

**PRR CHRONOLGY
1854**

March 2005 Edition

- fall 1853-1854** **General credit crisis; shortage of funds causes many railroad projects to suspend or restrict operations. see 7/54 below?**
- Jan. 1, 1854** **William A. Wright resigns to become Chief Engineer of Memphis & Charleston Railroad, leaving Thomas W. Seabrook sole engineer on Western Division. (Watkins - not in MB)**
- Jan. 1, 1854** **Madison & Indianapolis Railroad consolidated with the Peru & Indianapolis Railroad (Indianapolis-Kokomo - later part of Lake Erie & Western) to form Madison, Indianapolis & Peru Railroad under agreement of Sep. 7, 1853; E.W.H. Ellis of P&I replaces John Brough of M&I as president of merged company. (- Church has eff. Oct. 1, 1853 under agreements of 9/6 and 9/28)**
- Jan. 2, 1854** **Camden & Philadelphia Steam Boat Ferry Company conveys a half interest in the Windmill Island Canal to the West Jersey Ferry Company. (Val)**
- Jan. 3, 1854** **British and French fleets enter the Black Sea to protect the Turkish coast from the Russian advance, starting the Crimean War; effects of war include price disturbances and diversion of British capital from American railroad projects.**
- Jan. 4, 1854** **Legal Dept. created with appointment of William A. Stokes as separate solicitor for the Western Division. (MB)**
- Jan. 4, 1854** **PRR Telegraph Committee recommends use of Morse system; to build immediately between Pittsburgh and Altoona and make contract with existing Morse line between Altoona and Philadelphia. (MB)**
- Jan. 4, 1854** **Gov. Bigler issues message to Pa. Legislature on Erie Riots stating that the Legislature never intended there be a railroad west from Erie towards Cleveland, that the state has a right to use its natural advantages for its own benefit, and that having the break of gauge at Buffalo will harm or kill the commerce of Erie Harbor. (ARJ)**
- Jan. 7, 1854** **Philadelphia City Councils again authorize a \$2 million subscription to Sunbury & Erie Railroad, providing S&E elects Board acceptable**

to Philadelphia; offer \$950,000 in cash if S&E will pay off mortgage to Williamsport & Elmira and Catawissa, Williamsport & Erie railroads; District of Richmond also subscribes \$250,000 and City of Erie \$300,000 in early 1854.

- Jan. 7, 1854** Henry V. Poor runs front page editorial in *American Railroad Journal* on Erie Riots titled, "Railway Property unsafe in Pennsylvania"; says markets will deny credit to Pennsylvania if it persists in its mercantilist policy. (ARJ)
- Jan. 1854** Ohio & Indiana Railroad opens between Bucyrus and Patterson (Forest) on Mad River & Lake Erie Railroad. (early 1/54 - ARJ)
- Jan. 1854** California defaults on interest payments. (Wyckoff)
- Jan. 7, 1854** Ohio & Mississippi Railroad holds excursions from Cincinnati to Miami River Bridge east of Lawrenceburg on Eastern Division and between Illinois town and Lebanon, Ill. on Western Division. (Smith)
- Jan. 9, 1854** Pittsburgh ordinance authorizes Ohio & Pennsylvania Railroad to extend into Pittsburgh. (Church)
- Jan. 10, 1854** Majority of old directors of Sunbury & Erie resign in a bloc and are replaced by a new Board.
- Jan. 11, 1854** Erie Mayor King and Morrow B. Lowry arrested by federal marshal for violating injunction against interfering with Erie & North East Railroad and taken to jail in Pittsburgh.
- Jan. 11, 1854** William Robinson, Jr., elected a director of Ohio & Indiana Railroad; Superintendent L. Bliss discharged and duties given to Chief Engineer Jesse R. Straughn to save money. (MB)
- Jan. 12, 1854** Delaware Railroad stockholders authorize change of line to run north-south and connect with NC&F. (AR)
- Jan. 12, 1854** Ohio & Indiana Railroad Board directs Jesse R. Straughn to organize Transportation Dept. (MB)
- Jan. 13, 1854** Ohio & Pennsylvania Railroad Board notes have contracted to carry coal in private cars from Fairview to new blast furnaces in Massillon at a lower rate; have to turn away a large livestock trade for want of cars and locomotives. (MB)
- Jan. 14, 1854** Buffalo & Allegheny Valley Railroad suspends work. (Poor)

- Jan. 15, 1854** John N. Hutchinson conveys property of old Franklin Railroad in Maryland to Chambersburg, Greencastle & Hagerstown Railroad. (Digest)
- Jan. 1854** Camden & Atlantic Railroad opens between Haddonfield and Winslow.
- Jan. 1854** PW&B begins operating Southwark Railroad in Philadelphia. (Val)
- Jan. 1854** Tuscarawas Branch of Cleveland & Pittsburgh Railroad opens between Oneida and Waynesburg, Ohio.
- Jan. 16, 1854** PW&B officers elected to Board of Southwark Railroad; Samuel M. Felton elected Pres. (MB)
- Jan. 16, 1854** Logansport & Pacific Railway Board authorizes settlement with Charles K. Hamilton, its New York agent. (MB)
- Jan. 17, 1854** Great Western Railway of Canada completed between Niagara Falls and Windsor, opposite Detroit, forming part of an alternate route between New York and Chicago; financed by U.S. investors in New York Central and Michigan railroads; is Canadian broad gauge of 5'-6"; with Michigan Central Railroad, provides 36-hour service between New York and Chicago. (, MC AR)
- Jan. 18, 1854** James Cooper (1810-1863), U.S. Senator from Erie, introduces bill for a federal grant of 2.3 million acres to aid construction of Sunbury & Erie and of a teachers' college at Erie. (Rosenberger)
- Jan. 18, 1854** Ohio state railroad convention convenes at Columbus. (C&P MB)
- Jan. 18, 1854** Steubenville & Indiana Railroad adopts temporary organization of Construction Dept. and Transportation Dept. under Superintendent; authorizes recommending that stockholders approve endorsing bonds of Columbus, Piqua & Indiana Railroad providing PRR does also. (MB)
- Jan. 18, 1854** Grand Rapids & Indiana Railroad organized to build from Hartford, Ind., to Michigan state line as part of route between Louisville and northern Michigan; Joseph Lomax, Pres. (Church, C&C)
- Jan. 21, 1854** First PRR locomotive passes through Gallitzin tunnel; still requires arching because of rock falls. (AR)
- Jan. 21, 1854** PRR Road Committee authorizes construction of plank road to haul coal from West Philadelphia yard to Lancaster Avenue. (MB)

- Jan. 21, 1854** **New Jersey Railroad Board authorizes borrowing \$50,000. (MB)**
- Jan. 21, 1851** **Sen. James Cooper replaces John Tucker as Pres. of Sunbury & Erie. (Rosenberger)**
- Jan. 1854** **Cleveland & Pittsburgh extends Tuscarawas Branch from Oneida to Waynesburg, Ohio.**
- Jan. 1854** **Little Miami Railroad issues first annual prizes to engineers and firemen for 1) greatest miles without accident and 2) least cost for maintenance and repair of locomotive; first prizes are silver pitchers; second prize are silver goblets. (ARJ)**
- Jan. 1854** **Pres. Franklin Pierce refuses to send troops to reopen mail route at Erie until all legal proceedings exhausted.**
- Jan. 23, 1854** **B&O adds second round trip between Baltimore and Wheeling to take extra traffic avoiding Erie Riots; freight carried between New York and Baltimore on propellers through Delaware & Raritan and Chesapeake & Delaware Canals. (ARJ)**
- Jan. 23, 1854** **Little Miami Railroad lets contract for Lebanon Branch. (ARJ - verify)**
- Jan. 26, 1854** **Grand Rapids & Indiana Railroad Company incorporated in Indiana to build from Hartford to Michigan state line; projected as part of a route for Michigan lumber to Louisville, Ky.; leading backer and Pres. is Joseph Lomax of Hartford, Ind.; located a line from Hartford to Sturgis, Mich., but no other work done and only part between La Grange and Sturgis used by later company. (Church)**
- Jan. 26, 1854** **New Jersey Senate Committee appointed to ask Joint Companies for what price they will sell their property to the state. (AnswrofRFS)**
- Jan. 26, 1854** **Ohio & Pennsylvania Railroad stockholders approve subscriptions of \$100,000 to Fort Wayne & Chicago Railroad and construction of a branch to New Castle, Pa. (AR, ARJ)**
- Jan. 27, 1854** **Eaton & Hamilton Railroad contracts to transfer its projected Piqua Branch to Louisville & Sandusky Railroad in return for stock; Louisville & Sandusky Railroad fails to perform its part of the contract, and the Piqua Branch is not built. (Church)**
- Jan. 28, 1854** **Pennsylvania Legislature repeals Franklin Canal Company charter; Cleveland, Painesville & Ashtabula Railroad continues to hold the**

railroad between Erie and the Ohio line as private property. (PL)

- Jan. 30, 1854** Governor William Bigler declares Franklin Canal Company charter void and confiscates its railroad and places it under William F. Packer, another Democratic politician, as superintendent for State. (ARJ)
- Jan. 31, 1854** PRR Road Committee responds to offer of William Rosenthal to publish a book in Germany for German emigrants recommending PRR; PRR agrees to contribute \$100 to write book and pay for English translation prior to paying towards a press run of 25,000 copies. (MB)
- Feb. 1, 1854** Erie & North East Railroad reopened at Ohio gauge, creating uniform line between Buffalo and Cleveland.
- Feb. 1, 1854** Delaware Railroad contracts with PW&B, New Castle & Wilmington, and New Castle & Frenchtown for operation of through route and abandons proposed connection with steamboats at Dona Landing. (AR)
- Feb. 1, 1854** Fort Wayne & Chicago Railroad names Jesse L. Williams Chief Engineer, replacing Jesse R. Straughn, resigned; Board receives merger proposal from Ohio & Indiana Railroad. (MB)
- Feb. 1, 1854** Cincinnati, Hamilton & Dayton Railroad joins Eaton & Hamilton Railroad, Richmond & Miami Railroad, and Cincinnati, Logansport & Chicago Railway in joint operation of line between Cincinnati and ___ (New Castle??) under agreement of Dec. 13, 1853. (Val has this as date joint op. of CL&C, R&M and E&H ends!)
- Feb. 2, 1854** New Jersey resolution authorizes Joint Companies to subscribe up to \$800,000 to West Jersey Railroad and endorse its bonds. (PL)
- Feb. 2, 1854** Pennsylvania Legislature passes act consolidating all of Philadelphia County into City of Philadelphia. (Scharf)
- Feb. 2, 1854** Fort Wayne & Chicago Railroad authorizes purchase of right of way from south line of Chicago to Van Buren Street. (MB)
- Feb. 2, 1854** Steubenville & Indiana Railroad opens between Unionport and Cadiz Jct. (AR)
- Feb. 3, 1854** Belvidere-Delaware Railroad opens between Riegelsville and Phillipsburg, N.J.; controlled by Joint Companies; formal excursion runs from Kensington Depot to Phillipsburg with 15 cars. (Lee, ARJ,

Val)

- Feb. 4, 1854 *American Railroad Journal* announces J. Edgar Thomson has cancelled his subscription on the grounds that it has "ceased to be American" for its support of Lake Shore line and condemnation of Pennsylvania's actions in the Erie Gauge War. (ARJ)
- Feb. 6, 1854 Altoona incorporated as a borough.
- Feb. 6, 1854 PRR annual stockholders' meeting approves \$500,000 subscription to Lancaster, Lebanon & Pine Grove; exchange of \$100,000 Marietta & Cincinnati stock for \$100,000 of Maysville & Big Sandy; guarantee of \$500,000 bonds of Steubenville & Indiana Railroad; releases additional subscription to Ohio & Pennsylvania Railroad made in 1852 for purpose of building connection at Pittsburgh; was originally to run to Outer Depot (28th St?), but because of grades relocated to below Aqueduct; in response to stockholder questions, Pres. Thomson says directors have concluded to subscribe to no more line in or out of state. (AR)
- Feb. 6, 1854 Robert F. Stockton replies to New Jersey Senate committee that Joint Companies will sell their works to the state based on the average price the last 1,000 shares sold for in the market; denies Camden & Amboy has retarded railroad construction in New Jersey. (AnswrofRFS)
- Feb. 6, 1854 Robert Faries makes report on survey of Sunbury & Erie; shortens route by 20 miles; cost estimate \$11 million; recommends route up Bennett Branch as far as Winslow before turning to St. Marys.
- Feb. 7, 1854 "Edgington & Wells Railroad" completed across the Virginia Pan Handle between the Pennsylvania line and the Ohio River; opposition from Virginia and the City of Wheeling blocks bridging Ohio River and thus completion of direct line from Pittsburgh to Steubenville; had to be constructed as a private railroad on own property by Jesse Edgington & Nathaniel Wells of Brooke County, Va.; this road runs down to a ferry across the Ohio River instead of a high bridge. (Church, C&C)
- Feb. 7, 1854 Cincinnati, Wilmington & Zanesville Railroad opens between Washington and New Holland, Ohio.
- Feb. 8, 1854 PRR Board authorizes subscription of \$500,000 to proposed Lancaster, Lebanon & Pine Grove Railroad to obtain a direct line to Philadelphia free of the restrictions of the State Works; Gen. William Robinson, PRR director and Pres. of Ohio & Pennsylvania Railroad, speaks against PRR endorsing bonds of Steubenville & Indiana

- Railroad, hinting at its poor financial condition. (MB)**
- Feb. 1854** **Rash of failures in wake of California default. (Wyckoff)**
- Feb. 11, 1854** **Gov. Bigler reports to Legislature upon return from Erie. (ARJ)**
- Feb. 13, 1854** **West Chester & Philadelphia Railroad Board appoints committee on Philadelphia depot. (MB)**
- Feb. 13, 1854** **Chicago ordinance authorizes Fort Wayne & Chicago Railroad to build track into city west of Clark Street to Van Buren Street and also to build street track operated by horse power in area west of Canal Street and between Harrison and Kinzie Streets. (Church)**
- Feb. 15, 1854** **PRR's Mountain Division opens between Altoona and South Fork, including Horseshoe Curve and bypassing the inclined planes on the Portage Railroad; the short section of the Portage Railroad between South Fork and the west end of the Portage Viaduct is used and later incorporated into the PRR main line; service between Philadelphia and Pittsburgh begins with changes of cars at Dillerville and Altoona; time cut from 20 hours to 15 hours; 32 hours to Cincinnati; with the withdrawal of PRR traffic, the Portage Railroad closes until spring and is no longer operated at night or in winter. (AR)**
- Feb. 15, 1854** **Post of 5th Asst. Supt. (Thomas W. Seabrook) created in Transportation Dept. in charge of maintenance-of-way on the Mountain and Western Divisions.**
- Feb. 15, 1854** **John N. Hutchinson deeds property of former Franklin Railroad in both Maryland and Pennsylvania to Chambersburg, Greencastle & Hagerstown Railroad. (C&C - Digest has Md. transfer on 1/15! - service may have resumed at this time)**
- Feb. 1854** **Gen. Weidman, Pres. of Lancaster, Lebanon & Pine Grove Railroad, offers to assume construction of Lebanon Valley Railroad or buy stock at amount paid in and complete within two and a half years; offer refused.**
- Feb. 16, 1854** **Pennsylvania act authorizes PRR to construct tracks for freight station along Juniper Street to Market Street and along Olive Street to Broad Street. (PL)**
- Feb. 17, 1854** **PRR Board defeats motion by Joseph Jeanes to subscribe \$100,000 to Columbus, Piqua & Indiana Railroad. (MB)**
- Feb. 17, 1854** **Littlestown Railroad Company incorporated in Pa. to build from**

Hanover to Littlestown. (Val)

- Feb. 17, 1854** Alvin C. Goell of Philadelphia agrees with Camden & Amboy to build telegraph line, Camden to South Amboy and Jamesburg to Freehold; railroad to have use of one wire.
- Feb. 1854** Logan House opens at Altoona; also serves as station and dining room for meal stops. (NB: Mutual Mag says built in 1853, no other source does)
- Feb. 1854** Winslow, Lanier & Co., New York financial agent of Marietta & Cincinnati, cuts off further advances after market for company bonds dries up.
- Feb. 1854** Madison, Indianapolis & Peru Railroad purchases steamboats *David White* and *Alvin Adams*, formerly of the Lightning Line to operate between Madison and Cincinnati and Madison and Louisville in connection with railroad. (AR)
- Feb. 18, 1854** Cincinnati, Wilmington & Zanesville Railroad issues \$600,000 Second Mortgage bonds secured by mortgage to George S. Coe, trustee. (Church)
- Feb. 22, 1854** Christopher Fallon elected Pres. of West Chester & Philadelphia Railroad, replacing John Rutter, resigned. (MB)
- Feb. 22, 1854** Chicago & Rock Island Railroad completes line between Chicago and Rock Island, Ill.; first railroad to reach the upper Mississippi River. (AAR)
- Feb. 22, 1854** After stockholder approval; PRR Board guarantees interest on \$500,000 Steubenville & Indiana Railroad bonds. (MB)
- Feb. 22, 1854** Employees of Western Division present Tom Scott with a silver pitcher and goblet as a token of esteem. (Kamm)
- Feb. 22, 1854** Troy Union Railroad and Union Station open. (Poor)
- Feb. 23, 1854** Ohio & Pennsylvania Railroad express rescheduled to make direct connection from PRR night express.
- Feb. 24, 1854** Illinois act finally legalizes Mississippi & Atlantic Railroad, the direct route between Terre Haute and Illinoistown (E. St. Louis), and organized under the General Railroad Law. (ARJ)
- Feb. 24, 1854** Macon, Vermont & Bath Railroad renamed Peoria & Hannibal

Railroad; to build from Peoria to point opposite Hannibal, Mo.; later part of CB&Q between Yates City and Lewistown; grading between Peoria and Hollis eventually sold to Peoria, Pekin & Jacksonville Railroad in 1868. (Church)

- Feb. 25, 1854** **Representatives of railroad companies meet in New York to try again for elimination of duty on imported railroad iron. (FW&C MB)**
- Feb. 25, 1854** **Henry V. Poor publishes another editorial on the Erie Gauge War; responding to Pennsylvania efforts to create routes for commerce by fiat, he writes, "Who wants to go to Erie - Nobody", (ARJ)**
- Feb. 25, 1854** **Columbus, Piqua & Indiana Railroad contracts with Neil & Dennison; William Neil agrees to pay \$305,000 cash for entire issued of \$600,000 Third Mortgage bonds, of which two thirds are to be guaranteed by Columbus Piqua & Indiana Railroad, Indianapolis & Bellefontaine Rail__ and Bellefontaine & Indiana Railroad; Neil and Dennison are to negotiate with Bee Line to change gauge to 4'-10" and also make through traffic agreement with Central Ohio Railroad. (Marvin)**
- Feb. 26, 1854** **New Jersey Senate passes resolution inquiring of Joint Companies at what price they will sell works to state; Robert F. Stockton replies in pamphlet setting price at average that last 1,000 shares sold in market; promises if charter of Camden & Amboy extended for 20 years, it will double track line and aid West Jersey Railroad; state could not purchase without assuming Joint Companies' large bonded debt. (Lane)**
- Feb. 27, 1854** **Supplement to West Chester & Philadelphia Railroad charter permits issue of preferred stock or Second Mortgage bonds. (MB)**
- Feb. 27, 1854** **Alexandria & Washington Railroad incorporated in Virginia; to be built on design of James S. French with tractive rollers that grip rail from below, permitting locomotives to work steep grades. (Digest)**
- Feb. 1854?** **Bill introduced in Pennsylvania Legislature to repeal Tonnage Tax on PRR.**
- Feb. 28, 1854** **Camden & Pemberton Agricultural Railroad incorporated in N.J. to build from Camden to Pemberton with an extension to New Egypt; part of Joint Companies' scheme to obtain charter rights to preempt route of South Jersey Central & Air Line Railroad. (PL,, Baer/Coxey)**
- Feb. 28, 1854** **New Jersey resolution authorizes Joint Companies to subscribe to Camden & Pemberton Agricultural Railroad. (PL)**

- Feb. 28, 1854** Pres. C. Anthony of Springfield, Mt. Vernon & Pittsburgh confers with Ohio & Pennsylvania Railroad Board on progress of their road; O&P refers their request for more aid to a committee. (MB)
- Mar. 1, 1854** Inman liner *City of Glasgow* leaves Liverpool for Philadelphia; lost at sea with all hands. (Scharf)
- Mar. 2, 1854** Ohio & Indiana Railroad Board authorizes joint stations with Cleveland, Columbus & Cincinnati Railroad at Crestline and Mad River & Lake Erie Railroad at Forest, Ind. (MB)
- Mar. 2, 1854** Steubenville & Indiana Railroad issues \$500,000 in Second Mortgage bonds which PRR agrees to guarantee; S&I deposits \$500,000 in stock as collateral. (MB)
- Mar 3, 1854** Pittsburgh & Erie Railroad appoints Thomas J. Power, William Reynolds, William Gibson, John A. Waugh and E. Sankey as Executive Committee; William Reynolds to be Superintendent of Meadville Branch and John A. Waugh to be Superintendent of main line. (Reynolds)
- Mar. 3, 1854** Columbus, Piqua & Indiana Railroad committee reports to Board on attempts to raise money in East; had visited Baltimore and Philadelphia and were turned down by B&O, Central Ohio Railroad and PRR; J. Edgar Thomson told them, "go and sell yourselves to the Lake Shore interests for the most you can get"; Board approves contract with Neil & Dennison, with Pres. Mitchell voting no. (Marvin)
- Mar. 4, 1854** Virginia act permits Alexandria & Washington Railroad to purchase Washington & Alexandria Turnpike or Alexandria Canal for use as right of way. (Digest)
- Mar. 4, 1854** Springfield legal firm of John T. Stewart, Abraham Lincoln and B.S. Edwards issues opinion solicited by enemies of the Mississippi & Atlantic Railroad that it is not legally organized under the 1849 General Railroad Law, as not enough money paid in prior to submitting articles of incorporation; law requires \$1,000 per mile subscribed and 10% paid in. (ARJ)
- Mar. 6, 1854** New York & Erie board adopts strict book of operating rules devised by Daniel Craig McCallum (1814-1878), Superintendent of Susquehanna Division. (Mott)
- Mar. 7, 1854** Solomon Sturgis elected a director of Logansport & Pacific Railway;

- William L. Brown replaced Charles K. Hamilton as Treasurer. (MB)
- Mar. 8, 1854** PRR Board authorizes purchase of cars of transporting companies on Main Line; authorizes placing as much of Lancaster, Lebanon & Pine Grove under contract as necessary to preserve charter. (MB)
- Mar. 10, 1854** Maryland act authorizes consolidation of Baltimore & Susquehanna Railroad, York & Maryland Line Railroad, York & Cumberland Railroad and Susquehanna Railroad into Northern Central Railway, running between Baltimore and Sunbury, Pa.; State of Maryland to surrender to Northern Central all its stocks and bonds in Baltimore & Susquehanna Railroad in return for a mortgage yielding an annuity of \$90,000, extinguishable any time after ten years on lump payment of \$1.5 million; City of Baltimore authorized to transfer its interests in constituent companies to Northern Central and to take stock or bonds of Northern Central up to \$500,000. (Digest)
- Mar. 10, 1854** Maryland & Delaware Railroad Company incorporated in Maryland to build from Delaware Railroad to Easton, Md. (Val)
- Mar. 11, 1854** Philadelphia celebrates signing of law merging all territory in Philadelphia County into the City of Philadelphia. (Walthers - when actually in effect - state act was 2/9?)
- Mar. 11, 1854** To reduce on-duty drinking by employees, PRR Road Committee considers ordering a ban on the sale of all liquor and beer on any PRR property and on stopping trains at any public house where liquor is sold; toned down by amendment to simply prohibiting the sale of liquor on PRR property. (MB)
- Mar. 11, 1854** Ohio & Indiana Railroad Board issues call to Fort Wayne & Chicago Railroad and Ohio & Pennsylvania Railroad to merge. (MB)
- Mar. 12, 1854** PRR sends 201 cars eastbound and 156 cars westbound over Columbia Railroad.
- Mar. 14, 1854** PW&B reports that old 11th & Market Street depot has been sold to Dr. David Jayne for \$135,000; PW&B Board adopts plan for new freight depot in Baltimore; appoints E.Q. Sewell Superintendent of Susquehanna River Bridge, Engineer of Port Deposit Branch and Consulting Engineer of Delaware Railroad. (MB)
- Mar. 14, 1854** NC&F Board reports Harlan & Hollingsworth to place boiler of steamboat *Robert Morris* into hull of *Ohio* and supply new boilers for *Robert Morris*. (MB)

- Mar. 14, 1854** Cincinnati, Wilmington & Zanesville Railroad opens between New Holland and Circleville, Ohio. (Watkins?)
- Mar. 15, 1854** PRR Board learns that Marietta & Cincinnati has sold PRR shares below par in violation of subscription agreement. (MB)
- Mar. 15, 1854** Pres. John Brough of the Mississippi & Atlantic Railroad replies to legal opinion of Stewart, Lincoln & Edwards that the company has been recognized as valid by courts and Legislature *de facto* if not *de jure* since 1850. (ARJ)
- Mar. 16, 1854** New Jersey act extends Camden & Amboy Monopoly on New York-Philadelphia traffic to Jan. 1, 1869 in return for promises of aid to West Jersey and other railroads and double-tracking of main line to reduce accidents; state may not purchase either canal or railroad before 1888; maximum fare to be 2.5 cents per mile except on mail and express trains. (PL)
- Mar. 16, 1854** Ohio & Pennsylvania Railroad Board authorizes construction of cattle platforms at Allegheny Outer Depot. (MB)
- Mar. 16, 1854** William Dennison elected Pres. of Columbus & Xenia Railroad, replacing Robert Neil, resigned; authorizes double tracking of whole line and issue of \$750,000 bonds; appoints committee to confer with Steubenville & Indiana Railroad.(MB)
- Mar. 17, 1854** Charter supplement authorizes Camden & Pemberton Agricultural Railroad to extend to Freehold. (PL)
- Mar. 17, 1854** Logansport & Pacific Railway Board hears report on meeting with New York directors; Charles K. Hamilton is to get \$100,000 in stock for his services when road is completed; George Washington Riggs, Jr., George Carlisle and George A. Hamilton to get \$1,000 each; Hamilton surrenders bonds to company. (MB)
- Mar. 18, 1854** Canal Commissioners approve reciprocal trackage rights agreement with PRR; PRR use Big Viaduct on Portage Railroad free of charge in return for their use of PRR between Conemaugh and Big Viaduct. (CC)
- Mar. 18, 1854** Steubenville & Indiana Pres. James Means reports has ordered four locomotives from Baldwin and two from Richard Norris & Sons and six cars from Kimball & Gorton. (MB)
- Mar. 1854** In twelve days, PRR carries 4,908 tons between Philadelphia and Pittsburgh vs. 948 tons for Pennsylvania & Ohio Transportation

Company, and 1,920 tons for Harris & Leech. (PubLdgr)

- Mar. 20, 1854** West Chester & Philadelphia Railroad Board authorizes issue of \$300,000 bonds. (MB)
- Mar. 22, 1854** Columbus, Piqua & Indiana Railroad Board approves agreement with Indianapolis & Bellefontaine Rail__ changing gauge of both to 4'-10" and building a joint depot at Union City. (Marvin)
- Mar. 23, 1854** PRR Board discusses sale of Main Line; William B. Foster reports a strong disposition at Harrisburg to sell to PRR but won't lift tonnage tax without purchase of Main Line. (MB)
- Mar. 23, 1854** Tyrone & Clearfield Railroad incorporated in Pa. to build from Tyrone through Emighs Gap to an intersection with the Sunbury & Erie Railroad. (PL)
- Mar. 1854** PRR establishes third passenger round trip between Philadelphia and Pittsburgh, an afternoon train on 13-hour schedule. (pink sheet, from Watkins - verify in contemporary paper - is Fast Line) (Watkins also notes first local service est. on Western Division with coach attached to coal train between Pittsburgh and Turtle Creek)
- Mar. 1854** Bill for South Jersey Central & Air Line Railroad defeated in Assembly by vote of 23-34; Commodore Stockton burned in effigy in Toms River. (Lane)
- Mar. 1854** PW&B adopts "night seats" invented by John T. Hammitt of Philadelphia in two "ladies cars"; apparently a high-backed reclining seat. (ARJ)
- Mar. 1854** Pittsburgh & Connellsville Railroad resumes construction.
- Mar. 1854** Construction of Susquehanna Railroad stopped after an expenditure of \$780,000. (ARJ)
- Mar. 28, 1854** England and France formally declare war against Russia in alliance with the Ottoman Empire.
- Mar. 29, 1854** PRR Committee on Real Estate reports purchase of some properties in block between 12th & 13th Street north of Market Street. (MB)
- Mar. 29, 1854** Springfield, Mount Vernon & Pittsburgh Railroad opens between Springfield and Delaware, Ohio. (ARJ)
- Mar. 29, 1854** Columbus, Piqua & Indiana Railroad Board contracts for completion

of road to Union City; approves agreement with Central Ohio Railroad for operation of through line between Bellaire and Indianapolis; this contract not formally approved until Mar. 13, 1855. (Marvin)

- Mar. 31, 1854** East Brandywine Railroad Company incorporated in Pa. to build northwestward from Downingtown. (PL)
- Apr. 1, 1854** Canandaigua & Niagara Falls Railroad opens to Suspension Bridge gateway.
- Apr. 1, 1854** Ohio & Pennsylvania Railroad increases salaries of Transportation Dept. officials and train crews. (MB)
- Apr. 1, 1855** Cleveland, Columbus & Cincinnati and Cleveland, Painesville & Ashtabula resume independent operation. (1854 or 1855???)
- Apr. 1, 1854** Crimean War has accelerated specie exports from New York, \$6.3 million in first quarter of 1854 vs. \$3.5 million in first quarter of 1853; gold imports from California off from \$18.4 million in first quarter 1853 to \$16 million in 1854; flow of European capital into U.S. improvements almost stopped. (ARJ)
- Apr. 3, 1854** Madison, Indianapolis & Peru Railroad opens between Noblesville and Peru, Ind. (Val)
- Apr. 4, 1854** Ohio & Mississippi Railroad holds opening excursion between Cincinnati and Aurora, Ind. (Smith)
- Apr. 5, 1854** Fort Wayne & Chicago Railroad Board approves proposal of Cleveland, Columbus & Cincinnati Railroad for through line between Cleveland and Chicago via Crestline. (MB)
- Apr. 6, 1854** Ohio & Pennsylvania Railroad Pres. William Robinson, Jr., grants Ohio & Indiana Railroad request for temporary aid. (MB)
- Apr. 1854?** Bill introduced in Pennsylvania Legislature calling for transfer of Franklin Canal Company railroad to Sunbury & Erie Railroad with privilege of mortgaging it, provided a branch is extended to Erie Harbor; before the transfer, the Franklin Canal Company must subscribe \$100,000 to Pittsburgh & Erie Railroad and pay \$250,000 to state as bonus for right of way between Erie and the Ohio state line. (ARJ)
- Apr. 8, 1854** Steubenville & Indiana Railroad Pres. James Means reports that he has deposited the remaining \$350,000 of \$500,000 guaranteed bonds

and \$100,000 non-guaranteed bonds with Robert Garrett & Sons and they have advanced \$110,000. (MB)

- Apr. 10, 1854** Camden & Amboy Railroad Chief Engineer William Cook reports on surveys for a direct line between Deans Pond and Trenton.
- Apr. 10, 1854** Camden & Amboy stockholders approve subscribing to all \$1 million shares of Camden & Pemberton Agricultural Railroad, \$800,000 of West Jersey Railroad, and an additional \$40,000 to Flemington Railroad & Transportation Company, all to be paid in Camden & Amboy bonds. (AR, MB)
- Apr. 10, 1854** West Chester & Philadelphia Railroad committee reports refusal of P. Chouteau, Jr., Sanford & Co. of New York to give terms for furnishing rails to complete line to West Chester. (MB)
- Apr. 11, 1854** Cincinnati, Wilmington & Zanesville Railroad opens between Circleville and Lancaster, Ohio. (Church)
- Apr. 12, 1854** Ohio & Pennsylvania Railroad Board approves temporary aid to Ohio & Indiana Railroad and Fort Wayne & Chicago Railroad, fearing interests adverse to Philadelphia and PRR may obtain control. (MB)
- Apr. 14, 1854** Herman Haupt reports to PRR Board on attending meeting of Ohio & Indiana Railroad in Fort Wayne; recommends PRR invest \$737,701, the amount needed to complete it to Fort Wayne. (Rept.)
- Apr. 1854?** Illinois Supreme Court upholds legality of Mississippi & Atlantic Railroad charter. (ARJ)
- Apr. 16, 1854** Nor'easter washes out Camden & Atlantic grading across Absecon Meadows.
- Apr. 18, 1854** PRR charter supplement authorizes increase of bonded debt to equal total capital stock; proceeds to be used for double-tracking, additional equipment, etc. (PL)
- Apr. 20, 1854** Chartiers Valley Railroad contracts for grading between Mansfield (Carnegie) and Washington, Pa. (Church)
- Apr. 21, 1854** Allegheny Railroad & Coal Company incorporated by Herman Haupt and others associated with PRR; owns 80,000 acres along crest of Allegheny Mountain from north of Tyrone to Gallitzin. (Ward, PL, Clearfield Coal & Lumber Rept.)
- Apr. 21, 1854** First railroad bridge over Mississippi River opens at Rock Island, Ill.

- Apr. 24, 1854** Pres. Cooper of Sunbury & Erie presents memorial to Pennsylvania Legislature in favor of bill allowing S&E to buy Franklin Canal Railroad so as to divert western traffic to its own line; similar memorial submitted by Philadelphia Board of Trade. (Rosenberger)
- Apr. 25, 1854** PRR Board refuses to recommend the purchase of the Main Line under the 1854 law and votes down a proposal to offer \$10 million for the Main Line. (MB)
- Apr. 25, 1854** PRR Board approves contract with North Western Railroad and Cleveland & Mahoning Railroad made Mar. 22. (MB)
- Apr. 26, 1854** Charter supplement to Pittsburgh & Steubenville Railroad authorizes Washington County to subscribe for \$50,000 provided all spent within county on Florence Branch; the branch not built. (Church)
- Apr. 27, 1854** Pennsylvania act authorizes sale of Main Line for minimum of \$10 million; purchasers would be allowed to form company called Keystone Railroad & Canal Company and build a railroad from Columbia to Pittsburgh; purpose of clause was to force PRR to buy; are also to keep canals open. (PL)
- Apr. 28, 1854** Canal Commissioners prohibit passing section boats over Portage Railroad if cargo has been transshipped to or from another boat (i.e., using section boats simply as freight cars). (CC)
- Apr. 29, 1854** Allegheny Mountain Health Institute incorporated by Dr. R.M.S. Jackson, et al. to operate a health resort, museum, observatory and lyceum with 2,000 acres of land at Cresson, Pa.; hotel was originally built at Duncansville, ca. 1850, and moved to Cresson in summer or early fall of 1855. (Digest,)
- Apr. 29, 1854** Ohio authorizes abandonment of Warren County Canal between Middletown and Lebanon.
- Spring 1854** Steubenville & Indiana Railroad (or P&S?) suspends work on Dinsmore Tunnel; not completed until 1865. (verify)
- May 1, 1854** New Jersey Railroad cancels lease of Liberty Street ferry slip to Staten Island Ferry Company. (MB)
- May 1, 1854** Daniel Craig McCallum (-) named General Superintendent of New York & Erie Railroad after Charles Minot refuses to implement McCallum's strict rules and resigns; McCallum also first to develop standard blank forms for train orders. (Mott)

- May 1, 1854** **Cincinnati, Cambridge & Chicago Short Line Railway merged with Cincinnati, New Castle & Michigan Railroad to form Cincinnati & Chicago Railroad under agreement of Apr. 12; company laid no rail. (Church)**
- May 1, 1854** **Supplement to Ohio General Railroad Law requires majority of directors of all companies incorporated under General Law to reside in Ohio and maintain headquarters in Ohio; directors are to be liable to stockholders in individual capacity for any damages incurred by their mismanagement unless the go on record as having opposed the action in advance. (Digest)**
- May 1, 1854** **Logansport & Northern Indiana Railroad issues \$1,250,000 Mortgage bonds to A.C. Flagg, trustee. (Church)**
- May 3, 1854** **PRR Board appoints William B. Foster, Jr., and William Neal a committee to visit Chicago; notes present Philadelphia City Council will not aid Pittsburgh & Steubenville. (MB)**
- May 3, 1854** **Pa. act authorizes consolidation of Baltimore & Susquehanna Railroad and connections into Northern Central Railway. (Digest)**
- May 4, 1854** **Charter of Pittsburgh & Erie Railroad revived and time for completion extended to Apr. 20, 1859; act authorizes transfer of rights south of New Castle to Ohio & Pennsylvania Railroad, but that company refuses to accept. (Church)**
- May 5, 1854** **Pennsylvania authorizes Cleveland, Painesville & Ashtabula Railroad's to purchase and extend Franklin Canal railroad in return for connecting with Sunbury & Erie and subscribing to \$500,000 in S&E stock; however CP&A to have only 1/3 voting rights of other stockholders to prevent it from exercising any influence over S&E; CP&A eventually realizes a \$337,637 loss on this forced "investment"; after CP&A victory, New York & Erie Railroad interests drop support for Pittsburgh & Erie scheme. (PL,)**
- May 5, 1854** **Steubenville & Indiana Railroad appoints committee to negotiate contracts with Ohio Central Railroad and Cleveland & Pittsburgh Railroad. (MB)**
- May 5, 1854** **Philadelphia Steam Tow-Boat & Navigation Company's *Pennsylvania* explodes while drawing a tow of 16 canal boats off Florence, N.J.; eight killed. (Scharf)**
- May 8, 1854** **Charter supplement to West Chester & Philadelphia Railroad again**

provides for posting bond with court to take possession of disputed land; done to end delay caused by demands of new owners of Maylandsville property for greater compensation than old ones. (PL, AR)

- May 8, 1854** Charter supplement to Pittsburgh & Steubenville Railroad authorizes City of Pittsburgh to subscribe for 6,000 shares. (Church)
- May 8, 1854** Cape Cod Branch Railroad extended from West Banstable to Barnstable. (NH)
- May 9, 1854** Revenue Act appropriates \$219,058 for North Branch Extension, \$150,000 for relaying south track of Philadelphia & Columbia Railroad with T-rail, \$22,000 for completing north track with T-rail, \$12,100 to widen space between tracks between Whitehall and Paoli and at the Gap, and \$605,783 for New Portage Railroad. (PL)
- May 12, 1854** William B. Foster, Jr., and William Neal report to PRR on trip to Chicago; at Chicago, met with __, Chief Engineer of Ohio & Indiana Railroad and ___ Pres. and Chief Engineer of Fort Wayne & Chicago Railroad; find plan for Ohio & Pennsylvania Railroad and PRR to endorse \$500,000 in bonds of O&I and \$500,000 of FW&C is feasible; recommend against buying any more stock, but if necessary, should do so, as Chicago trade is too important. (MB)
- May 17, 1854** PRR Board receives letter from Robert T. Conrad, President of the Hempfield Railroad, asking for a \$600,000 subscription. (MB)
- May 19, 1854** Cape Cod Branch Railroad extended from Barnstable to Yarmouthport. (NH)
- May 20, 1854** PRR moves Philadelphia passenger station to former PW&B station at southeast corner of 11th & Market Streets and removes passenger trains from Bingham & Dock's Commonwealth Passenger Station at 18th & Market. (AR)
- May 22, 1854** PRR stockholders approve \$5 million in additional loans; reject purchase of Main Line at terms of recent state law, as have to keep all canals in operation and fix rates at levels where even Columbia Railroad would cease to be profitable; decline to guarantee \$500,000 Ohio & Indiana bonds and \$500,000 Forth Wayne & Chicago bonds because of poor business conditions. (MB)
- May 22, 1854** PRR Chicago committee reports to Board; declines to accept proposal of western lines because of financial uncertainty. (MB)

- May 22, 1854** **Pittsburgh & Connellsville Railroad lets contract for Sand Patch Tunnel on extension to reach B&O at Cumberland, Md.; P&C plans to offer B&O direct access to Pittsburgh.**
- May 24, 1854** **Columbus, Piqua & Indiana Railroad Board authorizes Pres. M.G. Mitchell to sell to William Neil and his son-in-law William Dennison \$29,000 First Mortgage bonds and \$71,000 Second Mortgage bonds for \$35,000 cash and \$40,000 in rails at cost; domestic bonds are to be sold at 60 and Columbus real estate sold off in lots; of 2,000 tons of rails thus purchased, 850 tons had to be sold to PRR in payment of debts. (Marvin)**
- May 24, 1854** **Ohio leases its part of the National Road between Bridgeport and Springfield to private operator; reverts to state in 1859.**
- May 1854** **Clinton Line Railroad suspends construction in Ohio. (ARJ)**
- May 29, 1854** **Sunbury & Erie Railroad contracts for piers and other terminal facilities on Erie Harbor. (Rosenberger)**
- May 30, 1854** **Pres. Franklin Pierce signs Kansas-Nebraska Act repealing Missouri Compromise of 1820 by making slavery in territories subject to "popular sovereignty" or local vote; leads to struggle between pro- and anti-slavery forces over status of Kansas and sets in motion forces that culminate in Civil War. (EAH)**
- May 31, 1854** **Camden & Amboy stockholders approve construction of straight line between Deans Pond and Trenton with a plank road connecting to Princeton; roadbed on berm bank of canal between Deans Pond and Bordentown is spongy and waterlogged. (C&A)**
- May 31, 1854** **PRR Board approves lease of Logan House in Altoona to John P. Thompson with Board to have veto on serving liquor. (MB)**
- June 2, 1854** **Steubenville & Indiana Railroad Board assents to demand of Robert Garrett & Sons for \$200,000 more Second Mortgage bonds as collateral before making further loans. (MB)**
- June 5, 1854** **PRR committee of 21 stockholders supports action of Board in declining to purchase Main Line at state's price; Christian Spangler recommends building a new railroad to Philadelphia for \$4 million and forgetting about Main Line altogether; John M. Kennedy urges develop precise figures on real value of Main Line so there will be no question of cheating or bribery and make PRR's offer of a fair price an issue in the fall election; M.W. Baldwin urges not bring before voters because people believe that the Main Line is really worth \$20**

million and any lower price is a giveaway; S.V. Merrick and James Magee also advise against any political agitation; stockholders vote to reject current bill but to purchase in future if terms are favorable. (AR)

- June 5, 1854** Philadelphia & Columbia Railroad extends Philadelphia-Parkesburg local to Lancaster.
- June 6, 1854** Delaware Railroad issues \$500,000 Mortgage bonds guaranteed by PW&B. (AR)
- June 6, 1854** Last rail laid completing Eastern Division of Ohio & Mississippi Railroad between Cincinnati and Seymour, Ind. (Smith)
- June 8, 1854** Pittsburgh authorizes additional 6,000-share (\$300,000) subscription to Pittsburgh & Steubenville Railroad. (Church)
- June 9, 1854** Ohio & Indiana Railroad Board authorizes purchase of three locomotives, completion of track from Delphos to Fort Wayne, and construction of blacksmith shop at Crestline. (MB)
- June 10, 1854** Steubenville & Indiana Railroad counsel Thomas L. Jewett meets contractor James Moore, Jr., in Pittsburgh; Moore complains that securities taken on contract between Newark and Columbus are unsaleable. (MB)
- June 12, 1854** Steubenville & Indiana Railroad holds celebration opening line and branch to Cadiz. (MB)
- June 14, 1854** North Western Railroad makes contract for construction of Eastern Division between Blairsville and Freeport to Malone, Painter, Clark & Gonder; to be paid first in bonds of Butler and Lawrence Counties and then in company bonds. (ARJ)
- June 1854** William Hasell Wilson appointed Chief Engineer of West Chester & Philadelphia Railroad, replacing T.E. Sickles, who leaves for engagements in other states. (AR)
- June 1854** Whigs sweep Philadelphia city elections, first in which county is merged with city, in nativist backlash against immigrants.
- June 10, 1854** Ohio & Indiana Railroad opens between Forest and Delphos, Ohio, on Miami Canal. (AR)
- June 15, 1854** PRR Board approves a second mortgage of \$5 million. (MB)

- June 1854** Dayton, Xenia & Belpre Railroad opens between Xenia and Dayton. (Marvin, C&X AR)
- June 16, 1854** PRR Road Committee declines request of Lewis & Butler for special privileges in shipping goods from New York over PRR. (MB)
- June 17, 1854** McCallum's rules provoke first strike of New York & Erie engineers. (Mott)
- June 20, 1854** PRR Board appoints William B. Foster, William Robinson and William Neal to attend conference of western connections: Ohio & Pennsylvania, Ohio & Indiana, Fort Wayne & Chicago and Cleveland, Columbus & Cincinnati. (MB)
- June 20, 1854** City of Baltimore passes ordinance to allow Baltimore & Susquehanna Railroad to extend from North Avenue via a tunnel under Hoffman Street between York Avenue and Ann Street to the eastern city line in the direction of Canton; also to build track down Central Avenue, Alice Anna, Caroline and Thames Streets. (MB, Digest)
- June 21, 1854** Baltimore Council passes ordinance over Mayor's veto to reconvey Baltimore & Susquehanna Railroad securities to company upon completion of entire line from Canton to Sunbury but to retain city's guarantee of York & Cumberland Railroad bonds. (MB)
- June 22, 1854** Steubenville & Indiana Railroad holds celebration opening line from Cadiz Jct. to Masterville. (MB)
- June 1854** Construction of North Western Railroad begins between Blairsville and Freeport, Pa. (Val says 10/1854)
- June 1854** Most construction work on Marietta & Cincinnati ceases, including portion between Marietta and Wheeling which is permanently abandoned after an expenditure of \$250,000.
- June 24, 1854** Catawissa Railroad opens to Catawissa. (ARJ)
- June 24, 1854** Ohio & Pennsylvania Railroad Board authorizes purchasing ground for Allegheny River Bridge and soliciting proposals to build it; authorizes \$100,000 subscription to Fort Wayne & Chicago Railroad. (MB)
- June 26, 1854** PW&B begins passenger service to foot of Washington Avenue after Southwark Railroad relaid with heavier rail and extended to Mercer's Wharf; Camden & Amboy steamboat *Fashion* fitted up as ferry for

all but northbound Night Line, cutting about a half hour off transfer at Philadelphia; ferry runs to foot of Washington street after making regular stop at Walnut Street Wharf; PW&B adds fourth round trip, running express southbound and local northbound. (AR, PubLdgr)

- June 26, 1854** Because of money market, Ohio & Indiana Railroad reports it is unable to sell Second Mortgage bonds; orders dismissal of all unnecessary employees, canceling contracts for machinery, and asks contractors to keep working on credit. (MB)
- June 26, 1854** New York & Erie Railroad engineers return to work on General Superintendent McCallum's assurance that none will be discharged for rule violations without a proper hearing. (Mott)
- June 27, 1854** Cleveland & Pittsburgh Railroad appoints committee to negotiate with Ohio & Pennsylvania Railroad for through service to Pittsburgh. (MB)
- June 27, 1854** Westmoreland Coal Company incorporated in Pa. by John Covode (1808-1871), Gen. William Larimer, Jr. (1809-1875), Herman Haupt, John Scott and James Magee; plan is to ship gas coal to East over PRR. (WCCo)
- June 28, 1854** PRR Board authorizes sale of \$1 million Second Mortgage Bonds in London through Timothy Wiggin & Co.; move infuriates A.J. Derbyshire because it was not first referred to Finance Committee, and he resigns from committee and chairmanship. (MB)
- June 28, 1854** Committee on Real Estate reports further purchases of property between 12th & 13th Streets on north side of Market Street for \$10,900. (MB)
- June 29, 1854** Ohio & Mississippi Railroad holds excursion opening Eastern Division between Cincinnati and Seymour, Ind. (Smith)
- July 1, 1854** Camden & Atlantic Railroad holds opening excursion to Atlantic City with locomotive *Atsion* and 9 cars; also marks opening of United States Hotel on Atlantic Avenue between Maryland and Delaware Avenues, first hotel in Atlantic City.
- July 1, 1854** Henry Fletcher Kenney (1824-1908) brought from the Fitchburg Railroad in Mass. by Samuel M. Felton and made Master of Transportation of PW&B. (Obit)
- July 1, 1854** George W. Fernon named Chief Clerk of the Freight Dept., replacing Alfred L. Smith, deceased. (MB)

- July 1, 1854** Adams Express Company formed as common-law joint stock company in New York by Alvin Adams of Boston from Adams & Co. and several rival companies. (see Harlow? including Harnden & Co.?)
- July 1, 1854** Ohio & Indiana Railroad interest met only by short term loans from directors. (MB)
- July 1, 1854** Fort Wayne & Chicago Railroad suspends work on its Western Division.
- July 1, 1854** Madison, Indianapolis & Peru Railroad abandons operation of Cincinnati-Louisville steamboat line and makes arrangements to connect with U.S. Mail Line of steamers; lays up boats *David White* and *Alvin Adams*, which are later sold at heavy loss. (AR)
- July 1, 1854** Stockholders of Cleveland, Columbus & Cincinnati Railroad vote to guarantee \$200,000 Income bonds of Bee Line, assume payments on \$117,500 in Bee Line stock subscribed by individuals, and together with Bee Line guarantee \$400,000 in Third Mortgage bonds of Columbus, Piqua & Indiana Railroad and purchase \$50,000 stock in Atlantic & Mississippi Railroad. (Marvin, MB)
- July 1, 1854** Old Colony Railroad and Fall River Railroad merge to form Old Colony & Fall River Railroad. (NH)
- July 2, 1854** Camden & Atlantic Railroad begins revenue service between Camden (Coopers Point) and Atlantic City (Inlet?), opening line east of Winslow. (Prowell has 7/4)
- July 3, 1854** Deadline for bids on sale of Main Line passes; none received. (PL)
- July 3, 1854** Robert T. Conrad, Whig, sworn in as first Mayor of consolidated City of Philadelphia; city debt is now \$17.1 million, of which \$8.35 million is for subscriptions to railroad companies. (Scharf)
- July 3, 1854** Hicksville & Cold Spring Branch Railroad opens between Hicksville and Syosset, N.Y.; operated by LIRR under agreement of Nov. 22, 1853. (Poor, Val, C&C)
- July 3, 1854** Morris & Essex Railroad opens to bridge of new New Jersey Railroad branch. (ARJ - verify)
- July 3, 1854** New York & New Haven director Morris Ketcham is questioned about abrupt decline in company shares; Ketcham discovers irregularities in books and impounds them; is told that Pres. Robert

Schuyler is unable to appear because of hemorrhage of lungs; on same day, Schuyler delivers resignation as Pres. and Transfer Agent through his lawyer; in fact, Schuyler has fled to Canada and then Europe after having issued nearly \$2 million in bogus stock and embezzled an additional \$137,528 by other means. (RRH)

- July 3, 1854** Boston & New York Central Railroad opens between Blackstone and Mechanicsville, Conn. (Humphrey)
- July 3, 1854** Connecting rail service established between Cincinnati and Louisville using the newly-opened Ohio & Mississippi Railroad between Cincinnati and Seymour, Ind., and Jeffersonville Railroad; O&M is 6'-0" gauge, requiring change of cars at Seymour. (Smith)
- July 4, 1854** Private railroad of Jesse Edginton and Col. Nathaniel Wells opens across the Virginia "Panhandle" from present Wheeling Jct. to Pennsylvania state line; road was intended to join Pittsburgh & Steubenville; state of Virginia would not grant charter; since railroad does not connect with anything, it fails later in year.
- July 4, 1854** Baltimore & Susquehanna Railroad picnic special collides head-on with York local at Riderwood; 29 killed. (Shaw has 34)
- July 5, 1854** First portion of PRR freight station open at 13th & Market Streets in Philadelphia. (NO - see 1853)
- July 5, 1854** Fire destroys Philadelphia's Chinese Museum on northwest corner of 9th & Sansom Streets, where early PRR meetings were held. (Phllnq)
- July 5, 1854** New York & New Haven Board discovers extent of Pres. Schuyler's frauds. (RRH)
- July 6, 1854** PRR Board agrees to modify 1853 contract with Ohio & Pennsylvania on account of its financial difficulties. (MB)
- July 6, 1854** Convention at Jackson, Mich., is first to organize new Republican Party, dedicated to preventing expansion of slavery in territories. (EAH)
- July 1854** Stock market collapse with many failures in New York, Philadelphia and Boston following revelation of Schuyler frauds. (Wyckoff)
- July 1854** William Mahone (1826-1895) surveys North & South Air Line Railroad on Virginia's Eastern Shore; is Virginia segment of proposed New York & Norfolk Air Line Railroad; follows route later occupied by New York, Philadelphia & Norfolk Railroad. (Blake)

- July 1854** **Hempfield Railroad suspends construction.**
- July 8, 1854** **Cape Cod Branch Railroad extended from Yarmouthport to Hyannis, Harbor, Mass. (NH)**
- July 8, 1854** **Michigan Central places new passenger steamers *Plymouth Rock*, 337' long, on run between Buffalo and Detroit, linking NYC and Michigan Central. (AR)**
- July 10, 1854** ***Western World*, sister ship of *Plymouth Rock*, placed on Buffalo-Detroit run; boats are prefabricated in Brooklyn and assembled at Buffalo; are largest on lake but too luxurious for the traffic and stop running in the Panic of 1857. (AR)**
- July 12, 1854** **Steubenville & Indiana Railroad holds celebration opening line between Mastersville and Bowersville. (MB)**
- July 12, 1854** **Cape Cod Branch Railroad renamed Cape Cod Railroad. (NH)**
- July 1854** **Meeting of Trunk Line presidents (?) at Baltimore; at suggestion of PRR agree to meet in New York to negotiate an end to rate cutting. (verify ARJ or Trib)**
- July 17, 1854** **Flushing Railroad opens between Long Island City and Flushing (Main Street) via Haberman with ferry between Long Island City and Fulton Street, New York. (Poor, Val, seyfried says regular service began 6/26!!)**
- July 17, 1854** **Catawissa Railroad opens between Tammanend and Catawissa, completing a continuous rail line between Philadelphia and the upper Susquehanna Valley via Reading.**
- July 18, 1854** **Steubenville & Indiana Railroad Board authorizes receiving contract proposals for line between Newark and Columbus. (MB)**
- July 19, 1854** **Steubenville & Indiana Railroad Board authorizes negotiations with railroads west of Columbus. (MB)**
- July 27, 1854** **Ohio & Pennsylvania Railroad contracts for foundations and masonry of Allegheny River Bridge to Henderson, Alston & Co.; PRR has subscribed \$600,000, most of which is to be used for bridge. (AR)**
- July 27, 1854** **Reading Pres. John Tucker defaults on his outside business accounts.**
- Summer 1854** **Work suspended on Sodus Point & Southern Railroad. (Poor)**

- Summer 1854** **Cincinnati, Wilmington & Zanesville Railroad opens between Lancaster and New Lexington, Ohio. (not C&C - check ARJ)**
- Aug. 1, 1854** **Ohio & Indiana Railroad interest again met only through short term loans from directors. (MB)**
- Aug. 2, 1854** **Steubenville & Indiana Railroad Board authorizes sales of company interest in steamboat *Forest City*. (MB)**
- Aug. 3, 1854** **Congress authorizes Alexandria & Washington Railroad to extend into the District of Columbia on or above the Aqueduct at Georgetown and then across to join the B&O; the B&O is also authorized to extend to a point opposite Alexandria. (Digest)**
- Aug. 3, 1854** **Samuel Hanna of Fort Wayne arranges to purchase 1,300 tons of iron for Ohio & Indiana Railroad from Ohio & Pennsylvania Railroad for O&I Third Mortgage bonds; unable to raise purchase price on money market. (MB, AR)**
- Aug. 5, 1854** **New Jersey Railroad opens connecting line between East Newark Jct. and Morris & Essex depot in Newark; this branch later becomes part of DL&W main line. (NDA, Taber)**
- Aug. 7, 1854** **Steubenville & Indiana Railroad Board authorizes issue of \$100,000 income bonds and depositing remaining \$88,000 of Second Mortgage bonds with Robert Garrett & Sons. (MB)**
- Aug. 9, 1854** **Ohio & Indiana Railroad Board authorizes purchase of locomotives *Allegheny* and *Enon* from Ohio & Pennsylvania Railroad for bonds. (MB)**
- Aug. 14, 1854** **West Chester & Philadelphia Railroad Board approves contract with Reeves, Buck & Co. for sufficient iron to complete to West Chester; refers question of renting "Commonwealth Depot" of Bingham & Dock to Road Committee. (MB)**
- Aug. 14, 1854** **Enemies of Pittsburgh & Erie Railroad scheme hold public meeting at Meadville to stir up fear of losing money in county subscription. (Reynolds)**
- Aug. 15, 1854** **Five-day meeting of representatives of trunk lines convenes at the St. Nicholas Hotel in New York City to seek means to reduce expenses and raise income; agree to maintain equal rates between New York and points west of Buffalo, Pittsburgh and Wheeling; raise rates to New York and reduce number and speed of trains; in reporting on**

conference, J. Edgar Thomson notes that with burden of tonnage tax and independent transporting companies and inability to control rates east of Philadelphia or west of Pittsburgh, PRR cannot meet cheaper river and lake rates of NYC route; PRR enjoys advantages only when Great Lakes are frozen and the Ohio River is open; urges improvement of Ohio River. (MB, ARJ)

- Aug. 1854** Work begins on PW&B bridge across Susquehanna River; B.H. Latrobe Consulting Engineer; pilings for two piers completed before work suspended. (AR)
- Aug. 1854** Work begins on PW&B Susquehanna River Bridge and Port Deposit Branch.
- Aug. 1854** New York Clearing House formed. (Wyckoff)
- Aug. 16, 1854** Work begins on Ohio & Pennsylvania Railroad bridge over Allegheny River at Pittsburgh. (AR)
- Aug. 21, 1854** Indiana Central Railway and Dayton & Western Railroad agree to joint operation of line between Indianapolis and Dayton by Indiana Central for 20 years retroactive to Aug. 1, 1854; Dayton & Western to provide 1/3 of rolling stock. (Church)
- Aug. 22, 1854** Williamsport & Elmira Railroad opens between Ralston, Pa., and Southport Jct. on New York & Erie south of Elmira; original portion between Williamsport and Ralston relaid with T-rail. (maps says 9/9!!)
- Aug. 23, 1854** PRR Board orders elimination of all unnecessary expenditures that can be postponed. (MB)
- Aug. 29, 1854** Thomas L. Jewett, long company counsel, elected a director of Steubenville & Indiana Railroad; Board agrees to deposit \$200,000 income bonds with Robert Garrett & Sons in return for \$100,000 advance, providing individual directors pledge to pay any difference between the money received from resale of the bonds and advance from Garretts; directors agree to endorse company paper personally at \$30,000 each. (MB)
- Aug. 30, 1854** William H. Gatzmer named Treasurer Pro-Tem of Philadelphia & Trenton Railroad during John R. Thomson's absence in Europe. (MB)
- Aug. 31, 1854** Joint operation of Cincinnati & Chicago Railroad; Cincinnati, Hamilton & Dayton Railroad; Eaton & Hamilton Railroad; and

Richmond & Miami Railroad begins, forming through line between Cincinnati and Logansport, Ind.; under agreement signed Dec. 13, 1853. (Val - actually just substitute Cincinnati & Chicago RR for Cincinnati, Logansport & Chicago Ry. - is not open to Logansport yet? - check Church)

- Sep. 1, 1854** Samuel Richards elected Pres. pro-tem of Camden & Atlantic Railroad, replacing John DaCosta.
- Sep. 4, 1854** Consolidation of Madison & Indianapolis Railroad and Peru & Indianapolis Railroad as Madison, Indianapolis & Peru Railroad ended by injunction obtained by dissident P&I stockholders; MI&P not renamed M&I until 1855. (Church, AR)
- Sep. 6, 1854** PRR contracts to deliver 30,000 tons of coal per year to Manhattan Gas Company. (MB)
- Sep. 6, 1854** Responding to petitions, PRR Board places conductors of emigrant trains on same pay scale as first class conductors. (MB)
- Sep. 6, 1854** Projectors of New York & Norfolk Air Line Railroad meet at Astor House in New York. (ARJ)
- Sep. 7, 1854** Delaware Railroad Chief Engineer E.Q. Sewell, Jr., reports on survey from Delaware Jct. (near present-day Porter) to Seaford. (Rept)
- Sep. 7, 1854** Tuscarawas Branch of Cleveland & Pittsburgh Railroad opens between Waynesburg and Canal Dover, Ohio.
- Sep. 7, 1854** Catawissa, Williamsport & Erie Railroad completed between Tamanend and Milton, Pa., linking the Sunbury & Erie with Philadelphia via the Philadelphia & Reading. (Poor)
- Sep. 8, 1854** Because of drought, Canal Commissioners bar all boats drawing over 2 feet on penalty of \$20 and all boats drawing over 2'-6" from Juniata Division. (CC)
- Sep. 8, 1854** Samuel Hanna elected Pres. of Ohio & Indiana Railroad, replacing Willis Merriman, resigned. (MB)
- Sep. 1854** Severe drought devastates grain farmers across Midwest and Northeast; makes it impossible for farmers to continue installment payments on railroad stocks, increasing financial difficulties of many Northeastern and Midwestern railroads. (O&P AR)
- Sep. 12, 1854** PW&B names Henry F. Kenney Master of Transportation, replacing

- Asa W. Foster, deceased. (MB)
- Sep. 12, 1854 Logansport & Pacific Railway renamed Logansport, Peoria & Burlington Railway. (Church)
- Sep. 15, 1854 Robert Van Rensselaer appointed Superintendent of Philadelphia & Trenton Railroad. (MB)
- Sep. 15, 1854 Steubenville & Indiana Railroad Finance Committee rejects having directors pledge personal liability for company debts and turns down proposition of Robert Garrett & Sons. (MB)
- Sep. 1854 West Chester & Philadelphia Railroad completes bridge across Crum Creek.
- Sep. 17, 1854 Inman liner *City of Philadelphia* on first voyage from Liverpool to Philadelphia runs aground on Cape Race and breaks up with no loss of life; leaves *City of Manchester* as sole vessel. (Scharf)
- Sep. 19, 1854 PRR Road Committee declines offer of Christopher Fallon to sell Patterson House to PRR; William B. Foster presents report on translation of William Rosenthal's manuscript without recommendation. (MB)
- Sep. 21, 1854 New York & New Haven stockholders resolve that old Board resign; appoint a committee to protect rights of legitimate stockholders and offer a \$5,000 reward for Pres. Schuyler. (RRH)
- Sep. 21, 1854 Two-day convention of Ohio and Indiana railroads convenes at Columbus to arrange through fares and schedules. (C&P MB)
- Sep. 26, 1854 Freeport Aqueduct on Western Division Canal destroyed. (CC - verify)
- Sep. 1854 Pittsburgh & Erie Railroad suspends work after counties refuse to make further payments; had partly graded 14 miles between Jamestown and Meadville.
- Sep. 28, 1854 Thomas DeWitt Cuyler (1854-1922) born in Philadelphia; son of PRR lawyer Theodore Cuyler. (NYT obit)
- Sep. 30, 1854 Canal Commissioners ask PRR to haul cars of transporting companies between Pittsburgh and Johnstown. (a/c loss of aqueduct? - Watkins)
- Oct. 1, 1854 Indiana Central Railway assumes operation of Dayton & Western

Railroad between Dayton and ____.

- Oct. 2, 1854** Defunct Franklin Canal Company deeds railroad between Springfield, Pa. and Ohio state line to Cleveland, Painesville & Ashtabula Railroad. (NYC)
- Oct. 2, 1854** Steubenville & Indiana Railroad Board approves new plan whereby company is to deposit \$100,000 in income bonds with Robert Garrett & Sons and Pres. Means is to draw drafts on them of \$20,429; directors to be liable for any deficiencies. (MB)
- Oct. 3, 1854** CB&Q and Central Military Tract Railroads agree to extend aid to Peoria & Oquawka Railroad to enable it to complete line from East Burlington to Galesburg; to lease P&O for three years after completion. (RRH)
- Oct. 3, 1854** John Francis O'Rourke (1854-1934), future contractor for PRR's New York tunnels, the Poughkeepsie Bridge, and other large public works, born at Tipperary, Ire.; emigrates with family to New York two years later. (NYT)
- Oct. 4, 1854** PRR Board orders transporting companies be charged local rates between Pittsburgh and Johnstown starting Sep. 1, providing PRR furnishes locomotives between Pittsburgh and Johnstown as per request of Canal Commissioners. (MB)
- Oct. 4, 1854** PRR Board authorizes purchase of Patterson House at Mifflin from Christopher Fallon for 300 shares of stock. (MB)
- Oct. 9, 1854** West Chester & Philadelphia Railroad Board authorizes purchasing lot at Oak & Market Streets in West Philadelphia from T. Wickersham. (MB)
- Oct. 10, 1854** In bitter election, Whig James Pollock unseats Gov. William Bigler; Democrat Henry S. Mott defeats Whig George Darsie for Canal Commissioner; Whig party disintegrates with balance of power held by anti-immigrant American or "Know-Nothing" Party; "Know-Nothings" are generally in favor of disposing of the Public Works.
- Oct. 10, 1854** Philadelphia & Baltimore Central Railroad absorbs Baltimore & Philadelphia Railroad under agreement of June 20, 1854. (Val)
- Oct. 10, 1854** Cleveland & Pittsburgh Railroad appoints committee to arrange for interchange and through ticketing with Cleveland, Painesville & Ashtabula Railroad. (MB)

- Oct. 10, 1854** Cincinnati, Logansport & Chicago Railway merged into Cincinnati & Chicago Railroad under agreement of Aug. 31, 1854; Caleb B. Smith, Pres.; to build Richmond-Lafayette with branch from Ohio state line in Franklin County to Michigan state line in St. Joseph County. (Church, C&C)
- Oct. 1854** Columbus, Piqua & Indiana Railroad completes grading to Union City but has no money for rails. (Marvin)
- Oct. 1854** First section of Peoria & Oquawka Railroad opens between East Burlington and Biggs Mill, Ill. (Stringham - verify)
- Oct. 16, 1854** Steubenville & Indiana Railroad opens to Dresden (Trinway), connecting with canal packets for Newark. (tt.)
- Oct. 16, 1854** Columbus, Piqua & Indiana Railroad opens between Urbana and Piqua; completes change of gauge to 4'-10". (Marvin)
- Oct. 17, 1854** British and French begin siege of Russian naval base at Sebastopol.
- Oct. 19, 1854** West Chester & Philadelphia Railroad opens for revenue service between Burmont and Media, Pa.
- Oct. 1854** North Western Railroad begins construction between Blairsville and Freeport, Pa. (Val)
- Oct. 1854** PRR telegraph completed between Altoona and Pittsburgh. (MB)
- Oct. 1854** Upper part of North Branch Extension Canal completed between Towanda and New York state line; not fully navigable.
- Oct. 25, 1854** Convention of Ohio railroads meets again at Dayton. (C&X MB)
- Oct. 31, 1854** First train arrives in Fort Wayne from east on Ohio & Indiana, completing line from Crestline. (local paper)
- Fall 1854** Credit crisis begins (cause? Crimean War pushes up interest rates in Europe and capital transfers to U.S. collapse); many weak railroads unable to sell bonds and are forced to suspend work.
- Fall 1854** Junction Canal opens between Elmira and Athens, finally forming direct link between North Branch Canal and New York State canal system.
- Fall 1854** Dayton & Cincinnati Railroad suspends work of four-mile tunnel under Walnut Hills north of Cincinnati after spending about

\$700,000; work never completed; work extended four miles north from Cincinnati. (Church,)

- Oct. 1854** Chartiers Valley Railway suspends operations. (verify)
- Nov. 1, 1854** Canal Commissioners discharge Matthew A. Gamble (___ of former Commission President John A. Gamble) as Principal Engineer of North Branch Extension Canal because of delays in completing work. (CC - Gamble was from Lycoming?)
- Nov. 1, 1854** Pittsburgh & Erie Railroad cancels construction contract with George W. Howard & Co. covering Meadville Branch.
- Nov. 1, 1854** Ohio & Indiana Railroad opens for revenue service between Delphos and Fort Wayne. (Church)
- Nov. 1, 1854** Central Ohio Railroad opens from Bellaire to Zanesville, completing line. (Marvin - check BaltAm)
- Nov. 2, 1854** Fort Wayne & Chicago Railroad Board authorizes connection with Cincinnati, Logansport & Chicago Railroad at Valparaiso or Plymouth; authorizes Winslow, Lanier & Co. to make bonds payable in Paris; hears report unable to place bonds because of bad money market and that work is nearly suspended; authorizes abrogating contract for 8,000 tons of Welsh rails; able to cancel 6,000 tons, but have to take rest, half in Real Estate bonds at 85; some rail later resold; William B. Ogden of Chicago elected a director. (MB)
- Nov. 6, 1854** West Chester & Philadelphia Railroad Board rejects proposition of J. Edgar Thomson for PRR to use WC&P at West Philadelphia or build a track on its right of way. (MB)
- Nov. 7, 1854** Freeport Aqueduct replaced, but as not enough water in Western Division, Canal Commissioners continue rebates. (CC)
- Nov. 8, 1854** PRR Road Committee declines Dr. Jackson's offer to purchase Mountain House. (MB)
- Nov. 10, 1854** J. Edgar Thomson asks West Chester & Philadelphia Railroad what toll they will charge for carrying coal from PRR to Woodlands Wharf in West Philadelphia. (MB)
- Nov. 13, 1854** West Chester & Philadelphia Railroad Board authorizes suspension of work west of cut at section 12 near Ridley Creek until spring of 1855; reports that Bingham & Dock have agreed to sell the

- Commonwealth Depot for \$35,000 and will buy \$19,000 in WC&P bonds; will buy out lease of present tenant, which has 18 months to run, and terminate WC&P's lease of Bingham & Dock property on Market Street near 8th Street. (MB)
- Nov. 13, 1854** Prior to meeting with PRR, Ohio & Pennsylvania Railroad Board resolves to demand equitable treatment in through rates. (MB)
- Nov. 15, 1854** West Chester & Philadelphia contractors suspend work before company decision to stop work west of Rockdale could be carried out. (AR)
- Nov. 15, 1854** Excursion from Crestline celebrates formal opening of Ohio & Indiana to Fort Wayne; road is only half ballasted, and company has exhausted funds in rush to finish railroad; during 1855 is generally short of funds to meet payrolls.
- Nov. 15, 1854** Opening excursion held for Central Ohio Railroad between Bellaire and Zanesville, completing line. (ARJ)
- Nov. 1854** Moses Potter appointed first PRR New England freight agent at Boston; PRR is first among U.S. railroads to establish an off-line freight agency. (actually first listed by name in *Boston Traveller* of Aug. 26, 1854 - was not exclusive PRR rep.; Erie and Mich. Central already had reps.) (PRR memo)
- Nov. 21, 1854** Marion & Mississinewa Valley Railroad Board approves consolidation with Marion & Logansport Railroad under agreement of Aug. 24; no certificate filed. (Church)
- Nov. 23, 1854** PRR Board authorizes sale of Bingham & Dock's Commonwealth Passenger Station at 18th & Market to West Chester & Philadelphia Railroad. (MB)
- Nov. 25, 1854** Philadelphia & Sunbury Railroad opens between Shamokin and Mount Carmel, Pa.
- Nov. 1854** Central Ohio Railroad opens between Bellaire and Zanesville, completing line between Bellaire and Columbus, Ohio; connecting with B&O via train ferry between Bellaire and Benwood, Va. (Dilts - USRR&MR has in 1856?-prb. error)
- Nov. 1854** Evansville & Crawfordsville Railroad (later C&EI) opens between Evansville and Terre Haute, paralleling the Wabash & Erie Canal opened in 1853.

- Nov. 28, 1854** Marion & Logansport Railroad conveys property to Marion & Mississinewa Valley Railroad. (Church)
- Dec. 1, 1854** Tuscarawas Branch of Cleveland & Pittsburgh Railroad opens between Canal Dover and New Philadelphia, Ohio. (Church - ARJ says Oneida)
- Dec. 1, 1854** PW&B committee reports on investigation into conduct of ex-General Superintendent Isaac R. Trimble; find guilty of employing company men and using company materials on own business and of mismanaging wood supply at Baltimore. (AR)
- Dec. 1 1854** Richmond & Miami Railroad merged into Eaton & Hamilton Railroad under agreement of Nov. 21, 1854. (Church)
- Dec. 4, 1854** Articles of Union signed consolidating Baltimore & Susquehanna and its northern extensions into Northern Central Railway, running between Baltimore and Sunbury, Pa. (MB)
- Dec. 4, 1854** Flemington Railroad & Transportation Company opens for revenue service between Lambertville and Flemington, N.J. (Val); first train operated Dec. 2. (Lee)
- Dec. 5, 1854** Stockholders of Northern Central Railway hold first meeting and elect directors; Maryland Board of Public Works and City of Baltimore elect two directors each. (MB)
- Dec. 6, 1854** Steubenville & Indiana Railroad Board notes that because of money market can't pay interest due Jan. 1, 1855 on municipal and county bonds given for subscriptions; trying to raise money in eastern markets. (MB)
- Dec. 9, 1854** Northern Central Railway elects John Pendleton Kennedy Pres.; company issues \$300,000 in Second Mortgage bonds to complete Susquehanna Railroad to Sunbury; Baltimore & Susquehanna Railroad and York & Maryland Line Railroad deed properties to Northern Central. (MB, Val, C&C)
- Dec. 11, 1854** West Chester & Philadelphia Railroad Board approves deed of Commonwealth Depot from Bingham & Dock. (MB)
- Dec. 11, 1854** York & Cumberland Railroad deeds property to Northern Central Railway. (Val)
- Dec. 13, 1854** Philadelphia Gas Works opens new large gas works on lower Schuylkill River at Point Breeze. (Scharf)

- Dec. 1854** Fall rise in Ohio River fails to appear until early December because of extreme drought; low water cripples commerce and flow of goods to PRR; ensuing freeze means flatboats unable to be launched, causing coal famine downriver; much freight thrown onto Ohio & Pennsylvania Railroad. (PRR AR, O&P AR)
- Dec. 1854** Economic contraction ends; 2-1/2 year expansion begins running into 1857. (NBER)
- Dec. 15, 1854** PRR completes freight station at 13th & Market Streets, Philadelphia, and closes freight station at 11th & Market. (AR)
- Dec. 15, 1854** Anonymous article appears in *Delaware County Republican* stating the West Chester & Philadelphia Railroad is bankrupt. (AR)
- Dec. 1854** Pittsburgh & Erie Railroad discharges engineer corps. (Reynolds)
- Dec. 1854** Early freeze on Ohio River throws traffic onto railroads. (Marvin)
- Dec. 16, 1854** Northern Central Railway begins operating Wrightsville, York & Gettysburg Railroad. (C&C)
- Dec. 18, 1854** Sunbury & Erie Railroad opens between Milton and Williamsport, Pa.; forms link in through route between Philadelphia and Niagara Falls using Philadelphia & Reading Railroad, Catawissa, S&E, Williamsport & Elmira, Canandaigua & Elmira and Canandaigua & Niagara Falls Railroads; portion west of Elmira is 6'-0" "Erie" gauge.
- Dec. 19, 1854** Merger of Baltimore & Susquehanna, York & Maryland Line, York & Cumberland and Susquehanna Railroads into Northern Central Railway Company becomes effective with filing of agreement of Dec. 4. (C&C - Val has 12/16)
- Dec. 19, 1854** Sunbury & Erie excursion party leaves Williamsport for Niagara Falls via Williamsport & Elmira Railroad. (Rosenberger)
- Dec. 23, 1854** Millstone & New Brunswick Railroad opens between Millstone Jct. ("COUNTY") and East Millstone; controlled by New Jersey Railroad & Transportation Company.
- Dec. 1854** PRR completes double track between Altoona and Johnstown.
- Dec. 1854** Steamer *Maryland* replaces *Susquehanna* on PW&B train ferry between Perryville and Havre de Grace, Md.; hull 35 x 220; carries 21 freight cars vs. 5 on *Susquehanna*. (AR)

- Dec. 25, 1854** **Steubenville & Indiana Railroad Board approves running agreement with Central Ohio Railroad for use of tracks between Newark and Columbus. (MB)**
- Dec. 27, 1854** **Ohio & Pennsylvania Railroad Board approves contract with Volcano Iron Company of Massillon to transport coal from Lawrence to Massillon at 28 cents per ton in iron company's cars. (MB)**
- 1854** **Coal (190,344 tons) accounts for 42% of PRR freight. (Haupt)**
- 1854** **New Jersey Railroad places "ladies cars" on all trains, which are off-limits to tobacco chewers.**
- ca. 1854** **Retired locomotive manufacturer Joseph Harrison recommends a Union Depot at Broad & Market Streets for all railroads entering Philadelphia. (USRR&MR)**
- 1854** **West Chester & Philadelphia Railroad buys building at northeast corner of 18th & Market Street for freight and passenger depot. (NB: Bingham & Dock's Commonwealth Passenger Station)**
- 1854** **PRR ships 29,512 tons of gas coal from mines near Irwin and Larimer in Westmoreland County to Philadelphia. (AR)**
- 1854** **Cumberland Valley Railroad places special locomotive *Utility* in service to move trains over Susquehanna River Bridge at Harrisburg; has widely spaced drivers to distribute weight. (Triumph)**
- ca. 1854** **Philadelphia & Sunbury Railroad completes reconstruction with T-rail between Sunbury and Shamokin an on Lancaster Colliery Branch to Hickory Ridge Colliery. (Val)**
- 1854** **Was joint legislative investigation of supplement to Venango RR. (see Hasse)**
- 1854** **Sodus Bay & Southern Railroad suspends construction after grading only eight miles and laying no track.**
- 1854** **Cleveland, Zanesville & Cincinnati Railroad completed between Akron and Millersburg, Ohio. (Church - no date in C&C)**
- 1854** **Little Miami Railroad opens new Cincinnati passenger station, designed by William McCammon, on East Front Street east of Butler Street.**

- 1854** New Jersey Railroad begins hauling trains of Morris & Essex Railroad between Jersey City Terminal and Newark.
- 1854** Engine house No. 2 (Center Engine house) opens at Altoona. (AR)
- 1854** First shipment of livestock in a special car (flat car with fence) on PRR between Latrobe and Philadelphia.
- 1854** Daniel Drew becomes a director and treasurer (check Mott) of New York & Erie Railroad; begins twenty years of financial manipulation.
- Winter 1854-5** Meeting of trunk lines at Albany; NYC and Erie agree to uniform rates. (?Mott-check)
- 1854** PRR opens first permanent passenger station in Pittsburgh at southwest corner of Liberty & Grant Streets, replacing temporary station at Liberty and O'Hara Streets. (C&C)
- 1854** Ohio & Pennsylvania Railroad subscribes \$100,000 to Springfield, Mount Vernon & Delaware Railroad; \$62,500 paid before work suspended between Lakeville and Mount Vernon. (AR)
- 1854** Springfield, Mount Vernon & Delaware Railroad suspends work after completing line between Springfield and Delaware, Ohio.
- 1854** Alliance, Ohio, incorporated from villages of Williamsport, Freedom and Liberty; named for junction of Ohio & Pennsylvania and Cleveland & Pittsburgh.
- 1854?** Bellefontaine & Indiana Railroad completed to Galion, Ohio. (O&P AR)
- 1854** Sandusky City & Indiana Railroad opens on a direct line between Sandusky and Tiffin via Clyde; old main line of Mad River & Lake Erie Railroad between Sandusky and Tiffin via Bellevue then abandoned. (RRH - check GreenBk)
- 1854** Cincinnati, Hamilton & Dayton Railroad wants Mad River & Lake Erie Railroad to have independent entry into Columbus; puts up \$40,000 to extend Springfield & Columbus Railroad from London to Columbus; Columbus & Xenia Railroad buys \$50,000 Springfield & Columbus stock in vain attempt to have it stop at London, on C&X. (Marvin)
- 1854** Mad River & Lake Erie Railroad begins operating Springfield & Columbus Railroad under 15 year lease, ending through service with

Columbus & Xenia. (C&X AR, Marvin)

- 1854 William Neil's Ohio Stage Line goes out of business in face of railroad competition; Neil turns to promoting Atlantic & Ohio Railroad (?). (Marvin)**
- 1854 Little Miami Railroad completes double track between Cincinnati and Milford. (AR)**
- 1854 Indiana Central Railway opens between Indianapolis and Ohio state line east of Richmond. (Church)**
- 1854 New Albany & Salem Railroad (later part of the Monon) abandons work on branch from Gosport to Indianapolis, part of which later becomes main line of Indianapolis & Vincennes Railroad. (Church)**
- 1854 Robert Pitcairn promoted to clerk and telegraph operator for (Gen.?) Supt. H.J. Lombaert at Altoona. (Wilson)**
- c. 1854 Clearfield Coal & Lumber Company incorporated by Herman Haupt, Christian E. Spangler, George Howell, Tom Scott and others associated with PRR; owns 12,000 acres in two tracts on Muddy Run watershed centered on proposed town of "Spanglerville" (Janesville); supports construction of plank road leading from "Spanglerville" to Tipton on PRR; Haupt is President. (1st AR, 1856 - is inc. under general laws, possibly in 1855 or very early 1856)**
- 1854 Last Inman Line steamer, *City of Manchester*, leased to French for use in Crimean War, and service between Liverpool and Philadelphia suspended. (Flayhart)**
- 1854 United States Express Company incorporated to operate of New York & Erie Railroad and connections. (RRH - verify)**
- 1854 Lafayette & Indianapolis Rail__ enters Indianapolis Union Station. (Daniels)**
- 1854 Belleville & Illinoistown Railroad opens between East St. Louis and Belleville. (Church)**