

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

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1856

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All data subject to correction and change

- Jan. 1, 1856 PRR extends its own telegraph line from Altoona to Harrisburg. (Wilson)
- Jan. 1, 1856 St. Charles Air Line Branch of Galena & Chicago Union Railroad opens between South Branch of Chicago River and Harlem (Oak Park) on the main line 10.25 miles west of Chicago; until bought out by the G&CU, this had been a scheme to parallel the G&CU line a few miles to the south. (Ystrdy&Tdy)
- Jan. 1, 1856 Pittsburgh & Steubenville Railroad fails to pay interest on the City of Pittsburgh bonds, which has to be paid by Pittsburgh. (ARJ)
- Jan. 1, 1856 First issue of the Altoona *Tribune* published. (Africa)
- Jan. 1, 1856 Henry A. Wise (1806-1876) inaugurated as Gov. of Virginia; Wise actively promotes internal improvements and industry as a means of making the state independent of the North; he seeks the support of the western part of the state, in part as a means of keeping the state united and independent of the North in the event of civil war; Wise supports the Covington & Ohio Railroad project. (DAB, Dunaway)
- by Jan. 1856 American Express Company begins operating over NYC and connections between New York and Chicago.
- Jan. 2, 1856 Cleveland & Pittsburgh Railroad appoints committee to negotiate with Steubenville & Indiana Railroad for connection at Steubenville. (MB)
- Jan. 3, 1856 Pittsburgh & Erie Railroad issues last financial statement showing a total of \$277,000 spent to Oct. 31, 1855.
- Jan. 3, 1856 Eben Newton of Canfield elected Pres. of the Ashtabula & New Lisbon

- Railroad, replacing Roger W. Griswold, who is in poor health. (MB)
- Jan. 4, 1856 Henry Hubbard elected VP of the Ashtabula & New Lisbon Railroad; the company orders opening a second office at Canfield. (MB)
- Jan. 5, 1856 New Jersey Railroad Board appoints a committee to monitor bills before the current session of the Legislature, for the New York & Erie Railroad, for extending the CNJ to Jersey City, and for an independent railroad from the northern part of Newark to Jersey City. (MB)
- Jan. 5, 1856 Joseph Cooper refuses to serve as a director of the Eaton & Hamilton Railroad; Dr. Lurton Dunham is elected, along with Archibald Campbell, Thomas McWhinney, George D. Hendricks, David M. Morrow, James E. Young, James H. McWhinney, James Neel, William Pottinger, John W. Erwin, Isaac Railsback and David Barnet; the directors pledge to equally endorse the company's debts. (MB)
- Jan. 7, 1856 Sunbury & Erie opens between Northumberland and Sunbury.
- Jan. 7, 1856 Charles Parry elected VP of the Indiana Central Railway. (MB)
- Jan. 7, 1856 Cincinnati & Chicago Railroad Board orders all employees and officers to facilitate track laying between Anderson and Kokomo; passes resolution praising former Superintendent Samuel B. Morse for his administration. (MB)
- Jan. 7, 1856 Lake Erie, Wabash & St. Louis Railroad opens from Fort Wayne to Huntington. (ARJ)
- Jan. 7, 1856 Herman Haupt joins Edward W. Serrell, William Galbraith, William Brown and Samuel Lane in Serrell, Haupt & Co. to build the Hoosac Tunnel; Haupt gets entangled in Serrell's old debts; Haupt raises capital from his PRR associates. (Ward)
- Jan. 8, 1856 Alexandria ordinance authorizes Alexandria & Washington Railroad to extend into city from the end of the Washington & Alexandria Turnpike at the head of Columbus Street to St. Asaph & Princess Streets. (Digest)
- Jan. 8, 1856 Cleveland, Columbus & Cincinnati Railroad Board writes off investment of \$10,000 in stock of Columbus, Piqua & Indiana Railroad and \$18,000 in Mississippi & Atlantic Railroad. (Marvin)
- Jan. 9, 1856 Robert McKelly elected Pres. pro-tem. of Ohio & Indiana Railroad, replacing Samuel Hanna; Joseph K. Edgerton elected a director. (MB)
- Jan. 11, 1856 Joint Companies Executive Committee revises schedules; drops the

- Tacony steamboat for the winter. (MB)
- Jan. 12, 1856 Bradys Bend Iron Works asks the Pittsburgh & Steubenville Railroad to double its collateral of mortgage bonds as security for its note of \$2,800. (MB)
- Jan. 1856 Longtime transporting merchant William Bingham (1808-1873) elected Mayor of Pittsburgh. (wiki - verify election date)
- Jan. 1856 PRR completes double track Tipton-Altoona, Carr's Tunnel-Greensburg and Irwin-Brintons. (AR)
- Jan. 1856 Maryland & Delaware Railroad breaks ground at Greensboro, Md. (ARJ)
- Jan. 1856 Democrats in Pennsylvania Legislature elect ex-Gov. William Bigler as U.S. Senator to succeed James Cooper.
- Jan. 14, 1856 Christopher Fallon reelected Pres. of West Chester & Philadelphia Railroad over Daniel Tyler by vote of 5,956 to 5,672, despite resignation in Aug. 1855. (MB)
- Jan. 14, 1856 John M. Dickey reports to the Philadelphia & Baltimore Central Railroad Board that he has failed to place the company's bonds in Europe. (MB)
- Jan. 14, 1856 Pittsburgh & Steubenville Railroad stockholder authorize the directors to lease the railroad to any party who will pledge to complete it in return for stock; Isaac Jones elected Pres. in place of James S. Craft. (MB)
- Jan. 14, 1856 Edward Miller elected Pres. of North Pennsylvania Railroad replacing Thomas S. Fernon (1818-1896), resigned; remains Chief Engineer. (Hare)
- Jan. 15, 1856 Pittsburgh & Steubenville Railroad fails to pay interest on the Allegheny County bonds, which has to be paid by the county. (ARJ)
- Jan. 1856 An even more severe winter than 1854-55; Delaware River is frozen solid at Philadelphia; cutting off commerce. (Scharf)
- Jan. 1856 Pa. Supreme Court upholds the constitutionality of the Erie & North East confiscation bill. (Kent)
- Jan. 1856 PRR begins crosstown omnibus connection to Ohio & Pennsylvania Railroad at Pittsburgh. (PassDept)
- Jan. 1856 Edmund Q. Sewall leaves the Delaware Railroad and PW&B to be Engineer & Superintendent of the Milwaukee & Watertown Railroad in Wisconsin. (RRBio - left Del RR 11/1/55 - MB)

- Jan. 1856 Future Lines West VP Jacob Nessly McCullough (1821-1891) first elected a director of the Cleveland & Pittsburgh Railroad. (MB)
- Jan. 1856 Marion & Mississinewa Valley Railroad Pres. James H. Goodman reports on the financial irregularities of the past three years; Henry Peirce now claims that William B. Cubberly has signed the side contract making them responsible for the \$54,000 in illegally issued Marion & Logansport bonds without his knowledge; most of the subscriptions, particularly to the Marion & Logansport, were made in land entered at 2 to 3 times its actual value; this works against new subscriptions by those who would pay cash. (MB)
- Jan. 1856 Ohio & Mississippi Railroad now selling at 2½ cents on the dollar; an association of New York capitalists, including William H. Aspinwall, Charles Gould, David Leavitt, David Hoadley and E.J. Woolsey, have offered to complete the line for \$10 million in bonds. (ARJ)
- Jan. 16, 1856 Steubenville & Indiana Railroad Board resolves to defer construction of connections to other railroads to conserve money. (MB)
- Jan. 16, 1856 Marion & Mississinewa Valley Railroad Board resolves not to resume work until \$100,000 is raised by the additional sales of stock; Chief Engineer Isaac Young reports that the grading of the Eastern Division can be completed this coming season. (MB)
- Jan. 17, 1856 First coal train runs through from Sugar Loaf Mines above Mauch Chunk on Lehigh Valley Railroad to Trenton via Belvidere Delaware Railroad using lower level of Easton Bridge; coal cars use wide-tread wheels to negotiate gauge difference between standard and 4'-10". (StGaz)
- Jan. 17, 1856 Steubenville & Indiana Railroad Board authorizes creation of \$400,000 in Income bonds. (MB)
- Jan. 17, 1856 East end of Peoria & Oquawka Railroad opens between Peoria and Brimfield, Ill.
- Jan. 19, 1856 New Jersey Railroad Board declines to operate a Sunday morning line; approves a memorial to the Legislature against the New York & Erie Railroad bill. (MB)
- Jan. 20, 1856 Lake Erie, Wabash & St. Louis Railroad opens to Wabash, Ind. (Helm/Wabash)
- Jan. 21, 1856 Joint Companies Executive Committee appoints an emigrant agent at Pier No. 1, New York. (MB)

- Jan. 21, 1856 Maryland & Delaware Railroad Board orders a location from near Hillsborough to the Delaware state line near Greensboro. (MB)
- Jan. 21, 1856 Herman Haupt lays out the village of Tipton, Pa., on the PRR 10 miles east of Altoona and at the beginning of a plank road leading to Clearfield, where Haupt and his associates have other interests. (Africa)
- Jan. 22, 1856 Bill to give CNJ power to extend to Jersey City by bridging Newark Bay introduced in N.J. Senate; opposed by New Jersey Railroad and City of Newark; CNJ, whose traffic has been growing more quickly, is dissatisfied with NJRR service, congestion, flooding in the Meadows and snow drifts in the Bergen Cut; bill is successfully blocked in the Legislature for several years. (SJrnl, StGaz, NJJrnl)
- Jan. 22, 1856 Delaware Railroad opens between Middletown and Dover. (, AR)
- Jan. 23, 1856 Joint Companies Executive Committee approves a three-year loan of \$100,000 at 7% from William B. Astor. (MB)
- Jan. 23, 1856 Allegheny Valley Railroad opens between Crooked Creek and Kittanning (2.0 miles). (AR, Val)
- Jan. 23, 1856 Creditors of the Central Ohio Railroad meet; consider funding the floating debt into Fourth Mortgage bonds. (ARJ)
- Jan. 23, 1856 Collins liner *Pacific* departs Liverpool with 288 passengers and crew for New York and is never seen again; when the ship does not arrive in New York, it is thought that it has become stuck in the ice off Newfoundland, but rescue ships find no trace; in the 20th century, the wreck is located in the Irish Sea, indicating it sank soon after departure; following the 1854 loss of the *Arctic*, the sinking brands the Collins line as jinxed, compared to the enviable safety record of the rival Cunard Line. (NYT, Kouwenhoven, Morrison, RD Wood)
- Jan. 24, 1856 George W. Cass first elected a director of Ohio & Pennsylvania Railroad. (MB)
- Jan. 24, 1856 In a message to Congress on the Kansas question, Pres. Franklin Pierce declares the anti-slavery Kansas government based at Topeka to be in rebellion. (NYT)
- Jan. 25, 1856 In response to request from Springfield, Mt. Vernon & Pittsburgh Railroad for further aid, Ohio & Pennsylvania Railroad Board orders examination by committee. (MB)

- Jan. 26, 1856 John F. Winslow writes to Erastus Corning suggesting that the NYC get control of the Hudson River Railroad, half of whose shares can be bought for about \$700,000; Corning ignores him, preferring the reliance on cheaper steamboat lines to reach New York City. (Neu)
- Jan. 29, 1856 Allegheny Valley Railroad holds a formal opening excursion to Kittanning; regular revenue service begins Jan. 30. (AR)
- Jan. 30, 1856 Ashtabula & New Lisbon Railroad Board authorizes placing the line under contract between the Cleveland & Mahoning Railroad at Niles and Austintown. (MB)
- Jan. 30, 1856 North Carolina Railroad opens over its whole length from Goldsboro to Charlotte via Raleigh, Hillsboro and Greensboro; extends southern standard-gauge network to south central North Carolina; by looping to the north instead of running in a straight line, the road becomes important as a north-south link in connection with lines leading north into Virginia and south into South Carolina, which have better ports and are more attractive trading centers for residents of the North Carolina Piedmont; the original intent of an all-North Carolina east-west line feeding North Carolina's inferior ports is abandoned, highlighting divisions between the growing Piedmont and the stagnating Coastal Plain, which are further aggravated by the fact that the state owns 75% of the stock; the NCRR will become an important battleground of the PRR's attempts to extend its influence into the South after the Civil War. (ICC, Brown)
- Jan. 31, 1856 Eastern stockholders of the Madison & Indianapolis Railroad meet at New York to consider the company's financial condition and relieving its embarrassments; to pay the debt to the State of Indiana and overdue interest on the First and Second Mortgage bonds and interest due June 1; urge an assignment to Frederick H. Smith. (MB)
- Early 1856 Duff Green tries to obtain a charter for his proposed Railroad Trust Company from New Jersey, but the bill is defeated; the company would finance his projected trunk line from New Orleans to Mazatlan, Mexico; after the Panic of 1857, Green will get what he wants when Pennsylvania charters the Pennsylvania Fiscal Agency in 1859; it in turn will morph into the infamous Credit Mobilier of America. (Green)
- Early 1856 Work is suspended on the Clinton Line Railroad and Clinton Line Extension Railroad because of a failure of local subscriptions; work is never resumed. (Perrin)
- Feb. 1, 1856 PRR agrees with Winslow, Lanier & Co. to pay \$35,000 interest due on Ohio & Indiana bonds 50-50. (MB)

- Feb. 1, 1856 Philadelphia ordinance authorizes PRR to repair City Railroad east of 8th & Market Street at own expense, with cost to be deducted from tolls. (Digest)
- Feb. 1, 1856 West Chester & Philadelphia Railroad opens for revenue service between Media and Rockdale (Glen Riddle).
- Feb. 1, 1856 Quincy Branch of the CB&Q opens, creating a seventh line between Chicago and the Mississippi River. (CHTaylor)
- Feb. 2, 1856 Joseph Casey returns to Erie and takes possession of Erie & North East Railroad for the state. (Kent)
- Feb. 4, 1856 Senate resolution asks for an investigation to see about removing the track of the Alexandria & Washington from 1st Street and Maryland Avenue. (CongGlobe)
- Feb. 4, 1856 PRR stockholders' meeting orders investigation of Springfield, Mount Vernon & Pittsburgh Railroad and making further advance of \$60,000 only if in sound condition. (MB)
- Feb. 4, 1856 Tom Scott attends his first meeting of the Ohio & Pennsylvania Railroad Board; Board resolves to rent the Alliance Station House at \$1,000 per year. (MB)
- Feb. 4, 1856 Eastern stockholders of the Madison & Indianapolis Railroad hold a second meeting; Dr. E.W.H. Ellis agrees to resign as Pres. in favor of Frederick H. Smith; refuse the offer of the Peru & Indianapolis Railroad to lease the M&I. (MB)
- Feb. 4, 1856 Memphis & El Paso & Pacific Railroad renamed Memphis, El Paso & Pacific Railroad; receives 262,400-acre land grant from Texas; is to build from present-day Texarkana to El Paso. (ICC)
- Feb. 5, 1856 William W. Longstreth elected Pres. of the Lehigh Valley Railroad, replacing James M. Porter, who declines reelection; J. Gillingham Fell elected a director. (MB)
- Feb. 5, 1856 Attica & Allegany Valley Railroad sold at foreclosure after grading about 25 miles between Attica and Arcade, N.Y.; lies dormant until 1870, when the short line Arcade & Attica Railroad is incorporated. (NYState, RRH 76)
- Feb. 6, 1856 McKean & Elk Land & Improvement Company incorporated; controlled by Thomas Struthers, John Kintzing Kane, Thomas Leiper Kane (1822-1883), et al.; owns 132,000 acres originally owned by the Holland Land

Company and acquired from Struthers and William A. Irvine; Thomas L. Kane made resident agent; they will influence the location of the Sunbury & Erie Railroad. (PL, Rosenberger)

- Feb. 6, 1856 North Western Railroad holds annual meeting at Butler, Pa. (ARJ)
- Feb. 6, 1856 Ohio & Pennsylvania Railroad notifies the Springfield, Mt. Vernon & Pittsburgh Railroad that it will pay no further installments. (MB)
- Feb. 7, 1856 Pennsylvania act permits PRR to acquire tract on Liberty Street in Pittsburgh now occupied by St. Patrick's Roman Catholic Church and burying ground. (PL)
- Feb. 7, 1856 Philadelphia Select Council passes a bill for paying the balance of \$1.05 million on the city's subscription to Sunbury & Erie Railroad. (PhlCmmrclLst)
- Feb. 7, 1856 Meeting held at the Philadelphia Board of Trade to find some means of keeping the Delaware River open in winter. (Scharf)
- Feb. 7, 1856 Delaware Railroad Board authorizes the purchase of the Dona Steam Boat, Transportation & Freighting Company property at Dona Landing. (MB)
- Feb. 7, 1856 Pittsburgh & Steubenville Railroad Board appoints Chief Engineer David Mitchell, Jr., to attend a meeting of the through lines to the west called by Thomas L. Jewett of the Steubenville & Indiana Railroad for Feb. 12. (MB)
- Feb. 7, 1856 Steubenville & Indiana Railroad Board repeals resolution authorizing \$400,000 in income bonds and substitutes \$600,000 in Third Mortgage bonds. (MB)
- Feb. 8, 1856 Robert E. Neil, Benjamin E. Smith, Amasa Stone and Thomas L. Jewett elected directors of the Columbus, Piqua & Indiana Railroad; Stone later declines election. (MB)
- Feb. 1856 Columbus, Piqua & Indiana Railroad elects new Board including William Neil, Thomas L. Jewett of Steubenville & Indiana Railroad, and Columbus banker Benjamin E. Smith. (Marvin)
- Feb. 11, 1856 New Jersey Railroad signs a new contract with the New York & Erie Railroad. (MB)
- Feb. 11, 1856 Joint Companies Executive Committee renews James Flanagan's contract to operate a towing service between Fairmount and Bordentown for the Delaware & Raritan Canal Company, but declines his request to operate

between Port Richmond and Bordentown as well; approves an agreement with Thomas Fitzgibbons to place advertising cards in passenger cars. (MB)

- Feb. 11, 1856 William Bigler resigns as President of Sunbury & Erie following election to the U.S. Senate; post is offered to ex-PRR Pres. Samuel Vaughan Merrick, who stipulates that all old directors resign, old contracts be cancelled, and contractors be barred from voting stock they have received for construction. (ARJ, Rosenberger)
- Feb. 11, 1856 Dayton & Western Railroad Board receives an offer from Henry C. Lord to act as an intermediary in the sale of Third Mortgage bonds at 20 if the stockholders take \$20,000. (MB)
- Feb. 12, 1856 Jephtha H. Wade agrees with the PRR to build a telegraph line on the House patents on poles which the PRR is erecting between Philadelphia and Pittsburgh for its own use; Wade then forms an association known as the Pennsylvania Telegraph Company. (Thompson)
- Feb. 12, 1856 Lehigh Valley Railroad committee reports to Board that the company owns only 4 passenger cars and 6 locomotives; of the two passenger trains, one is made up of locomotive and cars of the CNJ; freight is carried in the cars of Howard & Co. and coal in the cars of Packer, Carter & Co.; recommends building its own coal cars and establishing a place to load coal for the Delaware Division Canal to gain a haul on the Lehigh Coal & Navigation Company; also recommends building an extension to Tamaqua, but there is no money. (MB)
- Feb. 12, 1856 Jeddo & Carbon County Railroad renamed Lehigh & Luzerne Railroad and empowered to extend a branch down Black Creek the length of the coal basin. (PL, Baird)
- Feb. 13, 1856 Columbus & Xenia and Little Miami Railroad appoint committee to meet with J. Edgar Thomson re aid sought by Springfield, Mount Vernon & Pittsburgh Railroad from PRR, O&P and LM. (MB)
- Feb. 13, 1856 William Neil elected Pres. of the Columbus, Piqua & Indiana Railroad ; M.G. Mitchell, who declines reelection, is elected VP; John R. Hilliard appointed Superintendent. (MB)
- Feb. 13, 1856 New York & Mississippi Valley Printing Telegraph Company leases the Ohio & Mississippi Telegraph Company (Louisville-St. Louis), breaking up James D. Reid's National Lines, the system originally founded by Henry O'Reilly. (Thompson)
- Feb. 14, 1856 Columbus, Piqua & Indiana Railroad Board appoints M.G. Mitchell and

Joseph Ridgway to visit New York and Philadelphia and make accommodations with the bondholders; Amasa Stone declines to serve as director. (MB)

- Feb. 14, 1856 Jeffersonville Railroad Board authorizes applying to the City of Jeffersonville for the right to extend to the Ohio River via a track either in Wall Street, Locust Street or a private right of way between them. (MB)
- Feb. 14, 1856 Scranton, Pa., incorporated as a borough. (Munsell)
- Feb. 15, 1856 Sherman Valley & Broad Top Railroad Company, the future South Pennsylvania Railroad, organized. (MB)
- Feb. 15, 1856 W. Milnor Roberts, Charles N. Watts, Sanford J. Smith, et al., of St. Louis make an offer to lease the Pittsburgh & Steubenville Railroad, which is rejected. (MB)
- Feb. 15, 1856 Columbus, Piqua & Indiana Railroad Board orders M.G. Mitchell and Joseph Ridgway to propose to Wood, Morrell & Co. (Cambria Iron Works) to extend the time for delivering 1,400 tons of rails; Benjamin E. Smith, William Neil and Joseph Ridgway constituted a new Executive Committee. (MB)
- Feb. 15, 1856 New York, Albany & Buffalo Telegraph Company leases Hiram Sibley's New York State Printing Telegraph, making it a part of what will soon become the Western Union system. (Thompson)
- Feb. 15, 1856 Mobile & Great Northern Railroad incorporated in Alabama. (ICC)
- Feb. 1856 Lehigh Valley Railroad locates a line up Mahoning Creek from Lehighon to Tamaqua to tap the Schuylkill Anthracite Region; not built because of poor financial conditions. (MChunkGaz)
- Feb. 1856 Pittsburgh & Steubenville Railroad submits an offer to Allegheny County and the City of Pittsburgh to lease its property to Roberts, Watts, et al., which is rejected. (ARJ)
- Feb. 1856 Fort Wayne & Chicago Railroad opens between Fort Wayne and Columbia City, Ind. (Church - Sanders says 1/56 used open freight car with boards for seating)
- Feb. 1856 William Hasell Wilson visits Fort Wayne to examine conditions of PRR's western extensions; travels over route of Fort Wayne & Chicago Railroad with Jesse L. Williams; at Chicago, finds that all intercourse with the East is via New York, that Philadelphia newspapers are all but unavailable and that the best Philadelphia bank notes are not accepted. (Wilson)

- Feb. 1856 Andrew Constant Vauclain (1809-1887) arrives at Altoona to be shop foreman for the PRR. (Crimmins)
- Feb. 1856 F.H. Smith of New York elected Pres. of Madison & Indianapolis Railroad, replacing E.W.H. Ellis. (Blank)
- Feb. 1856 William Jackson Palmer tours the deep copper mines of Cornwall. (Fisher)
- Feb. 16, 1856 New Jersey Railroad Board authorizes buying coal-burning locomotives. (MB)
- Feb. 18, 1856 Yellow Springs, Ohio, incorporated as a village. (Broadstone)
- Feb. 19, 1856 Chartiers Valley Railroad asks Washington County for its \$100,000 subscription; Board also meets with the Hempfield Railroad to discuss the joint operation of a Pittsburgh-Wheeling line; authorizes Pres. J.K. Moorhead and Engineer David Mitchell, Jr., to try to sell the county bonds in Philadelphia. (MB)
- Feb. 20, 1856 Coopers Point & Philadelphia Ferry Company incorporated in N.J. to operate between Coopers Point and Vine Street with a capital of \$100,000; acquires Coopers Point ferry property from Joseph W. Cooper (1799-1871); incorporators include Joseph W. Cooper, Samuel R. Lippincott, John C. DaCosta, Benjamin W. Cooper (1805-1863), Walter D. Bell, et al. (PL, Val, C&C, Prowell)
- Feb. 20, 1856 PRR Board refuses to purchase PW&B depot at 11th & Market, which it now leases, and authorizes construction of own depot on Market between 4th and 5th. (may not have been built) (MB)
- Feb. 20, 1856 Philadelphia Board of Trade tries an experiment of breaking up ice in Delaware River with gunpowder; ice blockade lasts until early March. (Scharf)
- Feb. 21, 1856 Northern Central Railway Board authorizes a contract with the Trevorton Coal & Railroad Company to carry anthracite coal to Baltimore; NC's share of the rate to be \$1.60 per ton. (MB)
- Feb. 21, 1856 Twenty-one leading members of the Philadelphia business community write to Samuel V. Merrick pleading with him to accept the presidency of the Sunbury & Erie Railroad. (Wilson)
- Feb. 21, 1856 New Jersey act authorizes New York & Erie Railroad to extend the Paterson & Hudson River Railroad to the Hudson River, eliminating the need to use the New Jersey Railroad & Transportation Company. (PL)

- Feb. 22, 1856 American (Know-Nothing) Party National Convention begins in Philadelphia; it nominates Millard Fillmore for Pres. and Andrew Jackson Donelson for VP; the combination of a northern pro-slavery Whig and a southern slaveholder splits the party, causing the anti-slavery elements to break away as the North American Party. (Coleman)
- Feb. 22, 1856 The new Republican Party, composed of breakaway Free-Soil Democrats and anti-slavery Whigs, convenes a national convention at Pittsburgh to establish a national party organization; they manage to stifle overt displays of nativism to hold the anti-slavery Germans of the Midwest, who are becoming an important constituency; Simon Cameron, David Wilmot, Thaddeus Stevens, and James Kennedy Moorhead have joined the Republicans. (Coleman)
- Feb. 22, 1856 Sacramento Valley Railroad, first in California, opens between Sacramento and Folsom.
- Feb. 23, 1856 Christopher Fallon declines to accept election as Pres. of West Chester & Philadelphia Railroad, as company has refused to accept his offer to rescue it; Samuel J. Sharpless resigns as manager; J. Lacey Darlington elected Pres. pro tem. (MB)
- Feb. 23, 1856 Samuel Vaughan Merrick accepts the presidency of the Sunbury & Erie Railroad. (Wilson)
- Feb. 23, 1856 Richard D. Wood agrees to take a portion of the new loan of the Columbus, Piqua & Indiana Railroad. (Wood)
- Feb. 23, 1856 Former Jacksonian Canal Commissioner Edward B. Hubley (1792-1856) dies at Philadelphia. (CongBio)
- Feb. 25, 1856 Dr. E.W.H. Ellis resigns as Pres. of the Madison & Indianapolis Railroad. (MB)
- Feb. 26, 1856 Long Dock Company incorporated in N.J. to tunnel Bergen Hill and build a ferry terminal in the northern part of Jersey City in the interest of the New York & Erie Railroad; NY&E Pres. Homer Ramsdell has secretly acquired 212 acres of waterfront land on the north side of Harsimus Cove. (PL, Mott)
- Feb. 26, 1856 City of Philadelphia authorizes borrowing \$1,050,000 to pay installments on its Sunbury & Erie Railroad stock. (Digest)
- Feb. 26, 1856 State of Indiana's interest in Madison & Indianapolis Railroad conveyed to company under agreement of Apr. 12, 1855, return for \$75,000 in Indiana

- 5% stock; in 1852, state had demanded \$300,000 in cash. (Church)
- Feb. 26, 1856 Richard D. Wood finally succeeds in placing his new cotton mill at Millville in operation. (Wood)
- Feb. 27, 1856 Senate committee reports that the question of the Alexandria & Washington Railroad tracks in 1st Street & Maryland Avenue involves private charter rights and is best addressed through the courts. (CongGlobe)
- Feb. 27, 1856 Virginia act authorizes Alexandria & Washington Railroad to issue \$100,000 in bonds to finance completion of work. (PL, Digest)
- Feb. 27, 1856 Ohio & Indiana Railroad committee reports that it has gone to Pittsburgh and Philadelphia and has arranged to pay Feb. 1 interest with advances from PRR and Winslow, Lanier & Co. (MB)
- Feb. 27, 1856 Lehigh Valley Railroad stockholders authorize an issue of \$500,000 in First Mortgage bonds to pay for equipment, double-tracking, etc.; Board allows the Thomas Iron Company to run iron ore and limestone from mines near Bethlehem to its Hokendauqua furnaces with its own locomotives. (MB)
- Feb. 27, 1856 Maryland act authorizes the Cumberland & Pennsylvania Railroad to extend from its terminus near Frostburg down the valley of Georges Creek to the boundary of the Georges Creek Coal & Iron Company and the Aspinwall lot; company is relieved from building to the Pennsylvania state line. (PL)
- Feb. 27, 1856 Maryland act authorizes the City of Cumberland to subscribe \$300,000 to the Pittsburgh & Connellsville Railroad. (PL)
- Feb. 28, 1856 Cincinnati, Wilmington & Zanesville Railroad issues \$1.1 million Third Mortgage bonds, secured by mortgage to Robert Buchanan, James P. Kilbreth and S.P. Bishop, to be used to retire Income bonds and fund floating debt. (Church)
- Mar. 1, 1856 New Jersey Railroad appoints Jeremiah Van Rensselaer (1812?-1874) Executive Assistant of Transportation. (MB)
- Mar. 1, 1856 Terre Haute & Alton Railroad opens for revenue service between Mattoon and Pana, Ill., where it meets the western division, completing the line from Alton to Terre Haute; financed by New York and Massachusetts capitalists; first railroad to reach St. Louis area directly from the East. (ARJ, GrnBk, Church)

- Mar. 1, 1856 East end of Peoria & Oquawka Railroad opens between Brimfield and Elmwood, Ill.
- Mar. 1, 1856 Pacific Railroad (Mo.) opens to Jefferson City. (ARJ)
- Mar. 3, 1856 Herman Haupt takes a seat on the PRR Board as a City director. (B&K)
- Mar. 3, 1856 Philadelphia merchant Thomas Mellon (1789-1866) is elected to the PRR Board, beginning over a century of Mellon family representation; PRR sources confuse him with his nephew Thomas Mellon (1813-1908) of Pittsburgh, but Mellon family sources indicate it is the uncle; the younger Mellon, who is the real founder of the family fortune, is particularly hostile to the railroad debts being incurred by Pittsburgh and Allegheny County and not noticeably friendly to railroad companies. (B&K, Mellon)
- Mar. 4, 1856 Long Dock Company organized. (ICC)
- Mar. 4, 1856 Western Union Telegraph Company incorporated under the laws of Wisconsin. (Thompson)
- Mar. 1856 Joseph Casey leases the Erie & North East Railroad to the Buffalo & State Line Railroad for operation; sparks resentment by Erie "Rippers." (Kent)
- Mar. 1856 The ice blocking the Delaware River in front of Philadelphia finally breaks up. (Scharf)
- Mar. 5, 1856 Georgia Air Line Railroad incorporated in Georgia by Lemuel P. Grant and Jonathan Norcross, numbered among the founders of Atlanta, to build a portion of a direct line between Atlanta and Charlotte, N.C.; Norcross is Pres.; company remains moribund until after the Civil War, when the PRR advances funds for its completion (ICC, BDavis)
- Mar. 6, 1856 Maryland act authorizes Philadelphia & Baltimore Central Railroad to bridge the Susquehanna River. (PL)
- Mar. 6, 1856 Maryland act authorizes the Worcester Railroad to consolidate with the Raritan & Delaware Bay Railroad (N.J.), the Lewes & Millsboro Railroad (Del.) and the North & South Railroad (Va.) to form the New York & Norfolk Air Line Railroad. (PL)
- Mar. 6, 1856 Maryland act appoints three new trustees to sell property and franchise of old Franklin Railroad in Maryland, as previous purchaser, Chambersburg, Greencastle & Hagerstown Railroad, has failed to begin relaying it within time allotted; purchasers may form a new company called the Franklin Railroad and extend line across Potomac River. (Digest)

- Mar. 6, 1856 Pittsburgh & Steubenville Railroad Board authorizes transferring all the iron, ties, etc., in Washington County to Pres. Isaac Jones and director James Schoonmaker. (MB)
- Mar. 7, 1856 Elisha C. Litchfield and others of New York makes a proposition to the Cincinnati & Chicago Railroad to complete the line. (MB)
- Mar. 7, 1856 Virginia act removes restrictions on the North Western Virginia Railroad, providing it guarantees the payment of B&O dividends to the City of Wheeling; also eliminates requirement that the B&O double-track its line between Cumberland and Wheeling. (PL)
- Mar. 8, 1856 Kent County Railroad Company incorporated in Maryland to build from Chesapeake Bay or the Chester River in Kent County to the Sassafras River or a connection with the Queen Anne's & Kent Railroad. (PL, Val)
- Mar. 8, 1856 Queen Annes & Kent Railroad Company incorporated in Maryland to build from Centreville to Fredericktown and on to Elkton. (PL, Val)
- Mar. 8, 1856 Pennsylvania act authorizes the Lehigh Valley Railroad to build from Easton up the Lehigh River Valley to the mouth of Mahoning Creek and up Mahoning Creek to connect with the Little Schuylkill Railroad near Tamaqua; also to connect with the Beaver Meadow Railroad. (PL)
- Mar. 8, 1856 Former PW&B Pres. M. Brooke Buckley (1794-1856) dies. (MB, NrhAm)
- Mar. 9, 1856 Reading & Lehigh Railroad incorporated by group of Reading, Pa., businessmen headed by Edward M. Clymer (1822-1883) to build from Reading to Allentown; courts New York and CNJ support and becomes a rival to the Allentown Railroad as a potential link between the PRR and New York. (PL, Hare - see 4/9?)
- Mar. 9, 1856 Huntingdon & Broad Top Mountain Railroad & Coal Company completes its bridge at Saxton. (Poor)
- Mar. 10, 1856 Joint Companies Executive Committee authorizes settling claims with the Commercial Transportation Company for the use of the Delaware & Raritan Canal; tolls are to be the same this year. (MB)
- Mar. 10, 1856 Maryland act authorizes New Castle & Frenchtown to abandon line between Rodney and Frenchtown; may use the materials to build the Elkton & Sassafras River Railroad. (PL, Val)
- Mar. 10, 1856 Elkton & Sassafras River Railroad incorporated in Maryland to build from Elkton to the Sassafras River at or near Fredericktown; granted the

property of the old Eastern Shore Railroad. (PL)

- Mar. 10, 1856 Second Louisville Bridge Company incorporated in Kentucky to build a railroad bridge across the Ohio River; no work done under this act. (LBco AR, Church)
- Mar. 11, 1856 Pennsylvania Company for Insurances on Lives & Granting Annuities makes an offer of land at League Island for the PRR's proposed terminal on the Delaware River; will grant 25 acres free and the rest at reasonable prices. (Pam)
- Mar. 11, 1856 Little Miami Railroad Board hears a petition from the citizens of Lebanon, Ohio, for a branch line. (MB)
- Mar. 12, 1856 Joint Companies Executive Committee approves an agreement with Capt. Shultz to exchange the Camden & Amboy steamboat *Thistle* for his *Nimrod*; accept the offer of John C. Stevens, Edwin A. Stevens and Robert L. Stevens to take over the New Brunswick route with their steamboat *Passaic*. (MB)
- Mar. 13, 1856 Pennsylvania act bars canal supervisors from making contracts in excess of appropriations and makes any such excess recoverable from them at law rather than from the state; makes quick response in repairs more difficult; three supervisors who have amassed debts of \$500 to \$23,500 are replaced. (CC)
- Mar. 13, 1856 Hope Express Company incorporated in N.J., by Aaron D. Hope, et al.; operates over CNJ and its connections. (PL)
- Mar. 13, 1856 Gloucester Farm & Town Association in Atlantic County, N.J., changes its development plans and orders laying out the 1.25 mile wide strip between its towns of Pomona and Gloucester as "Egg Harbor City"; it runs at right angles from the Camden & Atlantic Railroad to the Mullica River; the town consists of blocks 330 x 600 feet; every seventh avenue is to extend through the outlying farming district, defining blocks containing two rows of six 20-acre farms each; there is to be a large central park of 500 acres built around the old Gloucester Furnace Lake and a port development on the Mullica River; the development is promoted as a haven for German immigrants; after the Panic of 1857, the settlers accuse the brothers William Schmoele and Henry Schmoele of diverting funds to their private schemes and not spending them on improvements. (Hall)
- Mar. 13, 1856 Westbound mail train on Ohio & Pennsylvania Railroad leaves Pittsburgh with 13 cars behind double-headed locomotives. (PittsGaz)
- Mar. 13, 1856 Nicholson Run & Pine Swamp Railroad & Coal Company renamed New

Castle & Darlington Railroad. (Church)

- Mar. 14, 1856 N.J. Senate postpones a bill to allow the CNJ to extend from Elizabethport to Jersey City, crossing Newark Bay on a long bridge; the bill is opposed by Newark shipping interests and the New Jersey Railroad. (SenJrnl)
- Mar. 14, 1856 Salem Railroad incorporated in N.J. to build from point on West Jersey Railroad to Salem. (Val)
- Mar. 14, 1856 Buffalo & Bradford Railroad incorporated in Pa. to build from the New York state line up the valley of Tunungwant Creek to coal mines in McKean County. (PL, Minor)
- Mar. 15, 1856 Camden & Philadelphia Steam Boat Ferry Company ferryboat *New Jersey*, departs Walnut Street at about 8:00 PM with about 100 passengers on an ice-choked river; finding the Windmill Island Canal blocked, the boat turns to pass around the north side of Smiths Island; when opposite Arch Street, fire is discovered issuing from around the smokestack; the captain tries to make for Arch Street, but when about 30 feet from the dock, the wheelhouse collapses; the ferry drifts northwards out of control on the tide back to mid-stream and burns off the Philadelphia shore with 48 killed; ice prevents others from effecting a rescue; boilers later found to be defective. (PubLdgr, Scharf, Boyer)
- Mar. 15, 1856 Western Transportation Company incorporated in Pennsylvania by Tom Scott and others in the interest of the PRR with a capital of \$300,000 to take over the contract to build and operate the Pittsburgh & Steubenville Railroad. (PL, Digest)
- Mar. 1856 A 200-foot section of the Allegheny Mountain Tunnel that was only timbered collapses in freezing weather and is then brick-arched. (Sell)
- Mar. 1856 Huntingdon & Broad Top Mountain Railroad & Coal Company completes 4 miles of the Shoups Run Branch from Saxton to its own mines at Dudley. (ARJ, Baughman)
- Mar. 1856 Elias Fassett assumes the presidency of the Central Ohio Railroad which is struggling under a large floating debt incurred by construction; the company decides that all income should be applied to operating expenses for the time being. (Studer)
- Mar. 1856 Future banker George F. Baker (1840-1931) becomes a clerk in the New York State Banking Dept., through the influence of his father George Ellis Baker (1816-1887), who has been a Whig state representative and is a friend of William H. Seward and recently appointed secretary to Gov. Myron H. Clark; young Baker also becomes secretary of the Young Men's

Association of Albany, in which capacity he arranges public lectures by the likes of Henry Ward Beecher, Charles Sumner, Wendell Phillips, Edward Everett and Ralph Waldo Emerson; he also has to hand-number bank notes, which may or may not have something to do with his later penchant for order and regularity in business. (Logan)

- Mar. 1856 North American Kerosene Gas Light Company, founded by Canadian Abraham Gesner (-1864), begins marketing kerosene, distilled from coal, as a superior illuminating oil, with less smoke or possibility of explosions. (Williamson/Daum - was ad in 3/1/56 ARJ - verify patent?)
- Mar. 16, 1856 PW&B raises local fares. (MB)
- Mar. 17, 1856 Cincinnati & Chicago Railroad Board orders half of the gross earnings of the line between Anderson and Richmond set aside to pay the company's debts. (MB)
- Mar. 17, 1856 Virginia act orders a halt to all construction of internal improvement projects except the Blue Ridge Railroad and Covington & Ohio Railroad until the state's bonds again sell at par; overdue drafts due to the internal improvement companies are to be paid in 6% interest-bearing certificates. (PL, Goodrich)
- Mar. 18, 1856 Madison & Indianapolis Railroad makes final deposit of \$75,000 in 5% state bonds, completing purchase from state of Indiana. (Blank)
- Mar. 19, 1856 At request of Ohio & Pennsylvania Railroad, PRR Board appoints conference committee to jointly examine state of Ohio & Indiana and Springfield, Mt. Vernon & Pittsburgh. (MB)
- Mar. 19, 1856 PRR Board authorizes purchase of two locomotives from Ross Winans of Baltimore at \$9,300 each. (MB)
- Mar. 20, 1856 Lake Erie, Wabash & St. Louis Railroad opens from Fort Wayne to Logansport. (Helm/Carroll, ARJ)
- Mar. 21, 1856 In the wake of the *New Jersey* disaster, the Camden & Philadelphia Steam Boat Ferry Company orders all ferries to have a lifeboat, cork life preservers and fire buckets and axes. (MB)
- Mar. 22, 1856 New Jersey Railroad Board assents to substituting the Hoboken Lane & Improvement Company's steamboat *Passaic* for the New Brunswick Steamboat Company's *John Neilson* on the New York-New Brunswick run. (MB)
- Mar. 24, 1856 Trevorton & Susquehanna Railroad merged with the Mahanoy &

Shamokin Improvement Company to form the Trevorton Coal & Railroad Company; amount of coal land is increased from 3,000 acres to 4,500 acres. (PL, Hare)

- Mar. 24, 1856 Sen. John B. Weller of California reports his own Pacific Railroad Bill, for a single road whose location is to be picked by the contractor, from the Select Committee on the Pacific Railroad; its progress is blocked by Sen. Stephen A. Douglas of Illinois and Jesse D. Bright (1812-1875) of Indiana, who want a bill for three roads. (CongGlobe)
- Mar. 26, 1856 PRR Road Committee hears report of William Hasell Wilson on Ohio & Indiana and Fort Wayne & Chicago Railroads; considers best mode of aiding O&I; authorizes J. Edgar Thomson and George W. Cass to prepare report. (MB)
- Mar. 26, 1856 Protest meeting held in Philadelphia to oppose chartering a street railroad to operate on 5th & 6th Streets between Frankford and Southwark; organizers intimate that it is a plot of the Camden & Amboy Railroad to build a link to the PW&B. (Scharf)
- Mar. 26, 1856 Delaware Railroad Board appoints a committee to negotiate the sale of the steamboat *Zephyr*, intended for the Dona Landing-Philadelphia link, to the PW&B for \$10,000; the company had bought the steamboat and landing to prevent the formation of an opposition line. (MB)
- Mar. 27, 1856 Jeffersonville Railroad Board appoints a committee to purchase a right of way to the Ohio River bank at Jeffersonville. (MB)
- Mar. 27, 1856 Richard D. Wood finally sells all his interest in the Rough & Ready Furnace to L. T. Watson at cost, having lost \$12,000 in two years. (Wood)
- Mar. 28, 1856 PRR Road Committee hears report of Thomson and Cass and orders it printed for public; Delano, Fish and Roberts of Springfield, Mount Vernon & Pittsburgh Railroad make presentation, but Committee takes no action on aid. (MB)
- Mar. 28, 1856 J. Edgar Thomson, George W. Cass, Robert McKelly and Joseph K. Edgerton sign agreement calling for merger of Ohio & Pennsylvania Railroad, Ohio & Indiana Railroad and Fort Wayne & Chicago Railroad into Pittsburgh, Fort Wayne & Chicago Railroad and for advances by PRR and O&P to the other two to pay the coupons and finish the Fort Wayne & Chicago. (Church)
- Mar. 30, 1856 Chicago, Burlington & Quincy Railroad (CB&Q) and Galena & Chicago Union Railroad begin operating passenger trains into the lakefront terminal of the Illinois Central Railroad over the new St. Charles Air Line

track of the IC. (RRH)

- Mar. 30, 1856 Peace treaty signed at Paris ending the Crimean War and establishing neutrality of the Black Sea and the integrity of the Ottoman Empire; Napoleon III has achieved the boost to French prestige that was his main war aim; the costs of the war and colonial ventures in the Far East continue to drain specie from the banks in Britain and France, causing interest rates there to double or triple and British and French investors to sell their lower-paying American railroad securities; in addition, the end of the war restores Europe's access to Russian grain, lessening its dependence on the U.S.; grain traffic and earnings of Midwestern railroads fall off, causing their stock prices to decline. (Figes, USRR&MR, McPherson, Burrows/Wallace)
- Mar. 31, 1856 PRR Board resolves to execute a through traffic agreement with the Springfield, Mt. Vernon & Pittsburgh as soon as completed; also to pay Apr. 1 coupons on Ohio & Indiana Second Mortgage bonds, providing Ohio & Pennsylvania Railroad is liable for half and no further aid granted until consolidation. (MB)
- Apr. 1, 1856 PRR opens own telegraph line from Harrisburg to Philadelphia, making complete line from Pittsburgh; Philadelphia office at 70 Walnut Street. (Wilson)
- Apr. 1, 1856 West Chester & Philadelphia Railroad defaults on 10% First Mortgage bonds. (AR, Poor)
- Apr. 1, 1856 Girard Railroad incorporated in Pa. and given right to buy railroad and property of Philadelphia & Sunbury Railroad lying east of Locust Summit. (Digest)
- Apr. 1, 1856 Pa. act authorizes Cumberland Valley Railroad to purchase and rebuild Franklin Railroad; increase stock to \$2.5 million, and extend to point on the B&O in Virginia between Hancock and the mouth of Opequon Creek. (Digest)
- Apr. 1, 1856 Ohio & Pennsylvania Railroad Board approves articles of consolidation. (MB)
- Apr. 1, 1856 Buffalo, Corning & New York Railroad (Corning-Batavia) enters receivership. (Poor)
- Apr. 1, 1856 Indianapolis, Pittsburgh & Cleveland Railroad and Bellefontaine & Indiana Railroad begin joint operation of their line between Galion, Ohio, and Indianapolis as the "Bellefontaine Line" or "Bee Line" under a contract of Mar. 14. (AR, Grn Bk, ARJ)

- Apr. 1, 1856 Some stockholders of the Indianapolis, Pittsburgh & Cleveland Railroad and the Bellefontaine & Indiana Railroad sue to stop their roads from paying principal and interest on the bonds of the Columbus, Piqua & Indiana Railroad on the grounds that the guarantee made by them and the Cleveland, Columbus & Cincinnati Railroad is faulty; the last such payment has been made on Oct. 1, 1855. (AR)
- Apr. 1, 1856 Terre Haute & Alton Railroad establishes two daily passenger round trips and one freight train. (ARJ)
- Apr. 1, 1856 Western Union Telegraph Company created through the merger of several small telegraph companies by Ezra Cornell (1807-1874) and Hiram Sibley. (, Trager - Moodys has New York & Mississippi Valley Printing Telegraph Company renamed Western Union)
- Apr. 1, 1856 Ohio Republicans pass the Kelley Bank Tax Law, fixing bank taxes at the same levels as other personal property on the capital stock, surplus fund and undivided profits; the banks accept the act, but the Democrats charge that much bank capital is escaping taxation as the tax haul decreases; they restore the earlier draconian legislation when they return to power two years later; the tax system whipsaws with every change in power until 1867. (Huntington)
- Apr. 1, 1856 U.S. grain markets have anticipated the Treaty of Paris and the end of the Crimean War for many months, so that little grain has been sent to Chicago for spring shipment; as of this day, there are only 447,600 bushels in the elevators but shipping with a capacity of 1.5 million bushels in the harbor. (CHTaylor)
- Apr. 2, 1856 Christopher Fallon assumes the presidency of the West Chester & Philadelphia Railroad, having earlier refused after his election. (AR)
- Apr. 2, 1856 William H. Wilson makes report on condition of Hempfield Railroad.
- Apr. 2, 1856 Steubenville & Indiana Railroad Board authorizes connection with Cleveland & Pittsburgh Railroad at future Mingo Jct.; agrees to change gauge from standard to 4'-10" to match C&P, as Pittsburgh & Steubenville Railroad is unfinished; notes Columbus, Piqua & Indiana Railroad has recently changed to Ohio gauge. (MB)
- Apr. 3, 1856 Pittsburgh & Steubenville Railroad Board authorizes Pres. Isaac Jones to procure the services of William Wilkins to plead their case in Richmond in getting a law for crossing Virginia. (MB)
- Apr. 3, 1856 Cincinnati & Chicago Railroad Board authorizes negotiations for the

- completion of the line to Logansport; appoints James M. Blanchard Superintendent in place of M. W. Newell, resigned. (MB)
- Apr. 4, 1856 New York act changes the name of the New York & Mississippi Valley Printing Telegraph Company to the Western Union Telegraph Company. (Thompson)
- Apr. 5, 1856 New Jersey Railroad Board considers buying additional land for a gravel pit for ballast near Metuchen. (MB)
- Apr. 5, 1856 Camden & Philadelphia Steam Boat Ferry Company Board authorizes employing inspectors to test boilers at 20% above their normal pressure. (MB)
- Apr. 6, 1856 Chartiers Valley Railroad Board authorizes trying to borrow \$13,000 on the bonds of the Borough of Washington. (MB)
- Apr. 7, 1856 Main Line of Public Works opens for the year; delayed by severe winter and drought in Ohio Valley. (CC)
- Apr. 7, 1856 Last section of New Portage Railroad opens, bypassing Planes #4-8?. (USRR&MR - see 1855) - this is date ML opens for year - C&C notes 2,000-foot summit tunnel at Gallitzin
- Apr. 8, 1856 PRR train due at Pittsburgh at 12:00 N arrives after dark with 900 passengers in 16 cars; had 540 passengers at Altoona. (PittsGaz)
- Apr. 8, 1854 Northern Central Railway contracts with Joseph R. Curtis, a shipper of Trevorton coal to carry coal to the Canton wharves at \$2.10 per ton. (MB)
- Apr. 8, 1856 Maryland & Delaware Railroad Board considers stopping work until more stock can be sold. (MB)
- Apr. 8, 1856 Ohio act prohibits the construction of new railroads in those counties which have taken stock in other railroads, without the approval of a majority of the voters; its object is to enable the Marietta & Cincinnati Railroad interests to block the B&O from building a connection between the North Western Virginia Railroad and Hocking Valley (name?). (Pixton)
- Apr. 8, 1856 Ohio act provides for the relief of the creditors and stockholders of the Sandusky, Mansfield & Newark Railroad. (NNHill/Licking)
- Apr. 9, 1856 Pa. act provides for forfeiting rights of Chambersburg, Greencastle & Hagerstown Railroad to state unless complete reopening to Greencastle by Dec. 1, 1856 and to Maryland state line by Apr. 1, 1857. (Digest)

- Apr. 9, 1856 Future PRR VP William Heyward Myers (1856-1923) born at San Antonio, Texas. (PR)
- Apr. 9, 1856 Reading & Lehigh Railroad incorporated in Pa. to build from Allentown to Reading, completing a direct link between Harrisburg and New York. (PL - see 3/9?)
- Apr. 9, 1856 Hudson River Bridge Company at Albany incorporated in N.Y. to build railroad bridge; stock taken by the NYC, Western Railroad Corporation and Albany & West Stockbridge Railroad; blocked by injunction and not completed until 1866. (PL, GrnBk, Bliss)
- Apr. 10, 1856 Charter supplement authorizes other railroads to guarantee bonds of North-Western Railroad up to \$1 million. (PL, Digest)
- Apr. 10, 1856 Cleveland & Pittsburgh Railroad Board orders extension of River Line to a junction with the Central Ohio Railroad as soon as possible, as Central Ohio Railroad has been unable to extend to Kirkwood in Belmont County. (MB)
- Apr. 10, 1856 Columbus, Piqua & Indiana Railroad Board cuts salaries and reduces the number of officers. (MB)
- Apr. 10, 1856 Ohio act authorizes railroad that run to the state line to merge with connecting lines in other states on vote of two-thirds of stockholders. (Digest)
- Apr. 10, 1856 Ohio act "to protect investors of municipal corporations in the stock of railroad companies" calls for no railroad to be built through Washington and Athens Counties without the consent of the voters; done at the insistence of the town of Marietta to block the B&O from building directly to a point opposite Parkersburg, Va. (Miller)
- Apr. 11, 1856 Tyrone & Clearfield Railroad receives letters patent. (C&C)
- Apr. 11, 1856 Pittsburgh & Youghiogeny Coal Company issues a prospectus; J. Edgar Thomson buys nearly 1,000 shares at a 70% discount; Tom Scott, Andrew Carnegie, William Jackson Palmer and John Scott also invest. (Ward)
- Apr. 11, 1856 Ashtabula & New Lisbon Railroad Board authorizes placing the line under contract between Austintown and New Lisbon; authorizes employing a geologist to ascertain the extent and quality of coal south of the Mahoning River; lets the contract between Niles and Austintown to O. Baldwin & Co. (MB)

- Apr. 12, 1856 Washington & Maryland Line Railroad Company incorporated in Pennsylvania to build from the borough of Washington in Lancaster County to the Maryland state line. (PL, Val)
- Apr. 14, 1856 Col. J. Kennedy Moorhead reports to the Pittsburgh & Steubenville Railroad Board that he has been unable to procure a bill that would permit the city and county to guarantee \$1,050,000 in bonds; Board appoints a committee to go to Harrisburg. (MB)
- Apr. 14, 1856 John R. Hilliard resigns as Superintendent of the Columbus, Piqua & Indiana Railroad. (MB)
- Apr. 15, 1856 Attleborough Railroad incorporated in Pa. to build from Attleborough, Bucks County, to the Philadelphia & Trenton Railroad; originally designed as a branch at right angles to the P&T, the charter will be used after the Civil War by parties hoping to build a parallel line between Philadelphia and New York. (PL)
- Apr. 15, 1856 PW&B Board reports through freight to and from B&O is increasing. (MB)
- Apr. 15, 1856 Senate report holds that the Alexandria & Washington Railroad's crossing of Pennsylvania Avenue violates the federal statute of 1854. (Bryan)
- Apr. 15, 1856 Moses Taylor (1806-1882) elected Pres. of the City Bank of New York and becomes its major stockholder. (Hodas, Cleveland/Huertas)
- Apr. 1856 New Jersey Railroad has opened a complaint book in Jersey City Terminal where passengers may register complaints. (ARJ)
- Apr. 1856 Pittsburgh & Steubenville Railroad makes a new offer to the City of Pittsburgh that the City issue more bonds up to \$1.05 million. (ARJ)
- Apr. 1856 George H. Henshaw designs and publishes an organization chart of the New York & Erie Railroad as suggested by Superintendent Daniel C. McCallum; engraved chart measures 30 x 45 inches and covers 4,715 officers and employees in the form of a tree with branches and individual officers as leaves; probably the first formally constructed organization chart in American business. (ARJ 5/3, CHTP)
- Apr. 1856 Joseph Casey resigns as State Superintendent of Erie & North East Railroad. (Kent)
- Apr. 1856 Future investment banker J. Pierpont Morgan (1837-1913) enters the University of Göttingen near Hannover, which is noted for mathematics and chemistry. (Strouse)

- Apr. 16, 1856 Philadelphia & Sunbury Railroad deeds Eastern Division from summit of Locust Mountain to Wadesville to coal operator William L. Helfenstein; by endorsement, he reconveys it to Philadelphia & Sunbury Railroad next day. (Val)
- Apr. 16, 1856 Schuylkill Haven & Lehigh River Railroad incorporated in Pa. to build a connection from the Mine Hill & Schuylkill Haven Railroad, the main coal lateral railroad in the western half of the Schuylkill Region, to the Lehigh Valley Railroad at the mouth of Lizard Creek on the Lehigh River; its aim is to allow the MH&SH to break free of the Reading and the Schuylkill Navigation Company and develop an independent outlet to New York. (PL)
- Apr. 16, 1856 East Broad Top Railroad & Coal Company incorporated in Pa. to build railroad from PRR at Mapleton and Mount Union to Broad Top Coal Field; the company is financed by William A. Ingham (1827-1913), Edward Roberts (1800-1872), Ario Pardee (1810-1892) and J. Gillingham Fell (1816-1878), all associated with anthracite mining in the Hazleton area; the road is not built until 1873. (Val, Lytle, Africa)
- Apr. 17, 1856 Northern Central Railway Board authorizes building street tracks authorized by the Baltimore ordinance of June 20, 1854; also from Monument Street along the bed of Belair Avenue to a connection with the Canton track; authorizes Lauman, Eckert & Pleasants to begin construction of the main line from Millersburg to Trevorton Bridge (Herndon) and extends time for its completion to Sep. 1, 1856. (MB)
- Apr. 18, 1856 PRR charter supplement authorizes an extension to the Delaware River at some point south of the (old) Philadelphia Navy Yard. (PL)
- Apr. 18, 1856 William Jackson Palmer leaves Liverpool on the sailing ship *Pam Flush*, having accumulated a vast amount of knowledge from his visits to major British engineering works and engineers. (Fisher)
- Apr. 19, 1856 John Welsh (1805-1886) elected Pres. of North Pennsylvania Railroad, replacing Edward Miller, who remains Chief Engineer. (Hare)
- Apr. 19, 1856 Pioneer locomotive builder Thomas Rogers (1792-1856) dies at New York; his son, Jacob S. Rogers (1823-1901) continues the business as the Rogers Locomotive & Machine Works; however, the plant lacks a direct railroad connection, and finished locomotives have to be hauled through the streets, which becomes a severe handicap as they increase in size. (ARJ, Steinbrenner)
- Apr. 19, 1856 New York act authorizes the Huntington & Smithtown Turnpike Company

to abandon its road. (PL)

- Apr. 20, 1856 Robert L. Stevens (1787-1856), Pres. of the Camden & Amboy Railroad, dies at Hoboken. (WwasW)
- Apr. 21, 1856 LIRR Steamboat Committee reports to Board in favor of establishing connections with eastern New England railroads via a ferry across Long Island Sound; authorized to charter boats and make traffic contracts. (MB)
- Apr. 21, 1856 First railroad bridge over the Mississippi River opens between Rock Island, Ill., and Davenport, Iowa, for freight traffic, connecting with the Mississippi & Missouri Railroad, then a-building in Iowa; celebration held and passenger service begins on Apr. 22; within 18 months, the Chicago & Rock Island Railroad diverts two-thirds of the produce that previously descended the river to St. Louis. (Jackson, Hofsomer)
- Apr. 21, 1856 Madison & Indianapolis Railroad locomotive *Shelby* explodes while on Terre Haute & Richmond Railroad. (Blank)
- Apr. 22, 1856 PRR charter supplement authorizes it to buy and sell portions of the Powelton Estate so that total holdings do not exceed 50 acres. (PL)
- Apr. 22, 1856 Ohio & Pennsylvania Railroad Board awards contract for Allegheny River Bridge. (MB)
- Apr. 22, 1856 Pa. Legislature restores charter of Erie & North East Railroad on condition it subscribe \$400,000 to Pittsburgh & Erie Railroad or spend \$400,000 on constructing that portion of it between Erie and the Mercer County coal fields; Erie & North East is to relocate highway in Harborcreek away from track and build a branch to the Sunbury & Erie depot at Erie Harbor; state is to retain control until railroad complies with terms; Erie & North East locates that portion of Pittsburgh & Erie from Girard Jct. to Jamestown. (PL, Church, Kent)
- Apr. 23, 1856 City of New York sells the lease of the Cortlandt Street ferry for 10 years at auction to the New Jersey Railroad & Transportation Company at and annual rent of \$7,500; service is to be every 15 minutes until 1 hour after sunset in winter and 2 hours after sunset in summer, with half-hourly service until 12:00 M; New Yorkers are to have the same right to commutation fares as people traveling from Jersey City. (Valentine)
- Apr. 23, 1856 Camden & Philadelphia Steam Boat Ferry Company reports they have contracted with Harlan & Hollilngsworth for a new boat. (MB)
- Apr. 24, 1856 Pittsburgh & Steubenville Railroad Board accepts the offer of New York speculator Robert W. Latham to sell \$1.2 million in bonds at or more than

75, providing he is made Pres. at a salary of \$3,000 a year with the power to appoint all officers. (MB)

- Apr. 24, 1856 Long Branch & Sandy Hook Railroad requests permission from Secretary of War Jefferson Davis to build on the U.S. military reservation on Sandy Hook and building a dock at Horseshoe Cove. (Moss)
- Apr. 24, 1856 Cincinnati & Chicago Railroad Board appoints a committee to negotiate R. B. Pullam to complete the road to Logansport, providing the company can raise \$300,000. (MB)
- Apr. 25, 1856 West Chester & Philadelphia Railroad makes assignment to John B. Myers and John Thomas, Trustees, in trust for creditors; Myers declines to serve and is replaced by Joseph T. Thomas. (MB, Assignment)
- Apr. 25, 1856 Chartiers Valley Railroad Board resolves to notify the contractors that if they continue working, the company will be unable to pay cash within 6 months; from May 1, will pay in Mortgage bonds at 80. (MB)
- Apr. 25, 1856 Future Lines West official Edward Barry Wall (1856-1894) born at Kingsboro, N.Y. (RyW)
- Apr. 28, 1856 New Jersey Railroad Board considers establishing a new station at South Elizabeth. (MB)
- Apr. 28, 1856 Tyrone & Clearfield Railroad begins construction between Tyrone and Philipsburg, Pa. (Poor)
- Apr. 28, 1856 Lehigh Valley Railroad Board orders the Delaware River Bridge covered; authorizes building shops at South Easton on land to be obtained from Asa Packer. (MB)
- Apr. 1856 Coalport Basin opens on east side of Trenton on Delaware & Raritan Canal for purpose of loading anthracite coal brought down by Belvidere-Delaware Railroad into canal boats. (StGaz - 5/6)
- Apr. 29, 1856 Dayton & Western Railroad Board reports that it has failed to secure the assent of enough floating debt holders to its propositions for paying the floating debt and have agreed with Henry C. Lord to sell enough Third Mortgage bonds to retire \$70,000 of the floating debt. (MB)
- Apr. 29, 1856 Marietta & Cincinnati Railroad runs its first train to Athens. (ARJ)
- Apr. 30, 1856 PRR Telegraph Committee reports telegraph now in operation between Philadelphia office and Pittsburgh; Board authorizes construction of new office building at 3rd Street & Willings Alley. (MB)

- Spring 1856 Severe drought strikes the Midwest; regular navigation of the Ohio River is stopped for eight months and crops across Indiana are ruined, depriving the new railroads of traffic. (Hilton)
- May 1, 1856 PRR pays first regular dividend of 4 percent; had paid 6 percent "interest" on actual capital paid in between 1848 and 1855.
- May 1, 1856 Edwin A. Stevens elected Pres. of Camden & Amboy Railroad, replacing his brother, Robert L. Stevens, deceased; James S. Green elected Treasurer, replacing Edwin A. Stevens. (MB)
- May 1, 1856 Railroad cars, mules and horses belonging to the West Chester & Philadelphia Railroad sold at sheriff's sale. (PRRColExpo)
- May 1, 1856 Committee of the Philadelphia & Baltimore Central Railroad reports that Isaac R. Trimble has accepted the appointment as Consulting Engineer at an annual salary of \$1,500; Theophilus E. Sickles resigns as Chief Engineer; Board authorizes the sale of \$100,000 in bonds. (MB)
- May 1, 1856 Pittsburgh & Steubenville suspends construction after expenditures of \$692,644. (Val)
- May 1, 1856 Cincinnati, Wilmington & Zanesville Railroad opens between New Lexington and Zanesville, Ohio, completing line from Morrow; financed mostly from local government subscriptions, it is at the mercy of the Little Miami Railroad, which controls its access to Cincinnati and even under PRR control will never be more than a secondary local line. (AR, Scheiber)
- May 1, 1856 Jeffersonville Railroad cuts salaries and lays off employees to save money. (MB)
- May 5, 1856 Tyrone & Clearfield Railroad organized at Philipsburg; James T. Hale, Pres.; James E. Montgomery, Chief Engineer. (Val, C&C)
- May 5, 1856 Pittsburgh & Steubenville Railroad Board appoints Pres. Isaac Jones and J. Kennedy Moorhead to go to New York and negotiate Robert W. Latham's further demands or try to place the company's bonds. (MB)
- May 5, 1856 First train crosses the Dan River into Danville, Va., completing the Richmond & Danville Railroad; the R&D will later be the linchpin in the PRR's attempt to expand its influence into the South and still later forms the nucleus of the Southern Railway. (ARJ, RRs&Cnls)
- May 6, 1856 Ohio & Pennsylvania Railroad, Ohio & Indiana Railroad and Fort Wayne

- & Chicago Railroad sign articles of merger to form Pittsburgh, Fort Wayne & Chicago Railroad. (Church)
- May 6, 1856 Office of U.S. Engineers at New York recommends against granting the Long Branch & Sandy Hook Railroad access to Sandy Hook. (Moss)
- May 6, 1856 In what is probably a deliberate act, the steamboat *Effie Afton* out of St. Louis collides with the Rock Island Bridge and catches fire, partially burning the bridge. (Jackson, Hayes)
- May 6, 1856 Democrats sweep the Philadelphia local election, electing Richard Vaux (-) Mayor on an “economy in government” platform over Native American (“Know Nothing”) candidate Henry D. Moore and winning control of the Councils from the collapsing Whig-American coalition; the Whig Party is finished and has withdrawn its slate. (Scharf)
- May 7, 1856 Steubenville & Indiana Railroad Board approves contract with Cleveland & Pittsburgh Railroad for through service to Pittsburgh; creates Executive Committee to run company during the frequent absences of Pres. Thomas L. Jewett in Philadelphia. (MB)
- May 8, 1856 Inman Line (Philadelphia & Liverpool Steam Ship Company) steamer *City of Baltimore* arrives in Philadelphia, marking resumption of service after the vessels have returned from Crimean War duty. (USRR&MR)
- May 8, 1856 R. B. Pullam, Thomas Sherlock and Robert Brown elected directors of the Cincinnati & Chicago Railroad. (MB)
- May 9, 1856 Act of Congress transfers the National Road in Illinois to the state, ending all Federal involvement. (CongGlobe)
- May 9, 1856 Memphis, El Paso & Pacific Railroad organized; George Wright, Pres. (Watson/Brown)
- May 10, 1856 New York banker Moses Taylor (1806-1882) and John J. Phelps (1810-1869) are elected directors of the Delaware & Raritan Canal Company; possibly because they are looking to the Joint Companies as an outlet to market from their anthracite coal properties in Schuylkill County and around Scranton. (MB)
- May 10, 1856 Pittsburgh & Steubenville Railroad Pres. Isaac Jones and J. Kennedy Moorhead execute a new lease and construction contract with John S. King of Geneva, N.Y., and Ambrose W. Thompson of New York City; they are to complete entire line including bridges in return for \$1.5 million in bonds and \$200,000 in stock; on completion to operate for 20 years at annual rent of 40% of gross receipts. (MB, Church)

- May 10, 1856 Cincinnati & Chicago Railroad contracts with Elisha C. Litchfield to complete the road and secure the release of the iron now held at Cleveland; to settle debts, provide all iron, and lay the last 20 miles at \$70,000, in return for control of the company; William Butler and J. M. Ridgway replace Thomas Sherlock and Robert Brown as directors. (MB)
- May 12, 1856 Joint Companies Executive Committee rules that the Philadelphia & New York Steam Propeller Company is to pay 20% on waybills for first class freight only and 15% on the rest. (MB)
- May 12, 1856 Erasmus Gest (1820-1908) elected a director of the Cincinnati, Wilmington & Zanesville Railroad; William Medill, the leading director until now, resigns next day. (MB)
- May 13, 1856 Pennsylvania repeals restriction of PRR from competing with Bingham & Dock in carrying passengers and mail over the Philadelphia & Columbia Railroad and authorizes the Canal Commissioners to make a 5-year exclusive contract to operate passenger service when the Bingham & Dock contract expires. (PL)
- May 13, 1856 PW&B reports that locomotive *Christiana* has been converted to coal-burning and has run 3,354 miles at 5.75 cents per mile. (MB)
- May 13, 1856 William W. Longstreth (1802-1879) resigns as Pres. of the Lehigh Valley Railroad; replaced by J. Gillingham Fell (1816-1878); authorizes CNJ to begin running passenger and freight trains from the LV's Easton station instead of the CNJ's Phillipsburg station as soon as possible. (MB)
- May 14, 1856 PRR appoints a special committee to confer with the Governor, Canal Commissioners and the Lancaster, Lebanon & Pine Grove Railroad looking to immediate construction of LL&PG. (MB)
- May 14, 1856 PRR Board notes it cannot extend aid requested by Pittsburgh, Fort Wayne & Chicago under its charter. (MB)
- May 14, 1856 Camden & Philadelphia Steam Boat Ferry Company appoints a committee on amalgamation with the West Jersey Ferry Company. (MB)
- May 14, 1856 Erie & North East Railroad Board resolves to run two surveys for the Pittsburgh & Erie Railroad, one from Girard and one via Waterford. (ARJ)
- May 15, 1856 Robert Magraw (1811-1866) appointed Pres. pro-tem of the Northern Central Railway, replacing John P. Kennedy, given leave for health; Board authorizes a memorial to the City of Baltimore to remove the track on Howard Street from Bolton to Franklin Street; this is not done, and the

- Howard Street track will become a strategic link between the NC and the B&O during the Civil War. (MB)
- May 15, 1856 Meeting held in Baltimore to promote the Philadelphia & Baltimore Central Railroad. (MB)
- May 15, 1856 Maryland & Delaware Railroad stockholders' meeting takes no action on stopping work. (MB)
- May 15, 1856 Erie & North East Railroad accepts terms of Pa. act from new State Superintendent Alexander K. McClure. (Kent)
- May 15, 1856 Ohio & Indiana Railroad ratifies articles of consolidation; notes that floating debt is consuming all income. (MB)
- May 15, 1856 Western Transportation Company incorporated in Pennsylvania for purpose of building the Pittsburgh & Steubenville and operating it and its connecting lines. (Watkins; check PLs - see above)
- May 15, 1856 Pres. Pierce signs bill making land grant to Iowa for railroads, including the Dubuque & Pacific Railroad and Mississippi & Missouri Railroad. (Hofsomer, Hayes)
- May 1856 Future PRR VP Joseph N. Du Barry, now Assistant Engineer on the Pittsburgh & Connellsville Railroad's Sand Patch Tunnel, named Principal Assistant Engineer of the Pacific Railroad, Southwestern Branch, in Missouri. (RRGaz obit)
- May 1856 Morris & Essex Railroad stockholders, dissatisfied with the way the New Jersey Railroad is handling its through business between Jersey City and Newark, request the directors not to renew the contract when it expires in 1863 and seek their own line to the Hudson River. (Taber - may be early June)
- May 1856 Competition from the Lehigh and Lackawanna Regions forces the Reading to grant rebates on Schuylkill coal. (Bogen)
- May 1856 Illinois Central Railroad opens the St. Charles Air Line, a connecting track from its main line to the west bank of the Chicago River; this permits the CB&Q to run its trains into the Randolph Street Station of the IC and Michigan Central Railroads; the CB&Q will use the IC terminal until it moves into the PRR's Union Passenger Depot in 1881. (Overton - check ICRR)
- May 16, 1856 Richmond & Danville Railroad opens over whole length from Richmond to Danville, Va.; the R&D will serve as the main extension of the PRR

into the South after the Civil War and later as the nucleus of the Southern Railway. (Harrison)

- May 17, 1856 Canal Commissioners appoint Edward F. Gay State Engineer of Pennsylvania; has jurisdiction over all lines except the North Branch Extension. (CC)
- May 18, 1856 Samuel Matthews Vauclain (1856-1940), future head of the Baldwin Locomotive Works, born at Port Richmond, Philadelphia; son of railroad mechanic Andrew Constant Vauclain (1809-1887) and Mary Campbell Vauclain (1817-1893); Andrew Vauclain has already gone to Altoona as foreman at the PRR's Altoona Shops; the rest of the family joins him in July. (Crimmins)
- May 18, 1856 Virginia act authorizes the state to sell all its bank stock except that held by the Literary Fund to help close the state's deficit. (Starnes)
- May 19, 1856 Philadelphia Board of Trade's Committee on Inland Transportation submits a report on tapping the commerce of the Great Lakes via the Sodus Bay Railroad to Lake Ontario. (W&E AR)
- May 19, 1856 New Board elected on the Jeffersonville Railroad; local stalwarts James Guthrie, John Zulauf, John Tompkins and William G. Armstrong voted out and replaced by James S. Gibbons of New York, and Michael G. Bright and John M. Price of Madison, et al. (MB)
- May 20, 1856 NC&F Board reports sale of last steamboat *General McDonald*, formerly used Philadelphia-New Castle-Cape May run, and 100 shares of Cape Island Turnpike Company for \$27,000; summer-only service is continued by Capts. Wilmon Whilldin and Calvin Taggart. (MB,)
- May 20, 1856 Raritan & Delaware Bay Railroad breaks ground with a elaborate ceremony at Port Monmouth on the shore of Raritan Bay. (Ellis)
- May 21, 1856 Civil engineer M. Evelyn Lyons (1834?-1864) reports on preliminary surveys for the Reading & Lehigh Railroad. (Rept)
- May 21, 1856 Missourians burn and plunder the Kansas Free Soil center at Lawrence, whose leaders have been indicted for treason by a grand jury in the pro-slavery capital at Lecompton. (McPherson)
- May 22, 1856 Two days after giving an impassioned speech ("The Crime against Kansas") against the pro-slavery forces in Kansas, in which he uses inflammatory rhetoric equating the Border Ruffians with rapists and South Carolina and its Senator Andrew P. Butler (1796-1857) as dotards with Slavery as a mistress, Massachusetts Senator Charles Sumner (1811-1874)

is brutally beaten with a cane by Rep. Preston Brooks (1819-1857) of South Carolina while trapped at his desk on the Senate floor; the outpouring of praise for Brooks across the South outrages Northern opinion more than the attack itself; Sumner is disabled for 4 years; when Brooks dies suddenly next year, New Englanders tend to see it as divine punishment. (McPherson - verify date in NYT)

- May 23, 1856 Lake Ontario, Auburn & New York Railroad reorganized under its old name. (Baird)
- May 24, 1856 Richard D. Wood agrees with W. C. Kent to be one of 12 parties to purchase 6,000 acres of anthracite coal land near Wilkes-Barre from Asa Packer for \$130,000. (Wood)
- May 25, 1856 Fort Wayne & Chicago Railroad Board approves articles of merger. (MB)
- May 25, 1856 In revenge for pro-slavery murders and the caning of Sen. Sumner, Connecticut-born abolitionist John Brown (1800-1859) and his sons capture 5 innocent pro-slavery settlers at Pottowatomie Creek, Kansas, and hack them to death with broadswords. (McPherson)
- May 27, 1856 Western Union Telegraph Company makes an agreement with the Pennsylvania Telegraph Company, which is building a line along the PRR on the House patents and providing the PRR with free House printing telegraph instruments; Western Union then begins a price war with the Atlantic & Ohio Telegraph Company. (Thompson)
- May 27, 1856 Jeffersonville Railroad committee informs the Board that the time is not propitious to seek a right of way to the river in Jeffersonville, as the majority of residents would probably vote against it; the new Board elects a separate Secretary and Treasurer at New York and agrees to employ a competent accountant and start new books. (MB)
- May 27, 1856 Air Line Division of the Lake Shore & Northern Indiana Railroad (? name?) opens to Butler, Ind. (HistDeKalbCo)
- May 28, 1856 PRR Board establishes rules for Telegraph Dept. (MB)
- May 28, 1856 Southern Division of Delaware, Lackawanna & Western Railroad (DL&W) and Warren Railroad in New Jersey opens for revenue service between Scranton, Pa., and Hampton, N.J.; connection to Elizabethport is over CNJ, which lays third rail to accommodate 6'-0" DL&W cars; carries 85,668 tons in 1856; the DL&W owns its own mines around Scranton and becomes a major competitive force in the New York market; unlike the Schuylkill Region, there is no separate profit-taking by separate landowner, mine operator, transportation company and shipper, so the

DL&W can afford to haul its coal over two summits and still eventually put the Reading on the defensive. (Taber, Munsell/Sch)

- May 1856 Marietta & Cincinnati Railroad opens as far east as Athens, Ohio. (USRR&MR has both 4/56 and 5/56)
- May 29, 1856 Israel Painter submits a proposition to the West Chester & Philadelphia Railroad from himself, Daniel Tyler, Michael Malone, George E. Presbury, Jr., and P. McElroy to furnish the money to complete the track in return for three seats on the Board and a new management; the company refuses. (AR)
- May 29, 1856 Illinois Republican Party organized at a convention of all factions opposed to the Kansas-Nebraska Act in Bloomington. (Smith)
- May 29?, 1856 William Jackson Palmer arrives at New York after an 8-week crossing from Liverpool. (Fisher)
- May 30, 1856 Ambrose W. Thompson and John S. King arrive in Steubenville; begin examining the Pittsburgh & Steubenville Railroad by traveling along the roadbed in carriages. (ARJ)
- May 31, 1856 New Jersey Railroad Board authorizes widening Bergen Cut for the new wide-gauge New York & Erie Railroad cars and track, to be paid for by the Erie. (MB)
- May 31, 1856 First issue of *Pennsylvania Railroad and Mining Register*, a newspaper devoted to the state's railroad and mineral industries, published at Philadelphia by Thomas S. Fernon (1818-1896), formerly Pres. of the North Pennsylvania Railroad; it is renamed the *United States Railroad & Mining Register* on Nov. 29; because of its Philadelphia base and close association with the PRR, it will become an essential source for PRR history. (RyW, Scharf)
- May 31, 1856 Henry Bessemer (-) receives a British patent for his process of making steel by blowing air through the molten iron in a pear-shaped convertor. (wiki,)
- June 1, 1856 PW&B Superintendent George A. Parker resigns and Superintendent's duties given to Pres. Samuel M. Felton. (MB)
- June 1, 1856 J. S. Gibbons reports to New York stockholders of Madison & Indianapolis Railroad on his investigation; books not well kept and much money lost on steamboat line. (Blank)
- June 1, 1856 A. P. Osborne resigns as Superintendent of the Jeffersonville Railroad.

(MB)

- June 1, 1856 Illinois Central Railroad completes its permanent "Great Central Depot" at Chicago, with eight tracks in the train shed on the lakefront at South Water Street, replacing the temporary depot of 1853; used by IC, Michigan Central, CB&Q and Galena & Chicago Union railroads; is the most advantageously located station in relation to the then business district near the mouth of the Chicago River. (ARJ, RRH)
- June 1, 1856 Pittsburgh, Cincinnati & Louisville Telegraph Company capitulates and leases its property to the Western Union Telegraph Company under an agreement of May 24, completing the dismemberment of James D. Reid's National Lines. (Thompson)
- June 2, 1856 Lehigh Valley Railroad coal train runs from Mauch Chunk to Trenton down the Belvidere Delaware Railroad; 100 cars with 550 tons or a total weight of 825 tons, or about the same as the coal trains on the Reading; makes the trip down in one day. (MChGaz)
- June 3, 1856 Congress makes 40 million-acre land grant to Michigan for purpose of aiding construction of railroads on nine routes; route between Grand Rapids and Traverse Bay is eventually developed by PRR; grant is to be every alternate or odd-numbered section for six sections in width on each side of railroads; grant to be forfeited if railroads not completed in ten years. (, Church)
- June 3, 1856 Long Dock Company contracts for a 4,300-foot tunnel through Bergen Hill to reach the Jersey City waterfront at the northern edge of Harsimus Cove. (Minor)
- June 4, 1856 New Jersey Railroad now runs 52 daily trains to Newark, 28 to Elizabeth, 24 to Rahway, 16 to New Brunswick and 10 to Philadelphia; Newark commuter trains carry as many as 100 commuters per trip. (AR)
- June 4, 1856 Long Dock Company breaks ground for Bergen Hill Tunnel, which will lead to an independent terminal for the New York & Erie Railroad at Jersey City; heavy freight must be shipped via boat from Piermont for lack of space at the New Jersey Railroad terminal; spoil from the excavation is used to fill in the Hudson River shore. (ARJ, Mott)
- June 5, 1856 Ohio & Pennsylvania Railroad proposes to the Little Miami Railroad a new agreement to complete the Springfield, Mt. Vernon & Pittsburgh Railroad. (MB)
- June 6, 1856 Democratic National Convention chooses James Buchanan of Pa. for Pres. on the 16th ballot over Pres. Franklin Pierce and Sen. Stephen A. Douglas;

Buchanan is a career politician who has been loyal to the Jackson-Polk wing of the party from the beginning. (NYT, Coleman)

- June 7, 1856 Baltimore passes ordinance authorizing exchange of \$1 million in city bonds for bonds of Pittsburgh & Connellsville Railroad. (USRR&MR)
- June 9, 1856 PRR's Indiana Branch opens between Blairsville and Indiana, Pa. (AR, Val - USRR&MR has 6/6 - HistIndCo has 6/5)
- June 9, 1856 Camden & Pemberton Agricultural Railroad organized; controlled by Camden & Amboy Railroad. (ARJ, USRR&MR)
- June 9, 1856 Solomon White Roberts, Chief Engineer of the Ohio & Pennsylvania Railroad, named Chief Engineer of North Pennsylvania Railroad; replacing his friend Edward Miller, who becomes Chief Engineer of the Pacific Railroad (Missouri); Miller locates on a large farm on the Missouri River about 6 miles from the Kansas border near present Kansas City; his usual bad luck has brought him close to the guerilla warfare in Kansas. (AR, Hare)
- June 10, 1856 Lehigh Valley Railroad Board appoints a committee to consider the request of J. F. Butterworth, Pres. of the Auburn & Allentown Railroad, for a connection and through rates. (MB)
- June 10, 1856 Baltimore ordinance sought by the Pittsburgh & Connellsville Railroad permits holders to exchange railroad bonds guaranteed by the city for city bonds. (AR)
- June 11, 1856 Ohio & Indiana Railroad leases all equipment to Ohio & Pennsylvania Railroad. (MB)
- June 11, 1856 *Altoona Tribune* begins publishing as a weekly. (Griffiths)
- June 12, 1856 North American Party, formed by persons who have seceded from the regular American Party over its failure to oppose the Kansas-Nebraska Act, hold a national nominating convention in New York City; nominates Nathaniel P. Banks for Pres. and William F. Johnston of Pa. for VP; a secret deal has been made for him to withdraw in favor of the Republican nominee. (Coleman, McPherson)
- June 13, 1856 Ashtabula & New Lisbon Railroad Board lets contracts for the section between Austintown and the Ohio & Pennsylvania Railroad to Baldwin, Williams & Haskell and the section from the O&P to New Lisbon to J.W. & R.A. Britton. (MB)
- June 1856 Philadelphia & Baltimore Central Railroad contracts with S.J. Dickey to

grade six miles in Cecil County, Md. (AR)

- June 1856 Future PRR civil engineer John A. Wilson (1837-1896) graduates from Rensselaer Institute; he joins the survey team for the Honduras Interoceanic Railway in 1857 before joining the PRR a year later. (RPI - Rezneck says Jos. M grad in 1856, John A. in 1858?)
- June 16, 1856 Joint Companies Executive Committee rules that the Philadelphia & New York Steam Propeller Company is to pay a flat 16% on waybills for all freight for the use of the Delaware & Raritan Canal. (MB)
- June 16, 1856 Reading & Lehigh Railroad organized at Reading; Edward M. Clymer (1822-1883), Pres.; Reading ironmaster John McManus (1808-1875) is elected a director; his involvement in this link in the future Allentown Route brings him into contact with the PRR, leading to participation in many of Tom Scott's ventures in the 1860s and 1870s. (Rept, Hare, Montgomery)
- June 16, 1856 Bloomington & Pekin Railroad acquires the grade of the Bloomington Branch of the old Illinois state Central Railroad of 1835-1841, running 16 miles eastwards from Pekin; the project fails when Bloomington Township voters reject a bond issue and remains dormant until 1867. (GrnBk, Harlow)
- June 17, 1856 New York Court of Appeals reverses lower courts and rules that New York & New Haven Railroad is not responsible for frauds of ex-Pres. Robert Schuyler. (RRH)
- June 17, 1856 After default in interest payments, First and Second Mortgage bondholders begin foreclosure proceedings against Columbus, Piqua & Indiana Railroad. (Church)
- June 17, 1856 The first National Convention of the new Republican Party, styled a "People's Convention" of all opposed to the Pierce Administration and in favor of Kansas as a free state, begins at Philadelphia; nominates John C. Fremont (1813-1890) for Pres. and William L. Dayton (1807-1864) of N.J. for VP; it rebuffs attempts to form a fusion ticket of Fremont and Johnston with the North Americans; platform calls for a Pacific Railroad on the central route, which will serve the interests of the North. (Scharf, Coleman, Russel)
- June 19, 1856 Northern Central Railway Board appoints a committee to locate the Canton wharf; orders starting work on the Susquehanna River bridge between Marysville and Dauphin. (MB)
- June 19, 1856 Columbus, Piqua & Indiana Railroad Board reports that they have sold

117 tons of railroad iron at Piqua, and Benjamin E. Smith has purchased all the ties now lying between Piqua and Union. (MB)

- June 19, 1856 The North American Party replaces Banks with Fremont as their presidential nominee, but retain Johnston; creating divisions with the Republicans. (Coleman)
- June 20, 1856 PRR Road Committee declines an offer of Jacob Strader of the Springfield, Mount Vernon & Pittsburgh Railroad; declines making close connection with Cincinnati, Wilmington & Zanesville Railroad; authorizes Thomas Seabrook, Resident Engineer on Western Division, to report on Somerset & Johnstown Plank Road. (MB)
- June 20, 1856 Maryland & Delaware Railroad makes a new construction contract with J.T. Davis & Co. to build the road with 50-lb. T-rail for \$100,000 in Mortgage bonds. (MB)
- June 22, 1856 Future PRR General Superintendent George Wishart Creighton (1856-1917) born at Philadelphia to an old Scots Presbyterian family. (SnbrySmphr)
- June 23, 1856 Lowell Holbrook and James Alfred Roosevelt (1825-1898) named receivers of Columbus, Piqua & Indiana Railroad; Roosevelt, of the Oyster Bay Roosevelts, is the founder of the banking house of Roosevelt & Son and is the uncle of Pres. Theodore Roosevelt and the fourth cousin of FDR. (Church, Marvin)
- June 23, 1856 W.S.V. Prentiss named Superintendent of the Columbus, Piqua & Indiana Railroad, replacing John R. Hilliard, resigned. (MB)
- June 24, 1856 Eaton & Hamilton Railroad Board tables a resolution that "a crisis has arrived in the affairs of the company" as earnings are falling below expenses and ordering discharging all unnecessary employees; the Board does authorizes reducing officers' salaries; the directors jointly have endorsed over \$60,000 in company debts, and others have endorsed debts for over \$50,000; the Board now issues a chattel mortgage on the whole line to James H. McWhinney, trustee. (MB)
- June 24, 1856 Lackawanna & Bloomsburg Railroad opens from Scranton to Kingston, opposite Wilkes-Barre; 6'-0" gauge as a coal feeder to the DL&W. (USRR&MR, Poor)
- June 24, 1856 John Saxby (1821-1913) patents the first practical mechanical interlocking system for controlling switches and signals in England; later forms a partnership with John Stinson Farmer; the first plant is installed at Bricklayers' Arm Jct. near London. (UKPat, S&F, Loree)

- June 25, 1856 PRR Board orders survey to Delaware River at League Island, at Greenwich Point or at a point below the Old Navy Yard at Washington Avenue; done later in year to land of Greenwich Improvement & Railroad Company, where PRR yards later located. (MB, map)
- June 25, 1856 Columbus, Piqua & Indiana Railroad stockholders meet at Urbana to discuss plans for completing the road to Union. (MB)
- June 25, 1856 Madison & Indianapolis Railroad abolishes the post of VP held by David G. Branham. (MB)
- June 25, 1856 Serrell, Haupt & Co. is reconstituted as Haupt & Co., as Edward W. Serrell withdraws from the Hoosac Tunnel contract. (Ward)
- June 26, 1856 Pittsburgh & Connellsville Railroad Board accepts City of Baltimore's \$1 million subscription which is conditional upon being able to name officers; Oliver W. Barnes of Pittsburgh resigns as President, General Superintendent and Chief Engineer, permitting Baltimore interests to name Benjamin H. Latrobe to post;. (AR, ARJ, USRR&MR)
- June 26, 1856 Ohio & Indiana Railroad dismisses all operating officials and employees, including Superintendent Jesse R. Straughn, pending merger. (MB)
- June 26, 1856 Railroad iron belonging to the Columbus, Piqua & Indiana Railroad sold by the sheriff at Piqua for debts. (MB)
- June 26, 1856 Jeffersonville Railroad Board votes to ban Sunday operation except in emergencies; A. S. Crothers (?) or Colton (?) appointed Superintendent. (MB)
- June 28, 1856 Sunbury & Erie Railroad Board authorizes contracting Western Division. (ARJ)
- June 28, 1856 Dayton & Western Railroad Board calls for consolidation with the Indiana Central Railway as per contract of July 1852. (MB)
- June 30, 1856 Western Division of Cleveland & Mahoning Railroad opens between Cleveland and Warren. (ARJ)
- Summer 1856 New Jersey Railroad places first coal-burning locomotive in service, No. 24 *Phoenix* built by Wm. Mason & Co.; also buys the No. 25 *Gov. Pennington*, a new wood-burner, from Rogers, Ketchum & Grosvenor for comparative testing. (AR)
- Summer 1856 Isaac R. Trimble surveys Philadelphia & Baltimore Central Railroad west

- of the Susquehanna River to a point on the Northern Central Railway 10 miles north of Baltimore. (AR)
- July 1, 1856 New York & Erie Railroad leases the Long Dock Company. (Minor)
- July 1, 1856 Newark & Bloomfield Railroad extended from Bloomfield, N.J., to West Bloomfield (Montclair). (Taber)
- July 1, 1856 Mail stage established between Canterbury and Easton, Md., via Denton and Hillsboro. (AR)
- July 1, 1856 Allegheny Valley Railroad secures a mail contract. (AR)
- July 1, 1856 Hampshire & Hampden Railroad opens from Northampton, Mass., to the Connecticut state line; operated by the New York & New Haven Railroad under lease to the New Haven & Northampton Railroad. (Poor)
- July 1, 1856 California passes interest on the state debt at New York. (Francis)
- July 2, 1856 Philadelphia & Baltimore Central Railroad appoints Isaac R. Trimble Chief Engineer. (MB)
- July 3, 1856 Huntingdon & Broad Top Mountain Railroad now open Saxton to Hopewell, along with a 1-mile extension of the Shoups Run Branch to the mines of Robert Hare Powel and Burroughs, Davis & Co. (Poor, USRR&MR)
- July 3, 1856 Buffalo & Bradford Railroad organized; Daniel Kingsbury, Pres.; Frank Williamson, Chief Engineer. (ARJ, RRH 76)
- July 3, 1856 Marion & Mississinewa Valley Railroad Board authorizes work resumed east of Hartford, as \$24,000 has been subscribed there. (MB)
- July 3, 1856 Tangascootack Coal Company incorporated in Pa. to operate in Clinton County. (PaDeptState)
- July 4, 1856 Packet boat *Gazelle* makes its first trip between Towanda and Athens on the North Branch Canal Extension. (Bugbee)
- July 4, 1856 Joilet & Chicago Railroad opens between Joilet and Chicago, later the entry for the Chicago & Alton Railroad. (SmokeAbatementRept)
- July 4, 1856 Mississippi Central Railroad opens between Canton and Jackson. (Corliss - Cotterill has open around 6/1)
- July 4, 1856 Mobile & Ohio Railroad opens between Mobile and Macon, Ala.

(Cotterill)

- July 7, 1856 Indiana Central Railway Board orders the cancellation of the 1854 joint operating contract with the Dayton & Western Railroad cancelled within 30 days; authorizes issuing \$600,000 in Second Mortgage bonds to J.F.D. Lanier. (MB)
- July 7, 1856 Magnetic Telegraph Company (New York-Washington) leases the Washington & New Orleans Telegraph Company to present a united front against Cyrus W. Field's American Telegraph Company. (Thompson)
- July 10, 1856 Steubenville & Indiana Railroad Board authorizes Pres. Thomas L. Jewett to negotiate for forming a through Philadelphia-Cincinnati line from PRR, Pittsburgh & Steubenville, S&I, Cincinnati, Wilmington & Zanesville, and Cincinnati, Lebanon & Xenia Railroad ("Tunnel Line"). (MB)
- July 11, 1856 Anthony J. Drexel submits his resignation as a director of the Camden & Atlantic Railroad; the Board settles the claims of Drexel & Co., Watson & Son, Butcher & Bro. and Mercer & Antelo against the company. (MB)
- July 14, 1856 Canal Commissioners begin enlarging Delaware Division Canal to equal dimensions of the Lehigh Canal between Easton and Frenchtown by deepening from 5 to 6 feet. (CC)
- July 14, 1856 Former Quaker schoolteacher and surveyor Enoch Lewis (1776-1856) dies at Philadelphia. (Futhey)
- July 1856 Leech & Co. closes its Main Line transporting business; directs clerk Samuel E. Henry (1820-) to collect all their boats at the junction of the Juniata and Susquehanna Division Canals at Duncans Island and deliver them to Butler & Co. of Pittston on the North Branch Canal. (Africa)
- July 1856 An agent of the R.G. Dun & Co. credit rating agency reports that Asa Packer's notes have gone to protest; he again makes temporary advances of Lehigh Valley Railroad stock to appease his creditors. (Folsom)
- July 1856 Magnetic Telegraph Company of Philadelphia leases the Washington & New Orleans Telegraph Company. (VaBPW)
- July 1856 Contract to build the European & North American Railway of New Brunswick transferred from Peto, Brassey, Betts, Jackson & Co. to the provincial government. (ARJ)
- July 1856 Cleveland & Toledo Railroad contracts for trackage rights over the Cleveland, Columbus & Cincinnati Railroad between Cleveland and Grafton; the CC&C also agrees that when needed, it will narrow its 4'-10"

- gauge track between Cleveland and Grafton to a compromise gauge of 4'-9½" for the standard-gauge C&T. (AR/ARJ, Harlow)
- July 1856 William Jackson Palmer joins the Westmoreland Coal Company at a salary of \$600 per year. (Fisher)
- July 1856 Herman Haupt persuades Tom Scott, J. Edgar Thomson, Horatio Burrows and Andrew M. Eastwick to invest \$60,000 in return for 11% of the Hoosac Tunnel contract. (Ward)
- July 17, 1856 William Cook reports to Philadelphia & Trenton Railroad on survey for extension to Willow Street from Kensington; Board approves providing can get City Council permission. (MB)
- July 17, 1856 Israel Painter writes to __ Allibone of the West Chester & Philadelphia Railroad declining to make any further proposition to complete the road. (AR)
- July 17, 1856 Both the Madison & Indianapolis Railroad and Jeffersonville Railroad run excursions from their respective termini on the Ohio River to Indianapolis; as the Jeffersonville train reaches the beginning of its trackage rights over the M&I at Edinburg first, the M&I switchman attempts to hold it until the M&A excursion arrives, but the Jeffersonville crew breaks the switch locks at gunpoint and proceeds. (Sulzer)
- July 17 1856 Elisha C. Litchfield writes to the Cincinnati & Chicago Railroad noting that the company must be able to arrange with both foreign and domestic bondholders; if the company is not able to meet its original agreement, he may be able to form a company to complete the road for First Mortgage bonds. (MB)
- July 17, 1856 North Pennsylvania Railroad excursion train carrying 600 children and teenagers of St. Michael's Roman Catholic Church of Kensington on an outing to the country crashes head-on into a southbound regular train at Camp Hill, Pa.; 5 cars of the excursion train are telescoped and take fire; over 50 killed and over 100 injured. (Scharf - check Hare)
- July 17, 1856 Steamboat *Northern Indiana* of the Michigan Southern & Northern Indiana Railroad burns on its westbound voyage from Buffalo to Toledo with the loss of 56 lives. (Morrison)
- July 18, 1856 Little Miami and Columbus & Xenia Railroads refuse aid to the Springfield, Mount Vernon & Pittsburgh Railroad or any other railroad. (MB)
- July 18, 1857 Schooner *Dean Richmond* leaves Chicago with 14,000 bu. of wheat direct

for Liverpool via the Welland Canal; however, the ship costs \$19,000 to build in Chicago and sells in Liverpool for only \$13,000, causing the venture to operate at a loss; the Welland Canal is too small for a profitable international trade. (CHTaylor)

- July 19, 1856 Officers of the Cincinnati & Chicago Railroad meet with Elisha C. Litchfield in New York; are also negotiating with E.D. Morgan & Co. (MB)
- July 1856 Belvidere Delaware Railroad establishes a stage from Belvidere connecting with the DL&W at Delaware Station. (Lee)
- July 1856 Malone, Painter, Clark & Gonder surrender contract to build North Western Railroad as they are unable to market county and company bonds to obtain money for construction. (AR, USRR&MR)
- July 1856 North Western Virginia Railroad applies to the B&O for an additional \$500,000. (B&O AR)
- July 1856 Virginia Central Railroad opens to Millsboro; further construction to Covington is halted by the Panic of 1857. (Nelson)
- July 21, 1856 Columbus & Xenia and Little Miami Railroads rescind refusal to aid other companies; appoint committee to meet with J. Edgar Thomson and T.L. Jewett on subjects of mutual interest. (MB)
- July 21, 1856 Cincinnati, Peru & Chicago Railroad opens between LaPorte and Plymouth, Ind.; financed by the Michigan Southern & Northern Indiana Railroad to provide a Chicago link for the PFW&C. (McLellan)
- July 21, 1856 Cincinnati & Chicago Railroad Board appoints a committee to solicit proposals to finish the road; Caleb B. Smith resigns as Pres. and director. (MB)
- July 21, 1856 Illinois Central Railroad begins Chicago's first suburban service with local trains to 53rd Street, Hyde Park. (Stover)
- July 21, 1856 Frederick W. Larder reports to the Secretary of War on a survey for a Pacific railroad from Puget Sound to the Mississippi River via South Pass, made at his own expense. (Rept)
- July 22, 1856 PRR Board authorizes making a 5-year contract for the use of the Columbia Railroad from Aug. 16, 1856 when Bingham & Dock contract expires. (MB)
- July 24, 1856 Maryland & Delaware Railroad Board authorizes the issue of \$100,000 in

Mortgage bonds. (MB)

- July 24, 1856 Erasmus Gest (1820-1908) elected Pres. & Superintendent of Cincinnati, Wilmington & Zanesville Railroad, replacing Pres. Franklin Corwin, resigned; Gest finds the company finances in terrible shape and is obliged to pay part of back wages owed out of his own funds. (MB, AR)
- July 24, 1856 Thomas L. Jewett elected Pres. of the Columbus, Piqua & Indiana Railroad, replacing William Neil, resigned; Jewett, James Fullington, F.M. Gwynne and M.G. Mitchell added to the Executive Committee. (MB)
- July 26, 1856 Ohio & Pennsylvania, Ohio & Indiana and Fort Wayne & Chicago railroad merger into Pittsburgh, Fort Wayne & Chicago Railroad Company (PFW&C) becomes effective with filing in Pennsylvania and Ohio. (Church)
- July 26, 1856 Future PRR Superintendent Robert Pitcairn (1836-1909) marries Elizabeth Erb Rigg of Altoona. (wiki)
- July 28, 1856 Merger of the Pittsburgh, Fort Wayne & Chicago Railroad filed in Illinois. (C&C)
- July 28, 1856 Rep. George W. Jones (1806-1884) of Tennessee blocks the reporting of a Pacific Railroad bill from a House committee. (CongGlobe)
- July 1856 West Chester & Philadelphia Railroad suspends construction. (USRR&MR)
- July 1856 Edward F. Gay made Superintendent of New Portage Railroad.
- July 29, 1856 Merger of the Pittsburgh, Fort Wayne & Chicago Railroad filed in Indiana. (C&C)
- July 29, 1856 Thomas Sherlock and associates decline to make a proposition to complete the Cincinnati & Chicago Railroad. (MB)
- July 30, 1856 Ambrose W. Thompson and John S. King accept the terms set by the Pittsburgh & Steubenville Railroad for their contract; they are to pay the company 40% of gross revenue through Jan. 1, 1858, instead of a guaranteed 4% on the stock and 6% on the bonds. (MB)
- July 30, 1856 Haupt & Co. makes a new contract with the Hoosac Tunnel raising the price to \$3,883,000, with less than 10% in cash; it is to be only for a single track, not double. (Ward)
- July 30, 1856 Hiram Sibley elected Pres. of the Western Union Telegraph Company; Anson Stager remains Superintendent. (Thompson)

- July 31, 1856 Catawissa, Williamsport & Erie Railroad Board accepts the resignation of Pres. William D. Lewis. (1856 Rept)
- July 31, 1856 Pittsburgh, Fort Wayne & Chicago Railroad (PFW&C) organized; J. Edgar Thomson is the only PRR representative on the Board; Tom Scott fails to get enough votes; Theodore T. Moran is the only New Yorker. (MB)
- July 31, 1856 Cincinnati & Chicago Railroad Board authorizes paying the rest of the money due on the stock of the Cincinnati, New Castle & Michigan Railroad in installments; makes a preliminary contract with J. A. James to complete the road. (MB)
- Summer 1856 Thomas Leiper Kane visits his real estate around present Kane, Pa., and discovers a summit for the Sunbury & Erie Railroad of 2,020 feet elevation at Kane, 225 feet lower than the summit discovered on the preliminary survey of the northern route by Phaon Jarret; of course, this brings the railroad through his lands. (Leeson)
- Summer 1856 Buffalo & Pittsburgh Railroad cancels all old contracts and makes new contracts for the portion between the future Erie main line (Carrollton, N.Y.) and the Pennsylvania state line; project is transformed from part of a Buffalo-Pittsburgh trunk line into a feeder for the Erie into the McKean County (Pa.) bituminous coal fields. (NYState, Minor)
- Summer 1856 Central Ohio Railroad refuses to return cars to the Cincinnati, Wilmington & Zanesville Railroad and lets them pile up at Bellaire; it refuses to move traffic from Zanesville, where cars can sit for over a month. (AR)
- Aug. 1, 1856 New Jersey Railroad adopts a new system for ticketing commuters; tickets are no longer good on the ferries; instead, commuters must apply for ferry passes to conductors on their trains; intended to cut down on others sneaking free ferry rides by showing obsolete tickets, etc. (AR)
- Aug. 1, 1856 George W. Cass elected Pres. of PFW&C; J. Edgar Thomson elected to Finance Committee; John J. Houston named General Freight Agent; Joseph H. Moore Superintendent and John Fleming General Ticket Agent; Board appoints committee to negotiate for completion of Springfield, Mt. Vernon & Pittsburgh Railroad. (MB)
- Aug. 1, 1856 Pittsburgh & Steubenville Railroad issues \$1 million First Mortgage to Thomas McElrath, a New York banker, Trustee, and \$500,000 Second Mortgage to Ambrose W. Thompson and Daniel Tyler, Trustees. (Church)
- Aug. 1, 1856 PW&B contracts operation and maintenance at fixed rate per mile to

company of A.J. Barrett, George Stearns, Jr., William Stearns and Henry F. Kenney; contracts operation of NC&F, Wilmington & New Castle Railroad and Delaware Railroad to Andrew C. Gray; Southwark Railroad to William Windle. (MB)

- Aug. 1, 1856 Little Miami Railroad ceased to prorate with the Cincinnati, Wilmington & Zanesville Railroad and charges full rates. (AR)
- Aug. 1, 1856 Employees of the Cincinnati, Wilmington & Zanesville Railroad strike for over four months in back wages. (AR)
- Aug. 1, 1856 Charles P. Manning (1817-1886), formerly with the Alexandria, Loudon & Hampshire Railroad, appointed Chief Engineer of the Pittsburgh & Connellsville Railroad. (AR)
- Aug. 2, 1856 Pres. Samuel V. Merrick breaks ground for Sunbury & Erie Railroad at Erie. (USRR&MR)
- Aug. 4, 1856 George W. Jones of Tennessee and Howell Cobb of Georgia again block the release of the Pacific Railroad Bill in the House. (CongGlobe)
- Aug. 4, 1856 Philadelphia broker Enoch W. Clark (1802-1856) dies of cancer of the tongue, leaving a fortune estimated at \$800,000. (wiki)
- Aug. 5, 1856 Lewisburg, Centre & Spruce Creek Railroad receives letters patent; Col. Eli Sliffer is Pres. and Anthony B. Warford Chief Engineer. (Val)
- Aug. 6, 1856 LIRR's Syosset engine house destroyed by fire and locomotive *Townsend* damaged. (MB)
- Aug. 6, 1856 PRR Road Committee approves additional \$5,000 loan to Somerset & Johnstown Plank Road in addition to \$6,000 already made. (MB)
- Aug. 6, 1856 North Western Railroad makes new contract with Malone, Painter, Clark & Gonder at rates about 33% lower to complete work and close out old debts; they are to return the \$334,000 in Lawrence County and Butler County bonds to the company and take instead \$50,000 in cash, \$31,000 in company notes, and \$250,000 in First Mortgage bonds; Samuel H. Kneass Chief Engineer and George B. Roberts Principal Assistant Engineer. (AR, USRR&MR, HistButlerCo)
- Aug. 1856 Herman Haupt agrees to be engineer and contractor to complete the Hoosac Tunnel in Massachusetts; he is to be paid \$2 million in Massachusetts scrip, \$900,000 in Second Mortgage bonds, \$598,000 in stock and \$382,000 in cash. (Wilson, Kirkland)

- Aug. 7, 1856 Delaware Railroad Board approves the transfer of 400 shares to the Dona Steam Boat, Transportation & Freighting Company (Manlove Hayes, Pres.) in return for their stock, lease, etc., which is currently vested in trustees; the plan to use the Dona Landing route has been abandoned and the steamboat *Zephyr* sold to the PW&B. (MB)
- Aug. 8, 1856 Joint Companies Executive Committee authorizes the construction of freight wharves with tracks at Camden and South Amboy; appoints William W. Dechert VP of the Camden & Amboy Railroad. (MB)
- Aug. 8, 1856 J. Neave elected Pres. pro-tem of the Cincinnati & Chicago Railroad; Robert Brown, Joseph C. Butler and Samuel J. Walker elected directors in place of William Butler, David Foster and J. W. Ridgway. (MB)
- Aug. 10, 1856 Pittsburgh & Connellsville Railroad opens between West Newton and Guffey's Station. (AR, B&O Val)
- Aug. 11, 1856 PRR Road Committee hears presentation of Ambrose W. Thompson and John S. King, lessees of Pittsburgh & Steubenville Railroad; offer to transfer lease to PRR when completed for 5% of gross receipts. (MB)
- Aug. 12, 1856 Senate tables the Pacific Railroad Bill, 25-23, ending action in the 34th Congress. (CongGlobe)
- Aug. 14, 1856 Manfull, Nicholson & Co. abandon contract to build Pittsburgh & Steubenville Railroad, having spent \$692,644; work continued by King & Thompson who begin work on Ohio River Bridge at Steubenville. (Church)
- Aug. 14, 1856 Lackawanna & Bloomsburg Railroad opens between Kingston and Nanticoke, Pa. (Poor, Taber)
- Aug. 14, 1856 Separate Tiffin & Fort Wayne Railroad companies of Ohio and Indiana merged; part of the projected American Central line. (ICC)
- Aug. 1856 West Jersey Railroad completed between Camden and Woodbury but not opened because of legal difficulties. (Prowell, Stewart)
- Aug. 1856 Delaware Railroad opens to Milford. (AR - verify)
- Aug. 1856 With the Ohio River closed by low water and the new direct rail connection with St. Louis, the Bellefontaine Line is overtaxed and has to refuse more freight traffic than it accepts between Aug. and Oct. 1856. (AR)
- Aug. 1856 Lake Erie, Wabash & St. Louis Railroad opens from Logansport to

Lafayette, paralleling the Wabash & Erie Canal and drying up its traffic. (ARJ)

- Aug. 18, 1856 The ineffectual pro-Southern Kansas Territorial Gov. Wilson Shannon (1802-1877) resigns; Pres. Pierce replaces him with independent John W. Geary (1819-1873) of Pennsylvania. (wiki, McPherson)
- Aug. 1856 Dungan, Cartwright & Co., Philadelphia contracts, agree to invest \$87,000 in Haupt & Co's. project to build the Hoosac Tunnel. (Ward)
- Aug. 16, 1856 Contract with Bingham & Dock for operation of the Philadelphia & Columbia Railroad expires and is transferred to the PRR and Harrisburg, Portsmouth, Mountjoy & Lancaster, the only bidders, effective Aug. 18, for five years; West Chester Railroad continues to operate own trains; PRR purchases cars of Bingham & Dock's Columbia Railroad Line. (MB, AR)
- Aug. 16, 1856 Texas Western Railroad charter revived and renamed Southern Pacific Railroad (Texas); to build from the eastern state boundary to El Paso along the 32nd parallel route. (ICC, Watson/Brown)
- Aug. 16, 1856 Pacific Railroad Bill is finally released from the House committee but sent to the Committee of the Whole and buried. (CongGlobe)
- Aug. 18, 1856 Post Office Dept. serves notice that it will reduce the mail subsidy of the Collins Line from \$33,000 per voyage to the original level of \$19,500. (CongSerSet7240)
- Aug. 19, 1856 PW&B Board approves through freight contract with B&O. (MB)
- Aug. 19, 1856 Jesse Edgington and Nathaniel Wells deed their private railroad across the Virginia Panhandle to Pittsburgh & Steubenville Railroad for \$100,000. (Church)
- Aug. 20, 1856 PRR Board authorizes making a connection with the Pittsburgh & Steubenville on the south side of the Monongahela opposite Pittsburgh providing King & Thompson transfer their lease of the P&S to the PRR and complete line and begin Ohio River bridge within 12 months. (MB)
- Aug. 20, 1856 PRR Board selects Stephen D. Button (1813-1894) as architect of its new office building in Philadelphia; Button serves middle class, newly rich or industrial clients, unlike elite architect John Nottman (1810-1865) whose earlier design remains unexecuted. (MB)
- Aug. 20, 1856 Cincinnati & Chicago Railroad Board authorizes negotiations with George Ripley and William Judson to complete the road; it is reported that Caleb

- B. Smith and Solomon Meredith have purchase the locomotive *New York* from the Indianapolis, Pittsburgh & Cleveland Railroad for notes, and it is now being repossessed. (MB)
- Aug. 22, 1856 Pres. J. Edgar Thomson proposes to Steubenville & Indiana Railroad to take \$100,000 in S&I stock, giving \$100,000 of Springfield, Mt. Vernon & Pittsburgh Railroad stock in payment. (MB)
- Aug. 25, 1856 First span of Lehigh Valley Railroad's Easton Bridge over the Morris Canal and Belvidere Delaware Railroad collapses under weight of LV locomotives *Robert Sayre* and *Mauch Chunk*, severing connection with CNJ and Belvidere Delaware Railroad; one fireman is drowned in the Morris Canal; wreckage also tears out part of Bel-Del; line blocked for about two weeks. (StGaz; AR)
- Aug. 28, 1856 Jeffersonville Railroad Board imposes further wage cuts. (MB)
- Aug. 30, 1856 Last run of New Castle & Frenchtown steamboat service between Baltimore and Frenchtown; all rail service discontinued west of Delaware Jct. (Rodney). (newspaper tt.)
- Aug. 30, 1856 Lower level of Easton bridge reopens, linking Lehigh Valley Railroad with Belvidere Delaware Railroad. (Lee)
- Sep. 1, 1856 Joint Companies and New Jersey Railroad sign new agreement. (C&A)
- Sep. 1, 1856 PW&B signs contract with Adams Express Company. (MB)
- Sep. 1, 1856 Delaware Railroad opens for revenue service between Dover and Harrington, Del.
- Sep. 1, 1856 Pittsburgh & Steubenville Railroad Board adopts the location for the Monongahela River Bridge at Pittsburgh at Try Street. (MB)
- Sep. 1, 1856 Steubenville & Indiana Railroad Board accepts Pres. Thomson's proposal to subscribe for \$100,000 in S&I stock. (MB)
- Sep. 1, 1856 The new Master Mechanic of the Cincinnati, Wilmington & Zanesville Railroad, upon taking office, finds that only 3 of 16 locomotives are serviceable. (AR)
- Sep. 1, 1856 Cincinnati & Chicago Railroad Board appoints a committee to ask why the Superintendent moved his office from New Castle to Richmond; agrees to a contract with John W. Wright, et al., to complete the road. (MB)

- Sep. 1, 1856 Manassas Gap Railroad opens to Woodstock, Va., in the valley of the North Fork of the Shenandoah River. (Cnls&RRs)
- Sep. 2, 1856 Lewisburg, Centre & Spruce Creek Railroad organized. (USRR&MR - check C&C)
- Sep. 3, 1856 Philadelphia & Baltimore Central Railroad Board appoints a committee to confer with the West Chester & Philadelphia Railroad and Northern Central Railway on connections. (MB)
- Sep. 5, 1856 First Republican Party convention in Pennsylvania held at Reading; Simon Cameron switches from the Democrats to the new Republican Party in a successful Senate bid. (verify)
- Sep. 5, 1856 Steubenville & Indiana Railroad Board reconsiders acceptance of Pres. Thomson's proposal to subscribe for \$100,000 S&I shares by paying Springfield, Mt. Vernon & Pittsburgh stock at par. (MB)
- Sep. 5, 1856 Fire destroys Mount Vernon Hotel at Cape May, N.J. (Alexander)
- Sep. 8, 1856 Rock Island Bridge over Mississippi River reopens. (Hayes)
- Sep. 9, 1856 Lehigh Valley Railroad Board agrees to a traffic agreement with the Auburn & Allentown Railroad. (MB)
- Sep. 9, 1856 Dayton & Western Railroad Board accepts the resignation of Pres. R. R. Dickey because of continuing operating losses and elects Valentine Winters Pres. at \$4 per day when working. (MB)
- Sep. 9, 1856 New Gov. John W. Geary arrives in Kansas; he dissolves the pro-slavery militia fostered by his pro-Southern predecessor Wilson Shannon; by using federal troops against extremists of both sides, Geary restores some semblance of order by Oct. (DAB, McPherson)
- Sep. 12, 1856 Camden & Atlantic Railroad Board authorizes purchase of the locomotive *Surf*; however, there are several subsequent resolutions to the same effect, so it was apparently not done now; Superintendent John H. Osborne reports that the *Surf* is not suitable for summer business. (MB)
- Sep. 13, 1856 Henry Tyson (1820-1877), the new Master of Machinery of the B&O issues bids for five conventional 4-6-0's, rejecting the Winans Camel design as too slow, top-heavy and prone to derailments, and profligate in fuel consumption; a pamphlet war with the combative Ross Winans follows, but no further Camels are built, and his locomotive works closes in next year's Panic. (Hungerford)

- Sep. 1856 Chartiers Valley Railroad suspends construction after expenditure of \$200,000; remains in suspension until 1867. (Church,)
- Sep. 1856 PRR arranges for Steubenville & Indiana to change its gauge from 4'-8½" to 4'-10" on condition S&I takes PRR's holdings of Springfield, Mt. Vernon & Delaware stock in exchange for its own; PRR moves to considering Steubenville & Indiana as offering a superior route to Columbus. (portion of SMtV&P between Delaware and Springfield later becomes part of NYC system; other portions eventually return to PRR via Cleveland, Mt. Vernon & Delaware Railroad.) (, AR, USRR&MR)
- Sep. 1856 Cleveland & Mahoning Railroad opens between Warren and Girard, Ohio. (AR/ARJ)
- Sep. 1856 Coal operators and merchants Lewis Audenried (1799-1873) of Philadelphia, Jervis Langdon (1809-1870) of Elmira, and Hale Remington of Fall River form a partnership for shipping anthracite coal to western New York and the Lakes via the Williamsport & Elmira Railroad; promise to ship 200,000 tons annually. (USRR&MR)
- Sep. 1856 Thomas Kimber, Jr. (1825-1890), Pres. of the Williamsport & Erie Railroad, is elected Pres. of the Catawissa, Williamsport & Erie Railroad, replacing William D. Lewis, resigned. (MChGaz)
- Sep. 1856 Georges Creek Coal & Iron Company railroad extended two miles north to meet the Cumberland & Pennsylvania Railroad, allowing it to ship to Cumberland as well as Piedmont. (Harvey)
- Sep. 1856 Lake Erie, Wabash & St. Louis Railroad opens between Lafayette and Attica. (ARJ)
- Sep. 16, 1856 PW&B Board declares 2% dividend payable on Oct. 1. (MB)
- Sep. 16, 1856 First through train operates over the Cleveland & Pittsburgh Railroad between Wellsville and Pittsburgh to allow people to attend a Fremont barbecue in Pittsburgh, although the line between Wellsville and Rochester is unfinished. (McCord)
- Sep. 16, 1856 Peru & Indianapolis Railroad reopens between Indianapolis and Peru after strap rail replaced with 56-lb. T-rail and company purchases own locomotives; financed by sale of bonds to Cuttings of New York. (Rehor)
- Sep. 17, 1856 PFW&C Board authorizes construction of 100 stock cars. (MB)
- Sep. 18, 1856 Northern Central Railway Board declines the offer of Richard Share to rent the Green Spring Branch because of its poor condition. (MB)

- Sep. 18, 1856 Meeting of Eastern and Western trunk lines in Cincinnati fixes passenger fares between New York and the West at 2.5 cents per mile in effect between Nov. 1 and April 1, 1857; also set new freight rates effective Oct. 1; Philadelphians complain that convention is dominated by New York interests. (USRR&MR)
- Sep. 18, 1856 PFW&C adopts organization; Thomas D. Messler (1833-1893) named Auditor; committee reports that principal shops should be in Fort Wayne with secondary shops in Stark County, Ohio; Messler, formerly with the New York & Erie, is suggested for the post by Moran Brothers, who are interested in both roads; Messler organizes the company's accounts. (MB, StdHistPitts)
- Sep. 19, 1856 Engineers on the New York & Erie Railroad meet at Susquehanna, Pa., to protest firing of an engineer whose train ran off the rails at a switch under the strict rules imposed by Daniel C. McCallum. (ARJ)
- Sep. 21, 1856 Roswell Beebe (1795-1856), projector and Pres. of the Cairo & Fulton Railroad, dies at New York City. (Cook)
- Sep. 22, 1856 West Chester & Philadelphia Railroad opens for revenue service between Rockdale (Glen Riddle) and Lenni. (CCHS - PRRColExpo has it open to Rockdale 4/14/56)
- Sep. 22, 1856 Joseph C. Butler resigns as a director of the Cincinnati & Chicago Railroad; the company's iron is still at Cleveland. (MB)
- Sep. 22, 1856 Western Union Telegraph Company leases the Ohio, Indiana & Illinois Telegraph Company. (Thompson)
- Sep. 22, 1856 British ironmaster Robert F. Mushet (1811-1891) secures a British patent for adding spiegeleisen, a compound of iron, carbon and manganese, to retain the small amount of carbon needed to produce cast steel; this makes the production of steel by the Bessemer process practical on a commercial scale, although it still requires iron ores free of phosphorus; Mushet's trustees allow the patent to lapse, allowing Bessemer to make use of it gratis; Bessemer reaps over £1 million in royalties, while Mushet subsists on a small annuity. (Swank)
- Sep. 23, 1856 Lake Erie, Wabash & St. Louis Railroad and Toledo & Illinois Railroad merge to form the Toledo, Wabash & Western Railroad Company under articles of consolidation dated June 25, 1856. (ICC)
- Sep. 24, 1856 Cleveland & Pittsburgh Railroad orders passenger and freight trains to run to Rochester as per letter of Pres. George W. Cass of PFW&C of Sep. 19.;

- appoints committee to secure land for an independent Pittsburgh terminal at Manchester or Allegheny and resolves to extend River Line to Pittsburgh as soon as practicable. (MB)
- Sep. 24, 1856 Cook & Bro., contractors, begin work on Pittsburgh & Steubenville bridge over Ohio River at Steubenville. (USRR&MR)
- Sep. 25, 1856 Robert Bayard, Alexander S. Diven (1809-1896) of Elmira, and Francis N. Buck resign as directors of the Catawissa, Williamsport & Erie Railroad and are replaced by Samuel Vaughan Merrick, Morris L. Hallowell and Joseph B. Myers; Thomas Kimber, Jr. (1825-1890), Pres. of the Williamsport & Erie Railroad, is elected Pres., replacing William D. Lewis, resigned. (Rept - USRR&MR shows pres. election earlier, 1st week of 9/56)
- Sep. 27, 1856 Pittsburgh & Steubenville Railroad Board reacts to a letter from King & Thompson revealing the Engineer David Mitchell's estimates are too low, and the expense will be much higher than expected; Board agrees that the additional cost will be paid in \$400,000 6% Income bonds. (MB)
- Sep. 27, 1856 Illinois Central Railroad completed between Galena and Cairo with a "branch" from Centralia to Chicago at cost of over \$25 million; at 705 miles is briefly the longest single railroad line in the world. (Stover)
- Sep. 28, 1856 PFW&C opens between Columbia City and Warsaw, Ind. (USRR&MR)
- Sep. 29, 1856 Delaware Railroad opens between Harrington and Bridgeville, Del.
- Sep. 30, 1856 Chartiers Valley Railroad Board reviews a proposed contract with the PRR and Hempfield Railroad. (MB)
- Oct. 1, 1856 Trunk lines meeting at Cleveland agree to maintain equal rates. (USRR&MR)
- Oct. 1, 1856 PFW&C authorizes construction of an eating house at Fort Wayne; director Samuel Hanna donates 110 acres for shops at Fort Wayne. (MB)
- Oct. 1, 1856 Railroad speculator Robert W. Latham (1819?-1879) of New York elected Pres. of Pittsburgh & Steubenville Railroad, replacing Isaac Jones, resigned; Thomas L. Jewett resigns as a director. (MB)
- Oct. 1, 1856 Virginia & Tennessee Railroad opens to Bristol on the Virginia-Tennessee border, completing the line from Lynchburg; the 5'-0" gauge line is one of only two southern counterparts to the northern Trunk Lines; it will soon have direct connections with Chattanooga, Atlanta and Memphis; after the Civil War it will become part of the main line of the Norfolk & Western

Railway. (ARJ, Cnls&RRs, Wolfe)

- Oct. 2, 1856 Lewisburg, Centre & Spruce Creek Railroad organized. (ARJ)
- Oct. 2, 1856 Pittsburgh & Steubenville Railroad Board dispenses with Engineer David Mitchell, Jr., and all assistants and allows lessees King & Thompson to employ a “competent engineer.” (MB)
- Oct. 2, 1856 Marion & Mississinewa Valley Railroad Board appoints a committee to negotiate connections with railroads in Ohio, Indiana and Illinois. (MB)
- Oct. 3, 1856 New York & Erie Railroad Board issues report refusing request of engineers for relaxation of General Superintendent McCallum's rules and increase for firemen; members of engineers' grievance committee fired on the spot, along with others who refuse to obey rules; engineers strike; protest was sparked by the firing of an engineer whose train ran off the rails at a switch. (Mott - ARJ has 10/2)
- Oct. 4, 1856 New York & Erie Railroad engineers strike in protest of strict operating rules established by McCallum. (ARJ)
- Oct. 4, 1856 First canal boat reaches Hinsdale on the Genesee Valley Canal but is prevented by low water from proceeding to Olean. (Ellis/Cattaraugus)
- Oct. 7, 1856 Corydon Richmond elected a director of the Cincinnati & Chicago Railroad, replacing Samuel J. Walker, resigned. (MB)
- Oct. 7, 1856 North Pennsylvania Railroad opens to Doylestown, on a branch from the main line at Lansdale. (AR)
- Oct. 8, 1856 Thomas Swann (1809-1883) elected Mayor of Baltimore on the Know-Nothing ticket, defeating Democrat Robert Clinton Wright (1816?-1879) in an election marked by rioting and fraud; 14 killed and 300 wounded. (Browne, Scharf)
- Oct. 8, 1856 Steamship *Tempest* leaves Glasgow for New York, inaugurating service by the Anchor Line; established by Nicol Handyside, Robert Handyside and Capt. Thomas Henderson of Glasgow as Handysides & Harrison. (Flayhart)
- Oct. 8, 1856 Barclay Railroad & Coal Company completes a railroad from its coal mines to Towanda on the North Branch Extension Canal. (ARJ)
- Oct. 10, 1856 Superintendent John H. Osborne of the Camden & Atlantic Railroad reports for the year ending Aug. 31; Camden depot has been reframed, the length of the platform doubled, and a shed build for four passenger cars;

track has been extended to the Inlet at Atlantic City, and the company now has five good locomotives. (MB)

- Oct. 13, 1856 Northern Central Railway makes a new contract with the Trevorton Coal & Railroad Company on the terms granted to Joseph R. Curtis on Apr. 8. (MB)
- Oct. 14, 1856 Democrats sweep Pennsylvania state elections; elect George Scott of Columbia County Canal Commissioner. (Coleman)
- Oct. 15, 1856 John Thomas and Joseph T. Thomas of Philadelphia propose to finish the West Chester & Philadelphia Railroad from Grubbs Bridge to West Chester and lease it, upon others subscribing \$90,000 to stock. (MB)
- Oct. 15, 1856 Construction of Pittsburgh & Steubenville resumes under contract to John S. King and Ambrose W. Thompson.
- Oct. 1856 Camden & Atlantic Railroad completes a wharf at the Inlet at Atlantic City. (MB)
- Oct. 1856 Cleveland & Pittsburgh Railroad makes telegraph contract with Western Union Telegraph Company for line between Pittsburgh and Cleveland. (Church)
- Oct.? 1856 Allegheny Valley Railroad informs the Pittsburgh City Council that it is unable to pay the interest on its bonds: [Pittsburgh defaults on interest payments on its Allegheny Valley Railroad bonds?]. (ARJ)
- Oct. 1856 Belleville & Illinoistown Railroad completes extension from East St. Louis to East Alton. (Church, ARJ, GrnBk)
- Oct. 1856 Coal miners in the Broad Top Field of Pennsylvania strike to protest wage cuts. (ARJ)
- Oct. 1856 Engineer Alexander W. Rea (-1868), later a victim of one of the alleged "Molly Maguire" murders, surveys the Schuylkill Haven & Lehigh River Railroad to a connection with the Lehigh Valley Railroad via Lizards Creek. (Heydinger/RRH 107)
- Oct. 1856 National Protective Association of Locomotive Engineers in the United States holds its second and last annual convention in Columbus, Ohio; the engineers do not form a successful union until 1863. (PMiddleton)
- Oct. 16, 1856 Northern Central Railway Board considers the application of the Philadelphia & Baltimore Central Railroad and Isaac R. Trimble for the use of the NC between Relay and Baltimore. (MB)

- Oct. 16, 1856 Cleveland & Pittsburgh Railroad opens for revenue service between Wellsville, Ohio, and Rochester, Pa., forming complete rail line between Cleveland and Pittsburgh. (AR)
- Oct. 16, 1856 Cleveland & Pittsburgh Railroad opens River Branch between Wellsville and Steubenville; operated as branch connecting with main line at Wellsville; first Steubenville station is in the grain mill at Market & Water Streets. (AR, PittsGaz, Doyle)
- Oct. 16, 1856 Cincinnati, Wilmington & Zanesville Railroad Pres. Erasmus Gest reports to the Board on his trip to New York, Boston and Baltimore; Board ratifies a contract he made with the B&O on Oct. 14. (MB)
- Oct. 16, 1856 Cincinnati & Chicago Railroad leases its unfinished railroad between Richmond and the south bank of the Wabash River at Logansport to John W. Wright & Co., who agree to lay balance of rail between Anderson and Kokomo and to lease it for five years from Jan. 1, 1857, at the end of which they are to be paid \$500,000 with 6% interest; Wright later assigns the lease to William D. Judson and George B. Ripley. (MB, Church)
- Oct. 16, 1856 J. A. James elected Pres. of the Cincinnati & Chicago Railroad; A. M. Searles resigns as director. (MB)
- Oct. 16, 1856 New York partly suspends work on unfinished canals, as the appropriations are insufficient. (Sweet)
- Oct. 17, 1856 PFW&C appoints committee to negotiate with either the Illinois Central or the Michigan Southern & Northern Indiana for use of their tracks to enter Chicago. (MB)
- Oct. 18, 1856 PFW&C Board authorizes negotiations with Michigan Southern & Northern Indiana and Cincinnati, Peru & Chicago Railroad as temporary line to Chicago; authorizes Orrville, Ohio, depot moved to junction with Cleveland, Zanesville & Cincinnati Railroad. (MB)
- Oct. 18, 1856 East Tennessee & Georgia Railroad opens between Knoxville and Dalton, Ga. (Taber)
- Oct. 20, 1856 PFW&C Board authorizes establishing a transfer office in New York City; authorizes negotiating with the Galena & Chicago Union Railroad or the CB&Q for entrance into Chicago. (MB)
- Oct. 20, 1856 Cairo & Fulton Railroad appoints Roswell B. Mason Consulting Engineer and orders him to begin the location. (ARJ)

- Oct. 23, 1856 PRR Road Committee authorizes construction of gas works at Altoona; advertises Patterson House at Mifflin for rent. (MB)
- Oct. 1856 Monongahela Navigation Company completes Dam No. 5 at Watkins Bar and Dam No. 6 at Rice's Landing, opening navigation to New Geneva, Pa. (Poor - Crumrine had 11/56)
- Oct. 25, 1856 Cincinnati, Wilmington & Zanesville Railroad makes a contract with the Dayton & Cincinnati Railroad, the Walnut Hills tunnel route, in order to get access to Cincinnati, as it is not now profitable; the CW&Z is to extend from Morrow to Sharon to make a connection with the D&C. (MB)
- Oct. 27, 1856 Western end of the Sunbury & Erie Railroad contracted to King, Brown & Co. and Struthers, Curtis & Co. (RsrcsofP&E - verify)
- Oct. 27, 1856 Manchester, Pa., ordinance authorizes Cleveland & Pittsburgh Railroad to build track in Preble Street to Ohio River. (Church)
- Oct. 27, 1856 Future PRR Chief Mechanical Engineer Alfred Wolcott Gibbs (1856-1922) born at Fort Fillmore, N.M. (PRRBio)
- Oct. 28, 1856 Joint Companies Executive Committee fixes the rates on through freight to and from the PRR for the winter of 1856-57 at 28 cents per cwt. for first class down to 15 cents for fourth class; Camden & Amboy Railroad adopts the freight classifications used by the western railroads. (MB)
- Oct. 30, 1856 Philadelphia & Baltimore Central Railroad Board orders the location of the line south of the Susquehanna River. (MB)
- Fall 1856 Philadelphia & Baltimore Central Railroad suspends construction in Cecil County (Martenet Atlas of Md.)
- Fall 1856 Marion & Mississinewa Valley Railroad suspends part of its work; severe drought in the Midwest has ruined crops; farmers cannot pay stock subscriptions, and there are shortages of food for workers and animals; the company has cut salaries by about 40% since 1854. (MB/AR)
- Nov. 1, 1856 Cincinnati, Wilmington & Zanesville Railroad defaults on interest. (AR, C&C)
- Nov. 1, 1856 Mail stage established between Smyrna, Del. and Hillsboro, Md., via Greensboro. (AR)
- Nov. 3, 1856 Allegheny Valley Railroad defaults on interest; the City of Pittsburgh is unable to pay the interest on the \$400,000 City bonds issued for its stock subscription; it has reached its maximum borrowing and taxing limits and

is set to run a \$10,000 deficit this year. (ARJ)

- Nov. 4, 1856 Pennsylvania Democrat James Buchanan defeats Republican John C. Fremont for the presidency; Pennsylvania's electoral votes put Buchanan over the top; however, Buchanan garners only 45% of the popular vote to 28% for Know-Nothing Millard Fillmore and 27% for Fremont; the Know-Nothings, who avoid the slavery issue, poll a higher percentage of votes in the South and Border States than nationally; Fremont carries the Upper North and Yankee regions; the campaign has been a bitter one, with the Democrats calling their opponents "Black Republicans," "Negro-worshippers," and coarser epithets; mercantile interests, fearing sectional violence and disruption of their trade with the South, have generally refused to donate to the Republican cause; however, Fremont carries all the free states except Pennsylvania, New Jersey, Indiana, Illinois and California; a Republican victory in two of the first four would enable the new party to win the presidency without a single Southern vote and thus be in a position to make no concessions to that section; chosen for long service and party loyalty rather than leadership qualities, Buchanan's conduct as the Union unravels over the course of his administration will eventually result in his being rated the worst of U.S. presidents. (Coleman, McPherson, Nichols)
- Nov. 4, 1856 The new Republican Party sweeps upstate New York, but New York City, with its strong mercantile ties to the South, remains solidly Democratic; most city Whigs fail to become Republicans; Republican John Alsop King (1788-1867), the son of Federalist leader Rufus King and brother of banker James Gore King, is elected Gov. of New York; the Republicans also take the Assembly and plan to take control of New York City from the Democrats by legislation altering its government and giving control of the harbor, Central Park, the water supply and other functions to independent boards of commissioners appointed in Albany. (Burrows/Wallace)
- Nov. 4, 1856 Know-Nothings sweep Maryland state elections through violence; ex-B&O Pres. Thomas Swann elected Know-Nothing Mayor of Baltimore. (Scharf - see above)
- Nov. 4, 1856 Camden & Atlantic Railroad Board authorizes the sale of two old locomotives and purchase of the *Surf*; authorizes the lease of the locomotives *Curllew* and *Petrel* from Superintendent John H. Osborne; they are similar to the *Sea Gull* leased from P. O'Reilly. (MB)
- Nov. 1856 Bank of England raises its discount rate to 7% to conserve specie, tightening credit. (ARJ)
- Nov. 5, 1856 John Tucker (1812-1885) resigns as Pres. of the Reading and is replaced

by VP Robert D. Cullen, a British subject who represents the British banking house of McCalmont Brothers & Co. and who has dictated policy for the last several years; Tucker is in some sense leaving a leaky ship and is hard pressed in his coal-mining ventures; according to diarist Sidney George Fisher, whose brother was a financier to the Reading, Tucker has been bankrupt for years but continues to live in style; in places, Fisher calls Tucker a kind man of much ability despite his faults, and in others paints a more negative picture of him as an amoral wheeler-dealer. (Hare, FisherDiary)

- Nov. 6, 1856 West Chester & Philadelphia Railroad Board accepts offer of John & Joseph T. Thomas to complete and lease road; stockholders agree to loan money necessary for completion. (MB, Pam)
- Nov. 6, 1856 Allegheny, Pa., ordinance authorizes PFW&C to extend from Federal Street to the proposed Allegheny River bridge. (Church)
- Nov. 6, 1856 Freedom Iron Company incorporated in Pa. to take over the operation of the Freedom Iron Works near Lewistown and the Greenwood Furnace from John A. Wright & Co. (PaSecyState, explorepahistory.com)
- Nov. 7, 1856 Williamsport ordinance authorizes subscription of 250 shares to Sunbury & Erie Railroad. (Digest)
- Nov. 8, 1856 John S. Darcy is elected Pres. of the New Jersey Railroad & Transportation Company, replacing Dudley S. Gregory, resigned. (MB)
- Nov. 10, 1856 Pittsburgh, Fort Wayne & Chicago opens between Warsaw and Plymouth, Ind. (ARJ, Church); Cincinnati, Peru & Chicago Railroad (later part of Lake Erie & Western) opens between Plymouth and La Porte, forming connection with Michigan Southern & Northern Indiana Railroad to Chicago. (check last part; Church has this date begin operating through to Chi over CP&C and MS&NI)
- Nov. 11, 1856 Convention in favor of completing the Pittsburgh & Erie Railroad “branch” or other railroad across northwestern Pennsylvania between the New York & Erie Railroad and Ohio held at Meadville; a committee is appointed to confer with the New York & Erie Railroad. (HistCrawfrdCo)
- Nov. 11, 1856 William A. Newell (1817-1901) elected Gov. of New Jersey as a fusion candidate, defeating Democrat Leonard Alexander; Newell is opposed by a Democratic Legislature, but succeeds in placing the new Republican Party on a sound footing. (Sobel)
- Nov. 11, 1856 Sir Henry Bessemer obtains his first U.S. patent for his converter for turning cast iron into cast steel by a blast of air but is opposed by William

Kelly (1811-1888) of Kentucky, who claims to have been experimenting since 1847; Kelly is awarded a patent, which serves to discourage the use of the Bessemer patents for several years; however, Kelly has only been able to make refined iron, not steel, and only in small quantities. (GooglePtnt, Swank - verify Google - Daddow/Bannan has first Bessemer patent 11/11/56 and Kelly patent 1/20/57)

- Nov. 12, 1856 North Branch Extension Canal completed between Pittston and New York state line, meeting the private Junction Canal to Elmira; first boat *Towanda* arrives in Elmira with 56 tons of coal from the mines of Mallery & Butler at Pittston; last of Pennsylvania state canals to be built; the North Branch Extension Canal has cost the state \$4,658,491 and is already paralleled by the DL&W Railroad. (ARJ)
- Nov. 12, 1856 Cleveland & Pittsburgh Railroad accepts offer of Allegheny Valley Railroad to transfer its lease of property at Duquesne Point in Pittsburgh to C&P. (MB)
- Nov. 12, 1856 Geologist J. Peter Lesley (1819-1903), Secretary of the American Iron Association, leaves Philadelphia on a tour of iron works in eastern Pennsylvania, covering an irregular rectangle bounded by Scranton, Danville and Harrisburg; Lesley continues his surveys through New York, New England, western Pennsylvania and Ohio; his researches will be published in 1859 as the *Iron Manufacturer's Guide* the first comprehensive collection of statistics of the U.S. iron industry; Lesley will also serve as geological consultant to the PRR and numerous other railroad, mining and manufacturing companies. (Knowles)
- Nov. 13, 1856 Cincinnati, Wilmington & Zanesville Railroad makes a second contract with the Dayton & Cincinnati Railroad; on seeking money in the East with which to extend from Morrow to Sharon and make the deal more attractive, the CW&Z is required to reconvey certain easements to the D&C. (MB)
- Nov. 13, 1856 Terre Haute & Alton Railroad merges with Belleville & Illinoistown Railroad (just opened between East Alton and East St. Louis) to form the Terre Haute, Alton & St. Louis Railroad, under an agreement of Aug. 8, 1856, retroactive to Oct. 30. (GrnBk, ICC, Church, ARJ)
- Nov. 13, 1856 Chicago and Milwaukee Railroad, later part of the Chicago & North Western Railway, begins regular suburban service between Chicago and Waukegan; the northern lake shore suburbs eventually become the most prestigious in the Chicago area. (Ystrdy&Tdy)
- Nov. 14, 1856 Maryland & Delaware Railroad Board authorizes Pres. Tench Tilghman to go to New York to try to place the \$100,000 bond issue. (MB)

- Nov. 14, 1856 Genesee Valley Canal completed between Shakers and Olean, N.Y.; the canal features a section from Sonyea to Portageville, where it rises 530 feet in 12 miles with 50 locks to bypass the Genesee Gorge and upper falls; it is the world's highest summit canal with a maximum elevation of 1,489 feet above sea level. (RRs&Cnls, EncycNYS)
- Nov. 14, 1856 Madison & Indianapolis Railroad makes an agreement with the Terre Haute & Richmond Railroad for the transportation of coal from Clay County, Ind., to Madison.. (MB)
- Nov. 17, 1856 New Jersey Railroad signs a through fare agreement with the PRR, PW&B and B&O. (MB)
- Nov. 17, 1856 Joint Companies Executive Committee orders Ashbel Welch to extend the Trenton (Coalport) coal basin 600 feet over the winter; authorizes the sale of the old boiler of the steamboat *Burlington* now at Bordentown; authorizes altering two Lehigh Valley Railroad locomotives for use on the Camden & Amboy Railroad; John P. Jackson of the New Jersey Railroad is present and reports that the PW&B and B&O have broken the through rates to the west, therefore, after Dec. 1, the C&A and NJRR agree that their share on through tickets is to be \$2.75 with no deductions and no tickets from the B&O or PRR are to be accepted unless originally furnished by the Camden & Amboy. (MB)
- Nov. 17, 1856 First boat to ascend the North Branch Extension arrives at Elmira, N.Y., with a cargo of 50 tons of coal from Pittston; greeted with a parade. (MChGaz)
- Nov. 17, 1856 Chicago ordinance permits PFW&C to lay tracks in Beach Street between 12th and Harrison Streets. (Church)
- Nov. 17, 1856 Last rail laid on the Toledo, Wabash & Western Railroad in Indiana; at Illinois state line it connects with the Great Western Railroad, which opens to Naples on the Illinois River the following week. (ARJ)
- Nov. 18, 1856 PW&B Board reports have begun to lay track on Port Deposit Branch. (MB)
- Nov. 18, 1856 Hollidaysburg Furnace (No. 1) blown in at Gaysport by Watson, Denniston & Co.; Chimney Rock Furnace (No. 2) is blown in a few days earlier at Hollidaysburg by Gardner, Osterloh & Co. (Africa)
- Nov. 1856 Northern Central Railway begins construction of a new track from Canal to Thames Street, Baltimore, but soon suspends work for the winter. (AR)

- Nov. 20, 1856 PFW&C Railroad appoints George W. Leuffer Chief Engineer. (MB)
- Nov. 20, 1856 East end of Peoria & Oquawka Railroad opens between Elmwood and Maquon, Ill.
- Nov. 21, 1856 PFW&C Railroad Board appoints a committee to respond to dissatisfaction of the Cleveland & Pittsburgh Railroad over its running arrangements into Pittsburgh; contracts with Lewis Broad to complete the line from Plymouth to Chicago. (MB)
- Nov. 22, 1856 First shipment of beef dispatched from Cleveland for New York City via Cleveland & Pittsburgh Railroad.
- Nov. 22, 1856 PRR Road Committee recommends PRR approval of consolidation of Marietta & Cincinnati Railroad, Hempfield Railroad, and Chartiers Valley Railroad to form "Ohio Valley Railroad"; to be converted to uniform standard gauge to Cincinnati; PRR should also make exclusive contract with Ohio & Mississippi Railroad to reach St. Louis; orders Secretary to examine state of coal wharves on Schuylkill in West Philadelphia and advise what is needed to accommodate coal trade. (MB)
- Nov. 24, 1856 PRR Board agrees to vote its stock in favor of the merger of the Marietta & Cincinnati, Hempfield, and Chartiers Valley railroads into the Ohio Valley Railroad, to arrange for through traffic and to develop a line to St. Louis via the Ohio & Mississippi. (MB)
- Nov. 24, 1856 Cleveland & Mahoning Railroad opens between Girard and Youngstown, Ohio; major stockholders are interested in the coal and iron trade of the Mahoning Valley and are content to monopolize its trade with Cleveland rather than extending to the Pennsylvania state line and a junction with the proposed North Western Railroad. (HistofYoungs, AR/ARJ)
- Nov. 24, 1856 Richard D. Wood notes that money is short in Philadelphia, with short-term loans at 12% a year; notes conditions have an "uncomfortable appearance" without signs of an approaching panic. (Wood)
- Nov. 25, 1856 New Jersey Railroad Board agrees to pay for the coal-burning locomotive *Phoenix*, providing there is a money-back guarantee; agrees to notify the New York & Erie Railroad that after Jan. 1 the charge for the use of the ferry will be \$100 per day; also that passengers from the Paterson & Ramapo Railroad are not entitled to ferry tickets. (MB)
- Nov. 25, 1856 Alexandria & Washington Railroad opens with hourly service between St. Asaph Street in Alexandria and the south end of the Long Bridge. (NatIntlgncr)

- Nov. 25, 1856 PFW&C appoints George W. Leuffer Chief Engineer, replacing Solomon White Roberts, resigned; Board had delayed filling the position for some time. (MB)
- Nov. 25, 1856 Arrival of the *Persia* brings news that the Bank of England has raised its interest rate to 7%. (Wood)
- Nov. 29, 1856 *Pennsylvania Railroad and Mining Register* renamed *United States Railroad and Mining Register*. (USRR&MR)
- Late 1856 Luther Atwood and chemist Joshua Merrill (-) of the United States Chemical Manufacturing Company return to Boston from England with samples of a superior illuminating oil distilled from naphtha; within a year, they have perfected the manufacture of both illuminating and lubricating oils from “Albert coal” or asphaltum from Canada, using refining processes that will later be applied to petroleum. (Williamson/Daum)
- Dec. 1, 1856 PRR Board authorizes investing up to \$65,000 in bonds of North Pennsylvania Railroad, building from Philadelphia to Bethlehem, providing sufficient funds raised from other sources to complete line. (MB)
- Dec. 1, 1856 Delaware Railroad opens between Bridgeville and Seaford, Del. (AR)
- Dec. 1, 1856 John W. Wright & Co. begin operating Cincinnati & Chicago Railroad under lease of Oct. 16, 1856, from William D. Judson and B. B. Ripley, Assignees; operation by Cincinnati, Hamilton & Dayton Railroad under Dec. 13, 1853 agreement ends. (Val, C&C - check Church for when Judson & Ripley became assignees)
- Dec. 1, 1856 Eaton & Hamilton Railroad ends joint operation with Cincinnati, Hamilton & Dayton Railroad and Cincinnati & Chicago Railroad. (C&C)
- Dec. 2, 1856 Theodore T. Woodruff (1811-1892) of Alton, Ill., receives his first sleeping car patent (No. 16,159); car is 45 feet long inside divided lengthwise into 7 compartments on each side of a center aisle; each compartment has 3 berths one above the other; Woodruff forms T.T. Woodruff & Co. with G.R. Dykeman of Alton, John L. Miller of Litchfield, Ill., and O.W. Childs of Syracuse, N.Y.; Woodruff later loses his fortune through patent infringement suits. (Ptnt, ARJ, RRH)
- Dec. 2, 1856 Central Transportation Company incorporated under the general laws of Pa. to operate sleeping cars under the Woodruff patents. (SecyofState)
- Dec. 4, 1856 New Jersey Railroad Board orders the Rahway Hotel sold at auction.

(MB)

- Dec. 4, 1856 Maryland & Delaware Railroad Pres. Tench Tilghman reports to the Board that he has been unable to sell any bonds in New York. (MB)
- Dec. 4, 1856 Canal boat *Towanda* arrives at Elmira from Pittston with the first load of anthracite coal via the North Branch Extension and Junction Canals. (Bugbee)
- Dec. 4, 1856 Pittsburgh & Steubenville Railroad Board agrees to pay King & Thompson their Oct. and Nov. estimates in First Mortgage bonds. (MB)
- Dec. 5, 1856 The fall rise of the Ohio River finally begins at Pittsburgh; within three weeks, the river is completely closed by ice; this second annual failure of navigation costs Pittsburgh manufacturers an estimated \$1.5 million; the rise is insufficient for coal boats from Pittsburgh, leading to a coal famine and high prices downstream. (Hunter/Ohio)
- Dec. 5, 1856 New York banking house of Stephen Little & Co. fails. (Francis)
- Dec. 1856 River Division of Cleveland & Pittsburgh opens between Yellow Creek and Bellaire, Ohio, opposite Wheeling. (Church)
- Dec. 1856 Cleveland & Pittsburgh Railroad opens between Wellsville and Rochester, Pa., on PFW&C. (Church - see Oct.)
- Dec. 1856 Huntingdon & Broad Top Mountain Railroad & Coal Company opens between Huntingdon and Broad Top City, Pa.; only connections are PRR and canal at Huntingdon; permits shipment of Broad Top steam coal to eastern markets; much coal is delivered to Susquehanna & Tide Water Canal at Columbia. (Val has 7/56 - USRR&MR implies open by 8/9/56 - Shoups Run Branch opens first (Saxton-Broad Top City), then main line to Hopewell - Poor has open to Hopewell 7/3 and Sandy Run Branch 7/1856)
- Dec. 1856 Tyrone & Clearfield Railroad begins construction; contract for Tyrone-Philipsburg made with Brady, Single & Co. (Val, USRR&MR)
- Dec. 8, 1856 West Jersey Railroad Board appoints a committee to investigate an offer from Lucius Q. C. Elmer that the Stockton-Stevens interests sell the railroad to local residents who will expedite its construction. (MB)
- Dec. 8, 1856 PRR Road Committee asks Solicitor for opinion on PRR guarantee of Pittsburgh & Steubenville Railroad bonds. (MB)
- Dec. 8, 1856 Northbound Cleveland & Pittsburgh Railroad passenger train rams westbound PFW&C passenger train at Alliance crossing, just as the latter

is pulling out of the station; two rear cars of PFW&C train are pushed into hotel, demolishing cars and part of building; 8 people on platform killed. (PittsGaz)

- Dec. 8, 1856 Dayton & Cincinnati Railroad stockholders vote to sell their tunnel rights at Cincinnati. (MB)
- Dec. 9, 1856 Pres. J. Kennedy Moorhead reports to the Chartiers Valley Railroad Board on his visit to Philadelphia regarding merging the Chartiers Valley Railroad, Hempfield Railroad and Marietta, Hillsboro & Cincinnati Railroad as the Ohio Valley Railroad; Board appoints a committee to negotiate the merger; authorizes making a contract with Dull, Criswell & Co. for finishing the road payable in bonds. (MB)
- Dec. 11, 1856 Delaware Railroad holds formal excursion celebrating completion to Seaford; the completion of the railroad causes commercial-scale peach-growing to expand down the whole length of the state south of the Chesapeake & Delaware Canal; the railroad is capable of rushing large quantities of fresh peaches to northern cities during the summer harvest before they can spoil. (AR, Scharf)
- Dec. 11, 1856 Portion of Buffalo & New York City Railroad between Attica and Buffalo sold at foreclosure to Aaron D. Patchin for \$275,000. (Minor)
- Dec. 12, 1856 Maryland & Delaware Railroad breaks ground at Easton, Md.; grading is complete between Hillsboro and the Delaware state line; no work done in Delaware. (USRR&MR, AR)
- Dec. 12, 1856 Littlestown Railroad receives letters patent. (C&C)
- Dec. 12, 1856 Eaton & Hamilton Railroad Board authorizes sending William A. Bickle to New York to try to arrange a compromise with the bondholders. (MB)
- Dec. 15, 1856 Little Miami Railroad Board authorizes building new shops on Liberty Street in the 17th Ward of Cincinnati. (MB)
- Dec. 15, 1856 William Jackson Palmer is elected Secretary of the Westmoreland Coal Company. (Fisher)
- Dec. 15, 1856 Chicago, Alton & St. Louis Railroad (Alton-Joliet) sold at foreclosure. (ICC)
- Dec. 1856 Rail service available between Pittsburgh and St. Louis via PFW&C and connection with the Toledo, Wabash & Western Railroad at Fort Wayne. (PassDept)

- Dec. 1856? Shermans Valley & Broad Top Railroad surveyed by L.D. Lampman from the PRR at the mouth of Fishing Creek via Burnt Cabins and Bedford to the Pittsburgh & Connellsville Railroad at Wills Creek 12 miles northwest of Cumberland. (USRR&MR, ARJ)
- Dec. 1856 The private stockholders of the B&O, supported by some of the city directors, approve a stock dividend of 30% payable in 6% notes convertible into stock after 5 years by a vote of 17-12; payment of the dividend is delayed until 1860 through lawsuits brought by the City of Baltimore and Maryland. (Stover)
- Dec. 1856 Failure of the Boston banking house of Henshaw & Son. (Francis)
- Dec. 16, 1856 PW&B Board reports cattle trade between Baltimore and Philadelphia is increasing. (MB)
- Dec. 16, 1856 Logansport, Peoria & Burlington Railway approves settlement with contractors S. Taylor & Co. and Culver, Kent & Co. (MB)
- Dec. 16, 1856 Pres. James Magee sells the Westmoreland Coal Company the Oak Grove Mine, formerly operated by Tom Scott, and the Spring Hill Mine near present Pitcairn, formerly operated by Dickson, Stewart & Co. for 17,235 shares, making him the largest stockholder, although much of it is held in the interests of J. Edgar Thomson and Tom Scott; the PRR contracts to buy the entire output of the Spring Hill Mine for fuel. (WCCo)
- Dec. 16, 1856 St. Louis Chamber of Commerce votes to support a lawsuit brought by Capt. John S. Hurd of the steamboat *Effie Afton* to have the Rock Island Bridge removed as a menace to navigation; the Chicago & Rock Island Railroad is represented by Abraham Lincoln; a Chicago jury, generally hostile to St. Louis, deadlocks. (Jackson)
- Dec. 17, 1856 Leech & Co. offers to put 75-100 freight cars in through service over the PRR and PFW&C Railroad. (MB)
- Dec. 17, 1856 Columbus & Xenia Railroad authorizes \$20,000 to link Steubenville & Indiana Railroad and Central Ohio Railroad at Newark, forming through line between Steubenville and Cincinnati. (MB)
- Dec. 17, 1856 B&O establishes a sinking fund for its bonds. (AR)
- Dec. 18, 1856 PFW&C Railroad ratifies a contract with the Michigan Southern & Northern Indiana Railroad and the Cincinnati, Peru & Chicago Rail__ for a temporary line into Chicago. (MB)
- Dec. 19, 1856 PFW&C Board hears a request from J.S. Butterworth of the Allentown

- Railroad for aid; appoints VP Samuel Hanna to negotiate. (MB)
- Dec. 20, 1856 Air Line Railroad Company in South Carolina incorporated in S.C. to build portion of a direct line between Charlotte and Atlanta. (ICC)
- Dec. 21, 1856 Northern Central Railway committee reports to the Board that the track between the Cumberland Valley Railroad (at Lemoyne) and the west end of the Rockville Bridge has been in no condition for use for some days; refer the dispute with the contractors for “extras” to the engineers. (MB)
- Dec. 22, 1856 Future Lines West engineer Robert Trimble (1856-1932) born at Butler, Pa. (PaNews)
- Dec. 23, 1856 North Pennsylvania Railroad completed from Philadelphia to connection with Lehigh Valley Railroad at Freemansburg, Pa., later changed to Bethlehem. (Hare)
- Dec. 23, 1856 Contractor Solomon Sturgis surrenders bonds of Cincinnati & Fort Wayne Railroad upon conveyance to him of the lands covered by the mortgage, which had been given to company for stock but were not part of the right-of-way. (Church)
- Dec. 23, 1856 Grain mill used by the Cleveland & Pittsburgh Railroad as its Steubenville station, burns down; an old railroad car is used as a temporary station until one is built below South Street. (Doyle)
- Dec. 23, 1856 Cincinnati & Chicago Railroad Board extends the time for completion under the lease to June 1, 1857. (MB)
- Dec. 23, 1856 John A Wright conveys Freedom Forge and 40,000 acres to the Freedom Iron Company, of which he is Superintendent and Joseph Thomas is Pres.; they build a rolling mill to manufacture iron tires for locomotive wheels. (HistJuniata/Susq)
- Dec. 24, 1856 PRR Road Committee accepts renting Patterson House at Mifflin to W. Bell for \$1,000 per year. (MB)
- Dec. 24, 1856 Herman Haupt resigns as City director of the PRR on account of frequent absences from Philadelphia on business on the Hoosac Tunnel. (Ward)
- Dec. 24, 1856 Washington & Alexandria Railroad begins advertising connecting omnibus from south end of Long Bridge to Dexter's Hotel at 7th & C Streets. (NatIntlgncr)
- Dec. 24, 1856 North Western Virginia Railroad completed to Parkersburg. (USRR&MR)

- Dec. 26, 1856 Dayton & Cincinnati Railroad cancels its Nov. 1855 contract with the Cincinnati, Lebanon & Xenia Railroad. (MB)
- Dec. 27, 1856 New Jersey Railroad Board authorizes a branch from East Newark Jct. to the Morris & Essex Railroad. (MB)
- Dec. 27, 1856 Hempfield Railroad opens from Wheeling to Claysville; City of Philadelphia has subscribed \$600,000. (ARJ, USRR&MR)
- Dec. 27, 1856 Dayton & Cincinnati Railroad makes a third contract with the Cincinnati, Wilmington & Zanesville Railroad; the D&C is to complete its line from Broadway, Cincinnati to Sharon and lease its road to the CW&Z in return for \$1 million in CW&Z bonds, with which the CW&Z is to buy a three-fifths interest in the D&C between Sharon and Broadway, Cincinnati. (MB)
- Dec. 27, 1856 B&O leases the North Western Virginia Railroad for 5 years. (AR, B&O Val)
- Dec. 28, 1856 Northern Central Railway opens between Dauphin and Millersburg for coal and mixed train service, making direct rail connection with the Lykens Valley coal mines by using PRR between Harrisburg and Rockville (or Marysville and Rockville??) and Dauphin & Susquehanna between Rockville and Dauphin; station and turntable built at Marysville at the west end of the Rockville Bridge as a temporary terminal until the Dauphin Bridge is completed. (AR)
- Dec. 28, 1856 Future Lines West and LIRR official George Latimer Potter (1856-1925) born at Bellefonte, Pa. (RRGaz)
- Dec. 29, 1856 Pittsburgh ordinance limits speed of trains in Liberty Street to 4 MPH. (Digest)
- Dec. 29, 1856 Pittsburgh & Steubenville Railroad Board orders the cancellation of all old First Mortgage bonds; ___ Wright is the new Engineer of the Pittsburgh & Steubenville Railroad. (MB)
- Dec. 30, 1856 Richard D. Wood and others meet at Camden with a committee of the Camden & Amboy Railroad but are unable to get them to commit to building the West Jersey Railroad. (Wood)
- Dec. 31, 1856 PRR closes accounts of Engineer (Construction) Dept.; MofW placed in Transportation Dept.; two Resident Engineers placed on General Superintendent's staff, one for Eastern and Middle Divisions (George W. Mowry) and one for Mountain and Western Divisions (Thomas W. Seabrook). (MB)

- Dec. 31, 1856 Inman Line (Philadelphia & Liverpool Steam Ship Company) establishes its main terminal at New York, recognizing Philadelphia's subsidiary role in the transatlantic trade. (Flayhart)
- Dec. 31, 1856 Alexandria & Washington Railroad executes mortgage on entire property to I.L. Kinzer to secure \$15,000 debt to Fowle, Snowden & Co. of Alexandria. (Harrison)
- Dec. 31, 1856 Ashtabula & New Lisbon Railroad Board adopts a new alignment between the PFW&C and Washingtonville and from Green to the plank road in Canfield. (MB)
- Dec. 31, 1856 J. Pierpont Morgan (1837-1913) leaves the University of Göttingen without getting a degree but honing his proficiency in mathematics and German; he then travels to Rome, where he begins buying art objects. (Strouse)
- 1856 Cereal crops fail across Midwest; poor harvests continue through 1858, forcing many railroad projects to slow down or suspend construction.
- 1856 Transfers of European capital to the U.S., much of it in the form of investment in railroads, have fallen from \$56 million in 1853 to \$12 million. (Burrows/Wallace)
- 1856 Middle Division created; Mifflin to Conemaugh. (exact date unknown)
- 1856 The LIRR has 202 commuters from as far out as Greenport; 18 are market men who travel with their produce at half the regular commutation rate; 46 are from points west of Jamaica, and 77 from points 10-15 miles from Brooklyn; the Flushing Railroad has 500 daily passengers but does not offer commutation rates; the New York & New Haven has 598 commuters from as far out as New Haven; the New York & Harlem Railroad has 661 commuters from as far as Chatham, with 162 from Harlem, 91 from Melrose, 124 from Morrisania, and 154 from Fordham. (NYStEngr)
- 1856 New Jersey Railroad has 305,293 commuter trips; carries 1,141,603 passengers between Newark and New York; carries a total of 68,688 tons of freight, of which 33,524 tons are carried between Newark and New York. (ARJ)
- 1856 Camden & Amboy Railroad completes new 300 x 60 pier at South Amboy with freight house. (AR)
- 1856 Camden & Amboy Railroad completes survey of straight-line route between Deans Pond and Trenton; completes double track between

- Millstone Jct. and Deans Pond. (AR)
- 1856 Camden & Amboy Railroad extends bulkhead 230 feet to the west at Camden terminal. (AR)
- 1856 Riley & Sargent, who were news dealers on the PRR, establish a 15-foot long eating bar in the 11th & Market Street Station in Philadelphia, serving boiled ham, sheep's tongues, hard boiled eggs, pie and milk; Michael Riley goes on to operate the restaurant in Broad Street Station with a more stellar bill of fare. (RyW)
- 1856 Tracks on Philadelphia & Columbia Railroad respaced to permit operation of wider cars; narrow spacing remains on tracks of City Railroad in Philadelphia.
- 1856 PRR finds that rails from Safe Harbor Iron Company and Montour Iron Works are very brittle; those of Cambria Iron Company are superior. (MB)
- 1856 First local mutual beneficial society formed by workers at Altoona. (Watkins - check MB - no 1859!!)
- 1856 PW&B discontinues Cape May steamboat line and sells all but one NC&F boat; still hasn't sold depot property at 11th & Market Streets. (AR)
- 1856 NC&F traffic no longer pays expenses. (AR)
- 1856 PW&B suspends work on Susquehanna River Bridge; Port Deposit Branch has been graded, but rails are too valuable for use on the main line and are not laid on the branch. (AR)
- 1856 Cumberland Valley Railroad opens third Susquehanna River Bridge at Harrisburg; 22-span Howe truss with two 90-foot iron spans in center as fire break. (Wilson, EngSocPaJrn11915)
- 1856 William H. Morell makes a report to Thomas Kimber, Pres. of the Williamsport & Elmira Railroad on the state of the North Branch Canal, emphasizing, rightly, that it will be unsuccessful as a competitor to the W&E. (Rept)
- 1856 Lewisburg, Centre & Spruce Creek Railroad surveyed by Maj. Shunk. (HistJuniata/Susq)
- 1856 Allegheny Valley Railroad extended from Taylor (31st) Street to Carson (20th?) Street, Pittsburgh. (AR)
- 1856 Cleveland & Pittsburgh Railroad purchase a plot with 600 foot frontage on

- the Ohio River at Manchester for a freight terminal. (AR)
- 1856 Cattle traffic of the B&O has tripled over 1855. (AR)
- 1856 John B. Sherman (1835-1902) establishes the Myrick Stock Yards on the lake front east of Cottage Grove Avenue between 29th & 35th Streets in Chicago; served by the Illinois Central and Michigan Central Railroads; it takes all the business of the earlier “Bulls Head” Yard of 1848. (CHTaylor, Pate)
- ca. 1856 Fort Wayne Stock Yards built at the corner of Stewart Avenue & Mitchell Street in Chicago. (CHTaylor)
- 1856 Union Line of packets ceases operation between Wheeling and Louisville.
- 1856 First iron ore, shipped by canal and lake from Lake Champlain, N.Y., transshipped to Cleveland & Pittsburgh at Cleveland.
- 1856 Work on the Cincinnati & Chicago Railroad, Wabashtown-New Castle-Cambridge City-Ohio state line, is suspended after \$500,000 is spent. (MB)
- 1856 Cincinnati, Richmond & Fort Wayne Railroad suspends work after spending \$123,000.
- 1856 Grand Rapids & Indiana contracts for construction of 14 miles north of Sturgis, Mich.; \$100,000 is spent under this contract without any part being completed. (C&C)
- 1856 Chartiers Valley Railroad suspends operations; revived in 1866.
- 1856 Cincinnati, Wilmington & Zanesville Railroad contracts with Cincinnati, Lebanon & Xenia Railroad, Dayton & Cincinnati Railroad, and Cincinnati, Hamilton & Dayton Railroad for the use of their roads into Cincinnati and to advance money towards completion of first two roads. (Church)
- 1856 By Dec., Columbus & Xenia Railroad writes off its \$50,000 investment in the Dayton, Xenia & Belpre Railroad. (Marvin)
- 1856 Future Lines West official Hugh J. Jewett (1817-1898) elected VP & General Manager of the Central Ohio Railroad. (AppletonsCyc)
- 1856 Future Lines West official John F. Miller (1830-1916) first joins the Indiana Central Railway as a passenger conductor; has been employed on the “Bee Line” since 1850. (MB)

- 1856 Ferry *Mechanic* built by John Bender for the West Jersey Ferry Company. (Prowell)
- 1856 Last profitable year for Ohio's state canal system. (Mould)
- 1856 State of Ohio takes possession of westernmost six miles of Sandy & Beaver Canal; becomes part of Ohio & Erie line. (McClelland)
- 1856 Whitewater Valley Canal is abandoned between Cambridge City, Ind., and Lawrenceburg, Ind., after repeated flood damage in the steep, narrow valley. (Mitchell/profsurv.com)
- 1856 Pittsburgh & Cincinnati Packet Line dissolved because of railroad competition and problems with low water in the mid-1850s. (Hunter - may be earlier)
- 1856 A. J. Cassatt returns to the U.S. from University of Darmstadt, where he has taken courses but not a degree, and at age 17 enrolls at Rensselaer Polytechnic Institute, the first non-military U.S. engineering school. (could be early 1857).
- c. 1856 William Thaw rejoins his brother-in-law Thomas S. Clarke in partnership to serve as western freight solicitors for PRR, replacing George Black; Clarke & Thaw eventually evolves into the Union Line. (Mem.)
- 1856 Future iron and steel magnate Henry W. Oliver (1840-1904) leaves the Atlantic & Ohio Telegraph Company to serve three years as a clerk for Clarke & Thaw. (Paskoff ed)
- 1856 First coal shipped from the Honey Brook Colliery No. 1 of J.B. McCreary & Co. over the Beaver Meadow Railroad. (Munsell)
- 1856 Schuylkill coal operators again attempt to organize to meet competition from the Northern Field and the three big New York companies under the leadership of Samuel Sillyman; he prevails upon John Tucker to leave the Reading and act as a regulator of the Schuylkill coal trade. (Roberts, Yearley)
- 1856 Green Ridge Improvement Company ships 13,503 tons of anthracite coal. (USRR&MR)
- 1856 North American Oil Works established on the north bank of the Kiskiminetas River just above its mouth for the manufacture of illuminating oil ("coal oil") from cannel coal; it is rendered obsolete by discoveries of petroleum in Venango County. (Smith/Armstrong)

- 1856 Raleigh & Gaston Railroad begins operating through standard-gauge passenger and freight cars between Petersburg and Portsmouth, Va., and Charlotte, N.C., in connection with the Petersburg Railroad, Seaboard & Roanoke Railroad, and North Carolina Railroad. (Brown)
- 1856 J. Edgar Thomson writes to Whig Congressman and future Confederate VP Alexander H. Stephens (1812-1883) advocating the 32nd parallel transcontinental route from Shreveport, La., and dismissing the Northern and Middle Routes as “not worthy of further examination.” (Ward)
- 1856 J. Edgar Thomson invests \$60,000 in Herman Haupt’s construction company that is to build the Hoosac Tunnel and in the Troy & Greenfield Railroad. (Ward)
- 1856 U.S. railroad route mileage tops 20,000, having more than doubled since 1851. (AAR)
- 1856 U.S. rail mills produce 161,000 tons of rails, vs. less than 168,000 tons imported from Britain. (Seely)
- 1856 The New York publishing house of D. Appleton & Co. begins publishing *Appleton’s Railway & Steam Navigation Guide*, containing timetables for travelers and ticket agents; it becomes the dominant railway guide for the following decade and is published until May 1919. (Loree)
- 1856 U.S. production of railroad rails finally overtakes imports from Britain. (Adler)
- 1856 Mount Savage Iron Company’s rolling mill shuts down, a victim of poor ores and distance from markets; the blast furnaces are revived briefly during the Civil War. (Neu)
- 1856 Alan Wood (1800-1881) the son of James Wood (1771-1851), builds a small rolling mill at Conshohocken, Pa., where James Wood had established himself in 1832, the nucleus of the Alan Wood Steel Company. (Bean)
- 1856 Cosalo Iron Company at New Castle, Pa., makes a contract to furnish 10,000 tons of compound rail to the Cleveland, Columbus & Cincinnati Railroad; it also purchases the Mahoning Furnace at Lowellville, Ohio, to make the pig iron required for the job. (Durant)
- 1856 Frazier, Kilgore & Co. build a nail works at Steubenville, Ohio; it fails in the panic next year. (Scott)

- 1856 Steubenville Coal & Mining Company incorporated in Ohio by James Wallace and others to sink the first shaft mine; it is unsuccessful until the early 1860s. (Doyle)
- 1856 William J. Gordon (1818-1892), a Cleveland grocer, becomes Pres. of the Cleveland Iron Mining Company. (Reynolds/Dawson)
- 1856 Railroad Rolling Mill established at Cleveland by A.J. Smith, et al., for the purpose of re-rolling railroad rails; it later becomes part of the Cleveland Rolling Mill Company. (Avery - verify AISI)
- 1856 Atlantic Telegraph Company incorporated in Great Britain by Cyrus W. Field, et al., with a capital of £350,000 to build the Atlantic cable; the New York, Newfoundland & London Electric Telegraph Company transfers its transatlantic rights to the Atlantic Telegraph Company in return for an exclusive connection, and the American Telegraph Company is to be the exclusive connection of the Newfoundland company in the U.S.; the company is financed in part by George Peabody & Co. (Thompson, Strouse - note was by July, when J.S. Morgan agrees to finance)