

**PRR CHRONOLOGY
1850**

March 2005 Edition

- Ca. 1850** Leech & Co. were eastern freight agents of PRR; Clarke & Co. western freight agents.
- ca. 1850** National Road reaches Vandalia, Ill.
- Jan. 1, 1850** PRR cuts passenger fare to 3 cents per mile; begins period of "semi-warfare" with Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad over operating contract and division of rates; was formerly 3 cents through and 3.5 cents local rate.
- Jan. 2, 1850** PRR Road Committee considers queries from Thomas Borbridge and Taafe, O'Connor & Co. re carrying freight to Pittsburgh in spring; Dutilh & Brown present offer to carry freight by road during winter; Brown withdraws after examining roads and finding them in poor shape. (MB)
- Jan. 3, 1850** Borbridge and Taafe present a new plan of carrying freight west of PRR terminus at McVeytown but want concession on rates; PRR Road Committee informs them it will make no concession other than a 12.5% reduction if they use their own cars. (MB)
- Jan. 5, 1850** PRR Road Committee reports it has arranged with City to buy land in West Philadelphia for \$110,000. (MB)
- Jan. 5, 1850** Ohio & Pennsylvania Railroad authorizes Solomon White Roberts to negotiate with Bellefontaine & Indiana and Cleveland, Columbus & Cincinnati Railroads on common terminus. (MB)
- Jan. 7, 1850** Northern Liberties & Penn Township Railroad contracts passenger pleasure car service to Funk & Wigglesworth at \$800 a year. (MB)
- Jan. 8, 1850** PW&B Board authorizes Pres. Swift to join with other railroads to petition Maryland Legislature to modify its laws on carrying African Americans. (MB)
- Jan. 8, 1850** Madison & Indianapolis Railroad concludes hog shipping season; 57,000 hogs shipped since Nov. 14, 1849; traffic is so heavy as to wear out locomotives from constant use. (Daniels)

- Jan. 9, 1850** PRR Board disciplines crew of freight train that ran into rear of passenger train; first mention of a wreck on PRR. (MB)
- Jan. 10, 1850** Fifty cars of freight arrive at Craig & Bellas's depot in Philadelphia over PRR.
- Jan. 10, 1850** Ohio & Pennsylvania Railroad Board authorizes placing Allegheny-Rochester under contract. (MB)
- Jan. 15, 1850** New York & Erie Railroad begins operating Chemung Railroad under lease dated Oct. 13, 1848 with supplement of May 9, 1849. (Val, Poor)
- Jan. 17, 1850** City of Philadelphia subscribes additional \$500,000 to PRR. (Scharf - note Northern Liberties earlier subscribes \$500,000)
- Jan. 17, 1850** Cleveland & Pittsburgh Railroad Board resolves to apply to Pennsylvania for charter to reach Pittsburgh on own rails or by other railroads; authorizes issue of \$800,000 First Mortgage bonds. (MB)
- Jan. 19, 1850** PRR Road Committee rules that Board and not Chief Engineer or General Superintendent are to handle all matters relating to the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad contract and asks for all papers. (MB)
- Jan. 21, 1850** Shelbyville & Indianapolis Railroad incorporated in Indiana, and name of Rushville & Lawrenceburgh Railroad changed to Lawrenceburgh & Upper Mississippi Railroad. (Daniels)
- 1850 (early)** Work begins on first buildings of Altoona Shops.
- Feb. 2, 1850** PRR Board authorizes operation of two daily passenger trains upon opening of canals. (MB)
- Feb. 2, 1850** Louisa Railroad, then running from Hanover Jct. on RF&P to ____, renamed Virginia Central Railroad; becomes that state's entry in race to reach Ohio River. (C&O)
- Feb. 4, 1850** Northern Liberties & Penn Township Railroad Board reports that state is considering outlawing the use of the state railroads on Sundays, which would curtail NL&PT's pleasure car trips to Fairmount. (MB)
- Feb. 6, 1850** Future Lines West VP Edward B. Taylor (1850-1922) born near Riverton, N.J. (NYT obit)

- Feb. 8, 1850** **Second New Jersey investigating committee issues report on Joint Companies; finds significant under-reporting of traffic but attributes shortfalls as clerical errors; deliberations still managed by Joint Companies and Carey denied all access to books; Joint Companies enact minor accounting and procedural reforms and books are destroyed to prevent further investigations; Carey responds with another pamphlet showing inconsistencies between statements to 1848 and 1849 investigations. (Lane)**
- Feb. 11, 1850** **Pittsburgh & Erie Railroad organized. (ARJ)**
- Feb. 12, 1850** **PW&B Board authorizes discontinuing transfer agency at New York. (MB)**
- Feb. 12, 1850** **Pa. act gives Summit Branch Railroad all privileges and liabilities of unfinished Bear Mountain Railroad; may extend to Wiconisco Canal. (Digest)**
- Feb. 1850** **Irish laborers on PRR Western Division strike after clashes with natives; strikes continue sporadically through May.**
- Feb. 15, 1850** **Ohio & Pennsylvania Railroad Board approves endorsing bonds of Pittsburgh and Allegheny County (\$200,000 each) making them payable to bearer. (MB)**
- Feb. 16, 1850** **Columbus, Piqua & Indiana Railroad organized at St. Paris, Ohio; Judge M.G. Mitchell, elected Pres.; William Neil of Columbus becomes largest stockholder. (Church, C&C, Marvin)**
- Feb. 18, 1850** **New PW&B President Street Station in Baltimore opens with omnibus transfer to B&O, and use of B&O depot and horse pulling in Pratt Street discontinued; building is 236 x 66; cost \$15,600. (MB, BltAm)**
- Feb. 21, 1850** **Ohio law permits Cleveland & Pittsburgh Railroad to extend into Pittsburgh. (Church)**
- Feb. 21, 1850** **Columbus & Xenia Railroad finished at Greene County line. (Marvin)**
- Feb. 22, 1850** **Columbus & Xenia Railroad completed between Xenia and Columbus; controlled by Alfred Kelly (1789-1859) of Cleveland, who is also Pres. of the Cleveland, Columbus & Cincinnati Railroad (later part of New York Central system); Columbus & Xenia is first railroad in Ohio to be built with T-rail as part of original construction; track turns off near Gill's and runs to temporary depot near Fitch's warehouse on west bank of Scioto River. (AR, MB,)**

- Feb. 22, 1850** First locomotive leaves Franklinton (Columbus) for Xenia over Columbus & Xenia Railroad with a flat car for excursionists. (Marvin)
- Feb. 23, 1850** Excursion runs over Columbus & Xenia Railroad from Xenia to Franklinton with locomotive *Washington* and two coaches; dinner at Neil House. (Marvin)
- Feb. 24, 1850** Columbus & Xenia Railroad excursion train returns to Xenia. (Marvin)
- Feb. 27, 1850** Columbus & Xenia Railroad opens for full revenue service to a temporary depot on the west side of the Scioto River in Franklinton; omnibus connection in Columbus operated by Ohio Stage Company. (AR, Darbee, Marvin)
- Mar. 1, 1850** Pocomoke Steamboat Company incorporated in Md. (Blandi)
- Mar. 4, 1850** LIRR enters receivership. (Val)
- Mar. 6, 1850** Steubenville & Indiana Railroad organized; Daniel Kilgore elected Pres.; road is controlled by local interests in Steubenville. (MB)
- Mar. 6, 1850** Convention of lines between Albany and Buffalo complains against state tolls designed to compensate for competition with Erie Canal; sets regular fare at 2.5 cents per mile; arrange to run express train through in 12 hours. (Stevens)
- Mar. 7, 1850** Belpre & Cincinnati Railroad charter amended to permit it to extend eastward to a point opposite Wheeling. (Church)
- Mar. 8, 1850** Philadelphia & New York Steam Transportation Company incorporated to succeed partnership by Robert F. Loper, William H. Loper, William M. Baird, et al., operating line of freight propellers to Providence, R.I. via Delaware & Raritan Canal; barred from doing local business on Delaware River. (Scharf)
- Mar. 8, 1850** New York act authorizes Canandaigua & Corning Railroad to connect with Chemung Railroad and change name to Canandaigua & Elmira Railroad. (Digest)
- Mar. 8, 1850** Farmers & Merchants Steam Boat Company incorporated in Md. (Blandi)
- Mar. 9, 1850** Maryland act fixes southern terminus of Baltimore & Susquehanna

Railroad at depot on Calvert Street and authorizes double-tracking and/or building on a new alignment between Calvert Station and Bolton Depot. (Digest)

- Mar. 9, 1850** Charter supplement authorizes Cleveland & Pittsburgh Railroad to build a branch down the valley of Sandy Creek to a junction with Steubenville & Indiana Railroad; built only as far as New Philadelphia. (Church)
- Mar. 13, 1850** PRR Board receives letter from Herman Haupt concerning dispute with Leech & Co. and running PRR trains in connection with Eagle and Canal Lines; in order to leave Philadelphia at a reasonable hour, must pass over PRR at night; Haupt sees no need for second train prior to April 1. (MB)
- Mar. 14, 1850** Leech's Emigrant Line begins operating over PRR, leaving from their depot at Front & Dock Streets.
- Mar. 15, 1850** Steubenville & Indiana Railroad appoints Thomas L. Jewett Solicitor and Thomas Blickensderfer Chief Engineer. (MB)
- Mar. 18, 1850** American Express Company formed at Buffalo as a common law joint stock company combining Wells & Co., Livingston, Fargo & Co. and Butterfield, Wasson & Co.; leading members are Henry Wells, William G. Fargo and John Butterfield, who had operated over railroads between Albany and Buffalo and with stagecoaches in western New York; American Express therefore becomes associated with the New York Central system as Adams Express is associated with PRR. (Grossman)
- Mar. 19, 1850** PRR stockholders revoke approval of Nov. 14, 1849 Board resolution barring Sunday operation and stockholders are divided on issue; resolution of William M. Kennedy that Sunday closings are unconstitutional preference of one religion is rejected, but stockholders call for full poll of votes. (MB)
- Mar. 19, 1850** PW&B and Capt. Whilldin cut steamboat fare between Philadelphia and Wilmington to 37.5 cents, vs. 50 cents by railroad. (MB)
- Mar. 20, 1850** Ohio & Indiana Railroad Company incorporated in Ohio to build from point on CC&C (Crestline) towards Fort Wayne. (Church)
- Mar. 21, 1850** Springfield & Mansfield Railroad Company incorporated in Ohio to build from Springfield via Marysville to Mansfield or some point on Cleveland, Columbus & Cincinnati Railroad. (Church)

- Mar. 21, 1850** Charter supplement authorizes Columbus & Xenia Railroad to build extension to Dayton. (Church)
- Mar. 21, 1850** Ohio act authorizes Preble County to subscribe for stock of Dayton & Western Railroad. (Church)
- Mar. 22, 1850** Cincinnati, Lebanon & Xenia Railroad incorporated in Ohio to build between Cincinnati and Xenia via Lebanon. (Church)
- Mar. 23, 1850** D. Leech & Co. begins running its Package Express via PRR, cutting time to Pittsburgh to 2.5 days.
- Mar. 27, 1850** PRR stockholders conclude three days of voting on Sabbath observance question. (MB)
- Spring 1850** Canal Commissioners order state to perform transportation of all emigrants on Main Line except those carried in section boats; purchase emigrant cars of Leech's and Bingham's lines. (CC)
- Apr. 1, 1850** PRR opens between McVeytown and Jackstown (Shaeffers Aqueduct near Mount Union); Craig & Bellas begin first daily PRR freight service running through in 30 hours.
- Apr. 1, 1850** PW&B Philadelphia-Wilmington accommodation train extended to Elkton. (MB)
- Apr. 1, 1850** Indianapolis ordinance authorizes construction of Union Railway Track. (Church)
- Apr. 2, 1850** Pennsylvania act authorizes borough of Petersburg to limit speed of PRR trains through town to 8 MPH. (PL)
- Apr. 2, 1850** Pennsylvania act provides for sale of Danville & Pottsville Railroad for minimum of \$130,000; state will remain liable for loan guarantee on sum remaining after sale price is deducted. (Digest)
- Apr. 2, 1850** New York passes General Railroad Law. (LIRR CorpHist)
- Apr. 3, 1850** Ohio & Indiana Railroad provisionally organized by incorporators at Bucyrus. (MB)
- Apr. 6, 1850** PRR charter supplement authorizes construction of branch to Blairsville. (PL)
- Apr. 8, 1850** Cleveland & Pittsburgh Railroad Company incorporated in Pa.

- Apr. 9, 1850** New York act authorizes Williamsport & Elmira Railroad to extend to connection with New York & Erie Railroad at or near Elmira. (Digest)
- Apr. 9, 1850** PW&B Board orders steamboats *Ohio* and *Constitution* withdrawn from sale and *Ohio* refitted for Philadelphia-Cape May service. (MB)
- Apr. 10, 1850** Pa. act appoints Samuel D. Culbertson, Joseph Snively and William Heyser trustees to make sale of Franklin Railroad property and franchise in Franklin County upon application of holders of at least half of its debts. (Digest)
- Apr. 1850** PRR enters period of poor service stemming from inexperience of employees and rivalry of transporting companies in making connections by canal; feeds growing animosity between Merrick faction of Board and Haupt, who gets the blame for poor performance. (MB)
- Apr. 15, 1850** Ohio & Pennsylvania Railroad reports sales of \$200,000 of Pittsburgh bonds and \$200,000 of Allegheny County bonds to Winslow, Lanier & Co. (MB)
- Apr. 16, 1850** Isaac E. Haviland elected Pres. of LIRR, replacing James H. Weeks. (MB)
- Apr. 17, 1850** Joseph Ramsey, Jr. (1850-1916), future PRR civil engineer and later manager of Gould System of railroads, born in Pittsburgh. (Rehor)
- Apr. 22, 1850** Chester Valley Railroad incorporated in Pa. to take over and complete partially graded Norristown & Valley Railroad. (Poor)
- Apr. 24, 1850** First telegraph opens between Philadelphia and Parkesburg along Columbia Railroad.
- Apr. 25, 1850** Ohio & Pennsylvania Railroad lets contracts between Allegheny and Beaver, Pa. (AR)
- Apr. 25, 1850** Cleveland & Pittsburgh Railroad appoints committee to negotiate connection with Ohio & Pennsylvania Railroad. (MB)
- Apr. 26, 1850** Pa. act authorizes owners or lessees of coal land in Lykens Valley, Williams Valley or Bear Valley to build lateral railroads to reach Lykens Valley Railroad & Coal Company. (Digest)
- Apr. 29, 1850** Large locomotive *John Brough* build by Baldwin Locomotive Works to design of Andrew Cathcart for Madison Hill in Indiana traverses

Allegheny Portage Railroad. (Daniels)

- May 1, 1850** PRR Stockholders vote in favor of Sunday operation, overturning Sabbatarian majority of Board. (MB)
- May 1, 1850** Charles Minot, formerly of the Boston & Maine, made General Superintendent of New York & Erie, replacing James P. Kirkwood. (Mott)
- May 4, 1850** Ohio & Indiana Railroad opens books at Bucyrus and Leesville. (MB)
- May 9, 1850** Ohio & Pennsylvania Railroad lets contracts between Ohio state line and Alliance. (AR)
- May 10, 1850** Pennsylvania act authorizes Canal Commissioners to sell right of way and Columbia Bridge over Schuylkill River rendered useless by West Philadelphia Railroad. (MB)
- May 10, 1850** Pennsylvania Legislature authorizes New Portage Railroad without inclined planes; survey run by Robert Faries; appropriates \$250,000 for North Branch Extension Canal. (PL)
- May 1850** Voters in Columbus and Franklin County reject subscription to Central Ohio Railroad and two other lines. (Marvin)
- May 1850** Madison & Indianapolis Railroad's 5-cylinder locomotive *John Brough* arrives at Madison. (Daniels)
- May 15, 1850** Hempfield Railroad Company incorporated; to be a shortcut from Greensburg on PRR main line to Wheeling on Ohio River, bypassing Pittsburgh. (PL)
- May 25, 1850** Stockholders of Terre Haute & Richmond Railroad east of Indianapolis meet at Centerville and organize "Terre Haute & Richmond Railroad (East of Indianapolis)"; Thomas Tyner elected Pres., Robert C. Shute, Engineer. (MB, Church)
- May 21, 1850** Future bridge engineer Gustav Lindenthal (1850-1935), designer of Hell Gate Bridge, born in Brunn, Austria. (Obit)
- May 31, 1850** Washington City Council appoints committee to arrange for relocation of B&O depot to New Jersey Avenue and the abandonment of the branch west of that point. (Moore)
- May 31, 1850** Presidents of Terre Haute & Richmond Railroad, Madison & Indianapolis Railroad, and Bellefontaine Railroad organize Union

Track Railway Company, an unincorporated railroad, to create a union terminal at Indianapolis; Peru & Indianapolis later joins. (Church)

- June 3, 1850** **Columbus & Xenia Railroad begins operating mixed train. (Marvin)**
- June 3, 1850** **West Roxbury Branch of Boston & Providence Railroad opens between Forest Hills and Dedham, Mass. (Humphrey)**
- June 5, 1850** **PRR Road Committee rules that it is inexpedient to take any action regarding the Lebanon Valley Railroad or to change the system of employing both collectors and conductors on trains; orders postponement in letting Mountain Division; orders General Superintendent to report on a plan for carrying freight this fall and winter. (MB)**
- June 5, 1850** **Letter of J. Edgar Thomson read at Board meeting; notes if Board continues to avoid debt it must suspend work on the Eastern Slope; company needs \$2 million to prosecute work with maximum speed. (MB)**
- June 8, 1850** **Charles Mattathias Jacobs (1850-1919), future engineer of Hudson & Manhattan and PRR Hudson River Tunnels, born at Hull, England.**
- June 10, 1850** **PRR opens between Mount Union and Huntingdon, Pa.; daily freight line operated by Craig & Bellas; D. Leech & Co's. Express Line cut to 51 hours. (tt)**
- June 10, 1850** **PRR Board authorizes purchase of Eagle Line Cars to be operated by PRR over Columbia Railroad. (MB)**
- June 13, 1850** ***Indiana State Sentinel* reports Terre Haute & Richmond Railroad operating construction trains between Indianapolis and White River. (Daniels)**
- June 15, 1850** **B&O agrees with City of Washington, D.C. to relocated depot from Pennsylvania Avenue to New Jersey Avenue & C Streets. (Moore)**
- June 1850** **Cleveland, Columbus & Cincinnati Railroad opens between Cleveland and Wellington, 36 miles. (Marvin)**
- June 16, 1850** **Hist. of Huntingdon Co. reports first train arr.; 5 or 6 trucks drawn by *Henry Clay* (state loco?) runs west to mt. as test at 4 MPH (verify if any truth to this?)**
- June 16, 1850** ***Indiana State Sentinel* reports Indianapolis union track done. (Daniels)**

- Hertherington says work BEGAN 6/19)

- June 17, 1850** Calvert Station of Baltimore & Susquehanna opens in Baltimore; designed by Niernsee & Neilson, architects. (BltAm)
- June 19, 1850** PRR Road Committee hears request of Dutilh, Humphreys & Co. and other transporters for running their cars to Hollidaysburg over PRR; orders General Superintendent to prepare a schedule of rates and regulations governing the movement of private cars. (MB)
- June 1850** Edward Miller orders sheriff to clear all strikers from PRR's Western Division.
- June 24, 1850** Great Western Railroad Board meets at Lima, Ohio; offers to merge with Ohio & Indiana Railroad providing it builds through Lima. (MB)
- June 26, 1850** PRR Road Committee directs Pres. Patterson to urge City take more energetic measures to finish the railroad bridge at Market Street and extension of the City Railroad on Market west of Broad Street; orders sections 82-87 of Mountain Division placed under contract. (MB)
- June 28, 1850** Terre Haute & Indianapolis Railroad places balance of grading under contract. (ARJ)
- July 4, 1850** Ohio & Indiana Railroad organized at Bucyrus; first directors elected; Crawford, Allen and Van Wert Counties, Ohio and Allen County, Ind., have subscribed \$100,000 each; Wyandot County, Ohio, has subscribed \$50,000. (MB)
- July 5, 1850** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad settles differences with PRR and cuts rate to 3 cents per mile. (MB)
- July 5, 1850** Willis Meriman elected Pres. of Ohio & Indiana Railroad. (MB)
- July 9, 1850** PW&B Board declines to subscribe to Cumberland & West Newton Plank Road Company, which is to improve stage and wagon route between end of B&O and Pittsburgh. (MB)
- July 9, 1850** Pres. Zachary Taylor (1784-1850) dies of "cholera morbus" (food poisoning) after standing in the sun for long July Fourth ceremonies at the Washington Monument, followed by a large meal of cherries and cold milk. (DAB)
- July 10, 1850** PRR Board orders section between Big Viaduct on Portage Railroad and Johnstown placed under contract. (MB)

- July 10, 1850** **Ohio & Indiana Railroad appoints Jesse R. Straughn Chief Engineer. (MB)**
- July 11, 1850** **New Brunswick Steam Boat & Canal Transportation Company resolves to sell the omnibus and carters' service operated at New Brunswick in connection with steamboat line. (Thompson)**
- July 17, 1850** **Cleveland & Pittsburgh Railroad authorizes negotiating with Capt. A. Murdock for steamboat on Ohio River between Pittsburgh and Wellsville. (MB)**
- July 18, 1850** **Cleveland & Pittsburgh Railroad discharges Chief Engineer Alexander C. Twinning and names George Robinson Chief Engineer pro-tem. (MB)**
- July 19, 1850** **Severe flood hits Delaware/Schuylkill River drainage basin; heavy damage to Schuylkill Canal. (Hare)**
- July 19, 1850** **Canal Commissioners let contracts for additional 37.5 miles of North Branch Extension Canal, including two dams. (CC)**
- July 19, 1850** **Steam packet placed in service on Illinois & Michigan Canal. (ARJ)**
- July 31, 1850** **PRR Board authorizes construction of branch to Blairsville if residents subscribe \$40,000; authorizes construction of machine shop in West Philadelphia; orders Thomson to provide further estimates for Gallitzin Tunnel and Horseshoe Curve line; refers location of Philadelphia passenger depot to Road Committee. (MB)**
- Aug. 1, 1850** **Auburn & Syracuse and Auburn & Rochester Railroads consolidated to form Rochester & Syracuse Railroad under agreement dated July 17; given power to build direct line between Syracuse and Rochester. (Stevens)**
- Aug. 2, 1850** **Samuel V. Merrick proposes toll for through freight at from 65 cents to \$1.15 per cwt. plus additional carrying charge from Philadelphia to Johnstown of from 50 to 80 cents per cwt., which is to include all state tolls and motive power charges; transporting companies to be allowed 12.5% deduction for providing own cars; no rate yet fixed for lowest grade of commodities. (MB)**
- Aug. 7, 1850** **Ohio & Pennsylvania Railroad Board authorizes purchase of locomotives and cars. (MB)**
- Aug. 7, 1850** **Mississippi & Atlantic Railroad incorporated under General Law of**

Illinois to build railroad on direct route from St. Louis to Terre Haute; had been blocked in application for special charter by state interests determined to protect position of Chicago and push Alton as a rival to St. Louis. (ARJ)

- Aug. 8, 1850** Canal Commissioners appoint Robert Faries Principal Engineer for New Portage Railroad and Western Reservoir. (CC)
- Aug. 1850** Cumberland Valley Railroad completes replacing strap rail with T-rail; ends use of its Susquehanna River bridge by pedestrians and vehicles; Daniel Tyler, Chief Engineer; uses horses across bridge because of danger of fire; eastbound trains coasted over bridge by gravity. (ARJ, Triumph)
- Aug. 17, 1850** Franklin County Court of Common Pleas orders sale of property and franchise of Franklin Railroad in Franklin County. (Digest)
- Aug. 1850** Shelbyville & Rushville Railroad opens to within a few miles of Rushville. (Daniels)
- Aug. 24, 1850** Herman Haupt buys cars of Eagle Line in trust for PRR. (MB)
- Aug. 26, 1850** Cleveland, Painesville & Ashtabula Railroad of Ohio signs agreement with moribund Franklin Canal Company to use its charter to build a railroad between Erie and the Ohio state line.
- Aug. 26, 1850** Subscription books opened for Hempfield Railroad at Washington, Pa.
- Aug. 28, 1850** Dutilh, Humphreys & Co. and other transporters decline to use PRR under rates proposed by Merrick; PRR Road Committee authorizes PRR to establish own freight line with Craig & Bellas as agents. (MB)
- Aug. 28, 1850** PRR Board directs General Superintendent to place second class car on all passenger trains with fare of 2.5 cents per mile. (MB)
- Aug. 1850** Rushville & Shelbyville Railroad opens between Shelbyville and Rushville, Ind. (Church - AR says ca. 8/1)
- Aug. 31, 1850** PRR Road Committee considers question of building depot and shop in West Philadelphia and alteration of Eagle Line depot at 8th & Market Streets; orders General Superintendent to prepare plans; authorizes petitioning city to build shed in Broad Street north of Market or Market Street west of Broad for temporary use of passengers. (MB)

- Sep. 1, 1850** Augustus L. Roumfort (-), a graduate of West Point, well-connected militia general and former proprietor of a military school at Mount Airy, appointed Superintendent of Motive Power on Philadelphia & Columbia Railroad, replacing Col. William English, resigned; imposes strict attention to orders and discipline that he later introduces on PRR. (CC)
- Sep. 1, 1850** Floods damage North and West Branch Divisions of state canals, Schuylkill and Lehigh Canals and Reading Railroad; PRR is unhurt; worst devastation in Schuylkill Valley; roadbed of Belvidere-Delaware Railroad, under construction, is washed out at Lambertville.
- Sep. 2, 1850** Schuylkill River flood crests at Philadelphia; Grays Ferry Bridge survives pile up of debris and canal boats; PW&B main line across meadows between Grays Ferry and Darby Creek is flooded when water bursts through dikes along river bank; mail is carried on day line via steamboat *Robert Morris* to Wilmington, and night line suspended. (MB)
- Sep. 10, 1850** PW&B Chief Engineer Isaac R. Trimble recommends building a steamboat dock at "The Poplars" north of Wilmington on property bought for that purpose several years ago. (MB)
- Sep. 11, 1850** Arsonist destroys road and towing bridge over Susquehanna at Clarks Ferry; Canal Commissioners obliged to rent a steam tug to maintain service on Main Line. (CC)
- Sep. 11, 1850** PRR arranges to operate through freight line to Pittsburgh via canal as soon as open to Hollidaysburg; canal portion contracted to E.G. Stitt & Bro.; Bell & Liggett to be agents at Pittsburgh.
- Sep. 11, 1850** PRR Road Committee considers letters of Lewis & Butler and Harris & Leech re purchasing lots in West Philadelphia without taking action. (MB)
- Sep. 11, 1850** PRR locomotive *Allegheny* makes first trip to Duncansville wye. (Watkins)
- Sep. 13, 1850** In response to letters from Dutilh & Humphreys and other transporters, PRR Road Committee tentatively agrees to carry freight to Johnstown for 90 cents per cwt. with 12.5% deduction if provide own cars. (MB)
- Sep. 14, 1850** PW&B restores service between Grays Ferry and Chester. (MB)

- Sep. 16, 1850** PRR opens for regular revenue service between Huntingdon and Duncansville near Hollidaysburg, completing railroad from Harrisburg to foot of Allegheny Mountain; road not entirely settled and not connected to Allegheny Portage Railroad until end of week; daily freight service operated by Craig & Bellas running through to Pittsburgh in five days; Bell & Ligget agents at Pittsburgh. (MB, AR has 9/17?)
- Sep. 16, 1850** PRR buys assets and rolling stock of Eagle Line, one of the transporters on the Main Line and chief passenger and mail line on the Columbia Railroad for \$30,000; includes their mail contract and rights to take their interest in the Blue or Phoenix Line on or before Mar. 1, 1851; also 10 passenger cars, 3 baggage cars, 10 horses, 3 omnibuses, 1 marl wagon, depot at 2nd & Market (Watkins says lot for depot at 274 Mkt.); purchase made at solicitation of Canal Commissioner (?) John A. Gamble as a means of improving service over the Columbia Railroad. (MB)
- Sep. 16, 1850** Day-long riot among Irish laborers on PRR between East Liberty and Wilksburg as "Corkonians" attack "Conneaut men" in faction fighting; sheriff unable to restore order.
- Sep. 1850** On recommendation of Herman Haupt, Thomson appoints Tom Scott PRR transportation agent at Duncansville interchange with Portage Railroad.
- Sep. 18, 1850** West Chester & Philadelphia Railroad receives letters patent. (Val)
- Sep. 18, 1850** Ground broken for Pittsburgh & Steubenville Railroad.
- Sep. 18, 1850** Ohio & Pennsylvania Railroad sets terminus and junction with Cleveland, Columbus & Cincinnati Railroad at Crestline, Ohio, providing Ohio & Indiana Railroad will also adopt Crestline as junction point; Chief Engineer Solomon White Roberts reports on shortage of masons and stone cutters. (MB)
- Sep. 20, 1850** Pres. Millard Fillmore signs bill making first federal railroad land grant of 2.6 million acres along line of proposed Illinois Central Railroad to State of Illinois at \$1.25 per acre; state is to transfer land to proposed Illinois Central Railroad in return for a state tax based on a percentage of gross revenues; secured through the agency of Illinois Senator Stephen A. Douglas; act is supported in the West and Gulf states and opposed in New England, Mid-Atlantic and Upper South. (Stover)
- Sep. 21, 1850** Letter of J. Edgar Thomson notes that PRR gauge is 4'-8-1/2" while

Portage Railroad is 4'-9" and has spread in many places to 4'-10", therefore through operation of PRR cars may be unsafe; PRR should not offer to deliver goods west of Hollidaysburg. (MB)

- Sep. 23, 1850 PRR Road Committee sets rates for transportation to Hollidaysburg at from 33.3 cents to 60 cents per cwt.; through rate to Pittsburgh at 50 cents to \$1.10 per cwt.; shippers to be allowed 12.5% off for use of own cars. (MB)
- Sep. 28, 1850 PRR Road Committee orders contractor to have 10-foot wide covered platform built at West Philadelphia for use of passengers; orders agent at Hollidaysburg to have wagon and coach to carry all passengers who arrive at night to town and not leave them at the Junction. (MB)
- Sep. 28, 1850 Canal Commissioners order Superintendent Roumfort of Columbia Railroad to investigate B&O rates for transporting livestock and confer with PRR for setting through rates for livestock. (CC)
- Oct. 1, 1850 PRR connected to Portage Railroad at Duncansville. (what source - tt. has through freight eff. 9/16)
- Oct. 1, 1850 Canal Commissioners move morning departure on Columbia Railroad from 8:00 AM to 7:00 AM with only two stops between Philadelphia and Lancaster to enable PRR train to reach Portage Railroad by evening; Canal Commissioners begin forwarding PRR trains over Allegheny Portage Railroad provided they arrive at Hollidaysburg by 5:00 PM. (MB)
- Oct. 1, 1850 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad branch opens between Columbia and Royalton, creating a route between Lancaster and Harrisburg with lower grades. (MB - Val says completed 8/14/50)
- Oct. 2, 1850 Passenger service begins between Columbia and Harrisburg via Middletown as part of new fast mail route between Baltimore and the West connecting with the *Fast Line* at Columbia; running time to Pittsburgh, 33 hours; PRR Board orders construction of depot and refreshment room at Duncansville Jct. (MB)
- Oct. 7, 1850 District of Spring Garden agrees to subscribe to \$100,000 in PRR stock. (Watkins - verify)
- Oct. 8, 1850 With Camden & Amboy support, Democrats elect George F. Fort as Gov. of New Jersey and recapture both houses from Whigs. (Lane)

- Oct. 8, 1850** Democrats elect William T. Morrison as Canal Commissioner and retain control of Pennsylvania Legislature. (PubLdgr)
- Oct. 8, 1850** Pres. Swift of PW&B reverses earlier decision and now recommends that PW&B loan Cumberland & West Newton Plank Road Company \$5,000, to be secured by stock as collateral. (MB)
- Oct. 8, 1850** Indianapolis & Bellefontaine Railroad opens between Indianapolis and Pendleton, Ind.; engineer Andrew Cathcart injured when foot is caught in fittings of pump of locomotive *Franklin*. (Daniels - may be 10/1)
- Oct. 9, 1850** Canal Commissioners order PRR train passed over Portage Railroad provided it arrives at Hollidaysburg by 5:00 PM. (Watkins)
- Oct. 10, 1850** PW&B Board orders lobbying in Dover against projected railroad (Delaware RR?) to cross between Delaware and Chesapeake Bays. (MB)
- Oct. 10, 1850** C&O Canal opens to Cumberland with celebration. (ARJ)
- Oct. 10, 1850** First section of Indianapolis & Bellefontaine Railroad (later NYC St. Louis main line) opens between Indianapolis and Pendleton, Ind. (ARJ - Sanders has 12/11/50)
- Oct. 14, 1850** West Philadelphia Railroad opens between 30th St. and point west of Athensville (Ardmore); bypassing Belmont inclined plane; City Railroad not yet extended to W. Philadelphia on Market Street. (Lanc. Examiner says Sch. bridge won't be ready for month?)
- Oct. 15, 1850** First train from Philadelphia & Columbia Railroad crosses Market Street Bridge in Philadelphia. (Wilson-check CC?, see above - ChesCo HS file says 10/14); railroad occupies north side and roadway the south side; two footwalks built outside of old bridge. (Powers)
- Oct. 15, 1850** Canal Commissioners begin holding PRR train at Hollidaysburg overnight unless it arrives by 4:30 PM. (MB)
- Oct. 15, 1850** West Chester & Philadelphia Railroad organized; John S. Bower elected Pres. (MB)
- Oct. 17, 1850** PRR directors' excursion with 240 guests, including ex-Secretary of State James Buchanan, leaves West Philadelphia 8:30 AM en route to Hollidaysburg; locomotive *Huntingdon* and six cars; change cars at Dillerville; lunch at Harrisburg and stop overnight in Lewistown. (Watkins tt, ARJ, PubLdgr)

- Oct. 18, 1850** Directors' excursion arrives in Hollidaysburg, stopping at Altoona en route; then returns to Philadelphia around midnight. (Watkins tt, ARJ)
- Oct. 1850** Fall rise in the Ohio River fails to appear until fourth week of October; marks beginning of eight years of drought and low water; accelerates shift from steamboats to railroads; in low water western traffic is unable to reach PRR, prompting it to take greater interest in railroads projected west of Pittsburgh. (AR)
- Oct. 25, 1850** Franklin Railroad in Pa. sold at foreclosure to John N. Hutchinson, a Philadelphia banker representing a New York group for \$17,500; operated by him as individual. (C&C, ARJ)
- Oct. 25, 1850** Body of Pres. Zachary Taylor exhumed from temporary vault in Congressional Cemetery and sent to Louisville for burial; leaves Washington on 6:00 AM B&O train in a special car provided by the Baltimore & Susquehanna Railroad, which runs through to Hollidaysburg; original plan called for shipping the body via New Orleans, but decided to wait for cold weather. (BaltAm)
- Oct. 26, 1850** Body of Pres. Taylor travels over PRR from Columbia to Hollidaysburg. (BaltAm)
- Oct. 26, 1850** Shelbyville & Knightstown Railroad opens in Indiana. (Daniels)
- Oct. 28, 1850** Body of Pres. Zachary Taylor arrives in Pittsburgh via D. Leech's Line, having traveled over the PRR, Portage Railroad and Western Division Canal from Baltimore. (BaltAm says arr. 6/27 evening and leave by steamboat 6/28)
- Oct. 29, 1850** Canal Commissioners lift ban on carrying passengers in freight cars on state railroads. (CC)
- Oct. 30, 1850** Michigan Central Railroad opens from New Buffalo to Michigan City, Ind., using charter rights of the New Albany & Salem Railroad within Indiana. (AR)
- Oct. 30, 1850** Criticisms of PRR operating methods, including methods of ticketing, bonding conductors, etc. reach crisis point; Thomson defends Haupt from attacks of Merrick and Patterson but notes that all his knowledge has been obtained on the job; PRR Board authorizes a committee, including Thomson and Patterson, to examine the operating methods of the New York & Erie, New York Central, Baltimore & Ohio, and other railroads and to hire experienced

conductors in North; are also to go to Pittsburgh via B&O and return via PRR for comparison. (MB)

- Fall 1850** **New location of eastern slope of PRR's Mountain Division completed under R.W. Clarke (son of former Canal Commissioner James Clarke), Principal Assistant Engineer. (AR)**
- Nov. 1, 1850** **First train runs through from PRR to Portage Railroad as a test; regular service begins in spring of 1851. (Wilson - cant be right - tt. shows thru ft. on 9/16)**
- Nov. 1, 1850** **PRR Road Committee authorizes General Superintendent to obtain possession of 276 Market Street and fit it up as a depot; owned by Citizens Portable Boat Line, formerly Craig & Bellas. (MB,)**
- Nov. 2, 1850** **Meeting held at Cambridge City, Ind., to promote completion of Terre Haute & Richmond Railroad and branch of Jeffersonville Railroad to Cambridge City. (ARJ)**
- Nov. 1850** **Last sections of PRR Western Division placed under contract. (Watkins)**
- Nov. 5, 1850** **First freight trains pass over Shelbyville & Knightstown Railroad. (Daniels)**
- Nov. 7. 1850** **PRR Board decides to separate offices of General Superintendent and Chief Engineer. (MB)**
- Nov. 8, 1850** **Canal Commissioners appoint Edward F. Gay to survey and estimate cost of straightening the Columbia Railroad and building second track on section built to bypass Columbia Plane in 1840. (MB)**
- Nov. 9, 1850** **Boilers of steamboat *Telegraph* on Wilmington line explode, killing eight or nine. (Scharf)**
- Nov. 11, 1850** **New Castle & Richmond Railroad organized; to build Richmond-Lafayette; John T. Elliott, Pres. (Church, C&C)**
- Nov. 15, 1850** **Cleveland & Pittsburgh Railroad approves request for loan of \$100,000 from Ohio Canal Fund; authorizes \$125,000 in Income bonds and extension from Wellsville to Beaver, Pa.; appoints committee to arrange with Cleveland, Painesville & Ashtabula Railroad for connection in Cleveland. (MB)**
- Nov. 16, 1850** **Railroad meeting at Westminster, Md., again pushes for extension of Baltimore & Susquehanna Railroad through Carroll County. (WM)**

- Nov. 1850** Crawford and Wyandot Counties, Ohio, secure injunction against further subscription payments to Ohio & Indiana Railroad; Crawford County had paid only \$10,000 on \$100,000 subscription; stopped efforts of Pres. Merriman to sell bonds in New York. (AR)
- Nov. 20, 1850** PRR Board refers question of construction of hotel at Hollidaysburg to Road Committee. (MB)
- Nov. 27, 1850** PRR Board appoints engineer corps for Western Division; on first division from Pittsburgh: Thomas W. Seabrook Principal Assistant Engineer, Alexander Roberts and R.B. Lewis assistants; on second division: Oliver W. Barnes Principal Assistant Engineer, William W. Wright, J.S. Lawrence and Joseph Napoleon Du Barry assistants; on third Division: George W. Leuffer Principal Assistant Engineer, Joseph Byers, J.E. Montgomery and E. Behring Assistants; Mountain Division: T. Haskins Du Puy and Robert W. Clarke Principal Assistant Engineers (Clarke for Mountain survey). (MB)
- Nov. 27, 1850** Terre Haute & Richmond Railroad places Greenfield-Knightstown section under contract. (ARJ)
- Nov. 28, 1850** Banquet and celebration held in Philadelphia honoring Capt. Matthews and crew of the steamship *City of Glasgow*, running between Glasgow and New York since earlier in year, which has been bought by the Inman Line to inaugurate regular service between Liverpool and Philadelphia. (CmmrcLst)
- Nov. 29, 1850** City of Cincinnati resolves to loan \$150,000 city bonds to Eaton & Hamilton Railroad in return for first mortgage. (Church)
- Nov. 30, 1850** PW&B line via New Castle makes last trip of season. (MB)
- Nov. 30, 1850** Madison & Indianapolis Railroad ships 1,365 hogs from Franklin and Edinburg in a single train of 28 double cars and locomotive *Governor Whitcomb*. (Daniels)
- Dec. 2, 1850** PW&B inaugurates third midday express each way between Philadelphia and Baltimore on 4:30 schedule, including street running in Philadelphia or a speed of 30 MPH; replaces New Castle line and is to connect with new night train to West over B&O, which has not started yet.; to meet new winter competition of PRR, PW&B keeps winter fare at \$3.00 instead of raising it to \$4.00 as in past years; Philadelphia & Columbia and Baltimore & Susquehanna are now offering a through ticket between Philadelphia and Baltimore at \$3.50. (MB)

- Dec. 2, 1850** Railroad convention at Westminster, Md., authorizes surveys for extension from Baltimore & Susquehanna Railroad into Carroll County. (WM)
- Dec. 4, 1850** On motion of S.V. Merrick, PRR Board makes offer to state: PRR to be sole railroad over Allegheny Mountain and Canal Commissioners to be named PRR directors in return for a \$2 million state subscription to PRR; i.e., state to give PRR the money it needs to complete Mountain Division in lieu of building New Portage Railroad; Board also appoints committee to go to New York to examine an enclosed "dummy" locomotive being used on street trackage of Hudson River Railroad; consider discontinuing arrangement effective Jan. 1 and employing own freight agent in Philadelphia. (MB)
- Dec. 4, 1850** PRR Road Committee hears inquiry from Dauphin & Susquehanna Coal Company as to what rate PRR will charge for coal. (MB)
- Dec. 7, 1850** Draft animals last used on Allegheny Portage Railroad between Planes No. 8 & 9.
- Dec. 7, 1850** Portage Railroad closes for winter, breaking connection with PRR. (AR)
- Dec. 7, 1850** Tonawanda and Attica & Buffalo Railroads consolidated to form Buffalo & Rochester Railroad. (Stevens)
- Dec. 9, 1850** PRR stockholders vote to change fiscal year from Oct. 31 to Dec. 31 and annual meeting from Dec. to first Monday in Feb.; approve increase of capital stock to \$10 million. (MB)
- 1850** Liverpool & Philadelphia Steam Ship Company formed in U.K. by Thomas Richardson of Liverpool and William Inman (1825-1881) of Leicester; were members of Richardson Brothers & Co., who with Philadelphia correspondents Richardson, Watson & Co. had operated line of sailing packets between Philadelphia and Liverpool. (Flayhart)
- Dec. 11, 1850** PRR Road Committee rejects Joseph L. Elliott, Haupt's nominee for post of Passenger Agent. (MB)
- Dec. 11, 1850** *City of Glasgow* leaves Liverpool in first sailing to Philadelphia under ownership of Liverpool & Philadelphia Steam Ship Company (Inman Line); Inman is the first to realize profits to be made by carrying immigrants in steerage class on steamships instead of sailing vessels and of carrying more than one class of passenger on same vessel. (PubLdgr, Flayhart)

- Dec. 14, 1850** Columbus & Xenia Railroad begins service to Columbus Union Depot site on High Street, having completed bridge over Scioto River; bridge was shared by a short steam railroad built to bring stone to build new State House from Sullivant Quarry on west bank. (MB)
- Dec. 16, 1850** Double track completed on West Philadelphia Railroad between Ardmore and West Philadelphia. (CC)
- Dec. 17, 1850** Andrew Cathcart arrives at Madison on steamboat *Hoosier State* with two locomotives built under his supervision at Paterson, N.J. (Daniels)
- Dec. 18, 1850** Herman J. Lombaert, who had experience on New England railroads, named Assistant Superintendent of Transportation. (MB); Lombaert was relative of director James Magee. (Ward)
- Dec. 1850** Supt. Augustus L. Roumfort contracts with Safe Harbor Iron Works to reroll old edge rails from north track of Philadelphia & Columbia Railroad into new 64# T-rail, being composed of 50% old iron and 50% new Safe Harbor iron. (CC)
- Dec. 23, 1850** Baltimore & Susquehanna Railroad runs excursion from Baltimore to Harrisburg. (PubLdgr)
- Dec. 26, 1850** Steubenville & Indiana Railroad authorizes Pres. Kilgore to apply to Virginia for charter for extending line across West Virginia Panhandle. (MB)
- Dec. 28, 1850** Danville & Pottsville Railroad sold at foreclosure for \$129,650, net. (Val, Digest)
- Dec. 31, 1850** Cleveland & Pittsburgh Railroad orders surveys between Wellsville and Beaver and between Wellsville and Steubenville. (MB)
- 1850** Commodore Robert F. Stockton returns from California and resigns his naval commission. (BioCong)
- 1850** Enoch Lewis (-), who has learned mechanical engineering at the locomotive building firm of Eastwick & Harrison and been at their Russian works in 1844-46, appointed foreman of PRR's Mifflintown Shop. (Wilson)
- 1850** PRR Western Division relocated by George W. Leuffer and Oliver W. Barnes, reducing distance by 3.5 miles and 2,781 degrees of curvature. (AR)

- 1850 PRR charges that high tolls and charges on Philadelphia & Columbia Railroad drive Juniata Valley traffic to Susquehanna & Tide Water Canal.
- 1850 Locomotives first used on Summit Level and between Planes 2 and 3 of Allegheny Portage Railroad.
- 1850 NC&F operates 37 trips to Cape May, vs. 30 in 1849; has one boat on Chesapeake Bay. (AR)
- 1850 Baltimore & Susquehanna Railroad agrees with Canton Company of Baltimore to build terminal at Canton.
- 1850 Mammoth Vein Coal Company merged into Green Ridge Coal & Iron Company.
- 1850 Ohio & Pennsylvania Railroad issues \$1 million Convertible bonds on line east of Massillon through Winslow, Lanier & Co.; half for rail and half for cash. (AR)
- 1850 Little Miami Railroad completes new brick station at Xenia.
- 1850 Knightstown & Shelbyville Railroad opens between Knightstown and Shelbyville, Ind. (M&I AR says to open 8/1-9/1)
- 1850 Madison & Indianapolis Railroad begins furnishing cars for through service over Shelbyville & Rushville and Knightstown & Shelbyville Railroads.
- 1850 Madison & Indianapolis Railroad extended 0.24 miles from South Street to Union Station at Indianapolis.
- 1850 Madison & Indianapolis Railroad opens first passenger station at Madison.
- 1850 Baldwin builds second cog locomotive *John Brough* for use on Madison & Indianapolis Railroad's Madison Incline.
- 1850 Track connections made on site of Indianapolis Union Depot; 1.17 miles of "union track" opens linking Madison & Indianapolis with ___(?); portion of Terre Haute & Richmond Railroad between Capitol Avenue and Pennsylvania Avenue built by Union Track Railway.
- 1850-51 Ohio law of this session permits any railroad in Ohio to extend financial aid to any other Ohio railroad.

1850

**John Haney Transfer Company organized as Pittsburgh area
teamster business; earliest predecessor of Pennsylvania Truck Lines.**