

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

By Christopher T. Baer

1858

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All data subject to correction and change

- Jan. 1, 1858 General reorganization: Legal Dept. organization changed to three solicitors at Philadelphia, Altoona and Harrisburg; in Transportation Dept. create division superintendents for Philadelphia, Eastern, Middle, and Western Divisions (prob. implemented earlier - E. Lewis appt Supt of Middle Div 3/1/57, but E. Div. still under 4th Asst. Supt.?.; check ARs appears divs. created 3/1/57); also two resident engineers, one for Western Division (Seabrook?). and one, William Hasell Wilson, for everything else (Wilson says Philadelphia and Eastern Divisions only); create Master of Machinery at Altoona and Keeper of Stores; Auditor's Dept. renamed Accounting Dept; (NB Master of Machinery created in 1857!)
- Jan. 1, 1858 Joseph D. Potts (1829-1893) appointed Superintendent of PRR's Western Division. (MB, Wilson)
- Jan. 1, 1858 Office of Controller & Auditor separated from that of General Superintendent; Herman J. Lombaert appointed Controller & Auditor, retaining supervision of Transportation Dept. accounts; Thomas A. Scott named General Superintendent succeeding Lombaert; General Superintendent's office moved from Harrisburg to Altoona. (, Wilson - GS was at Altoona since 1852?)
- Jan. 1, 1858 Andrew Carnegie accompanies Tom Scott to Altoona as his clerk and telegraph operator. (Nasaw)
- Jan. 1, 1858 PW&B begins dating tickets to be good only on date of sale, with 10% surcharge if pay on train. (MB)
- Jan. 1, 1858 Edmund Q. Sewall, Jr. (1828-1908), named Superintendent of the Delaware Railroad. (RRBio)

- Jan. 1, 1858 PFW&C defaults on bonds issued by Ohio & Pennsylvania to City of Pittsburgh. (USRR&MR)
- Jan. 1, 1858 New County Commissioners take office in Allegheny County, pledged to oppose tax increases; refuse payment on railroad bonds; railroad companies sue to force payment.
- Jan. 1, 1858 Hartford, Providence & Fishkill Railroad defaults on interest. (ARJ)
- Jan. 1, 1858 Jay Cooke leaves the Philadelphia brokerage and exchange house of E.W. Clark & Co. following the death of Enoch W. Clark and its suspension during the Panic. (Oberholtzer, Larson)
- Jan. 2, 1858 Pittsburgh & Steubenville Railroad Board appoints Daniel Tyler as trustee for exchanging bonds in New York City and elsewhere. (MB)
- Jan. 3, 1859 Steubenville & Indiana Railroad Board approves contract with Cleveland & Pittsburgh Railroad. (MB - check date?)
- Jan. 4, 1858 In their own referendum, Free Soil voters in Kansas reject the entire Lecompton Constitution by a vote over three times the number of legitimate votes cast by the pro-slavery faction in its favor; on the same day, the pro-slavery faction conducts fraudulent elections for offices under the Lecompton Constitution. (McPherson)
- Jan. 5, 1858 PFW&C Pres. George W. Cass presents the proposed reorganization plan and advises against leasing out the operation of the railroad; on Cass's recommendation, J. Edgar Thomson is appointed Chief Engineer with the mission of completing the railroad between Plymouth and Chicago. (MB)
- Jan. 5, 1858 Merchants & Manufacturers Bank resumes specie payments, the first of the suspended Pittsburgh banks to do so. (StdHistPitts)
- Jan. 6, 1858 Gov. Pollack in his annual message calls for repeal of the Tonnage Tax as driving commerce out of the state and for the sale of the remaining state canals. (PaArch)
- Jan. 6, 1858 PRR Board orders Tonnage Tax paid under protest. (MB)
- Jan. 6, 1858 George W. Carpenter (1802-1860), last original PRR director of 1847, resigns for health. (MB)
- Jan. 6, 1858 T. Haskins Du Puy reports on financial condition of Marietta & Cincinnati Railroad. (MB)

- Jan. 6, 1858 Eaton & Hamilton Railroad issues a chattel mortgage to Barney, Parker & Co. (MB)
- Jan. 6, 1858 New York & Erie Railroad Pres. Charles Moran leaves for Europe to get aid in liquidating the floating debt and completing the Long Dock. (ARJ, Mott)
- Jan. 6, 1858 Gettysburg Railroad opens between Hanover and New Oxford, Pa. (Hanover Record, USRR&MR)
- Jan. 7, 1858 Cleveland & Pittsburgh Railroad appoints Superintendent James Farmer (1802-1891) to act as Pres. pro-tem as well. (MB)
- Jan. 8, 1858 Camden & Atlantic Railroad Board establishes a new station at Hammonton and the old Hammonton station is renamed Da Costa. (MB)
- Jan. 9, 1858 New Jersey Railroad Board declines to act on a letter from Edwin A. Stevens on extending the contract with the Hoboken Land & Improvement Company til Jan. 1, 1869; declines to operate a second mail train leaving New York at 4:00 PM. (MB)
- Jan. 9, 1858 Tom Scott resigns at VP of Steubenville & Indiana Railroad; replaced by Joseph D. Potts. (MB)
- Jan. 9, 1858 Exchange Bank, Citizens Bank and Mechanics Bank of Pittsburgh resume specie payments. (StdHistPitts)
- Jan. 11, 1858 Lancaster, Lebanon & Pine Grove Railroad accepts re-transfer of 10,000 shares of its stock subscribed by PRR on which \$5 paid in, as PRR has no further need of the LL&PG. (MB)
- Jan. 11, 1858 Isaac Jones again elected Pres. of the Pittsburgh & Steubenville Railroad. (MB)
- Jan. 11, 1858 Land Commissioner of the Dept. of the Interior at Washington approves the land grant to the Grand Rapids & Indiana Railroad, with a net total of 678,889 acres instead of the expected 1.15 million acres expected; there is not enough unsold public land in the state. (C&C, Baxter)
- Jan. 11, 1858 Solomon Meredith elected Pres. of the Cincinnati & Chicago Railroad, replacing J. A. James, who has served without pay for 18 months and must tend to his own affairs; Board appoints a committee to plan for a connection from Logansport to the PFW&C at Valparaiso and another to ask J.W. Wright & Co. to cancel their lease for their failure to provide the Pres. with information or perform their duty to pay interest on the bonds and pay off the floating debt. (MB)

- Jan. 13, 1858 Providence, R.I., banks resume specie payments. (Duckenfield)
- Jan. 15, 1858 Joint Board declares a 3% dividend; Robert F. Stockton transfers 525 shares of the Burlington & Mount Holly Railroad & Transportation Company to the Camden & Amboy Railroad for \$13,125; Edwin A. Stevens transfers 750 shares for \$18,104. (MB)
- Jan. 1858 Philadelphia & Baltimore Central Railroad begins work on the completion of its line to Oxford. (AR)
- Jan. 1858 Lehigh Valley Railroad completes its telegraph line between Easton and Mauch Chunk, which is used for railroad operation. (AR)
- Jan. 1858 Dayton, Xenia & Belpre Railroad opens between Xenia and Wayne Street, Dayton; no other part completed. (Church, C&C)
- Jan. 1858 L. M. Hubby succeeds Henry B. Payne as Pres. of the Cleveland, Columbus & Cincinnati Railroad. (Harlow)
- Jan. 1858 First section of the Southern Pacific Railroad (Texas), a predecessor of the Texas & Pacific Railway, opens between Swanson's Landing on Caddo Lake and Marshall; because the locomotive has not arrived, and service must begin by Feb. 1, 1858, to keep the charter, three freight cars are hauled by three yoke of oxen for the first train. (Watson/Brown)
- Jan. 16, 1858 New Jersey Railroad Board authorizes the sale of the ferry *Philadelphia*. (MB)
- Jan. 18, 1858 Lebanon Valley Railroad opens for revenue service between Reading and Harrisburg with a special 10-car excursion train, creating a second railroad between Philadelphia and Harrisburg; first direct competition with a portion of PRR main line. (Hare, USRR&MR)
- Jan. 18, 1858 Arnold Plumer elected last President of Pennsylvania Board of Canal Commissioners. (CC)
- Jan. 18, 1858 L. Tilton and Samuel Gilman elected directors of Logansport, Peoria & Burlington Railway. (MB)
- Jan. 19, 1858 Sen. William M. Gwin of California introduces a new Pacific Railroad Bill calling for a single road with an eastern terminus between Sioux City and Kansas City. (CongGlobe, Russel)
- Jan. 20, 1858 PRR Board authorizes purchase of 36 acres at Columbia for yard and engine terminal a/c need for engine change for eastbound grade. (MB)

- Jan. 20, 1858 Thomas Wilde Powell (1818-1897), a London banker prominent in financing American railroads, arrives in Philadelphia to represent the English holders of the Marietta & Cincinnati Railroad; publishes an open letter calling on the PRR and other investors to come to the company's rescue. (USRR&MR)
- Jan. 20, 1858 Philadelphia & Delaware River Railroad begins regular revenue service over the first true streetcar line in Philadelphia on 5th and 6th Streets between 3rd & Berks Streets and Morris Street in Southwark; despite public opposition, a large number of street railway companies are built, and omnibus lines driven out of business by 1864; 3rd & Berks terminus is close to Philadelphia & Trenton Railroad's Kensington depot, providing reliable service to Center City; a few weeks after the road opens, African American J.A. Wear protests the rule that forces him to ride on the platform, not inside the cars; it will take a decade of protests to end segregation. (Cox, Spiers, Scharf)
- Jan. 20, 1858 Marion & Mississinewa Valley Railroad Pres. James H. Goodman reports that the company had been forced to wait on the 1857 harvest when farmers would get money to invest in the company, but a good harvest was followed by the Panic and the company has been unable to resume work; are now waiting on the 1858 harvest; the company is dormant and will not pay fixed salaries, only for time actually worked; the U.S. Circuit Court has enjoined Joseph Lomax and the Grand Rapids & Indiana Railroad from seeking interest on the 27 bonds, and Lomax has appealed to the U.S. Supreme Court. (MB)
- Jan. 21, 1858 DL&W sells 10,000 tons of coal at auction in New York at prices \$1 per ton lower than its last circular price of 1857, driving prices down across the board; the DL&W has lower mining costs which are sufficient to compensate for having to haul its coal over two summits, and by having integrated operations, it does not have to assign the separate profits extracted by landowners, operators, shippers, middlemen and wholesalers in the Schuylkill Region, which becomes less and less competitive and begins losing market share. (Munsell/Sch)
- Jan. 22, 1858 Cincinnati, Hamilton & Dayton Railroad Pres. S. S. L'Hommedieu writes to the Dayton & Western Railroad reminding them that their right to use tracks on the CH&D property called the "Phillips Depot Grounds" is limited to making connection with the Dayton, Xenia & Belpre Railroad, not the Mad River & Lake Erie Railroad, and the connection to that road must be removed. (MB)
- Jan. 23, 1858 T. Haskins Du Puy, Chief Engineer of Canal Dept., makes report on Marietta & Cincinnati Railroad to PRR Road Committee; referred to John

Hulme. (MB)

- Jan. 23, 1858 New Jersey Railroad Board orders a reply to CNJ Pres. John Taylor Johnston that the contents of his recent letter are not entitled to consideration and should not have been written. (MB)
- Jan. 24, 1858 Samuel Harden Church (1858-1943), future Secretary of Lines West and compiler of the multi-volume History of Lines West, born in Caldwell County, Mo., to an old Pittsburgh family. (NYT, PR, WwasW)
- Jan. 1858 Western Maryland Railroad abandons horse car service on ex-Northern Central Green Spring Branch to permit removal of track for rebuilding. (Van Horn, WM hist.- verify BaltAm)
- Jan. 25, 1858 Philadelphia Clearing House Association incorporated in Pa. for the purpose of handling inter-bank balances; eventually it can issue certificates that can function as currency during panics or the suspension of specie payments. (Holdsworth)
- Jan. 26, 1858 New York & Erie Railroad Pres. Charles Moran meets the British stockholders and bondholders in London, trying to sell Fourth Mortgage and Fifth Mortgage bonds. (ARJ)
- Jan. 27, 1858 Sen. Jefferson Davis of Mississippi presents the minority view of the Select Committee on the Pacific Railroad. (CongGlobe)
- Jan. 28, 1858 Jeffersonville Railroad Board appoints a committee to negotiate with the Madison & Indianapolis Railroad to see if they will agree to one of the companies operating both lines and do the business of both roads to Rushville; also to discontinue one of the roads to Shelbyville; motions to operate only one passenger train making two round trips and to discontinue through billing of freight except to Cleveland, Toledo, Detroit and Chicago are tabled. (MB)
- Jan. 30, 1858 The official copy of the Lecompton Constitution arrives in Washington; the Buchanan Administration's eagerness to accept the constitution has split the Democratic Party and created an anti-Lecompton northern bloc led by Sen. Stephen A. Douglas of Illinois; the person who delivers the copy, a Virginia native named Alfred W. Jones (1834-1913), will become a Confederate Colonel and then a railroad promoter in New Jersey during Reconstruction, and the copy will for some time be in the possession of Rutgers University. (Nichols, Sinclair)
- Winter 1858 To prevent snow from drifting in and water freezing, doors are installed at the west portal of the Allegheny Mountain Tunnel. (Sell)

- Feb. 1, 1858 PRR annual meeting; Moncure Robinson introduces a resolution instructing the Board to reduce the floating debt, which is now equal to about 5% value of stock paid in to less than 3% and examine the condition of the Marietta & Cincinnati; a second resolution by Robinson and Thomas Wilde Powell demanding no further subscriptions or loans to Western lines without explicit legislative authority is defeated 32-24; also establishes custom of having a committee of seven large stockholders select the slate of directors in advance of the meeting. (AR, MB)
- Feb. 1, 1858 Terre Haute, Alton & St. Louis Railroad defaults on First Mortgage bonds. (ARJ)
- Feb. 2, 1858 Responding to the wishes of Southern Democrats who have put him in the White House, Pres. Buchanan sends the Lecompton Constitution to Congress with the recommendation that it be accepted and Kansas admitted as a slave state, even though Kansas voters have repudiated it; this act irreparably splits the Democratic Party. (McPherson)
- Feb. 3, 1858 PRR Board appoints committee to work for the repeal of the Tonnage Tax. (MB)
- Feb. 3, 1858 Philadelphia banks resume specie payments. (Van Vleck, Wood)
- Feb. 3, 1858 Michigan act extends time to complete first 20 miles of Grand Rapids & Indiana Railroad from Dec. 1, 1857 to Dec. 1, 1858, and to complete whole line to Nov. 5, 1865; numerous subsequent extensions granted. (Church)
- Feb. 3, 1858 Collins Line's *Baltic* leaves Liverpool on the line's last crossing; the federal government has refused to renew the mail subsidy in 1857 at the insistence of Jefferson Davis and other southerners who resent New York's dominance as a port; foreign companies such as Cunard now have the transatlantic mail packet run to themselves. (NYT, theshipslist, Burrows/Wallace)
- Feb. 5, 1858 Baltimore banks resume specie payments; depression conditions continue through 1858 and in some areas into 1859; the depression is especially severe in the Midwest, particularly where farmers had mortgaged lands to invest in now-depreciated railroad securities; the South recovers quickly because of good cotton crops, causing Southern leaders to proclaim their economy is stronger than that of the North and contributing to the secession movement. (BaltAm, Van Vleck)
- Feb. 8, 1858 PRR begins running locomotives through between Philadelphia and Harrisburg, eliminating engine change at Dillerville, after Elizabethtown Tunnel lowered to give 16' clearance instead of 13'-6".

- Feb. 8, 1858 Joint Companies' Executive Committee directs William H. Gatzmer, Robert Van Rensselaer and William J. Freeman to carry out a scheme of ferrying cars between Camden and Philadelphia; refuses request of Westmoreland Coal Company for further drawback on coal sent through Delaware & Raritan Canal; authorizes selling 1,500 shares of Lehigh Valley Railroad and crediting interest account due by Asa Packer. (MB)
- Feb. 8, 1858 Northern Central Railway begins construction of its last link through the Borough of Sunbury. (Bell/NumbrInd)
- Feb. 9, 1858 Richard D. Barclay (1836-1908), future confidential secretary to Pres. Tom Scott, is admitted to the bar in his native Bedford County, Pa., a year and a half after graduating Phi Beta Kappa from Lafayette College. (BioCatofLafayetteCollege)
- Feb. 9, 1858 Cincinnati & Chicago Railroad Board authorizes bringing suit to cancel the lease to J.W. Wright & Co. for failure to comply with the contract; appoints James M. Clements Chief Engineer and Caleb E. Smith Solicitor. (MB)
- Feb. 9, 1858 Jeffersonville Railroad Board invites civil engineer Sylvester Medberry to join the management. (MB)
- Feb. 9, 1858 Lehigh Valley Railroad Board declines the request of the Beaver Meadow Railroad to build coal chutes above the Chain Dam near Easton, so that coal can be transferred to the canal. (MB)
- Feb. 10, 1858 PRR Road Committee approves Organization of Canal Dept. (MB)
- Feb. 10, 1858 Meeting of stockholders, bondholders and creditors of Marietta & Cincinnati Railroad at Chilicothe for developing a plan of voluntary debt reduction and funding the coupons of the First Mortgage bonds; are to cancel and refund the Third Mortgage bonds and give them to the floating debt holders; stockholders are to surrender one-third of their stock, which is to be given to the new subscribers to the Third Mortgage bonds; to incorporate a new company to build from Scotts Landing to Belpre and a connection with the North Western Virginia Railroad; John Hulme attends for PRR; notes the reorganization "scheme" is entirely impractical as it is impossible to satisfy all claimants, and the company is barely able to meet interest on the First Mortgage bonds alone; notes the road has no prospects, though the managers have tried "every imaginable source of credit." (MB, ARJ, USRR&MR)
- Feb. 10, 1858 William R. Maffet resigns as Engineer & Superintendent of North Branch Extension Canal and the Canal Commissioners and State Engineer resume

authority over it. (CC)

- Feb. 12, 1858 Dungan, Cartwright & Co. readmitted to Herman Haupt's Hoosac Tunnel contract after Alexander J. Derbyshire loans Haupt \$30,000 at 6%. (Ward)
- Feb. 13, 1858 London banking house of R.W. Kennard & Co. informs Maj. Poussin, Paris agent of the U.S. promoters Samuel Hallett (1827-1864) and John Goddard that they will take \$135,000 in Atlantic & Great Western Railroad bonds; Thomas W. Kennard (1825?-1893), a member of the house, is to supervise disbursements in the U.S. (Felton)
- Feb. 15, 1858 Samuel H. Kneass (1806-1858), Chief Engineer of the North Western Railroad, dies at Philadelphia. (WwasW)
- Feb. 1858 James S. Remsen (1811-1887) becomes the sole owner of the west end of the Rockaway peninsula by purchasing John M. Johnson's interest for \$20,000. (Bellot)
- Feb. 16, 1858 PRR Road Committee approves transfer of 10,000 shares of Lancaster, Lebanon & Pine Grove Railroad. (MB)
- Feb. 16, 1858 PW&B Board reports have settled old suit of United States Bank vs. company by payment to trustees of Bank of \$20,000. (MB)
- Feb. 16, 1858 Meadville Railroad makes a new construction contract with Henry Doolittle and Worthy S. Streator. (HistCrawfrdCo)
- Feb. 17, 1858 John Hulme reports to PRR Board on Marietta & Cincinnati Railroad; is open between Athens and Loveland but without full ballasting; between Athens and Marietta is done but not open account slides in cuts and a temporary grade of 200 feet per mile on a tunnel bypass; even when completed will not make connection with a road to the East without further heavy expenses; PRR has \$650,000 par in stock; Hulme urges PRR to keep it simply to keep out of hands of B&O but not advance another cent; M&C is now flirting with the B&O as its most likely eastern connection; Hulme says is imprudent to aid any Ohio railroad unless all debts are written off and it is placed under full PRR control. (MB)
- Feb. 17, 1858 Philadelphia & Delaware River Railroad extends horse car service from 3rd & Berks Streets to Lehigh & Kensington; cut back to 3rd & Berks after about two months. (Cox)
- Feb. 17, 1858 The last Collins liners, laid up at New York, are seized by the sheriff on a writ from Brown Brothers & Co. (NYT)
- Feb. 18, 1858 LIRR Board offers rebates for one year on supplies for persons settling the

- “wild lands” owned by Dr. E.F. Peck. (MB)
- Feb. 18, 1858 Philadelphia City Councils issue memorial to Legislature calling for repeal of Tonnage Tax. (USRR&MR)
- Feb. 18, 1858 Future Lines West traffic officer John Thaw Denniston (1843-1909) joins Clarke & Co. (MB obit)
- Feb. 18, 1858 Stockholders and bondholders of the Mad River & Lake Erie Railroad meet at New York; investigating committee of E.B. Litchfield, Edward R. Boyle and Henry Chadwick present a preliminary report for a voluntary reorganization. (ARJ)
- Feb. 18, 1858 Michigan Central Railroad resumes payments on its obligations. (ARJ)
- Feb. 19, 1858 PFW&C Board approves letter calling for repeal of Tonnage Tax. (MB)
- Feb. 20, 1858 Columbia & Port Deposit Railroad incorporated in Maryland; nothing done under this charter. (Val)
- Feb. 20, 1858 PFW&C Railroad Board approves a contract with W.D. Judson of the Cincinnati & Chicago Railroad for the use of the PFW&C between Valparaiso and Chicago. (MB)
- Feb. 1858 Pres. Daniel Barnet named Receiver for Eaton & Hamilton Railroad in Ohio in suit for foreclosure of Second Mortgage bonds. (Church)
- Feb. 22, 1858 Pittsburgh ordinance finally permits PFW&C to build across Penn Street to junction with PRR. (Church)
- Feb. 23, 1858 Joint Companies Executive Committee sets rate on livestock from the south and west at 20 cents per cwt. and one groom for each three cars to travel free; settles accounts on emigrants up to Dec. 19, 1858; PRR to be put on an equal footing with the B&O after Mar. 1, 1858. (MB)
- Feb. 23, 1858 Mad River & Lake Erie Railroad renamed Sandusky, Dayton & Cincinnati Railroad. (GrnBk)
- Feb. 24, 1857 Sunbury & Erie Railroad presents memorial to Legislature asking for authority to purchase the remaining state canals and then resell them to get money for railroad construction. (Rosenberger) (1857 or 58??)
- Feb. 24, 1858 As the New York & Harlem Railroad has refused to obey the city ordinance banning steam locomotives south of 42nd Street and are trying to get a state law to override the same, the City Council & Mayor order a remonstrance to the Legislature against that bill. (Valentine)

- Feb. 24, 1858 Representatives of the anthracite carrying companies meet in Philadelphia to adjust rates for the season. (LV AR)
- Feb. 25, 1858 Salem, N.J., incorporated as a city. (wiki)
- Feb. 25, 1858 Pioneer civil engineer S[tephen] Moylan Fox (1811-1858) dies at New Orleans. (rootsweb)
- Feb. 26, 1858 Pittsburgh Board of Trade issues a memorial on repeal of the Tonnage Tax but also calls for barring the PRR from discriminating against Pittsburgh by charging lower rates on through traffic from points further west. (USRR&MR)
- Feb. 27, 1858 Philadelphia City Councils pass resolution in favor of abolishing the Tonnage Tax. (Digest)
- Mar. 1, 1858 Thomas Scott and William M. Lyon, the last two directors selected by Allegheny County Commissioners leave PRR Board. (B&K)
- Mar. 1, 1858 Future PRR motive power official and mechanical engineer Edward Delavan Nelson (1858-1921) born in New York City; son of Edward Delavan Nelson (1821-1871) and Susan McDonald Nelson (1829-1910). (Wilson, rootsweb)
- Mar. 1, 1858 PW&B posts a notice: "All colored people wishing to travel on this road will be required to have some responsible white person sign a bond to the company before they can proceed." (PRRColExpo)
- Mar. 1, 1858 Jeremiah Haines elected Pres. of the Washington & Maryland Line Railroad, replacing John Black; Jacob Tome leaves the Board; the company becomes dormant until late 1859. (MB)
- Mar. 1, 1858 Terre Haute, Alton & St. Louis Railroad defaults on Second Mortgage bonds. (ARJ)
- Mar. 1, 1858 Ohio & Mississippi Railroad defaults on its Construction bonds; until now, the contractors had either paid the interest or withdrawn the coupons. (ARJ)
- Mar. 1858 Northern Central Railway opens between Bridgeport (Lemoyne) and Dauphin for freight, including the Marysville bridge over Susquehanna; bridge consists of 18 wooden Howe truss spans and one span wrought iron Piper & Linville truss; total length 3,812 feet; passenger trains still run through Harrisburg over Cumberland Valley and PRR. (Wilson - verify - no connection to NC at Dauphin?) (maps has Lemoyne-Marysville section)

open in 1857!! PRR AR says 3/58) (apparently NC train back in and out of Harrisburg over CV - C&C says 21 + 1 spans)

- Mar. 2, 1858 Ground broken for Northern Railroad Company of New Jersey; contracted to James M. Tower and Bradford Seymour of Oneida, N.Y. (USRR&MR)
- Mar. 3, 1858 PRR Board refers question of organization of Canal Dept. back to Road Committee. (MB)
- Mar. 3, 1858 Pennsylvania House Ways & Means Committee endorses sale of remaining state canals to Sunbury & Erie.
- Mar. 3, 1858 Crestline, Ohio, incorporated as a town; it is primarily a railroad town based on the PFW&C shops. (Graham/Richland)
- Mar. 4, 1858 Future PRR Chief of Transportation Charles Miller Sheaffer (1858-1943) born at Pittsburgh, the son of William Sheaffer (1825-1903), a contractor and veteran of the California Gold Rush, and Jane Campbell Sheaffer (1855-1908); his great-grandfather George Shafer (1742-) came to Berks County from Germany as a redemptioner; a younger brother, William A. Sheaffer (b. 1860) becomes a PRR freight trainmaster at Pittsburgh. (CInl&RevFmlsPa)
- Mar. 4, 1858 Cleveland & Pittsburgh Railroad appoints Charles E. Gorham Assistant Superintendent. (MB)
- Mar. 4, 1858 Future Superintendent Henry P. Lincoln (1858-) born at Philadelphia. (PRRBio)
- Mar. 4, 1858 Sen. James H. Hammond (1807-1864) of South Carolina gives his "Cotton is King" speech; the price of cotton has been little affected by the Panic of 1857; Southerners are becoming convinced that they control the national economy; in fact, northern grain is rapidly becoming as important as cotton. (McPherson)
- Mar. 5, 1858 PRR Road Committee recommends repealing Board resolution of Aug. 5, 1857, making VP William B. Foster, Jr., General Superintendent of Canal Dept. as dispensing with the office. (MB)
- Mar. 6, 1858 New Jersey Railroad Board approves a settlement of arrearages with the New York & Erie Railroad. (MB)
- Mar. 6, 1858 Madison & Indianapolis Railroad orders \$90,000 of Columbus & Shelbyville Railroad bonds in the hands of local interests transferred to Winslow, Lanier & Co. and collateral for Winslow, Lanier's advances to the Columbus & Shelbyville Railroad. (MB)

- Mar. 1858 George W. Cass of PFW&C issues public memorial against the Tonnage Tax; notes that almost all western livestock is now routed via either New York or Baltimore. (USRR&MR)
- Mar. 8, 1858 Pennsylvania Supreme Court authorizes distribution of Allegheny County's PRR shares to holders of county bonds in exchange. (USRR&MR)
- Mar. 9, 1858 Cincinnati, Wilmington & Zanesville Railroad Pres. Erasmus Gest reports that traffic has fallen off so much that the company can only operate with a drain on his personal credit; asks for a \$10,000 advance. (MB)
- Mar. 10, 1858 PFW&C secures injunction to block the City of Pittsburgh from arresting workmen and interfering with connection of PFW&C and PRR; on same day, track is connected at Liberty Avenue, Pittsburgh, and trains run into "temporary" Union Station at Liberty Ave. & Grant Street. (Val, Church)
- Mar. 10, 1858 Cairo & Fulton Railroad Chief Engineer James S. Williams reports that a 24.75-mile section between Elizabeth and Alicia is ready for contracting; because of the aftermath of the Panic of 1857, nothing further is done before the Civil War. (Cook)
- Mar. 11, 1858 Jeffersonville Railroad Board authorizes approaching the Ohio & Mississippi Railroad to see if they can take off the Jeffersonville-Seymour express train. (MB)
- Mar. 15, 1858 Superintendent Herman J. Lombaert leaves Altoona to take up new position as Controller & Auditor at Philadelphia; employees give him a royal send-off including a torchlight parade to the station. (USRR&MR)
- Mar. 15, 1858 Brooklyn City Council adopts the report of its Railroad Committee opposing LIRR steam operation in Atlantic Avenue; is to petition the Legislature for an amendment to the city charter enabling it to ban steam locomotives within the city limits; orders the Brooklyn City Railroad to build a track in Flatbush Avenue to the city line or face revocation of this franchise. (NYT)
- Mar. 15, 1858 Virginia declares the proposed Steubenville railroad bridge over the Ohio River illegal and orders its abatement or confiscation by the state. (PL)
- Mar. 1858 Members of Congress object to the Alexandria & Washington Railroad tracks running at the foot of Capitol Hill; inability to operate the entire line leads to bankruptcy. (verify)
- Mar. 1858 Philadelphia & Baltimore Central Railroad suspends work on grading to

Oxford. (AR)

- Mar. 1858 Sequestrator reports on the condition of the North Western Railroad. (HistButlerCo)
- Mar. 1858 With the Marietta & Cincinnati Railroad bankrupt, its stockholders look to the PRR to guarantee interest on the bonds to permit completion to Wheeling.
- Mar. 1858 William P. Cutler tries to interest the B&O in leasing the Marietta & Cincinnati Railroad. (Mould)
- Mar. 1858 Chicago, Alton & St. Louis Railroad enters Chicago; uses Sherman Street Station of Chicago & Rock Island Railroad first, and later moves to Illinois Central's station. (DeRouin)
- Mar. 1858 Boston & New York Central again suspends operation of Boston-Islington line; remains closed until 1867; Norfolk County Railroad and Medway Branch Railroad resume independent operation. (Humphrey, NHCop)
- Mar. 16, 1858 Northern Central Railway agrees with the PRR for crossing its tracks near the south/west end of the NC's Dauphin Bridge. (MB)
- Mar. 16, 1858 Egg Harbor City, N.J., incorporated as a city; the largely German population begins the growing of wine grapes and wine-making. (Hall)
- Mar. 17, 1858 Special Committee on PFW&C reports to PRR Board; notes that in order to sustain it, PRR is routing Cincinnati traffic over PFW&C to detriment of Steubenville & Indiana and complaints of passengers; PFW&C needs additional \$311,000 and 6,500 tons of rail; are 4,000 tons on Portage Railroad and elsewhere on PRR; recommends PRR that PRR provide both providing PFW&C is placed under control of PRR until stock is worth \$25 per share. (MB)
- Mar. 17, 1858 PRR declines to purchase bonds of Logansport, Peoria & Burlington Railway. (MB)
- Mar. 17, 1858 Midland Railroad Company incorporated in Mass. as a reorganization of the Boston & New York Central Railroad. (Poor)
- Mar. 18, 1858 LIRR Pres. William E. Morris reports that the City of Brooklyn has asked for an amendment to its charter allowing it to ban steam locomotives; Board authorizes the acquisition of boats to carry manure from New York to the Atlantic Avenue depot for use on Long Island farms. (MB)
- Mar. 18, 1858 Chicago & Joliet Railroad opens, giving the Chicago, Alton & St. Louis

(?) a direct route from Chicago to St. Louis. (CHTaylor)

- Mar. 18, 1858 Mississippi Central Railroad opens between Grand Junction and Water Valley; built mostly with donated slave labor. (ARJ, Corliss, Stover)
- Mar. 18, 1858 Rudolf Diesel (1858-1913), inventor of the internal combustion engine that bears his name, born at Paris to German parents. (Kirkland)
- Mar. 19, 1858 Pennsylvania act calls for appraisers to assess whether and to what extent the business of the transporting companies has been injured by the sale of the Main Line to the PRR and award damages. (PL)
- Mar. 19, 1858 Bedford Railroad incorporated in Pa. to build extension from Huntingdon & Broad Top Mountain Railroad at Hopewell to Bedford. (PL, Val)
- Mar. 19, 1858 U.S. Supreme Court dissolves the injunction against the Cleveland, Columbus & Cincinnati Railroad obtained by stockholder Christian A. Zabriskie against its paying interest on its endorsement of the bonds of the Columbus, Piqua & Indiana Railroad. (ARJ)
- Mar. 19, 1858 Future PRR director Richard Beatty Mellon (1858-1933) born; son of banker Thomas Mellon. (MB)
- Mar. 20, 1858 New York act modifies the terms of the \$100,000 1840 state loan to the LIRR; now to fall due on Aug. 1, 1876, and interest to be 5½% after Aug. 1, 1861. (PL)
- Mar. 20, 1858 Philadelphia & Reading Railroad absorbs Lebanon Valley Railroad, giving it complete control of Philadelphia-Harrisburg line and making it a direct competitor of the PRR for the first time. (Rdg AR, Hare)
- Mar. 1858 New Jersey Railroad introduces gas lighting in its passenger cars used on night trains, replacing candles; apparatus is provided by the New York Car & Steamboat Gas Company and placed in a Philadelphia train. (AR, BaltAm)
- Mar. 22, 1858 PRR Road Committee sets rate on coal from Westmoreland County, Pa., to West Philadelphia at \$4 per ton with no rebate. (MB)
- Mar. 22, 1858 Samuel Adams applies to Camden & Atlantic Railroad to operate a 4-wheel horse car between the Surf House and the Inlet at Atlantic City. (MB)
- Mar. 22, 1858 Philadelphia & Baltimore Central Railroad Board authorizes sale of ties on hand to pay judgments. (MB)

- Mar. 23, 1858 Democratic majority in the Senate approves the admission of Kansas as a slave state under the Lecompton Constitution, 33-25, but with the right of immediate amendment and reducing the land grant from over 16 million acres to 4 million; anti-Lecompton Democrats frustrate its passage in the House, prolonging the crisis for the Buchanan Administration. (Klein, McPherson - according to DeRose, they send the bill back to Kansas on the grounds they requested too much land, where the voters promptly defeat it)
- Mar. 23, 1858 Seneca Oil Company organized in Connecticut by the New Haven members of the Pennsylvania Rock Oil Company, including William A. Ives, Ashael Pierpont, Edwin E. Bowditch, James M. Townsend, and others; they have agreed to lease the lands of the Pennsylvania Rock Oil Company and drill for petroleum using the techniques used to drill salt wells. (Henry, HistCrawfrdCo)
- Mar. 24, 1858 Troy & Greenfield Railroad appoints Herman Haupt General Agent. (Ward)
- Mar. 25, 1858 Shamokin Valley & Pottsville Railroad incorporated to reorganize and complete the Philadelphia & Sunbury Railroad. (Digest, C&C)
- Mar. 25, 1858 Jeffersonville Railroad Board agrees to run through lines with the Fremont & Indiana Railroad and Sandusky, Indiana & Louisville Railroad in lieu of a merger. (MB)
- Mar. 27, 1858 Junction & Breakwater Railroad appoints John Dale as Chief Engineer and orders surveys from the Delaware Railroad to Milford. (MB)
- Mar. 29, 1858 Directors John B. Jervis, Robert M. Olyphant, and Joseph K. Riggs begin a campaign to prevent the return of the Litchfield group to control of the Michigan Southern & Northern Indiana Railroad. (Larkin)
- Mar. 31, 1858 New York & Erie Pres. Charles Moran returns from Europe, having sold three-quarters of the new \$6 million bonds; immediately met by John W. Garrett and J. Edgar Thomson who urge a convention to restore rates to pre-fall 1857 levels; Moran then takes over the additional duties of General Superintendent, Chief Engineer, Auditor and Treasurer, although he knows nothing about railroad operations. (ARJ, USRR&MR, Mott)
- Mar. 31, 1858 Northern Central Railway bridge over Susquehanna River between Marysville and Dauphin opens (for freight service); 17 spans, wooden arched truss; built by McCallum, Bristol & Co. (USRR&MR, ARJ) (BaltAm of 3/31 merely says is finished)
- Mar. 31, 1858 At PFW&C annual election, Robert H. Winslow of Winslow, Lanier &

- Co. elected to Board to represent New York financial interests. (MB)
- Mar. 31, 1858 Excursion and last spike ceremony at Hazlehurst opens the New Orleans, Jackson & Great Northern Railroad between New Orleans and Canton, Miss. (Corliss)
- Mar. 31, 1858 Philadelphia banking house of E.W. Clark & Co. is reorganized following the death of Enoch W. Clark and its suspension during the Panic by his sons Edward W. Clark (1828-1904) and Clarence H. Clark (1833-1906), H.A. Wainwright and J.S. Kimball; they transform it from a brokerage into an investment banking house. (Larson)
- Apr. 1, 1858 PRR begins offering commutation tickets on Philadelphia Division as far west as West Chester; establishes new station at City Avenue (Overbrook). (MB)
- Apr. 1, 1858 J. Edgar Thomson refuses the nomination to run for Pres. of PFW&C against George W. Cass, who is reelected; Joseph K. Edgerton of Fort Wayne elected VP; company adopts new organization and bylaws; road divided into Eastern and Western Divisions at Crestline. (MB)
- Apr. 1, 1858 PFW&C Railroad adopts new by-laws and organization; Construction Dept. headed by the Chief Engineer; Accounting Dept. headed by the Auditor; Treasury Dept. headed by the Treasurer; Legal Dept. headed by the Solicitor; Transportation Dept. headed by the Pres. with Superintendents of the Eastern and Western Divisions; each Division to have a Master of Machinery, a Master of Transportation and three Supervisors of right of way; the Pres. also supervises the Bureau of Freight & Passengers, headed by the General Freight & Passenger Agent. (MB)
- Apr. 1, 1858 Erie & Pittsburgh Railroad Company incorporated to complete the railroad begun by the Erie & North East Railroad Company between Girard Jct. and Jamestown and extend it to New Castle; supersedes the unfinished and abandoned Pittsburgh & Erie Railroad of 1851-53; eventually uses only that portion of the P&E running nine miles south from Greenville to the Shenango River between Clarksville and Sharpsville; Erie & North East Railroad is given two years to expend their \$400,000 on the line. (PL, Church)
- Apr. 1, 1858 The surviving Collins Line steamships, *Atlantic*, *Baltic* and *Adriatic*, are sold at foreclosure to Dudley B. Fuller, acting for Brown Brothers & Co. (NYT)
- Apr. 1, 1858 After frenzied debate and a melee on the floor, the House defeats the admission of Kansas as a slave state. (McPherson)

- Apr. 2, 1858 PW&B issues new \$2.6 million loan due in 1884 to refund old loans falling due in 1860. (MB)
- Apr. 2, 1858 John Henderson resigns as Chief Engineer of the Maryland & Delaware Railroad. (MB)
- Apr. 2, 1858 Virginia Central Railroad orders a suspension of work between Jacksons River and Covington; is not completed before the Civil War. (VaPBW)
- Apr. 2, 1858 St. Louis & Iron Mountain Railroad opens as far as Pilot Knob, Mo. (mopac.org)
- Apr. 3, 1858 New Jersey Railroad Board is still considering gas light in cars. (MB)
- Apr. 3, 1858 Shamokin Valley & Pottsville Railroad organized at Philadelphia by E.S. Whelen & Co. and C. & H. Borie, the two largest bondholders of the old Philadelphia & Sunbury Railroad, and others; James S. Biddle, Pres.; Adolph E. Borie, Joseph Harrison, Jr., Andrew M. Eastwick, H.C. Townsend, William R. Lejee and Albert Worrell, managers. (MB)
- 1858 Capt. James Stokes Biddle (1818-1900) resigns from the Navy to become Pres. of the Shamokin Valley & Pottsville Railroad. (WwasW - became Pres in 1858!!)
- Apr. 6, 1858 Flushing Railroad sold at foreclosure to Peter Cooper, Abram S. Hewitt, Conklin Brush and Walter Bowne, representing the bondholders, for \$75,000; equipment sold to Abram S. Hewitt for \$10,000. (USRR&MR, CorpHist, C&C)
- Apr. 6, 1858 Galena & Chicago Union Railroad contracts with Norman J. Field, Benjamin Field and George M. Pullman to furnish sleeping cars between Chicago, Freeport and Dubuque. (Ystrdy&Tdy)
- Apr. 7, 1858 Dauphin & Susquehanna Coal Company makes an assignment to Pierre Chouteau, Jr., William H. Gebhard and John F. Butterworth for benefit of its creditors; mines had been abandoned in 1854. (Rdg)
- Apr. 7, 1858 Little Miami Railroad and Columbus & Xenia Railroad make telegraph contract with Western Union Telegraph Company for line between Columbus and Cincinnati. (Church)
- Apr. 7, 1858 Mississippi Central Railroad opens between Canton and Goodman, leaving an 86-mile gap in the center of the line. (Corliss)
- Apr. 9, 1858 Camden & Atlantic Railroad Board grants the right to operate a horse car

between the Surf House and the Inlet at Atlantic City to anyone who will keep the road in repair; Board learns that Richard Boyse Osborne has filed a bill for his claims against the company in the Court of Chancery. (MB)

- Apr. 9, 1858 Edward S. Whelan conveys Western Division of Philadelphia & Sunbury Railroad to Shamokin Valley & Pottsville Railroad. (Val)
- Apr. 9, 1858 Little Miami Railroad Pres. John Kilgour, Sr. (1798?-1858) dies of a stroke at Cincinnati. (ARJ, MB)
- Apr. 9, 1858 Philadelphia & Delaware River Railroad renamed Frankford & Southwark Philadelphia City Passenger Railroad Company; first true streetcar line in Philadelphia, discounting the earlier "pleasure cars" run by private operators on the City, Southwark and Northern Liberties & Penn Township Railroads . (PL)
- Apr. 12, 1858 Joint Companies Executive Committee authorizes Robert S. Van Rensselaer to finish a locomotive at the Bordentown Shops; declines the request of Robert Hare Powel for a drawback on Broad Top coal. (MB)
- Apr. 12, 1858 Cumberland & Pennsylvania Railroad runs its first passenger train to Lonaconing. (USRR&MR)
- Apr. 12, 1858 Ohio Legislature authorizes the sale of the state's stock in the Pennsylvania & Ohio Canal Company. (Perrin)
- Apr. 13, 1858 Edgar Conway Felton (1858-1937) future Pres. of the Pennsylvania Steel Company, born at Thurlow, Pa., son of Samuel M. Felton and Maria Lippitt Felton. (DAB)
- Apr. 13, 1858 Jacob Strader elected Pres. pro-tem of the Little Miami Railroad, replacing John Kilgour, deceased. (MB)
- Apr. 13, 1858 Henry Reed Leonard (1858-1939), future PRR Chief Engineer of Bridges & Buildings, born at Boston, Mass. (PR)
- Apr. 13, 1858 Blue Ridge Railroad opens a permanent line across the Blue Ridge Mountain to Waynesboro, Va., including the 4,264-foot summit tunnel at Afton, then the longest in the U.S. (Nelson, Bias)
- Apr. 14, 1858 PRR Canal Dept. reorganized: T. Haskins Du Puy (1821?-1890) continues as Chief Engineer of Canal Dept. but is now dept. head; Thomas T. Wierman (1813-1887) named Resident Engineer. (MB)
- Apr. 14, 1858 New York act authorizes the Buffalo & Allegany Valley Railroad to sell its property to the Buffalo & Pittsburgh Railroad and extends time for

completion to 1863. (PL)

- Apr. 14, 1858 Dayton & Western Railroad Board reports that the Indiana Central Railway has declined to consummate a merger and also declines dividing earnings and expenses pro rata on the basis of actual mileage. (MB)
- Apr. 14, 1858 Convention of ticket agents of Trunk Lines and western connections meet in Indianapolis; recommend cutting through passenger fares by \$3. (USRR&MR)
- Apr. 14, 1858 Attempt to amend the Pacific Railroad Bill to set the eastern terminus between Sioux City, Iowa, and Fort Smith, Arkansas, cannot be brought to a vote. (CongGlobe)
- Apr. 15, 1858 New York act authorizes the Buffalo & Pittsburgh Railroad to purchase the Buffalo & Allegany Valley Railroad; this is not done, and the latter eventually becomes a part of the PRR System, while the former becomes part of the Erie. (Minor)
- Apr. 15, 1858 Meadville Railroad renamed Atlantic & Great Western Railroad of Pennsylvania. (PL, Minor)
- Apr. 1858 PW&B now operates locomotives to the foot of Washington Avenue over the Southwark Railroad. (USRR&MR)
- Apr. 1858 DL&W assignment is lifted after the stockholders pay a 10% assessment, First Mortgage bondholders fund one year's interest and Second Mortgage bondholders fund two years interest. (Bogen)
- Apr. 1858 William H. Aspinwall (1807-1875), Joseph W. Alsop (1804-1878), Edwin Bartlett, David Leavitt (1790-1879) and Edward Learned named the reorganization committee of the Eastern Division of the Ohio & Mississippi Railroad. (ARJ)
- Apr. 1858 Pioneer Iron Company blows in Pioneer Furnace No. 1 at Negaunee, Mich., near the Jackson Mine; first permanent blast furnace in the Lake Superior Iron Ranges; later owned by the Iron Cliffs Company. (Swank)
- Apr. 16, 1858 Locust Gap Railroad incorporated in Pa. to build from the terminus of the Locust Gap Improvement Company's railroad at Locust Gap to the Big Run Branch of the Mine Hill & Schuylkill Haven Railroad. (PL)
- Apr. 16, 1858 Atlantic & Great Western Railroad of Pennsylvania makes a contract with Worthy S. Streator and Henry Doolittle. (Mott)
- Apr. 16, 1858 Madison & Indianapolis Railroad authorizes an issue of \$600,000 Income

bonds. (MB)

- Apr. 17, 1858 Bill introduced in the Pa. Senate for creating a Union Railroad with a tunnel under the length of Callowhill Street, a single union passenger station for Philadelphia at Callowhill & Broad Streets and a freight terminal at Callowhill Street and the Delaware River; presidents of the existing railroads are named commissioners. (NrthAm)
- Apr. 17, 1858 Senate postpones consideration of the Pacific Railroad Bill until the short session in Dec. on the combined votes of southerners and northern Republicans. (CongGlobe, Russel)
- Apr. 19, 1858 Camden & Amboy Railroad reestablishes the New Jersey Accommodation Line with a \$2 fare. (MB)
- Apr. 19, 1858 Bill for incorporation of Union Railroad of Philadelphia passes the Senate; but does not pass the House. (EvngBlltn, PubLdgr)
- Apr. 21, 1858 Pennsylvania act authorizes sale of remaining state canals, including Delaware, Susquehanna, and West Branch Divisions to the Sunbury & Erie Railroad for \$3.5 million; Sunbury & Erie is to finance construction by resale of canals; S&E to issue \$7 million in bonds, half to buy canals and half for construction; state to receive additional \$2 million mortgage on canals as further security; Sunbury & Erie to receive one quarter of price in excess of \$3.5 million; when S&E is opened to Ridgway, it is to subscribe \$500,000 to Allegheny Valley Railroad to permit it to construct a line from the mouth of Mahoning Creek via Brookville to connect with S&E near Ridgway or Winslow; sales take place on May 19; banker Jay Cooke (1821-1905) plays a major role in financing the sales. (PL, Larson)
- Apr. 21, 1858 Delaware Division Canal Company of Pennsylvania incorporated for purpose of acquiring Delaware Division Canal from Sunbury & Erie Railroad; Jay Cooke subscribes 1,000 shares, J.B. Moorhead 2,000, and E.W. Clark & Co. 9,000; other incorporators include J. Gillingham Fell of the Lehigh Valley Railroad, and Ephraim Marsh (1796-1864) of the Morris Canal & Banking Company; the stockholders receive two shares for each paid for and by paying good dividends, create a market that enables them to unload their shares at a profit. (PL, Larson)
- Apr. 21, 1858 New North Branch Canal Company incorporated in Pennsylvania for purpose of acquiring upper North Branch Canal from Sunbury & Erie Railroad; Charles F. Welles (1812-1872) of Athens is Pres., George M. Hollenback, Treasurer, and John LaPorte, H. M. Fuller and Hendrick B. Wright as the other the main backers. (PL, Bugbee)
- Apr. 21, 1858 Wyoming Canal Company incorporated in Pennsylvania for purpose of

- acquiring lower North Branch Canal from Sunbury & Erie Railroad. (PL)
- Apr. 21, 1858 West Branch & Susquehanna Canal Company incorporated to acquire West Branch and Susquehanna Divisions of Pennsylvania Canal from Sunbury & Erie Railroad. (PL)
- Apr. 21, 1858 Charter supplement extends power of Western Transportation Company to operate western connections of Pittsburgh & Steubenville Railroad as well as P&S. (Digest)
- Apr. 22, 1858 Pennsylvania joint resolution stops all future drafts on treasury for deepening or repairing canals; Canal Commissioners resolve to keep minimal force employed to watch for breaches, etc.; as North Branch Extension Canal is closed because of flood damage, entire supervisory force is discharged immediately. (CC)
- Apr. 23, 1858 PRR Road Committee agrees to lease part of Allegheny Portage Railroad and lease cars to it, if residents will extend it to Newry; declines to aid Tyrone & Clearfield Railroad. (MB)
- Apr. 23, 1858 Future Lines West official and railroad entrepreneur Leonor Fresnel Loree (1858-1940) born at Fulton City, Ill.; son of William Mulford Loree (1825-1893) and Sarah Marsh Loree (1827-1893). (WwasW, ancestry.com)
- Apr. 26, 1858 Junction & Breakwater Railroad Board authorizes survey and location from Clarkes Corner on the Delaware Railroad to Cullen Town. (MB)
- Apr. 28, 1858 PRR agrees to lease remaining stub of Portage Railroad between Duncansville Jct. and Newry Jct. to local residents providing they extend it to Newry. (MB)
- Apr. 28, 1858 PRR Board declines to aid Tyrone & Clearfield Railroad. (MB)
- Apr. 28, 1858 Committee of the Shamokin Valley & Pottsville Railroad reports that it is inexpedient to pursue their claims to ownership of the old Philadelphia & Sunbury Railroad rolling stock and machinery claimed by Samuel Vaughan Merrick; during the year, the SV&P purchases 4 locomotives, 352 coal cars, 3 box cars, 28 ore & lumber trucks and 1 passenger car. (MB, AR)
- Apr. 28, 1858 Pennsylvania act makes Erie & Pittsburgh Railroad's use of unfinished roadbed of old Pittsburgh & Erie Railroad south of New Castle optional instead of mandatory; the only portion so used is 9 miles from Greenville to the Shenango River between Clarksboro and Sharpville. (Church, C&C)

- Apr. 28, 1858 Litchfield faction wins the Michigan Southern & Northern Indiana Railroad election; George Bliss elected Pres. (ARJ)
- Apr. 28, 1858 Frederick Law Olmsted (1822-1903) and Calvert Vaux (1824-1895) win the competition for the design of New York City's new Central Park. (Stokes)
- Apr. 30, 1858 Congress finally passes a compromise on the Lecompton Constitution, accepting Kansas under the Constitution providing it hold a referendum and accept a land grant reduced to normal size; otherwise it must wait to be admitted until it has sufficient population. (Nichols, Klein)
- Spring 1858 Camden & Amboy completes new small-scale coal pier at South Amboy. (AR)
- May 1, 1858 ___ Ferry Company begins service between Hunters Point (Long Island City) and East 34th Street in Manhattan. (NYT of 1925 - verify)
- May 1, 1858 Central Ohio Railroad enters receivership; Pres. Hugh J. Jewett appointed receiver. (Graham/Muskingum - verify)
- May 1, 1858 Sandusky, Dayton & Cincinnati Railroad discontinues its through operating contract with the Little Miami Railroad for running between Springfield and Cincinnati. (MB)
- May 1, 1858 Edwin L. Drake returns to Titusville to begin extracting oil as General Agent for the Seneca Oil Company. (Henry, Williamson/Daum)
- May 1, 1858 Virginia banks resume specie payments. (Duckenfield)
- May 3, 1858 PRR Road Committee authorizes VP William B. Foster to sell 344 acres to Allegheny Mountain Health Institute at Cresson for \$33,280 to be paid for in its stock and bonds. (MB)
- May 4, 1858 Alexander Henry (1823-1883), running on a Republican-American fusion ticket, unseats Philadelphia Mayor Richard Vaux (1816-1895) as part of an anti-Democratic sweep brought on by the events in Kansas; John W. Forney and William F. Packer have also split with Buchanan over Kansas. (Phllnq, Nichols, Coleman)
- May 4, 1858 Little Miami Railroad and Columbus & Xenia Railroad issue first joint appointment of officers. (MB)
- May 7, 1858 Junction & Breakwater Railroad Board hears the report by Chief Engineer John Dale on the survey from Clarkes Corners on the Delaware Railroad

- to Milford and authorizes advertising for bids. (MB)
- May 8, 1858 New Jersey Railroad Board charges CNJ with violating the traffic agreement of Oct. 1, 1853, by not listing all the passengers carried to New York by boat from Elizabethport. (MB)
- May 8, 1858 New York Central Railroad contracts with Theodore N. Parmelee, George B. Gates, Morgan Gardner and Webster Wagner to place one Woodruff or equivalent sleeper on each night train between Albany and Buffalo. (RRH)
- May 10, 1858 George W. Grier (1800?-), formerly manager of the Pittsburgh Shops, appointed Master of Machinery at Altoona in place of Alexander McCausland, resigned. (Adams, Africa)
- May 10, 1858 James Andrews reports to the Pittsburgh & Steubenville Railroad Board that he has met with J. Edgar Thomson and Tom Scott; they agree that the Western Transportation Company will build the road from the Monongahela to the Ohio River and also through Pittsburgh and the Monongahela River Bridge. (MB)
- May 10, 1858 Jeffersonville Railroad Board considers the proposal of W. J. Walker, et al., to build the last link between Peru and Plymouth, opening a direct route from Jeffersonville to Chicago; agree to grant them an exclusive traffic contract, if the road is built within 18 months, which it is not. (MB)
- May 11, 1858 Minnesota admitted as a free state. (wiki)
- May 12, 1858 Joint Companies' Executive Committee authorizes lighting locomotives and passenger cars by gas; use of steamboat *John Potter* to deliver cattle to New York Drovers Yard on North River; new arrangements for transshipment of coal at South Amboy. (MB)
- May 12, 1858 Michigan Central Railroad contracts with J.D. Morton to operate Woodruff sleeping cars. (RRH)
- May 12, 1858 Last rail laid on Mississippi Central & Tennessee Railroad, completing line between Grand Junction and Jackson. (Corliss)
- May 13, 1858 Trunk Lines meet in Philadelphia and draw up agreement to restore rates to 1857 levels; Hudson River Railroad refuses to sign and others waffle. (USRR&MR)
- May 15, 1858 LIRR begins operating the chartered steamboat *Island Belle* between Greenport, New London and Stonington. (MB)
- May 15, 1858 LIRR begins operating a night freight train for better accommodation of

the milk and vegetable traffic to the city. (MB)

- May 15, 1858 North Branch Canal Company incorporated in Pa. to assume ownership of state canal. (LV Corp - see 4/21 - letters patent are 6/5 PaSecyState)
- May 1858 Future PRR Mechanical Engineer John B. Collin (1831-1886) first joins the PRR at the Altoona Machine Shops after experience with some of the largest machine shops in New England; he returns to New England at the end of the year, returning to the PRR in Feb. 1863, and finally in Oct. 1864. (HistBlairCo)
- May 1858 James Fenlon and Oliver W. Barnes contract with the PFW&C to lay rails from the Cambria Iron Company between Plymouth and Chicago; rails are also removed from the abandoned New Portage Railroad. (ARJ, C&C)
- May 1858 Shermans Valley & Broad Top Railroad contracts for 23 miles from Fishing Creek and Landisburg. (ARJ)
- May 1858 Heavy rains over Ohio, Indiana and Illinois cripple agriculture. (ARJ)
- May 17, 1858 Madison & Indianapolis Railroad's lease of Martinsville & Franklin Railroad expires; strap rails are in a worn out condition. (GrnBk, Sulzer)
- May 17, 1858 James S. Gibbons returns to the Jeffersonville Railroad Board. (MB)
- May 17, 1858 New York & Harlem Railroad reduces the number of passenger trains running south of the terminal at 26th Street to Centre Street from three round trips to a single commuter local to White Plains. (NYPost)
- May 17, 1858 East Tennessee & Virginia Railroad completed between Bristol, Va., and Knoxville, Tenn.; last link in a trunk line of uniform 5'-0" gauge between Petersburg, Va., and Dalton, Ga., on the Charleston-Memphis line; second Southern trunk line to cross the Appalachians. (Source?, ARJ)
- May 18, 1858 Commonwealth drops suit against PRR for removing rails from the Allegheny Portage Railroad.
- May 18, 1858 Tom Scott requests Simon Cameron's assistance in securing federal authorization for the Steubenville Bridge as part of the system of post roads. (Kamm)
- May 18, 1858 PW&B begins operating connecting steamboat line between Seaford, Del., and Norfolk. (USRR&MR)
- May 19, 1858 Pennsylvania deeds the North Branch, West Branch, Susquehanna and Delaware Division Canals to the Sunbury & Erie Railroad, ending state

operation. (Val)

- May 19, 1858 A new “Erie War” erupts when the authorities tear up the new straight line of the Erie & North East Railroad for occupying the public highway at Harbor Creek; the railroad replaces it. (ARJ)
- May 20, 1858 LIRR Board appoints a committee to negotiate on a proposal of Electus B. Litchfield to build a branch line to the East River bypassing the Brooklyn & Jamaica Railroad. (MB)
- May 20, 1858 Northern Central Railway Board authorizes an excursion to Niagara Falls as a celebration when the road opens to Sunbury. (MB)
- May 20, 1858 Lock Haven & Tyrone Railroad contracts western division to Samuel Brady & Co. (HistCentCo)
- May 20, 1858 Charles Borland is elected Pres. of the Cincinnati, Wilmington & Zanesville Railroad, replacing Erasmus Gest, who also leaves the Board. (MB)
- May 21, 1858 On suit brought by small bondholders, Pa. Supreme Court orders Commissioners of Allegheny County to pay interest on \$300,000 bonds issued for subscription to Pittsburgh & Steubenville Railroad; County loses on appeal later in year. (Court)
- May 21, 1858 Erie & Pittsburgh Railroad receives letters patent. (C&C)
- May 22, 1858 Philadelphia & Baltimore Central Railroad authorizes loan pledging its iron as security. (MB)
- May 24, 1858 PRR Board orders Pres. Thomson to test legality of Tonnage Tax; adopts new organization for Legal Dept. effective July 1. (MB)
- May 25, 1858 Sunbury & Erie sells North Branch Canal (Northumberland-Athens, plus Lackawanna Feeder) to the North Branch Canal Company for \$1.6 million. (Val, Poor)
- May 25, 1858 North Branch Canal Company sells that portion of the North Branch Canal between Northumberland and Northampton Street, Wilkes-Barre, to the Wyoming Canal Company. (Baird, LV Corp)
- May 25, 1858 Dauphin & Susquehanna Coal Company begins running a passenger car between Harrisburg and ___ on Northern Central Railway's Trevorton Jct. freight train. (HbgTelegraph)
- May 29, 1858 New Jersey Railroad Board orders gas light installed in another train.

(MB)

- May 29, 1858 Joint Companies Executive Committee extends Robert S. Van Rensselaer's authority over all steamboats and towboats; Gen. William Cook is also to take charge of the New York office and superintend the towing business as well as being Chief Engineer. (MB)
- May 29, 1858 Bellefonte & Snow Shoe Railroad lets contract. (HistCentCo)
- June 1, 1858 Portion of the Chambersburg, Greencastle & Hagerstown Railroad in Pennsylvania conveyed to Andrew J. Jones, James J. Dull and James Worrall. (C&C)
- June 1, 1858 William P. Cutler elected Pres. of the Marietta & Cincinnati Railroad, replacing Noah L. Wilson, resigned. (ARJ)
- June 1, 1858 European & North American Railway of New Brunswick opens from St. Johns to Salmon Brook (9.6 miles). (ARJ)
- June 3, 1858 Western Transportation Company contract to build Pittsburgh & Steubenville Railroad is modified; PRR is to build the Steubenville Extension from Union Station by tunnel under Grant's Hill and across the Monongahela River to meet the P&S on the south side; Western Transportation Company to be paid \$1 million in First Mortgage bonds and \$200,000 stock; the old First Mortgage bondholders, including King & Thompson, are to surrender all their bonds and claims and receive Second Mortgage bonds at par; King & Thompson are to assign all their contracts to the Western Transportation Company; all P&S stock, First Mortgage bonds and the surplus Second Mortgage bonds are to be turned over to the PRR in trust for the Western Transportation Company; the Western Transportation Company is to pay for the Steubenville Bridge and be reimbursed by the P&S after it is done. (MB, Church)
- June 4, 1858 New Jersey Railroad holds annual stockholders' meeting in the new Jersey City depot. (MB)
- June 4, 1858 New York & Erie notifies other Trunk Lines that in its opinion the May agreement won't be signed and is therefore not binding on it. (USRR&MR)
- June 5, 1858 New Jersey Railroad completes new 5-track terminal at Exchange Place, Jersey City for ferry traffic; whole building is 500 x 103 x 43 feet high; main part is of brick in the Italianate style, except for the easternmost 180 feet over the water, which is of wood; the Hudson Street west front is 125 feet wide with two towers at the corners; the second floor is devoted to the main offices; the shed is covered by a single arch over 5 tracks with a

main ferry slip on the river end; the main building is flanked by two other slips to the north and south; total cost is \$250,227 exclusive of land; trains begin using it on June 15; the old station east of Hudson Street is converted to a freight station. (HC, AR)

- June 5, 1858 Steubenville & Indiana Railroad appoints committee to correspond with other railroads regarding finishing the Steubenville Bridge. (MB)
- June 7, 1858 Joint Companies' Executive Committee awards contract for new Camden ferryboat (the *States Rights*) to Theodore Birely; hull to be 148 x 28 x 10; engine to be built by Camden & Amboy using parts from *Washington*; votes to enforce 4.5 MPH speed limit on Delaware & Raritan Canal. (MB)
- June 7, 1858 B&O Board awards 5 gold and 56 silver medals to engine and train crews for services rendered during the strike of May 1857. (ARJ)
- June 8, 1858 Clarkson N. Potter of the New York office of Brown Brothers & Co. elected to the Board of the Chemung Railroad; Brown Brothers influence continues until 1871. (MB)
- June 8, 1858 Property of the North American Coal Company near Pottsville, Pa., sold at auction for \$69,947. (USRR&MR)
- June 8, 1858 Flood in the Wabash River is greater than that of 1828; destroys the Wabash & Erie Canal north of Terre Haute, its most profitable section. (ARJ)
- June 1858 Through Pittsburgh-Cleveland passenger service established via Wellsville. (PassDept)
- June 10, 1858 Junction & Breakwater Railroad awards a contract to Henry White & Co. to build the "southern line" to South Milford. (MB)
- June 10, 1858 Northern Central Railway leases operation of Sunbury & Erie Railroad for two years. (eff. 7/1?)
- June 10, 1858 Northern Central Railway agrees to operate its locomotives through from Sunbury to Williamsport over the Sunbury & Erie Railroad, subject to the S&E's prior contract with the Catawissa, Williamsport & Erie Railroad of May 17, 1853. (MB)
- June 11, 1858 Camden & Atlantic Railroad Board orders turntable moved from Weymouth to Egg Harbor City and the local train run to that point. (MB)
- June 11, 1858 Logansport, Peoria & Burlington Railway renamed Toledo, Logansport & Burlington Railroad by a resolution of the Board. (Church)

- June 12, 1858 New Jersey Railroad Board rules that the New York & Erie Railroad has not fulfilled the settlement of its contract of Mar. 17, 1858, which it declares forfeit; considers the request of the CNJ to run its passenger trains through from Elizabeth to Jersey City. (MB)
- June 13, 1859 Millville & Glassboro Railroad organized; controlled by Richard D. Wood, proprietor of Millville cotton factories; Thomas H. Whiting, Pres.; George B. Roberts, Chief Engineer.
- June 14, 1858 New York & Erie cuts fares between New York and Buffalo/Suspension Bridge to \$5, touching off a new rate war. (USRR&MR)
- June 14, 1858 Act of Congress ends U.S. ocean mail subsidies, compensation to be by actual postage rates; Southerners have come to resent New York City's dominance of maritime trade; as a result, the U.S. merchant marine withers as steam continues to replace sail; subsidized, lower-wage British, French and German lines come to dominate North Atlantic steam navigation. (PstmstrGenAR, Burrows/Wallace)
- June 14, 1858 First session of the 35th Congress ends; Southern Democrats have postponed consideration of the transcontinental railroad bill, the homestead bill, and the land grant college bill, all favored by Northern Republicans. (McPherson)
- June 14, 1858 Pioneer civil engineer Charles T. Whippo (1793-1858) dies at New Castle, Pa., where he has made a fortune in real estate and banking. (BioSkchtsLawrenceCo)
- June 15, 1858 PRR Solicitor Theodore Cuyler calls on Gov. William F. Packer to persuade him to withdraw the suit and injunction against PRR removing rails from the Allegheny Portage Railroad. (Watkins - see above)
- June 1858 John A. Wilson graduates from Rensselaer Institute with a degree in Civil Engineering. (Rezneck - verify)
- June 20, 1858 New Jersey Railroad distributes \$500,000 of reserve stock on the basis of one share for each 7 shares of old stock; payment of \$25 a share is due on July 1. (MB)
- June 20, 1858 Buffalo, New York & Erie Railroad opens between Attica and Batavia, N.Y., connecting its Buffalo-Hornellsville and Batavia-Corning lines inherited from predecessor companies; gives the New York & Erie system two lines to Buffalo. (Poor)
- June 20, 1858 Pro-slavery mob in Kent County, Md., tars and feathers James Bowers, a

Quaker agent of the Underground Railroad, and orders him to leave the state within 24 hours; the presence of many Quakers on the upper Delmarva Peninsula makes it an especially porous border for escaping African Americans, so much so that slave-owners are selling their slaves to dealers for resale in the Deep South before their “property” can vote with its feet. (MdHistMag 108:1)

- June 21, 1858 Shamokin Valley & Pottsville Railroad issues a circular announcing that it has reequipped the road; will issue new shares to the stockholders at 25% par in the ratio of 4 new shares for 11 old shares to finance equipment purchases and retire the floating debt. (MB)
- June 21, 1858 Buffalo, New York & Erie Railroad opens to Attica, N.Y. (AR)
- June 22, 1858 PRR Road Committee authorizes construction of first class station at Coatesville. (MB)
- June 23, 1858 West Chester & Philadelphia Railroad issues mortgage for \$600,000 to complete line. (Pam)
- June 24, 1858 Camden & Atlantic Railroad Board authorizes a branch to Batsto if the residents will subscribe the money. (MB)
- June 24, 1858 North Branch Canal Company resells canal between Northumberland and Wilkes-Barre to the Wyoming Canal Company for \$1,010,000. (Poor)
- June 24, 1858 Gettysburg Railroad begins construction between New Oxford and Gettysburg.
- June 25, 1858 New York City Police Commissioner orders Superintendent Tallmadge to enforce the 1854 ordinance against the New York & Harlem Railroad operating steam locomotives south of 42nd Street. (NYT)
- June 25, 1858 Ships laying the cable of Cyrus W. Field’s Atlantic Telegraph Company meet in mid-ocean, but the cable breaks on two successive occasions. (Thompson)
- June 26, 1858 Sunbury & Erie Railroad sells the Susquehanna and West Branch Division Canals to West Branch & Susquehanna Canal Company, John A. Gamble, Pres., for \$500,000. (Val, HistJuniata/Susq)
- June 28, 1858 PRR Road Committee authorizes purchase of 16 box cars on Philadelphia & Columbia Railroad from Messrs. Cookman for \$2475. (MB)
- June 28, 1858 Northern Central opens between Trevorton Jct. (Herndon) and Sunbury, making connection with the Sunbury & Erie Railroad. (Bell/Numbrlnd, USRR&MR says date of 1st passenger train - first rev. tt. in Hbg. is

7/5/58!; through to Buffalo and Niagara Falls in 17 hours)

- June 28, 1858 Littlestown Railroad opens between Hanover and Littlestown, Pa.; operated by Hanover Branch Railroad. (tt, Val)
- June 28, 1858 Erie & Pittsburgh Railroad organized; John A. Tracy, Pres. (MB)
- June 29, 1858 Cincinnati, Wilmington & Zanesville Railroad proposes that the First Mortgage bondholders reduce the value of their bonds to 80 cents on the dollar; the Second Mortgage bonds are to be reduced to 65 cents on the dollar, and the Third Mortgage bonds and floating debt holders are to receive 35 cents on the dollar in stock; the company will extend to Glendale on the Cincinnati, Hamilton & Dayton Railroad to improve its access to Cincinnati. (MB)
- June 30, 1858 Last run of LIRR steamboat *Island Belle* between Greenport, New London and Stonington. (MB)
- June 30, 1858 Trunk Line Convention opens at Buffalo; other lines blame New York & Erie for breaking rates. (USRR&MR)
- July 1, 1858 PRR Legal Dept. organization changed to 11 district solicitors. (MB)
- July 1, 1858 Perth Amboy & Woodbridge Railroad breaks ground; construction delayed by Civil War and not completed until 1864. (Val)
- July 1, 1858 With construction almost completed, the Northern Central Railway abolishes its Engineer Dept. and discharges Chief Engineer Anthony B. Warford (?). (MB - shows as CE & GS in 1859 AR)
- July 1, 1858 Charles Congdon of Albany appointed receiver of the Elmira, Canandaigua & Niagara Falls Railroad; ceases operating Chemung Railroad which reverts to New York & Erie Railroad. (Val, C&C - or Canandaigua & Niagara Falls?? verify NYState)
- July 1, 1858 Future PRR Chief Engineer Alexander Capie Shand (1858-1930) born at Lesmahagow, Lanarkshire, Scotland; educated at Anderson University, Glasgow. (PRRBio)
- July 1, 1858 Great Southwestern Mail begins running twice daily from New York to New Orleans via Orange & Alexandria and connecting railroads, shortening time from 7 to 3½ days. (ARJ - some other source had 7/1/58)
- July, 1, 1858 With the near-completion of the East Tennessee & Virginia Railroad, the Post Office Dept. shifts Great Southern Mail route (Boston-New Orleans) from via Wilmington, N.C., Augusta, Macon, Columbus, and

- Montgomery, with boat to Mobile and thence to New Orleans (20 days) to via Richmond, Bristol, Chattanooga, Grand Junction, Canton and New Orleans (5 days). (ARJ, Corliss)
- July 2, 1858 West Philadelphia Passenger Railway opens from 8th & Market to 41st & Haverford in West Philadelphia; tracks laid outside those of City Railroad. (Cox)
- July 4, 1858 Street fighting breaks out in Chestertown, Md., between partisans of the tarred-and-feathered abolitionist James Bowers and pro-slavery men, several of whom are driven into temporary hiding; Maryland is divided as the slavery question moves towards its culmination in civil war. (MdHistMag 108:1)
- July 5, 1858 New Trunk Line meeting at St. Nicholas Hotel in New York; agreement signed by B&O and NYC setting new rates effective July 16; western lines pledge to boycott Erie if it continues to undercut rates; New York & Erie and Hudson River Railroad refuse to sign; as a result, PRR refuses to accept also. (, USRR&MR)
- July 5, 1858 Northern Central Railway opens for revenue service (first tt.) to Sunbury; begins operating the Sunbury & Erie Railroad between Sunbury and Williamsport and issuing through tickets to New York State via Elmira. (BaltAm, AR - verify)
- July 6, 1858 Wyoming Canal Company receives letters patent; Samuel T. Bodine, Pres.; Charles Parrish, Secretary-Treasurer. (PHMC, Poor)
- July 6, 1858 West Branch & Susquehanna Canal Company receives letters patent; John A. Gamble, Pres. (PHMC, Poor)
- July 7, 1858 Shamokin Valley & Pottsville Railroad Board hears a proposal from the Northern Central Railway to carry coal to Baltimore at \$2.50 per ton, of which the SV&P is to receive \$0.40; SV&P then begins shipping coal direct to Canton; also sends coal in shippers' own cars to furnaces between Columbia and Downingtown on the PRR. (MB, AR)
- July 8, 1858 Jeffersonville Railroad Board authorizes Pres. Dillard Ricketts to visit the New York stockholders, including [A.S.?] Hewitt and W. D. Thompson, to see if they will pay the floating debt and First Mortgage bond interest in return for naming as many directors necessary to have control. (MB)
- July 8, 1858 New York City Court of Common Pleas hears the New York & Harlem Railroad's application for a permanent injunction against the police enforcing the ordinance against steam operation south of 42nd Street. (NYT)

- July 8, 1858 J. Taylor Gause (1823-1898) becomes a partner in the Wilmington, Del., car and shipbuilding firm of Harlan & Hollingsworth, which becomes, Harlan, Hollingsworth & Co. (H&H)
- July 9, 1858 Steubenville & Indiana Railroad bondholders meet in New York, where many bonds held; pledge to fund existing debts into new bond issue. (USRR&MR)
- July 9, 1858 Delaware Division Canal Company of Pennsylvania organized; Jay Cooke, Pres.; other directors are Algernon S. Roberts (1798-1865), J. Gillingham Fell (1816-1878), W.W. Longstreth of the Beaver Meadow Railroad; Benjamin Williamson of the CNJ, Ephraim Marsh of the Morris Canal, Judge Samuel Hepburn, J.B. Moorhead and E.W. Clark. (Poor, USRR&MR)
- July 10, 1858 Sunbury & Erie Railroad resells the Delaware Division Canal to Delaware Division Canal Company of Pennsylvania for \$1.775 million, making a total profit of \$375,000 on canal sales, of which \$281,250 paid to state. (C&C, Poor)
- July 10, 1858 Future PRR VP George Lyman Peck (1858-1932) born at Sandusky, Ohio. (PRRBio)
- July 10, 1858 Toledo & Wabash Railroad Company incorporated for the purpose of reorganizing that portion of the Toledo, Wabash & Western Railroad in Ohio. (ICC)
- July 12, 1858 Joint Companies Executive Committee authorizes reboiling the steamboat *Belknap*. (MB)
- July 12, 1858 Chief Engineer Robert Hodgson begins resurveying remainder of West Chester & Philadelphia Railroad from Grubbs Bridge to West Chester.(AR)
- July 12, 1858 New York City resolution requires the New York & Harlem Railroad to run its small cars to 42nd Street on the same frequency that they now run from Park Row to 27th Street within four months. (Valentine)
- July 12, 1858 Mississippi & Wabash Railroad opens between Warsaw and Hamilton, Ill., using part of the old right-of-way graded by the state in the 1830s.
- July 12, 1858 Detroit & Milwaukee Railway opens to Grand Rapids from Detroit. (Baxter)
- July 14, 1858 S. T. Lippincott leaves Pittston with 5 canal boats of coal, traveling via the

- North Branch, Chemung and Erie Canals to Buffalo, where the coal is transshipped for Cleveland, where it arrives on Aug. 8 and sells for \$8.50 per ton. (Bradsby, Bugbee)
- July 15, 1858 Joint Board declares a 5% semiannual dividend, making 8% for the post-panic year; orders two steam towboats for New Brunswick by next spring. (MB)
- July 15, 1858 PRR posts bond of \$300,000 and state withdraws suit against PRR removing rails from Portage Railroad. (Watkins)
- July 15, 1858 Northern Central Railway appoints P.P. Dickinson as Chief Engineer. (MB)
- July 15, 1858 The First Mortgage bondholders of the Cincinnati, Wilmington & Zanesville Railroad, most of whom are German and are represented by Moran Brothers of New York, reject the company's offer to reduce the value of the bonds; they make a counter-offer to extend the First Mortgage bonds for 2 years, with 2 years interest funded into 7% preferred stock; the Second Mortgage bonds are to be converted to stock at par, and the floating debt and Third Mortgage bonds are to be converted to stock at 10 cents on the dollar; this offer is rejected by the company. (MB)
- July 15, 1858 Cincinnati & Chicago Railroad Board orders Pres. Solomon Meredith to apply for a receiver. (MB)
- July 1859 Buffalo, New York & Erie Railroad buys a controlling interest in the Rochester & Genesee Valley Railroad to keep it out of the hands of the NYC; will give the broad-gauge Erie system access to Rochester. (AR - verify)
- July? 1858 Former Jeffersonville Railroad Pres. William G. Armstrong (-1858) dies. (MB may be 8/58)
- July 16, 1858 Philadelphia & Trenton Railroad Board agrees to reimburse William H. Gatzmer, et al., for purchase of the Tacony property in 1847. (MB)
- July 1858 Reading completes bridge over canal at Harrisburg and builds a connection with the PRR.
- July 1858 George W. Cass of PFW&C contracts with Cleveland, Columbus & Cincinnati Railroad for operation of a fast freight line between Chicago and Buffalo via Crestline and Cleveland. (MB)
- July 1858 Spanish financier Don Jose de Salamanca y Mayot (1811-1883) places \$1 million of Atlantic & Great Western Railroad bonds in Spain. (Mott)

- July 17, 1858 New Jersey Railroad VP John P. Jackson writes to the Board on the affairs of the company and recommends a reorganization; notes that the Newark Plank Road bridges are nearly done. (MB)
- July 17, 1858 First train arrives at Gettysburg, Pa., over the Gettysburg Railroad. (USRR&MR)
- July 17, 1858 Atlantic Telegraph Company's Atlantic cable is successfully completed after several breaks. (Thompson)
- July 18, 1858 First through passenger trains begin running between Philadelphia and Pittsburgh via Elizabethtown, using wide cars after tracks are respaced from the original 9'-9" spacing east of Dillerville on the old Philadelphia & Columbia Railroad; conductors on the *Fast Line* and *Express* begin running through; one Woodruff sleeping car and separate smoking cars placed on *Fast Line* and *Express* (see below for Woodruff contract!). (PassDept - USRR&MR has Mon. 7/19!!)
- July 19, 1858 New Jersey Railroad declares a semiannual dividend of 5%. (MB)
- July 19, 1858 Philadelphia City Councils pass resolution requiring all streetcar lines to be non-standard gauge of 5'-2" to prevent their being used by steam railroads. (SEPTA)
- July 19, 1858 West Philadelphia Passenger Railway extended from 8th & Market Streets to 3rd & Market Streets. (Cox)
- July 19, 1858 Jersey City & Bergen Point Plank Road Company appoints toll collectors between Communipaw Lane and Curries Woods on the border of what is now Bayonne; the plank road then extends on a meandering course passing west of future Avenue C and then following the line of future Avenue D (Broadway) south of 32nd Street to the Kill von Kull. (MB, Robinson)
- July 21, 1858 Convention of Trunk Lines and Western railroads held at Cleveland; as the New York & Erie Railroad has not advanced rates, resolve to refrain from issuing through tickets from western points; other roads feel NYC and PRR force convention to take anti-Erie stance, and many important Western roads do not honor pledge of anti-Erie boycott. (USRR&MR)
- July 21, 1858 PFW&C Board reports on a meeting with a committee of Chicago citizens promoting a Union Railroad on the west side of the Chicago River. (MB)
- July 22, 1858 Camden & Atlantic Railroad makes a new contract with the Raritan & Delaware Bay Railroad. (MB)

- July 22, 1858 George Bliss of MS&NI informs the PFW&C that it will discontinue the independent train operated for it between Laporte and Chicago on Aug. 1 unless the PFW&C pays the money in arrears. (MB)
- July 22, 1858 Title of PFW&C Assistant Superintendent William H. Barnes changed to Purchasing Agent. (MB)
- July 23, 1858 George W. Cass resigns as Pres. of PFW&C in favor of J. Edgar Thomson, who takes office for purpose of completing the line to Chicago. (MB)
- July 23, 1858 Elmira, Canandaigua & Niagara Falls Railroad sold at foreclosure of the Second Mortgage to Charles Congdon and Robert B. Potter. (Val, C&C - verify name in NYState)
- July 23, 1858 Little Miami and Columbus & Xenia Railroads acquiesce in action of Cleveland Convention but decline becoming parties to the agreement. (MB)
- July 26, 1858 Joint Companies' Executive Committee asks Superintendent to report on expenses of Delaware River steamboats and whether they should be discontinued, and whether companies should contract out the operation of towboats on the Delaware and Raritan Rivers; order steamboat *John Neilson* sent to the Delaware River and *Trenton* sent to New York; report final settlement of all cases resulting from Aug. 1855 Burlington wreck; legal fees total \$1,500. (MB)
- July 26, 1858 West Chester & Philadelphia Railroad contracts with Richard Clark to complete from Pennellton (Wawa) to West Chester. (AR)
- July 26, 1858 Canandaigua & Niagara Falls Railroad (?) sold at foreclosure; new owners convert it from 6'-0" to 4'-8½", breaking the broad-gauge connection between the New York & Erie Railroad and the Suspension Bridge gateway. (USRR&MR - check - ARJ has NYC buying C&NF before 7/10)
- July 27, 1858 Joint Companies Executive Committee authorizes a 20% cut in rates on freight from west of Pittsburgh providing the PRR and B&O do the same. (MB)
- July 27, 1858 Navigation of Ohio River at Pittsburgh suspended by low water; lasts over three months.
- July 28, 1858 Richmond & Danville Railroad buys the Manchester-Rocketts portion of the roadbed of the abandoned Chesterfield Railroad of 1831, which it had driven out of business, for \$1,500; relocates its own Rocketts Branch.

(Cnls&RRs)

- Aug. 1, 1858 Wide cars placed on all PRR trains east of Harrisburg after City Railroad tracks respaced to 6'-0" apart between 10th & 17th Streets and clearance with the market sheds is increased.
- Aug. 1, 1858 Northern Central Railway opens between Trevorton Jct. and Sunbury, completing line between Baltimore and Sunbury; trains run through to Williamsport over Sunbury & Erie. (AR, Wilson - see also 6/58 - 8/1 may be reg. service - no! BaltAm shows first tt 7/5 and revised 7/26); opens the Shamokin Coal Region to all-rail shipments to the lower Susquehanna Valley and Baltimore; coal freights to Baltimore fixed at \$2.50 per ton. (HistCameronColl)
- Aug. 1, 1858 William S. Freeman, resigns as General Freight Agent of the Camden & Amboy Railroad at Philadelphia. (MB)
- Aug. 1, 1858 MS&NI discontinues independent train for PFW&C between Laporte and Chicago because of its inability to pay. (MB)
- Aug. 1, 1858 Little Miami Railroad and Columbus & Xenia Railroad withdraw from the July 21 Cleveland agreement. (ARJ)
- Aug. 1, 1858 Future corporate promoter Daniel Gray Reid (1858-1925) born at Richmond, Ind., son of Daniel Reid and Anna Gray Reid; he begins his career as a clerk and janitor at the Second National Bank of Richmond; during childhood, he becomes friends with future Lines West Superintendent William B. Leeds (1861-1908), who will become his business partner; Leeds's career will be advanced by a third boyhood friend Harry I. Miller (1862-1930), son of future Lines West official John F. Miller (1830-1916). (NCAB)
- Aug. 4, 1858 PRR Board authorizes purchase of freight cars of Cookman & Bro. operated on Columbia Railroad; approves connection with Lebanon Valley Railroad at Harrisburg under agreement made Mar. 7. (MB)
- Aug. 4, 1858 PRR opens small passenger station in West Philadelphia. (Wilson)
- Aug. 4, 1858 Shamokin Valley & Pottsville Railroad Board hears a report that the lessee of the Lancaster Colliery has been sold out by the sheriff and the lease purchased by Henry Baumgardner of Lancaster; receives an offer from Allen Fisher of Pottsville to lease the SV&P and complete it to Pottsville. (MB)
- Aug. 4, 1858 Atlantic Telegraph Company's Atlantic cable is placed in service between Newfoundland and Ireland, linking the systems of the U.S. and Great

Britain; however, the insulation proves faulty, the signal fades, and by the time of the projected official celebration on Sep. 1, the line is useless. (Thompson)

- Aug. 5, 1858 Cincinnati, Wilmington & Zanesville Railroad Board requests that Erasmus Gest resign as receiver on the grounds that the road has become unsafe under his management. (MB)
- Aug. 5, 1858 Convention of ticket agents of Trunk Lines and western connections meets at Cleveland; New York lines agree to cut through fares by \$3; PRR, B&O and allies vote no; lines unable to agree on division between eastern and western lines, and meeting adjourns. (USRR&MR)
- Aug. 5, 1858 NYC Board accepts the offer of T.T. Woodruff & Co. to place the first sleeping cars on the line. (Harlow)
- Aug. 7, 1858 Altoona Mechanics' Library & Reading Room organized by Robert Pitcairn and others. (Africa)
- Aug. 8, 1858 David Brooks appointed the PRR's first Superintendent of Telegraph in the Transportation Dept.
- Aug. 8, 1858 S. T. Lippincott's cargo of anthracite coal arrives in Cleveland, the first cargo from the Wyoming Valley to be sent west beyond the Alleghenies; within 20 years, the major anthracite railroads, including the PRR, will do a good business shipping clean-burning Pennsylvania anthracite coal to the cities of the Great Lakes. (Bradsby)
- Aug. 10, 1858 Amasa Stone (1818-1883) of Cleveland, a pro-NYC figure, elected Pres. of Cleveland, Painesville & Ashtabula Railroad; seen as bringing the Lake Shore line into the NYC camp and blocking the western expansion of the Erie; defeats ___ Case, the pro-Erie candidate. (USRR&MR)
- Aug. 10, 1858 New steamboat *George Weems* of the Weems Line makes its trial run out of Baltimore, prior to going on the Patuxent River Line. (Holly)
- Aug. 11, 1858 PRR Road Committee authorizes purchase of Exchange Hotel at Queen & East Chestnut Streets in Lancaster. (MB)
- Aug. 11, 1858 Atlantic & Great Western Railroad makes exclusive contract with James McHenry (1817-1891), a somewhat unscrupulous Irish-American merchant of Liverpool, to finance its construction across Pennsylvania and Ohio; McHenry chooses Thomas W. Kennard (1825?-1893) of England as Chief Engineer; Queen Mother Maria Christina of Spain (1806-1878) owns land in northwestern Pennsylvania held in settlement of claims against the defunct United States Bank of Pennsylvania; Don Jose de

- Salamanca, a noted Spanish railway builder, takes \$1 million and a contract to build part of the road. (Felton)
- Aug. 12, 1858 J. Edgar Thomson writes to S. L. M. Barlow offering to put up a forfeit of \$100,000 to ensure compliance with the latest St. Nicholas agreement if the other Trunk Lines will do the same; the offer is refused. (Ward)
- Aug. 13, 1858 Amos Kendall's Western Telegraph Company (Baltimore-Wheeling-Cincinnati) is leased to his Magnetic Telegraph Company; Kendall threatens to extend to St. Louis to attack the Western Union Telegraph Company; the Kendall-Smith companies have fought the Six Party Contract to a standstill. (Thompson)
- Aug. 13, 1858 Philadelphia & Trenton Railroad Pres. William G. Alexander (1802?-1858) dies at Philadelphia. (PhInq)
- Aug. 1858 Chief Engineer George B. Roberts announces that the Allentown Railroad will resume work; not done. (USRR&MR)
- Aug. 1858 First shipments of Trevorton anthracite coal move to Elmira via the Williamsport & Elmira Railroad. (USRR&MR)
- Aug. 1858 NYC imposes local rates on all freight to and from Michigan Southern & Northern Indiana in retaliation for its refusal to join anti-Erie boycott. (USRR&MR)
- Aug. 1858 Chicago & Cincinnati Railroad begins construction between Logansport and Valparaiso, Ind. (ARJ, Church)
- Aug. 1858 State of Virginia relets contracts for that portion of the state-owned Covington & Ohio Railroad between Covington and White Sulphur Springs. (Cnls&RRs)
- Aug. 16, 1858 PRR and Reading sign agreement setting uniform rates between Philadelphia and Harrisburg and allowing for the interchange of traffic between the Cumberland Valley Railroad and the Reading across the tracks of the PRR. (Rdg)
- Aug. 16, 1858 Chicago ordinance authorizes PFW&C to connect with Chicago, St. Paul & Fond du Lac Railroad (C&NW) at a point between Van Buren and Kinzie Streets, including right to build tracks in West Water and Canal Streets from Van Buren to Kinzie Street. (Church)
- Aug. 16, 1858 B&O establishes a fast livestock train running from Wheeling to Baltimore in 36:00. (AR)

- Aug. 16, 1858 Queen Victoria sends a ceremonial message to Pres. Buchanan to open the new Atlantic Cable telegraph line; the undersea cable has been sponsored by Cyrus W. Field (1819-1892); it soon breaks and is not replaced until 1866. (Stokes)
- Aug. 18, 1858 PRR leases City wharf at foot of Dock Street in Philadelphia. (MB)
- Aug. 19, 1858 LIRR Board authorizes a contract with Charles P. Button to place advertisements in its passenger cars; reports no success in negotiations with the Flushing Railroad; orders title to steamboat *Island Belle* transferred from Coffin Colket to the company. (MB)
- Aug. 19, 1858 Richard F. Loper (1800-1880) elected Pres. of Philadelphia & Trenton Railroad, replacing William G. Alexander, deceased; William Cook appointed Engineer at \$1,500 per year. (MB)
- Aug. 19, 1858 Philadelphia City Council passes ordinance over objections of mayor authorizing extension of City Railroad east on Market Street and down 2nd Street to Dock Street so as to make both 2nd & 3rd Streets one way streets; work is to be paid for by street railroad company in return for use of tracks. (Digest)
- Aug. 19, 1858 Canal Commissioners resolve to test the constitutionality of the law selling the canals to the Sunbury & Erie Railroad. (USRR&MR)
- Aug. 19, 1858 Jeffersonville Railroad Board authorizes not paying the First Mortgage bond interest until the bank debt and wages are paid. (MB)
- Aug. 19, 1858 Pro-railroad meeting held in the New York & New Haven Railroad station at 27th Street in New York City in favor of steam operation south of 42nd Street. (NYT)
- Aug. 20, 1858 West Jersey Railroad Board receives a communications from Richard D. Wood and T. H. Whitney, proprietors of the foundries and glass works at Millville and Glassboro asking for a branch from Glassboro to Millville. (MB)
- Aug. 20, 1858 Convention at Cincinnati places PRR on equal footing with NYC and Erie for eastbound passengers from Cincinnati; also sets new eastbound freight rates effective Aug. 23. (USRR&MR)
- Aug. 21, 1858 Service by train available with four changes of cars between Baltimore and Niagara Falls via Sunbury and Elmira. (PassDept - verify prob earlier)
- Aug. 25, 1858 Excursion opens Quakake Railroad, linking Lehigh Valley Railroad with Catawissa, Williamsport & Erie along the line originally projected by the

Biddles in the 1830s and creating a direct outlet to New York for the Sunbury & Erie; Edward Miller, Chief Engineer; Richard B. Osborne, contractor; operated by the Catawissa, Williamsport & Erie Railroad; avoids the old Little Schuylkill & Susquehanna inclined plane in Lindners Gap by a switchback; on the same day, ground is broken for an extension to Mahanoy City and Ashland. (USRR&MR, Poor, Hare)

- Aug. 25, 1858 Sunbury & Erie Railroad contracts for line between Farrandville and Sinnemahoning Creek. (USRR&MR)
- Aug. 25, 1858 Niagara Bridge & Canandaigua Railroad incorporated in N.Y. by the Brown Brothers & Co. interest as a reorganization of Canandaigua & Niagara Falls Railroad. (NYState, GrnBk, Poor)
- Aug. 25, 1858 Norfolk & Petersburg Railroad, later the main line of the Norfolk & Western Railway, opens between Petersburg and Norfolk, Va., extending the Southern 5'-0" gauge trunk line from Memphis to deep water ports at Hampton Roads; William Mahone has laid out the portion between Suffolk and just east of Petersburg as a single straight line, and his wife has named the crossroads way stations with names from Sir Walter Scott's Waverly novels; revenue service begins Sep. 1. (VaBPW, AR)
- Aug. 26, 1858 Commissioners of Baltimore & Potomac Railroad convene at Upper Marlboro; appoint Robert Bowie agent to take subscriptions; addressed by Edwin Robinson of the Richmond, Fredericksburg & Potomac Railroad on potential of through route. (MB)
- Aug. 31, 1858 West Chester & Philadelphia Railroad opens between Grubbs Bridge (Wawa) and Willcox's Lower Mill (Glen Mills). (by 8/31 - may be earlier? check paper?)
- Aug. 31, 1858 Isaac Watkin resigns as Pres. of Philadelphia & Baltimore Central Railroad and succeeded by Alexander R. McHenry, who is also Pres. of West Chester & Philadelphia Railroad; however, he declines to serve until P&BC agrees he will finish WC&P first; P&BC cancels construction contract to Stone, Quigley & Co. (AR, MB)
- Aug. 31, 1858 PFW&C Railroad Board authorizes the construction of a warehouse at Valparaiso. (MB)
- Summer 1858 John Brough, Pres. of both Indianapolis, Pittsburgh & Cleveland and Bellefontaine & Indiana Railroads ("Bee Line"), takes control of the Columbus, Piqua & Indiana Railroad and resumes construction towards Union City. (Marvin)
- Sep. 1, 1858 William Wade resigns as director of PFW&C to permit T. Haskins Du Puy

to be elected director and President Pro-Tem, as J. Edgar Thomson is too busy to devote full time to PFW&C; plan has been for all directors who were residents of Pennsylvania to make way for PRR men, but objected to by one director, possibly Gen. William Robinson, Jr. (MB)

- Sep. 1, 1858 Jeffersonville Railroad defaults on First Mortgage bonds. (ARJ)
- Sep. 1, 1858 New York Central leases Niagara Bridge & Canandaigua Railroad and operation by Elmira, Jefferson & Canandaigua ends; NYC converts from 6'-0" to 4'-8½" gauge and blocks New York & Erie, Northern Central, and Reading access to the Suspension Bridge gateway. (GrnBk, NYState)
- Sep. 1, 1858 Detroit & Milwaukee Railway runs its first through train from Detroit to Grand Haven via Grand Rapids; it eventually becomes part of the Grand Trunk Western Railway. (Baxter)
- Sep. 1, 1858 Webster Wagner places first four sleeping cars into service on NYC; have defective ventilation, so Wagner develops the clerestory. (RRGaz)
- Sep. 5, 1858 Western Maryland Railroad makes a new contract to rebuild the Northern Central Railway's Owings Mills Branch and extend it to Union Bridge. (Killough)
- Sep. 7, 1858 J. Barlow Moorhead (1813-1889) elected Pres. of the Delaware Division Canal Company of Pennsylvania, replacing Jay Cooke, resigned. (USRR&MR)
- Sep. 8, 1858 Fairmount Passenger Railway opens horse car line between 23rd & Callowhill and 2nd & Walnut Streets in Philadelphia; tracks run in 2nd & 3rd Streets; third rail laid on City Railroad between Market & Dock Streets for use of 5'-2" gauge horse cars; new eastbound track for City Railroad laid in 2nd and Market Streets from Dock Street to 3rd Street. (Cox, SmedleyAtlas)
- Sep. 8, 1858 Mass meeting held in Monument Square, Baltimore, in attempt to stop the Know-Nothing riots; leads to the formation of the Reform Party. (Vexler)
- Sep. 9, 1858 Public meeting at Morrisania resolves in favor of a permanent steam terminal for the New York & Harlem Railroad and New York & New Haven Railroad at 42nd Street, as it has been shown that horses can draw the large cars through the tunnel to and from 27th Street. (NYT)
- Sep. 11, 1858 Trunk Line Convention meets at Girard House in Philadelphia, Erastus Corning of NYC presiding; agree in principle to restore rates and adopt NYC's freight classification schedule. (MB, USRR&MR)

- Sep. 11, 1858 New Jersey Railroad Board approves a contract with Ballard & Griggs of Massachusetts to convert their wood-burning locomotives to coal. (MB)
- Sep. 13, 1858 Joint Companies' Executive Committee appoints Chief Engineer William Cook to investigate building a connection between Philadelphia & Trenton Railroad and Reading at Richmond for purpose of sending freight and cattle to New York; authorizes selling steamboat *New Jersey*; offers \$3,500 to settle patent infringement case brought by Richard Imlay over passenger cars; authorizes settlement with New York & Baltimore Transportation Line for 1857 winter traffic, Camden & Amboy to get 40% of rate between New York and Baltimore. (MB)
- Sep. 13, 1858 Altoona Mechanics Library & Reading Room Association elects first officers; Tom Scott declines to be Pres.; by the 1880s, PRR officers have assumed a majority of the Board of Directors; supported by PRR and located in a railroad building at 11th Avenue & 13th Street and later on the second floor of the ticket office. (Africa, Loeb - see 7/53!)
- Sep. 13, 1858 Union Railroad incorporated in Ohio to build from Scotts Landing on the Marietta & Cincinnati Railroad to Belpre, opposite Parkersburg, to shorten the ferry connection to the North Western Virginia Railroad. (ICC, Pixton)
- Sep. 15, 1858 PRR Board gives Pres. J. Edgar Thomson the power to accept or reject the Trunk Line rate settlement as he sees fit. (USRR&MR)
- Sep. 15, 1858 PRR contracts with T.T. Woodruff & Co. (est. 1857) for operation of its patented sleeping cars over PRR lines; to put at least one car on each night train by Jan. 1, 1859 and as much earlier as practicable. (MB, RRH)
- Sep. 15, 1858 John Butterfield, et al., begins operating the Overland Mail from St. Louis and Memphis via Little Rock, El Paso, Fort Yuma and Los Angeles to San Francisco; 30% of its revenue comes from the mail contract. (Russel, John)
- Sep. 1858 Joseph Hill appointed Engineer of the Meadville Railroad, and surveys begin east of Meadville. (HistCrawfrdCo)
- Sep. 16, 1858 Future PRR Pres. Frank Thomson (1841-1899) becomes a three-year apprentice at the Altoona Car Shops at age 17 after graduating from Franklin College, earning 60 cents per 10-hour day; his mother (his father died 10 years ago) has approached Tom Scott, the General Superintendent at Altoona and a friend of the family, about her son's future, and both agree that he should start at the bottom in an industry with growth potential; although Scott shows no obvious favoritism, he will be quick to advance Thomson as soon as he proves himself. (PubLdgr obit)

- Sep. 16, 1858 Northern Central Railway Board reports the company has contracted for the Canton Wharf. (MB)
- Sep. 18, 1858 Trunk Line meeting in Philadelphia makes a new agreement; to be no runners and no freight agents in the West except at the Lake ports, or off-line agents in the East, except at Boston, New York, Philadelphia and Baltimore; will adopt the New York lines' scheme of four classifications of freight. (ARJ)
- Sep. 18, 1858 Delaware Railroad Board appoints a committee to negotiate with the Seaboard & Roanoke Railroad for a steamboat connection on the Nanticoke River. (MB)
- Sep. 19, 1858 Little Miami Railroad orders completion of work on rebuilding Cincinnati passenger station and enlarging freight station. (MB)
- Sep. 20, 1858 New York City Board of Aldermen repeals the 1854 ordinance banning steam operation on the New York & Harlem Railroad south of 42nd Street. (NYT)
- Sep. 21, 1858 PW&B Board approves contract with J.E. Thayer & Bro. for refloating the loan of 1860 into a new loan of 1884. (MB)
- Sep. 22, 1858 Philadelphia ordinance authorizes lease of Dock Street Wharf to PRR, effective Jan. 1, 1859. (Digest)
- Sep. 22, 1858 Committee of the West Jersey Railroad meets with Richard D. Wood about the extension of their road to Millville. (Wood)
- Sep. 25, 1858 Trunk Lines sign final form of new agreement at St. Nicholas Hotel in New York; new rates effective Oct. 1; Samuel L. M. Barlow (1826-1889), a New York lawyer associated with the Erie is named umpire; settlement is first big victory of PRR in establishing principle of lower differential rates for Philadelphia; in following six months of peace, PRR revenues increase by \$234,000, while NYC and Erie lose about \$400,000 each and B&O about \$120,000. (USRR&MR, Maybee)
- Sep. 25, 1858 Maryland & Delaware Railroad Board approves issuing conditional stock to build the part of the line between Smyrna Station (Clayton) and Greensboro. (MB)
- Sep. 1858 Joseph N. Du Barry returns from the Pacific Railroad, Southwestern Branch, (Missouri) and is named Superintendent of Pittsburgh, Fort Wayne & Chicago Railroad. (RRGaz obit - PaCo obit say W. Div. only)
- Sep. 27, 1858 Chicago & Rock Island Railroad agrees to operate Illinois River Railroad,

then under construction between Virginia and Peoria, Ill. (Church)

- Sep. 27, 1858 Wabash & Western Railway Company incorporated in Indiana for the purpose of reorganizing the part of the Toledo, Wabash & Western Railroad in Indiana. (ICC)
- Sep. 28, 1858 Erie & Pittsburgh Railroad organized; John A. Tracy (1798-1875) of Erie, Pres. (MB, Church)
- Sep. 30, 1858 LIRR Board approves a contract with Brooklyn entrepreneur Electus B. Litchfield and the Flushing Railroad to develop a route to bypass the City of Brooklyn. (MB)
- Oct. 1, 1858 Edward F. Gay resigns as Pa. State Engineer after closing up all outstanding claims on the Pennsylvania Public Works; no successor appointed. (CC)
- Oct. 1, 1858 Jeffersonville Railroad defaults on Second Mortgage bond interest. (Church, ARJ)
- Oct. 1, 1858 New Albany & Salem Railroad placed in the hands of Douw W. Williamson of the Michigan Central Railroads as trustee. (Hilton)
- Oct. 2, 1858 New Jersey Railroad increases VP John P. Jackson's salary to \$10,000; also to act as General Superintendent and counsel. (MB)
- Oct. 4, 1858 N.Y. Supreme Court repeals the temporary injunction and refuses a permanent injunction to prevent the New York City Council from repealing the 1854 resolution banning steam operation on the New York & Harlem Railroad south of 42nd Street. (NYT)
- Oct. 5, 1858 Cincinnati, Wilmington & Zanesville Railroad Board approves a reorganization plan put forward by the First and Second Mortgage bondholders; are to have the road foreclosed under the Second Mortgage; the road to managed by an Executive Committee of Theodore T. Moran of New York, Chauncey Brooks of Baltimore and William King Bond of Ohio; the company is to raise the money to build the extension from Morrow to Glendale by May 1, 1860, during which time, no interest is to be paid; the First and Second Mortgage bonds are to be extended for 15 years and the interest and floating debt to be funded into debt certificates. (MB)
- Oct. 5, 1858 Portion of the Toledo, Wabash & Western Railroad in Indiana sold at foreclosure to Azariah Boody for the creditors for \$800. (ICC, Waggoner)
- Oct. 5, 1858 John Fritz (1822-1913) receives a patent for the three-high rail rolling

mill. (Storey)

- Oct. 8, 1858 East Tennessee & Virginia Railroad opens over its whole length between Bristol and Knoxville, forming with the East Tennessee & Georgia Railroad a complete line to Dalton, Ga., on the Western & Atlantic Railroad near Chattanooga. (Harrison - ARJ has open celebration 6/3)
- Oct. 8, 1858 Portion of the Toledo, Wabash & Western Railroad in Ohio sold at foreclosure to Azariah Boody for \$1,000. (ICC, Waggoner)
- Oct. 9, 1858 First Overland Mail stagecoach reaches St. Louis from San Francisco. (CHTaylor)
- Oct. 12, 1858 PRR Road Committee rules that no vacancies are to be filled without the approval of Pres. Thomson and no raises to be granted without approval of Board. (MB)
- Oct. 12, 1858 Republicans, stressing the need for tariff protection to end the depression in industry and soft-pedaling the slavery issue, sweep Pennsylvania elections, including William E. Frazer as the last person to be elected Canal Commissioner; he will serve only two weeks before the Board is abolished; Republicans gain control of state House and Congressional delegation; the Democrats retain a one-vote majority in the State Senate; the Democrats also have been hampered by factional disputes between Gov. William F. Packer and editor John W. Forney on the one hand and Buchanan loyalists on the other; Thaddeus Stevens is returned to Congress as a Republican, where he will become a leader of the Radicals during the Civil War and Reconstruction. (Coleman, Palmer)
- Oct. 12, 1858 In Allegheny County, the entire Repudiation ticket is defeated. (ARJ)
- Oct. 13, 1858 PRR board authorizes Pres. Thomson to dispose of PRR's Pittsburgh, Fort Wayne & Chicago bonds by paying off the floating debt for which they are held as collateral. (MB)
- Oct. 13, 1858 PRR Board authorizes purchase of land for depots at Downingtown, Parkesburg, Christiana and Gap. (MB)
- Oct. 13, 1858 PRR Board declines to make an agreement for keeping the City Railroad in repair as is responsibility of city government. (MB)
- Oct. 13, 1858 Lehigh Valley Railroad Board takes no action on the request of Ashbel Welch of the Belvidere Delaware Railroad for a drawback. (MB)
- Oct. 13, 1858 Thomas Swann reelected Know-Nothing Mayor of Baltimore amidst more rioting. (Vexler)

- Oct. 1858 Indianapolis, Pittsburgh & Cleveland Railroad advances \$8,000 to the Columbus, Piqua & Indiana Railroad for the purchase of ties and spikes, paid for in CP&I notes. (Olson/MB)
- Oct. 1858 Bellefontaine & Indiana and Indianapolis, Pittsburgh & Cleveland Railroads (“Bellefontaine Line”) inaugurate sleeping car service between Cleveland and Indianapolis. (AR)
- Oct. 1858 Solomon White Roberts and Martin Coryell survey the Council Ridge and White Haven Railroad from the Lehigh Luzerne Railroad east of Hazleton to White Haven in the interest of the Lehigh Coal & Navigation Company, Lehigh Valley and North Pennsylvania Railroads as part of a direct line between Philadelphia and Wilkes-Barre; nothing is done under this charter, but the Lehigh Valley Railroad will later build a cutoff on a similar alignment. (Rept)
- Oct. 16, 1858 Joint Companies names their new Camden ferryboat *States Rights*, which will prove very embarrassing less than three year later. (MB)
- Oct. 19, 1858 PW&B reports it has built a new cattle station on 41 acres at Bell Road, south of Philadelphia. (MB)
- Oct. 19, 1858 George W. Cass reports to PFW&C Railroad Board on a recent railroad convention at Niagara Falls. (MB)
- Oct. 19, 1858 Martinsville & Franklin Railroad abandons operation between Martinsville and Franklin, Ind.; remains out of service for 7 years. (GrnBk, Sulzer)
- Oct. 19, 1858 Kimber Cleaver (1814-1858), engineer of the old Danville & Pottsville Railroad, dies at Pottsville of typhoid fever contracted while surveying the Glen Carbon and Thomasville mines of the Forest Improvement Company. (Bell/Numbrlnd)
- Oct. 19, 1858 District Court of Iowa refuses an injunction to remove the Rock Island railroad bridge over the Mississippi River. (ARJ)
- Oct. 20, 1858 Telegraph companies comprising the Six Party Contract meet in New York and organize the North American Telegraph Association with Peter Cooper as Pres.; a committee is appointed to make peace with the rival Kendall-Smith interests. (Thompson)
- Oct. 21, 1858 John Taylor Johnston of the CNJ also applies to the Lehigh Valley Railroad Board for a drawback. (MB)

- Oct. 23, 1858 West Chester & Philadelphia Railroad opens between Glen Mills and Street Road (Westtown). (CCHS)
- Oct. 25, 1858 Pennsylvania Supreme Court rules that Crawford County's \$200,000 subscription to the Pittsburgh & Erie Railroad is void; County is to recover the \$30,000 already spent by the railroad with interest; court rules that the P&E was not legally organized, the original subscribers having passed their stock to 13 men who never paid anything; the loss of the county subscription cripples efforts to raise money on the public money markets. (HistCrawfrdCo, Felton, Foster)
- Oct. 27, 1858 PRR Board approves report of Tom Scott recommending installation of Loughridge brakes on passenger cars; completed in 1859; system used a chain, wound from locomotive, to activate brakes on each car. (MB)
- Oct. 27, 1858 PRR Board sets new salary levels, restoring most, but not all, of cuts imposed in Panic of 1857. (MB)
- Oct. 27, 1858 Joint Companies appoints committee to sell the Camden & Philadelphia Steam Boat Ferry Company's lower ferry property at Camden and the remainder of the Walnut Street, Philadelphia, property to the Camden & Amboy and Philadelphia & Trenton Railroads in liquidation of the ferry company's debts to the Joint Companies. (MB)
- Oct. 27, 1858 PRR Board orders VP William B. Foster to stay at Harrisburg during the upcoming session of the Legislature and protect the company's interest as regards the repeal of the Tonnage Tax; grants him an advance of \$500 for publishing and distributing information; because of his strong Democratic party connections, Foster handles lobbying duties later inherited by Tom Scott. (MB, Wilson)
- Oct. 27, 1858 PRR Board authorizes sale of company's Cleveland & Mahoning bonds; Cleveland & Mahoning eventually becomes part of the Erie system; adopts rules for the duties of station agents at the company's Philadelphia and Pittsburgh terminals. (MB)
- Oct. 27, 1858 Rowland Hussey Macy (1822-1877) opens a dry goods store on 6th Avenue south of 14th Street in New York; builds a high-volume business through aggressive advertising. (Trager)
- Oct. 29, 1858 Indiana Central Railway agrees with Noah L. Wilson for the branches of the State Bank of Ohio at Chillicothe and Marietta to sell to the Indiana Central 27 broad-wheeled box cars and 51 broad-wheeled flat cars purchased at sheriff's sale at Pakersburg, Va., on Aug. 18, 1858. (MB)
- Nov. 1, 1858 Richmond, Fredericksburg & Potomac Railroad pleads poverty when

- asked for a subscription to the Baltimore & Potomac Railroad. (MB)
- Nov. 3, 1858 Pioneer Main Line transporter David Leech (1791-1858) dies at Leechburg, Pa. (findagrave)
- Nov. 5, 1858 Pennsylvania Supreme Court upholds constitutionality of law giving remaining canals to Sunbury & Erie on suit brought by Canal Commissioners. (USRR&MR)
- Nov. 6, 1858 Navigation of Ohio River resumes at Pittsburgh with fall rise.
- Nov. 6, 1858 Jeffersonville Railroad bondholders meet at New York; have learned that the company is paying its floating debt and interest on the City of Louisville bonds; order the company to resume interest payments on the First & Second Mortgage bonds by Dec. 1, or they will have the trustees take possession; reorganization committee consists of Louis H. Meyer, Charles Luling and William Schall. (ARJ)
- Nov. 1858 Pres. Moorhead of the Chartiers Valley Railroad visits Wheeling to confer with the directors of the Hempfield Railroad. (ARJ)
- Nov. 9, 1858 West Chester & Philadelphia Railroad restored to company without foreclosure. (Poor - newspaper says 11/6 - Val has no day - AR implies is with 11/11 opening)
- Nov. 9, 1858 Lehigh Valley Railroad makes an informal agreement with the Delaware Division Canal Company not to discriminate in favor of any particular coal shipper. (MB)
- Nov. 10, 1858 PRR Board confirms appointment of John B. Anderson (1818?-1897) as Superintendent of Middle Division replacing Enoch Lewis; Anderson has operated two schools at New Albany, Ind., and been Superintendent of the New Albany & Chicago Railroad. (MB, obit)
- Nov. 10, 1858 At the Cincinnati, Wilmington & Zanesville Railroad stockholders' meeting, Engineer Thomas Daniels presents an estimate of \$269,102 for the extension from Morrow to Glendale; stockholders approve the proposition of the First Mortgage bondholders that the bondholders suspend the foreclosure proceedings for one year. (MB)
- Nov. 10, 1858 Four-day convention of Midwest trunk lines convenes in Cleveland; adopts rate compact and rules. (S&I, IndCent MB)
- Nov. 10, 1858 New York & Erie Railroad Pres. Charles Moran issues a circular that the company cannot meet the maturity of the Second Mortgage bonds coming due on Mar. 1, 1859; calls for extending the maturity date. (ARJ)

- Nov. 11, 1858 West Chester & Philadelphia Railroad opens between Westtown and West Chester, completing line between West Philadelphia and West Chester via Media. (CCHS, USRR&MR)
- Nov. 12, 1858 Cumberland Valley Railroad Board accepts a proposal from Jay Cooke of E.W. Clark & Co. to rebuild the Franklin Railroad and have it operated by the Cumberland Valley Railroad under contract. (Westhaeffer)
- Nov. 12, 1858 Cincinnati, Wilmington & Zanesville Railroad Board appoints a committee to consider how to get control of the Cincinnati, Lebanon & Xenia Railroad charter; authorizes raising stock for the extension to Glendale, rescinding the tunnel road contract, and negotiating with the Dayton, Xenia & Belpre Railroad to secure its extension from Xenia to Washington, Ohio. (MB)
- Nov. 13, 1858 Formal celebration held to mark the opening of the West Chester & Philadelphia Railroad to West Chester. (Ashmead)
- Nov. 13, 1858 Altoona Mechanics' Library & Reading Room opens in space provided by PRR.
- Nov. 13, 1858 *American Railroad Journal* reports that the Columbus, Piqua & Indiana Railroad has resumed work between Piqua and Union City. (ARJ)
- Nov. 13, 1858 *American Railroad Journal* reports that the Ohio & Mississippi Railroad - Eastern Division has reached an agreement with W.H. Aspinwall & Associates. (ARJ)
- Nov. 15, 1858 Joint Companies' Executive Committee accepts proposition of (street ry on 5th & 6th - Frankford & Southwark) to carry passengers and baggage between the Philadelphia & Trenton Railroad station at Kensington and the PW&B station at Broad & Prime Streets. (MB)
- Nov. 1858 PRR's former Philadelphia & Columbia Railroad 4-4-0 *Old Dominion* (Norris, 1856) fitted with Dimpfel coal burning boiler at Baldwin Locomotive Works. (Lovell)
- Nov. 1858 Properties of Boston & New York Central Railroad, other than Norfolk County Railroad and Medway Branch Railroad, sold to Midland Railroad, but not operated because of poor condition. (Humphrey)
- Nov. 1858 Thomas W. Kennard arrives in America to examine the route for the Atlantic & Great Western Railroad. (Mott)
- Nov. 1858 Mobile & Ohio Railroad opens between Jackson, Miss., and Columbus,

Ky., with an 18-mile ferry to Cairo, Ill. (Corliss)

- Nov. 1858 Eastern Division of the Memphis & Little Rock Railroad opens between Hopefield (across the Mississippi River from Memphis) and Madison, Ark., on the St. Francis River; a 5'-6" gauge road, it is the first in Arkansas and the only one to be finished before the Civil War; much of the road over the Mississippi bottoms is built on piles over swamp land because of the impossibility of building solid embankments; the track is so rickety that trains move barely faster than a brisk walk. (EncycArkHist&Culture, Wood)
- Nov. 16, 1858 J. Edgar Thomson writes to James M. Bell regarding repeal of the Tonnage Tax, "this company cannot procure the necessary legislation without resorting to means that all proper minded persons must condemn." (Ward)
- Nov. 16, 1858 Trustees of old Franklin Railroad in Maryland agree to sell property and franchise to Andrew J. Jones and James J. Dull. (Digest)
- Nov. 17, 1858 John Work Garrett (1820-1884) elected Pres. of B&O by vote of 16-14, replacing Chauncey Brooks; marks victory of private stockholders over Know-Nothing Party which controlled state and city government in mid-1850s and dominated B&O management through its public directors; Garrett dominates the B&O for the next 25 years and becomes a major foe of the PRR. (Catton)
- Nov. 18, 1858 Columbus & Xenia Railroad Board approves 20-year lease of Dayton, Xenia & Belpre Railroad. (MB)
- Nov. 1858 Union Canal Company of Pennsylvania assigns its property to trustees. (Poor)
- Nov. 1858 Southern Pacific Railroad (Texas) offers the presidency to J. Edgar Thomson; he finally accepts in 1860; this is the earliest PRR involvement with the Southern Transcontinental route. (Kamm)
- Nov.? 1858 Allegheny Coal & Railroad Company becomes insolvent, in part because of the long distance of shipping its coal and high coal rates. (Ward)
- Nov. 20, 1858 *American Railroad Journal* reports 9 miles of rail laid on the Erie & Pittsburgh Railroad. (ARJ)
- Nov. 21, 1858 Eastern Extension of Peoria & Oquawka Railroad opens between Chenoa and Gilman, Ill.
- Nov. 23, 1858 Joint Committee of the Wabash & Erie Canal meets at the office of

- Winslow, Lanier & Co. in New York; resolved to abandon the section south of Terre Haute, as it does not pay expenses and drains the trust fund by \$150,000 a year. (ARJ)
- Nov. 24, 1858 Little Miami Railroad Board approves the lease of the Dayton, Xenia & Belpre Railroad to the Columbus & Xenia Railroad; appoints a committee to a joint operating contract with the Columbus & Xenia Railroad and the Cincinnati, Hamilton & Dayton Railroad. (MB)
- Nov. 25, 1858 Philadelphia City Councils pass ordinance requiring the removal of the market sheds from the center of Market Street; improves clearance for City Railroad and streetcar tracks. (USRR&MR)
- Nov. 25, 1858 Centennial of the capture of Fort Duquesne is celebrated at the PRR's Duquesne Freight Station in Pittsburgh, which occupies the site of the old fort; Judge William Wilkins (1779-1865) is the presiding officer and Edward Everett the main orator there; additional festivities include a 10-mile long parade and the firing of artillery salutes. (Schuyler)
- Nov. 27, 1858 Eastern Division of Philadelphia & Sunbury Railroad, out of service since 1830s, sold at foreclosure to William R. Lejee, trustee, for the Shamokin Valley & Pottsville Railroad. (Val)
- Nov. 27, 1858 Marietta & Cincinnati Railroad foreclosure proceedings begun by the Third Mortgage bondholders in Ross County Court of Common Pleas; Orlando Smith appointed receiver; the Third Mortgage bondholders are fearful that the foreign bondholders plan to sell out the company and force a foreclosure sale. (Church, ICC, ARJ); PRR refuses Thomson's plan to reorganize it as Ohio Valley Railroad, and it passes out of PRR orbit. (NB Ohio Valley RR plan failed before 1857!)
- Nov. 29, 1858 LIRR stockholders meet in Philadelphia and approve moving the East River terminus to Hunters Point; Board approves purchasing the Flushing Railroad for \$337,000 and building a new railroad from Jamaica to Winfield on the Flushing Railroad and buying the easternmost quarter mile of the Brooklyn & Jamaica Railroad as part of the new line. (MB)
- Nov. 29, 1858 *Fast Line* begins running year-round, making total of three passenger round trips between Philadelphia and Pittsburgh. (USRR&MR)
- Nov. 29, 1858 PFW&C opens between Plymouth, Ind., and Rock Island Jct. (Englewood) south of Chicago. (AR)
- ca. Nov. 1858 Erie & Pittsburgh Railroad opens between Girard Jct. and Albion, Pa.; operated by Buffalo & State Line Railroad.

- Nov. 30, 1858 After many petitions from coal shippers, director Washington Butcher moves that PRR secure a terminal on the Delaware River reached by locomotives; PRR Road Committee authorizes reduction on anthracite coal shipped up the Juniata Canal. (MB)
- Nov. 30, 1858 Joint Companies' Executive Committee orders switching the 10:00 AM from Philadelphia and the 11:00 AM from New York to run from Kensington instead of Tacony and the 4:00 PM from New York to run to Kensington instead of Camden because of new streetcar connections with Center City and PW&B. (MB)
- Late 1858 New Jersey Railroad opens secret negotiations to lease the Morris & Essex Railroad, which has authority to extend across New Jersey to Easton. (Taber)
- late 1858 Simon Cameron and brother-in-law Anthony B. Warford begin purchase of large block of Northern Central Railway shares; Cameron returned to board after 5 years. (Kamm - verify? -MB notes don't show Cameron as dir, for Warford, see 1859)
- Dec. 1, 1858 Philadelphia & Baltimore Central Railroad begins trimming roadbed preparatory to laying rails; contracts with Hathaway & Leche for five miles of track at \$350 per mile, one third in cash and two thirds in bonds. (AR)
- Dec. 1, 1858 Reading begins widening its tunnels and respacing its old tracks to be able to pass the wider cars used in through service via the Lebanon Valley Railroad. (Rdg AR)
- Dec. 1, 1858 First freight cars arrive at Chicago over the PFW&C; the PFW&C is credited with making the first shipments of wheat direct from Chicago to New York (most probably by the Allentown Route). (CHTaylor)
- Dec. 4, 1858 New Jersey Railroad Board receives a communication from the CNJ on sending 5,000 commuters a year over the NJRR. (MB)
- Dec. 4, 1858 Shamokin Valley & Pottsville Railroad Board refers the question of whether to restore the Eastern Division or connect with some other railroad to the East to the Finance Committee; proposes to settle the coal land boundary with the Green Ridge Improvement Company by arbitration. (MB)
- Dec. 6, 1858 Lame-duck session of the Democratic 35th Congress convenes; in his annual message, Pres. Buchanan calls for tariff revision in response to the Panic of 1857 and for a Pacific railroad. (Magneß, Nichols)

- Dec. 6, 1858 Ohio & Mississippi Railroad - Eastern Division stockholders meet at New York; agree to reduce the book value of the road from \$19 million to \$12 million and reduce the debt from \$10.7 million to \$4.25 million; stockholders are to surrender 90% of their holdings and all but the First Mortgage bondholders some percentage of their value. (ARJ)
- Dec. 7, 1858 PRR Road Committee agrees to aid Tyrone & Clearfield Railroad by accepting 40% in its First Mortgage bonds and 60% cash for PRR portion of all through rates and fares, provided stockholders extend it to Philipsburg. (MB)
- Dec. 8, 1858 PRR Board reduces rates on anthracite coal from the Susquehanna moving west via Main Line canals; appoints committee of five to advise Pres. Thomson on location of Delaware River terminus; approves 7% drawback for shippers sending a minimum of 50,000 tons of coal a year from Allegheny or Broad Top Fields to Philadelphia or Baltimore to better compete with Cumberland coal shipped on B&O. (MB)
- Dec. 8, 1858 Camden & Philadelphia Steam Boat Ferry Company agrees to sell the rest of the Walnut Street property in Philadelphia to the Philadelphia & Trenton Railroad for \$51,085. (MB)
- Dec. 9, 1858 Sheriff conveys the portion of the old Philadelphia & Sunbury Railroad, between the intersection of the Mine Hill & Schuylkill Haven Railroad to Mount Carbon to William R. Lejee, trustee. (C&C)
- Dec. 9, 1858 Atlantic & Great Western Railroad of New York incorporated in New York by the Ohio faction of the A&GW to complete the old Erie & New York City Railroad and extend it to the Pennsylvania state line. (NYState)
- Dec. 10, 1858 Lykens Valley Railroad & Canal Company Board report that they have contracted with Yardley & Sons of Pottsville, Pa., for 600 tons of 50-lb. T-rail. (MB)
- Dec. 11, 1858 New Jersey Railroad Board tables a proposition to cancel the contract with the Hoboken Land & Improvement Company; considers the cost of extending double track to Rahway. (MB)
- Dec. 11, 1858 Columbus & Xenia Railroad leases the Dayton, Xenia & Belpre Railroad for 20 years, effective Jan. 1, 1859. (C&C)
- Dec. 12, 1858 Baltimore & Potomac Railroad organized (incorporated May 6, 1853); plans to build from Baltimore to Port Tobacco on lower Potomac River; dominated by Oden Bowie (1826-1894). (see 12/18)
- Dec. 13, 1858 Joint Companies' Executive Committee orders construction of a new

- marine shop in Hoboken to replace one in New York. (MB)
- Dec. 13, 1858 Pennsylvania Supreme Court rules act providing for sale of branch canals to Sunbury & Erie Railroad is constitutional in case of S&E RR vs. Cooper; does not violate 1857 constitutional amendment barring state aid to private corporations.
- Dec. 13, 1858 Columbus & Xenia Railroad Board approves revised lease of Dayton, Xenia & Belpre Railroad dated Dec. 11. (MB)
- Dec. 13, 1858 New York City ordinance requires the Hudson River Railroad to replace the high rail with grooved rail on its street trackage south of 53rd Street; may also operate local horse cars between Chambers and 53rd Streets at a five-cent fare, running around the clock and at 5-minute headway during rush hours; steam operation is to cease south of 53rd Street as soon as the city cars are put on; this ordinance apparently never goes into effect and is repealed in 1867. (Valentine, NYState)
- Dec. 14, 1858 Little Miami Railroad Board approves the compact adopted by the Cleveland convention of Nov. 10-13. (MB)
- Dec. 14, 1858 Jeffersonville Railroad Board agrees with the Second Mortgage bondholders' committee led by Louis H. Meyer and the First Mortgage bondholders to fund one year's interest to pay the \$65,000 floating debt; in return, the bondholders are to name half the directors. (MB)
- Dec. 15, 1858 Toledo & Wabash Railway Company incorporated by the merger of the Toledo & Wabash Railroad and the Wabash & Western Railway under articles of consolidation dated Oct. 7, 1858. (ICC)
- Dec. 1858 Economy bottoms out after Panic of 1857; expansion begins, only to be cut short by fears of civil war in 1860. (NBER)
- Dec. 1858 PRR begins withholding payment of state Tonnage Tax to provoke a court test of its constitutionality. (Maybe says 7/58?)
- Dec. 1858 Engineer Edmund Q. Sewall reports on a preliminary survey to finish the Eastern Shore Railroad; estimates cost to build from Seaford at the end of the Delaware Railroad to Somers Cove (Crisfield) at \$540,000. (Rept)
- Dec. 1858 Through sleeping cars established between New York and Cincinnati via NYC, CC&C and Little Miami Railroads. (USRR&MR)
- Dec. 1858 Future Lines West official William A. Baldwin (1835-1911) joins the PRR as a clerk. (MB)

- Dec. 1858 Great Western Railway of Canada has placed a new type sleeping car in service between Suspension Bridge and Windsor; consists of one row of day seats along each side, two aisles, and a row of three-tiered bunks in the center, sleeping 36. (ARJ)
- Dec. 16, 1858 Northern Central Railway Board states that they have secured permission to extend their track on Canal Street, Baltimore, to intersect the PW&B at Canton Avenue; with the construction of the Canton Extension and its expensive tunnel stymied, the NC plans to ship coal to the Canton wharf using its street tracks and those of the PW&B to an intersection at Bay View. (MB, AR)
- Dec. 16, 1858 Northern Central Railway contracts with A.C. Goell for a line of telegraph between Bridgeport and Sunbury. (AR)
- Dec. 16, 1858 Gettysburg Railroad opens between New Oxford and Gettysburg; special excursion run from Baltimore; operated by Hanover Branch Railroad; original outlet is by way of Northern Central Railway, but later becomes part of the Western Maryland Railway system. (Hanover Record, C&C, Williams)
- Dec. 17, 1858 Reading leases Chester Valley Railroad , giving it access to Downingtown. (Rdg)
- Dec. 18, 1858 PRR Road Committee authorizes construction of houses at Altoona for Resident Engineer and Superintendent of Middle Division; hears report on interview with New York lines on through rates. (MB)
- Dec. 18, 1859 Baltimore & Potomac Railroad elects first directors, including Edwin Robinson of the Richmond, Fredericksburg & Potomac Railroad who subscribes \$3,000, but no officers. (MB, ARJ)
- Dec. 22, 1858 LIRR Board agrees to operate a branch to Glen Cove if the residents will pay for its construction. (MB)
- Dec. 22, 1858 PRR Board authorizes construction of houses for officials at Altoona; also enlarging the canal between Columbia and Duncan's Island to 5 feet deep with locks for 120-foot boats. (MB)
- Dec. 22, 1858 Thomas Moore appointed PRR Ticket Agent at 11th & Market Streets, Philadelphia. (Wilson)
- Dec. 22, 1858 Pittsburgh & Steubenville Railroad extends the deadline for the Western Transportation Company starting work to June 3, 1859, as it has been unable to collect all the old First Mortgage bonds yet. (MB)

- Dec. 23, 1858 Rep. William Smith (1797-1887) of Virginia introduces a bill for the relief of the Alexandria & Washington Railroad; bottled up in committee and nothing done. (CongGlobe)
- June 25, 1858 Junction & Breakwater Railroad suspends the construction contract of Henry White & Co. because of the condition of the money market and the inability to buy rails; the company is looking for state aid to be able to extend to Lewes and for the U.S. Government to build a pier behind the Delaware Breakwater. (MB - recheck??)
- Dec. 25, 1858 Richard D. Wood meets with Abraham Browning about a charter for a railroad from Millville to Winslow on the Camden & Atlantic Railroad. (Wood)
- Dec. 25, 1858 PFW&C opens between Englewood and Van Buren Street, Chicago, completing the line from Pittsburgh to Chicago; first through train leaves Chicago for Pittsburgh; third railroad entering Chicago from the east and first from Philadelphia; despite PRR aid, PFW&C retains independent management and enjoys an alternate outlet to New York via Crestline, Cleveland and Buffalo; competition from PRR/PFW&C forces roads like the Michigan Central and Michigan Southern to cut rates and work more closely with their eastern connections. (AR, PittsPost)
- Dec. 26, 1858 Gen. William Cook and Pres. T. Jones Yorke arrive in Bridgeton to begin survey of Bridgeton Branch of West Jersey Railroad. (BrdgtnChron)
- Dec. 28, 1858 Nathaniel Wright elected Pres. of Little Miami Railroad, replacing John Kilgour. (Memo)
- Dec. 30, 1858 New Haven, New London & Stonington Railroad opens with car ferry across the Thames River between New London and Groton; operated by New York, Providence & Boston Railroad; completes Shore Line between New York and Boston, but overnight steamboat-rail lines remain the preferred mode of travel; through trains established between New Haven and Providence. (NHCorp, USRR&MR)
- Dec. 31, 1858 PRR Resident Engineer Thomas W. Seabrook resigns to be Chief Engineer of the Western Transportation Company (Pan Handle Line); William Hasell Wilson of Philadelphia Division becomes sole Resident Engineer-MofW for the PRR at Altoona. (MB- eff 1/1/59)
- Dec. 31, 1858 Camden & Philadelphia Steam Boat Ferry Company resells the Camden lower property to the Camden & Amboy Railroad for \$42,000. (MB)
- Dec. 31, 1858 Northern Central Railway ends operation of Hanover Branch Railroad, which reverts to independent status. (Poor - verify - see 4/1/1855!!!)

- Dec. 31, 1858 Steubenville & Indiana Railroad Board authorizes negotiations with Pittsburgh & Steubenville Railroad for a permanent running arrangement. (MB)
- Dec. 31, 1858 New York City ordinance permits the New York & Harlem Railroad and New York & New Haven Railroad to operate by steam locomotives as far south at 42nd Street for 30 years; until new machine shops are completed above 42nd Street, they may run light locomotives to the existing shop at 32nd Street for repairs only for no more than 18 months; may build two extra tracks between 42nd Street & 50th Street for unloading, and may cover the area between 42nd Street & 44th Street with an ornamental shed whose design is to be approved by the city; it may also lay tracks in 42nd Street and Madison Avenue to 79th Street or however far the avenue is opened for the use of city horse cars. (Valentine, NYState)
- Dec. 31, 1858 New York City ordinance provides for the licensing of railroad passenger cars used in the city. (Valentine)
- Dec. 31, 1858 Reading begins operating Chester Valley Railroad under lease, including through cars between Philadelphia and Downingtown in competition with PRR. (Rdg)
- Dec. 31, 1858 Cleveland & Toledo Railroad abandons its Northern Division (former Port Clinton Railroad) between Sandusky and Millbury near Toledo because of its poor condition; all traffic routed via the Southern Division through Elyria and Fremont; track is relaid in 1872. (Harlow, McLellan)
- 1858 PRR ships 40 million pounds of salted meat from the Midwest, up from 21 million pounds in 1853; as a result, Cleveland's meat trade is halved between 1856 and 1858. (Schieber)
- 1858 New Jersey Railroad replaces candles or oil lanterns on New York-Philadelphia express trains with gas light.
- 1858 Camden & Amboy Railroad completes new passenger and freight slips at Camden. (AR)
- 1858 Camden & Amboy Railroad executes new contracts with PRR, PW&B and B&O for through traffic. (AR)
- 1858 South Camden Ferry Company enters receivership; control passes to Samuel M. Merritt, trustee for the Second Mortgage bondholders. (Prowell, Boyer)
- 1858 West Chester & Philadelphia railroad builds temporary engine house in

- West Philadelphia. (AR)
- 1858 PRR builds stations at West Philadelphia (first) and Coatesville. (AR)
- 1858 PRR builds new freight car shop, paint shop and transfer table at Altoona. (AR)
- 1858 PRR writes off investment in Marietta & Cincinnati and Springfield, Mt. Vernon & Pittsburgh. (AR - no MB cite)
- 1858 PRR 4-6-0 *Dauphin* (BLW c/n 488) rebuilt as a coal burner. (Lovell)
- 1858 PW&B orders the steamboat *Ariel* from Harlan & Hollingsworth. (BethStl)
- 1858 Allegheny Railroad & Coal Company fails. (Ward)
- 1858 Northern Central Railway begins shipping coal to Canton via PW&B (verify in AR - no mention - check tables? - IS 1/59 - see 7/7)
- 1858 9,100 tons of coal and 11,900 tons of iron are sent from Pennsylvania into upstate New York via the Williamsport & Elmira Railroad. (BNY&E AR)
- 1858 Sandy Run Branch of Huntingdon & Broad Top Mountain Railroad opens between Hopewell and Reighley (sp?) station (1 mile); it is graded by the Hopewell Coal & Iron Company. (Val)
- 1858 Huntingdon & Broad Top Mountain Railroad & Coal Company opens the Clift Mine about a half mile above the Prospect Mine opened last year. (Africa)
- 1858 Huntingdon & Broad Top Mountain Railroad & Coal Company contracts with the Reading for through shipment of coal from Harrisburg to Port Richmond; after the completion of the East Pennsylvania Railroad, coal is also sent direct to Elizabethport in New York Harbor via the CNJ. (Baughman - verify Rdg MB?)
- 1858 Work on North Western Railroad discontinued. (Watkins)
- 1858 Delaware & Raritan Canal completely lined with stone rip-rap to permit use of steamboats without damaging banks. (AR)
- 1858 PRR buys the Patterson House at Patterson Borough, Mifflin County, in order to get rid of the guaranteed lunch stop; the hotel is reduced to a lunch room. (HistJuniata/Susq - may be earlier)

- 1858 Cleveland & Pittsburgh Railroad builds one-mile freight spur to terminal on Ohio River at North Avenue, Manchester (now north side of Pittsburgh); reached by trackage rights over Pittsburgh, Fort Wayne & Chicago.
- 1858 Samuel A. Black (1821?-1890), formerly with the Philadelphia & Columbia Railroad, named Superintendent of the Sunbury & Erie Railroad. (RyW)
- 1858 John A. Wilson (1837-1896) joins the PRR as an assistant engineer. (RPI)
- c. 1858 Thomas D. Messler, Auditor of PFW&C, develops "Messler System" of classification of railroad accounts later adopted by most large railroad systems; involves balancing the books at short, regular intervals to detect fraud and embezzlement. (StdHistPitts, - see earlier years)
- 1858 Massachusetts makes a new contract with Herman Haupt as engineer and contractor of the Hoosac Tunnel, increasing the amount of state scrip to \$4 million; Haupt receives a first installment of \$100,000; he chooses to use steam drills instead of compressed air. (Kirkland)
- 1858 Cleveland, Columbus & Cincinnati Railroad loans \$20,000 to the PFW&C to enable it to repair its track between Crestline and Fort Wayne. (Harlow)
- 1858 Columbus & Xenia Railroad writes down its \$50,000 investment in Springfield & Columbus Railroad to \$1,000. (Marvin)
- 1858 Sleeping cars established between New York and Cincinnati via NYC, Cleveland, and Little Miami Railroad. (USRR&MR - by 12/22/58 - est on NYC before 12/58)
- 1858 Cincinnati & Chicago Railroad enters receivership on suit of contractors George B. Ripley and William D. Judson. (Church)
- 1858 J. Edgar Thomson drafts, but does not send, a letter to an unidentified senator in favor of a transcontinental railroad on either the 32nd or 35th parallel route. (Fisher)
- 1858 B&O introduces coke as a fuel for its passenger locomotives. (AR)
- 1858 New York Canal Commissioners estimate the cost of carrying a ton from Chicago to tide by various competitive routes as follows: by the Erie Canal and Lakes, \$7.12; by the NYC and the Lakes, \$10.82; by the New York & Erie Railroad and the Lakes, \$13.38; by PRR to Philadelphia, \$20.16; by the B&O to Baltimore via Cincinnati, \$23.07. (Sweet)

- 1858 Steam propulsion first tried on the Erie Canal. (CHTaylor - verify)
- 1858 Merchants Despatch goes into operation as a fast freight line on the NYC and its western connections; a subsidiary of the American Express Company; operates with through cars and through waybills. (PrmsestoPay)
- 1858 Western portion of the Northern Division of the Cleveland & Toledo Railroad taken up between Sandusky and Millbury, the junction with the Southern Division east of Toledo; track is restored in 1872. (LS&MS AR)
- 1858 By now, the Cleveland, Columbus & Cincinnati Railroad and those associated with it are the dominant stockholders in the Indianapolis, Pittsburgh & Cleveland Railroad, running from Union City to Indianapolis. (Harlow)
- 1858 Michigan Southern & Northern Indiana Railroad opens direct "Air Line" route between Toledo and Elkhart, nine miles shorter than "Old Road"; includes 68.49 miles of straight track between Toledo and Butler, Ind. (Sanders)
- c.1858 David Strouse (1838-1861), later a pioneer Civil War telegrapher, becomes private secretary to General Superintendent Tom Scott at Altoona. (Plum)
- 1858 Cassatt family moves from West Chester to a town house on South Penn Square in Philadelphia. (Mathews)
- 1858 Baltimore & Cincinnati Telegraph Company completes line, following the B&O to Parkersburg; affiliated with the Magnetic Telegraph Company, which controls the Boston-New Orleans line. (ARJ)
- 1858 Alan Wood & Co. erects a large steam rolling mill, the Schuylkill Iron Works, at Conshohocken, Pa., replacing the small mill built in 1856. (Bean)
- 1858 George B. Markle (1827-1888), who has begun as a clerk in Ario Pardee's store at Hazleton, founds G.B. Markle & Co., anthracite coal operators, with Pardee, J. Gillingham Fell, and William Lilly as partners; begins working at Jeddo and Highland in the Black Creek Valley northeast of Hazleton. (Bradsby)
- 1858 Farrandsville Company fails, with a loss of about \$500,000, on a par with the earlier Lycoming Coal Company; the brothers Christopher Fallon (1809-1863) and John Fallon (1819-1885), have a falling-out, and John assumes much of the debt and tries to satisfy the foreign creditors; all

attempt at iron-making at Farrandsville ends, leaving the furnace stack to decay. (Knowles)

- 1858 Brady's Bend Iron Company fails and ceases operations following the death of its major owner Matthias P. Sawyer of Boston and the loss of orders in the aftermath of the Panic of 1857. (Fell)
- 1858 Crumpton, Md., established as a village at the head of steamboat navigation of the Chester River by James C. Sheppard and Maurice Welsh of Salem, N.J. (Emory)
- 1858 Littleton, Pa., renamed Bradford by Daniel Kingsbury, who has purchased a large tract from the United States Land Company in 1851. (Leeson)
- 1858 Clarke, Ind., established on the PCW&C in Lake County, Ind.; named for George W. Clarke, who has made large purchases of land in the Calumet Region; Clarke is originally a center for ice harvesting from the Calumet River and lakes. (Howat)
- 1858 U.S. rail production is now almost two times the amount of British imports. (Seely)
- 1858 Van Brunt & Watrous and Tobey, Booth & Co. of Chicago begin the summer packing of pork in rooms cooled by natural ice. (CHTaylor)
- 1858 Cattle trade of Chicago surpasses that of New York. (CHTaylor)
- 1858 Fairbanks, Greenleaf & Co. established at Chicago as the sales company for Vermont scale manufacturer E. & T. Fairbanks & Co.; it will become Fairbanks, Morse & Co. in 1872. (NCAB)