

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

By Christopher T. Baer

1855

June 2015 Edition

All data subject to correction and change

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| Jan. 1, 1855 | Millstone & New Brunswick Railroad opens for revenue service; through service operates over New Jersey Railroad. (AR) |
| Jan. 1, 1855 | Consolidation of Baltimore & Susquehanna Railroad and its extensions into the Northern Central Railway takes effect. (AR) |
| Jan. 1, 1855 | PRR opens own telegraph line between Pittsburgh and Altoona, replacing use of lines of Atlantic & Ohio Telegraph Company. (Wilson) |
| Jan. 1, 1855 | Trevorton & Susquehanna Railroad opens from the mines of the Mahanoy & Shamokin Improvement Company at Trevorton to Port Trevorton on the Susquehanna Division Canal, including a bridge over the Susquehanna River between Herndon and Port Trevorton; creates an outlet for the westernmost part of the Western Middle Anthracite Coal Field independent of the Philadelphia & Sunbury Railroad. (Cnls&RRs, Hare) |
| Jan. 1, 1855 | Cleveland, Zanesville & Cincinnati Railroad defaults on interest on the Summit County bonds. (MB) |
| Jan. 1, 1855 | Boston & New York Central Railroad opens extension from Islington to Boston via Readville; station located at the foot of Sumner Street; trains had originally entered Boston over the Boston & Providence Railroad; creates a new New York-Boston route via Putnam on the Norwich & Worcester Railroad, and the Norwich & New York Transportation Company boats. (Barrett, Humphrey, NHCorp) |
| Jan. 1, 1855 | Black River & Utica Railroad opens from Utica to Boonville, N.Y. (Poor) |
| Jan. 1, 1855 | Erie & New York City Railroad suspends construction. (Poor) |

- Jan. 1, 1855 Franklin & Warren Railroad renamed Atlantic & Great Western Railroad (Ohio). (Minor, ICC)
- Jan. 1, 1855 Boston & New York Central Railroad opens between Boston and Islington. (NHCorp)
- Jan. 1, 1855 City of Brooklyn annexes the City of Williamsburgh and the Town of Bushwick and becomes the third most populous city in the U.S. (NYState, Burrows/Wallace)
- Jan. 2, 1855 Camden & Atlantic Railroad Board authorizes a Third mortgage for \$750,000. (MB)
- Jan. 2, 1855 Pittsburgh banking house of William Larimer, Jr. (1809-1875), stops payment; Larimer was Treasurer of the Ohio & Pennsylvania Railroad, which had \$95,000 deposited with his bank; Pittsburgh & Connellsville Railroad, of which Larimer is Pres., loses \$220,000; Larimer makes an assignment to Thomas Mellon and Thomas Davidson; Larimer then moves first to Nebraska and then Kansas and in 1858 is one of the founders of Denver, Colo. (O&P AR, P&CRept, LegRec, CInl&RevFmlsPa, StdHistPitts)
- Jan. 2, 1855 Marion & Mississinewa Valley Railroad Board resolves that construction should begin at Union and move west, opening the road in small increments; James H. Goodman elected Pres., replacing Joseph Lomax. (MB)
- Jan. 3, 1855 Ground broken for Philadelphia & Baltimore Central Railroad on the farm of Darwin Painter near Painters Crossroads in Concord, Twp. (AR, ARJ, Ashmead)
- Jan. 3, 1855 North Pennsylvania Railroad begins running "city passenger cars," about 14 feet long, by horse-power from Front & Willow Streets to the Cohocksink Depot, replacing an omnibus service. (Scharf)
- Jan. 3, 1855 Thomas Bakewell elected Pres. of the Pittsburgh & Connellsville Railroad, replacing William Larimer, but he soon resigns as overtaxed, and Oliver W. Barnes is elected Pres. (AR)
- Jan. 3, 1855 W.A. Hill & Co., brokers and agents for the Pittsburgh & Steubenville Railroad, and Hoon & Sargent of Pittsburgh close their doors. (StdHistPitts)
- Jan. 4, 1855 Cumberland Valley Railroad surrenders right to take tolls from vehicles to Harrisburg Bridge Company and becomes solely a railroad bridge. (Wilson)

- Jan. 4, 1855 Pittsburgh & Steubenville Railroad Board announces they have raised \$24,637 from Duncan, Sherman & Co. in New York and \$3,350 from Drexel & Co. in Philadelphia; total cash on hand is \$32,252. (MB)
- Jan. 4, 1855 Ashtabula & New Lisbon Railroad Board authorizes reopening books for the line south of the Mahoning River; authorizes a final location between the Mahoning River and New Lisbon. (MB)
- Jan. 4, 1855 NYC Board appoints a committee to investigate stockholder complaints of sweetheart contracts and insider land deals with directors including Erastus Corning, who has the company's iron contracts, Dean Richmond, and others; however, many committee members are friendly to the directors and officers; nevertheless, the committee mildly censures Corning for his commissions on iron and selling the company land in West Albany at exorbitant prices, but Corning continues to hold the iron contract. (Neu)
- Jan. 5, 1855 After Erie & North East Railroad shows no sign of relocating its terminal to the waterfront, Erie city councils debate ordering an immediate removal of its tracks from the city streets; leaders of the "Ripper" party argue this will prejudice their case in courts. (Kent)
- Jan. 6, 1855 Richard D. Wood notes mercantile conditions in Philadelphia are still unsettled; wheat has risen in price, while the price of iron has suddenly fallen 50%, and calculations of good profits in iron a year ago now threaten poverty. (Wood)
- Jan. 7, 1855 Cleveland & Pittsburgh Railroad changes title of John Durand from General Superintendent to Superintendent. (MB)
- Jan. 8, 1855 John R. Thomson restored to post of Treasurer of Philadelphia & Trenton Railroad, having returned from Europe. (MB)
- Jan. 8, 1855 PW&B stockholders approve lease of Delaware Railroad. (MB)
- Jan. 8, 1855 John Wallower & Son changes the Philadelphia agency for their Main Line transporting line from Freed, Ward & Freed to Bingham, Davis & Co. (NrthAm)
- Jan. 8, 1855 Mob at Erie and Harbor Creek again rips up Erie & North East Railroad; last action against the railroad at Erie. (Kent)
- Jan. 8, 1855 Pittsburgh & Steubenville Railroad stockholders appoint a committee to investigate the company's accounts and settle with Thompson, Bell & Co. over the Erie Bank loan; the stock held by the City of Pittsburgh is voted

to elect Reuben Miller, Jr., as Pres. and 4 directors who are not stockholders, including Henry Graff and Richard F. Smyth; the other directors are Thomas L. Jewett, James M. Cooper, Robert S. Hays, Mansfield B. Brown, Samuel A. Long and Robert McKnight; they ask the old Board to turn over the books. (AR, MB)

- Jan. 8, 1855 Pres. J.K. Moorhead of the Chartiers Valley Railroad subscribes 400 shares and Jacob Painter 100 shares to pay off the contractors. (MB)
- Jan. 8, 1855 Main line of the Illinois Central Railroad completed from Cairo to La Salle. (Smith)
- Jan. 9, 1855 PRR Treasurer George Vaux Bacon (1802-1855) dies. (MB - or 1/19? typo?)
- Jan. 9, 1855 Sen. Stephen A. Douglas of Illinois introduces a bill for transcontinental railroads on one or more of three routes, from the western boundary of Texas to the Pacific, from the western boundary of Iowa or Missouri to San Francisco, and from the western boundary of Wisconsin to Oregon or Washington; are to receive land grants of 12 sections per mile; referred to the Committee on Pacific Railroad; the House begins debating its own Pacific Railroad Bill in the Committee of the Whole. (CongGlobe, Russel)
- Jan. 10, 1855 William B. Foster, Jr., appointed to act as PRR Treasurer pro-tem. (MB)
- Jan. 10, 1855 PRR Committee on retrenchment reports; recommends big reduction in Engineer Dept. (MB)
- Jan. 10, 1855 Ohio & Indiana Railroad abolishes post of Chief Engineer and appoints Jesse R. Straughn Superintendent. (MB)
- Jan. 10, 1855 New Pittsburgh & Steubenville Railroad Board meets and adopts new bylaws; Thomas Williams gives an opinion that the Jan. 8 election at the Pittsburgh & Steubenville Railroad is void. (MB)
- Jan. 10, 1855 Eighth Avenue Railroad incorporated in N.Y. to build from Vesey Street to the Harlem River. (NYState)
- Jan. 11, 1855 Joint Board hears a report from John R. Thomson, who has returned from Europe; approves the rail contract with George Peabody & Co., which was made before instructions for cancelling it reached England; the Camden & Amboy now has to dispose of the rails it does not need. (MB)
- Jan. 11, 1855 Special committee of the Philadelphia Select Council appointed in Sep. 1854 reports on its examination of the books of the Sunbury & Erie Railroad, revealing irregularities in stock subscriptions and bond issues.

(Rept)

- Jan. 11, 1855 New Pittsburgh & Steubenville Railroad Board elects David Mitchell, Jr., as Chief Engineer; publishes an opinion of Edwin M. Stanton that the Jan. 8 election was legal. (MB)
- Jan. 12, 1855 Joint Companies Executive Committee approves a one-year contract with James M. Flanagan for steam towing between Fairmount and Bordentown and Port Richmond and Bordentown, he to provide the boats. (MB)
- Jan. 12, 1855 E. J. Brooke and Robert Woods join the Board of the Pittsburgh & Steubenville Railroad as county directors. (MB)
- Jan. 13, 1855 Old Pittsburgh & Steubenville Railroad Board agrees to turn over the books to the new Board. (MB)
- Jan. 13, 1855 St. Louis banking house of Page & Bacon fails with liabilities of several million dollars, after failing to get a \$250,000 advance from their New York correspondent, Duncan, Sherman & Co.; the firm is heavily involved in St. Louis real estate mortgages, in financing several railroads, including the Ohio & Mississippi Railroad, and through a California branch, in the gold rush; the house of Loker, Renick & Co. also fails, and runs begin on other banks. (Scharf)
- Jan. 15, 1855 PRR elects Thomas T. Firth (1805-1881) Treasurer, replacing George Vaux Bacon, deceased, and Edmund Smith of Engineering Dept. elected Secretary to replace Firth; Jacob Cresson (1828-1865) promoted to Assistant Treasurer. (MB)
- Jan. 15, 1855 Sen. William M. Gwin from the Committee on the Pacific Railroad reports Sen. Douglas's bill with amendments. (CongGlobe)
- Jan. 15, 1855 Ten leading St. Louis businessmen, led by John O'Fallon (-), pledge their personal property to support the solvency of 7 leading banks in an partially successful attempt to stem the panic; Page & Bacon agree to pay all their outstanding drafts through the Bank of America in New York. (Scharf)
- Jan. 1855 Camden & Atlantic Railroad attempts to issue \$750,000 Third Mortgage bonds to retire floating debt of \$920,558; few sold because of tight market. (AR)
- Jan. 1855 Disputed election on the Pittsburgh & Steubenville Railroad; Reuben Miller, Jr., elected Pres. (AR)
- Jan. 1855 Erie & New York City Railroad suspends all remaining work between Little Valley (Salamanca) and Jamestown, N.Y., because of the financial

downturn; had expended \$264,733 with completing any railroad.
(NYState)

- Jan. 1855 Franklin Parmalee begins an omnibus line called Citizens Line at Chicago; the Parmalee family later secures the concession for transferring passengers between railroad stations.
- Jan. 1855? Parker Vein Coal Company in the Cumberland Coal Field of Maryland collapses. (ARJ)
- Jan. 1855 An unusually cold winter in the Northeast and Midwest aggravates the economic downturn. (Scharf)
- Jan. 16, 1855 House accepts the Douglas three-road bill as a substitute for its own Pacific Railroad bill. (CongGlobe)
- Jan. 16, 1855 Arkansas Legislature passes an act to aid the Cairo & Fulton Railroad, but the company does not accept its provisions. (Cook)
- Jan. 16, 1855 George H. Bissell and Jonathan G. Eveleth transfer their Venango County oil lands and leases to the Pennsylvania Rock Oil Company. (Henry)
- Jan. 17, 1855 Erie Bank is now demanding that Thompson, Bell & Co. deposit an additional \$10-20,000 in Allegheny County bonds issued to the Pittsburgh & Steubenville Railroad; the \$80,000 in bonds already deposited as collateral for the loan of \$60,000 in Erie Bank notes have not proven as good a security as first claimed. (MB)
- Jan. 17, 1855 Ashtabula & New Lisbon Executive Committee orders that contractors O. Baldwin & Co. do no further work beyond the \$5,000 worth already ordered because of the state of the money market. (MB)
- Jan. 18, 1855 Northern Central Railway Board orders the cancellation of the operating contract with the Hanover Branch Railroad and making a new one, also selling it 2 small locomotives and 2 passenger cars; establishes a new rate schedule aimed at ending rebates and concessions to the Main Line transporting companies. (MB)
- Jan. 18, 1855 Marion & Mississinewa Valley Railroad Board authorizes Pres. James H. Goodman to modify the construction contract to cover only grading; accepts the surrender of the contract by Webster & Marshall and arranges to pay off subcontractors; the company will henceforth act as its own contractor; John N. Converse elected to the new post of VP. (MB)
- Jan. 18, 1855 House adopts an amendment to the Pacific Railroad Bill proposed by Rep. John G. Davis (1810-1866) of Terre Haute, Ind., 80-52; calls for a single

route between the 37th & 43rd parallels with a branch to the Southwestern of Missouri; this take in Sioux City and Omaha as well as Kansas City and St. Joseph; it then votes to strike out the enacting clause, 84-49 and report the bill from the Committee of the Whole to the House. (CongGlobe, Russel)

- Jan. 19, 1855 Joint Companies contract with James Buckelew for towing on the Delaware & Raritan Canal with mules. (MB)
- Jan. 19, 1855 George Walker named Chief Engineer of the Marion & Mississinewa Valley Railroad, replacing J.D. Cook; a later assessment is that Cook was paid too much and did too little work. (MB)
- Jan. 19, 1855 House makes a further amendment to the Pacific Railroad bill, shifting the possible locations south from the 37th parallel to the 36th parallel. (CongGlobe)
- Jan. 19, 1855 Arkansas makes land grants for railroad companies totaling 1,346,534 acres. (PL, ICC)
- Jan. 20, 1855 After some horse-trading over Sunday, the House passes its Pacific Railroad Bill with the Davis amendment, 109-97, then reconsiders it by a vote of 100-94 and sends it back to committee by a vote of 105-91; the friends of the Douglas bill join with those supporting James A. McDougall (1817-1867) of California; the bill is defeated by the partisans of the 32nd parallel route and those who want no railroad at all; this leaves a block of 5 or 6 supporters of a northern route and who keep switching sides, ultimately voting to recommit the bill. (CongGlobe, Russel)
- Jan. 20, 1855 Creditors of the Cambria Iron Company agree to take Second mortgage bonds. (Wood)
- Jan. 22, 1855 Eaton & Hamilton Railroad stockholders reduce the number of directors to 11 and authorize an issue of \$300,000 in bonds to be sold at 50 or above to pay the floating debt. (MB)
- Jan. 22, 1855 Pittsburgh banking house of Kramer & Rahn suspends, although it reopens in Apr.; the incorporated banks have not been affected by the Pittsburgh panic, and confidence is soon restored (StdHistPitts)
- Jan. 22, 1855 Little Rock & Fort Smith Branch of the Cairo & Fulton Railroad Company renamed the Little Rock & Fort Smith Railroad Company. (ICC, EncycArkHist&Culture)
- Jan. 23, 1855 Fort Wayne & Chicago Railroad opens between Fort Wayne and Columbia City. (ARJ)

- Jan. 23, 1855 Jeffersonville Railroad Board authorizes considering merging the Shelbyville Lateral Branch Railroad, and contracting with the Knightstown & Shelbyville Railroad to repair and operate it; authorizes making preparations for the extension to Indianapolis short of letting contracts. (MB)
- Jan. 26, 1855 Tom Scott elected director of Ohio & Pennsylvania Railroad. (MB)
- Jan. 26, 1855 Terre Haute & Alton Railroad opens between Grand View and Embarrass Run on the east end. (ARJ)
- Jan. 27, 1855 Malone, Clark & Gonder propose to prosecute Section 12 of the West Chester & Philadelphia Railroad providing the company gives them individual security that they will be paid regularly; this is rejected, but the company does agree to give individual guarantees through the Feb. 1 stockholders' meeting. (MB)
- Jan. 27, 1855 Northern Central Railway issues new mortgage to State of Maryland requiring payment of \$90,000 per year to state in return for cancelling the \$2.9 million state loan made to the Baltimore & Susquehanna Railroad.
- Jan. 28, 1855 PW&B General Superintendent Simeon L. Spafford dies at 35 of typhus, just after drafting the annual report; Spafford had invented a wooden truss bridge without iron tie rods, which he had planned to build across the Susquehanna River at Havre de Grace. (MB, ARJ)
- Jan. 28, 1855 Panama Railroad, a New York corporation financed by New Yorkers, is completed across the Isthmus of Panama from Aspinwall (Colon) to Panama City, linking the steamboat lines serving the East and West Coasts. (Russel - Poor has 2/17 verify)
- Jan. 30, 1855 Cincinnati, Wilmington & Zanesville Railroad Board authorizes purchasing the iron for completing the line between Lancaster and Zanesville. (MB)
- Feb. 1, 1855 Sunbury & Erie Railroad agrees to subscribe \$25,000 to the Farrandsville Company in S&E bonds to pay for a bridge across the Susquehanna River to the Farrandsville Company's coal railroad. (NrrthAm)
- Feb. 1, 1855 James S. Craft elected Pres. of the Pittsburgh & Steubenville Railroad, replacing Reuben Miller, Jr., resigned. (MB)
- Feb. 1, 1855 Alfred L. Dennis resigns as a director of the Madison, Indianapolis & Peru Railroad; Frederick H. Smith, also of Newark, N.J., elected in his place. (MB)

- Feb. 1, 1855 Indianapolis & Bellefontaine Railroad renamed Indianapolis, Pittsburgh & Cleveland Railroad. (GrnBk)
- Feb. 1, 1855 Lehigh Valley Railroad Board approves a settlement with the Lehigh Coal & Navigation Company. (MB)
- Feb. 2, 1855 On a motion of Thomas L. Jewett, Pittsburgh & Steubenville Railroad Board agrees to issue \$1 million in 7% mortgage bonds and rescind the 1854 issue of \$600,000 6% bonds; the city and county bonds have been hypothecated for bank loans, which are now coming due. (MB)
- Feb. 3, 1855 Granville Bridge on Middle Division destroyed by fire. (AR)
- Feb. 3, 1855 Future Superintendent Allen Gilmore Mitchell (1855-) born at Madison, Maine, the son of a Congregationalist minister and a descendant of Mayflower Pilgrims James and Susanna Chilton. (PRRBio)
- Feb. 6, 1855 Merchants Transportation Company incorporated in N.J. by Thomas J. Stryker, William Cook and Jonathan S. Fish to carry freight on the Delaware & Raritan Canal between New York and Philadelphia. (Raum)
- Feb. 6, 1855 Cincinnati, Wilmington & Zanesville Railroad Board authorizes contracting with the Wheeling Rolling Mill for 4,200 tons of iron. (MB)
- Feb. 6, 1855 Cincinnati & Chicago Railroad Board reconsiders rescinding the De Graff contract and appoints a committee to negotiate with them. (MB)
- Feb. 7, 1855 Tom Scott elected a director of PRR. (MB)
- Feb. 8, 1855 Washington City Council agrees to guarantee interest on \$60,000 of Alexandria & Washington Railroad First Mortgage bonds to finance extension into D.C. and to the B&O depot. (Harrison)
- Feb. 8, 1855 Charles W. Rockwell becomes Pres. of Cleveland & Pittsburgh Railroad, replacing Cyrus Prentiss, resigned. (MB)
- Feb. 9, 1855 Steubenville & Indiana Railroad Board hears report on the need to arch the tunnel. (MB)
- Feb. 9, 1855 The American Party (Know-Nothing) caucus of the Pennsylvania Legislature chooses Simon Cameron as its candidate for Senator over Andrew G. Curtin, 46-37; when it is revealed that this was one more vote cast than members present, the Curtin members walk out, splitting the American vote. (Bradley)

- Feb. 1855 PRR opens first Duquesne Freight Depot (664' x 110') at "The Point" in Pittsburgh and abandons freight sheds on Monongahela Wharf. (AR)
- Feb. 10, 1855 *American Railroad Journal* notes that the Ohio & Mississippi Railroad's choice of 6'-0" gauge is driving traffic to other lines or to the Ohio River, as there is no 6'-0" road linking it with the New York & Erie Railroad. (ARJ)
- Feb. 12, 1855 Joint Board authorizes the sale of locomotive No. 21 and three passenger cars to the Freehold & Jamesburg Agricultural Railroad; arranges for a through freight from the F&JA to New York via South Amboy, effective Feb. 1; sets the rate for the Philadelphia & New York Steam Propellor Company for 1855 at 20% of the waybills. (MB)
- Feb. 12, 1855 James Cooper declines reelection as Pres. of Sunbury & Erie Railroad; replaced by ex-Gov. William Bigler (1818-1880). (PhlCmmrcIst)
- Feb. 12, 1855 New Jersey act authorizes the Raritan & Delaware Bay Railroad to consolidate with railroads in Delaware, Maryland and Virginia as the New York & Norfolk Air Line Railroad. (PL)
- Feb. 12, 1855 Freehold & Jamesburg Agricultural Railroad purchases one locomotive, and three passenger cars previously supplied by the Camden & Amboy Railroad. (Ellis)
- Feb. 12, 1855 Michigan passes a General Railroad Law. (Baxter)
- Feb. 13, 1855 Ohio & Pennsylvania Railroad appoints Joseph J. Brooks Solicitor for eastern Ohio. (MB)
- Feb. 13, 1855 Simon Cameron fails to get enough votes from a divided Pennsylvania Legislature to win the U.S. Senate seat; the deadlock continues, and Cameron and Curtin become bitter enemies, eventually heading rival factions of the Republican Party; by now, Cameron has the beginnings of a political machine based on personal loyalty. (Bradley, PaHrtg)
- Feb. 13, 1855 Manistee County, Mich., fully organized with county seat at Manistee. (Long)
- Feb. 14, 1855 Wilmington & Raleigh Railroad (N.C.) renamed the Wilmington & Weldon Railroad. (ICC)
- Feb. 14, 1855 Chicago & Aurora Railroad renamed the Chicago, Burlington & Quincy Railroad (CB&Q). (Overton)
- Feb. 15, 1855 West Chester & Philadelphia Railroad Board accepts a new offer from

contractors Malone, Clark & Gonder; they are to issue \$130,000 of their stock to the WC&P at 22½; MC&G is to subscribe for the same amount of 10% WC&P Mortgage bonds, to take effect when the WC&P issues preferred stock. (MB)

- Feb. 15, 1855 Northern Central Railway adopts a new organization: a Transportation Dept. headed by Superintendent of Transportation C. C. Adreon, a Dept. of Machinery headed by a Master of Machinery, and a Dept. for the Repair of Road under a Supervisor of Road; Board orders a return of the Northumberland County bonds. (MB)
- Feb. 15, 1855 Charter supplement to Peoria & Oquawka Railroad authorizes construction of branch from Farmington to Warsaw. (Church)
- Feb. 15, 1855 John Brough resigns as Pres. of the Indianapolis, Pittsburgh & Cleveland Railroad to devote his time to the Mississippi & Atlantic Railroad and is replaced by Calvin Fletcher. (Olson/MB)
- Feb. 15, 1855 Chicago & Mississippi Railroad renamed Chicago, Alton & St. Louis Railroad. (ICC)
- Feb. 15, 1855 Western North Carolina Railroad incorporated in N.C. to build from Salisbury along the French Broad River through present Asheville and across the Smoky Mountains to Paint Rock, Tenn., making connections for Knoxville; conceived as a state project capitalized at \$6 million; it will become wracked by thefts and scandals during Reconstruction before finally achieving its goal in 1882; later the route of PRR-Southern Railway through services to Asheville. (ICC, Brown)
- Feb. 15, 1855 Sen. William M. Gwin introduces Sen. Stephen A. Douglas's bill for three Pacific Railroads as a substitute for the present one-road bill, and it is accepted, 24-14. (CongGlobe)
- Feb. 15, 1855 New York banks have accumulated unprecedented specie reserves of \$17.4 million; money and credit are abundant. (ARJ)
- Feb. 15, 1855 Richard D. Wood confides to his diary that he fears the Cambria Iron Company is "in great danger of falling to pieces." (Wood)
- Feb. 1855 Contractor Solomon Sturgis abandons work on grading the Cincinnati & Fort Wayne Railroad. (Church)
- Feb. 1855 John Brough resigns as Pres. of the Indianapolis, Pittsburgh & Cleveland Railroad to devote time to the Mississippi & Atlantic Railroad. (Harlow)
- Feb. 1855 Susan Morningstar of Baltimore is first recorded woman railroad

employee. (AAR)

- Feb. 1855 South Side Railroad connected to the Virginia & Tennessee Railroad at Lynchburg, forming the nucleus of a 5'-0" gauge trunk line between Chesapeake Bay and the Deep South. (VaBPW, RRs&Cnls)
- Feb. 16, 1855 Joseph Ridgway elected a director of the Columbus, Piqua & Indiana Railroad. (MB)
- Feb. 17, 1855 PRR completes arching and timbering of Gallitzin Tunnel; 200 feet is secured by timbering and 800 feet of hard sandstone roof is left unarched; the additional cost is \$45,000. (AR, Sell)
- Feb. 19, 1855 New iron bridge placed in service at Granville Bridge. (AR)
- Feb. 19, 1855 Camden & Atlantic Railroad grants Richard Boyse Osborne \$46,925 in stock in settlement of his first account and \$92,072 in settlement of his second account. (MB)
- Feb. 19, 1855 Cleveland & Mahoning Railroad Pres. David Tod makes presentation for aid to PRR Road Committee. (MB)
- Feb. 19, 1855 Senate passes the Douglas Pacific Railroad Bill calling for three roads, 24-21; the first Pacific Railroad bill to pass either house. (CongGlobe, Russel)
- Feb. 19, 1855 St. Louis banking house of Page & Bacon resumes operations. (Scharf)
- Feb. 20, 1855 Philadelphia & Baltimore Central Railroad Board authorizes a survey for their own line from Grubbs Bridge on the West Chester & Philadelphia Railroad into Philadelphia. (MB)
- Feb. 22, 1855 In suit brought by Mechanics Bank, New York Superior Court rules that New York & New Haven Railroad is not responsible for nearly \$2 million in stock fraudulently issued by ex-Pres. Robert Schuyler but is responsible for damages caused by his actions. (RRH)
- Feb. 22, 1855 Daniel N. Pickering begins operating the Boston & New York Central Railroad between Blackstone and Mechanicsville, but very irregularly; full revenue service begins July 3. (NHCorp)
- Feb. 22, 1855 Page, Bacon & Co., the San Francisco branch of the St. Louis banking house of Page & Bacon, fails, precipitating a brief panic in San Francisco; the parent bank had been deeply involved in the Ohio & Mississippi Railroad; the failure drags down the San Francisco office of the Adams & Co. Express, which is in the same building. (PrmsestoPay, Harlow, FranksofAdamsExp)

- Feb. 23, 1855 Adams & Co., Wells, Fargo & Co., and several other San Francisco banks close as the panic spreads, first through the city and then to the branch offices near the gold fields; Wells, Fargo & Co. quickly reopens and becomes the dominant express and financial services company on the West Coast; Adams never recovers in that market. (Harlow, FranksofAdamsExp)
- Feb. 23, 1855 Hudson & Boston Railroad incorporated in New York as reorganization of Hudson & Berkshire Railroad; portion of old Hudson & Berkshire Railroad between Chatham and West Stockbridge is abandoned in favor of the Albany & West Stockbridge Railroad; line is now operated by the Western Railroad Corporation of Massachusetts. (NYState, GrnBk)
- Feb. 25, 1855 West Chester & Philadelphia Railroad Board approves the new contract with Malone, Clark & Gonder made on Feb. 15. (MB)
- Feb. 25, 1855 Alexandria, Loudoun & Hampshire Railroad begins grading at Baileys Crossroads near Alexandria; contracted as far as the Shenandoah River. (AWilliams, VaBPW)
- Feb. 27, 1855 Secretary of War Jefferson Davis presents the surveys of five routes for a Pacific railroad to Congress; the full reports are published in 12 volumes through 1861. (Rept, USRR&MR)
- Feb. 28, 1855 State of Delaware loans Delaware Railroad \$170,000 in state 6% bonds with 6,800 shares and \$200,000 Delaware Railroad Second Mortgage bonds guaranteed by the PW&B as collateral; it is the state's first public debt for internal improvements. (MB, ARJ)
- Mar. 1, 1855 Philadelphia & Baltimore Central Railroad begins work at Concordville, Pa. (Poor)
- Mar. 1, 1855 Pittsburgh & Steubenville Railroad Board authorizes beginning work on Sections 2 & 3; refers the question of beginning work on Sections 19 & 24 and of continuing work generally to a committee. (MB)
- Mar. 1, 1855 John McLean Staughton named Chief Engineer & Superintendent of the Cincinnati, Wilmington & Zanesville Railroad, replacing E.W. Woodward, resigned. (MB)
- Mar. 1, 1855 Indiana Central Railway agrees with the Knightstown & Shelbyville Railroad for a half interest in a station and lot at Cambridge City. (MB)
- Mar. 1, 1855 State of Indiana passes act appointing Gov. Joseph A. Wright, Judge Thomas S. Stanfield and Elijah Newland to investigate the Madison &

Indianapolis Railroad and to compromise its debts and to sell state's remaining interest. (Dunn, Church)

- Mar. 1, 1855 Last Adams & Co. express dispatched east from California; the employees form a new firm called the Pacific Express Company, which is unrelated to the Adams Express Company. (FranksofAdamsExp)
- Mar. 1, 1855 Future Lines West official Reuben F. Smith (1830-1913) joins the PRR system as Paymaster for the Cleveland & Pittsburgh Railroad. (MB)
- Mar. 2, 1855 PRR Road Committee approves agreement with Leopold Lorenz for PRR emigrant agency at New York. (MB)
- Mar. 2, 1855 Camden & Atlantic Railroad Board authorizes making arrangements for local service between Camden, Haddonfield and Longacoming. (MB)
- Mar. 2, 1855 Pennsylvania act authorizes Cleveland & Pittsburgh Railroad to sell county bonds of Beaver and Allegheny Counties given in payment for stock. (Church)
- Mar. 2, 1855 After two years of agitation, Snyder County, Pa., created from the southern part of Union County with county seat at Middleburg; seat of Union County moved from New Berlin to Lewisburg. (Long, HistJuniata/Susq)
- Mar. 3, 1855 New Jersey Railroad Board considers leasing Debrosses Street property, heretofore rented to the Boston & Worcester Steamboat Company (?) and also the Liberty Street ferry slip. (MB)
- Mar. 4, 1855 33rd Congress adjourns; the 34th Congress will not meet until Dec., but the Democrats have lost control of the House to a coalition of Northern Whigs, Anti-Nebraska Democrats, and American "Know-Nothings"; the number of Northern Democrats in the House drops to only 23; the Democrats have also lost control of all but two free state legislatures in a backlash against the Kansas-Nebraska Act and the repeal of the Missouri Compromise. (wiki, McPherson)
- Mar. 5, 1855 Little Miami Railroad Board rejects the proposed contract between eastern and western lines governing through rates and ticketing and appoints a committee to negotiate the issue with other railroads; appoints a committee to negotiate with the PRR and Ohio & Pennsylvania Railroad for the completion of the Springfield, Mt. Vernon & Pittsburgh Railroad. (MB)
- Mar. 5, 1855 Cincinnati, Wilmington & Zanesville Railroad Board contracts the grading on Sections 6-8 to William Dean, Sections 2-3 to E. Butcher & Co., and

- Thomas Ashcroft to lay track from Lancaster to Zanesville. (MB)
- Mar. 6, 1855 Pittsburgh & Steubenville Railroad stockholders' committee reports; James S. Craft is now Pres.; notes deep discounts offered on the sale of bonds. (AR)
- Mar. 6, 1855 John H. Hutton elected VP of the Eaton & Hamilton Railroad, a post vacant since David M. Morrow became Superintendent in Dec. 1854. (MB)
- Mar. 6, 1855 Charter supplement authorizes the Morris & Essex Railroad to build a branch to Phillipsburg, N.J. (DL&WCorps)
- Mar. 6, 1855 American Iron Association formed at Philadelphia, primarily to support tariff protection; George N. Eckert (1802-1865) of Reading is Pres. and geologist J. Peter Lesley (1819-1903) Secretary; it lapses in 1859. (Scharf, Paskoff, ed)
- Mar. 7, 1855 Joint Companies Executive Committee orders furnishing the Belvidere Delaware Railroad with two Camden & Amboy Railroad locomotives suitable for running on the standard-gauge Lehigh Valley Railroad and to sell them 400 tons of railroad iron from the English order. (MB)
- Mar. 7, 1855 Pittsburgh & Steubenville Railroad stockholders' committee, appointed to examine the accounts, reports that they are misleading, with discounts given on bonds not recorded, etc. (MB)
- Mar. 8, 1855 Pittsburgh & Steubenville Railroad Board resolves against any further circulation loans; authorizes settling with the Bank of the Old Dominion and the Winchester Bank; consider a resolution of the Pittsburgh & Connellsville Railroad calling upon the State to abandon the Western Division Canal between the north side of 7th Street and the Monongahela River. (MB)
- Mar. 8, 1855 Cincinnati & Chicago Railroad Board asks Hill & Butler to proceed with construction between New Castle and Anderson. (MB)
- Mar. 8, 1855 First locomotive crosses John A. Roebling's suspension bridge across the Niagara River below the Falls; 822-foot span with road on lower deck; track has multiple rails for 5'-6" gauge of Great Western Railway of Canada, 6'-0" for Elmira, Canandaigua & Niagara Falls, and standard for NYC. (ARJ)
- Mar. 8, 1855 A fifth rail route between Chicago and the Mississippi River is created by the Chicago & Aurora Railroad to Mendota, the Central Military Tract Railroad to Galesburg, and the Peoria & Oquawka Railroad to Burlington;

- it diverts a large part of the Iowa trade from St. Louis. (CHTaylor)
- Mar. 9, 1855 Perth Amboy & Woodbridge Railroad incorporated in N.J. (PL)
- Mar. 9, 1855 Dayton, Xenia & Belpre Railroad purchases the quarry branch railroad of Dickey, Shaefer & Co.; agrees to build a standard railroad to their quarry in Van Buren Township; authorizes calling a public meeting at Dayton about completing the line to Washington. (MB)
- Mar. 9, 1855 Cincinnati & Chicago Railroad Board declares the De Graff contract forfeited; authorizes contracts with Jonas Ward & Co. to complete the line from the junction west of New Castle to Marion. (MB)
- Mar. 9, 1855 Niagara River suspension bridge tested with two locomotives in tandem. (ARJ, PhlCmmrcILst)
- Mar. 9, 1855 South Mountain Railroad renamed Harrisburg & Hamburg Railroad. (PL)
- Mar. 12, 1855 Joint Board guarantees \$500,000 in Belvidere Delaware Railroad bonds; reduces the rates to be paid by the Philadelphia & New York Steam Propellor Company from 20% to 15%; orders a halt to construction on the West Jersey Railroad south of Woodbury and on the Camden & Pemberton Agricultural Railroad because of the depression in rail securities and the failure of new aid from the Legislature; orders operating the steamboat *James Neilson* for cattle, freight and local passengers between New York and New Brunswick at a rent of \$10 per month. (MB)
- Mar. 13, 1855 PW&B appoints George M. Parker Superintendent, replacing S.L. Spafford, deceased; Board cancels sale of 11th & Market depot, as money has not been paid. (MB)
- Mar. 13, 1855 Meeting of railroad managers and separate meeting of ticket agents held in Pittsburgh for purpose of settling accounts between eastern and midwestern railroads; H.C. Marshall of Cleveland, Columbus & Cincinnati/Cleveland & Erie, L.M. Cole of B&O, and Lewis M. Houpt of PRR appointed a platform committee. (RRGaz)
- Mar. 13, 1855 Columbus, Piqua & Indiana Railroad Board finally ratifies a contract with the Central Ohio Railroad dated Mar. 29, 1854, calling for a through line of 4'-10" gauge. (MB)
- Mar. 13, 1855 Borough and Township of Elizabethtown, N.J., consolidated and incorporated as the City of Elizabeth. (PL, Sipes)
- Mar. 14, 1855 PRR Board approves contract with Leopold Lorenz for emigrant agency at New York. (MB)

- Mar. 14, 1855 Charter supplement authorizes Newark Plank Road & Ferry Company to build a bridge across the Passaic River. (PL)
- Mar. 14, 1855 First revenue train crosses Niagara River suspension bridge from Canada to U.S. (ARJ)
- Mar. 15, 1855 Public meeting held in Grand Rapids in support of building the Grand Rapids & Indiana Railroad, particularly as far as Kalamazoo. (Baxter)
- Mar. 1855 Brady's Bend Iron Company reorganized. (Fell - new charter?)
- Mar. 1855 Samuel Morton Peto (1809-1889), a leading British building and railway contractor, completes a military railway from Balaklava to the British camps on the heights above Sevastopol; it is the first special supply railway in the history of warfare and does much to smooth the previously chaotic supply lines and conditions in the camps; in clinches Peto's reputation as one of the world's great railway builders; Peto will come to America to build the Atlantic & Great Western Railway in the 1860s. (Figs)
- Mar. 16, 1855 Charter supplement authorizes the Green Ridge Improvement Company to issue \$100,000 in bonds; may lease or sell some of its land. (PL)
- Mar. 17, 1855 Peoria & Oquawka Railroad opens between East Burlington and Galesburg, Ill., connecting with Central Military Tract Railroad (later part of the CB&Q) for Chicago; operated by CB&Q and CMT under contract of Oct. 4, 1854. (Church, RRH 82, Overton)
- Mar. 18, 1855 First regular train crosses John A. Roebling's suspension bridge over the gorge of the Niagara River from Canada to the U.S. at Niagara Falls linking New York and the Great Western Railway of Canada; a locomotive and 20 double cars with a total weight of 368 tons; the bridge settles 10 inches under the load. (ARJ, Schuyler - see 3/8?!!)
- Mar. 19, 1855 PRR Road Committee reads letter from N.H. Felt regarding potential for transporting Mormon emigrants from Europe to Utah. (MB)
- Mar. 19, 1855 Future PRR Advertising Agent Francis Nelson Barksdale (1855-1916) born at Charlottesville, Va. (PhilInq)
- Mar. 19, 1855 First passenger train from the East crosses the Niagara Falls suspension bridge. (Schuyler)
- Mar. 1855 Cleveland, Columbus & Cincinnati and "Lake Shore" route agree for joint operation between Buffalo and Cincinnati connecting with the NYC.

(Harlow)

- Mar. 1855 General Ticket Agents' Convention organized at meeting in Pittsburgh to coordinate through routing and ticketing among railroads. (PhlCmmrcLLst)
- Mar. 1855 New York & Erie breaks the first St. Nicholas agreement and cuts rates, New York-Buffalo fares from \$9 to \$6.50; the NYC responds by running a “cheap train” at \$5.25, with a further cut of \$1.25 if passengers use the steamboats east of Albany. (Harlow)
- Mar. 20, 1855 West Chester & Philadelphia Railroad Board reports that the Attorney-General has filed *quo warranto* proceedings against the company, claiming that it is not legally organized because of false statements on the certificate of incorporation and the required amounts not being paid in. (MB)
- Mar. 20, 1855 NC&F Pres. James Booth (1789-1855) dies; Samuel M. Felton named Pres. pro-tem. (Scharf, MB)
- Mar. 21, 1855 PRR cuts freight rates for summer season to 40-75 cents per cwt. (NrthAm)
- Mar. 22, 1855 Columbus, Piqua & Indiana Railroad Board hears a report that they are not laying any rails west of Piqua and are not receiving rails from the Cambria Iron Company; the Cambria Iron Company is embarrassed by the large debts run up by former CP&I agents Ira A. Bean and John P. Reznor and cannot deliver the rails in time to finish the railroad for fall business; Pres. M.G. Mitchell reports that the Madison, Indianapolis & Peru Railroad has offered to sell 24 miles of rail at \$135,000, which is accepted, and the directors agree to endorse sufficient notes to make the purchase. (MB)
- Mar. 23, 1855 Samuel M. Felton, Andrew C. Gray and Jesse Sharp are elected directors of the Delaware Railroad, cementing control by the PW&B interests. (MB)
- Mar. 23, 1855 Columbus, Piqua & Indiana Railroad Board authorizes Pres. M.G. Mitchell and VP Joseph Ridgway to use any means to buy enough rails to complete the line from Covington to Union. (MB)
- Mar. 24, 1855 Harris & Leech and Lewis & Butler (Pennsylvania & Ohio Line) reduce their rates to 35½-60 cents per cwt., Philadelphia-Pittsburgh via the Main Line. (PhlCmmrcLLst, NrthAm)
- Mar. 24, 1855 Andrew William Mellon (1855-1937), future Secretary of the Treasury, industrialist and PRR director, born at Pittsburgh; son of Thomas Mellon (1813-1908) and Sarah Negley Mellon (1817-1909); he grows up in a

dour, self-disciplined Scots-Irish Presbyterian household. (Cannadine, DAB)

- Mar. 26, 1855 Philadelphia & Baltimore Central Railroad Board approves a grading contract for work in Pennsylvania to Stone, Quigley & Co. (MB)
- Mar. 27, 1855 Secretary of War Jefferson Davis (1808-1889) presents a report on surveys for Pacific railroads to Congress; run on five separate routes between the 32nd and 49th parallels.
- Mar. 27, 1855 Strickland Kneass (1821-1844) appointed Chief Engineer & Surveyor of the Consolidated City of Philadelphia. (Scharf)
- Mar. 27, 1855 Northern Indiana Railroad (Ohio & Indiana) merges with the Northern Indiana & Chicago Railroad to form the Northern Indiana Railroad, now incorporated in all three states, under an agreement dated Feb. 27, 1855. (GrnBk)
- Mar. 29, 1855 Joint Companies Executive Committee authorizes the purchase of a tow boat; orders the sale of 4,000 tons of unwanted railroad iron this year. (MB)
- Mar. 29, 1855 Pa. act authorizes Philadelphia & Sunbury Railroad to issue preferred stock to pay floating debt and to increase holdings of coal lands to 3,000 acres. (Digest)
- Mar. 30, 1855 Supplement to the West Chester & Philadelphia Railroad charter authorizes the issue of Third Mortgage bonds, one-half payable in stock at par. (MB)
- Mar. 30, 1855 Peapack & Plainfield Railroad incorporated in N.J. to build short line between Peapack and Plainfield via Liberty Corners; paper charter becomes part of National Railway scheme in the 1870s. (PL, Rdg)
- Mar. 30, 1855 Election in Kansas produces a pro-slavery territorial Legislature; non-resident slaveholders have been pouring across the border from Missouri to vote, urged on by Missouri Sen. David R. Atchison (1807-1886). (wiki, McPherson)
- Mar. 31, 1855 Richard D. Wood agrees to exchange his interest in the Rough & Ready Furnace for \$4,000 in Huntingdon & Broad Top Mountain Railroad & Coal Company bonds. (Wood)
- Apr. 1, 1855 Northern Central Railway ceases furnishing locomotive and surrenders operation of Hanover Branch Railroad, which is thereafter operated by its own organization; becomes part of Western Maryland Railroad system in

1886. (AR, Williams/WM, Gibson - check MB)

- Apr. 1, 1855 Cleveland, Columbus & Cincinnati Railroad ends its contract for joint operation with the Cleveland, Painesville & Ashtabula Railroad and substitutes reciprocal trackage rights. (AR/ARJ, GrnBk)
- Apr. 1, 1855 Edward Bancroft (1811-1855) dies at Darby Township, and the Philadelphia machine-building firm of Bancroft & Sellers becomes William Sellers & Co. with William Sellers (1824-1905) and John Sellers, Jr. (1826-1906), under which name it becomes one of the city's leading machine shops. (pennock.ws, Scharf, Robson)
- Apr. 2, 1855 Brooklyn City Council passes a resolution ordering an agreement with the LIRR over the tracks in a regraded Atlantic Avenue. (BrklynEgle)
- Apr. 3, 1855 New Jersey act authorizes the New Jersey Railroad to issue an additional \$400,000 in stock, straighten its line through present-day Harrison and build a new bridge over the Passaic River at the City Dock to eliminate the sharp curve at Centre Street, and to build a 6'-0" gauge track for DL&W coal trains between Elizabeth and Newark; the cut-off and Dock bridge are delayed by lawsuits brought by navigation interests until after the Civil War. (PL, Freeman)
- Apr. 3, 1855 Joint Companies Executive Committee raises Robert F. Stockton's salary as Pres. to \$5,000 per year, retroactive to Aug. 29, 1854. (MB)
- Apr. 3, 1855 John C. DaCosta resigns as Pres. of the Camden & Atlantic Railroad; Board authorizes purchasing the locomotive *Surf*, built by Baldwin, through a middleman. (MB)
- Apr. 4, 1855 Pa. Legislature passes bill repealing the charter of Erie & North East Railroad for failure to build into the city of Erie; to recover the charter, the company must build a branch to Erie Harbor and change its gauge from 4'-10" to either standard or 6'-0" to maintain the gauge break at Erie; Whig Gov. Pollock withholds signature while attempting to arrange a compromise. (PL, Kent)
- Apr. 4, 1855 St. Louis banking house of Page & Bacon closes after the failure of their San Francisco branch. (Scharf)
- Apr. 5, 1855 Sunbury Canal & Water Power Company incorporated in Pa. by the merger of the Sunbury Canal Company and the Sunbury Lumber & Car Manufacturing Company. (PL)
- Apr. 5, 1855 Pennsylvania act authorizes Sharon Iron Company to subscribe \$20,000 to Pittsburgh & Erie Railroad. (Church)

- Apr. 5, 1855 Pittsburgh & Steubenville Railroad Board authorizes closing a contract with the Chartiers Valley Railroad. (MB)
- Apr. 5, 1855 New steamboat *Commonwealth* makes its first trip from New York to Allyn's Point for the New London & Norwich Steamboat Company. (Dunbaugh)
- Apr. 5, 1855 Port Monmouth Transportation Company incorporated in N.J., to develop a steamboat landing on the shore of Raritan Bay; purchases the steamboat *Eagle*. (Ellis)
- Apr. 6, 1855 George W. Richards elected Pres. of Camden & Atlantic Railroad, replacing John C. DaCosta, resigned; John Tucker, Anthony J. Drexel, Joseph Harrison, Joseph W. Cooper, and Thomas P. Carpenter elected directors; Board authorizes building stations at Haddonfield, White Horse, Jackson, Waterford, Winslow and Weymouth. (MB)
- Apr. 6, 1855 Pittsburgh Bridge Company incorporated in Pa. to build across the Monongahela River at Liberty Street. (PL)
- Apr. 9, 1855 Joint Companies Executive Committee declines the request of Dr. Goell to build a telegraph line along the Camden & Amboy Railroad.; establishes a Camden-Mount Holly local train. (MB)
- Apr. 9, 1855 On Easter Monday, the Allies begin a massive 10-day bombardment of Sevastopol, which they hope will overwhelm the Russian defenses. (Figes)
- Apr. 10, 1855 LIRR, Brooklyn & Jamaica Railroad and City of Brooklyn agree to widen Atlantic Avenue from present 5th Avenue to Franklin Avenue, and widening Schuyler Street on the line of Atlantic Avenue from Franklin Avenue east to the city line; B&J is to cede to the city a strip of land now occupied by its tracks to form the south side of the avenue from 5th Avenue to Classon Avenue which is to be paved by the city, and a 55-foot strip now occupied by its tracks from Franklin Avenue to the city limits; in return, the B&J is to have a strip 30 feet wide in the median of the widened avenue for its tracks; city recognizes the railroads' right to use steam power, providing the city can regulate the speed limit; the same terms are to apply if the widening of the avenue is continued east from Classon Avenue to the city line. (NYState, PL)
- Apr. 10, 1855 Camden & Atlantic Railroad establishes local trains running between Camden and Haddonfield. (MB)
- Apr. 10, 1855 Work begins on first 20 miles of the Metropolitan Railroad, running from Georgetown to the B&O near Point of Rocks. (AR)

- Apr. 11, 1855 Steubenville & Indiana Railroad opens between Unionport (?) and Newark, Ohio. (Church) (Cadiz-Cadiz Jct. open in 1855 - actually MB of 4/11 reports IS open - opened in smaller segments - Doyle, C&C gives this date for reaching Newark, the Newark terminus is on 1st Street west of the north fork of the Licking River)
- Apr. 12, 1855 Brooklyn Mayor George Hall vetoes the resolution authorizing the Atlantic Avenue agreement with the LIRR. (BrklynEgle)
- Apr. 12, 1855 New York law permits any railroad company to lease any other railroad, including those in other states and effect mergers by the exchange of stock. (PL. Seavoy)
- Apr. 12, 1855 Marion & Mississinewa Valley Railroad Board makes a new contract with George W. Webster for the first 7 sections east of Marion. (MB)
- Apr. 12, 1855 State of Indiana agrees with Madison, Indianapolis & Peru Railroad on terms for selling state's interest to company. (Church)
- Apr. 12, 1855 Yonkers, N.Y., incorporated as a village. (French)
- Apr. 12, 1855 Olean, N.Y., incorporated as a village. (Ellis/Cattaraugus)
- Apr. 13, 1855 N.Y. act legalizes the Atlantic Avenue contract between the LIRR and the City of Brooklyn; Atlantic Avenue is to be widened to 120 feet from Classon Avenue to Schuyler Street and Schuyler Street widened as an extension of Atlantic Avenue to the city line; this has the effect of overruling the Mayor's veto; property owners then sue for an injunction to block implementation of the agreement. (PL, BrklynEgle)
- Apr. 13, 1855 NC&F Board authorizes selling all steamboats except one to be used between Baltimore and Frenchtown. (MB)
- Apr. 13, 1855 Peoria & Oquawka Railroad opens between Edwards and Knoxville, Ill. (RRH 82)
- Apr. 14, 1855 New Jersey Railroad Board considers Isaac Newton's proposal to lease the Liberty Street ferry slip. (MB)
- Apr. 14, 1855 Joseph Clegg resigns as Pres. of the Dayton, Xenia & Belpre Railroad; Herman Gebhart elected. (MB)
- Apr. 14, 1855 New York establishes a three-man Board of Railroad Commissioners with expanded powers to collect statistics and investigate practices; composed of the State Engineer & Surveyor, an appointee of the Governor, and a

representative of the railroad companies; requires the annual submission of detailed financial and operating data and tighter regulation of railroad operations, but with no actual power of enforcement; the Commissioners aim to protect the state canal revenues by forcing the railroads to charge higher rates for fast freight, that is, by making long-haul and short-haul rates equal. (PL, NYState, Seavoy)

- Apr. 14, 1855 Wild speculation in breadstuffs since the beginning of the year has driven the price above the export value; since Jan. 1, New York has exported only 28,803 bu. of wheat and 141,714 barrels of flour. (CHTaylor)
- Apr. 16, 1855 Mason L. Weems begins operating the *Mary Washington* between Baltimore and Hills Landing on the Patuxent River; a new toll bridge there blocks steamboat navigation further up the river to Green Landing. (Holly)
- Apr. 16, 1855 Prof. Benjamin Silliman of Yale issues a thorough report on the analysis of three barrels of Venango County petroleum sent to him by George H. Bissell and Jonathan G. Eveleth; the report creates interest among investors in New Haven, but they are leery of companies incorporated and traded in New York because of the Schuyler frauds. (Newton)
- Apr. 1855 Benjamin Silliman (1816-1885) of Yale issues *Report on the Rock Oil, or Petroleum, from Venango County, Pennsylvania* showing that petroleum can be distilled into illuminating oil, illuminating gas, and other products on a commercial scale. (Williamson/Daum)
- Apr. 18, 1855 West Chester & Philadelphia Railroad Board approves a payment of \$40,000 to Malone, Clark & Gonder in settlement of their 1852 contract. (MB)
- Apr. 18, 1855 James S. French issues \$__ in certificates of the Alexandria & Washington Railroad. (MB)
- Apr. 18, 1855 At a council of war at Windsor Castle, the Allies agree to a plan to downplay the stalemated siege of Sevastopol in favor of conquering the entire Crimea by using the superiority of their infantry and cavalry in open combat; however, the incompetent British commander Lord Raglan (1788-1855) refuses to comply. (Figes)
- Apr. 20, 1855 Pittsburgh & Steubenville Railroad issues a report on its First Mortgage bonds; the company has expended a total of \$914,695; the company's securities are now unmarketable. (AR)
- Apr. 20, 1855 Mississippi & Atlantic Railroad organized at Vandalia, Ill.; John Brough of Ohio, Pres.; Chauncey Rose of Terre Haute, VP. (ARJ - verify Wallis)

- Apr. 21, 1855 Richard D. Wood refers in his diary to Cambria Iron Company Pres. Matthew Newkirk as “most incompetent” and berates himself for suppressing his opposition to company policies like a good Quaker. (Wood)
- Apr. 21, 1855 Detroit & Milwaukee Railway incorporated in Mich. by the merger of the Detroit & Pontiac Railroad and the Oakland & Ottawa Railroad to complete a line of railroad across the state to Grand Haven with a boat connection across Lake Michigan to Milwaukee. (Baxter)
- Apr. 23, 1855 New Portage Railroad opens bypassing Planes No. 9 and No. 10. (CC)
- Apr. 24, 1855 Northern Division of the Cleveland & Toledo Railroad (former Junction Railroad) opens between Sandusky and Millbury on the Southern Division east of Toledo, bridging Sandusky Bay and creating a second line between Cleveland and Toledo along the lake shore. (LS&MS AR)
- Apr. 24, 1855 Michigan Southern Railroad and Northern Indiana Railroad running between Toledo and Chicago (Englewood) consolidated to form Michigan Southern & Northern Indiana Railroad Company; John B. Jarvis retires and is replaced as Pres. by John Wilkinson; Wilkinson pursues a policy of expansion, making loans and guarantees to other companies. (RRs of Mich. says 4/25, ARJ 4/26 - LS&MS AR says 4/26 eff. 5/1 - Larkin - GrnBk has filed 5/19 under agreement dated 4/25/55)
- Apr. 25, 1855 West Chester & Philadelphia Railroad refuses to accept Pres. Christopher Fallon’s resignation ; Fallon agrees to stay if \$300,000 in 8% Third Mortgage bonds are taken; Fallon had wanted preferred stock instead of bonds, but the supplement was altered in Harrisburg without his consent. (MB)
- Apr. 26, 1855 Dayton, Xenia & Belpre Railroad Board appoints a committee to meet with the Little Miami Railroad and Columbus & Xenia Railroad regarding financial relief. (MB)
- Apr. 26, 1855 Broad Top Improvement Company incorporated in Pa. by John McCanless, et al.; to hold 8,900 acres in the Broad Top Coal Field. (Baughman)
- Apr. 28, 1855 Joint Companies Executive Committee approves the sale of 2,500 tons of rails to the Cincinnati & Chicago Railroad at \$47 per ton; authorizes up to 1,400 tons to be sold to the Belvidere Delaware Railroad. (MB)
- Apr. 28, 1855 Company lawyer Joseph P. Bradley elected a director of Camden & Amboy Railroad as a reward for services rendered. (MB)

- Apr. 28, 1855 Richard D. Wood tries to recruit John Henry Towne (1818-1875) to be Pres. of the Cambria Iron Company. (Wood)
- Apr. 29, 1855 Chartiers Valley Railroad agrees with Pittsburgh & Steubenville Railroad to use its line between Mansfield (Carnegie) and Pittsburgh. (Church)
- Apr. 30, 1855 Future PRR VP Henry Tatnall (1855-1939) born at Wilmington, Del.; son of William and Rachel Moon Tatnall; grandson of Edward Tatnall, director of PW&B. (PRRBio, PhlRec obit)
- Spring 1855 First issue of the *Altoona Register* published, the first newspaper at Altoona. (Africa)
- Spring 1855 State of Virginia suspends work on the state-owned Covington & Ohio Railroad except for four sections on the Eastern Division. (Cnls&RRs)
- May 1, 1855 Philadelphia & Baltimore Central Railroad Board orders opening the road to Brandywine Creek (Chadds Ford) by Sep. 11, 1855, providing Delaware County and the localities advance \$20,000 in bonds. (MB)
- May 1, 1855 Metropolitan Railroad ceases paying money to contractors; further expenditures opposed by the Mayor of Georgetown. (AR)
- May 1, 1855 Chartiers Valley Railroad agrees to subscribe \$100,000 to the stock of the Pittsburgh & Steubenville Railroad, but it is never paid. (AR)
- May 1, 1855 William B. Hubbard of Columbus assumes the presidency of the Steubenville & Indiana Railroad, replacing James Means, resigned for health; E.W. Woodward, formerly Superintendent of the Cincinnati, Wilmington & Zanesville Railroad, chosen Superintendent. (MB, ARJ)
- May 2, 1855 PRR charter supplement authorizes \$2,000,000 increase in capital stock. (PL)
- May 2, 1855 Supplement to charter of Philadelphia & Trenton Railroad authorizes extension south from Kensington on any streets except New Market, Johns, Front, 2nd & 3rd Streets, with one track and operation under 6 MPH with no locomotives. (Digest)
- May 2, 1855 Columbus & Xenia Railroad appoints committee to examine affairs of Dayton, Xenia & Belpre Railroad; authorizes employing counsel and making settlement in case of Springfield & Columbus Railroad vs. Columbus & Xenia. (MB)
- May 2, 1855 Altoona, Pa., incorporated as a borough with a population of about 2,000. (PL, Loeb)

- May 2, 1855 Coal Run Improvement & Railroad Company renamed New York & Middle Coal Field Railroad & Coal Company; owns 1,286 acres near Mount Carmel. (PL, LVCorp)
- May 2, 1855 Milford & Woonsocket Railroad incorporated in Mass. (NHCorp)
- May 4, 1855 Delaware Railroad Company Board approves a lease to the PW&B for 21 years to take effect Jan. 1, 1857. (MB, C&C)
- May 4, 1855 Delaware Railroad Board adopts a new straight line below Prettyman's Corner. (MB)
- May 4, 1855 Hampshire & Hampden Railroad opens between Granby and Westfield, Mass. (NHCorp)
- May 5, 1855 Camden & Atlantic Railroad Board authorizes construction of a turntable at Longacoming (Berlin) and extension of some local service there. (MB)
- May 5, 1855 Duncannon, Landisburg & Broad Top Railroad renamed Shermans Valley & Broad Top Railroad; connection with the PRR is changed from Duncannon to the mouth of Fishing Creek. (PL)
- May 5, 1855 Madison & Indianapolis Railroad transfers its claim against the Peru & Indianapolis Railroad to Winslow, Lanier & Co. (MB)
- May 5, 1855 Safe Harbor Iron Company incorporated in Pa. as the successor to the partnership of Reeves, Abbott & Co. (PL, Paskoff ed)
- May 7, 1855 Pennsylvania repeals tonnage tax on coal and lumber in return for PRR cutting rates on these commodities; without protection of tonnage tax, old transporting companies are unable to meet PRR competition for the coal trade; repeal also makes shipments of coal from Westmoreland County and the Broad Top Field feasible. (PL)
- May 7, 1855 *Niagara Express* inaugurated as through mail and passenger train between Philadelphia and Niagara Falls via Philadelphia & Reading; Catawissa, Williamsport & Erie; Williamsport & Elmira; Canandaigua & Elmira and Canandaigua & Niagara Falls Railroad. (PhlCmmrcLst - how handle ga. diff. w/o Elmira? - Reading train runs as an exp. to Port Clinton - Rdg AR)
- May 7, 1855 Revenue Act appropriates \$277,730 for New Portage Railroad; rider sought by residents of Wyoming Valley, particularly radical Democrats, places North Branch Extension under William R. Maffet (1817-1890), Principal Engineer, and removes it from control of Canal Commissioners; Maffet is paid \$3,000 per year, more than superintendents of the

Philadelphia & Columbia and Allegheny Portage Railroads. (PL, CC, LuzUnion)

- May 7, 1852 Pennsylvania act authorizes Huntingdon & Broad Top Mountain Railroad & Coal Company to construct a basin and weigh lock on the Juniata Division Canal at Huntingdon; to be reimbursed by State through rebate of 20% on coal shipped. (PL - check date?)
- May 7, 1855 Pa. act revives the charter of the old Williams Valley Railroad & Mining Company as the Schuylkill & Dauphin Improvement Company. (PL)
- May 7, 1855 New steamboat *Metropolis* begins regular runs between New York and Fall River for the Bay State Steamboat Company ("Fall River Line"); makes the run to Fall River in 8:21. (Dunbaugh)
- May 7, 1855 Ohio River Improvement Company incorporated in Pa. by Herman Haupt, J. K. Moorhead, William Wilkins, J. Edgar Thomson and Edwin M. Stanton to follow Haupt's plan of building a canal alongside the Ohio River that will not interfere with river navigation; the company hopes to get a federal land grant; it is not forthcoming, and in 1857, Congress declares that the Ohio River is a "national highway" and no single state can claim jurisdiction over it or disturb its waters. (PL, LJohnson)
- May 8, 1855 New act of Pennsylvania Legislature reduces price for Main Line from \$10 million to \$7.5 million in \$1 million installments; requires 10% down payment and 25% security deposit with Governor; also a pledge to keep the entire Main Line in operation and relay the south track of the Columbia Railroad within one year; PRR to pay an additional \$1 million for repeal of the tonnage tax. (PL, Watkins)
- May 8, 1855 Ohio & Pennsylvania Railroad Board authorizes enlarging roundhouse at Outer Depot in Allegheny; issues \$100,000 each in Coupon bonds to Forth Wayne & Chicago Railroad and Springfield, Mt. Vernon & Pittsburgh Railroad for stock subscriptions. (MB)
- May 8, 1855 Pennsylvania act authorizes any railroad to make arrangements for building any part of Pittsburgh & Erie Railroad. (Church)
- May 9, 1855 PRR abolishes post of Commissioner of Damages and damage claims placed in hands of Solicitor for Western Division. (MB)
- May 9, 1855 Public meeting held at Bel Air, Md., to raise money for the Philadelphia & Baltimore Central Railroad. (ARJ)
- May 10, 1855 Chartiers Valley Railroad Board approves a contract with the Pittsburgh & Steubenville Railroad to use its line between Pittsburgh and Mansfield

(Carnegie); authorizes reletting Sections 8-12. (MB)

- May 10, 1855 Marion & Mississinewa Valley Railroad Board contracts with Charles R. Cameron, Moses R. Young and James R. McConnell of Pa. (Cameron, Young & Co.) for grading sections 18-53 between Union and Hartford; Isaac Young appointed Chief Engineer, replacing George Walker, who has quit; agree to pay the \$17,218 claim of the Wabash Valley Bank against the company in land. (MB)
- May 10, 1855 Vigilantes with blackened faces again break the dam of the Birch Creek Reservoir on the lower Wabash & Erie Canal, which they regard as creating a malarial health hazard; although the militia is called, the dam is broken repeatedly whenever the troops leave. (Clark, Esarey)
- May 12, 1855 West Chester & Philadelphia Railroad Board accedes to Pres. Christopher Fallon's demand that each manager convert his stock into Third Mortgage bonds. (MB)
- May 13, 1855 PRR Bridge No. 7 over Little Juniata River on Middle Division burned. (AR)
- May 15, 1855 PW&B Board changes piers of Susquehanna River Bridge from cribs, concrete and masonry to solid masonry; work on bridge is delayed as no money has been obtained from selling 11th & Market Street station and because train ferry *Maryland* is "working so well"; reports has endorsed \$200,000 Collateral bonds to be deposited with the Treasurer of Delaware in return for state loan. (MB)
- May 15, 1855 Andrew C. Gray elected Pres. of NC&F, replacing James Booth, deceased. (MB)
- May 15, 1855 Alexandria & Washington Railroad makes \$60,000 First mortgage, guaranteed by the City of Washington. (Harrison)
- May 15, 1855 Exposition Universelle des Produits de l'Agriculture, de l'Industrie et des Beaux-Arts opens in Paris; promoted by Napoleon III to showcase his regime and outdo the Great Exhibition of 1851. (wiki)
- May 1855 William Cook completes surveys for the Camden & Pemberton Agricultural Railroad to Freehold; Robert F. Stockton is elected Pres.. (ARJ)
- May 1855 Annual meeting of the Springfield, Mount Vernon & Pittsburgh Railroad held at Delaware, Ohio; Capt. Jacob Strader of the Little Miami Railroad and William Robinson and Solomon White Roberts of the Ohio & Pennsylvania Railroad are present; new Board elected with Columbus

- Delano (1809-1896) of Mount Vernon as Pres. (ARJ)
- May 16, 1855 Daniel Hoffman begins survey for the Harrisburg & Hamburg Railroad at Hamburg, Pa. (AR)
- May 16, 1855 Easton Branch Railroad opens between Stoughton and North Easton, Mass.; operated by Boston & Providence Railroad. (NHCorp)
- May 16, 1855 New York & Erie Railroad ousts the United States Express Company and conducts its own express business for three years, after which, the United States Express Company returns. (Harlow)
- May 17, 1855 Northern Central Railway Pres. John P. Kennedy addresses the stockholders: 26 miles of the Susquehanna Railroad have been graded at a cost of \$800,000, of which \$500,000 has been loaned by the York & Cumberland Railroad; blames the poor earnings of the old Baltimore & Susquehanna Railroad on rebates and other favors to the Main Line transporting companies, allowing them to skim off profits, and being forced to keep rates equal to those on the Philadelphia & Columbia Railroad; the new rate schedule will clamp down on the transporters, but in fact it is too little too late, as they are already being driven out of business by the PRR. (MB)
- May 17, 1855 Northern Central Railway Board approves the lease of the locomotive *Susquehanna* to the Swatara Railroad at \$3 per day. (MB)
- May 17, 1855 Weems Line steamboat *Planter*, inbound from the Patuxent River, runs aground on Fort Carroll at the entrance to Baltimore Harbor in heavy fog at 3:00 AM. (Holly)
- May 17, 1855 Pittsburgh & Connellsville Railroad runs its first trains between Layton and West Newton. (ARJ)
- May 18, 1855 PRR Board approves new organization of Legal Dept. east of Blair County. (MB)
- May 18, 1855 West Chester & Philadelphia Railroad Board reports that the State Supreme Court has invalidated the issue of Third Mortgage bonds over the provision that half the amount is to be paid in stock at par; now intend to switch to preferred stock. (MB)
- May 19, 1855 New Jersey Railroad Board notifies the New York & Erie Railroad that it will discontinue the present arrangement as unremunerative and will henceforth charge for ferrying baggage and express. (MB)
- May 19, 1855 New Bridge No. 7 opens over Little Juniata River on Middle Division.

(AR)

- May 19, 1855 Lake Shore Railroad (?) opens between Chicago and Milwaukee. (CHTaylor - verify)
- May 20, 1855 Winslow, Lanier & Co. demotes John Brough to VP of the Mississippi & Atlantic Railroad in response to questions of his managerial competence raised in the *New York Courier & Enquirer* and replaces him as Pres. with Chauncey Rose of Terre Haute. (ARJ)
- May 21, 1855 James Guthrie returns to the Board of the Jeffersonville Railroad. (MB)
- May 23, 1855 D. Leech & Co. (or Harris & Leech?) (Western Transportation Co.) and Lewis & Butler/Clarke & Thaw (Pennsylvania & Ohio Transportation Co.) offer to sell their cars to PRR and retire from transporting business; had failed for last two years to get special rates over the PRR that would enable them to avoid the canals; limited to the canal route, they cannot compete with PRR; according to PRR, lines' receipts from through traffic in 1854 were \$135,000 vs. \$338,000 expenses on Portage Railroad alone; PRR blames low rates on competition from Erie, NYC and B&O. (MB)
- May 23, 1855 West Chester & Philadelphia Railroad Board relets contracts to seven separate contractors. (MB)
- May 23, 1855 Directors of Columbus, Piqua & Indiana Railroad personally endorse notes to buy rails to finish line to Union City. (Marvin)
- May 23, 1855 Through the efforts of Richard D. Wood, the Cambria Iron Company leases its works at Johnstown to six lessees as Wood, Morrell & Co., of whom Wood's brother Charles S. Wood (1800-1873) is to manage affairs at Philadelphia and Daniel J. Morrell (1821-1885) is to manage the works; the lease is to be effective May 1, 1855; the others are David Reeves, Matthew Newkirk, Edward Y. Townsend and George Trotter, each of whom put up \$30,000. (Wood, Paskoff ed - Storey gives the original parties as Wood, Morrell, Townsend, Wyatt W. Miller of Safe Harbor, William H. Oliver of New York and Thomas Conarro and date as 5/21; Conarro sold to Trotter on 1/31/56; Oliver appears to have been agent or assignee of Newkirk - Wood notes that Reeves had resigned from Cambria Board earlier - notes the agreement was finally signed just before midnight on 5/23)
- Spring 1855 The Philadelphia partnership of Wood, Morrell & Co. leases the property of the Cambria Iron Company at Johnstown and makes a success of it; the partners include Richard D. Wood, Charles S. Wood (1800-1873), Edward Y. Townsend, and Daniel J. Morrell (1821-1885), who manages the works; the partners purchase the company for \$150,000 by 1862. (Scharf,

McGough - Storey has in 1862 for \$160,000)

- May 23, 1855 Commercial Branch of the State Bank of Ohio at Toledo goes into liquidation. (Huntington)
- May 24, 1855 Robert Kelso Cassatt (1842-1855), younger brother of future PRR Pres. A. J. Cassatt, dies at Darmstadt of a bone disease; his name will be perpetuated by A. J. Cassatt's descendants. (Mathews)
- May 24, 1855 Democrat Henry A. Wise (1806-1876) elected Gov. of Virginia, defeating American Party candidate T. Flournoy; unlike most Democrats, Wise has courted the voters of the western part of the state, primarily to ensure its unity and self-sufficiency in the event of secession; Wise has tarred the American Party as quasi-abolitionists. (Sobel, DAB)
- May 25, 1855 PRR Road Committee reads letters from transporting companies re transferring their business from canal to PRR and procuring off-line traffic for PRR; Committee declines to let companies operate their cars over PRR; then accept second offer of Harris & Leech and Lewis & Butler to sell their cars to PRR. (MB)
- May 25, 1855 Sunbury & Erie stockholders' meeting held in Philadelphia; addressed by Gov. William Bigler on status of road. (NrthAm)
- May 26, 1855 West Chester & Philadelphia Railroad Pres. Christopher Fallon refuses to continue construction until \$200,000 is subscribed. (MB)
- May 26, 1855 Jeffersonville Railroad Board agrees to ask if the company can operate a full train over the Madison & Indianapolis Railroad north of Edinburg. (MB)
- May 27, 1855 Michigan Southern & Northern Indiana Railroad closes bids to complete the Western Division of the Goshen Air Line. (ARJ)
- May 1855 Grand Rapids & Indiana Railroad executes first construction contract for sections between Hartford, Ind., and Sturgis, Mich., but no part is completed by this company before its merger. (C&C)
- May 1855 Work resumes on Chartiers Valley Railway.
- May? 1855 First division of the Dayton, Xenia & Belpre Railroad is open between Xenia and Dayton, and through trains run Columbus-Dayton. (ARJ - may be early June)
- May 1855 New York Central breaks rates beginning new rate war with Erie. (Mott-check)

- May 31, 1855 Grand Rapids & Southern Railroad incorporated in Michigan under articles dated May 29 to build from Grand Rapids to the Indiana state line in connection with Grand Rapids & Indiana Railroad of Indiana; no construction work done. (Church, C&C)
- June 1, 1855 Camden & Atlantic Railroad Board authorizes building freight and passenger stations at Absecon; extending the track at Atlantic City to the Inlet and building a wharf there. (MB)
- June 1, 1855 Meeting of directors and supporters of Lock Haven & Tyrone Railroad at Lock Haven preparatory to opening subscription books; pledge to begin as soon as 16,000 shares subscribed; intend to build the road without any funded debt, so will not begin until enough money is paid in. (Rept)
- June 1, 1855 Canandaigua & Elmira Railroad ceases operating the Canandaigua & Niagara Falls Railroad under lease. (NYState)
- June 1, 1855 Furnace No. 1 of the Thomas Iron Company blown in at Catasauqua, Pa.; No. 2 follows on Oct 23; Nos. 3 & 4 are finished in 1862. (Mathews/Hngrfrd)
- June 2, 1855 PRR Board approves purchase of cars of Leech & Co. and Lewis & Butler for \$110,000. (MB)
- June 3, 1855 New Jersey Railroad Board authorizes employing counsel in the matter of opposition to the proposed Dock Bridge at Newark. (MB)
- June 1855 North Western Railroad Board votes to suspend work on western end and concentrate all work between Blairsville and Freeport; Samuel H. Kneass, Chief Engineer. (PhlCmmrclLst)
- June 4, 1855 James Means, ex-Pres. of Steubenville & Indiana Railroad, dies in Philadelphia. (MB)
- June 5, 1855 Eaton & Hamilton Railroad Board authorizes completing the shops at Eaton. (MB)
- June 5, 1855 American (Know-Nothing) Party platform committee, meeting in Philadelphia, adopts a plank pledging no interference with slavery where it exists by a narrow margin, ensuring the defection of Northern and Midwestern members, most of whom gravitate to the new Republican Party. (Coleman, McPherson - WwasW says National Council changes name from Native American to American Party)
- June 6, 1855 PRR Board rejects terms of 1855 act for sale of Main Line because of

conditions which raise actual outlay to \$11 million and force it to operate canals which have always operated at a loss. (MB)

- June 6, 1855 PRR Board approves Pres. Thomson's sale of the Mountain House at Duncansville to Dr. R.M.S. Jackson of the Allegheny Mountain Health Institute for \$12,500 and its removal to Cresson as a health resort; hotel is apparently moved in the summer of 1855; PRR retains a mortgage on the property to secure payment. (MB)
- June 6, 1855 PRR Board accepts Herman Haupt's proposition to accept salary only for actual time employed on company business effective July 1; authorizes Pres. Thomson to go to Europe to sell Second Mortgage bonds. (MB)
- June 6, 1855 Philadelphia & Baltimore Central Railroad Board orders a new survey in Cecil County south of the existing survey line. (MB)
- June 6, 1855 Thomas L. Jewett elected Pres. of Steubenville & Indiana Railroad, replacing William B. Hubbard, resigned. (MB)
- June 6, 1855 Darlington Cannel Coal Railroad conveys property to trustees who operated it for next 27 years. (ICC)
- June 6, 1855 Cave-in on Cincinnati Short Line (Cincinnati, Lebanon & Xenia RR?) kills 6. (ARJ)
- June 6, 1855 Cincinnati & Chicago Railroad Board announces that they have gotten residents to endorse \$200,000 in notes to complete the line between Richmond and Logansport; also that the residents of Logansport have subscribed money to release the iron now at Toledo for use between Kokomo and Logansport; contracts with the Bay State Iron Company for rail deliveries to start June 18; authorizes negotiations in New York for a loan of \$100,000; authorizes M. L. Bundy to supervise laying track. (MB)
- June 6, 1855 Schoolcraft & Three Rivers Railroad incorporated in Michigan. (GrnBk)
- June 6, 1855 The British and French begin a series of assaults against the outworks of Sevastopol's defenses. (Figes)
- June 7, 1855 Philadelphia & Baltimore Central Railroad Board orders contracting the line south of Gunpowder Falls in Maryland as soon as local subscriptions are sufficient; authorizes the purchase of iron for the Pennsylvania portion of the line in New York. (MB)
- June 7, 1855 Steamship *Ben Franklin* from the West Indies puts into Norfolk for repairs, but with yellow fever aboard; the disease spreads quickly from the Navy Yard to Portsmouth and Norfolk; by Aug. 11, half the people in

Norfolk have fled; by the time the fall frosts kill the mosquitoes, 2,000 have died; this graphic demonstration of the city's unhealthfulness sabotages the urban boosters' efforts to promote it as a world-class port and railroad terminal; some of them are numbered among the victims of the plague; the fever causes north-south travel to desert the Old Bay Line steamboats in favor of the land route via Washington and Richmond. (Wertebaker, Baer/Coxey, B&O AR)

- June 8, 1855 Jeffersonville Railroad and Madison & Indianapolis Railroad agree that the former may operate two passenger trains and any freight north of Edinburg and have the use of half the Indianapolis depot, but the same rates are to be charged between Indianapolis and Louisville whether via Madison or Jeffersonville, to be effective July 1. (MB)
- June 9, 1855 Morris & Essex Railroad orders old connecting track to New Jersey Railroad on Centre Street removed after an adverse verdict in the Court of Chancery. (Taber)
- June 11, 1855 Lehigh Valley Railroad opens from South Easton to Allentown; two round trips are operated by Asa Packer using equipment rented from the CNJ. (AR)
- June 12, 1855 Ohio & Mississippi Railroad fails to pay a note for \$1,158,000 due to Page & Bacon of St. Louis; note was secured by O&M Third Mortgage bonds, which allowed Page & Bacon to take over the O&M and sell it; the O&M has spent large sums during the last session of the Illinois Legislature in an attempt to defeat the rival Mississippi & Atlantic Railroad project; Henry D. Bacon (1813-) is also Pres. of the O&M. (ARJ)
- June 12, 1855 Line of the Illinois Central Railroad from La Salle to Galena completed; although nominally the main line, it is really operated as a branch. (Smith)
- June 13, 1855 West Chester & Philadelphia Railroad Board reports that all but one contractor has begun work. (MB)
- June 13, 1855 Ohio & Pennsylvania Railroad Board proposes advancing an additional \$50,000 to Springfield, Mt. Vernon & Pittsburgh Railroad, providing PRR and Little Miami Railroad do likewise; authorizes construction of station at Crestline. (MB)
- June 13, 1855 Ohio & Mississippi Railroad conveyed to trustees. (ARJ)
- June 14, 1855 Jeffersonville Railroad Pres. John Zulauf reports that the company needs two more locomotives; Board authorizes contracting for one freight locomotive; Board amends the June 8 contract with the Madison & Indianapolis Railroad to have equal rates from Indianapolis to both

- Madison and Jeffersonville, not to Louisville via both routes. (MB)
- June 14, 1855 Grand Rapids & Southern Railroad organized; Joseph Lomax, Pres. (C&C)
- June 15, 1855 PRR Road Committee selects D. Leech & Company as freight agents to solicit business east of Philadelphia and west of Pittsburgh. (MB)
- June 15, 1855 J. Edgar Thomson sails for Liverpool with his wife Lavinia, her sister Christina and his sister Adeline for a combination vacation and bond-selling trip; after visiting London on business, they tour England and Scotland; in England, Thomson meets William Jackson Palmer (1836-1909) who is reporting on coal mining and coke manufacture. (Ward)
- June 1855 Two slaves, one belonging to Abraham Getzendaner and one to George M. Potts, both of Frederick, Md., manage to escape to York, where they board the Northern Central Railway; the conductor allows them to remain in the cars despite having been warned to look out for fugitive slaves, and they reach safety in the anti-slavery sections of the North; both owners sue the company in the Maryland courts; Getzendaner is awarded \$123 and Potts \$813.40. (Williams/Frederick)
- June 1855 Heavy rains and flooding damage the Steubenville & Indiana Railroad, putting it out of service temporarily. (ARJ)
- June 1855 Chief Engineer Isaac Young resurveys the Marion & Mississinewa Valley Railroad, on account of the previous locating stakes having been destroyed. (MB)
- June 1855 B&O begins successful experiments in burning the free-burning bituminous coal from the New Creek Coal Company mines in the Cumberland Coal Field in regular wood-burning locomotives; done under the superintendence of Mendes Cohen (1831-1915). (AR, VaBPW - get date of rept from Hagley)
- June 1855 East Tennessee & Virginia Railroad opens between Knoxville and Bristol. (Stover - verify ARJ, Harrison - Cotterrill has 5/58)
- June 1855 John Fritz (1822-1913), who has worked at Norristown and Safe Harbor, arrives at the Cambria Iron Company at Chief Engineer. (Paskoff ed)
- June 18, 1855 St. Mary's Falls Ship Canal (Soo Canal) opens, permitting direct navigation between Lakes Huron and Superior and permitting the direct shipment of iron ore from the Lake Superior ranges to the lower Great Lakes; locks are 350 x 75 feet; *Illinois* is the first ship to lock up into Lake Superior; the canal is turned over to the state, and the St. Mary's Falls

- Ship Canal Company receives the state's 750,000-acre land grant, of which 187,000 acres are mineral lands, mostly in the Marquette Range of the Upper Peninsula, and the rest timber and farm land, mostly scattered around the Lower Peninsula. (Dickinson, Walker, Mills, Bowlus, Neu)
- June 18, 1855 On the 40th anniversary of the Battle of Waterloo, the British and French begin a combined assault on the main defenses of Sevastopol; it is bungled and repulsed with huge losses. (Figes)
- June 19, 1855 Jeffersonville Railroad Board approves the 10-year traffic contract with the Madison & Indianapolis Railroad. (MB)
- June 20, 1855 J. Lacey Darlington named VP of the West Chester & Philadelphia Railroad. (MB)
- June 21, 1855 Northern Central Railway Company authorizes new \$2.5 million mortgage; appoints five directors to push for completion of railroad. (MB)
- June 22, 1855 Representatives of Springfield, Mt. Vernon & Pittsburgh and Little Miami Railroads attend PRR board meeting; PRR refuses stock subscriptions on grounds are already at limit allowed by charter. (MB)
- June 22, 1855 PRR Directors A. J. Derbyshire and Gen. William Robinson protest against purchase of cars of the transporting companies. (MB)
- June 22, 1855 New partnership of Leech & Co. organized to be the exclusive agent for PRR freight soliciting agents east of Philadelphia and west of Pittsburgh; Leech and Harris are to open an office at Philadelphia and Thomas S. Clarke and George (?) Black at Pittsburgh; the four partners are to have a one-sixth interest each, with one-third held by PRR officials; are to get a 10% commission on all through freight and 6% on consignments from west of Pittsburgh to Philadelphia and Baltimore. (Maybee)
- June 23, 1855 Pittsburgh & Steubenville Railroad Pres. James S. Craft reports that the company's condition requires extraordinary efforts to raise money; calls on all delinquent subscribers, particularly those in Florence, to pay up. (MB)
- June 25, 1855 Pres. M.G. Mitchell and VP Joseph Ridgway report to the Columbus, Piqua & Indiana Railroad Board that they have visited Lafayette, Indianapolis, Johnstown, Philadelphia, New York and Boston and found everywhere a scarcity of rails and high prices; Wood, Morrell & Co., lessees of the Cambria Iron Company, have agreed to furnish 300 tons. (MB)
- June 25, 1855 Logansport, Peoria & Burlington Railway appoints George W. Riggs, Jr.,

- trustee of new \$1.2 million bond issue; William Chase resigns as Pres. and replaced by Benjamin Gonzales, previously Chief Engineer. (MB)
- June 25, 1855 Terre Haute & Alton Railroad opens between Litchfield and Hillsboro on the west end. (ARJ)
- June 26, 1855 PW&B stockholders approve 12% stock dividend, effective Aug. 1. (MB)
- June 26, 1855 William Jackson Palmer (1836-1909) arrives at Liverpool in the sailing ship *Tuscarora*; his uncle F. H. Jackson is connected with the Westmoreland Coal Company, which has sent him to England to study coal mines, coking and railroads; he is to pay his expenses by sending articles to Benjamin Bannan (-), editor of the Pottsville *Miners Journal*, who will pay \$4.00 a piece. (Fisher)
- June 26, 1855 West Chester & Philadelphia Railroad Board appoints a committee to try to negotiate the 10% bonds in New York to enable it to pay the July 1 interest on the 7% First Mortgage bonds; recontracts Sections 7-9. (MB)
- June 26, 1855 Jeffersonville Railroad Board reads and amends the proposed contract with the Madison & Indianapolis Railroad, mostly to give the Jeffersonville Railroad the right to build and control its own facilities in Indianapolis; the M&I is not to sell any through tickets over the Fort Wayne & Southern Railroad or any other line competing with the Jeffersonville Railroad. (MB)
- June 28, 1855 Joint Companies Executive Committee approves a report on extending the Belvidere Delaware Railroad to Belvidere and providing equipment to the Lehigh Valley Railroad; to give Asa Packer \$64,000 in Philadelphia & Trenton Railroad bonds to be exchanged for an equal amount of Joint Companies bonds. (MB)
- June 28, 1855 Cleveland & Pittsburgh Railroad Board orders remainder of line between Bridgeport and Beaver placed under contract as soon as possible. (MB)
- June 30, 1855 Amiel Weeks Whipple (1871-1863) reports to the Secretary of War on the transcontinental railroad explorations on the 35th parallel route; much of it is later occupied by the Atchison, Topeka & Santa Fe Railway. (Rept, Albright)
- Summer 1855 Work resumes on Hempfield Railroad.
- Summer 1855 Weather in the Midwest is very wet, which hurts farmers and makes the earthmoving on railroad projects much more difficult. (M&MV AR)
- July 1, 1855 Balance of New Portage Railroad completed; last inclined planes

abandoned (Wilson - C&C says open 4/7/56; Schotter says 7/1/55- USRR&MR says #9-10 open 5/23/55; all done by end of 1855 but not open til 4/7/56! - wilson says tunnel not completely arched until 12/56 - unsigned memoir says operated one loco "Pittsburg" through in 10/1855 so could say was done, but no actual business until spring of 1856 when canals reopen); cost \$2.14 million, which was entirely wasted. (Storey has OP taking 10-12 hours and NP 4 hours; max westbound grade is 84.58 FPM vs. 100.32 FPM on PRR)

- July 1, 1855 Under agreement with PRR, the two remaining big transporting companies, Leech & Co. (Western Transportation Co.) and Lewis & Butler (Pennsylvania & Ohio Transportation Co.), sell their car fleets to PRR, which withdraws them from the Portage Railroad; to fill loss, a "New Way Line" is established on the Portage Railroad by R.M. Lemon & Co.
- July 1, 1855 Herman Haupt resigns as Chief Engineer of PRR and office abolished. (MB)
- July 1, 1855 J.P. Girard Foster begins operating the Canandaigua & Niagara Falls Railroad under lease from receiver John Rankin, Jr. (NYState)
- July 1, 1855 Richmond, Fredericksburg & Potomac Railroad resumes its dispute with the Post Office Dept.; Great Southern Mail rerouted via Orange & Alexandria Railroad and Virginia Central Railroad between Washington and Richmond via Gordonsville. (Mordecai)
- July 2, 1855 First section of North Pennsylvania Railroad opens between Willow Street, Philadelphia and Gwynedd, Pa. (AR)
- July 2, 1855 Indiana Central Railway Board authorizes the purchase of additional ground at Richmond. (MB)
- July 2, 1855 Terre Haute & Alton Railroad opens between Embarrass Run and Mattoon, Ill., on the east end. (ARJ)
- July 2, 1855 Pro-slavery Kansas Territorial Legislature convenes at Pawnee; it passes laws imposing fines and imprisonment for expressing anti-slavery opinions and death for encouraging slaves to revolt or escape; however, the pro-slavery "Border Ruffians" from Missouri are rapidly being outnumbered by anti-slavery settlers from the upper Midwest. (DAB, wiki, McPherson)
- July 3, 1855 Ashtabula & New Lisbon Executive Committee reports that they have settled with and dismissed contractor O. Baldwin & Co. (MB)

- July 4, 1855 Indianapolis & Cincinnati Railroad opens over its entire length for passenger service; freight service follows later in the month. (ARJ)
- July 1855 New Castle & Richmond Railroad reaches Logansport; terminates at what is now the east side of Burlington Avenue south of the Wabash River; a turntable is located near Colfax Street & Burlington Avenue; the company does considerable grading towards Kokomo, which is later sold to the Logansport & Crawfordsville Railroad. (Powell, Strauch)
- July 4, 1855 First locomotive, which has arrived at Logansport, Ind., via the Wabash & Erie Canal and dragged by oxen to the south side of the Wabash River, is placed on the track of the New Castle & Richmond Railroad; it runs a picnic trip to Cyrus Taber's prairie two miles east of town. (Powell, Strauch)
- July 4, 1855 East Tennessee & Georgia Railroad opens between Dalton, Ga., and Knoxville. (Cotterill)
- July 5, 1855 James M. Cooper and Robert S. Hays resign from the Pittsburgh & Steubenville Railroad Board. (MB)
- July 6, 1855 John H. Osborne (1818-1894), brother of Richard Boyse Osborne, appointed Superintendent of the Camden & Atlantic Railroad, replacing William Schultz, resigned; Osborne finds the road in poor condition; the Camden depot is flimsy; there are four old locomotives, the *Pennsylvania*, *Atsion*, *Roanoke* and *Gazelle*. (MB)
- July 7, 1855 Little Miami Railroad Board decides it is inexpedient to subscribe money to finish the Ohio & Mississippi Railroad. (MB)
- July 7, 1855 Indianapolis & Cincinnati Railroad begins through service into Cincinnati using a third rail on the Ohio & Mississippi Railroad between Lawrenceburg and Cincinnati. (ARJ - may be 6/30?)
- July 10, 1855 Joint Companies Executive Committee authorizes investigating the accounts of Capt. Richard F. Loper's outside opposition line; William H. Gatzmer has bought Loper's outside boats for \$90,679; notifies the PW&B that it will end reciprocal free tickets; appoints a committee to meet John P. Jackson of the New Jersey Railroad at Princeton on July 16 regarding his questions on coal traffic from the Belvidere Delaware Railroad and traffic from the PRR. (MB)
- July 10, 1855 Ellwood Morris (1813?-1872) reports on survey for Allentown Railroad and Auburn & Port Clinton Railroad.; estimate \$2 million. (Rept)
- July 10, 1855 Dayton & Western Railroad makes an agreement with the Cincinnati,

Hamilton & Dayton Railroad annulling the contract of Nov. 28, 1850; D&W pays \$25,000 to buy part of the CH&D right of way to build a north track from the junction to Ludlow Street; D&W grants the roadbed for a north track to be extended through 6th Street, across the canal and through Shawnee Street to Wayne Street. (MB)

- July 11, 1855 Joint Board authorizes the payment of a 6% semiannual dividend, the same as last year, although it has not been earned. (MB)
- July 11, 1855 West Chester & Philadelphia Railroad Board orders beginning tracklaying east from West Chester. (MB)
- July 11, 1855 Ohio & Pennsylvania Railroad Board declares 4% stock dividend instead of cash dividends paid previously. (MB)
- July 11, 1855 Western Division of Ohio & Mississippi Railroad completed between Illinoistown (E. St. Louis) and Vincennes. (Smith)
- July 11, 1855 Hartford, Providence & Fishkill Railroad opens between Bristol, Conn., and Waterbury. (NHCorp, NYNE AR)
- July 12, 1855 Meeting at Erie to take steps to build the main line of the Pittsburgh & Erie Railroad. (Felton)
- July 13, 1855 West Jersey Railroad Chief Engineer William Cook reports to the Board on his survey between Camden and Cape May. (MB)
- July 14, 1855 Maryland & Delaware Railroad Company organized at Easton; Gen. Tench Tilghman (1810-1874) elected Pres.; Board authorizes borrowing money and making arrangements with the PW&B for aid. (AR, MB)
- July 14, 1855 Columbus & Xenia Railroad authorizes loaning Dayton & Western Railroad 50 tons of rails for three years to build a link across Dayton to the Dayton, Xenia & Belpre Railroad. (MB)
- July 14, 1855 Injunction over grade crossings and flimsy bridges halts operation of the Boston & New York Central Railroad between South Dedham (Islington) and Boston via Readville; not reopened until Mar. 1857. (NHCorp, Humphreys)
- July 1855 Raritan & Delaware Bay Railroad organized at Mays Landing; Francis B. Chetwood, Pres.; William A. Torrey, Secretary; Israel Pemberton, Chief Engineer. (Ellis)
- July 1855 Isaac R. Trimble reports on survey for the Baltimore & Potomac Railroad to a point opposite Aquia Creek, including a ferry across the Patapsco

- River to Baltimore; cost estimate at \$1.03 million. (ARJ, VaBPW)
- July 1855 Phaon Jarrett (-), Principal Assistant Engineer of the Sunbury & Erie Railroad, begins surveying an alternate route between Sinnemahoning Creek and the Clarion River via Trout Run. (AR)
- July 1855 Pittsburgh & Steubenville Railroad appeals to the Pittsburgh City Council for further aid, which is not forthcoming. (AR/ARJ)
- July 1855 Cleveland & Pittsburgh Railroad relets the abandoned sections and the Beaver Extension to J.B. King & Co. (AR)
- July 1855 John Brough replaces James Godman as Pres. of the Bellefontaine & Indiana Railroad. (ARJ)
- July 1855 Second meeting of railroad ticket agents held at Hamilton, Ont. (RRGaz)
- July 1855 Traders realize there is already a wheat glut with a big bumper crop coming in this year; over the course of a week, prices drop by 30 cents a bushel at Chicago, 60 cents at Baltimore and 72 cents at Louisville. (CHTaylor)
- July 16, 1855 Middle span of the Ridley Creek Bridge of the West Chester & Philadelphia Railroad collapses while under construction; three killed. (Ashmead)
- July 16, 1855 Last mail stage operates out of Philadelphia; superseded by railroads. (Scharf)
- July 17, 1855 Camden & Amboy steamer *John Stevens* burns at its dock near White Hill at 1:00 AM; three African-American maids and cooks killed; the iron hull is later used as a cattle boat. (PubLdgr, Heyl)
- July 17, 1855 PW&B reports has postponed work on Susquehanna River Bridge until able to reach agreements with wharf owners and Tide Water Canal Company on Maryland side; have built excursion pavilion at Magnolia, Md. (MB)
- July 17, 1855 Jeffersonville Railroad committee reports to the Board that the Madison & Indianapolis Railroad committee has refused to agree to the joint traffic contract. (MB)
- July 17, 1855 Lake Erie, Wabash & St. Louis Railroad opens between Toledo and Fort Wayne. (ARJ)
- July 18, 1855 John Brough returns as Pres. of the Indianapolis, Pittsburgh & Cleveland Railroad, replacing Calvin Fletcher, resigned. (Harlow, Olson)

- July 19, 1855 Northern Central Railway approves contract with Edmund H. Miller & Co. to complete line from tidewater at Canton to Sunbury for \$3 million. (MB)
- July 19, 1855 First steam locomotive in Iowa operates over the Mississippi & Missouri Railroad. (ARJ)
- July 20, 1855 Lake Ontario, Auburn & New York Railroad sold at foreclosure to Isaac Bell. (Baird)
- July 21, 1855 New Jersey Railroad Board considers the application from the American Coal Company (?) for a coal depot in Jersey City between Essex & Morris Streets. (MB)
- July 21, 1855 Frederick Wolcott Jackson (1833-1904) named Secretary of New Jersey Railroad & Transportation Company, of which his father, John P. Jackson, is VP, replacing William A. Whitehead, resigned to go to the New York & Harlem Railroad. (MB)
- July 23, 1855 PRR shifts Philadelphia departure of *Fast Express* from 1:00 PM to 12:00 Noon for better western connections; completion of Ohio & Mississippi Railroad between Vincennes and St. Louis reduces Philadelphia-St. Louis travel time to 45 hours; fare \$26.00. (NrthAm)
- July 24, 1855 Main Line offered for sale at Philadelphia Exchange under terms of May 8, 1855 act, which includes a minimum bid of \$7.5 million; no offers. (PubLdgr)
- July 24, 1855 Maryland trustees sell portion of old Franklin Railroad in Maryland a second time after failure to relay and reopen road as required by Maryland act of Apr. 20, 1853; this time, sale is directly to Chambersburg, Greencastle & Hagerstown Railroad, which had acquired the property indirectly after the 1853 sale but failed to reopen it. (Digest)
- July 25, 1855 Joint Companies Executive Committee hears a report that the West Jersey Railroad has authorized T. Jones Yorke to go to Great Britain to sell the \$280,000 Camden & Amboy Railroad bonds paid for its subscription to the West Jersey stock; authorizes the sale of 1,000 tons of railroad iron to Clark & Jessup and 700 tons to Theodore Dehone at \$58 per ton. (MB)
- July 27, 1855 Washington, D.C. ordinance authorizes Alexandria & Washington Railroad to extend from Long Bridge along Maryland Avenue and 1st Street to Indiana Avenue and B&O, with branches down 7th Street to the Washington Canal and along the canal to 14th Street. (Digest)

- July 30, 1855 Huntingdon & Broad Top Mountain Railroad opens between Huntingdon and McConnellstown, Pa. (Poor, ARJ)
- July 31, 1855 Maryland & Delaware Railroad Board meets with Richard B. Lewis, an engineer then at Easton, who offers to survey the line at \$200 a month or survey and supervise construction for \$2,000 a year. (MB)
- Summer 1855 Ohio River remains navigable for large steamboats all year for the first time in 40 years, in contrast to severe drought of 1854; steamboats divert much traffic from the railroads. (O&P AR)
- Summer 1855 Providence, Warren & Bristol Railroad opens between Providence and Bristol, R.I.; operated by the Boston & Providence Railroad. (NHCorp - verify Poor)
- Aug. 1, 1855 LIRR runs an excursion to Greenport for members of the Brooklyn City Council and other officials. (BrklynEgle)
- Aug. 1, 1855 New Jersey Railroad leases its Liberty Street ferry slip to William P. Townsend. (MB)
- Aug. 1, 1855 Leech & Company appointed exclusive PRR freight agents in Boston; Moses Potter and Charles E. Evans become agent of Leech & Co.
- Aug. 1, 1855 Philadelphia & Baltimore Central Railroad Board orders the location from Gunpowder Falls through Towsontown to Relay on the Northern Central Railway, providing \$60,000 can be raised locally. (MB)
- Aug. 1, 1855 Canandaigua & Niagara Falls Railroad defaults on Second Mortgage bonds. (Poor)
- Aug. 1, 1855 Atlantic cable promoter Cyrus W. Field offers to lease the Magnetic Telegraph Company and other eastern lines in order to link the cable with the urban commercial centers of the Atlantic seaboard and Buffalo. (Thompson)
- Aug. 2, 1855 Delaware Railroad Board approves offering bonuses to contractors Hathaway, Leach & Gross if the road can be opened to Middletown by Aug. 1, Blackbird on Sep. 1, Smyrna on Oct. 1, Dover on Dec. 1 and Seaford on Feb. 1, 1856. (MB)
- Aug. 2, 1855 Pittsburgh & Steubenville Railroad Board appoints a committee to meet with the Steubenville & Indiana Railroad about the Ohio River Bridge. (MB)
- Aug. 3, 1855 Camden & Atlantic Railroad Board authorizes leasing the locomotives

Curlew and *Sea Gull* from Superintendent John H. Osborne. (MB)

- Aug. 3, 1855 Enlarged Union Canal opens between the Water Works and Lebanon, allowing the resumption of through service between the Susquehanna and Schuylkill Rivers. (AR)
- Aug. 3, 1855 The New York State Immigration Commission leases Castle Garden at the Battery in New York City, originally Castle Clinton, a fort built during the War of 1812 and later a theater; it becomes the city's immigrant depot for steerage passengers; serves in this capacity until the depot is moved to Ellis Island in 1892, by which time it will have processed 7 million immigrants, mostly Irish and German. (Trager, Burrows/Wallace)
- Aug. 4, 1855 NC&F steamer *General McDonald* on an excursion charter to Cape May leaving Philadelphia at 8:00 PM collides with schooner *A.G. Pease* anchored off the Lazaretto (Tinicum); bowsprit of schooner slices open the right side of the *McDonald*, spilling many passengers into the water; 8 drowned; *Sun* is dispatched to rescue passengers and tow *General McDonald* to Wilmington. (NrhAm, Scharf)
- Aug. 4, 1855 Cincinnati & Chicago Railroad secures a \$100,000 loan from Morgan & Son of New York. (MB)
- Aug. 1855 Railroad conference at New York restores old rates (Mott-check)
- Aug. 1855 Three-month yellow fever epidemic begins in Norfolk, Va., killing a third of the city's residents including many leaders, and dashing its program to promote itself as a world-class port and rail hub; work on the Norfolk & Petersburg Railroad is suspended through Oct. (Blake, Striplin - see above)
- Aug. 6, 1855 Ohio & Pennsylvania Railroad Board authorizes reducing number of passenger trains. (MB)
- Aug. 6, 1855 Borough of Altoona annexes the village of Greensburg to the north. (Africa)
- Aug. 6, 1855 Norfolk County Railroad trustees repossess their road from the Boston & New York Central Railroad for non-payment of interest and contract with the Boston & Providence Railroad for through service between Boston and Blackstone via Dedham; also includes operation of the Medway Branch Railroad. (NHCorp, Humphrey)
- Aug. 6, 1855 Boston & New York Central Railroad leases its entire property to the East Thompson Railroad (Conn.); does not take possession until Mar. 2, 1857. (NHCorp)

- Aug. 6, 1855 Pacific Railroad (Mo.) opens to Herman, 81 miles from St. Louis. (ARJ)
- Aug. 7, 1855 Maryland & Delaware Railroad Board joins a railroad meeting at the court house at Centreville. (MB)
- Aug. 9, 1855 West Chester & Philadelphia Railroad accepts the resignation of Pres. Christopher Fallon; VP J. Lacey Darlington becomes Pres. pro-tem. (MB)
- Aug. 9, 1855 Maryland & Delaware Railroad Board interviews Charles P. Manning (1817-1886), Chief Engineer of Alexandria, Loudoun & Hampshire Railroad, at Baltimore, although he cannot devote full time to the company. (MB)
- Aug. 10, 1855 Sunbury & Erie authorizes issue of \$6 million 7% mortgage bonds secured by mortgage on whole line; it proves unable to sell them. (, Larson)
- Aug. 11, 1855 Little Miami Railroad Board authorizes subscribing an additional \$60,000 to the Springfield, Mt. Vernon & Pittsburgh Railroad for \$100,000 in stock or bonds. (MB)
- Aug. 13, 1855 Joint Companies Executive Committee authorizes the sale of 1,000 tons of railroad iron to Theodore Dehone at \$58 per ton; declines the request of the Cambridge Land Association to establish a stop at Henley's turnout; gives Asa Packer \$13,000 in Philadelphia & Trenton Railroad bonds and \$20,000 in Camden & Amboy Railroad bonds, taking Lehigh Valley Railroad stock at 50 cents on the dollar; authorizes insurance on the company's boats: \$30,000 on the *Richard Stockton*, \$15,000 on the *Trenton*, \$30,000 on the *John Potter*, \$25,000 on the *John Neilson*, \$25,000 on the *Atlas* and \$20,000 on the *Transport*. (MB)
- Aug. 13, 1855 Huntingdon & Broad Top Mountain Railroad & Coal Company opens between Huntingdon and Marklesburg. (Africa, Lytle)
- Aug. 13, 1855 Ohio & Mississippi Railroad leases the Western Division to Capt. ___ Jenks of St. Louis for 15 years. (ARJ)
- Aug. 14, 1855 Beaver Meadow Railroad abandons its two Weatherly Planes and opens a bypass line with grades up to 145 feet per mile in the direction of returning empties. (Mathews/Hngrfrd, Baird)
- Aug. 14, 1855 Brigantine *Columbia* out of Marquette, Mich. with the first full cargo of 132 tons of iron ore for the Cleveland Iron Mining Company, passes through the locks of the St. Mary's River Ship Canal, inaugurating the Lake Superior iron ore trade. (Dickinson)

- Aug. 14, 1855 Central Ohio Railroad makes telegraph contract with Pittsburgh, Cincinnati & Louisville Telegraph Company. (Church)
- Aug. 1855 Joint Companies place \$900,000 bonds in England at 90 to finance construction of the West Jersey Railroad. (ARJ)
- Aug. 1855 Allegheny County voters approve a subscription of 5,000 shares to the Pittsburgh & Connellsville Railroad. (ARJ)
- Aug. 1855 Cincinnati & Chicago Railroad has concluded negotiations with New York capitalists for the money to build from Richmond to Logansport, Ind. (ARJ)
- Aug. 1855 Marietta & Cincinnati Railroad opens between Chillicothe and Byers. (ARJ)
- Aug. 1855 City and County of St. Louis secure a temporary injunction against the sale of the Ohio & Mississippi Railroad. (ARJ)
- Aug. 1855 Chicago, Alton & St. Louis Railroad leased to Hamilton Spencer for 20 years in return for paying the interest. (ARJ)
- Aug. 1855 Very bad harvest in Britain. (Clapham)
- Aug. 16, 1855 Canal Commissioners bar use of freight cars with swinging doors on Philadelphia & Columbia Railroad effective Sep. 1. (CC)
- Aug. 16, 1855 Kansas Gov. Andrew H. Reeder (1807-1864) is removed under pressure from the pro-slavery elements and on the grounds that he has been speculating in Kansas land; he is replaced by former Ohio Gov. Wilson Shannon (1802-1877), an avid pro-slavery Democrat. (wiki, DAB)
- Aug. 16, 1855 The Russians stage one last desperate counterattack at Sevastopol but are forced to retreat into the town after suffering heavy casualties; while the Russians fight valiantly and have the manpower advantage, their serf economy and army cannot match the industrial economies of Britain and France in moving men, and particularly weaponry, to the battle front. (Figes)
- Aug. 17, 1855 Future PRR VP & General Counsel Francis Innes Gowen (1855-1927) born in Philadelphia; son of James E. Gowen (1832-1885) and nephew of future Reading Pres. Franklin B. Gowen (1836-1889); he studies law with his father and is admitted to the bar in 1877, working with his father and uncle until 1889. (PRRBio, WwasW)
- Aug. 17, 1855 PW&B and B&O inaugurate a fast freight service between Philadelphia

and Wheeling without changing cars in Baltimore; obstructions at Kingwood Tunnel completely removed and B&O is fully open. (NrthAm)

- Aug. 17, 1855 Eber B. Ward's *Columbia* brings the first cargo of Lake Superior ore through the Sault Ste. Marie Canal. (Paskoff ed)
- Aug. 18, 1855 Fort Wayne & Chicago Railroad Board accepts \$100,000 subscription of Ohio & Pennsylvania Railroad; authorizes sale of surplus iron to Cincinnati, Peru & Chicago Rail(road). (MB)
- Aug. 18, 1855 Specie reserves at New York peak; the U.S. experiences bumper crops coupled with shortages in Europe and a big demand for American grain; the banking contraction at New York is much less severe than last year. (Duckenfield, ARJ)
- Aug. 20, 1855 Pittsburgh & Connellsville Railroad opens to Broad Ford. (ARJ)
- Aug. 20, 1855 After tramping about the English industrial countryside, William Jackson Palmer arrives in London, where with a letter of introduction from J. Edgar Thomson, he presents himself to Gerard Ralston, the British resident partner of his family's Philadelphia metal-importing firm; he takes a whirlwind tour of the engineering sights in London, including the steamboat *Great Eastern* under construction. (Fisher)
- Aug. 21, 1855 Maryland & Delaware Railroad Pres. Tench Tilghman reports he has interviewed Col. Walter Gwynn (1802-1882) of the North Carolina Railroad and John McDowell Goldsborough (1819?-) of the Manassas Gap Railroad for the post of Chief Engineer; Board hires Charles P. Manning at \$2,000 a year. (MB)
- Aug. 21, 1855 In London, William Jackson Palmer meets his old boss Charles Ellet, who is trying to sell his plan for steam rams; he later meets with J. Edgar Thomson and travels with him down to Greenwich, but Thomson is his usual taciturn self. (Fisher)
- Aug. 23, 1855 PRR Board adopts Morse telegraph system, purchasing rights from Amos Kendall for lines between Altoona and Pittsburgh. (MB)
- Aug. 23, 1855 Ohio & Indiana Railroad Board authorizes end to running short trains and keeping maintenance of way force at minimum. (MB)
- Aug. 24, 1855 NC&F Board reports sale of steamboats *Ohio* and *Thomas Powell* to parties in New York; reports will not continue Cape May service another year unless are unable to sell steamboat *General McDonald*. (MB)
- Aug. 25, 1855 New Jersey Railroad Board considers the request of John J. Phelps,

- Charles A. Heckscher and Moses Taylor to build a branch to their property near the Long Dock in Jersey City for a coal terminal. (MB)
- Aug. 27, 1855 Cairo & Fulton Railroad of Arkansas and Cairo & Fulton Railroad of Missouri consolidated without a full merger. (Cook)
- Aug. 29, 1855 Camden & Amboy train backing without proper control strikes a horse and carriage Dr. J.F.D. Hannekin at a grade crossing near Burlington; the rear car runs over the horse, causing four cars to derail; 24 killed, 19 on the spot and 5 later of their injuries; the victims include members of the elite and their often African American servants, including young George Roberts Ingersoll (1836-1855), an only child just graduated from the University of Pennsylvania; among the injured are Commodore Joseph Smith (1790-1877), his wife Harriet Bryant Smith, and Dr. William Whelen (1808-1865), Chief of the Naval Bureau of Medicine & Surgery. (PubLdgr, Lane, FisherDiary - PubLdgr has 22 d but doesn't keep running toll past 9/3 - Shaw has 23 d.)
- Aug. 29, 1855 Steamer *Gen. McDonald* makes last run from Cape May to New Castle and Philadelphia on NC&F line; service operated by others in 1856 season. (newspaper tt)
- Aug. 29, 1855 Cincinnati & Chicago Railroad contracts with Richard Norris for 6 locomotives. (MB)
- Aug. 30, 1855 Leavenworth, Pawnee & Western Railroad, predecessor of Kansas Pacific Railway, incorporated in Kansas Territory to build west from Wyandotte on the Missouri River; later the Kansas Pacific Railway; by early 1857, charter passes into the hands of James C. Stone, Andrew J. Isacks, James H. McDowell and Thomas Ewing, Jr., for speculative purposes, but they are unable to secure a federal land grant; construction is barely begun when stopped by the Panic of 1857 and not resumed until 1862. (ICC, Petrowski)
- Aug. 30, 1855 Borough of McKeesport subscribes for 2,000 shares of stock in the Pittsburgh & Connellsville Railroad. (HistAllghnyCo)
- Aug. 31, 1855 At the Dayton & Western Railroad annual meeting, Pres. R. R. Dickey offers to resign to save money, but agrees to stay. (MB)
- Aug. 31, 1855 Cincinnati & Chicago Railroad opens to Anderson, Ind. (ARJ - may be 9/7)
- Sep. 1, 1855 First section of Delaware Railroad opens between Delaware Jct. (Rodney) and Middletown, Del. (AR)

- Sep. 1, 1855 Simon Gebhart elected Pres. of the Dayton, Xenia & Belpre Railroad, replacing Herman Gebhart. (MB)
- Sep. 1, 1855 Grand Rapids & Indiana Railroad formed by merger of Grand Rapids & Indiana Railroad (of Indiana) and Grand Rapids & Southern Railroad under agreement dated Aug. 1, 1855. (Church)
- Sep. 2, 1855 Harriet Bryant Smith dies at the Governor's House of the U.S. Naval Asylum in Philadelphia, of injuries received in the Burlington wreck; she and her husband had been allowed to proceed from Burlington about a day earlier. (PubLdgr)
- Sep. 3, 1855 Cincinnati & Chicago Railroad contracts with Reeves, Buck & Co. for 800 tons of rails. (MB)
- Sep. 4, 1855 The coroner's jury delivers its verdict in the Camden & Amboy's Burlington wreck; blames Dr. Hannekin for recklessly driving onto the track, the rear brakeman for failing to control the backing train, and the engineer for not sounding the whistle as required when approaching a crossing; absolves the conductor, who followed the operating rules; however, the jury also censures the Camden & Amboy, finding its regulations are faulty for safely running a single-track railroad. (PubLdgr)
- Sep. 5, 1855 Charles P. Manning (1817-1886) begins surveys for the Maryland & Delaware Railroad; Easton to the Delaware state line and along both sides of the Tred Avon River south of Easton. (AR)
- Sep. 5, 1855 First "Republican State Convention" held in Pittsburgh; nominate Passmore Williamson, then in jail for his role in freeing three slaves owned by the U.S. Minister to Nicaragua from a ship in Philadelphia, for Canal Commissioner. (Coleman)
- Sep. 5, 1855 The Allies begin their final bombardment of Sevastopol, while the Russians are preparing to evacuate. (Figes)
- Sep. 7, 1855 Chartiers Valley Railroad Board authorizes reletting Sections 1-2. (MB)
- Sep. 7, 1855 Steubenville & Indiana Railroad appoints committee to go to Newark to arrange for physical connection with other railroads. (MB)
- Sep. 8, 1855 Upper level of Lehigh Valley Railroad bridge opens between Phillipsburg, N.J., and South Easton, Pa.; forms a new outlet from the anthracite coal fields via Lehigh Valley Railroad to Elizabethport via CNJ. (Sayre diary)
- Sep. 8, 1855 Newark, Ohio, ordinance permits Steubenville & Indiana Railroad to extend across Church Street to connect with the Sandusky, Mansfield &

- Newark Railroad and to lay a third rail to the Central Ohio Railroad depot. (Church)
- Sep. 8, 1855 *American Railroad Journal* runs an article touting Daniel C. McCallum's management of the New York & Erie Railroad as a model of efficiency. (ARJ)
- Sep. 8, 1855 The Allies begin a final massed infantry assault against Sevastopol. (Figes)
- Sep. 9, 1855 Russians evacuate and burn Sevastopol, crossing the harbor on a pontoon bridge and thus ending the main action of the Crimean War. (Figes, Stokes)
- Sep. 10, 1855 Robert F. Stockton reports to the Joint Companies Executive Committee on the Aug. 29 wreck at Burlington; notes that there are 222 grade crossings between South Amboy and Camden, 187 between New Brunswick and Kensington, and 100 between Jersey City and New Brunswick. (MB)
- Sep. 11, 1855 PRR Road Committee orders Superintendent to report on question of building a siding at the east end of Gallitzin Tunnel for Allegheny Railroad & Coal Company. (MB)
- Sep. 11, 1855 Charles P. Manning is forced to resign as Chief Engineer of the Maryland & Delaware Railroad as the Virginia Board of Public Works refuses to allow him to work in another state; John Henderson is Principal Assistant Engineer. (MB, AR)
- Sep. 12, 1855 PRR Board adopts reduced rates on coal and lumber. (MB)
- Sep. 12, 1855 Tench F. Tilghman (1833-1867), son of Tench Tilghman, appointed rodman and draftsman of the Maryland & Delaware Railroad. (MB)
- Sep. 12, 1855 John Work Garrett (1820-1884), a second-generation member of the Baltimore banking house of Robert Garrett & Sons, is seated as a director of the B&O; part of a revolt of private stockholders against a management dominated by the 18 city and state directors who are more interested in road that funnels goods to Baltimore cheaply than in one that pays dividends. (Catton, Stover)
- Sep. 12, 1855 Lehigh Valley Railroad officially opened from Easton to a connection with the Beaver Meadow Railroad at East Mauch Chunk, creating a direct rail connection from some of the Lehigh Region coal mines to Elizabethport in New York Harbor; one round trip run by Asa Packer with equipment rented from CNJ; coal cars use broad-tread wheels to negotiate

the 4'-10" gauge of the Belvidere Delaware Railroad. (AR, Archer)

- Sep. 12, 1855 While touring the Midlands, William Jackson Palmer receives a letter from Gerard Ralston in London who tells him that he has shown two of Palmer's letters on coal mining to J. Edgar Thomson, who asks that Palmer study the burning of raw coal as locomotive fuel, with the promise of a job with the PRR when he returns to the U.S.; Thomson understands that sooner or later, all railroads west of the Alleghenies must burn raw bituminous coal; Palmer then goes to visit the great coal-mining and iron-making centers of South Wales. (Fisher)
- Sep. 12, 1855 Cincinnati & Chicago Railroad Board authorizes \$300,000 in bonds. (MB)
- Sep. 12, 1855 Effingham, Ill., platted for Andrew J. Galloway. (Perrin)
- Sep. 13, 1855 Pittsburgh & Connellsville Railroad opens between Connellsville and West Newton, with a steamboat connection to Pittsburgh; Daniel W. Caldwell (1830-1897), later of Lines West, is Assistant Superintendent. (AR, B&O Val)
- Sep. 13, 1855 Marion & Mississinewa Valley Railroad Board authorizes making a connection with the Bellefontaine & Indiana Railroad at Union and negotiating with the B&I to operate the M&MV for two years after its completion. (MB)
- Sep. 13, 1855 Delegates from Chicago, Oswego and other lake ports meet at Toronto to petition the Canadian government to double the locks on the Welland Canal or build a new canal between Lake Huron and Toronto. (CHTaylor)
- Sep. 14, 1855 Atlantic cable promoter Cyrus W. Field suddenly withdraws his offer to lease certain major eastern telegraph companies; Field's friends begin attacking these companies hoping to drive down the price. (Thompson)
- Sep. 15, 1855 New Jersey Railroad Board resolves to accept the recent charter supplement giving it the power to build the Newark cutoff without paying any additional compensation to the Proprietors of the Bridges over the Rivers Passaic & Hackensack. (MB)
- Sep. 15, 1855 First coal train from Mauch Chunk arrives in Phillipsburg via Lehigh Valley Railroad. (EstnArgus, Sayre)
- Sep. 1855 J. Edgar Thomson and party cross to Paris, where he is deputed a Pennsylvania state representative to the Exposition Universelle. (Ward)
- Sep. 1855 Union Canal Company of Pennsylvania contracts the enlargement of the rest of the Eastern Division from Lebanon to Reading for 50-ton boats to

John O. Rockafellow, Henry S. Kupp and J. Donald Cameron
(Rockafellow, Kupp & Co.). (AR)

- Sep. 1855 First coal shipped from the Eckley mine of Sharpe, Weiss & Co. via the Jeddo & Carbon County (?) Railroad. (Munsell)
- Sep. 1855 Financial panic in San Francisco. (Clews)
- Sep. 1855 New York State Republican Party formed by a coalition of William H. Seward Whigs, Free Soil Democrats and former Know-Nothings, united on opposing the expansion of slavery in the territories. (Burrows/Wallace)
- Sep. 17, 1855 New Jersey Railroad directors meet with the stockholders of the Proprietors of the Bridges over the Rivers Passaic & Hackensack. (MB)
- Sep. 17, 1855 Philadelphia & Baltimore Central Railroad Board orders getting the portion of the line in Cecil County ready to place under contract. (MB)
- Sep. 17, 1855 New Board elected for the Eastern Division of the Ohio & Mississippi Railroad; William Neff of Cincinnati elected Pres. (ARJ - may be 9/24)
- Sep. 18, 1855 A new Pennsylvania Rock Oil Company incorporated in Connecticut with a capital of \$300,000 by George H. Bissell, Jonathan G. Eveleth, and Brewer, Watson & Co.; a one-third interest is held by New Haven investors including Ashael Pierpont, William A. Ives, Edwin E. Bowditch and others. (Henry)
- Sep. 19, 1855 PRR Board authorizes extension of telegraph line from Altoona to Philadelphia and purchase of Morse patent for entire line; review report of H.H. Houston that PW&B, B&O and Central Ohio Railroads have combined to undercut PRR rate on eastbound freight by 5-10 cents per cwt.; Houston notes that as long as navigation to Pittsburgh is good, PRR will get cream of traffic, but if the river falls, it will have to cut rates to match. (MB)
- Sep. 19, 1855 Lehigh Valley Railroad Board authorizes Chief Engineer Robert H. Sayre to contract with the CNJ to run passenger and freight trains and to coordinate schedules with the CNJ and Belvidere Delaware Railroad; also to make arrangements with one express company to New York and one to Philadelphia. (MB)
- Sep. 20, 1855 Sunbury & Erie Railroad opens between Milton and Northumberland; coal from the Williamsport & Elmira Railroad is towed on makeshift car floats across the North Branch to Sunbury. (AR)
- Sep. 20, 1855 Grand Rapids & Indiana Railroad (of 1855) organized; Joseph Lomax,

- Pres., and Josiah D. Cook, Chief Engineer. (C&C)
- Sep. 20, 1855 Kiskiminetas Iron Company incorporated under the general laws of Pa. to build a nail works at Apollo, Pa.; the works becomes a major producer of sheet iron after the Civil War. (Smith/Armstrong)
- Sep. 21, 1855 Future PRR Pres. Samuel Rea (1855-1929) born at Hollidaysburg, Pa.; son of James D. Rea (1811-1868) and Ruth Blair Moore Rea (1820-1908), the daughter of Thomas Blair Moore; grandson of Congressman and Gen. John Rea (1755-1829); great-grandson of Samuel Rea (1725-1811) who emigrated from Northern Ireland to Pennsylvania in 1755; like Tom Scott, Rea comes from a strong Scots-Irish back-country kinship network that provides human capital and access to good jobs. (PR, ancestry.com)
- Sep. 22, 1855 New Jersey Railroad Board contracts for the pile work for the new Dock Bridge at Newark. (MB)
- Sep. 22, 1855 Ohio & Indiana Railroad Board accepts contract with Stone, Prosser & Co. to complete and operate road. (MB)
- Sep. 24, 1855 Sunbury & Erie Railroad opens between Milton and Northumberland, Pa.
- Sep. 24, 1855 PRR VP William B. Foster meets Camden & Amboy officials in New York to discuss emigrant travel and other business. (MB)
- Sep. 24, 1855 Lehigh Valley Railroad accepts to road from the contractor Asa Packer. (Baird)
- Sep. 24, 1855 Robert H. Sayre appointed Superintendent of the Lehigh Valley Railroad as well as Chief Engineer. (MB)
- Sep. 25, 1855 Marion & Miississinewa Valley Railroad Board repudiates \$54,000 in Marion & Logansport Railroad First Mortgage as illegally issued to contractor Joseph Lomax & Co. (Lomax and John M. Wallace) by Joseph Lomax as Pres.; Lomax sues to recover interest on \$27,000 of bonds. (Church, MB)
- Sep. 26, 1855 Columbus, Piqua & Indiana Railroad stockholders learn that their total liabilities are \$2.7 million; authorize using every means to pay the Oct. 1, interest on the \$600,000 First Mortgage bonds in New York, including advances from the stockholders or endorsements from other companies. (MB, Marvin)
- Sep. 27, 1855 Cincinnati, Wilmington & Zanesville Railroad issues \$500,000 in Income bonds convertible into stock. (Church)

- Sep. 28, 1855 Joint Companies Executive Committee orders Camden & Amboy Railroad roadmasters to walk their sections every week and make written reports to Chief Engineer William Cook every Monday. (MB)
- Sep. 28, 1855 Officers' excursion runs from Elizabethport to Mauch Chunk to celebrate the opening of the Lehigh Valley Railroad; guests include Cornelius Vanderbilt, John S. Darcy and John P. Jackson. (NJJrnl)
- Sep. 29, 1855 Dayton, Xenia & Belpre Railroad Board authorizes building a freight depot at Dayton. (MB)
- Sep. 29, 1855 Jeffersonville Railroad Board hears a report that the trains of the Rushville & Shelbyville Railroad have stopped running because of the deterioration of the track; Board appoints a committee to negotiate for repairs. (MB)
- Oct. 1, 1855 Columbus, Piqua & Indiana Railroad defaults on Third Mortgage bonds; Cleveland, Columbus & Cincinnati Railroad and Bee Line are forced to honor guarantee and pay interest. (Marvin)
- Oct. 1, 1855 CNJ begins operating two round trips between Easton and Mauch Chunk for the Lehigh Valley Railroad in place of operation by Asa Packer; LV trains also make close connections with the Belvidere Delaware Railroad at Phillipsburg. (AR)
- Oct. 1, 1855 Lehigh Valley Railroad contracts the operation of its non-coal freight service and express matter to Howard & Company at the rate of 3 cents per ton-mile. (MB, AR)
- Oct. 2, 1855 Ashtabula & New Lisbon Executive Committee reports that the contractors are about to resume work. (MB)
- Oct. 2, 1855 Columbus, Piqua & Indiana Railroad Board reports that the Cleveland, Columbus & Cincinnati Railroad has advanced \$14,000 to pay the Oct. 1 First Mortgage bond interest and William Neil and William Dennison have jointly advanced \$3,500. (MB)
- Oct. 3, 1855 Gov. James Pollock issues call for bids for purchase of Main Line until Dec. 24. (PhlCmmrcLst)
- Oct. 3, 1855 Pres. Francis B. Chetwood of the Raritan & Delaware Bay Railroad writes to the Camden & Atlantic Railroad asking for through rates between New York and Philadelphia and intermediate points, plus an exclusive interchange at their point of crossing. (MB)
- Oct. 3, 1855 Little Miami Railroad Board authorizes a loan of the locomotive *Power* to the Springfield, Mt. Vernon & Pittsburgh Railroad; appoints a committee

to consider the question of enlarging the shops, either at Pendleton or Liberty Street. (MB)

- Oct. 3, 1855 New York & Boston Railroad (Conn.) absorbs the Charles River Railroad (Mass.) under an agreement of Aug. 30, 1855. (NHCorp)
- Oct. 4, 1855 Delaware Railroad Board appoints a committee to arrange for a steamboat line between Seaford and Norfolk. (MB)
- Oct. 4, 1855 Pittsburgh & Steubenville Railroad Board reorganized; Edward Rahm, Nathaniel Holmes, Jr., and A. Kirk Lewis replace James M. Cooper, Robert S. Hays, and the late Henry Graff; authorizes contracting for 36 miles of iron rails; leasing the railroad of Edgington & Wells at their request; ask Washington County for a subscription; appoint a committee to meet with the Pittsburgh & Connellsville Railroad, Allegheny Valley Railroad, and Chartiers Valley Railroad as to the present condition of the city and county bonds to sustain their values and prevent the bonds from becoming a charge on the taxpayers. (MB)
- Oct. 4, 1855 Terre Haute & Alton Railroad runs excursion from East St. Louis to Alton. (ARJ - unless it is running over another railroad - should be Belleville & Illinoistown Railroad)
- Oct. 6, 1855 Camden & Atlantic Railroad Board meets with a committee from the Raritan & Delaware Bay Railroad; declines the request of William Torrey for free tickets. (MB)
- Oct. 6, 1855 Gov. James Pollock finally signs bill declaring charter of Erie & North East Railroad forfeited and imposing a tax of 5 cents per passenger and 10 cents per ton on all eastbound traffic after railroads refuse to compromise with city; Pollock appoints ex-Congressman Joseph Casey as Superintendent. (PL, Kent, Church)
- Oct. 1855 Connecting track built between CNJ and New Jersey Railroad at Elizabeth for sending coal trains to Newark; however, the coal trains cannot negotiate the very sharp curves on the Centre Street line and thus pass east of Newark, increasing pressures for the Dock Cutoff. (NJJrnl, AR)
- Oct. 8, 1855 Future PRR historian William Bender Wilson (1839-1919) enters PRR service as a telegraph operator at Harrisburg. (Wilson)
- Oct. 8, 1855 Joint Companies Executive Committee orders all captains, engineers and firemen and two deckhands to live on the company's boats; firemen are not to leave without permission; appoints two watchmen to be on duty at Pier No. 1, N.R., between 6:00 PM and 6:00 AM; authorizes the sale of 1,000 tons of railroad iron. (MB)

- Oct. 9, 1855 Democrats sweep Pennsylvania elections as alliance of Whigs and Americans breaks up; elect Arnold Plumer Canal Commissioner and capture both houses of the Legislature, giving them the power to select the next U.S. Senator. (Coleman)
- Oct. 9, 1855 Republicans come to power in Ohio; former U.S. Senator Salmon P. Chase (1808-1873) elected Gov., defeating Democratic incumbent William Medill (1802-1865). (Huntington, Sobel)
- Oct. 10, 1855 Three 1849 letters by the late Horace Binney Wallace (1817-1852) against the Camden & Amboy Monopoly are published as a pamphlet, *Can the Camden & Amboy Monopoly Lawfully Be Abolished?* with the heading "They have lived against the Law, let them perish by the Law." (Pam)
- Oct. 11, 1855 Philadelphia & Baltimore Central Railroad contracts with Dickey & Co. for 54-lb rails, and finishing 36 miles of the railroad for \$425,000; Dickey & Co. to lease and operate the line for 2 years upon completion. (MB, AR)
- Oct. 12, 1855 Philadelphia City Surveyor & Engineer Strickland Kneass reports to City Councils on passenger railroads (horse cars) as a superior alternative to the city's omnibus network. (Speirs)
- Oct. 12, 1855 Camden & Atlantic Railroad Board resolves to take off the Haddonfield accommodation trains as long as Camden enforces an ordinance governing the running of locomotives in the city; apparently not done. (MB)
- Oct. 12, 1855 Northern Central Railway appoints Anthony B. Warford, Simon Cameron's brother-in-law, Chief Engineer. (MB)
- Oct. 13, 1855 Steubenville & Indiana Railroad authorizes sending a representative to Richmond to lobby for Steubenville Bridge. (MB)
- Oct. 15, 1855 Camden & Atlantic Railroad makes two contracts with the Raritan & Delaware Bay Railroad. (MB)
- Oct. 1855 Camden & Amboy Railroad transfers the steamboat *Joseph Belknap* from New York to Philadelphia to replace the *Trenton* on the Delaware River, along with Capt. Andrew B. Frazee (1820-1904), later Superintendent of Ferries at Camden. (MB, Prowell)
- Oct. 1855 Maryland & Delaware Railroad makes a construction contract to J.T. Davis & Co. of Ohio. (AR)
- Oct. 1855 Tom Scott loans Andrew Carnegie \$500 to buy 10 shares of Adams Express Company stock, his first investment; it pays 24% per year in

dividends. (Nasaw)

- Oct. 1855 Michigan Southern & Northern Indiana Railroad Treasurer Edwin C. Litchfield leaves for Europe to sell securities. (ARJ - just prior to 10/20)
- Oct. 16, 1855 PW&B reports its has annulled the Susquehanna River Bridge masonry contract. (MB)
- Oct. 16, 1855 Jeffersonville Railroad Board defers buying T-rail for the Shelbyville Lateral Branch Railroad. (MB)
- Oct. 16, 1855 Lehigh Valley Railroad Board authorizes surveys to Tamaqua via the Mahoning Valley and the Nesquehoning Valley; authorizes a joint station at South Easton, the CNJ to provide the money and the LV the land. (MB)
- Oct. 17, 1855 Henry Bessemer (1813-1898) receives his first British patent for his process of converting cast iron to cast steel with a strong blast of cold air. (Swank)
- Oct. 18, 1855 Madison & Indianapolis Railroad cancels contract with the Jeffersonville Railroad made by William J. Brough on Oct. 22, 1853. (MB)
- Oct. 19, 1855 City of Wheeling makes an agreement with the Central Ohio Railroad; the railroad is to abandon its ferry at Benwood and build to a point opposite Wheeling and make a connection with the B&O within the Wheeling city limits; in return, the City will subscribe \$50,000 and aid the railroad in getting a bridge charter. (ARJ)
- Oct. 20, 1855 Financial crisis begins in England and France; Bank of England raises its discount rate, while the Bank of France desperately imports specie. (ARJ)
- Oct. 23, 1855 Maryland & Delaware Railroad Board appoints Col. Walter Gwynn as Chief Engineer; authorizes placing the road under contract. (MB)
- Oct. 23, 1855 Allegheny Valley Railroad holds small opening excursion for press and friends over first section between Lawrenceville, near Pittsburgh, and the Kiskiminetas River (Kiski Jct.), Pa. (AR, PittsGaz)
- Oct. 23, 1855 First rail laid on the Hempfield Railroad; first 9 miles east from Wheeling is graded. (Crumrine)
- Oct. 23, 1855 Dayton & Western Railroad Board offers three options to pay the floating debt: flat payment of 20% in cash and 80% in Third Mortgage bonds at 70; extend the debt maturities by 6 years; or extend the debt maturities by 3 years; most creditors accept the first proposition. (MB)

- Oct. 24, 1855 PRR memorializes the Philadelphia City Councils regarding the poor state of the City Railroad in Market Street and the need for a good route to the waterfront.
- Oct. 24, 1855 Telegraph messages from the Halifax packet reach New York describing the critical condition of the Bank of France; causes a panic on the New York Stock Exchange and a sell-off in stocks, particularly those of western railroads; panic conditions increase with the arrival of each new set of British newspapers; for the most part, they are confined to Wall Street. (ARJ)
- Oct. 25, 1855 Allegheny Valley Railroad opens for revenue service between Lawrenceville and Kiskiminetas River; provides omnibus between office at 5th & Market Street and Lawrenceville. (PittsGaz)
- Oct. 25, 1855 Jeffersonville Railroad committee reports to the Board that it has obtained the Madison & Indianapolis Railroad's approval for the amended traffic contract. (MB)
- Oct. 27, 1855 New Jersey Railroad Board offers to pay half the cost of the new Albany Street Bridge at New Brunswick if the citizens will pay the other half. (MB)
- Oct. 27, 1855 Joint Companies Executive Committee orders each passenger train to carry a "train guard" whose duty is to see that the brakes are always in order and the brakemen at their post; the guard is to pull a bell cord attached to a gong in the locomotive cab as a signal to stop. (MB)
- Oct. 27, 1855 Sunbury & Erie Railroad contracts section between Erie and Warren to King, Brown & Co. and Struthers, Curtis & Co. (AR)
- Oct. 28, 1855 Cleveland, Columbus & Cincinnati Railroad Board reports that its stockholders have sued to prevent further interest payments on Columbus, Piqua & Indiana Third Mortgage bonds; court eventually upholds endorsement; Bellefontaine & Indiana Railroad loses \$189,178, and Indianapolis, Pittsburgh & Cleveland Railroad loses \$164,028. (Marvin)
- Oct. 30, 1855 Steubenville & Indiana Railroad Board votes to continue lease of steamboat *Clara Fisher* and charter additional boat *Venture*; appoints committee to confer with Central Ohio Railroad on joint use of track between Newark and Columbus; notes employees have not been paid in two months. (MB)
- Oct. 30, 1855 Jeffersonville Railroad Board authorizes paying the interest on the bonds for the remainder of the Rushville & Shelbyville Railroad lease instead of a flat payment of \$4,000, in return for which the R&S is to reopen the line.

(MB)

- Oct. 31, 1855 First coal train run through from the Lehigh Valley Railroad over the CNJ to Elizabethport. (Rdg AR)
- Oct. 31, 1855 Public meeting held in Pottsville, Pa., in support of the Auburn & Port Clinton and Allentown Railroads. (MnrsJrnl)
- Fall 1855 Cleveland & Pittsburgh Railroad resumes work on the abandoned sections of the Wheeling Extension. (AR)
- Fall 1855 General Passenger & Ticket Agents Association formed at third meeting of agents at Baltimore; association oversees through ticketing and billing procedures. (RRGaz)
- Fall 1885 Robert Simpson Cassatt (1806-1891) moves his family from Germany to West Chester, Pa., following the death of his second son, Robert Kelso Cassatt; they rent a large house at the southeast corner of High & Miner Streets, near the family of his widowed sister, Mary Cassatt Gardner; A. J. Cassatt remain in Darmstadt to complete his studies. (Mathews)
- Late 1855 Packet lines driven off the Wabash & Erie Canal by railroad competition.
- Nov. 1, 1855 Projectors of the Allentown Railroad meet with Schuylkill coal operators at Pottsville to promote their line as a direct outlet to the New York market. (MnrsJrnl)
- Nov. 1, 1855 Edmund Q. Sewall resigns as Chief Engineer of the Delaware River; replaced by assistant John Dale as "Engineer." (MB)
- Nov. 1, 1855 Gasconade River Bridge on the Pacific Railroad (Missouri) collapses under the weight of a legislative excursion train; Chief Engineer Thomas Sullivan, who had argued that the bridge was sound, and 43 other legislators, officers and directors are killed, among them Henry Pierre Chouteau (1805-1855) of the St. Louis fur trading dynasty, a backer of the road; Edward Miller succeeds Sullivan as Chief Engineer. (Miner, Hoig)
- Nov. 1, 1855 New York & Mississippi Valley Printing Telegraph Company absorbs Ezra Cornell's Erie & Michigan Telegraph Company. (Thompson)
- Nov. 1, 1855 Cyrus W. Field and his associates purchase the rights to a new and unpatented printing telegraph system invented by David E. Hughes, a Kentucky professor of music, for \$100,000 as part of their campaign against the old Morse and House companies; the Hughes apparatus is not really practical outside the laboratory until being refined by George M. Phelps; it is this version that is patented on Sep. 23, 1857. (Thompson)

- Nov. 1, 1855 American Telegraph Company incorporated under the laws of N.Y. by Cyrus W. Field, Wilson G. Hunt, Peter Cooper, David E. Hughes, et al. for the purpose of leasing or combining various Atlantic seaboard telegraph companies as connections for the proposed Atlantic cable; over the next year and a half, it acquires lines as far south as New York and engages in sharp competition with the older Morse companies controlled by Amos Kendall and F.O.J. Smith. (Thompson)
- Nov. 1, 1855 Girard Bank is in danger of suspending and is supported by the Philadelphia Bank. (Wood)
- Nov. 2, 1855 Railroads meet with a committee of the Common Council of Philadelphia over railroad crossings. (C&A MB)
- Nov. 3, 1855 New Jersey Railroad Board considers the cost of the suit filed in the U.S. Circuit Court to halt the construction of the Newark cutoff and Dock Bridge. (MB)
- Nov. 3, 1855 Collins liner *Baltic* arrives in New York with news that the Bank of England has raised the discount rate to 6%; creates a new panic on Wall Street; New York & Erie Railroad and Reading fall 5-6%. (ARJ)
- Nov. 1855 Temporary injunction against the sale of the Ohio & Mississippi Railroad dissolved on the grounds that the City and County of St. Louis are not legally stockholders. (ARJ)
- Nov. 5, 1855 Belvidere Delaware Railroad opens for revenue service from Phillipsburg to Belvidere, N.J.; first train Nov. 2. (Lee)
- Nov. 5, 1855 William Jackson Palmer crosses to France, where he visits many of the tourist sites, including the Exposition, as well as a tour of the St. Germain Railway and the Ecole des Ponts et Chaussées, with close attention to locomotives, fireboxes and combustion. (Fisher)
- Nov. 5, 1855 Boston & Providence Railroad surrenders the operation of the Medway Branch Railroad, North Wretham to Medway, Mass. (NHCorp)
- Nov. 5, 1855 Eugene Victor Debs (1855-1926) railroad union and Socialist Party leader born at Terre Haute, Ind. (DAB)
- Nov. 6, 1855 Panic on Wall Street increases. (ARJ)
- Nov. 6, 1855 Joseph Casey arrives in Erie but permits Erie & North East Railroad to continue operating until stockholders vote on compromise on Nov. 21. (Kent)

- Nov. 6, 1855 Dayton Short Line Pres. ___ Reemelin addresses the Eaton & Hamilton Railroad Board on the advantages of direct access to Cincinnati via the tunnel. (MB)
- Nov. 6, 1855 Dillard Ricketts elected Pres. of the Jeffersonville Railroad, replacing John Zulauf, resigned. (MB)
- Nov. 6, 1855 Seventy locomotive engineers representing 55 railroad companies meet in Baltimore at the call of some B&O engineers who had lost a strike in 1854; form the National Protective Association of Locomotive Engineers in the United States; they hope to block the employment of unqualified persons; the group makes no provisions for permanent funds and dissolves in a little over a year. (PMiddleton)
- Nov. 6, 1855 Charles Ellet, Jr., resigns as Chief Engineer of the Hempfield Railroad, after failing to raise funds in Europe. (Lewis)
- Nov. 7, 1855 *Portage County Democrat* reports that rails are laid on the Cleveland & Mahoning Railroad between Warren and Mantua and construction trains are running between those points. (HistPrtgCo)
- Nov. 7, 1855 Liner *Asia* arrives at New York, bringing news of the improved positions of the Bank of England and the Bank of France; stocks rally. (ARJ)
- Nov. 8, 1855 Huntingdon & Broad Top Mountain Railroad opens between McConnellstown and Saxton; three new towns of Coalmont, Hopewell and Broad Top City platted. (ARJ, Val, Poor)
- Nov. 10, 1855 Canal Commissioners consent to PRR stringing its own telegraph line along the Philadelphia & Columbia Railroad. (CC)
- Nov. 10, 1855 Northern Central Railway terminates contract negotiations with Edmund H. Miller & Co. (MB)
- Nov. 12, 1855 Joint Companies Executive Committee authorizes Robert L. Stevens to fit up the best tow boat to be used to ferry freight between Camden and Philadelphia or to buy a new boat for this service; to use the *John Neilson* as a freight boat at New York next year; appoints William J. Freeman to the new post of General Superintendent of Transportation. (MB)
- Nov. 12, 1855 Maryland portion of Chambersburg, Greencastle & Hagerstown Railroad reconveyed to company by Trustees. (C&C)
- Nov. 12, 1855 Pittsburgh & Steubenville Railroad Board gives a Baldwin locomotive as security to James S. Craft, who endorsed the note used to pay for it. (MB)

- Nov. 12, 1855 Circuit Court of Madison County issues final decree ending merger of Madison & Indianapolis and Peru & Indianapolis Railroads; Peru & Indianapolis later becomes part of Wabash and then Lake Erie & Western systems. (Church,)
- Nov. 12, 1855 Terre Haute & Alton Railroad opens from Hillsboro to Pana on the west end, completing the line from Alton. (ARJ)
- Nov. 13, 1855 Logansport, Peoria & Burlington Railway contracts with S. Taylor & Co., consisting of Stephen Taylor, A.B. Culver, Lewis Kent and Horace Kent, to complete and equip line between Logansport and Middleport. (MB)
- Nov. 13, 1855 Greensville & Roanoke Railroad merged into the Petersburg Railroad by an exchange of stock. (ICC, Cnls&RRs)
- Nov. 14, 1855 PRR VP William B. Foster given leave of absence for health. (MB)
- Nov. 14, 1855 Maryland & Delaware Railroad Chief Engineer Col. Walter Gwynn arrives at Oxford. (MB)
- Nov. 14, 1855 Public meeting of taxpayers and Pittsburgh & Steubenville Railroad stockholders at Pittsburgh; urges selling enough Mortgage bonds to raise \$100,000. (MB)
- Nov. 15, 1855 Chauncey Brooks (1794-1880) elected Pres. of the B&O, replacing William G. Harrison, resigned. (Stover)
- Nov. 15, 1855 Fort Wayne & Chicago Railroad authorizes through Cleveland-Chicago service with Cleveland, Columbus & Cincinnati Railroad; Joseph K. Edgerton (1818-1893) of Fort Wayne elected Pres., replacing Samuel Hanna, resigned; Solomon White Roberts of Ohio & Pennsylvania Railroad elected a director. (MB)
- Nov. 15, 1855 Peoria & Oquawka Eastern Extension Railroad opens between East Peoria and Walnut Grove (Eureka).
- Nov. 15, 1855 Robert S. Schuyler (1798-1855), former Pres. of New York & New Haven and VP of the New Jersey Railroad, dies at Nice; a coffin is returned, and a funeral held in New York, but with some suspicion that Schuyler, the great embezzler, has faked his death. (SchuylerGen, RRH)
- Nov. 1855 Capt. Andrew Blair Frazee (1820-1904), captain of the Camden & Amboy Railroad steamboat *Joseph Belknap*, named Agent of the Camden & Philadelphia Steam Boat Ferry Company; he is later promoted to Superintendent, and serves until retirement in 1895, having worked for the

Stevens family steamboat interests for 62 years. (MB)

- Nov. 1855 Northern Central Railway receives first of 200 new coal cars; begins through coal trains from Pine Grove anthracite field to Baltimore over the Dauphin & Susquehanna Coal Company's railroad to Rockville. (AR)
- Nov. 1855 Joseph S. Gitt (1816?-1901) makes a preliminary survey for the Littlestown Railroad. (Gibson)
- Nov. 1855 Cincinnati, Lebanon & Xenia Railroad suspends work, having spent about \$84,000 in grading, mostly between Lebanon and Mason. (Hauck)
- Nov. 1855 French government makes heavy purchases of wheat at Chicago for \$1.2 million, the first time foreign purchasers have bought directly in Chicago rather than through New York. (CHTaylor)
- Nov. 19, 1855 Ohio & Indiana Railroad discontinues express train between Crestline and Forest. (MB)
- Nov. 19, 1855 Madison & Indianapolis Railroad gets a judgment of \$49,049 against the Peru & Indianapolis Railroad from the U.S. Circuit Court. (MB)
- Nov. 19, 1855 CNJ replaces one round trip on the Lehigh Valley Railroad between Easton and Mauch Chunk with a mixed train. (AR)
- Nov. 20, 1855 Maryland & Delaware Railroad Board authorizes a survey between Hillsborough and Easton; Oxford-Easton survey has been completed. (MB)
- Nov. 20, 1855 Daniel Hoffman reports on a survey for the Harrisburg & Hamburg Railroad via Jonestown. (AR)
- Nov. 20, 1855 Mississippi & Missouri Railroad opens from Davenport to Muscatine, Iowa. (Hayes)
- Nov. 21, 1855 Stockholders of Erie & North East Railroad reject compromise with state over location at Erie. (Kent)
- Nov. 21, 1855 Little Miami Railroad Board approves the contract of Nov. 7 with the PRR, Ohio & Pennsylvania Railroad, and Springfield, Mt. Vernon & Pittsburgh Railroad. (MB)
- Nov. 21, 1855 Large-scale violence begins in Kansas when a pro-slavery gang murders a free soil settler. (wiki, McPherson)
- Nov. 23, 1855 Washington McLean, Wiley McLean and Samuel Brown elected directors

- of the Eaton & Hamilton Railroad. (MB)
- Nov. 24, 1855 Jeffersonville Railroad executes a new 10-year agreement to use Madison & Indianapolis Railroad between Edinburg and Indianapolis, running 3 passenger round trips, effective Dec. 1. (MB, Church)
- Nov. 25, 1855 PRR Board authorizes J. Edgar Thomson to prepare an offer for the purchase of the Main Line. (MB)
- Nov. 26, 1855 New York City Council resolves to establish a ferry from East 34th Street to Hunters Point and the Flushing Railroad. (Valentine)
- Nov. 27, 1855 Ohio & Pennsylvania Railroad Board authorizes renting Alliance eating house to private operator; authorizes contracting for superstructure of Allegheny River Bridge. (MB)
- Nov. 27, 1855 Galena Air Line opens, creating a sixth link between Chicago and the Mississippi River. (CHTaylor - verify)
- Nov. 28, 1855 Pittsburgh & Steubenville Railroad Board authorizes a committee to raise money to pay the Jan. 1 interest, the Bradys Bend Iron Company, and the contractors; also to make an arrangement with the Pittsburgh & Connellsville Railroad. (MB)
- Nov. 28, 1855 Jeffersonville Railroad Board approves a contract with the Rushville & Shelbyville Railroad covering the balance of the lease. (MB)
- Late 1855 Alvin Adams steps down as head of the Adams Express Company after suffering large personal losses in covering the debts of the San Francisco operation; he is succeeded by William B. Dinsmore (1818-1888). (Harlow, AdmsExpCo)
- Dec. 1, 1855 Collins liner *Atlantic* arrive at New York with news that the Bank of France is continuing to purchase gold and that the Bank of England is likely to raise its discount rate further; sparks a big fall in railroad shares on Wall Street. (ARJ)
- Dec. 1, 1855 Belvidere Delaware Railroad begins operating Flenington Railroad & Transportation Company under agreement of June 7, 1854. (Val - check in C&C)
- Dec. 1, 1855 Pittsburgh & Steubenville Railroad defaults on City of Pittsburgh bonds.
- Dec. 3, 1855 District of Columbia voters approve letting the Washington & Alexandria Railroad operate in the District by 325-158. (NatIntlgncr)

- Dec. 3, 1855 34th Congress convenes; the Democrats have slightly increased their hold on the Senate but lost control of the House to a coalition of Northern Republicans and Know-Nothings in a backlash against the Kansas-Nebraska Act. (wiki)
- Dec. 3, 1855 In his annual report, Secretary of War Jefferson Davis recommends a Pacific Railroad as a military necessity in the event of war with a maritime power; a railroad would also break the power of the Indians over a wide area; holds the 32nd parallel southern route the most practicable and economical. (Hill, Russel)
- Dec. 4, 1855 Eaton & Hamilton Railroad Board hears a report that they have been unable to settle with the Cincinnati & Chicago Railroad and authorizes beginning a lawsuit. (MB)
- Dec. 5, 1855 Liner *America* arrives at New York with news that British Consols (government bonds) have advanced 0.75% and the Bank of England has decided against a further increase in the discount rate; the Wall Street market stabilizes. (ARJ)
- Dec. 5, 1855 Camden & Amboy agrees with New Jersey Express Company for shipping one 500-lb. crate on two daily round trips between New York and Philadelphia. (MB)
- Dec. 5, 1855 Asa Packer asks the Joint Companies Executive Committee for the loan of \$15,000 in Camden & Amboy Railroad bonds by 3:00 PM to buy time for him to make arrangements with the Lehigh Coal & Navigation Company and escape from financial embarrassment; gives \$30,000 in Lehigh Valley Railroad bonds as collateral. (MB)
- Dec. 5, 1855 Columbus, Piqua & Indiana Railroad Board resolves that if they cannot raise \$250,000 in Income bonds by Dec. 20, they should try to lease the company to any party that can finish it. (MB)
- Dec. 6, 1855 Pittsburgh & Steubenville Railroad Board reads a proposition from contractors Manfull, Nicholson & Co. whose work is nearly done; they ask for their \$18,000 security deposit in Mortgage bonds at 80; after Dec. 1, will take 12½% in stock, 12½% in Mortgage bonds at 80 and 75% in cash. (MB)
- Dec. 6, 1855 Aaron Taylor of New York elected a director of Logansport, Peoria & Burlington Railway. (MB)
- Dec. 6, 1855 David G. Branham named Master Mechanic of the Madison & Indianapolis Railroad, replacing J.O.D. Lilly, resigned. (MB)

- Dec. 7, 1855 Brooklyn Supreme Court refuses an injunction sought by property owners to block the agreement allowing the LIRR to operate steam in the regraded Atlantic Avenue. (BrklynEgle)
- Dec. 7, 1855 Allegheny Valley Railroad extended from Lawrenceville to Taylor (31st) Street, Pittsburgh, on the extreme eastern boundary of the city; City Council has refused an application in 1854 to extend into the city; the company hopes to build to the Point; company has rented Clarke & Thaw's former canal warehouse for freight and built a small station at Taylor Street and a turntable and engine house at the Outer Depot. (AR)
- Dec. 7, 1855 Henry Bessemer (1813-1898) receives the first British patent for his converter for making steel in large batches by blowing air through molten iron; Bessemer had made his experiments with low-phosphorous ores from Wales; with the high-phosphorous ores of Pennsylvania and Michigan, the process produces a metal that is extremely brittle; the Bessemer process increases the importance of the Marquette Range of Michigan's Upper Peninsula, then the major source of low-phosphorous ore. (DNB, Walker)
- Dec. 8, 1855 New Jersey Railroad Board requests the Camden & Amboy Railroad to give them cars equal to those destroyed in the Burlington wreck. (MB)
- Dec. 8, 1855 Philadelphia & Baltimore Central Railroad awards a contract for the portion of road in Cecil County to J.J. Dickey & Bros. (MB)
- Dec. 1855 New Jersey Railroad completes the extension of double track from Elizabethtown to Rahway; timetable operation now ensures that no trains meet on single track. (AR)
- Dec. 1855 Alexandria & Washington Railroad completed from the B&O depot in Washington to the north end of the Long Bridge over the Potomac; never actually opened for service because of public opposition until pressed into use by the Federal government during the Civil War; no track is yet laid on the Long Bridge. (Green)
- Dec. 10, 1855 Joint Companies Executive Committee orders the steamboat *Passaic* put on the New York-New Brunswick route and the *John Neilson* placed on the New York-South Amboy route; orders Ashbel Welch to build a basin on the Delaware & Raritan Canal at Trenton (later called Coalport) for transshipping anthracite coal coming down the Belvidere Delaware Railroad. (MB)
- Dec. 10, 1855 West Jersey Railroad Board allows any stockholders in Cape May County to withdraw their subscriptions and transfer them to the Raritan & Delaware Bay Railroad. (MB)

- Dec. 10, 1855 Maryland & Delaware Railroad Board accepts the revised construction contract with J.T. Davis & Co.; fixes the point of beginning on the Delaware state line near Greensboro and authorizes a conference with the Delaware Railroad. (MB)
- Dec. 10, 1855 Pittsburgh & Steubenville Railroad Board accepts Manfull, Nicholson & Co's. proposition and will pay all arrears above the 12½% withholding due for work to Mar. 1, 1855 in Mortgage bonds at 80 and on work done between Mar. 1 and Dec. 1 at 87½% in cash and 12½% in stock and after Dec. 1 at 12½% in stock, 12½% in Mortgage bonds at 80 and 75% in cash. (MB)
- Dec. 11, 1855 Allegheny Valley Railroad extended from Kiskiminetas River to Crooked Creek, Pa. (13.0 miles); trains now depart from freight depot and ticket office at Penn & Wayne Streets with omnibus connection to 5th & Market; begins mixed train service. (PittsPost, AR)
- Dec. 12, 1855 PRR Board approves two proposals drawn up by Pres. J. Edgar Thomson; one for the purchase of the entire Main Line and one for the Philadelphia & Columbia Railroad only. (MB)
- Dec. 12, 1855 Western Division of the Ohio & Mississippi Railroad sold at foreclosure at St. Louis to Henry D. Bacon for \$10,000. (ARJ)
- Dec. 13, 1855 North Carolina Railroad opens between Goldsboro and Greensboro, N.C. (ICC)
- Dec. 14, 1855 Collins liner *Baltic* arrives at New York with news of improving markets in Britain and France. (ARJ)
- Dec. 15, 1855 *American Railroad Journal* makes another editorial attack on the Camden & Amboy Railroad Monopoly. (ARJ)
- Dec. 15, 1855 Cincinnati, Wilmington & Zanesville Railroad opens over its entire length. (ARJ - verify)
- Dec. 1855 Sunbury & Erie Railroad completes bridges over the Susquehanna River between Northumberland and Sunbury. (AR)
- Dec. 1855 Contractors on North Western Railroad complain that they are unable to market the Butler and Lawrence County bonds issued to them in payment. (ARJ, AR)
- Dec. 1855 Pittsburgh & Steubenville Railroad informs the Pittsburgh City Council that it will be unable to pay the interest on its bonds. (ARJ)

- Dec. 1855 William Jackson Palmer returns to London and then to Wolverton, where he is a guest of mechanical engineer James Edward McConnell, Locomotive Superintendent of the Wolverton Works of the London & North Western Railway and himself a large stockholder in the PRR, who gives him the freedom of the line. (Fisher)
- Dec. 1855 Andrew Plumer of the Venango Railroad presides at a meeting at Fort Wayne, which decides to consolidate various charters between New York and Council Bluffs (the Clinton Line and its extensions) as the American Central Railway; Pres. Henry N. Day of the Clinton Line Railroad reports that about 40% of the grading is done; the Clinton Line Extension Railroad has spent about \$70,000 on the Eastern Division near the Cuyahoga River, but has switched to focusing on the part of the Western Division between Tiffin and New London; some work is done on the Venango Railroad, but it is discovered that the contractors have been involved in questionable activities in Vermont. (Babcock, Perrin - verify ARJ?)
- Dec. 1855 Canal packet boat *Globe* begins operating between Lancaster and Athens on the Hocking Valley Canal, connecting with the Cincinnati, Wilmington & Zanesville Railroad for Cincinnati. (Meyer)
- Dec. 17, 1855 Charter supplement provides for viewers to examine whether the bridge being built by the North Western Railroad at Freeport obstructs navigation. (Digest)
- Dec. 18, 1855 LIRR Pres. William E. Morris reports to Board that he has written to the Hicksville & Cold Spring Branch Railroad about an extension to Huntington; Board authorizes the purchase of a steamboat for Long Island Sound ferry service. (MB)
- Dec. 18, 1855 PW&B Board reports that Boston stockholders have urged sale of all property not needed for operations; have made through freight arrangement with Camden & Amboy Railroad at large discount and with B&O on a pro-rata mileage basis; PRR has applied for joint use of Southwark Railroad for its New York freight and offers to purchase old 11th & Market Street depot for Second Mortgage bonds; reports completion of new stations at Elkton and Bellevue. (MB)
- Dec. 18, 1855 Philadelphia merchant and PRR director John Yarrow (1800-1855), dies at Savannah, Ga. (findagrave)
- Dec. 18, 1855 Newark & Bloomfield Railroad opens between Roseville Avenue, Newark, and Bloomfield; operated by the Morris & Essex Railroad as a branch line. (Taber)

- Dec. 20, 1855 J. Edgar Thomson submits proposal to Gov. Curtin to buy the Main Line for \$7.5 million; \$500,000 down and the rest in annual payments of \$700,000 between 1875-84; all canals east of Allegheny Mountain to be kept open, and between Pittsburgh and Blairsville to be kept open until North Western Railroad done; tonnage tax and right of state to buy PRR to be repealed; as alternative, offers to purchase Philadelphia & Columbia Railroad at cost in PRR stock, to be valued by three engineers appointed by state. (AR, Watkins)
- Dec. 20, 1855 C. & J. Fallon make an offer to save the West Chester & Philadelphia Railroad, which is rejected. (MB)
- Dec. 20, 1855 Northern Central Railway executes new contract for extending to Sunbury and building a branch to Canton, excluding a tunnel east of Jones Falls to George Lauman and Isaac Eckert of Pennsylvania and Jacob Hall Pleasants of Baltimore; work resumes between Lemoyne and Sunbury; Northern Central issues \$2.5 million Third Mortgage bonds to finance construction. (MB, AR)
- Dec. 20, 1855 Grand Rapids & Indiana Railroad Board provides for 7% interest to be paid on all subscriptions in "Interest stock"; a total of \$110,900 such stock is issued, but its validity is contested before being accepted by successor companies. (Church)
- Dec. 20, 1855 Future PRR Superintendent Victor Emile Piollet Wierman (1855-1936) born at Towanda, Pa.; son of canal engineer Thomas T. Wierman (1813-1887), who is engaged on the North Branch Extension Canal. (Info)
- Dec. 21, 1855 Pittsburgh & Steubenville Railroad Chief Engineer submits to the Board a memorandum of agreement with J. Edgar Thomson to complete the road and lease it for 20 years. (MB)
- Dec. 24, 1855 Lehigh Valley Railroad begins running one round trip between Easton and Mauch Chunk with its own equipment, with the CNJ operating the mid-day train; the LV begins operating a daily freight train. (AR)
- Dec. 25, 1855 An agent of the R.G. Dun & Co. credit rating agency reports rumors that Asa Packer has failed or is on the brink of failure; Packer is able to postpone bankruptcy over the next few months by temporarily advancing Lehigh Valley Railroad stock to his creditors. (Folsom)
- Dec. 26, 1855 PRR directors decline to submit new proposition of Springfield, Mt. Vernon & Pittsburgh to PRR stockholders. (MB)
- Dec. 27, 1855 Maryland & Delaware Railroad holds a ground-breaking ceremony at

- Greensboro, including a parade from the hotel. (MB, AR)
- Dec. 27, 1855 Jeffersonville Railroad Board appoints a committee to negotiate with the ferry company regarding complaints of delays in crossing the Ohio River between Jeffersonville and Louisville. (MB)
- Dec. 28, 1855 Pittsburgh ordinance authorizes city Treasurer to negotiate a temporary loan of \$16,500 to pay Jan. 1, 1856 interest on bonds issued for city subscription to Pittsburgh & Steubenville Railroad stock. (Church)
- Dec. 31, 1855 Western Transportation Company organized at Buffalo as lake boat affiliate of NYC by John Allen, Jr., (1828?-1884). (Barrett, RRGaz)
- Dec. 31, 1855 Mississippi & Missouri Railroad runs its first locomotive to Iowa City to make the deadline for a \$50,000 bonus, although the locomotive has to be pushed part of the way. (Hayes)
- ca. 1855 Kasson's Dispatch begins operation on NYC lines; first organized railroad fast freight line.
- 1855 William Hasell Wilson resigns as Chief Engineer of West Chester & Philadelphia Railroad. (Wilson)
- 1855 City of Brooklyn opens Atlantic Avenue from Flatbush Avenue to Stone Avenue and the Brooklyn & Jamaica Railroad is placed in the median. (C&C)
- 1855 Flushing Railroad charters the steamboat *Island City* to operate between Hunters Point and Fulton Market Slip in Manhattan. (NYState)
- 1855 Newark Plank Road & Ferry Company completes plank road between Grand Street, Jersey City, and Market Street, Newark, on the line of Communipaw Avenue. (Cards)
- 1855 New Jersey Railroad establishes a milk, market and produce train. (AR)
- 1855 Camden & Amboy begins laying a very heavy 91-pound iron rail intended for fast running; 14.33 miles between South Amboy and Bordentown, 8.15 miles Bordentown-Camden, and 4.31 miles Bordentown-New Brunswick. (AR)
- ca. 1855 Coopers Point Ferry Company changes Philadelphia landing from Arch Street and Poplar Street to Vine Street. (Boyer)
- 1855 PRR publishes its first guidebook to its route between Harrisburg and Pittsburgh for travelers; the detailed foldout map is probably a reduced

version of a now-lost “great map” of the PRR drawn by geologist J. Peter Lesley (1819-1903). (Guide, Knowles - verify date from report)

- 1855 PW&B lays T-rail on one track of Southwark Railroad on Broad Street between Washington Street and South Street. (AR)
- 1855 Schuylkill Navigation Company arranges with the Greenwich Land & Improvement Company to lease piers in South Philadelphia for a coal-transshipment terminal with a capacity of 100,000 tons. (AR)
- 1855 Coal traffic of the Schuylkill Canal first tops 1 million tons. (AR)
- 1855 Coal tonnage of the Reading first exceeds 1 million tons a year. (AR)
- 1855 Traffic of the Lehigh Canal peaks at 1,276,367 tons; it thereafter falls under competition from the Lehigh Valley Railroad. (Bogen)
- 1855 Pennsylvania removes the penalty of double tolls on freight passing from the Philadelphia & Columbia Railroad to the Chester Valley Railroad at Downingtown. (PG&N AR - verify PL)
- 1855 Delaware Railroad is planning to organize a line of steamboats to run between Seaford, Del., and Norfolk or Aquia Creek; Harlan & Hollingsworth is making plans for the boats and investing in the line. (AR)
- 1855 PRR opens new foundry and erecting shop at Altoona. (AR)
- 1855 Altoona Shops employ over 1,000 people. (altoonaworks.info)
- 1855 PRR completes second track: Millerstown-Lewistown, Barree-Spruce Creek, Altoona-Johnstown, Blairsville Int.-Carr's Tunnel, and Brintons-Pittsburgh. (AR)
- 1855 Superintendent Herman J. Lombaert introduces reclining seat coaches for night travel on PRR; individual seats recline to three positions; remain in use until superseded by Pullman sleepers in 1866 (?) (Wilson - says not Woodruffs, but no Pullmans that early)
- 1855 Gap Colliery at Shamokin, later the site of the PRR's Cameron Colliery, is leased by Zimmerman & Purcell. (HistCameronColl)
- 1855 Sunbury & Erie Railroad builds an eating saloon at Williamsport; stations at Milton and Muncy. (AR)
- 1855 Allegheny Valley Railroad, stymied in its plans to build up the Allegheny River to a connection with the New York & Erie Railroad, considers

building across the divide to Sinnemahoning Creek and making connection with the Catawissa, Williamsport & Erie Railroad for connections to Philadelphia and New York. (AR)

- 1855 Westmoreland Coal Company begins supplying a fleet of its own coal cars for shipments over the PRR. (WCCo)
- 1855 James Farmer and partners build the Salineville Railroad, a 3.7-mile private railroad, from Salineville to the mines of the Osborne Coal Company in Ohio. (C&C)
- 1855 Cleveland & Toledo Railroad bridges the Maumee River at Toledo, forming an unbroken rail line between Buffalo and Chicago. (ga. uniform Cleveland-Chicago); the ferry formerly used at this point is taken to Cleveland for service across the Cuyahoga River on the Northern Division. (Harlow)
- 1855? Union Depot built on the “Middle Ground” at Toledo by the (Michigan Southern??); the rail line requires a tunnel under the canal and filling in the Middle Ground, which was under water to create a dock on the Maumee River. (Waggoner)
- 1855 Railroads begin taking the major share of Toledo’s trade; Toledo becomes Ohio’s main grain market with rail connections deep into the Midwest. (Scheiber)
- ca. 1855 First Dayton Union Depot built by Cincinnati, Hamilton & Dayton Railroad with other railroads admitted as tenants.
- 1855 Cincinnati & Fort Wayne Railroad suspends construction without any part being completed; not revived until 1866.
- 1855 Hugh J. Jewett (1817-1898) of Zanesville elected a director of the Central Ohio Railroad. (AppletonsCyc)
- 1855 Peoria & Oquawka Railroad contracts with Moss, Harding & Co. to build the 40 miles between Peoria and Galesburg with a first lien on that part of the road and a right to operate the entire line, even though the CB&Q has a lease on the Galesburg-Burlington section. (Overton)
- 1855 Peak year for coal brought to Cleveland by the Ohio & Erie Canal.
- 1855 Ohio Board of Public Works contracts the maintenance of the state canals to private parties for 5 years; the Democratic Board awards the contracts on a political basis, and the contractors allow the canals to silt up and otherwise deteriorate; a new Republican Legislature repudiates the

contracts in 1857. (Scheiber)

- 1855 Little Miami Railroad completes double track between Milford and Loveland, Ohio; about 5 miles of single track remain at Cincinnati. (C&C)
- 1855 Indianapolis Pittsburgh & Cleveland Railroad changes gauge from 4'-8½" to 4'-10" to form a through line with Bellefontaine & Indianapolis in Ohio.
- 1855 Shelbyville Lateral Branch Railroad abandoned and taken up; Jeffersonville Railroad begins using track of Madison & Indianapolis Railroad north of Edinburg; (Sulzer - also using Shelbyville & Knightstown? no-K&S abnd in 1854; Church says Shelbyville & Knightstown abnd same time)
- 1855 Pres. Lomax of Grand Rapids & Indiana Railroad moves to Sturgis, Mich. and begins lobbying for a land grant.
- 1855 Fort Wayne & Southern Railroad project fails, and the Grand Rapids & Indiana Railroad changes its southern terminus from Hartford City to Fort Wayne. (Baxter)
- 1855 Cincinnati, Peru & Chicago Rail__ opens between La Porte, Ind., on the Michigan Southern & Northern Indiana Railroad to Plymouth on the Fort Wayne & Chicago Railroad. (Rehor)
- 1855 Cincinnati & Chicago Railroad is open between Richmond and Anderson and between Kokomo and Logansport, but is not profitable. (MB)
- 1855 Hillsborough & Cincinnati Railroad opens between Loveland on the Little Miami Railroad and Hillsborough. (Pixton)
- 1855 Kalamazoo & White Pigeon Railroad opens between Constantine and Three Rivers, Mich. (Durant)
- 1855 Chicago & Mississippi Railroad completes line between Alton (upstream from St. Louis) and Joliet, Ill., connecting with Chicago & Rock Island for Chicago; first railroad into St. Louis area from the East. (verify in ARJ)
- 1855 Amount of iron smelted with anthracite coal first exceeds that made with charcoal, 381,866 tons to 339,922 tons. (Swank)
- 1855 Cleveland Iron Mining Company ships 1,447 tons of ore from the Marquette Range of Michigan via the Sault Ste. Marie Canal to Cleveland. (Reynolds/Dawson)
- 1855 Cleveland & Pittsburgh Railroad hauls 1,027 tons of ore from Cleveland

docks.

- c. 1855 Tom Scott is thrown from a locomotive that tips over; suffers a concussion on the back of his head that leaves him with twitching in the left cheek and eye, especially when tired, and when stressed, his left limbs and side are chilly and sluggish; supposedly lays the groundwork for fatal strokes 25 years later. (Guide, WkStGaz 1880)
- c. 1855 Thomas S. Clarke and William Thaw dissolve Clarke & Thaw and dispose of the Pennsylvania & Ohio Line and Ohio River packets in anticipation of pending railroad competition. (Memoir)
- 1855 Thomas S. Clarke joins George Black, William F. Leech and George W. Harris in founding Leech & Co.; William Thaw replaces Black after nine months. (StdHstPitts)
- 1855? C.W. Rockwell of New York is now Pres. of the Cleveland & Pittsburgh Railroad - maybe elected 1/3/56?. (AR)
- 1855 Robert H. Sayre surveys an extension of the Lehigh Valley Railroad from Lehighon through the Mahoning Valley to intersect the Little Schuylkill Railroad. (AR)
- 1855? Jeddo & Carbon County Railroad opens a temporary line from the Hazleton Coal Company's railroad over Council Ridge to the colliery of Sharpe, Leisenring & Co. at Fillmore (Eckley). (Baird - check)
- 1855 Engineer Edward W. Serrell of New York agrees to build the Hoosac Tunnel in return for the \$2 million state loan, \$1.35 million in stock and bonds and \$220,000 in cash; he takes as partners William Galbraith and William Brown of Erie, Pa., but they are unable to raise sufficient capital and look for new partners. (Ward)
- Dec. 1, 1855 William Galbraith seeks to interest Samuel Lane, Pres. of the North Western Railroad, in investing in the Hoosac Tunnel project; Lane seeks the advice of Herman Haupt. (Ward)
- 1855 Herman Haupt is asked to examine the route for the 4.75-mile Hoosac Tunnel on the Troy & Greenfield Railroad in Massachusetts; reports favorably and takes an interest in the \$4 million contract to build the tunnel; the work bogs down, and Haupt becomes hopelessly entangled in litigation with the state and personal attacks by persons controlling the parallel Western Railroad. (Haupt - note - Haupt joins in Jan. 1856)
- 1855 Washington & Fredericksburg Steamboat Company reorganized as Potomac Steamboat Company; controlled by the Richmond,

- Fredericksburg & Potomac Railroad. (Mordecai - verify PL)
- 1855 Work on the Atlantic & Great Western Railroad is practically suspended, although it struggles on until 1858. (Perrin)
- 1855 William Thompson of New York builds a new furnace at Astonville, south of Ralston, Pa.; it operates for about a year and a half before being allowed to fall into decay. (Meginnis/Lycoming)
- 1855 Inman Line makes only one voyage between Liverpool and Philadelphia after the Crimean War ends. (Moyer/Keystone)
- c. 1855 Mad River & Lake Erie Railroad abandons original line between Sandusky and Tiffin via Bellevue in favor of new alignment of the Sandusky City & Indiana Railroad through Clyde and Green Springs; portion between Sandusky and Bellevue later becomes right of way of future PRR Sandusky Branch in 1893. (Baughman - verify - GrnBk has from 12/1/54!!)
- 1855 Responding to the threat of the railroad bridge being constructed across the Mississippi River at Rock Island, Ill., a group of men associated with the Pacific Railroad (Missouri) form the St. Louis & Illinois Bridge Company; hire J.W. Bissell, a former assistant to Charles Ellet, as engineer, and order preparation of plans for a suspension bridge at St. Louis. (Jackson)
- 1855 Samuel Sloan (1817-1907), hitherto a New York merchant, is elected Pres. of the Hudson River Railroad, replacing Edwin D. Morgan, resigned. (Harlow - verify NYT)
- 1855 Future banker and railroad financier Levi Parsons Morton (1824-1920), formerly with Beebe, Morgan & Co. of Boston, establishes the wholesale dry goods house of Morton, Grinnell & Co. in New York. (Greenberg)
- 1855 Erastus Corning and John F. Winslow, who already own the nearby Albany Iron Works, buy a half interest in the Rensselaer Iron Works at Troy from John A. Griswold (1818-1872). (Neu)
- 1855 Eber B. Ward founds the Eureka Iron Company at Wyandotte, Mich., where he soon builds a rolling mill and later experiments with the Bessemer process. (Paskoff ed)
- 1855 George Armour (1811-1881) and Wesley Munger build the first modern grain elevator at Chicago. (CHTaylor)
- 1855 Bank of the State of Indiana incorporated over the veto of Gov. Joseph A.

Wright; is a private bank designed to replace the State Bank of Indiana whose charter will expire in 1857. (Esarey - verify PL)