

PRR CHRONOLOGY
1851

March 2005 Edition

- 1850-51** **Ohio law of this session permits any railroad in Ohio to extend financial aid to any other Ohio railroad.**
- Jan. 1, 1851** **State abandons old Philadelphia & Columbia Railroad line between Belmont and Ardmore; portion between Belmont and Broad & Vine Streets sold to Philadelphia & Reading Railroad at 12:00 noon; incorporated into main line of P&R. (CC, PubLdgr, Hare)**
- Jan. 1, 1851** **Joseph Glenat begins operating omnibus from Philadelphia & Trenton Railroad depot in Kensington to Merchants Exchange, stopping at hotels. (PubLdgr)**
- Jan. 2, 1851** **Philadelphia & Columbia freight trains begin using West Philadelphia Railroad. (PubLdgr)**
- Jan. 2, 1851** ***City of Glasgow*, first steamer of Inman Line arrives in Philadelphia from Liverpool with huge celebration after an extremely rough passage; first European steamship to arrive in Philadelphia; Inman Line founded by William Inman, a Liverpool merchant, provides a regular line of iron-hulled steamers between Liverpool and Philadelphia. (USRR&MR, PubLdgr)**
- Jan. 2, 1851** **Cleveland & Pittsburgh Railroad Board appoints committee to meet with citizens of Akron regarding a branch from Hudson. (MB)**
- Jan. 3, 1851** **First collision on PRR since opening for revenue service. (Phila. Commercial List - NB; MB of 1/9/50 records first collision - ft. ran into pass. train near Duncannon - Watkins - verify).**
- Jan. 3, 1851** **PRR Road Committee recommends construction of a shed, 32 x 100 feet, to protect cars at West Philadelphia; authorizes construction of a house for the Superintendent of Transportation Lombaert at Altoona. (MB)**
- Early 1851** **Canal Commissioners cut tolls on through freight by 25% in face of railroad competition. (check)**
- Jan. 5, 1851** **Terre Haute & Richmond Railroad places Knightstown-Centreville section under contract. (Daniels)**

- Jan. 7, 1851** York & Cumberland Railroad agrees to compromise with contractors Gonder, Burke & Co., who surrender work in unfinished state. (AR)
- Jan. 7, 1851** Ohio & Pennsylvania Railroad Pres. Robinson reports further sale of \$500,000 bonds through Winslow, Lanier & Co.. (MB)
- Jan. 8, 1851** J. Edgar Thomson resigns as General Superintendent but remains Chief Engineer; Haupt named General Superintendent and position of Superintendent of Transportation abolished; H.J. Lombaert becomes Assistant Superintendent. (MB)
- Jan. 8, 1850** PRR Road Committee recommends H.H. Houston as suitable candidate for Freight Agent at \$100 per month and Moses Potter as Soliciting Agent at \$100 per month. (MB)
- Jan. 11, 1850** Philadelphians give banquet to Capt. Matthews of *City of Glasgow* and subscribe \$47,000 to Inman Line.
- Jan. 1851** B&O sells last State of Maryland bonds remaining in hands of Baring Brothers & Co. to Brown, Brothers & Co. in New York. (Dilts)
- Jan. 15, 1851** PRR Board ratifies Haupt's choice of Tom Scott to be PRR agent at Pittsburgh, replacing Capt. Elliott, and Samuel A. Black to replace Scott as agent at Hollidaysburg. (MB)
- Jan. 15, 1851** Ohio & Indiana Railroad incorporated in Indiana. (Church)
- Jan. 16, 1851** Herman Haupt appears before PRR Road Committee to answer questions on his letter of the previous day regarding moving Tom Scott from Hollidaysburg to Philadelphia. (MB)
- Jan. 16, 1851** Philadelphia ordinance sets tolls on City Railroad at West Market Street; no car to cross Permanent Bridge unless it has received a permit from the Superintendent. (Digest)
- Jan. 16, 1851** Property of former Danville & Pottsville Railroad conveyed to Moncure Robinson and George H. Thomson as Danville & Pottsville Railroad (1851). (Val)
- Jan. 16, 1851** *City of Glasgow* leaves Philadelphia for Liverpool on first eastbound voyage for Inman Line. (Price Current)
- Jan. 18, 1851** PRR Road Committee chooses George W. Mears over Haupt's candidate Joseph L. Elliott to be Bookkeeper & Collector at Philadelphia freight depot; postpones action on Haupt's nomination

to move Tom Scott from Hollidaysburg to be General Agent at Philadelphia; appoints Samuel A. Black as agent at Hollidaysburg; rejects idea to lease warehouse at Willow Street Wharf along with Haupt's proposal to publish names of consignees of PRR freight in daily papers; establishes through rates of \$0.50 to \$1.00 per cwt. for through freight between Philadelphia and Pittsburgh and \$0.40-\$0.80 for transporters between Philadelphia and Johnstown; switches "first class" from lowest to highest grade of freight. (MB)

- Jan. 18, 1851 Canal Commissioners approve double tracking of line to bypass the Columbia Plane built in 1840. (CC)
- Jan. 20, 1851 Troy Union Railroad incorporated to build Union Station and connecting lines at Troy, N.Y. (Poor)
- Jan. 20, 1851 Indiana act converts Terre Haute & Indianapolis Railroad (East of Indianapolis) into separate corporation titled Indiana Central Railway; eastern terminus of Terre Haute & Richmond Railroad set at Indianapolis. (Church)
- Jan. 21, 1851 Springfield & Dayton Railroad completed between Springfield and Dayton, Ohio, an extension of Mad River & Lake Erie Railroad connecting with Cincinnati, Hamilton & Dayton Railroad, then under construction. (SpringfieldDir, RRH)
- Jan. 22, 1851 PRR adopts maximum freight rate of \$1 per cwt. between West Philadelphia and Johnstown; 40-75 cents per cwt. for carrying freight of transporting companies; transporters had asked for 20-30 cents per cwt. (Watkins)
- Jan. 22, 1851 Committee of transporters informs PRR Road Committee that they cannot do business over the PRR at established rates. (MB)
- Jan. 24, 1851 Indiana act authorizes New Castle & Richmond Railroad to extend from New Castle to intersect Peru & Indianapolis Railroad or Lafayette & Indianapolis Railroad; intended to extend to Lafayette. (Church)
- Jan. 25, 1851 PRR begins using passenger ticket office and station (of Bingham & Dock?) on the southwest corner of Broad & Market Streets, Philadelphia. (Div. Hist. CHECK - not confirmed by ads or directories)
- Jan. 25, 1851 LIRR receivership ends without foreclosure. (Val)
- Jan. 28, 1851 Terre Haute & Alton Railroad incorporated in Illinois. (Church)

- Jan. 29, 1851** Canal Commissioners order that the Portage Railroad remain open at night for first time to pass PRR passenger trains on schedule but make no appropriation for wages for additional shift. (CC)
- Jan. 31, 1851** Ohio law authorizes Dayton & Western Railroad to unite with Indiana Central Railway for joint operation. (Church)
- Feb. 3, 1851** York & Cumberland Railroad opens between York and Bridgeport (Lemoyne), linking Baltimore & Susquehanna with PRR; revenue service begins Feb. 10; operated by Cumberland Valley Railroad. (AR)
- Feb. 3, 1851** Indiana Central Railway organized. (Church)
- Feb. 4, 1851** Moses Maynard, Jr., elected Pres. of LIRR, replacing Isaac E. Haviland. (MB)
- Feb. 4, 1851** Cincinnati, Wilmington & Zanesville Railroad Company incorporated in Ohio. (Church)
- Feb. 5, 1851** PRR Board resolves that two directors shall inspect the road every month; hears report on dummy locomotives used by Hudson River Railroad in New York City. (MB)
- Feb. 5, 1851** Ohio act authorizes Pickaway County to subscribe to stock of Cincinnati, Wilmington & Zanesville Railroad. (Church)
- Feb. 5, 1851** Indiana act conveys state turnpike between Jeffersonville and New Albany to Clarke County Central Plank Road Company, which converts it to a plank road; later becomes bed of PRR's New Albany Branch. (Church)
- Feb. 6, 1851** Belvidere-Delaware Railroad opens between Trenton and Lambertville, N.J.; controlled by Camden & Amboy. (Bel-Del book has excursion 2/5, revenue 2/7 - 2/6 from papers? - Lee's 2/6 and 2/7 dates are from reminiscences! - verify tt.)
- Feb. 6, 1851** District of Moyamensing grants PW&B right to operate steam locomotives between Grays Ferry and Broad Stret. (MB)
- Feb. 7, 1851** Robert Faries reports on survey for New Portage Railroad without inclined planes. (CC)
- Feb. 7, 1851** Indiana act permits Jeffersonville Railroad to receive stock subscriptions in bonds of any city or town. (Church)

- Feb. 8, 1851** Canal Commissioners permit Columbia Railroad Transportation Company to transport emigrants in passenger trains as well as on freight trains, providing run only one emigrant car per train. (CC)
- Feb. 10, 1851** New York & Erie Railroad begins through ticketing of passengers to and from New Jersey Railroad's Jersey City station over Paterson & Hudson River and Paterson & Ramapo Railroads; requires changing cars at gauge break in Suffern, N.Y.; NJRR provides separate ferryboat for New York & Erie passengers to Erie pier at Duane Street. (Lucas)
- Feb. 10, 1851** Charter of Peoria & Oquawka Railroad amended to move western terminus from Oquawka to Shokokon, near Burlington, after three years of opposition from Burlington interests to original route. (Church, RRH)
- Feb. 11, 1851** PW&B Board leases lot at southeast corner of Broad & Locust Streets as freight house; authorizes relaying 8 miles of track east of the Susquehanna with heavier rail. (MB)
- Feb. 11, 1851** PRR Road Committee appoints J. Kinport as Soliciting Agent for one year at \$100 per month; appoints Thomas Moore Assistant Passenger Agent. (MB)
- Feb. 11, 1851** Pittsburgh & Erie Railroad organized; persons to whom it was to have been sold decide to proceed under charter of Franklin Canal Company, and P&E charter transferred to Thomas J. Power, et al. (Felton)
- Feb. 11, 1851** Indiana act authorizes Terre Haute & Richmond Railroad to use bridge of Alton & Terre Haute Railroad. (Church)
- Feb. 11, 1851** Terre Haute & Alton Railroad incorporated in Indiana. (Church)
- Feb. 12, 1851** Ohio & Mississippi Railroad incorporated in Illinois after heavy lobbying effort by John Brough of Cincinnati; must commence work within one year; Illinois and Ohio/Indiana corporations remain separate. (Smith)
- Feb. 13, 1851** Ohio & Indiana Railroad authorized to acquire Great Western Railroad (Ohio) by exchange of stock. (Church)
- Feb. 14, 1851** Northwestern Virginia Railroad incorporated in Virginia to build from Grafton on B&O directly to Ohio River at Parkersburg; City of Wheeling and Belpre & Cincinnati Railroad, who hope to benefit by

western terminal of B&O, now turn to connection to PRR via Hempfield Railroad. (PL, Dilts, Poor)

- Feb. 15, 1851** Steubenville & Indiana Railroad Board authorizes negotiations with Central Ohio Railroad to join S&I at Coshocton and abandon its plan to build its own line between Zanesville and Wheeling. (MB)
- Feb. 1851** PRR Board authorizes purchase of property at Altoona and construction of office with dwelling attached; also car shed in West Philadelphia yard. (Watkins - verify - not in MB)
- Feb. 17, 1851** PRR Road Committee directs Freight Agent H.H. Houston to advertise for PRR through freight service to Pittsburgh on Feb. 24 and to revise toll sheet. (MB)
- Feb. 18, 1851** Board of Canal Commissioners and Secretary Thomas L. Wilson meet with PRR directors to discuss cutting rates. (MB)
- Feb. 19, 1851** PRR Board hears complaint of Philadelphia Mayor Charles Gilpin that cars are left standing on siding in Market Street above Broad. (MB)
- Feb. 19, 1851** Ohio act authorizes construction by "Akron Branch of the Cleveland & Pittsburgh Railroad Company" of a line from Hudson through Akron to some point on the Ohio & Pennsylvania Railroad between Massillon and Wooster and also a branch to connect with Central Ohio Railroad. (Church)
- Feb. 19, 1851** Dayton, Xenia & Belpre Railroad incorporated in Ohio to build from Dayton to the Belpre & Cincinnati Railroad in Highland County. (Church)
- Feb. 20, 1851** Short Mountain Coal Company incorporated by Job Tyson, J. Edgar Thomson, et al., to develop anthracite coal mines near Lykens; may own 2,000 acres, build lateral railroad to Lykens Valley Railroad and basin on canal at Millersburg. (Digest)
- Feb. 20, 1851** Ohio act authorizes Springfield & Mansfield Railroad to change terminus from Mansfield to Loudonville or other point on Ohio & Pennsylvania Railroad. (Church)
- Feb. 21, 1851** Alfred Kelley drives last spike on Cleveland, Columbus & Cincinnati Railroad at special ceremony at Iberia, with excursion trains operated from Cleveland and Columbus; road opens between Cleveland and Columbus; creates second through route to East for Little Miami Railroad; makes agreement for through operation to Cincinnati via

LM/C&X in 1852. (Marvin - C&X AR says 2/28! may be rev. date - LM AR says open 4/51 - may be date for thru line? - GrnBk also has 4/51 which may be date of rev. service)

- Feb. 22, 1851** Parade and banquet in Cleveland to celebrate opening of CC&C; same excursion party makes opening excursion over Cleveland & Pittsburgh Railroad from Cleveland to Hudson; train derails on return trip. (Marvin - no revenue service?)
- Feb. 26, 1851** PRR Board hears letter from Jacob Peters offering to sell his stagecoaches and horses, or otherwise he will auction them. (MB)
- Feb. 27, 1851** Ohio act authorizes Fairfield County and town of Lancaster to subscribe to stock of Cincinnati, Wilmington & Zanesville Railroad. (Church)
- Feb. 28, 1851** Samuel Morse Felton (1809-1899), formerly Superintendent of Fitchburg Railroad, named Pres. and only New England director of PW&B to restore good condition to property, replacing William H. Swift, resigned to return to military (?). (MB, DAB)
- Mar. 1, 1851** Meeting held in Media, Pa., in support of West Chester & Philadelphia Railroad. (Pam)
- Mar. 1, 1851** Hanover Branch Railroad contracted to Jacob Gonder of York.
- Mar. 1, 1851** Ohio act authorizes Clinton County to subscribe to stock of Cincinnati, Wilmington & Zanesville Railroad. (Church)
- Mar.? 1851** PRR begins operating cars of Eagle Line over Columbia Railroad; provokes rate war with D. Miller & Co. which ends with PRR purchasing 80% of D. Miller & Co. (CC AR - no date - for Eagle Line see 1850)
- Mar. 1, 1851** PRR buys assets of Phoenix or Blue Line. (MB)
- Mar. 3, 1851** Second round trip added by Belvidere-Delaware Railroad between Trenton and Lambertville. (Lee)
- Mar. 3, 1851** Baltimore & Susquehanna Railroad assumes operation of York & Cumberland Railroad from Cumberland Valley Railroad.
- Mar. 3, 1851** Ohio law permits connecting railroads to merge providing approved by two-thirds of stockholders. (Digest)
- Mar. 4, 1851** Robert F. Stockton takes seat in U.S. Senate after making secret deal

with William Wright, leader of New Jersey Whigs; in return for supporting Stockton, Wright later joins Democrats and is elected to next Senate vacancy in 1853. (Lane, CongBio)

- Mar. 4, 1851** Ohio act authorizes City of Dayton to lend its credit to Dayton & Western Railroad. (Church)
- Mar. 4, 1851** Samuel Hannah of Indianapolis elected Pres. of Indiana Central Railway; Board authorizes contacting R.M. Shoemaker to get consulting engineer. (MB)
- Mar. 5, 1851** Future Pres. George B. Roberts joins PRR as rodman on Mountain Division.
- Mar. 5, 1851** Ohio act authorizes Fayette County to subscribe to stock of Cincinnati, Wilmington & Zanesville Railroad. (Church)
- Mar. 8, 1851** West Chester & Philadelphia Railroad adopts survey of Edward F. Gay via Media and Glen Mills. (MB)
- Mar. 10, 1851** Franklin & Warren Railroad incorporated in Ohio by Marvin Kent (1816-), a banker and manufacturer of Franklin (later Kent), Ohio; Kent wanted an east-west railroad, but Cleveland & Pittsburgh was dominated by men from Ravenna who refuse to make connection with Franklin; has power to build from Kent to Pennsylvania state line; becomes nucleus of Atlantic & Great Western Railroad in Ohio. (Minor, Reynolds, Felton)
- Mar. 10, 1851** New Ohio Constitution ratified; provides for direct election of Canal Commissioners; prohibits state from loaning credit to or owning stock in any private companies; ends special incorporation through the Legislature. (Marvin)
- Mar. 11, 1851** Pennsylvania enacts legislation requiring all railroads built east of Erie to be 4'-8-1/2" or 6'-0" gauge and all railroads west of Erie to be 4'-10" (Ohio gauge); creates a break of gauge at Erie which is supposed to help support the town. (Mott - or 4/6/52! see below - Taylor & Neu give 1851 - PL has 1852!!)
- Mar. 11, 1851** William B. Foster, Jr., reports to Canal Commissioners on enlargement of Delaware Division Canal to accommodate coal trade. (CC)
- Mar. 11, 1851** Pennsylvania act makes purchasers of Williamsport & Elmira Railroad stockholders of corporation. (Val)

- Mar. 12, 1851** **PRR Board authorizes making arrangements for line of stages between Johnstown and Pittsburgh. (MB)**
- Mar. 12, 1851** **Canal Commissioners appoint Augustus L. Roumfort Superintendent of New Work on Philadelphia & Columbia Railroad in addition to Superintendent of Motive Power. (CC)**
- Mar. 12, 1851** **Freehold & Jamesburg Agricultural Railroad Company incorporated in N.J. (PL)**
- Mar. 12, 1851** **Ohio act authorizes Columbus, Piqua & Indiana Railroad to issue bonds and change route west of Covington; directors set terminus at Union City to connect with Bellefontaine & Indiana Rail__ to Indianapolis. (Church)**
- Mar. 12, 1851** **Celebration opens Peru & Indianapolis Railroad between Indianapolis (New Jersey Street) and Noblesville; uses Madison & Indianapolis station. (Daniels, Val)**
- Mar. 13, 1851** **Baltimore & Susquehanna Railroad agrees to complete York & Cumberland Railroad. (Val)**
- Mar. 15, 1851** **Canal Commissioners issue report demanded by Legislature on threat of Cumberland Valley traffic being diverted by York & Cumberland Railroad to Baltimore; reject plan to impose tax on Y&C as serving only to drive traffic to B&O. (CC)**
- Mar. 1851** **Operation of canal packets between Cleveland and Akron ceases because of railroad competition; boats moved to Columbus-Portsmouth service. (Marvin)**
- Mar. 17, 1851** **Columbia ordinance limits speed of trains within borough limits to 3 MPH. (Digest)**
- Mar. 17, 1851** **Norfolk & Fredericksburg Steamboat Company incorporated in Va.; may also operate on York River and branches. (PL)**
- Mar. 17, 1851** **Akron Branch of the Cleveland & Pittsburgh Railroad Company organized. (Church)**
- Mar. 18, 1851** **Raritan Steamboat Company incorporated in New Jersey to operate between New Brunswick and New York; is to take over surviving operations of New Brunswick Steam Boat & Navigation Company, whose charter is about to expire. (Thompson)**
- Mar. 18, 1851** **Cleveland & Pittsburgh Railroad opens between Cleveland and**

Ravenna, Ohio, connecting with packets on Pennsylvania & Ohio Canal. (? - ARJ has 3/12)

- Mar. 19, 1851** Illinois Central Railroad organized in New York City; Robert Schuyler of New York & New Haven Railroad is Pres.; David A. Neal of Salem, Mass., VP; backed by New York and New England capitalists, including George Griswold, John F.A. Sandford (a fur trader of New York and St. Louis), Gouverneur Morris, Jr., Jonathan Sturges, and Morris Ketchum. (Stover)
- Mar. 20, 1851** PRR Road Committee orders General Superintendent Haupt to report whether can operate at greater speed without damaging cars and track; authorizes Pres. Patterson to employ a person to distribute handbills in New York. (MB)
- Mar. 20, 1851** Adams & Co. asks for express contract over PRR. (MB)
- Mar. 20, 1851** Hanover Branch Railroad begins construction. (Poor)
- Mar. 21, 1851** Ohio & Pennsylvania Railroad authorizes issue of \$1 million Convertible bonds through Winslow, Lanier & Co. for purpose of buying rails; half to be sold for rails and half for cash. (MB, AR)
- Mar. 21, 1851** Indiana Central Railway Board authorizes conference with Dayton & Western Railroad and also with Richmond & Miami Railroad re building a joint double track east of Richmond; adopts standard gauge or whatever gauge adopted by Dayton & Western Railroad. (MB)
- Mar. 22, 1851** Ohio act authorizes Perry County to subscribe to stock of Cincinnati, Wilmington & Zanesville Railroad. (Church)
- Mar. 22, 1851** Ohio act authorizes City of Columbus and Franklin County to subscribe to Columbus, Piqua & Indiana Railroad. (Church)
- Mar. 22, 1851** Dayton & Western Railroad adopts standard gauge. (MB)
- Mar. 24, 1851** Gettysburg Railroad incorporated in Pa. to build from Hanover to Gettysburg.
- Mar. 24, 1851** Ohio act authorizes Summit County to subscribe to Akron Branch of the Cleveland & Pittsburgh Railroad Company. (Church)
- Mar. 24, 1851** Ohio act authorizes Muskingum County, town of Putnam and city of Zanesville to subscribe to stock of Cincinnati, Wilmington & Zanesville Railroad. (Church)

- Mar. 26, 1851** Canal Commissioners authorize a drawback of 18.75 cents to 37.5 cents per 1,000 pounds on freight from Cumberland Valley Railroad shipped east over Philadelphia & Columbia Railroad to meet competition of Baltimore & Susquehanna; at same time drop drawback on westbound traffic to York and Adams Counties. (CC)
- Mar. 30, 1851** Belpre & Cincinnati Railroad renamed Marietta & Cincinnati Railroad. (Church - says date of act was Mar. 20!)
- Apr. 1, 1851** PW&B withdraws midday express run during winter season of 1850-1851; reverts to two round trips by rail route. (AR)
- Apr. 1, 1851** Cleveland & Pittsburgh Railroad Board approves guarantee of bonds of Akron Branch; authorizes survey from mouth of Johns Run down Sandy and Tuscarawas to intersect any railroad running towards Columbus. (MB)
- Apr. 1, 1851** Lines between Albany and Buffalo cut through fare from \$9.00 to \$6.60 at 2 cents a mile and cut running time to 12:30. (Stevens)
- Apr. 2, 1851** Ohio & Pennsylvania Railroad authorizes second issue of \$750,000 First Mortgage bonds to complete road from Massillon to Crestline. (MB)
- Apr. 7, 1851** District of Spring Garden passes ordinance authorizing subscription of \$400,000 to PRR. (Watkins)
- Apr. 8, 1851** Henry H. Houston (1820-1895), longtime employee of Leech & Co., appointed first PRR Freight Agent with headquarters at Philadelphia; reports to General Superintendent; directed to organize a freight line for PRR between Philadelphia and Pittsburgh; PRR assumes own freight business to Philadelphia and discontinues use of Craig & Bellas, who revert to being flour merchants and not transporters. (must be earlier - first ad signed by HHH is 2/1/51!; service begins 2/15 with opening of canals or 2/25 with open APRR)
- Apr. 1851** Columbus and Franklin County voters again reject subscriptions to Central Ohio Railroad and two other lines. (Marvin)
- Apr. 12, 1851** Pa. act authorizes reorganization of Danville & Pottsville Railroad as Philadelphia & Sunbury Railroad; state is to continue to pay interest on \$170,350 bonds after deducting the sale price of \$129,650. (Digest)
- Apr. 12, 1851** Pennsylvania act imposes Tonnage Tax of 3 mills per ton-mile on all through freight, exempting coal, lumber, gypsum, firewood, iron and

ore and all agricultural products grown in Pennsylvania; also a tax of 10 cents for each through passenger. (PL)

- Apr. 14, 1851** PRR appoints Thomas Moore Passenger Agent. (MB)
- Apr. 14, 1851** Susquehanna Railroad incorporated in Pa. to build from Bridgeport (Lemoyne) to Sunbury, Williamsport and Wilkes-Barre; must pay Tonnage Tax equal to PRR. (PL)
- Apr. 15, 1851** Pennsylvania passes law authorizing sale of Philadelphia & Columbia Railroad (Watkins - verify)
- Apr. 15, 1851** Pennsylvania Legislature appropriates \$175,000 plus half of all unexpended surplus revenue for North Branch Extension Canal. (PL)
- Apr. 15, 1851** Pennsylvania Legislature incorporates Susquehanna & Erie Railroad to build from Williamsport to Erie; when 40 miles done at each end may also build a road of Ohio gauge from Erie to the Ohio state line; threatens to supplant Sunbury & Erie. (PL)
- Apr. 15, 1851** Susquehanna Railroad incorporated in Pa. to build from Bridgeport (Lemoyne) to Sunbury with extensions to Williamsport and Wilkes-Barre. (C&C - Digest has 4/14!!)
- Apr. 15, 1851** Pennsylvania Act authorizes Cumberland Valley Railroad to merge common and preferred stock and issue \$100,000 additional stock for purpose of extending into Franklin County. (PL)
- Apr. 15, 1851** Charter supplement to Pittsburgh, Kittanning & Warren Railroad authorizes construction of line from Pittsburgh through Kittanning to New York state line instead of from Beaver via Franklin. (Digest)
- Apr. 15, 1851** New York act authorizes any railroad to buy stock in or extend credit to Great Western Railway of Canada. (Stevens)
- Apr. 1851** Commercial Transportation Company (of Trenton?) has two steamers and nine barges in service between Philadelphia and Albany via Delaware & Raritan Canal. (Lee/SG)
- Apr. 1851** PW&B and B&O cut New York-Pittsburgh fare to \$13.00 and Philadelphia-Pittsburgh fare from \$12.00 to \$11.00. (MB)
- Apr. 1851** First through express trains operate between Cleveland and Cincinnati via CC&C and Little Miami Railroads. (Marvin)
- Apr. 19, 1851** Canal Commissioners set maximum charge of 75 cents on all

emigrants going west to work on PRR and other improvements. (CC)

- Apr. 21, 1851** Pittsburgh & Erie Railroad begins construction between Erie and New Castle.
- Apr. 22, 1851** First train reaches Dunkirk, N.Y., on New York & Erie (? - verify); during year New York & Erie establishes a line of steamers between Dunkirk and Detroit.
- Apr. 24, 1851** Canal Commissioners appoint Robert Faries engineer for New Portage Railroad and Western Division reservoir. (CC)
- Apr. 24, 1851** PRR contracts to purchase the four best passenger cars operating over the Allegheny Portage Railroad for its own service, as that of the Canal Commissioners has proved inept and costly (MB); contracts approved by Canal Commissioners on May 23. (CC)
- Apr. 25, 1851** Belvidere-Delaware Railroad establishes station at Warren Street, Trenton. (Lee)
- Apr. 28, 1851** Purchasers of Danville & Pottsville Railroad organized at Philadelphia; change name to Philadelphia & Sunbury Railroad; certificate filed June 12, 1851. (Val)
- Apr. 29, 1851** Pioneer electric (battery) locomotive of Charles G. Page tested on B&O at Bladensburg, Md.; uses a solenoid as electrical analogy of piston with crank drive; lack of suspension and rough track result in internal damage and short-circuiting. (Condit)
- Apr. 1851** PW&B runs several extra freight trains because of burning of ___ Aqueduct on Main Line Canal. (AR)
- Spring 1851** Alfred Kelly elected Pres. of Cleveland, Painesville & Ashtabula Railroad; later in year withdraws from active management of Cleveland, Columbus & Cincinnati Railroad. (Marvin)
- May 1, 1851** Canal Commissioners resume construction on Western Division reservoir above Johnstown. (CC)
- May 1, 1851** Ohio & Indiana Board confers with directors of Great Western Railroad; approve location from Upper Sandusky through Lima in direction of Fort Wayne; Great Western Railroad assents to merger of its line east of Fort Wayne into Ohio & Indiana Railroad; its subscriptions to be applied to building line from Delphos through Lima. (MB, Church)

- May 2, 1851** PRR adopts new organization manual; First Dept., under General Superintendent, includes transportation, MofW, real estate, Freight Agent and Passenger Agent; Second Dept. handles receipts and disbursements and employs collectors on trains and resident collectors; all monies to be paid into treasury daily. (MB)
- May 3, 1851** Harrisburg ordinance limits trains within borough limits to 4 MPH after complaints of running at over 20 MPH. (Digest)
- May 5, 1851** New York Board of Aldermen pass resolution calling for New Jersey Railroad to establish ferry to Canal Street. (HC)
- May 5, 1851** Northern Liberties & Penn Township Railroad Board authorizes renting passenger service on best terms; no indication they were successful and no evidence service operates past end of 1850 season. (MB)
- May 5, 1851** Two-day convention of railroad leaders convenes in Niagara Falls for purpose of aiding Great Western Railway of Canada; delegates include Erastus Corning and John Murray Forbes of Michigan Central Railroad. (Stevens)
- May 7, 1851** Charles Ellet, Jr., appointed Chief Engineer of Hempfield Railroad. (ARJ)
- May 7, 1851** PRR Road Committee tables resolution to discontinue trip of Eagle Line between Columbia and Harrisburg. (MB)
- May 9, 1851** PRR Road Committee debates purchase of Powel Estate in West Philadelphia; authorizes purchase for \$350,000. (MB)
- May 10, 1851** Canal Commissioners order end of night operation of passenger trains over Portage Railroad; imposes burden on PRR as its trains arrive at Hollidaysburg too late to cross mountain in daylight. (CC)
- May 10, 1851** John P. Bradley elected director of Delaware & Raritan Canal Company in reward for legal services rendered; James Neilson resigns as Treasurer and is replaced by Richard Stockton. (MB)
- May 12, 1851** PRR Board authorizes purchase of 93 acres of Powelton Estate in West Philadelphia from John Hare Powel (-) for \$350,000. (MB)
- May 12, 1851** Pres. Millard Fillmore and his cabinet travel from Washington to Philadelphia via B&O and PW&B en route to opening of New York & Erie Railroad. (Withers)

- May 13, 1851** Presidential party arrives at South Amboy where met by delegation from New York City and New York & Erie Railroad. (Withers)
- May 13, 1851** PW&B Board reports have subscribed \$5,000 to stock of New Castle Manufacturing Company; authorize operating agreement with New Castle & Wilmington Railroad; consider buying Southwark Railroad, whose stock has been offered for \$28,000. (MB)
- May 13, 1851** Railroad meeting to support Sunbury & Erie held at St. Marys, Pa.
- May 14, 1851** New York & Erie Railroad opens between Piermont and Dunkirk, N.Y. on Lake Erie; excursion train leaves Piermont, arrives at Dunkirk on May 15 and returns to Piermont on May 17; President Millard Fillmore and Daniel Webster are chief guests; Fillmore rides on first of two trains; Webster on a rocking chair mounted on a flat car on second train. (Withers)
- May 14, 1851** PRR Road Committee appoints Thomas Moore Passenger Agent in place of __ Henderson (prob. appt. 12/11/50) and William Burnside to Assistant Passenger Agent replacing Moore. (MB)
- May 15, 1851** PRR discontinues operation of Blue Line between Harrisburg and Columbia.
- May 1851** Western & Atlantic Railroad opens between Atlanta and Chattanooga.
- May 17, 1851** New York & Erie excursion party returns to New York by taking Paterson & Hudson River Railroad and New Jersey Railroad between Suffern and Jersey City; runs from Dunkirk to Jersey City in 17:00. (Lucas)
- May 19, 1851** New York & Erie Railroad begins revenue service between New York and Dunkirk with three passenger round trips and an express freight & cattle train. (Mott)
- May 20, 1851** PRR Road Committee notes suit of transporting companies pending in Pennsylvania Supreme Court. (MB)
- May 20, 1851** NC&F steamer *Ohio* running northbound struck amidships by steamboat *Commodore Stockton* off Greenwich Point; run on a shoal below Kaighns Point, but then slides off and sinks in channel before all passengers could be taken off; two drowned; boat later raised and repaired. (Scharf, PWB MB)
- May 20, 1851** Ground broken for Sunbury & Erie Railroad at Farrandville. (ARJ)

- May 20, 1851** Cincinnati, Wilmington & Zanesville Railroad organized. (Church, C&C)
- May 22, 1851** Canal Commissioners bar the use of all 4-wheel passenger cars except one 4-wheel baggage car per train, effective June 1. (CC)
- May 22, 1851** Franklin Corwin of Clinton County elected Pres. of Cincinnati, Wilmington & Zanesville Railroad. (ARJ)
- May 24, 1851** Sunbury & Erie Railroad Board reestablished after 11 years of inactivity at meeting in Philadelphia & Reading Railroad offices in Philadelphia; Daniel L. Miller, Jr. of Philadelphia, President, and John Galbraith (1794-1869) of Erie, John K. Kane (1795-1858), John J. Ridgway, Samuel J. Reeves (1818-1878), William A. Irvine, and James L. Gillis leading directors. (MB)
- May 24, 1851** Flemington Railroad & Transportation Company organized. (Val)
- May 26, 1851** To meet competition of New York & Erie Railroad, PW&B and B&O cut Philadelphia-Pittsburgh fare from \$11.00 to \$10.00, with PW&B getting \$2.00 instead of \$2.50 and Philadelphia-Wheeling fare to \$11.00 with PW&B getting \$1.90 instead of \$2.50. (MB)
- May 26, 1851** Iron for Terre Haute & Richmond Railroad arrives in Terre Haute on steamboat *Bay State*. (Daniels)
- May 27, 1851** Sunbury & Erie Railroad contracts grading for first five mile above Farrandville, Pa. (MB)
- May 27, 1851** Ohio & Pennsylvania Railroad Pres. Robinson reports sale of \$650,000 bonds to Winslow, Lanier & Co.; Board approves contract with Bradys Bend Iron Company for 2,500 tons of rails; authorizes construction from Wooster to Crestline. (MB)
- ca. May 1851** Mountain House Hotel completed at Hollidaysburg; owned by PRR and leased to private operator.
- May 29, 1851** Steubenville & Indiana Railroad Board orders section between Steubenville and Coshocton prepared for contracts, using temporary line to bypass proposed Gould Tunnel. (MB)
- May. 30, 1851** Dayton & Western Railroad and Greenville & Miami Railroad sign agreement for joint operation of tracks between Dodson and Dayton. (Church)

- June 1, 1851** Canal Commissioners sell all passenger cars used on Portage Railroad to PRR and cease operating a passenger service. (CC)
- June 5, 1851** Railroad convention held at Warren, Pa.; threatens to throw support to a railroad from the New York & Erie to Pittsburgh unless Sunbury & Erie shows some activity. (Rosenberger)
- June 6, 1851** Sunbury & Erie Board authorizes putting portion of road to be built on unfinished bed of West Branch Canal Extension under construction. (MB)
- June 6, 1851** Two locomotives from Boston Locomotive Works arrive in Indianapolis via Madison & Indianapolis Railroad for Terre Haute & Richmond Railroad. (Daniels)
- June 7, 1851** Baltimore & Susquehanna Railroad begins operating York & Cumberland Railroad as Cumberland Valley Railroad proves unable to do so. (AR)
- June 10, 1851** Contract let on first section of New Portage Railroad, bypassing Plane No. 3. (wilson says 6/20!)
- June 10, 1851** Steubenville subscribes \$100,000 to Steubenville & Indiana Railroad with city bonds floated through the Ohio Life Insurance & Trust Company. (Church)
- June 12, 1851** Canal Commissioners require all freight cars have numbers and weight painted on. (CC)
- June 12, 1851** Indianapolis & Bellefontaine Railroad opens between Indianapolis and Union City, Ind.; operated by Madison & Indianapolis Railroad. (? -Sanders has 1/24/53)
- June 14, 1851** Genesee Valley Canal extended 36 miles to Oramel, N.Y. (ARJ)
- June 16, 1851** PW&B reports it has purchased steamer *Thomas Powell* to replace *Ohio* on Cape May run with money advanced by Thayer & Bro. (MB)
- June 17, 1851** Louisville authorizes subscription of \$200,000 to Jeffersonville Railroad. (Church)
- June 19, 1851** Canal Commissioners grant 2 mills per 1,000 pounds drawback on all freight brought from the Juniata Valley by the PRR and delivered to the Philadelphia & Columbia Railroad at Dillerville; same on all freight from Juniata Valley by canal. (CC)

- June 19, 1851** Franklin & Warren Railroad organized. (ARJ)
- June 19, 1851** Indianapolis & Bellefontaine Railroad opens from Pendleton to Anderson, Ind. (Daniels)
- June 20, 1851** Peoria & Oquawka Railroad organized. (RRH)
- June 23, 1851** PRR Road Committee authorizes purchase of 700 acres at Allegheny Furnace for wood lot for locomotives; authorizes General Superintendent Haupt to contract with E.G. Mott for transporting emigrants and to inquire as to cost of special inspection engine used on Reading; declines to extend Blairsville Branch to Indiana at this time; orders all livestock henceforth be carried to real weight and all stock cars be large enough to carry 12,000 pounds. (MB)
- June 23, 1851** Dayton & Western Railroad mortgages entire property to City of Dayton to secure loan of city's credit of \$50,000. (Church)
- June 24, 1851** New Castle & Frenchtown Railroad begins operating steamboats every other day between Philadelphia and Cape May in competition with older lines during the summers; intermediate stop at New Castle serves Baltimore traffic; operated under name of Citizens' Union Line. (NB: Cape May service dates back to at least 1834)
- June 25, 1851** Joint Companies' Executive Committee authorizes construction of new ferry slip at Camden on Camden & Amboy property independent of __Ferry Company; authorizes constructing a freight office at Bordentown and straightening line at South River. (MB)
- June 28, 1851** Hicksville & Cold Spring Branch Railroad incorporated in New York. (PL)
- July 1, 1851** Jeffersonville Railroad agrees to purchases control of Shelbyville Lateral Branch Railroad running between Edinburg and Shelbyville from Michael G. Bright and John Woodburn of Madison; exchanges \$175,000 Jeffersonville stock for all \$141,300 Shelbyville stock; begins operating without formal agreement; Madison begins plans to build a new railroad between Columbus and Shelbyville. (Church, Daniels)
- July 1, 1851** Columbus & Xenia Railroad pays first 5% dividend in stock. (Marvin)
- July 1, 1851** First Ohio & Pennsylvania Railroad locomotive *Salem* arrives in Pittsburgh by canal boat; first locomotive at Pittsburgh. (Vexler)
- July 1, 1851** First known refrigerator car used to ship eight tons of butter from

Ogdensburg, N.Y., to Boston. (AAR)

- July 3, 1851** First locomotive, *Salem*, tested on Ohio & Pennsylvania Railroad.
- July 1851?** Belpre & Cincinnati Pres. William P. Cutler and Noah Wilson of Chillicothe meet with PRR executives in Philadelphia to push their railroad as a western extension of the PRR; PRR agrees to a \$25,000 subscription. (Pixton - ca. 7/3)
- July 4, 1851** Baltimore made an independent city, separate from Baltimore County. (Long)
- July 4, 1851** Ground broken at St. Louis for Pacific Railroad Company of Missouri, first railroad west of the Mississippi. (ARJ)
- July 7, 1851** John Hare Powel deeds Powelton Estate in West Philadelphia to William C. Patterson and other PRR directors in trust for \$350,000. (Digest)
- July 7, 1851** William G. Alexander offers to deliver control of Southwark Railroad to PW&B. (MB)
- July 8, 1851** PW&B begins regular use of locomotives between Grays Ferry and Broad Street; had begun running irregularly a few days earlier; Board authorizes sale of depot at 11th & Market Streets. (MB)
- July 8, 1851** Cleveland & Pittsburgh Railroad Board rejects terms proposed by Ohio Stage Company for carrying the mail. (MB)
- July 8, 1851** Ohio & Pennsylvania Railroad establishes a one-day round-trip fare of \$1.20 between Pittsburgh and Rochester or Freedom and \$1.30 to New Brighton. (MB)
- July 9, 1851** PRR Board orders Thomson to examine for branch to Blairsville and Indiana, Pa.; ratifies \$400,000 subscription by District of Spring Garden. (MB)
- July 10, 1851** New York act drops state tolls on Albany-Buffalo railroad freight traffic that competes with Erie Canal, effective Dec. 1; unsuccessful attempts to repeal this act made through 1860. (Stevens)
- July 12, 1851** Public meeting held in Pittsburgh against Hempfield Railroad and in favor of Pittsburgh & Steubenville Railroad.
- July 14, 1851** Indiana Central Railway adopts survey by Henry C. Moore, Chief Engineer; accepts proposition of City of Cambridge to subscribe

\$1,000. (MB)

- July 15, 1851** Samuel Hannah resigns as Pres. of Indiana Central Railway; replaced by John S. Newman (Neuman?); cancels contract between Centreville and Cambridge City. (MB)
- July 15, 1851** State of Illinois sells old state Peoria & Warsaw Railroad, of which about five miles graded from Peoria up Kickapoo Creek Valley. (RRH)
- July 18, 1851** PRR Road Committee hears request of Dutilh, Humphreys & Co., Harris & Leech, Lewis & Butler and Bingham & Dock for special rates because of break in canal. (MB)
- July 20?, 1851** Mountain House opens at Hollidaysburg. (MB)
- July 21, 1851** PRR Road Committee debates toll sheet with Herman Haupt and Henry H. Houston; approves proposal of transporting companies to carry emigrants at \$3.30 Philadelphia-Johnstown or \$3.10 Harrisburg-Johnstown; 50 pounds of baggage to be carried free and 200 pounds to count as an additional fare. (MB)
- July 22, 1851** Letters patent issued to Pittsburgh & Steubenville Railroad. (C&C)
- July 22, 1851** B&O holds opening excursion to Piedmont, Va., and up first part of 116 foot per mile grade beyond. (Dilts)
- July 23, 1851** PRR Road Committee decides that "dispatchers" are unnecessary. (MB)
- July 24, 1851** PRR Road Committee completes toll sheet, including 22.33% drawback on return carloads of iron and 50% on coal. (MB)
- July 24, 1841** Indiana Central Railway and Richmond & Miami Railroad agree for R&M to construct double track between Richmond and Richmond Jct., north track to be owned by Indiana Central. (Church)
- July 25, 1851** New Castle & Frenchtown Railroad increases Cape May service to daily with steamers *Thomas Powell* and *Robert Morris*; reverts to every other day in following seasons.
- July 28, 1851** Columbus, Piqua & Indiana Railroad ratifies agreement with Greenville & Maimi Rail__; with Steubenville & Indiana Railroad are to form standard gauge route across Ohio. (Marvin)
- July 30, 1851** First section of Ohio & Pennsylvania Railroad opens between

Allegheny and New Brighton, Pa., with excursion; uses 60# rail from Bradys Bend Iron Company and Bailey Bros. & Co.; earns \$8,285 in first week. (AR)

- July 30, 1851** **Juniata Division Canal reopens after flood damage.**
- Aug. 1, 1851** **PW&B establishes new through ticket between New York and Washington on its night line; includes through conductors and free transportation with baggage through Philadelphia and Baltimore. (MB, AR)**
- Aug. 2, 1851** **Northwestern Virginia Railroad organized; Benjamin H. Latrobe appointed Chief Engineer. (Pam)**
- Aug. 4, 1851** **County seat of Delaware County, Pa., moved from Chester to Media. (Long)**
- Aug. 5, 1851** **Lancaster ordinance limits speed of locomotives to 4 MPH within built up areas. (Digest)**
- Aug. 1851** ***American Railroad Journal* notes that most passenger traffic from Cincinnati to Washington now moves via rail through Cleveland, Buffalo, New York and Philadelphia; much faster than by packet boat to Pittsburgh and east via PRR or B&O. (ARJ)**
- Aug. 8, 1851** **PRR Road Committee orders General Superintendent to make best arrangement with canal lines to Pittsburgh that does not call for overnight stopovers. (MB)**
- Aug. 9, 1851** **West Chester & Philadelphia Railroad appoints Theophilus E. Sickles, formerly of New York, as Chief Engineer and Edward F. Gay as Consulting Engineer. (MB)**
- Aug. 10, 1851** **Morris & Essex Railroad opens new connection with New Jersey Railroad at Division Street, Newark, saving 0:30 over old street line. (RREmpl)**
- Aug. 13, 1851** **Pittsburgh & Erie Railroad lets contracts between Erie and Enon Valley, Pa. (ARJ)**
- Aug. 13, 1851** **Ohio & Pennsylvania Railroad names Solomon White Roberts General Superintendent as well as Chief Engineer; Board notes that Winslow, Lanier & Co. has sold \$650,000 bonds to New York banking house of Moran, Iselin & Co.. (MB)**
- Aug. 13, 1851** **Bottom of downturn on Wall Street caused by lower-than-expected**

- trade with California and unfavorable trade balance. (Wyckoff)
- Aug. 14, 1851** **PRR contracts with E.G. Stitt & Bros. for carrying emigrants. (MB)**
- Aug. 1851** ***City of Manchester*, second Inman liner, arrives in Philadelphia. (Scharf)**
- Aug. 20, 1851** **Belpre & Cincinnati Railroad stockholders approve change of name Marietta & Cincinnati Railroad; changes route to run via Marietta to a point opposite Wheeling. (Pixton)**
- Aug. 21, 1851** **PRR Road Committee recommends Thomas Glasgow as foreman of Harrisburg repair shop. (MB)**
- Aug. 21, 1851** **Pittsburgh & Steubenville Railroad organized; Harmar Denny elected Pres.; Denny replaced by J.K. Moorhead later in year. (AR, Val)**
- Aug. 25, 1851** **PRR opens between Conemaugh Station on the Portage Railroad east of Johnstown and Lockport. (AR implies connection with AP is 2 mi. e/o Johnstown - not as far as Conemaugh but ext. to Conemaugh by 1/10/52?? tt. of 8/25 in Watkins shows only Johnstown-Lockport)**
- Aug. 26, 1851** **Joint Companies' Board agrees to cut New York-Philadelphia emigrant rate to \$1.00 for Emigrant Friends Society; Society has agreement with PRR for through New York-Pittsburgh service. (MB)**
- Sep. 1, 1851** **Cleveland, Columbus & Cincinnati Railroad Board seeks consolidation with Cleveland, Painesville & Ashtabula Railroad, Columbus & Xenia Railroad and Little Miami Railroad, but with no success. (Marvin)**
- Sep. 3, 1851** **PRR orders Mountain House at Duncansville Jct. be supplied with water and stables. (MB)**
- Sep. 3, 1851** **Pittsburgh & Steubenville Railroad names David Mitchell, Jr., Chief Engineer; W. Milnor Roberts Consulting Engineer. (AR)**
- Sep. 4, 1851** **PRR Board authorizes subscription for 5,000 shares of Ohio & Pennsylvania Railroad pending approval of stockholders at 1852 annual meeting. (MB)**
- Sep. 4, 1851** **Joint Companies' Executive Committee authorizes through New York-Pittsburgh emigrant ticket via PRR. (MB)**
- Sep. 9, 1851** **PW&B Board authorizes lease of New Castle & Wilmington Railroad at 7% instead of operating agreement. (MB)**

- Sep. 11, 1851** **Moncure Robinson and George H. Thomson convey property of former Danville & Pottsville Railroad to Philadelphia & Sunbury Railroad. (Val)**
- Sep. 13, 1851** **Indiana Central Railway agrees with New Castle & Richmond Railroad to build a double track line and bridge from the west side of the White Water River to the Richmond & Miami Railroad depot in Richmond, Indiana Central Railway to occupy south track and NC&R the north track. (Church)**
- Sep. 15, 1851** **Raritan Steamboat Company organized at New Brunswick; holdings of Stevens family reduced relative to those of John R. Thompson and James Neilson. (Thompson)**
- Sep. 15, 1851** **Canandaigua & Corning Railroad opens between Jefferson (Watkins) and Canandaigua, N.Y.; operated by New York & Erie Railroad. (Val, Poor)**
- Sep. 15, 1851** **Fire destroys New Jersey Railroad bridge over Hackensack River; ferryboat *Sussex* brought from Jersey City. (HC)**
- Sep. 15, 1851** **Adams & Co. establishes express business on Madison & Indianapolis Railroad. (Daniels)**
- Sep. 1851** **Ross Winans notifies all railroads he will enforce his claim for royalties on all 8-wheel cars. (Stevens)**
- Sep. 1851** **Cincinnati, Hamilton & Dayton Railroad opens to Dayton on the Mad River & Lake Erie Railroad, forming a second route between Columbus and Lake Erie. (Marvin)**
- Sep. 17, 1851** **Meeting held at Lock Haven, Pa., in support of Sunbury & Erie Railroad; addressed by Edward R. Biddle of New York. (Rosenberger)**
- Sep. 18, 1851** **Pittsburgh & Steubenville Railroad begins work. (Poor)**
- Sep. 22, 1851** **Charles Minot, General Superintendent of New York & Erie, issues first telegraphic train order in U.S. governing a movement between Turner and Goshen, N.Y. (AAR - Mott says "early fall")**
- Sep. 25, 1851** **Convention to support Sunbury & Erie held at Philadelphia; speakers include Edward R. Biddle and Hugh Bellas. (ARJ)**
- Sep. 27, 1851** **Chartiers Creek Railroad, a steam-powered mine railroad controlled by the Chartiers Coal Company, opens from McKees Rocks five miles**

- up Chartiers Creek to coal mines; uses strap rail; Elwood Morris, Pres. & Chief Engineer. (ARJ)
- Sep. 30, 1851** PW&B begins construction of new Philadelphia depot at Broad & Prime (Washington) Streets; 396' x 150'; to have 7 tracks and 3 platforms; new depot expected to save 0:40, as City Railroad on Broad Street is uses hourly by coal trains. (AR)
- Oct. 1, 1851** In response to complaints, PRR Board adopts resolution punishing attempts to influence votes of employees with dismissal. (MB)
- Oct. 1, 1851** LIRR suspends service between Brooklyn and Jamaica and substitutes omnibus in response to Brooklyn ordinance requiring horse power. (NYTrib)
- Oct. 1, 1851** Surveys begin on Pittsburgh & Steubenville Railroad. (AR)
- Oct. 2, 1851** Indignation meeting held in Brooklyn in support of LIRR and restoration of rail service. (NYTrib)
- Oct. 2, 1851** Hudson River Railroad opens for revenue service between New York (Chambers Street) and Greenbush, opposite Albany; forms all-rail line between New York and Buffalo via the Troy bridge, but most traffic is ferried at Albany. (NYTrib)
- Oct. 4, 1851** Michigan Southern Railroad opens to South Bend, Ind.
- Oct. 4, 1851** Peoria & Oquawka Railroad contracts for construction between Knoxville and East Burlington. (RRH)
- Oct. 7, 1851** Democrat William Bigler (1814-1880), a former editor and lumberman from Clearfield County, defeats incumbent Whig Gov. William F. Johnston; Democrats sweep elections, including ___ for Canal Commissioner, largely on the slavery issue; Bigler attempts to divide the patronage between the forces of Simon Cameron and James Buchanan, satisfying neither.
- Oct. 7, 1851** Washington County, Pa., voters approve \$200,000 subscription to Hempfield Railroad; Muskingum County, Ohio, approves \$100,000 and City of Zanesville \$25,000 subscriptions to Cincinnati, Wilmington & Zanesville Railroad. (ARJ - not give election day date)
- Oct. 7, 1851** Indiana Central Railway approves contracts between Dublin and Knightstown and between Greenfield and Indianapolis. (MB)
- Oct. 8, 1851** PRR Board authorizes Haupt to allow Covode & Cole a commission

- of 50 cents per head for procuring westbound emigrants; accepts John Bingham's offer to sell three emigrant cars for \$2,000; approves Aug. 14 contract with E.G. Stitt & Bros. for carrying emigrants. (MB)
- Oct. 8, 1851 Hudson River Railroad holds official opening excursion to Greenbush. (NYTrib)
- Oct. 9, 1851 At meeting in Syracuse, railroads between Albany and Buffalo agree to subscribe \$500,000 to stock of Great Western Railway of Canada. (Stevens)
- Oct. 9, 1851 Opening excursion runs from Indianapolis to Chesterfield, opening section of Indianapolis & Bellefontaine Railroad between Anderson and Chesterfield. (ARJ)
- Oct. 10, 1851 Samuel Hanna of Fort Wayne elected a director of Ohio & Indiana Railroad. (MB)
- Oct. 13, 1851 Peoria & Oquawka Railroad holds ground-breaking at Peoria.
- Oct. 14, 1851 New New Jersey Railroad bridge over Hackensack River opens.
- Oct. 14, 1851 PW&B Superintendent Isaac R. Trimble recommends a new ferry boat at Havre-de-Grace and suggests the *Ohio*. (MB)
- Oct. 14, 1851 Washington County, Pa., votes to subscribe \$200,000 to Hempfield Railroad; Ohio County, Va., has subscribed \$150,000, Wheeling \$50,000 and Washington boro \$50,000. (see above?)
- Oct. 15, 1851 Special committee chaired by A.J. Derbyshire but dominated by Merrick charges Haupt with insubordination; Board approves report by vote of 8-3 but orders Haupt to appear and answer charges; Board is split with Merrick, Patterson, Thomas T. Lea and David S. Brown opposed to Haupt and Thomson, Spangler, Carpenter and Howell supporting Haupt; of the four undecided, Yarrow, Butcher and Davis lean towards Thomson and A.J. Derbyshire towards Merrick. (Ward, MB)
- Oct. 1851 Renewed panic on Wall Street. (Wyckoff)
- Oct. 22, 1851 Haupt appears before PRR Board meeting and presents a paper in his own defense explaining his action; notes principal evidence against him is an extract from one of his letters edited by Merrick to change meaning; Haupt accuses Merrick of having doctored the letter; after Haupt leaves, pro- and anti-Merrick directors exchange words. (MB, Ward)

- Oct. 22, 1851** PRR Road Committee sets winter rates; \$11.00 through fare Philadelphia to Pittsburgh. (MB)
- Oct. 22, 1851** Ohio & Pennsylvania Railroad opens between New Brighton and cut at Clarks Summit, Pa. (AR)
- Oct. 23, 1851** Cleveland & Pittsburgh Railroad Board authorizes issue of commutation tickets; 50% off for package of 100. (MB)
- Oct. 27, 1851** Cleveland & Pittsburgh Railroad authorizes issue of \$200,000 Income bonds. (MB)
- Oct. 27, 1851** Steubenville & Indiana Railroad contracts line between Steubenville and Coshocton to Dille, Atkinson & Cushing. (MB)
- Oct. 29, 1851** Merrick and Patterson have Board adopt a resolution that day's proceedings will remain secret among the directors; then produce three more letters as further proof of Haupt's insubordination; Merrick's motion to rule Haupt's defense unsatisfactory is defeated 5-6; Merrick then tenders his resignation but Board refuses to accept it and gives him a week to reconsider; Howell does not abide by vote of secrecy and tips off Haupt. (MB, Ward)
- Oct. 31, 1851** West Chester & Philadelphia Railroad Board authorizes purchase of lot on Chestnut Street in West Philadelphia for depot. (MB)
- Nov. 1, 1851** Future PRR General Superintendent Frank Little Sheppard (1851-) born in Bridgeton, N.J. (Wilson)
- Nov. 1, 1851** PW&B-B&O route raise fare between Philadelphia and West for winter. (MB)
- Nov. 3, 1851** Patterson, Thomson and seven directors meet in West Philadelphia to select site for passenger and freight stations. (MB)
- Nov. 3, 1851** Columbus & Xenia Railroad appoints committee to meet with Cleveland, Columbus & Cincinnati Railroad re Columbus depot grounds. (MB)
- Nov. 5, 1851** Cleveland & Pittsburgh Railroad opens between Ravenna and Hanover (Kensington), Ohio.
- Nov. 5, 1851** At a private meeting before Board meets, Merrick informs the uncommitted managers that Pres. Patterson has incurred on behalf of the PRR obligations exceeding \$500,000 due within 30 days, implying

that he and Patterson are indispensable to the financial health of the company; at the Board meeting Merrick, Patterson, Lea and Brown present resignations effective Nov. 19 unless Haupt is forced to resign; all four neutral directors swing votes to Merrick. (MB, Ward)

- Nov. 6, 1851 PRR Road Committee authorizes express contract with Adams & Co.; to run as far as Latrobe until Western Division done at rate of \$40 per day for up to 5,000 pounds; express matter to way stations to go on morning train for 40% of gross receipts. (MB)
- Nov. 7, 1851 West Chester & Philadelphia Railroad agrees to buy lot at 31st & Chestnut Streets from Benjamin Large. (MB)
- Nov. 7, 1851 Sunbury & Erie Railroad appoints Edward Miller Chief Engineer contingent upon his finishing work on PRR; Miller had held post before company became inactive in 1840. (MB)
- Nov. 11, 1851 PW&B Board authorizes loan of rails to New Castle & Wilmington Railroad; reports Moses Galloway appointed Captain of PW&B train ferry *Susquehanna*; Capt. Virden retires and is to be presented with a piece of silver plate for long service. (MB)
- Nov. 12, 1851 PRR Board approves first express contract with Adams & Co., which will become permanently identified with PRR system; authorizes purchase of Pittsburgh lot bounded by Liberty, Grant and 7th Streets from Mary E. Schenley for \$58,000; report purchase of three emigrant cars from Bingham & Dock for \$1,800. (MB)
- Nov. 13, 1851 PRR Road Committee sets rate on coal at 12.5 cents per bushel from Hollidaysburg to Philadelphia and orders 100 coal cars. (MB)
- Nov. 14, 1851 Ohio & Mississippi Railroad signs contract with Hezekiah C. Seymour of New York to build entire line. (Smith)
- Nov. 16, 1851 Philadelphia & Columbia Railroad discontinues way passenger service on Sundays. (CC)
- Nov. 18, 1851 Courts rule that Washington County subscription of \$200,000 to Hempfield Railroad is legal. (ARJ)
- Nov. 19, 1851 Ohio & Pennsylvania Railroad opens between Clarks Summit and Enon Valley, Pa. (AR)
- Nov. 20, 1851 Cleveland, Painesville & Ashtabula Railroad opens for revenue service between Cleveland and Painesville. (ARJ)

- Nov. 24, 1851** PRR establishes new rates for freight from Philadelphia to terminus beyond Blairsville: \$0.60-\$1.10 westbound and \$0.70-\$1.05 eastbound. (MB)
- Nov. 25, 1851** Haupt pens letter of resignation, which he has printed in the newspapers. (Ward)
- Nov. 25, 1851** West Chester & Philadelphia Railroad Board authorizes purchase of lot on Market Street in West Philadelphia from T. Wickersham; authorizes Second Mortgage of \$1,666. (MB)
- Nov. 26, 1851** Haupt's letter of resignation, effective Dec. 31, presented to Board; restates case and accuses Merrick and Patterson of waging a vendetta against him; Board asks Haupt to withdraw resignation, which he does on condition of staying only until a successor can be found; behind the scenes, the movement to oust Merrick and Patterson accelerates. (MB, Ward)
- Nov. 27, 1851** Ohio & Pennsylvania Railroad completed between Salem and Alliance, Ohio; disconnected from eastern section. (AR)
- Nov. 27, 1851** PRR sets winter rates at level above B&O; traffic switches to B&O and teamsters take their wagons to B&O route, creating a shortage of wagons and teams on PRR portage between Latrobe and Beattys when traffic returns to PRR in spring of 1852.
- Nov. 28, 1851** Haupt publishes public letter to stockholders giving text of request for his resignation but without details of Board fight; serves to rally stockholder support for opposition ticket. (Ward)
- Dec. 3, 1851** At Board meeting, Merrick demands each director to state that he did not leak the proceedings of the Oct. 29 meeting; all but Howell say that they have kept secret. (MB)
- Dec. 4, 1851** PRR Road Committee moves to reconsider coal rates; approves contract with Covode & Cole for transporting passengers and freight from end of track to Pittsburgh and beyond. (MB)
- Dec. 1851** Heavy freeze in Susquehanna River; no service by train ferry *Maryland* for two days; only crossing is stage line via Port Deposit; travel time between Philadelphia and Baltimore as much as 48:00. (AR - date from BaltAm pre 12/9)
- Dec. 8, 1851** Ohio & Pennsylvania Railroad opens between Enon Valley and Palestine, Ohio; offers stage connection to Cleveland & Pittsburgh Railroad at Salem. (AR, Poor, ARJ)

- Dec. 9, 1851** **Joint Companies' Executive Committee authorizes paying Emigrant Friends Society \$100 as its share of renting an office on Delaware Avenue, Philadelphia, for one year; orders express trains to cease stopping at Tullytown; authorizes beginning deepening Delaware & Raritan Canal this winter. (MB)**
- Dec. 9, 1851** **James Neilson elected Pres. of Raritan Steamboat Company; has acquired steamboat *John Neilson*, wharf at Perth Amboy and New Brunswick warehouse at auction for New Brunswick Steam Boat & Canal Transportation Company. (Thompson)**
- Dec. 10, 1851** **PRR opens between Pittsburgh and Brintons on west and between Lockport and Beatty's Station (2 miles east of Latrobe) on east; turnpike road built between Beattys and Southern Turnpike and stagecoaches operated between railheads at Beatty's and Brinton; branch opens between Blairsville Intersection (Torrance) and Blairsville, Pa.; opening excursion is first PRR train out of Pittsburgh (AR); first temporary passenger station is at Liberty and O'Hara (12th) Street. (C&C).**
- Dec. 11, 1851** **Revenue service begins with Express Mail between Pittsburgh and Brintons with stage transfer to reach PRR at Beatty's and accommodation train to Wilksburg; advertised as 24 hours to Philadelphia, but forced to lengthen to 28 hours by March 1852.**
- Dec. 11, 1851** **Columbus & Xenia Railroad appoints committee to investigate best way of operating as a single line from Cleveland to Cincinnati. (MB)**
- Dec. 12, 1851** **Steubenville & Indiana Railroad Pres. Daniel Kilgore dies in New York City, where he had gone to sell company bonds. (MB)**
- Dec. 14, 1851** **Thomson informs PRR Board that the Western Division cannot be completed before Sep. 1, 1852; had been delayed by riots of laborers. (MB)**
- Dec. 16, 1851** **Belmont Plane abandoned; dismantled in 1852. (Hare)**
- Dec. 16, 1851** **Columbus & Xenia Railroad stockholders approve contract with Central Ohio Railroad of Feb. 15, 1851; C&X subscribes \$68,500 to Central Ohio Railroad. (MB, AR)**
- Dec. 16, 1851** **John Brough of Madison & Indianapolis Railroad elected Pres. of Steubenville & Indiana Railroad in place of Daniel Kilgore, deceased. (MB)**

- Dec. 1851** Haupt and Christian Spangler meet Thomson at Lewistown as he returns from Western Division; stay overnight at home of ex-director John A. Wright at Freedom Forges; convince a reluctant Thomson to head anti-Merrick ticket for next election, saying that Patterson and Merrick represent only "silk stocking aristocracy"; Thomson feared he would lose Chief Engineer's post if lost election. (Ward, Watkins - both quoting Haupt memoir)
- Dec. 1851?** Portage Railroad begins operating during winter.
- Dec. 1851** Washington County subscribes \$200,000 to Hempfield Railroad; Ohio County, Va., follows with \$300,000.
- Dec. 1851** Steubenville & Indiana Railroad contracts heavy work between Steubenville and Newark, plus branch to Cadiz. (AR)
- Dec. 20, 1851** Canal Commissioners establish rebates on Columbia Railroad of 2-3 cents per cwt. on all westbound through freight and of 2 cents per cwt. on all through eastbound freight; rebate on pickled pork reestablished at 5 cents per cwt. (CC)
- Dec. 20, 1851** Reading acquires old Columbia Railroad between Ardmore and Belmont. (Hare)
- Dec. 21, 1851** Canal Commissioners authorize connection between Columbia and West Chester & Philadelphia railroads in West Philadelphia. (CC)
- Dec. 24, 1851** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad begins rebuilding and reballasting the main line, cutting grade between Portsmouth and Harrisburg from 28.8 FPM to 18 FPM to match river line to Columbia; work completed in Oct. 1852. (AR)
- Dec. 26, 1851** As Allegheny County has failed to name new directors, Board elects two replacements; pro-Haupt directors secure removal of John H. Shoenberger, who usually sided with Merrick, and election of Gen. William Robinson, Jr.; also have Haupt's resignation postponed until after next annual meeting. (MB)
- Dec. 31, 1851** PRR Board defeats (6-4) Merrick's demand that certain documents in controversy with Haupt be published to counteract rumors among the stockholders; directs Thomson to see if Western Division can be completed before Sep. 1, 1852 with extra expenditure. (MB)
- 1851** George M. Taylor (1835-1893) joins PRR as receiving clerk at Philadelphia freight station; later career official in Accounting Dept.

- 1851 Camden & Amboy resumes operation of ferries from railroad dock to Walnut Street and Washington Avenue itself. (ETFrancis)
- 1851 Lambertville Shops open on Belvidere-Delaware Railroad.
- 1851 Canal Commissioners resume work on North Branch Extension Canal.
- 1851 Double track opens on Columbia plane bypass, between White Hall (Bryn Mawr) and Athensville Jct. and on West Philadelphia Railroad.
- 1851 Herman Haupt publishes *General Theory of Bridge Construction*.
- 1851 Eight-wheel freight cars with two trucks first introduced on Portage Railroad. (Memoir)
- 1851 Cassatt family leaves Philadelphia for Paris, beginning a five-year stay on the Continent, the latter part of which is spent in Germany; young A.J. Cassatt is strongly influenced by European high culture. (Davis)
- 1851 PRR builds first its iron bridge, a Pratt deck truss, over Conemaugh River at Johnstown.
- 1851 Growing controversy between the board led by Patterson and Merrick and the engineers led by Thomson and Herman Haupt; board desires to go slow in period of tight money and charge high rates; engineers wish to press construction by massive borrowing and charge low rates to attract business.
- 1851 PRR directors purchase the 93-acre Powelton Estate in West Philadelphia for terminal purposes; because railroad not authorized to hold such land by law is held by directors as individuals; they are left holding the bag when it turns out charter allows PRR to hold only 30 acres in West Philadelphia. (MB)
- 1851 PRR begins experiments with coal as a locomotive fuel under Enoch Lewis.
- 1851 PRR establishes emigrant line with \$3.75 fare, Philadelphia to Pittsburgh.
- 1851 PRR engineer Oliver W. Barnes lays out town of Latrobe at point where PRR crosses Loyalhanna Creek; originally to have been named "Loyalhanna", but named for B.H. Latrobe of B&O at suggestion of J. Edgar Thomson. (Watkins)

- 1851 HPMtJ&L completes replacement of all strap rail with T-rail.
- 1851 PW&B builds new station at Newport, Del.; freight station at Broad & Locust Streets, Philadelphia. (AR)
- 1851 NC&F adds new steamer *General McDonald*. (AR)
- 1851 Last strap rail on NC&F replaced with T-rail. (AR)
- 1851 New Virginia Constitution grants more power to northwestern part of state; western counties granted a majority of seats in the House of Delegates based on population, while east retains majority of seats in Senate based on taxation (Eckenrode); as a result, more state funding is voted for railroads and roads in northwest instead on concentrating on James River corridor.
- 1851 First solid coal train, ten flat cars with total of 100 tons, arrives at Cleveland over Cleveland & Pittsburgh Railroad.
- 1851 Central Ohio Railroad opens between Zanesville and Newark. (C&X AR)
- 1851 Little Miami Railroad completes replacement of strap rail with T-rail except for Cincinnati street trackage.
- 1851 Jeffersonville Railroad opens between Jeffersonville and Vienna, Ind. (Railroads of Ind. - verify - or Memphis-Scottsburg?)
- 1851 Jeffersonville Railroad leases Shelbyville & Knightstown Railroad for five years. (Daniels - verify - may be earlier)
- 1851 Madison & Indianapolis Railroad relaid with heavy rail between Edinburgh and Indianapolis, eliminating last flat bar rail. (AR)
- 1851 New Castle & Richmond Railroad begins construction. (Church)
- 1851 Future PRR General Superintendent Dr. Edward H. Williams abandons medicine and becomes Assistant Engineer on Plattsburgh & Montreal Railroad between Caughnawaga, Canada, and Plattsburg, N.Y.; later works on Michigan Central, Michigan Southern, and other western railroads. (Wilson)
- 1851 Union Canal enlargement completed between Middletown and railroad basin at Pine Grove; allows operation of 80-ton boats. (Poor)

1851

Peak year for Ohio State Canals in terms of receipts: \$799,024; during 1850s, 2,571 miles of railroad built in Ohio, or 700% increase. (McClelland)

1851

U.S. railroad route mileage tops 10,000, having doubled since 1846. (AAR)