the Richmond, Fredericksburg & Potomac Railroad, buys control of S&R in order to stabilize rates on both routes between Baltimore and the South. (Mordecai, Cnls&RRs)
- Feb. 23, 1849 Columbus, Piqua & Indiana Railroad incorporated in Ohio to build from Columbus to Indiana state line via Urbana, Piqua and Greenville; any county may subscribe to stock. (MB, Church)
- Feb. 24, 1849 Newark Plank Road & Ferry Company incorporated to build from Jersey City to Newark on route of old ferry road of 1765 (Communipaw Ave.-Market St.); designed to break monopoly of Hackensack & Passaic Bridges. (PL, Lane)
- Feb. 27, 1849 Dayton, Springboro, Lebanon & Cincinnati Railroad renamed Dayton & Cincinnati Railroad. (Church)
- Feb. 27, 1849 Licking & Lexington Railroad renamed the Covington & Lexington Railroad; to build from Lexington to Covington, opposite Cincinnati. (ICC)

- Feb. 28, 1849 New Jersey legislative resolution appropriates \$5,000 for the investigation of the Camden & Amboy Railroad. (PL)
- Feb. 28, 1849 Trenton & Lehigh Transportation Company incorporated in N.J. by Elias Cook, Jonathan Fish and Jonathan Cook to transport freight on the Lehigh, Delaware Division and Delaware & Raritan Canals between White Haven, Pa., Philadelphia and New York. (Raum)
- Mar. 2, 1849 Future lawyer and officer of the Vandalia Lines John Gillespie Williams (1849-1919) born at Natchez, Miss. (IndianaBarAssn)
- Mar. 3, 1849 Merchants' & Peoples' Transportation Company inaugurates new freight line between Philadelphia and Baltimore via Chesapeake & Delaware Canal; Thomas Clyde, Superintendent.
- Mar. 3, 1849 Public meeting held at Indianapolis to confront plan of Peru & Indianapolis and Indianapolis & Bellefontaine Railroads to build from their proposed junction at Massachusetts & 10th Street along streets through center of town to meet Madison & Indianapolis; agree that the tracks are to be built around the city limits on North, East, South & West Streets; a belt line is not built until the 1870s. (Dunn)
- Mar. 3, 1849 Congress passes the Gold Coinage Act calling for the minting of \$1 and \$20 "double eagle" gold coins. (StatutesatLarge)
- Mar. 3, 1849 Simon Cameron ends first of three non-consecutive U.S. Senate terms; 30th Congress adjourns. (CongBio)
- Mar. 4, 1849 31st Congress convenes in special session; Democrats retain control of the Senate, while 12 Free-Soilers hold the balance of power between 112 Democrats and 105 Whigs in the House. (wiki, McPherson)
- Mar. 4, 1849 Marquette Iron Company incorporated by Worcester, Mass., capitalists; they pre-empt the Cleveland Iron Company's claim and open 10 bloomery forges beginning in 1850, but all are closed by the end of 1853. (Reynolds/Dawson, Swank)
- Mar. 5, 1849 Blue Ridge Railroad incorporated in Virginia as a state-owned project of the Board of Public Works to build the line and tunnel necessary to extend the Louisa Railroad across the Blue Ridge and into the Shenandoah Valley; tunneling the Blue Ridge, which most roads between the Hudson and the Potomac pass through water gaps, is considered beyond the means of both private or mixed enterprise in Virginia; the Louisa Railroad is to have exclusive use of the line in return for paying tolls to the state; when the cost of the line is thus paid off, title will be vested in the Louisa Railroad. (PL, C&O)

- Mar. 5, 1849 Anthracite coal and steam engine pioneer Joshua Malin (1782-1849) dies at Stark County, Ohio. (ancestry.com)
- Mar. 6, 1849 PRR Road Committee orders Pres. Merrick to prepare a memorial to the Legislature re placing the state railroads in order. (MB)
- Mar. 6, 1849 Lynchburg & Tennessee Railroad renamed Virginia & Tennessee Railroad and the state makes a subscription, allowing the project to go forward; it will become part of the main line of the Norfolk & Western Railway. (PL, Wolfe)
- Mar. 7, 1849 J. Edgar Thomson presents plan of operating organization to Board (MB); calls for system of accounts used on Georgia Railroad by 1850; divides operating expenses into "conducting transportation", "maintenance of way", "motive power", and "maintenance of cars"; Haupt and Thomson draw up organization; Haupt is responsible for design of all forms; Haupt is also given control of hiring and firing in the transportation organization. (MB, Haupt, Ward)
- Mar. 7, 1849 Pa. act authorizes Cumberland Valley Railroad to fund debts into new \$500,000 issue of preferred stock. (Digest)
- Mar. 7, 1849 Iron Railroad incorporated in Ohio to build an industrial railroad near Ironton; oldest company in the Detroit, Toledo & Ironton system. (ICC)
- Mar. 8, 1849 Ohio act permits the Junction Railroad (Ind.) to extend to Hamilton. (Bartlow)
- Mar. 9, 1849 Pennsylvania Legislature repeals the charter of the Erie & Ohio Railroad on the grounds it had not been returned by Gov. Johnston within three days; done under pressure from PRR interests to prevent New York lines from obtaining a route across the Erie Triangle; however, Pennsylvania's attempt to build a roadblock between the two most aggressive commercial cities in the Union (New York and Chicago) and between the rising entrepreneurial center of Cleveland and the coast cannot be maintained in the long run and merely provokes attempts to do by subterfuge what cannot be done openly, eventuating in the Erie War of the Gauges in the early 1850s. (PL, ARJ)
- Mar. 9, 1849 Virginia act authorizes a state-guaranteed loan of \$350,000 to the James River & Kanawha Company to enable it to connect its canal to the Richmond Dock. (Dunaway)
- Mar. 1849 Pres. Samuel V. Merrick and Chief Engineer J. Edgar Thomson quarrel over the organization of the Transportation Dept.; Thomson wants Herman Haupt as General Superintendent; at least four directors, led by Samuel V. Merrick and William C. Patterson, are opposed, citing Haupt's youth and inexperience. (Ward)

- Mar. 12, 1849 Pequa Railroad & Improvement Company incorporated in Pa. to hold coal lands in the Dauphin County Coal Field; New York sugar refiner William F. Havemeyer (1804-1874) is Pres.; Moses Taylor invests \$45,000; the company purchases about 10,000 acres, mostly Mauch Chunk Shale lands without any coal at all at \$50 an acre, when they are worth about \$1 an acre. (Rdg, Hodas, USRR&MR)
- Mar. 12, 1849 Ohio Legislature authorizes Steubenville & Indiana Railroad to build a bridge across the Ohio River at Steubenville, subject to the approval of Virginia, and branch from Coshocton via Newark or Mount Vernon to Columbus. (Church)
- Mar. 12, 1849 City of Indianapolis passes ordinance requiring railroad companies to file plans with city before building connecting tracks. (Church)
- Mar. 12, 1849 Pacific Railroad, the first element of the future Missouri Pacific Railroad, incorporated in Missouri to build what is hoped will be a transcontinental line west from St. Louis; however the business community of St. Louis is focused on steamboat traffic on the Mississippi and gives little support to the railroad. (Miner)
- Mar. 13, 1849 Joint Board meets with the state investigating committee; cuts through freight rates on the Camden & Amboy Railroad to a maximum of 8 cents per ton-mile. (MB)
- Mar. 13, 1849 Joint Companies Executive Committee sets rates for the Commercial Transportation Company (Philadelphia to Albany/Troy) for the year as a flat 15% of waybills on regular freight and 10% for coal. (MB)
- Mar. 13, 1849 PRR Road Committee requests Pres. Merrick to make best arrangement possible with the Eagle Line for carrying passengers on PRR. (MB)
- Mar. 13, 1849 Virginia Legislature directs the Board of Public Works to transfer the state's \$323,500 stock in the Petersburg Railroad to the City of Petersburg as a subscription to the South Side Railroad; the City may also subscribe \$100,000 of a new \$600,000 South Side stock issue; upon completion of the South Side Railroad, the city is to turn over to the state South Side stock equal to the state's old investment in the Petersburg Railroad; this creates an anomaly in that the city, not the state, is the controlling stockholder of the Petersburg Railroad, which will make it easier for local interests to frustrate the designs of northern capitalists after the Civil War. (PL, BPW)
- Mar. 14, 1849 Ohio changes the name of the Miami Canal to the Miami & Erie Canal. (Blount)
- Mar. 15, 1849 New Jersey Railroad lets a contract for the new ferry *Hudson* to Burtis & Morgan of Brooklyn. (MB)

- Mar. 15, 1849 Joint Companies Executive Committee authorizes a loan of \$14,000 in Camden & Amboy Railroad bonds to Richard Stockton (1824-1876), Pres. of the New Brunswick Steam Boat & Canal Transportation Company, for the new steamboat now under construction at Hoboken. (MB)
- Mar. 15, 1849 Charter supplement changes the name of the Cincinnati & Hamilton Railroad to the Cincinnati, Hamilton & Dayton Railroad. (HistCinHamCo)
- Mar. 15, 1849 Ohio & Mississippi Railroad incorporated in Ohio to build line between Cincinnati and St. Louis. (Smith)
- Mar. 1849 World cholera epidemic appears in the lower Mississippi Valley. (PWB AR)
- Mar. 1849 Last hemp ropes replaced with wire ropes on Allegheny Portage planes. (Wilson)
- Mar. 1849 J. Edgar Thomson secures the appointment of James H. Grant (-), brother of his friend and associate Lemuel P. Grant, as Chief Engineer of the Nashville & Chattanooga Railroad, in return for which Grant is to keep Thomson completely informed about company affairs; Thomson remains a major factor in the N&C until at least 1851. (Ward)
- Mar. 1849 Delaware County, Ind., subscribes an additional \$12,000 to the Indianapolis & Bellefontaine Railroad. (Helm)
- Mar. 1849 Southwestern Plank Road, the first at Chicago, opens as far as Lyons on the Desplaines River. (CHTaylor)
- Mar. 16, 1849 Lykens Valley Railroad & Coal Company Board proposes to carry the cars of the Lykens Valley Coal Company from the head of the plane to the Millersburg basin at 40 cents per ton; appoints a committee to buy a locomotive. (MB)
- Mar. 17, 1849 Canal Commissioners authorize Atlantic & Ohio Telegraph Company to string wire along the Main Line between Harrisburg and Pittsburgh. (CC)
- Mar. 17, 1849 Iron Railroad incorporated in Ohio. (Church - ICC has 3/7)
- Mar. 1849 Tornado destroys wood work of 6 partly completed spans of Rockville Bridge, then under construction; 10 other completed spans not affected; bridge is a 23 span wooden Howe truss 3,680 feet long. (just before 3/28 - verify - Cupper has 3/28!)
- Mar. 19, 1849 Operators in the Schuylkill Anthracite Field cease production for three weeks in order to keep prices at Port Carbon up to \$2.25 for Red Ash and \$2.00 for

White Ash coal; the Delaware Coal Company, Charles Miller and Rogers & Sinnickson refuse to observe the stoppage; the agreement falls apart by July. (Roberts, Yearley)

- Mar. 20, 1849 Pa. act extends the time for beginning work on the Delaware, Lehigh, Schuylkill & Susquehanna Railroad to 1851 and authorizes it to bridge the Delaware River at Easton to connect with railroads in New Jersey. (Baird)
- Mar. 20, 1849 Pa. act authorizes the Beaver Meadow Railroad & Coal Company to extend from Mauch Chunk to Easton or as far as necessary to intersect the Delaware, Lehigh, Schuylkill & Susquehanna Railroad. (Bogen)
- Mar. 20, 1849 Little Schuylkill & Susquehanna Railroad renamed Catawissa, Williamsport & Erie Railroad and may issue enough stocks and bonds to complete to Williamsport; William D. Lewis, Pres. (PL, 1856 Rept)
- Mar. 20, 1849 Since the beginning of the month, 2,586 passengers have been carried in stagecoaches over the National Road from the B&O at Cumberland to the steamboats at Brownsville. (Williams/Allegany)
- Mar. 20, 1849 Lawrence County, Pa., created from part of parts of Beaver and Lawrence Counties but without full organization; named for Commodore Perry's flagship, which was in turn named for War of 1812 martyr Capt. James Lawrence. (Long, McKnight)
- Mar. 21, 1849 PRR contracts with Eagle Line to carry through passengers over Columbia Railroad east of Lancaster. (MB)
- Mar. 21, 1849 PRR Board authorizes James Kennedy Moorhead and William H. Parmentier of Atlantic & Ohio Telegraph Company to build a telegraph line along the PRR. (MB)
- Mar. 21, 1849 Robert Van Rensselaer (1810-1877) appointed Superintendent of the Camden & Amboy Railroad. (MB)
- Mar. 21, 1849 New York & New Haven Railroad contracts to carry the freight and passengers of the Naugatuck Railroad; New York & New Haven Railroad is to build a second track between Naugatuck Jct. and Bridgeport to be paid for by the Naugatuck Railroad, which will have trackage rights. (NHCorp, AR)
- Mar. 22, 1849 PW&B Board rules that declaring a dividend is inexpedient. (MB)
- Mar. 23, 1849 B&O breaks ground for extension to Wheeling at Swanton, Md. (Dilts)
- Mar. 24, 1849 Pittsburgh & Steubenville Railroad Company incorporated in Pa. to build from Monongahela River near Pittsburgh to the Virginia state line in the direction of

the Steubenville & Indiana Railroad in Ohio. (PL, Church)

- Mar. 24, 1849 Atlantic & Ohio Telegraph Company, originally organized as a joint-stock company in 1847, incorporated in Pa. by J. Kennedy Moorhead, William McKee, Henry O'Reilly, et al., to build from Philadelphia to Pittsburgh and the Ohio state line; capitalized at \$300,000. (PL, Thompson)
- Mar. 24, 1849 Claudius Crozet (1790-1864) accepts the post of Chief Engineer of the Blue Ridge Railroad, which will include a mile-long tunnel under the Blue Ridge Summit at Rockfish Gap. (Hunter/Dooley)
- Mar. 27, 1849 PRR Road Committee orders J. Edgar Thomson to open road as early in June as possible. (MB)
- Mar. 28, 1849 Jeffersonville Railroad Board authorizes purchase of 1,200 tons of 50-lb. T-rail from Thompson & Forman. (MB)
- Mar. 28, 1849 Mass meeting held in support of the Ohio & Mississippi Railroad at St. Louis and in favor of loaning the city's credit to the extent of \$500,000. (Scharf)
- Mar. 29, 1849 Henry Brown (1815-1879?), an African American enslaved in Richmond, Va., escapes by paying most of his savings to a friendly white storekeeper to ship him in a dry goods crate via Adams Express to Philadelphia abolitionist James Miller McKim (1810-1874), the father of Charles F. McKim, the future architect of Penn Station; the box makes its last leg over the PW&B; Brown becomes briefly famous in abolition circles as "Box" Brown. (wiki, PaHrtg - McDougall, Moore)
- Mar. 29, 1849 Susquehanna & Bald Eagle Plank Road Company incorporated in Pa. to build from a point opposite Williamsport via Milesburg and Martha to the PRR at Tyrone. (PL)
- Apr. 1, 1849 Canal Commissioners bar all use of horses between Philadelphia and Belmont Plane except those owned by the Commonwealth. (CC)
- Apr. 1, 1849 George R. Eichbaum resigns as Chief Engineer of Cleveland & Pittsburgh Railroad. (MB)
- Apr. 1, 1849 Somerville & Easton Railroad renamed Central Railroad Company of New Jersey (CNJ) under act of Feb. 22, 1849; CNJ also acquires the property of the Elizabethtown & Somerville Railroad between Elizabethport and Somerville. (ICC)
- Apr. 1, 1849 Name of county seat of Sandusky County, Ohio, changed from Lower Sandusky to Fremont. (Long)

- Apr. 4, 1849 PRR Board agrees to suspend awarding contracts west of Tyrone because of financial stringency. (MB)
- Apr. 5, 1849 Williamsport & Elmira Railroad placed in hands of sequestrator Robert Faries for benefit of creditors; use of locomotives discontinued because of deteriorated track.
- Apr. 5, 1849 Pennsylvania act authorizes sale of Williamsport & Elmira Railroad free of encumbrances, providing purchasers complete it to Elmira in five years. (Digest)
- Apr. 6, 1849 Baltimore ordinance authorizes Baltimore & Susquehanna Railroad to use steam locomotives between Bolton Depot and Calvert Depot, provided burn coal or coke and operate at 4 MPH and be preceded by a flagman. (Digest - according to PWB MB, must also apply to PW&B cost of horse op. in Baltimore and Philadelphia is \$23,700 per year; wastes 55 minutes)
- Apr. 7, 1849 Delaware & Cobbs Gap Railroad incorporated in Pa. to build from a point near the Delaware Water Gap to near Cobbs Gap (Scranton) with a branch up the Delaware to the New York & Erie Railroad at Port Jervis. (PL)
- Apr. 9, 1849 West Jersey Ferry Company organized at Camden; Joseph Porter, Pres. (Val, C&C, Prowell)
- Apr. 9, 1849 Supplement to charter of Franklin Canal Company permits construction of railroad on towpath in lieu of restoring the canal and extending the same north to Erie and south to Pittsburgh. (PL, GrnBk)
- Apr. 9, 1849 Pennsylvania act authorizes the Liggetts Gap Railroad to hold 1,000 acres of coal lands; this becomes an important grandfather right for the future Delaware, Lackawanna & Western Railroad, allowing it to conduct an integrated coal business from mine to market. (PL)
- Apr. 9, 1849 Pennsylvania act authorizes the Canal Commissioners to sell the state dam at Franklin, Pa. (Babcock)
- Apr. 10, 1849 Pennsylvania act establishes a Sinking Fund Commission and new taxes and fees to retire the state bonds; by 1858, debt has been reduced by slightly over \$1 million. (PL, Worthington)
- Apr. 10, 1849 Pennsylvania act authorizes \$400,000, 30-year loan; Canal Commissioners are to contract for the West Philadelphia Railroad to avoid the Belmont Plane; first state debt for new construction since 1841; work is to be revived on the construction of the North Branch Extension by the appointment of an Engineer & Superintendent; when there is a surplus of \$150,000 in the Treasury, it is to be applied to the North Branch Extension. (PL)

- Apr. 10, 1849 PRR Road Committee hears report from Legislature protesting obstructions in Susquehanna River caused by Rockville Bridge; orders J. Edgar Thomson to correct same. (MB)
- Apr. 10, 1849 Williamsburgh Ferry Company incorporated in N.Y. to operate ferries to Grand Street and Peck Slip in Manhattan. (Stokes)
- Apr. 11, 1849 PRR Board reads a letter from Palmer, Mackillop, Dent & Co., London bankers specializing in American railroad investments and purchases of British rails, noting that they are unable to dispose of the City loan but expect the market for American securities to improve soon; Pres. Merrick urges public appeal for new \$1.25 million stock subscription to permit construction to continue. (MB)
- Apr. 11, 1849 Madison & Indianapolis Railroad Board agrees to endorse the bonds of the Columbus, Nashville & Bloomington Railroad; the road is surveyed but never built. (MB, Anderson)
- Apr. 11, 1849 New York State amends its General Railroad Law requiring all companies to make annual reports to the State Engineer. (PL)
- Apr. 13, 1849 Illinois act revives Darius B. Holbrook's Great Western Railway charter to build from Cairo to Galena with a branch from La Salle to Chicago; is to take all of the old state work from the end of the canal to Cairo; the governor may hold any federal land grant now under consideration in Washington in trust for the company; however, Sen. Stephen A. Douglas, who is pushing for the Central Railroad land grant, considers the Holbrook charter a speculation and fraud and demands its surrender as the price of pushing the land grant bill in Congress. (PL, Smith, Perrin)
- Apr. 13, 1849 Northern Cross Railroad incorporated in Illinois to complete and operate the old state railroad from Meredosia on the Illinois River to Quincy with a capital of \$1 million. (PL)
- Apr. 15, 1849 Chicago Board of Trade incorporated. (CHTaylor)
- Apr. 1849 The timbers of the dilapidated Albany Street Bridge over the Raritan River at New Brunswick are removed, leaving only the piers and abutments; the New Brunswick Bridge Company is controlled by the New Jersey Railroad, which has routed all road traffic over the lower level of the railroad bridge upstream, despite intermittent public protests. (Benedict)
- Apr. 1849 Dauphin & Susquehanna Coal Company begins construction of its railroad from Rockville, Pa., to mines at Yellow Spring Gap; Philip Dougherty and G.M. Lauman, contractors. (ARJ)

- Apr. 1849 Peru & Indianapolis and Indianapolis & Bellefontaine Railroads agree to build around the east side of the built-up part of Indianapolis and along Pogue's Run to a connection with the Madison & Indianapolis; completed later in year. (I&M AR has b. 1850 - Union track, 1-1/6 mi.)
- Apr. 1849 Future PRR Chief Engineer William Hasell Wilson moves from a farm at Haverford, Pa., to one near Downingtown. (Wilson)
- Apr. 1849 Hudson River Railroad places the section between Breakneck Mountain and Poughkeepsie under contract. (Poor)
- Apr. 1849 New fast train put on running between Albany and Buffalo in 16:00 or average of 20 MPH. (ARJ)
- Apr. 1849 Madison & Indianapolis Railroad is the only railroad in Indiana; sells at 29% above par and earns 15% on capital. (ARJ)
- Apr. 1849 First section of the North American Telegraph Company opens between Washington and Baltimore using the Bain patent; financed by Zenas Barnum and Henry J. Rogers. (Thompson)
- Apr. 1849 Worthington, Ind., laid out on the Wabash & Erie Canal. (Greene/Sullivan)
- Apr. 1849 Hungary declares a war of independence against the Austrian Empire. (Figs)
- Apr. 19, 1849 LIRR Board appoints a committee to negotiate to revive the through line to Boston; the committee to promote settlement of the Pine Barrens blames poor access rather than poor soil for the lack of settlers; Board authorizes the Pres. to grant one-year free passes and free transportation of building materials to anyone who will settle within 1.5 miles on either side of the railroad. (MB)
- Apr. 19, 1849 Meeting in Boston in favor of a railroad from St. Louis to San Francisco; Peter Paul Francis Degrand (1787-1855) presents the "Boston Plan" calling for \$2 million in private capital and a government loan of \$98 million, with a land grant 10 miles wide and federal directors. (ARJ)
- Apr. 20, 1849 Horace Binney Wallace (1817-1852) begins a series of three letters in the *Burlington Gazette* attacking the Camden & Amboy Monopoly, relying in part on the precedent of the Charles River Bridge Case. (Pam)
- Apr. 21, 1849 PRR acquires running rights over Harrisburg, Portsmouth, Mountjoy & Lancaster. (AR)
- Apr. 23, 1849 J.K. Moorhead presides at a meeting in favor of the Ohio & Pennsylvania Railroad at the Pittsburgh Board of Trade; Chief Engineer Solomon White

Roberts makes a presentation on the route; the object it to get the cities to pay their subscriptions; divisions emerge between Moorhead and Pres. William Robinson, Jr., who wants to go slow; Thomas Hart Benton of Missouri makes a speech in favor of a railroad through St. Louis to the Pacific. ((PittsGaz, Douglass/Wayne, ARJ)

- Apr. 23, 1849 Ohio & Pennsylvania Railroad Board authorizes application to City of Pittsburgh for \$200,000 subscription. (MB)
- Apr. 23, 1849 Whole line of the Norfolk County Railroad opens from Dedham to Blackstone, Mass.; connects with the West Roxbury Branch of the Boston & Providence Railroad at Dedham, which opens in June 1850. (NHCorp, Poor, nhrhta.org)
- Apr. 23, 1849 Michigan Central Railroad completed from Detroit to New Buffalo on Lake Michigan; the MC carries passengers from Buffalo to Chicago for \$5, but steamboats taking the all-water route charge equal or lower fares. (AR, CHTaylor, Harlow)
- Apr. 23, 1849 Michigan Central Railroad opens to New Buffalo on Lake Michigan; contracts with Detroit fleet owner Eber Brock Ward (1811-1875) for connecting steamers to Chicago.
- Apr. 24, 1849 Canal Commissioners order new survey of West Philadelphia Railroad by Edward F. Gay. (AR has 5/24 ??)
- Apr. 24, 1849 Archibald Wright of Philadelphia, probably acting for PRR, buys a 224-acre farm from David Robison/ Robeson (-1880) for \$11,000; Wright donates a triangular plot of 35 acres in the center of town (between 9th & 10th Avenues) to the PRR for shops and divides the remainder into lots as Town of Altoona; town plat is drawn by engineer John A. Wright; supposedly either J. Edgar Thomson or Archibald's son John A. Wright takes the name from Allatoona Pass on the Western & Atlantic Railroad in Georgia, Allatoona being Cherokee for "high lands of great worth"; according to county historian J. Simpson Africa, it is Strickland Kneass who shortens it to "Altoona"; Robison's log farmhouse, standing near the site of the later Logan House hotel, is the only significant building; the first PRR building is a small frame office for Strickland Kneass and the surveyors; the town remains almost completely undeveloped until 1851 after the arrival of the railroad; Thomson fixes the railroad's operating center near the middle of the main line and at the foot of the grade over Allegheny Mountain; the town's isolation renders it difficult for employees to make common cause with other workers, as might happen in Philadelphia or Pittsburgh, and reinforces company control and the ability to keep out union organizers. (AltoCent, Loeb, Africa, Griffiths)
- Apr. 24, 1849 PW&B begins extends Philadelphia-Wilmington commutation fare to Newark

and points west and Baltimore-Principio fare to points east; is 50 tickets at one-third discount. (MB)

- Apr. 25, 1849 New Jersey Railroad forces the resignation of Superintendent Timothy L. Smith. (MB)
- Apr. 26, 1849 Samuel Honeyman Kneass (1806-1858) appointed Surveyor of Philadelphia, replacing Samuel Haines. (Scharf)
- Apr. 26, 1849 Public meeting in support of the Steubenville & Indiana Railroad held at Steubenville. (Mansfield)
- Apr. 30, 1849 LIRR Board authorizes refusing to redeem the \$10,000 bonds issued to A.G. Thompson falling due on May 1. (MB)
- Apr. 30, 1849 Hartford & New Haven Railroad agrees to run all but one train into the New York & New Haven Railroad's Chapel Street Station in New Haven and abandon the day boat connection with Cornelius Vanderbilt, who withdraws his *Commodore* to the Stonington Line and surrenders his mail contract to the New Haven; it will run one train to connect with the night boat (Curtis Peck's *Connecticut*), but passengers will have to take a carriage between the New Haven's station and the wharf and lay over for 3 hours; the NY&NH agrees not to extend the railroad of the New Haven & Northampton Company north of Granby or else build to Westfield, not Springfield. (NHCorp, Dunbaugh)
- Spring 1849 Director James Boorman and his supporters succeed in ousting Azariah C. Flagg as Pres. of the Hudson River Railroad; Boorman becomes Pres. and transfers 80 shares of his own stock to E. D. Morgan and 80 to Erastus Corning to cement ties with the NYC. (Harlow)
- May 1, 1849 First PRR locomotives and cars delivered (?) (was delivery date in contracts)
- May 1, 1849 York & Cumberland Railroad contracted to Gonder, Burke & Co. (AR)
- May 1, 1849 Hudson River Railroad begins a 10-year lease of the market house and block bounded by Washington, Canal, West & Hoboken Streets for a passenger depot at a rent of \$2,000 a year. (Valentine)
- May 1, 1849 Charles River Branch Railroad incorporated in Mass. to build Brookline to Dover. (NHCorp)
- May 1, 1849 Medway Branch Railroad incorporated in Mass. to build Medway to Norfolk. (NHCorp)
- May 1, 1849 Southbridge & Blackstone Railroad incorporated in Mass. (NHCorp)

- May 1, 1849 Louisa Railroad opens to Shadwell, Va., about 5 miles east of Charlottesville. (Nelson)
- May 1, 1849 Schenectady Locomotive Engine Manufactory, later the principal plant of the American Locomotive Company (ALCO) turns out its first locomotive for the Syracuse & Utica Railroad. (Steinbrenner)
- May 2, 1849 Public meeting held at the Chinese Museum in Philadelphia to fill new PRR stock subscription; J.R. Ingersoll, Pres.; new block committees appointed to raise \$1 million; the Philadelphia Contributionship takes \$20,000. (Cope Diary, PhlCmmrclLst)
- May 2, 1849 Bates Union holds a rally and meeting at Minersville, Pa., beginning the first recorded miners' union strike in the Schuylkill Coal Field, protesting payment in company store orders. (Roberts)
- May 3, 1849 New York City Council directs Jersey City Ferry Company to establish new line to Canal Street; postponed numerous times and not begun until 1862.
- May 3, 1849 West Jersey Ferry Company acquires Browning family ferry at Camden, including vessels *Farmer*, *Southwark* and *William Penn*. (Watkins)
- May 3, 1849 Bates Union holds a second meeting in Norwegian Township near Pottsville, Pa. (Roberts)
- May 8, 1849 The Wilmington, Del., car-building and ship-building firm of Betts, Harlan & Hollingsworth is reconstituted as Harlan & Hollingsworth with the retirement of Mahlon Betts. (H&H)
- May 9, 1849 Orange & Alexandria Railroad organized at Warrenton, Va.; George H. Smoot, Pres.; Thomas C. Atkinson, Chief Engineer; later the main line of the Southern Railway. (Harrison)
- May 10, 1849 Future Lines West Secretary Sidney Byron Liggett (1849-1915) born at Pittsburgh; of Scots-Irish descent. (MB)
- May 10, 1849 Hartford & Providence Railroad agrees with the Hartford & New Haven Railroad for a joint right-of-way from the tunnel through Hartford Union Station to Newington. (NHCorp)
- May 14, 1849 Cornelius Vanderbilt resigns as Pres. of the New York, Providence & Boston Railroad (Stonington Line) to concentrate on developing a canal across Nicaragua and connecting steamships between New York and California; Vanderbilt sells his interest in the New Jersey Steam Navigation Company to Daniel Drew and his New Haven and Hartford operations to Chester W. Chapin, Curtis Peck and Charles H. Northam. (Stiles, Dunbaugh)

- May 14, 1849 Cholera epidemic appears in New York City. (Stokes)
- May 15, 1849 West Jersey Ferry Company begins operation. (C&C)
- May 15, 1849 Naugatuck Railroad opens between Naugatuck Jct. (Devon) and Seymour, Conn. (NHCorp)
- May 1849 First 6-2-0 Crampton locomotive *John Stevens* with 84-inch drivers built by the Norris Locomotive Works for the Camden & Amboy Railroad; the boiler is only 38 inches in diameter. (Steinbrenner, Taber)
- May 1849 PW&B begins work on new station at President Street on the east side of Baltimore. (AR)
- May 1849 Terre Haute & Richmond Railroad committee selects a freight depot site in Block 94 in Indianapolis and buys 5 acres for shops in Blocks 134 & 135 for \$1,000. (MB, AR)
- May 1849 Schuylkill Coal trade suspended for two months. (SN AR - Bates Union?)
- May 16, 1849 Norfolk County Railroad begins through service between Boston and Blackstone, R.I. on the Providence & Worcester Railroad; through service runs to Boston over the Dedham Branch of Boston & Providence Railroad via Dedham and Reaville; first section of future New York & New England main line. (Humphrey)
- May 17, 1849 Cleveland & Pittsburgh Railroad appoints Alexander C. Twining (1801-1884) as Chief Engineer, replacing George R. Eichbaum, resigned; appears not to have taken office until Oct. 1. (MB)
- May 18, 1849 One locomotive and part of another for the Shelbyville Lateral Railroad arrive at Madison, Ind., in a Pennsylvania Canal section boat in tow of the steamboat *Cumberland*; were carried through without rehandling from Philadelphia; one section with part of the second locomotive sprung a leak and was beached at Coal Port, 225 miles above Cincinnati. (Daniels)
- May 18, 1849 Norfolk County Railroad (Mass.) surrenders its property to assignees. (NHCorp)
- May 18, 1849 Col. John J. Abert, head of the Topographical Bureau, writes a letter in favor of a southern route for a transcontinental railroad running through Texas to San Diego, partly on the grounds that it would be open year-round, while other routes across the mountains would be blocked by snows. (Hill)
- May 19, 1849 Beaver Meadow Railroad & Coal Company offers two light locomotives for

- sale. (ARJ)
- May 20, 1849 Dayton & Western Railroad contracts grading between Dayton and Greenville Jct. (MB)
- May 23, 1849 B&O breaks ground at Swanton, Md., beginning construction west of Cumberland. (Dilts)
- May 24, 1849 Canal Commissioners appoint Edward F. Gay engineer to locate the West Philadelphia Railroad. (CC)
- May 25, 1849 Erie & Kalamazoo Railroad Board authorizes changing from 4'-10" Ohio gauge to 4'-8½" Indiana/Michigan gauge to match the Michigan Southern Railroad. (Waggoner)
- May 26, 1849 New York & New Haven Railroad agrees to pay the Connecticut River Steamboat Company \$10,000 a year for 5 year for connecting traffic lost from the Hartford & New York Railroad. (NHCorp, Dunbaugh)
- May 28, 1849 Michigan Central Railroad places steamboat *May Flower* of unprecedented size and luxury in non-stop service between Buffalo and Detroit, paired with the smaller *Atlantic* leased from Eber B. Ward. (Marsh)
- May 29, 1849 Jeffersonville Railroad authorizes letting of contracts as far as Columbus, Ind. (MB)
- May 30, 1849 World cholera epidemic reaches Philadelphia; 1,012 dead by Sep. 8.; PW&B income for summer months drops \$50,000 from 1848 level. (Scharf, PW&B AR)
- May 31, 1849 New Jersey Railroad Board approves a new \$50 through ticket between New York and New Orleans and a \$20 ticket between New York and Charleston, S.C. (MB)
- June 1, 1849 New York & Erie Railroad opens between Binghamton and Owego, N.Y. (AR, Mott)
- June 2, 1849 Public meeting of citizens of Tuscarawas County in support of the Steubenville & Indiana Railroad held at New Philadelphia. (Mansfield)
- June 4, 1849 Northern Liberties & Penn Township Railroad complains that its tracks near Broad Street are frequently occupied by standing passenger cars belonging to Bingham, Leech, et al., without payment. (MB)
- June 5, 1849 Mining engineer Thomas Petherick, an employee of the Taylor-Heckscher interests, issues a report on the Dauphin & Susquehanna Coal Company and

Pequa Railroad & Improvement Company, greatly overestimating the presence and value of coal. (USRR&MR)

- June 6, 1849 PRR adopts first organization manual; J. Edgar Thomson named General Superintendent as well as Chief Engineer as a compromise over the selection of Haupt; Thomson agrees to serve without extra pay; is in charge of all transportation and traffic activities and to design the organization needed to carry them out. (MB)
- June 6, 1849 Green Ridge Coal Company organized as an unincorporated association by John B. Trevor (1822-1890), Pres., F.A. Van Dyke and David Longenecker of Lancaster; owns 975 acres of anthracite coal land in the Shamokin area that will later pass into the hands of the PRR. (MB)
- June 6, 1849 Buffalo & State Line Railroad organized at Fredonia, N.Y.; George Palmer, Pres.; originally promoted by Dean Richmond and James S. Wadsworth (Cong) of Geneseo, N.Y. (LS&MS AR, Harlow)
- June 8, 1849 First cholera deaths in Albany, N.Y.; epidemic runs through the end of Aug. (Reynolds)
- June 11, 1849 Naugatuck Railroad opens between Seymour and Waterbury. (NHCorp)
- June 12, 1849 PW&B General Superintendent Isaac R. Trimble suggests adding another express train running through in 4:00; day line now takes 5:39, night line 6:17 and NC&F line 7:32. (MB)
- June 12, 1849 Georgia Railroad & Banking Company agrees to aid the completion of the Atlanta & West Point Railroad, which will link it to the Montgomery & West Point Railroad running to Montgomery, Ala.; by now, J. Edgar Thomson has sold out his interest in the M&WP. (Ward)
- June 13, 1849 Thomas Rodd (1849-1929), future Chief Engineer of Lines West, born at Hammersmith, London, England; son of Horatio Rodd and Anne Theobald Rodd; family moves to Philadelphia in 1856. (MB)
- June 15, 1849 Former Pres. James K. Polk dies at New Orleans, a victim of the cholera epidemic. (Wheelan)
- June 1849 Spruce Creek Tunnel holed through west of Huntingdon, Pa. (Lytle)
- June 1849 Following continuing faction fighting between Fardowners and Corkonians among the Irish laborers on the PRR around Birmingham, the Sheriff of Huntingdon County musters a posse of about 300 men and forces them west until they are pushed over the county line. (Lytle)

- June 1849 George B. Roberts graduates from Rensselaer Institute with a degree in Civil Engineering. (Rezneck - verify)
- June 1849 Stark County, Ohio, has subscribed \$75,000 to the Ohio & Pennsylvania Railroad. (ARJ)
- June 1849 Persons in favor of a railroad across the southern part of Illinois leading towards St. Louis hold a convention at Salem in Marion County; William S. Wait (-1865) of Bond County is the main speaker; the Legislature has determined to maintain the power to fix routes and termini of all railroads entering the state from outside in order to protect the position of Alton, Quincy and other favored locations in their trade battles with St. Louis. (Smith)
- June 16, 1849 Completion of the Burlington & Mount Holly Railroad & Transportation Company is celebrated with free rides. (ETFrancis/Marker)
- June 17, 1849 At the request of the new Austrian Emperor Franz Joseph, a 190,000-man Russian army invades Hungary to put down the revolution there; Tsar Nicholas I (1796-1855) fears that the revolutions will spread into the Russian Empire. (Figes)
- June 18, 1849 Burlington & Mount Holly Railroad & Transportation Company opens for regular revenue service between East Burlington and Mount Holly, N.J.; controlled by Camden & Amboy; opening ceremonies with free rides held on June 16. (Val,)
- June 1849 Mass meetings in favor of a railroad from Keyport to Delaware River and against Camden & Amboy Monopoly held under Ontario Stevens of Keyport. (Lane)
- June 27, 1849 On recommendation of J. Edgar Thomson, PRR Road Committee declines to put any part of Western Division under contract at this time. (MB)
- June 28, 1849 John P. Jackson elected VP of the New Jersey Railroad & Transportation Company, and the post of Executive Agent is abolished; Robert Schuyler resigns as Pres., although his resignation is not formalized until Nov. because of the cholera epidemic. (MB - unclear when Schuyler elected Pres?)
- June 28, 1849 City of Jeffersonville subscribes to 1,000 shares of Jeffersonville Railroad. (MB)
- June 30, 1849 Ohio & Pennsylvania Railroad closes bids for grading from Beaver to the Ohio state line. (ARJ)
- July 1, 1849 Shelbyville Lateral Branch Railroad opens between Edinburg and Shelbyville,

- Ind.; has strap rail; operated with cars furnished by Madison & Indianapolis Railroad. (M&I AR, ARJ)
- July 1, 1849 New York & New Haven Railroad leases the portion of the railroad of the New York & Northampton Company between Grand Street, New Haven, and Plainview for 20 years under an agreement dated Jan. 11, 1848. (NHCorp)
- July 1, 1849 Richmond, Fredericksburg & Potomac Railroad ceases carrying the cars of the Louisa Railroad between Richmond and Taylorsville (Doswell). (VaBPW)
- July 2, 1849 Indianapolis city ordinance authorizes the Terre Haute & Richmond Railroad to occupy the south side of Lawrence Street and use steam locomotives in return for grading the street and building a joint railroad-road bridge over the canal; speed to be limited to 5 MPH. (MB)
- July 2, 1849 Cholera arrives at Sandusky, Ohio, near the Mad River & Lake Erie Railroad depot; a total of 357 people die before it abates on Sep. 7. (Peeke)
- July 3, 1849 French army takes Rome from the forces of Giuseppe Garibaldi (1807-1882) and restores the secular rule of the Pope; French soldiers preserve the Pope's rule until 1870, when they are recalled to fight in the Franco-Prussian War; by that time, the new Italian state has reduced the Pope's domain to the city of Rome and its immediate environs. (Bierman, McBrien)
- July 4, 1849 Ohio & Pennsylvania Railroad holds groundbreaking ceremony at Pennsylvania/Ohio line near Palestine; contracts for line from Rochester, Pa., to Ohio state line; Chief Engineer Solomon White Roberts is the main speaker. (AR, Bausman)
- July 4, 1849 Village of Brighton, Pa., (later Beaver Falls), platted by James Patterson. (Richard)
- July 4, 1849 Bates Union holds a picnic and rally for about 4,000 miners at Deer Park Farm near Pottsville, Pa.; work is to be suspended until July 9 to keep up the price of coal. (Roberts)
- July 10, 1849 PW&B reports that Joint Companies have assented to a \$20 through fare between New York and Charleston, taking \$2.50; connects with coastal steamboat at Baltimore. (MB)
- July 11, 1849 PRR Road Committee authorizes Pres. Merrick to make offer to City of Philadelphia to build a railroad bridge over the Schuylkill at Market Street and a track down Market to Broad Street in return for some property west of the Schuylkill. (MB)
- July 12, 1849 LIRR Board reports that \$20,000 debt will come due in Nov. and Dec. 1849

and \$160,000 in Feb. 1850; referred to Finance Committee. (MB)

- July 12, 1849 Joint Board authorizes purchasing the machinery of the *Raritan* of the New Brunswick Steam Boat & Canal Transportation Company for use in a new Raritan River boat; authorizes operating a cheap passenger line between New York and Philadelphia via the canal; authorizes two additional locomotives on the plan of Robert L. Stevens. (MB)
- July 1849 New Brunswick Steam Boat & Canal Transportation Company places new steamboat *John Neilson* on New York-New Brunswick route; designed by Robert L. Stevens with blowing engine to drive a current of air in two channels under the hull to reduce water friction. (Thompson)
- July 1849 Baldwin completes the third PRR locomotive *Mifflin* (c/n 356); is a 4-2-2-0 with a pair of “carrying wheels” ahead of the single 72" drivers; two sister locomotives, *Blair* (c/n 371) and *Indiana* (c/n 372) are built in Dec. 1849; the first two are converted to conventional 4-4-0's at Baldwin in 1853. (Lovell)
- July 1849 Locomotives replace horses between Bolton and Calvert Street on Baltimore & Susquehanna Railroad in Baltimore. (ARJ)
- July 14, 1849 Strickland Kneass promoted to PRR Principal Assistant Engineer, replacing Samuel W. Mifflin, resigned. (MB)
- July 1849 B&O opens Locust Point Branch to a larger freight terminal on south side of Inner Harbor in Baltimore. (Dilts)
- July 19, 1849 Cleveland & Pittsburgh Railroad Board accepts ___ subscription of City of Cleveland. (MB)
- July 1849 Pres. Merrick's partner John Henry Towne (1818-1875) notifies him of his intention to retire from Merrick & Towne, Southwark Foundry. (Watkins, WwasW)
- July 1849 Severe drought causes low water in Ohio River, interfering with navigation above Wheeling, and in Main Line canals. (AR)
- July 1849? William McKnight (-1849), an original director of the Camden & Amboy Railroad, dies. (MB)
- July 1849 David B. Ogden (1775-1849), the leader of the New York bar, dies in the cholera epidemic. (FisherDiary - verify DAB)
- July 18, 1849 Cholera is rampant at Philadelphia with 75 new cases and 20 deaths. (FisherDiary)

- July 22, 1849 Sangamon & Morgan Railroad completed between ___ and ___; oldest part of the Wabash system. (Ackerman)
- July 23, 1849 PRR runs first excursion from Harrisburg to Millerstown with Gov. William F. Johnston, the Canal Commissioners, et al. as guests. (HbgDemUn, PhlCmmrcLLst)
- July 23, 1849 Madison & Indianapolis Railroad declares a 4% dividend. (MB)
- July 23, 1849 Hartford & Providence Railroad merged with the New York & Hartford Railroad to form the Hartford, Providence & Fishkill Railroad. (NHCorp)
- July 25, 1849 Ohio & Pennsylvania Railroad Board authorizes location between Wooster and Mansfield via Loudonville, between Pittsburgh and Beaver River, and between Ohio state line and the Cleveland & Pittsburgh Railroad near Mount Union. (MB)
- July 25, 1849 Jeffersonville Railroad cancels contract with former Clark County School Commissioner J.E. Moore and returns the \$12,000. (MB)
- July 31, 1849 William H. Swift, now Pres. of the PW&B, resigns from the U.S. Topographical Engineers. (topogs.org)
- Summer 1849 PRR engineer corps runs final location from Altoona to top of Allegheny Mountain; discovers topography to be more rugged than last reported by Assistant Engineer in charge; elevation of summit tunnel lowered to 965 feet. (AR)
- Aug. 1, 1849 New York City ordinance authorizes the Hudson River Railroad to lay tracks in West Street, Canal Street, and Hudson Street. (Rept)
- Aug. 1, 1849 Cleveland, Painesville & Ashtabula Railroad organized at Cleveland; Hemon B. Ely of Cleveland is chosen Pres. after Alfred Kelley refuses. (LS&MS AR, ARJ, Harlow)
- Aug. 1, 1849 Erie & Kalamazoo Railroad (Monroe to Hillsdale) leased to the Michigan Southern Railroad under an agreement dated May 25, 1849; its gauge has been changed from 4'-10" to 4'-8½". (LS&MS AR, GrnBk, Harlow)
- Aug. 2, 1849 Major accident on the Camden & Amboy Railroad near Princeton station; William Conover, head carpenter of the Delaware & Raritan Canal, is fatally injured. (MB)
- Aug. 2, 1849 On motion of Pres. Merrick, PRR drops the post of Freight Agent from the new organization in favor of making arrangements with an existing transporting company. (MB)

- Aug. 2, 1849 Philadelphia ordinance authorizes construction of extension of City Railroad on Market Street from Broad Street to west side of Permanent Bridge. (Digest)
- Aug. 3, 1849 Former Pa. Canal Commissioner and civil engineer John Mitchell (1781-1849) dies at Bridgewater, Beaver County, Pa., a victim of the cholera pandemic. (CongBio, Linn/Centre)
- Aug. 6, 1849 Democrat Joseph A. Wright (1810-1867) elected Gov. of Indiana. (Sobel)
- Aug. 8, 1849 Joint Board presents Dr. Folsom of New Bedford, Mass., with a case of surgical instruments as a token for aiding the victims of the Aug. 2 wreck at Princeton. (MB)
- Aug. 8, 1849 Canal Commissioners contract for construction of West Philadelphia Railroad between point west of Athenville (Ardmore) and Market Street Bridge, Philadelphia. (CC)
- Aug. 8, 1849 City of Jeffersonville agrees to subscribe for 1,000 shares of stock of Jeffersonville Railroad, payable in city bonds. (Church)
- Aug. 8, 1849 South Side Railroad (Va.) organized to build west from Petersburg towards Lynchburg. (VaBPW)
- Aug. 9, 1849 J. Edgar Thomson submits report on line west of Allegheny Mountain, preferring the Greensburg route over Black Lick route as less costly and serving a more productive country. (Rept.)
- Aug. 9, 1849 Pres. Zachary Taylor leaves Washington via B&O to Baltimore to begin a tour of the Northeastern States. (PubLdgr)
- Aug. 10, 1849 Pres. Taylor travels from Baltimore to Lancaster; met at Columbia by delegation including Thaddeus Stevens and Gov. William F. Johnston. (PubLdgr)
- Aug. 11, 1849 Pres. Taylor leaves Lancaster for Harrisburg at 11:00 AM in train of borrowed PRR cars and locomotives over HPMtJ&L. (PubLdgr, MB)
- Aug. 11, 1849 Hamilton McKown Twombly (1849-1910), who will marry the daughter of William H. Vanderbilt and become a financial leader of the Vanderbilt interests, born at Boston; son of Alexander Hamilton Twombly, a merchant and State Senator, and Caroline Williams Twombly; the family is descended from Ralph Twombly, who came from England and settled at Dover, N.H., about 1656. (NCAB)
- Aug. 12, 1849 Pres. Taylor and Gov. Johnston leave Harrisburg for Pittsburgh via

Cumberland Valley Railroad. (PubLdgr)

- Aug. 13, 1849 J. Edgar Thomson writes to Pres. Samuel V. Merrick proposing to place five of the heaviest sections on the western end of the PRR under contract for a cost of about \$180,000; Thomson offers to take a portion of the Allegheny County bonds at 90-95 to pay for the grading. (Ward)
- Aug. 13, 1849 The Russian Army forces the surrender of the Hungarian army at Vilagos, ending that country's revolt against Austria; many soldiers and leaders, including Lajos Kossuth escape into Turkish territory; Kossuth later makes speaking tours in Western Europe and the U.S., where he is feted as a national hero, but receives no aid in the cause of Hungarian independence. (Figes)
- Aug.? 1849 Cleveland & Pittsburgh Railroad lets contract to J. & S. Chamberlain & Co. of Vermont, veterans of Pennsylvania & Ohio, Erie Extension and Wabash & Erie Canals and Rutland Railroad. (ARJ)
- Aug. 15, 1849 Letters from Thomson read at PRR Board meeting; strongly urges that company not continue the suspension of work on Western Division as causes hostility to company in West; also opposes doing freight business through commission houses instead of own freight depots and staff; Road Committee orders sections 55, 56, 58-61, 63, 67, 75, 77 & 80 on Western Division placed under contract. (MB)
- Aug. 15, 1849 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad begins construction of the Columbia Branch line along river between Columbia and Royalton. (AR)
- Aug. 15, 1849 Pres. Zachary Taylor arrives at Chambersburg where he changes for a stage coach on the Southern Turnpike for Pittsburgh. (PubLdgr)
- Aug. 15, 1849 Railroads entering Indianapolis meet and agree to recommend the construction of a union railroad connecting them. (Dunn)
- Aug. 1849 George Bliss elected Pres. of the Michigan Southern Railroad; Edwin C. Litchfield, Treasurer, and John B. Jervis, Chief Engineer. (ARJ, Harlow - verify AR)
- Aug. 18, 1849 Horace Greeley begins a series of editorials in his *New York Tribune* attacking the Camden & Amboy Monopoly. (Lane)
- Aug. 20, 1849 PRR Board adopts rates proposed by Thomson; 3.5 cents per mile for local passengers, 3 cents per mile for through passengers; through freight from 4 mills to 2 cents per ton-mile by distance and value; local freight from 3 cents to 4 cents by value. (MB)

- Aug. 22, 1849 Samuel Vaughan Merrick writes letter of resignation as PRR Pres. in order to devote more time to his Southwark Foundry. (Watkins)
- Aug. 22, 1849 Stockholders' committee begins investigation of affairs of New York & New Haven Railroad; finds no irregularities. (RRH)
- Aug. 23, 1849 PRR runs the first lumber train to Lewistown. (HistJuniata/Susq)
- Aug. 25, 1849 Board accepts resignation of Pres. Merrick effective Sep. 1 and names William Chamberlain Patterson (1813?-1883) his successor. (MB)
- Aug. 25, 1849 PRR contracts with (H.) Craig & Bellas, freight forwarders, to perform its merchandise freight business. (MB)
- Aug. 25, 1849 Mammoth Vein Coal Company of Pennsylvania organized as an unincorporated association by John B. Trevor, F.A. Van Dyke and David Longenecker; owns 1,100 acres of coal land near Shamokin which will later pass to the PRR. (MB)
- Aug. 28, 1849 Rockville Bridge completed over Susquehanna River north of Harrisburg; 3,681-foot timber Howe deck truss of 23 spans reinforced with Burr trusses on the outside faces; built by Daniel Stone at a cost of \$170,000. (Watkins-RRGaz, Shank)
- Aug. 28, 1849 Terre Haute & Richmond Railroad Pres. Chauncey Rose reports that Thomas A. Morris has completed the location between Greencastle and Indianapolis, and that part of the line between Terre Haute and Greencastle is under construction; Board rejects plea of a delegation from Hendricks County to route the road via Danville, as it is more expensive; authorizes contracting for iron from White River to Belleville and negotiating a loan of \$100-\$200,000 in stock at New York at not less than 90. (MB)
- Aug. 30, 1849 William B. Foster, Jr., presides over excursion opening PRR to Lewistown; four-car train leaves Harrisburg at 8:10 AM. (PubLdgr)
- Aug. 30, 1849 New Jersey Railroad Board approves enlarging the Jersey City station with a new shed on the north side; orders VP John P. Jackson to inform the Mayor of New York that the company will operate a ferry to a point near Canal Street as soon as the city makes the arrangements (it is not established until 1862); after a suit by the Hudson County Board of Chosen Freeholders, authorizes the sale of quarterly commutation tickets for the ferry or packs of 25 tickets. (MB)
- Aug. 31, 1849 Henry Stoddard elected Pres. of the Dayton & Western Railroad, replacing John Renck; have secured right-of-way at great difficulty, paying \$3,024 for 14.5 miles. (MB/AR)

- Sep. 1, 1849 First section of PRR opens for revenue passenger service, Harrisburg to Lewistown; third PRR locomotive, *Mifflin*, hauls first train and is thus considered first placed in service; service is one round trip and freight train twice a week; first eastbound passenger train leaves Lewistown at 10:00 AM; first westbound leaved Philadelphia at 7:30 AM and Harrisburg at 2:30 PM; Pres. Patterson has the westbound train make a long stop at Harrisburg for refreshments, throwing off timetable and ensuring a head-on collision with the eastbound train; Herman Haupt dispatches a locomotive to hold the eastbound train and uses this as an example of the dangers of meddling by non-operating officers, something that will plague him during the Civil War. (tt., MB, AR, RRGaz, Watkins, Haupt)
- Sep. 1, 1849 PRR begins operating Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad to extend its eastern terminus to Dillerville; also acquires all HPM&L rolling stock under agreement of Apr. 21, 1849. (AR)
- Sep. 1, 1849 Philadelphia & Columbia Railroad ceases providing locomotives for trains of West Chester Railroad and begins charging them same toll as regular shippers and the same motive power tolls for the use of the state locomotives between Malvern and West Chester. (CC)
- Sep. 1, 1849 Main Line transporters Bingham & Dock move from 276 Market Street to 183 Market Street in Philadelphia. (PhlCmmrclLst)
- Sep. 1, 1849 Samuel Vaughan Merrick again resumes direction of Southwark Foundry as Merrick & Son, with his son, J. Vaughan Merrick. (Watkins, DAB)
- Sep. 1, 1849 Lawrence County, Pa., fully organized from parts of Beaver and Mercer Counties with county seat at New Castle. (Long)
- Sep. 1849 PRR suspends work for about two months because of the cholera epidemic; low water in the Juniata below Huntingdon causes severe disease problems and the company is unable to get workers until late Oct. (AR)
- Sep. 1849 Pres, Zachary Taylor travels from New York to Baltimore; transfers from steamboat *Trenton* to *State Rights* in midstream off Port Richmond and then to *Robert Morris* off Navy Yard without stopping in Philadelphia, although he passes close enough to the shore be seen by the crowds. (Scharf)
- Sep. 4, 1849 New Jersey Railroad and Camden & Amboy Railroad officials meet at Bordentown and agree to cut the New York-Philadelphia fare via New Brunswick from \$4 to \$3. (MB)
- Sep. 4, 1849 Cleveland & Pittsburgh Railroad contracts balance of the line between Cleveland and the Ohio River to Chamberlain & Co. of Vermont. (ARJ)

- Sep. 5, 1849 Board confirms appointment of Herman Haupt as Superintendent of Transportation under Thomson at \$2,000 per year; the West Point-trained Haupt systematizes operations and establishes the foundations of the company's management structure. (MB - Wilson has 9/1 as eff. date)
- Sep. 5, 1849 Anti-Monopoly convention held in Trenton, N.J., to protest Camden & Amboy Railroad; speech by Henry C. Carey. (StGaz)
- Sep. 5, 1849 Joint Companies reduce the New York-Philadelphia fare via New Brunswick from \$4.00 to \$3.00. (MB)
- Sep. 8, 1849 Last cholera death in Philadelphia. (Scharf)
- Sep. 10, 1849 New Jersey Railroad Board awards the contract for enlarging the Jersey City station to Gould & Moore. (MB)
- Sep. 11, 1849 Canal Commissioners appoint William B. Foster, Jr., as Principal Engineer of North Branch Extension Canal; resuming work suspended in 1842. (CC)
- Sep. 11, 1849 Canal Commissioners authorize Atlantic & Ohio Telegraph Company to string wire along Main Line between Philadelphia and Harrisburg; bar all persons from traveling on freight trains on Columbia Railroad. (CC)
- Sep. 11, 1849 PW&B Board declares 3% dividend for 1848-49; first dividend since 1841; reports have settled Norfolk runaway slave case for \$1,500. (MB)
- Sep. 13, 1849 LIRR Board authorizes a new 20-year bond issue to pay old debts; authorizes negotiating with J. W. White of Norwich for a boat connection between Greenport and New London. (MB)
- Sep. 14, 1849 PRR Road Committee considers proposal of Eagle Line to operate stages in lieu of Portage Railroad so passengers will not have to stay overnight at Hollidaysburg without reaching a decision. (MB)
- Sep. 15, 1849 PRR begins freight service to Lewistown. (? PRR tt. shows eff. 9/1)
- Sep. 15, 1849 Responding to the Gold Rush, Daniel Hall Haskell leaves New York with the first Adams & Co. express run to San Francisco. (FranksofAdamsExp)
- Sep. 1849 B&O lets the last 58 sections as far as Fetterman, Va. (AR)
- Sep. 19, 1849 David A. Neal (1793-1861) of Salem, Mass., issues a report to the Board on the financial problems of the Reading; recommends that no dividend be paid on the common stock for 4 years and any new stock issued be kept off the market for 3 years in an attempt to keep the stock from remaining a football for speculators who have been driving the price up and down to make short-

- term profits. (Rept)
- Sep. 20, 1849 Merchants & Peoples Transportation Company begins freight service between Philadelphia and Baltimore via the Chesapeake & Delaware Canal with the *Oregon and California*. (BaltAm)
- Sep. 21, 1849 Jeffersonville Railroad Board approves construction of branch to Brownstown if residents subscribe enough stock. (MB)
- Sep. 24, 1849 Joint Board votes to take no notice of Anti-Monopoly conventions. (MB)
- Sep. 24, 1849 Naugatuck Railroad opens between Waterbury and Winsted, Conn. (NHCorp)
- Sep. 25, 1849 New York City ordinance authorizes Hudson River Railroad to extend south of Canal Street via Canal Street and Hudson Street to Chambers Street. (Valentine, NYState)
- Sep. 26, 1849 Superintendent of Transportation Herman Haupt issues the first PRR operating rules. (MB)
- Sep. 27, 1849 Jeffersonville Railroad Board authorizes location and construction of Jeffersonville depot; Chief Engineer Benjamin Marsh reports on new survey between Vienna and Rockford. (MB)
- Sep. 1849 A railroad is now opens between Shelbyville and Edinburg, Ind., and is being extended to Rushville and Knightstown. (JeffRR MB)
- Sep. 28, 1849 Robert F. Stockton, who has returned to New Jersey and resigned his naval commission, publishes his *Appeal to the People of New Jersey* in the *Princeton Whig*; blames attacks on the Joint Companies on "socialists, speculators and demagogues"; stresses the sanctity of contracts. (Lane)
- Sep. 29, 1849 Ohio & Pennsylvania Railroad contracts for 22 miles in Stark County, Ohio, and 5 miles in Wayne County. (AR)
- Sep. 29, 1849 Hudson River Railroad opens between New York City and Peekskill. (Poor)
- Sep. 30, 1849 William Lehman, Jr., resigns as Resident Engineer of the Union Canal Company of Pennsylvania, a job he has held from the beginning, and is succeeded by his son Benjamin B. Lehman. (AR)
- Oct. 1, 1849 PRR freight agents Craig & Bellas begin handling freight to and from the PRR at their warehouse on the northwest corner of Broad & Cherry Streets, which becomes the PRR's first freight station in Philadelphia. (PhlCmmrclLst)
- Oct. 1, 1849 Williamsport & Elmira Railroad sold at foreclosure to Archibald Robertson, et

- al., for \$1,000 on condition he complete it within five years. (ARJ, Val)
- Oct. 1, 1849 Hudson River Railroad opens for regular revenue service from 30th Street in New York to Roe Hook, one mile north of Peekskill with a steamboat connection to Poughkeepsie. (Stokes, Harlow)
- Oct. 2, 1849 New York & Erie Railroad opens between Owego and Elmira. (Mott)
- Oct. 2, 1849 F.O.J. Smith's New York & Erie Telegraph Company formally organized at New York; Ezra Cornell, Pres.; however, the stockholders refuse to issue any stock to Smith until the controversy with Henry O'Reilly is settled. (Thompson)
- Oct. 1849 Fall rise finally occurs on Ohio River at Pittsburgh. (AR)
- Oct. 1849 Herry C. Carey is summoned to appear before the Camden & Amboy investigating commission at Bordentown; Carey is grilled by Joseph P. Bradley, counsel for the Joint Companies and is denied access to the books. (Lane)
- Oct. 5, 1849 Eaton & Hamilton Railroad Board adopts a line between Collansville and Hamilton. (MB)
- Oct. 6, 1849 Telegraph completed between New York and Buffalo via Albany. (Reynolds)
- Oct. 8, 1849 Joint Board approves season (commutation) tickets, Philadelphia to Trenton, Bordentown and Princeton for \$65. (MB)
- Oct. 8, 1849 H. Jones Brooke (Cong -) ships first milk from St. Davids to Philadelphia over Philadelphia & Columbia Railroad. (Wilson)
- Oct. 9, 1849 Democrats elect John A. Gamble (1799-1878) as Canal Commissioner over Whig Henry M. Fuller; retake both houses of the Pennsylvania Legislature, as the Whigs begin to split between an anti-slavery wing led by Gov. William F. Johnston and an accommodationist wing led by Maryland native James Cooper. (Coleman)
- Oct. 9, 1849 PW&B Board authorizes sale of Camden Street warehouse in Baltimore. (MB)
- Oct. 11, 1849 LIRR Board reports that it has contracted with Elijah A. Bill of Norwich for a connecting boat service between Greenport and New London. (MB)
- Oct. 11?, 1849 Convention held at Chicago to organize the delegates to the Pacific Railroad Convention in St. Louis; dominated by Sen. Stephen A. Douglas who objects to a route being specified in advance and objects to Sen. Thomas Hart Benton's program to secure St. Louis as the eastern terminus; Douglas calls

for the federal government to only build in the territories west of the Missouri River, with construction east of there by private companies supported by land grants. (Russel)

- Oct. 13, 1849 Buffalo & State Line Railroad incorporated in N.Y.; backed by the NYC group (Poor, GrnBk, Harlow)
- Oct. 13, 1849 Future coal operator James William Ellsworth (1849-1925), a major shipper on the PRR, born at Hudson, Ohio, of a Connecticut Yankee family. (AmScssflMen)
- Oct. 15, 1849 Four-day National Pacific Railroad Convention convenes in St. Louis with 1,000 delegates, mostly in favor of a northern route; Solomon White Roberts represents Philadelphia Board of Trade; Thomas Hart Benton makes the first major speech; the Missouri delegation is divided between partisans of St. Louis and St. Joseph and their respective railroads; the second day brings sparring between Illinois and Missouri; the third a debate on states' rights and whether the federal government has the power to build railroads in the states; the final declaration is a compromise calling for Congress to "provide for" a railroad from the "Mississippi Valley" with branches to Memphis, St. Louis and Chicago. (ARJ, PhlCmmrcIst, Russel)
- Oct. 1849 Baldwin completes PRR's first 4-4-0 *Juniata* (c/n 369). (Lovell)
- Oct. 1849 New York & New Haven Railroad accepts the road from the contractors. (Poor)
- Oct. 1849 Judge John B. Niles reorganizes the Buffalo & Mississippi Railroad as the Northern Indiana Railroad; soon passes under the control of the Litchfield brothers. (LS&MS AR)
- Oct. 1849 John A. Roebling's wire rope works at South Trenton begins production of drawing wire; the twisting of wire into rope begins in Nov. (Schuyler)
- Oct. 16, 1849 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad conveys all rolling stock and machinery to PRR; main line has been completely relaid with T-rail. (AR)
- Oct. 17, 1849 Joint Board reviews a letter from Henry C. Carey to the state investigators demanding that he be allowed to examine the Joint Companies' books. (MB)
- Oct. 17, 1849 Cyrus Prentiss elected Pres. of Cleveland & Pittsburgh Railroad, replacing James Farmer, resigned. (MB)
- Oct. 18, 1849 New Jersey Railroad Board appoints a committee to negotiate with the New York & Erie Railroad to provide its terminal at Jersey City. (MB)

- Oct. 18, 1849 Hanover Branch Railroad receives letters patent. (Killough)
- Oct. 19, 1849 Jeffersonville Railroad Board authorizes Pres. William G. Armstrong to contract the section between Vienna and Columbus at his discretion; appoints director W.A. Richardson as agent to sell bonds in New York. (MB)
- Oct. 21, 1849 William A. Patton (1849-1927), future confidential assistant to Pres. A. J. Cassatt, born at Union Furnace, Pa.; son of George W. Patton (1817-1882), lessee of Union Furnace, and Mary Burket Patton (-1856); becomes an office boy at Altoona at 15. (ColFamPa, NYT)
- Oct. 23, 1849 Joint Companies Executive Committee resolves that Henry C. Carey not be allowed to examine the companies' books. (MB)
- Oct. 23, 1849 Joint Board reduces the second class fare on the 12:00 N line to \$2.00, second class on the *Transport* and *Burlington* lines to \$1.50, and third class on the *Transport* and *Burlington* lines to \$1.00; discontinues the line via the *Naugatuck* to South Amboy. (MB)
- Oct. 23, 1849 Andrew Cathcart of Madison & Indianapolis Railroad (?) secures patent on his hill-climbing rack locomotive.
- Oct. 23, 1849 Special session of the Illinois Legislature convenes to elect a U.S. Senator, but also to consider a General Railroad Law; at this session, the Indiana Legislature presents a petition for Illinois to grant a charter to the Ohio & Mississippi Railroad; Illinois is determined to block any route that would damage the position of Alton and build up St. Louis. (Smith)
- Oct. 23, 1849 Pacific Railroad Convention for a Southern route held in Memphis with about 400 delegates from 15 states and Matthew Fontaine Maury (1806-1873) of the National Observatory presiding; it shows a strong preference for the San Diego-Gila River-El Paso route terminating at Memphis. (ARJ, Russel, Albright)
- Oct. 24, 1849 J. Edgar Thomson reports to PRR Board that has let contracts worth \$230,000 on Western Division. (MB)
- Oct. 24, 1849 John Potter (1765-1849), father-in-law to Robert F. Stockton and backer of the Delaware & Raritan Canal, dies at Princeton. (PotterGenealogy)
- Oct. 25, 1849 First two boats on Wabash & Erie Canal arrive at Terre Haute; banquet served on the boats. (ARJ, Clark, Daniels, Fatout)
- Fall 1849 Blue Ridge Railroad surveyed by Claudius Crozet; tunnel at the Blue Ridge summit at Afton is to be the longest in the U.S. so far, 4,248 feet, vs. 3,612

feet for the PRR's Allegheny Tunnel, and through the hard granite of the Blue Ridge, not the softer sedimentary rocks of Allegheny Mountain. (Nelson, Rice, VaBPW)

- Fall 1849 Brady's Bend Iron Company resumes operations; it enjoys locational advantages over eastern rolling mills in supplying the rapidly growing Midwestern rail network. (Fell)
- Late 1849 John Butterfield (1801-1869), a stagecoach, freight wagon and telegraph entrepreneur, organizes Butterfield, Wasson & Co. and begins an express business over the railroads between Albany and Buffalo in opposition to Wells & Co. (Harlow)
- Nov. 2, 1849 Cleveland & Pittsburgh Railroad adopts route through Newburgh and Cleveland to the Government Pier. (MB)
- Nov. 3, 1849 Tuscarawas County voters reject a \$100,000 subscription to the Steubenville & Indiana Railroad. (Mansfield)
- Nov. 3, 1849 First locomotive at Cleveland. (Vexler - verify)
- Nov. 5, 1849 "First" PRR locomotive *Dauphin* finally placed in revenue service. (Lovell)
- Nov. 5, 1849 William Millar begins surveys for the Franklin Canal Company railroad between Franklin and Meadville. (Babcock)
- Nov. 5, 1849 Illinois passes a General Railroad Law and ends special charters; one provision reserves to the Legislature the approval of the route and termini as being in the "public interest" in order for a company to exercise powers of eminent domain and be able to condemn a right-of-way; this proviso will be used to frustrate the projectors of the Mississippi & Atlantic Railroad. (PL, ARJ, Wallis)
- Nov. 5, 1849 Susquehanna Boom Company, incorporated in 1846, organized at Williamsport, Pa.; John Du Bois (1809-1886), Pres.; the log boom is soon placed under contract and is completed by the following spring. (Meginness/Lycoming)
- Nov. 6, 1849 Books open for subscriptions to Philadelphia & Atlantic Steam Navigation Company to organize a regular transatlantic line; Ambrose W. Thompson, Pres.; insufficient support. (PhlCmmrcILst)
- Nov. 5, 1849 First canal boat from Terre Haute arrives at Toledo via the Wabash & Erie Canal. (Waggoner)
- Nov. 6, 1849 Daniel Hall Haskell, having arrived in San Francisco, forms Adams & Co.

Express, a separate partnership from the eastern organization, with Alvin Adams and William B. Dinsmore as partners, Dinsmore soon withdraws; Adams deals in forwarding gold dust via the Panama route; it also functions as a bank by buying gold direct from the miners and issuing drafts; Adams obtains important “first mover advantages” in ties to the West and California banking. (FranksofAdamsExp, Harlow)

- Nov. 7, 1849 The Reading makes a new \$4 million mortgage loan with David A. Neal, Robert D. Cullen and John Murray Forbes as trustees. (Pam)
- Nov. 10, 1849 Hanover Branch Railroad organized at Hanover, Pa. (Gibson, Williams, Killough)
- Nov. 10, 1849 First locomotive for Columbus & Xenia Railroad arrives in pieces at Columbus over National Road from Springfield. (MB)
- Nov. 12, 1849 New ferryboat *Hudson* placed on Cortlandt Street run; first on this line to have steam heat, and possibly first to be fully enclosed. (HC)
- Nov. 12, 1849 PRR lets contracts on 15 sections along Conemaugh River. (AR)
- Nov. 12, 1849 First locomotive of Columbus & Xenia Railroad placed under steam. (MB)
- Nov. 13, 1849 New Castle & Frenchtown committee reports urging sale of steamboats *Constitution, Ohio* and *George Washington*, retaining *Robert Morris* and building one new boat. (MB)
- Nov. 13, 1849 First shipment of Lehigh coal arrives at St. Louis via the Lakes and the Illinois & Michigan Canal. (CHTaylor)
- Nov. 14, 1849 PRR Board resolves to prohibit all work on Sundays, effective Dec. 31. (MB)
- Nov. 14, 1849 B&O Board votes to place entire line between Cumberland and Wheeling under contract. (Dilts)
- Nov. 15, 1849 Charles Ellet's suspension bridge opens over Ohio River at Wheeling. (Dilts)
- Dec. 1849? Wheeling & Belmont Bridge Company completes a wire suspension bridge over the Ohio River to a design of Charles Ellet, Jr. (Lewis)
- Nov. 15, 1849 J. Edgar Thomson makes his second annual report; issues revised estimate of \$8,295,000 to complete and equip the road, leaving a shortfall of \$2,695,000 to be raised; current funds will permit completion of the road to the Southern Turnpike near Loyalhanna Creek; line over Allegheny Mountain made in summer of 1849; summit tunnel placed lower for maximum grade on eastern slope of 95 feet per mile; 50 feet per mile on western slope; location of

Western Division completed. (Rept., AR)

- Nov. 1849 A group of Erie, Pa., investors led by Charles M. Reed (1803-1871) subscribe \$750,000 to the Pittsburgh & Erie Railroad, but it is only paid in notes, not cash; they hope to use the moribund charter as a link between the New York and Ohio railroads. (Felton)
- Nov. 1849 Robert Simpson Cassatt (1806-1891), father of future PRR Pres. A. J. Cassatt, sells his estate "Hardwicke" near Lancaster, and moves his family to a town house on Chestnut Street in Philadelphia, presumably for the urban amenities and better educational options for their children; because of family connections, the Cassatts are immediately admitted to the exclusive Dancing Assemblies. (Mathews)
- Nov. 1849 New York & Erie Railroad makes a connection with the Chemung Railroad near Elmira. (AR)
- Nov. 1849 Lake Erie Telegraph Company is completed to Beaver where it connects with the Atlantic & Ohio Telegraph Company, creating a through line between Pittsburgh and the Great Lakes. (StdHistPitts)
- Nov. 1849 Dr. Charles T. Jackson (-), heading a geological survey of federal lands in Michigan reports his discovery of the iron ore deposits of the Menominee Range on the Michigan-Wisconsin border. (Walker)
- Nov. 16, 1849 New Jersey Railroad Board reports that it has permitted the North American Telegraph Company to run wires along the Newark Turnpike. (MB)
- Nov. 18, 1849 Jacob Wirt (1801-1869) elected Pres. of the Hanover Branch Railroad; Theophilus E. Sickles (1822-1885), Chief Engineer. (Gibson, Williams, Killough)
- Nov. 19, 1849 Solomon White Roberts reports on last month's St. Louis convention to the Philadelphia Board of Trade; gives a long rambling account on the possibilities for railroads from as far east as Boston to the West Coast. (Wood)
- Nov. 21, 1849 PRR contracts with Atlantic & Ohio Telegraph Company to build line in return for doing all PRR telegraph business free. (MB)
- Nov. 21, 1849 PW&B begins operating an emigrant train from Philadelphia to Baltimore. (MB)
- Nov. 21, 1849 Madison & Indianapolis Railroad Board authorizes making a contract to operate the Indianapolis & Bellefontaine Railroad and to guarantee its bonds needed to procure iron, also to operate the Terre Haute & Richmond Railroad and the Martinsville & Franklin Railroad; authorizes a conference to arrange a

lease of the Peru & Indianapolis Railroad; also a subscription of \$15,000 to the Knightstown & Shelbyville Railroad, leasing the Madison wharf to responsible parties and further meetings to settle the passenger traffic on the Union Track at Indianapolis. (MB)

- Nov. 21, 1849 East Tennessee & Georgia Railroad organized; Dr. Samuel Cunningham, Pres.; Lloyd Tilghman (-), Chief Engineer; Cunningham forces the line to make a hilly detour to the east through his home town of Jonesboro instead of the more level descent down the Holston River Valley from Kingsport, Tenn. (Wolfe)
- Nov. 21, 1849 Iron producers from seven states from New York to Virginia and Illinois hold a formal convention at Pittsburgh to protest the Walker Tariff. (Paskoff, ed)
- Nov. 21, 1849 100-ton schooner *Diamond* clears Chicago for Havana via the Illinois & Michigan Canal. (CHTaylor)
- Nov. 22, 1849 Troy & Boston Railroad incorporated in N.Y. as the western end of the Hoosac Tunnel route. (Poor)
- Nov. 25, 1849 Future Lines West VP Daniel Trigg McCabe (1849-1931) born at Abingdon, Va.; son of James Dabney McCabe, an Episcopal clergyman, and Josephine August McCabe, and great-great-grandson of Owen McCabe who settled in Lancaster County, Pa., around 1738. (PaNews, MB, NCAB)
- Nov. 26, 1849 J. Edgar Thomson writes to his friend James M. Bell of Huntingdon that his relations with Pres. William C. Patterson have been pleasant so far – “his manner is very off handed but not coarse like his predecessor”; he agrees with Bell that a firm position might make him more antagonistic, in which case Thomson will quit, as he is not “exceedingly anxious to retain my post.” (Ward)
- Nov. 26, 1849 William W. Longstreth (1802-1879) elected Pres. of the Beaver Meadow Railroad & Coal Company. (USRR&MR)
- Nov. 28, 1849 Dayton & Western Railroad Board authorizes applying for an Indiana charter to extend to Richmond, Ind.; authorizes a survey from Greenville Jct. to Richmond. (MB)
- Nov. 29, 1849 First locomotive of Columbus & Xenia Railroad makes first trip of 10 miles from Columbus to end of track. (MB)
- Late 1849 Tonawanda Railroad finally completes replacing strap rail with T-Rail between Rochester and Attica. (Harlow)
- Dec. 1, 1849 Canal Commissioners let new contracts to resume work on North Branch

- Extension Canal; mostly in bluff sections; \$2.48 million spent on previous work. (CC)
- Dec. 1, 1849 PW&B restores \$4.00 fare for winter. (MB)
- Dec. 1, 1849 Green Ridge Coal Company accepts the offer of the Mammoth Vein Coal Company of Pennsylvania to transfer all its property to the trustees of the Green Ridge Coal Company; to be renamed the Green Ridge Coal & Iron Company. (MB)
- Dec. 1, 1849 Hartford, Providence & Fishkill Railroad opens between Willimantic and Hartford. (NHCorp)
- Dec. 3, 1849 PRR Stockholders' annual meeting appoints committee of five to consider three resolutions: one by Joseph R. Ingersoll barring operations on Sunday; a second by James Magee to cut the salary of the President to \$2,500 per year unless he is a "qualified engineer" and acts as general agent or Superintendent; John M. Kennedy offers a resolution to have rates on western produce include charge for delivery to warehouse of consignee in Philadelphia so the company does not need large number of employees or big freight depots; the last basically continues the operating method of the Main Line, with independent transporters who are also commission merchants. (MB, AR)
- Dec. 6, 1849 Hudson River Railroad opens between Peekskill and New Hamburg. (Poor)
- Dec. 12, 1849 J. Edgar Thomson recommends to Board against operating an express business or carrying emigrants for the present time. (MB)
- Dec. 12, 1849 Edward F. Gay reports on final location of road to avoid Belmont Plane; uses the graded roadbed of the old West Philadelphia Railroad east to Hestonville (52nd Street), then on a direct route north of Girard Avenue. (CC)
- Dec. 13, 1849 Little Miami Railroad Board approves sale of 4-5,000 tons of T-rail to Alfred Kelley. (MB)
- Dec. 15, 1849 Indiana act authorizes Howard County to borrow \$50,000 for a subscription to the Peru & Indianapolis Railroad. (P&I Rept)
- Dec. 15, 1849 Darius B. Holbrook issues a promise of release of the Great Western Rail__ charter to Gov. Augustus C. French (1808-1864), but Sen. Stephen A. Douglas refuses to accept it as legitimate, as it would allow Holbrook and his cronies to grab the land grant. (Perrin)
- Dec. 15, 1849 Galena & Chicago Union Railroad holds an opening excursion to St. Charles on the Fox River. (CHTaylor)

- Dec. 1849 PW&B begins through emigrant fare between New York and Pittsburgh via B&O for \$10:00, of which PW&B gets \$1.50 (MB)
- Dec. 1849 Beaver Meadow Railroad to be relaid with 60-lb. rail from the Montour Iron Company and Phoenix Iron Works. (ARJ)
- Dec. 1849 City of Pittsburgh subscribes \$200,000 to Ohio & Pennsylvania Railroad over opposition from the Pittsburgh & Steubenville Railroad and Cleveland & Pittsburgh Railroad. (ARJ, Douglass/Wayne)
- Dec. 1849 Madison & Indianapolis Railroad being relaid with 60-lb. H-rail. (ARJ)
- Dec. 1849 Schenectady Locomotive Engine Manufactory turns out the Crampton type 4-2-2 *Lightning* with a pair of 7-foot drivers for the Utica & Schenectady Railroad. (Steinbrenner)
- Dec. 16, 1849 Chemung Railroad opens between Elmira Jct. (Horse Heads) and Jefferson (Watkins), N.Y.; a 6'-0" road connecting with the New York & Erie Railroad. (Poor - C&C has 1/15/1850, which may be date of rev. service?)
- Dec. 17, 1849 Union City, Ind., platted by Jeremiah Smith of the Bellefontaine & Indiana Railroad as a railroad junction town; Union City straddles the Ohio-Indiana line, with each part incorporated separately. (Tucker)
- Dec. 19, 1849 Future coke magnate and PRR director Henry Clay Frick (1849-1919) born at the old Overholt homestead at West Overton, Pa., the son of John W. Frick (1822-), an unsuccessful hardscrabble farmer whose family first settled in Germantown in 1732, and Elizabeth Overholt Frick (-), the daughter of Abraham Overholt (-1870), a wealthy distiller and coal land owner; young Frick takes after his grandfather, who gives him his start in business. (DAB, Wardley)
- Dec. 19, 1849 At a joint meeting at Indianapolis chaired by Chauncey Rose, Madison & Indianapolis, Indianapoils & Bellefontaine, Terre Haute & Richmond, and Peru & Indianapolis Railroads resolve to establish joint track and union station; Peru & Indianapolis later drops out. (MB, Daniels)
- Dec. 20, 1849 Dayton & Western Railroad adopts a route to Richmond, Ind., via New Paris. (MB)
- Dec. 20, 1849 Madison & Indianapolis Railroad agrees with James Blake to buy a lot at Louisiana & Meridian Streets for \$7,000 as an Indianapolis depot site. (MB)
- Dec. 20, 1849 Terre Haute & Richmond Railroad contracts for 20 miles of road west from Indianapolis. (AR)

- Dec. 20, 1849 Iron producers hold a second meeting at Pittsburgh at which they agree to begin publishing statistics and pro-tariff propaganda. (Paskoff, ed)
- Dec. 20, 1849 Iron puddlers strike begins at Pittsburgh, lasting until May 12, 1850. (Knowles)
- Dec. 22, 1849 Columbus, Piqua & Indiana Railroad organized at Piqua; votes to open subscription books on Jan. 22, 1850. (MB)
- Dec. 22, 1849 David C. Wood makes an assignment of all his property, including Millville Furnace and the 20,000-acre Millville Furnace Tract, to his half-brother Richard D. Wood for the benefits of his creditors, on condition that Richard operate the furnace for one more year; the very successful Richard and the very unsuccessful David have been at loggerheads for years. (Wood)
- Dec. 24, 1849 PRR opens between Lewistown and Waynesburg (McVeytown); because of car shortage, freight service operated by Craig & Bellas every other day. (ad)
- Dec. 24, 1849 PRR increases freight train service to three times a week, leaving Lewistown at 7:00 AM MWF and Philadelphia at 5:10 PM. TTS. (HistJuniata/Susq)
- Dec. 24, 1849 At adjourned PRR stockholders meeting, committee of five reports to in favor of Sunday closings; James Magee amends resolution to cap President's salary to raise limit to \$3,000; stockholders then approve resolutions in favor of ban on Sunday work, including all shops and offices, effective Jan. 1, 1850; resolution to cut President's salary to \$3,000 per year defeated by large margin; Kennedy's resolution for direct delivery of freight in Philadelphia postponed; order work resumed at Pittsburgh moving east in accordance with agreement governing Allegheny County subscription, which is to be spent on Western Division; appoint committee of 100 to canvass Philadelphia for \$1 million in additional subscriptions. (MB)
- Dec. 24, 1849 Stockbridge & Pittsfield Railroad opens between Van Deusenville and Pittsfield, Mass.; leased to the Housatonic Railroad, effective Jan. 1, 1850. (NHCorp)
- Dec. 26, 1849 PRR Board authorizes construction between Pittsburgh and Turtle Creek and heavy sections of Western Division. (MB)
- Dec. 26, 1849 PRR Board receives letter from Edward Miller in Pittsburgh noting increasing animosity to PRR there and rendering further subscriptions from that quarter unlikely. (MB)
- Dec. 26, 1849 PRR Road Committee meets with representatives of City Councils regarding purchase of land on both sides of Schuylkill; considers proposition of Leech, Black, Hays & Harris for running two daily lines to Pittsburgh in spring and

- offer of Harrison E. Atkins to operate a line of wagons from Lewistown to Pittsburgh during winter. (MB)
- Dec. 26, 1849 PW&B Board reports purchase of property on northwest corner of Broad & Prime Streets for \$50,000. (MB)
- Dec. 26, 1849 Steamboats of the People's Line Association sold at auction at the Merchants Exchange at New York and bought in by a Mr. Dean. (Morrison)
- Dec. 26, 1849 Ironmaster Abram S. Hewitt (1822-1903) writes that of 15 rail mills built in the U.S. during the 1840s, only two are now operating, and that because their inland location gives them some protection from British competition, a state of affairs he blames on the Walker Tariff of 1846. (Swank)
- Dec. 27, 1849 New Jersey Railroad arranges with Capt. D.R. Martin for handling its Newark freight business. (MB)
- Dec. 28, 1849 Little Miami Railroad Board authorizes selling yearly commutation tickets; appoints William H. Clement Superintendent & Engineer. (MB)
- Dec. 29, 1849 Henry Mankin establishes a line of sailing packets between Baltimore and Liverpool. (BaltAm)
- Dec. 29, 1849 Charter supplement to Jeffersonville Railroad authorizes company to issue bonds. (MB)
- Dec. 31, 1849 Hudson River Railroad opens between Chambers Street and 32nd Street in New York City and between Roe Hook and Poughkeepsie. (Stokes, Harlow)
- Dec. 31, 1849 Thomas A. Morris reports that the cost of the joint Union Track at Indianapolis will be \$40,000 and suggests the creation of a joint board to operate it. (MB)
- 1849 Based on this year's harvest, Pennsylvania is now the nation's first-ranked wheat producing state, with 15.37 million bushels; Ohio, first in 1839, has dropped to second place with 14.49 million bushels; New York is third with 13.12 million bushels; Ohio is first in corn, horses and sheep. (Census)
- 1849 Buffalo-Albany rates on flour via the Erie Canal are now 56 cents, down from \$1 in 1832 and 71 cents in 1841; rates on eastbound flour on the Main Line are 1.8 cents per ton-mile, down from 3.8 cents in 1837; Main Line rates on merchandise have fallen from 6.5 cents per ton-mile in 1833 to 4.5 cents in 1849; competition and the deflation of the early 1840s have substantially reduced transportation costs even before the completion of the Trunk Line railroads. (Scheiber)

- 1849 Erie Canal's share of western goods arriving at Tidewater has grown to 50%, up from 25% in 1839; the Main Line's share has fallen from about 20% to 10%.; the Erie Canal has engrossed about 90% of the trade in wheat and flour; the Main Line's share of westbound merchandise has fallen from 35% to 15%. and is skewed to tobacco, bacon and other pork products from the Ohio River Valley; much of the traffic arriving in Philadelphia actually comes from the branch canals in the Susquehanna Valley and the Susquehanna & Tidewater Canal. (Ransom)
- 1849 The percentage of western agricultural exports moving down-river to New Orleans has been falling substantially over the last decade in favor of routes directly to the East: flour from 53% to 31%; corn from 98% to 39%, and whiskey from 96% to 67%; these percentages will decline to 22%, 19% and 40% by 1860. (Ransom)
- 1849 New Jersey Railroad removes 1795 toll bridge at New Brunswick (Albany Avenue), routing all traffic over double-deck railroad bridge; piers are left standing, and bridge is later rebuilt. (Lane)
- 1849 Camden & Amboy steamboat *Swan* abandoned. (Stanton)
- 1849 New Brunswick Steam Boat & Canal Transportation Company sells its freight barges of the Merchants Line, Swiftsure Line and Albany Line. (Thompson)
- 1849 Princeton & Kingston Branch Turnpike abandoned east of Steadman Street, Princeton. (Digest)
- 1849 Coopers Point Ferry at Camden passes from William Cooper to his son Joseph W. Cooper (1799-1871). (Prowell)
- 1849 Stables of the Coopers Point Ferry at Camden destroyed by fire and the ferry abandoned by Israel English either in 1849 or early 1850. (Prowell)
- 1849 West Jersey Ferry Company builds the West Jersey Hotel at Delaware Avenue & Market Street, Camden. (Boyer, Prowell)
- 1849 West Jersey Ferry Company replaces the *Farmer* and *Southwark* with the *Mariner* and *Merchant*. (Prowell)
- 1849 NC&F operates 30 trips to Cape May, vs. 29 in 1848; steamboats *Constitution* on Chesapeake and *Ohio* on Delaware advertised for sale; have *George Washington* on Chesapeake and *Robert Morris* on Delaware. (AR)
- 1849 Milk is becoming an important commodity on the Baltimore & Susquehanna Railroad, with 126,401 gallons sent to Baltimore from as far as Parkton. (AR)

- 1849 Locomotives withdrawn from Williamsport & Elmira Railroad a/c poor track.
- 1849 Last strap rail replaced with T-rail on Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad.
- 1849 Mount Union, Pa., laid out on the Juniata River by Dougherty & Speer. (Africa)
- 1849 Village of "Patterson" laid out on the Juniata River opposite Mifflintown by George R. Mowry for Christopher and John Fallon; they deed to the PRR all of the flat, which is intended as the site of the PRR shops and yards; "Patterson House" is built by Fallon & Wright with a guarantee that it will be the meal stop for two trains daily. (HistJuniata/Susq)
- 1849 Lewistown & Tuscarora Bridge opens across the Juniata River at Lewistown; later used by the PRR. (HistJuniata/Susq)
- 1849 Baring Brothers purchase a new issue of \$1 million in B&O bonds, allowing construction west of Cumberland to proceed.
- 1849 Group headed by Charles M. Read of Erie obtains control of Pittsburgh & Erie Railroad charter by giving note for subscription of \$750,000; no real subscription made; group plans to use branching power of charter to build a line across northwestern Pennsylvania for New York and Ohio interests who are unable to get charter from Pa. (Felton)
- 1849 Future PRR Superintendent Isaac L. Buckelew (1830-1884) joins the Camden & Amboy Railroad as Assistant Engineer. (RRGaz obit)
- 1849 D. Leech & Company hires Tom Scott as agent at Columbia. (Kamm)
- 1849 David McCargo (1835-1902) enters the Pittsburgh office of the Atlantic & Ohio Telegraph Company as a messenger boy. (Wilson)
- Late 1849 Through the friendship of his uncle with branch manager David Brooks, Andrew Carnegie lands a job as a messenger boy at the Pittsburgh office of the Atlantic & Ohio Telegraph Company; his partner in delivering messages from the "Eastern Line" is David McCargo, who remains a lifelong friend; by June 1851 he is promoted to operator. (Nasaw - may be late 1848?)
- 1849 At 13, Robert Pitcairn gets first job as a telegraph messenger for the Atlantic & Ohio Telegraph Company in Pittsburgh; other young employees include David McCargo, Henry W. Oliver and Andrew Carnegie. (Wilson - according to Nasaw, Pitcairn arrives soon after Carnegie)
- 1849 Maj. Thompson I. Brown resigns as Chief Engineer of the New York & Erie

- Railroad to accept a commission from Tsar Nicholas I of Russia (1796-1855); Silas Seymour is placed in charge of the final surveys and construction west of Corning. (Ellis/Cattaraugus)
- 1849 11 miles of strap rail replaced with T-rail on the Little Miami Railroad. (C&C)
- 1849 W. Milnor Roberts is Chief Engineer of Bellefontaine & Indiana Railroad. (O&P AR)
- Late 1849 Joint Committee of Madison & Indianapolis, Peru & Indianapolis, Indianapolis & Bellefontaine, and Terre Haute & Richmond Railroads purchases site for a union depot on south side of Louisiana Street in Indianapolis.
- 1849 Madison & Indianapolis Railroad buys the old pork house at Madison as its first freight station.
- 1849 Portion of Shelbyville & Knightstown Railroad opened; possibly portion from Shelbyville to Madison?; Pres. Henry B. Hill and other residents of Carthage lost large sums of money in project. (Sulzer)
- 1849 Construction begins on Terre Haute & Richmond Railroad. (Church)
- ca. 1849 Gouverneur Morris (1813-1888) builds a 2.125-mile freight branch from Melrose on the New York & Harlem Railroad in what is now the Bronx to docks at Port Morris; purchased by the New York & Harlem Railroad in 1853; exact date cannot be established. (GrnBk, ICC - Grogan has 1842)
- 1849 Frederick Heyne, a German immigrant, buys over 1,000 acres at Hicksville, N.Y., on the LIRR main line and turns it into a largely German settlement. (Munsell/Queens)
- 1849 Schuylkill Navigation Company and Philadelphia & Reading Railroad reach the first formal traffic pooling agreement in the U.S.; the canal is to receive one-third of the traffic and sets the toll at 60 cents, while the railroad rate is \$1.80. (Bogen - verify MB?)
- 1849 Steamboat *Wyoming* built at Tunkhannock, Pa., for running on the upper North Branch of the Susquehanna River; it has a capacity of 40 tons of coal, and is used 1849-51 in carrying small cargoes of coal from the Wyoming Valley to Athens, N.Y., and returning with farm products. (Bradsby)
- 1849 *The Pathfinder*, the first regular railroad guide with timetables for travelers, is published in Boston; several other guides follow in quick succession between 1850 and 1856. (Loree)

- 1849 David C. Wood abandons the Millville Furnace at Millville, N.J., but he and his half-brother Richard D. Wood begin enlarging the pipe foundry next year. (RDWoodCo)
- 1849 George Bushar Markle (1827-1888), a carpenter, arrives in Hazleton from Milton, Pa., to be clerk in the company store of A. Pardee & Co.; his wife is Emily Robison, sister of Mrs. Pardee; he and his descendants will become major coal operators in their own right. (Bradsby, Foulke&Foulke - move from 1848)
- 1849 British exports of railroad iron to the U.S. account for 57% of all British (iron?) exports. (Seely)
- 1849 Delaware Manufacturing Company, a wire mill at Trenton, N.J., fails and is purchased by Cooper & Hewitt for the purpose of diversifying after competition from imported British rails. (Nevins)
- 1849 E. & G. Brooke complete a rolling mill and nail works at Birdsboro, Pa. (Montgomery)
- 1849 Richard Jones establishes the Vulcan Iron Works at South Wilkes-Barre, Pa.; it becomes a major producer of mine and industrial locomotives, mine hoists, and other colliery machinery. (Munsell)
- 1849 John A. Wright & Co. purchase the Greenwood Furnace in Huntingdon County and the Freedom Iron Works near Lewistown, Pa. (explorepahistory.com)
- 1849 E.M. Norton, William Bailey, et al., form Norton, Bailey & Co. with a capital of \$40,000 and establish the Belmont Iron Works, the third large rolling mill and nail works at Wheeling, Va. (Scott)
- 1849 Muskegon, Mich., laid out on the site of a fur trading post established in 1812.
- c. 1849 Maryland Mining Company completes its Potomac Wharf branch railroad at Cumberland, running from the Red Rock near the Stone Bridge over Wills Creek on the National Road to the Cumberland Basin Company property at Water & Baltimore Streets, a distance of about 1 mile. (B&O Val)
- 1849 U.S. Army surveys 32nd parallel route for transcontinental railroad under Capt. Randolph B. Marcy and Lt. William H. Emory; southern route had relatively few obstacles but runs through unpopulated territory. (Taylor)
- 1849? Central Ohio Railroad opens between Zanesville and Newark. (ATMcKelvey - verify)

- 1849 Junction Railroad (Ohio & Ind.) organized; to build from Hamilton, Ohio, to Indianapolis; part of the route has been graded earlier. (ARJ)
- 1849 Eliam E. Barney and Ebenezer Thresher (1798-1886) establish the partnership of Thresher, Packard & Co. for the manufacture of wooden railroad cars at Dayton, Ohio; later the Barney & Smith Car Company. (Drury)
- 1849? Harlow gives this date for the incorporation of the Cincinnati, Lafayette & Chicago Railroad by Adams D. Earl and others of Lafayette to build to Kankakee; also formed a company later part of the Lake Erie & Western, which was used by the CL&C, Lafayette to Templeton; Green Book shows CL&C inc. 1870!!
- 1849 Pennsylvania passes a general incorporation law for manufacturing companies, passed under pressure from the Philadelphia Board of Trade. (Wainwright - verify PL)
- 1849 Main Line transporter Samuel M. Kier (1813-1874) begins selling “rock oil” drawn from his salt well at Tarentum, Pa., in Pittsburgh for medicinal purposes; over the next four years, Kier develops a high-pressure advertising campaign and sales network, eventually selling his oil directly through drug stores. (DerrickHndbk, Williamson/Daum)
- 1849 Rev. George N. Smith and James J. McLaughlin establish the first settlement at Northport, Mich. (Wakefield)