

# Pennsylvania Railroad Company

General Office.



Lines East and West of Pittsburgh.  
Office of the Chief of Motive Power.

Philadelphia.

April 10th, 1886.

Mr. J. W. Jackson,

General Superintendent.

Dear sir:-

The advance sheets of the History of the Pennsylvania Railroad Company, 1846-1886, now in preparation, have been forwarded to you under separate cover. These pages are for private circulation, and are sent out at this time for criticism by the directors and officers of the Pennsylvania Railroad Company.

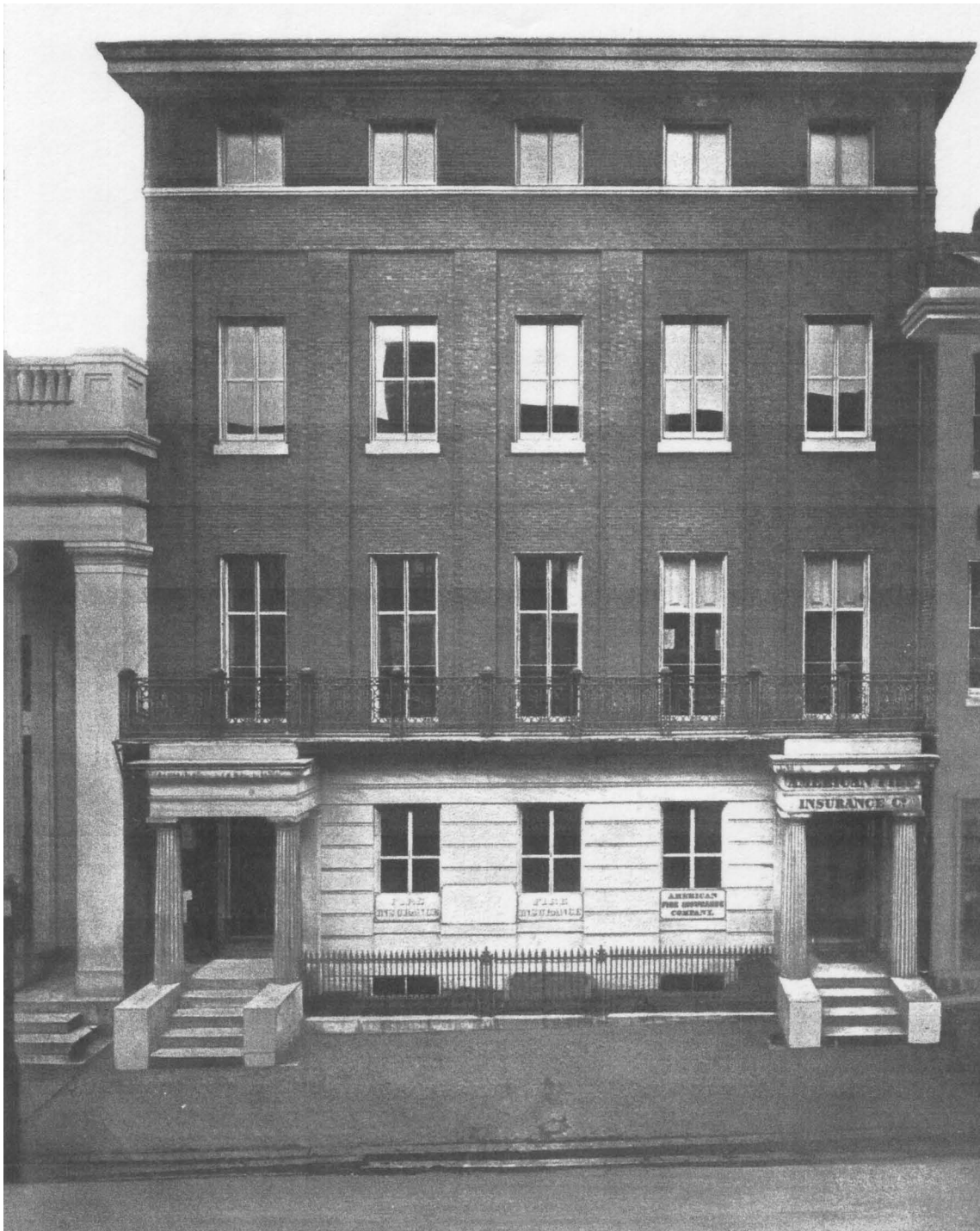
Will you kindly give from personal recollection such additional information as you think would be important and interesting.

With especial reference to the notes following the colored sheet, it should be said that they have been prepared after an examination of the reports and minutes of the Company. There are undoubtedly many unrecorded facts which would be of interest, some of which it is hoped that you will be able to supply.

Yours very truly,

A handwritten signature in dark ink, appearing to read "J. W. Jackson". The signature is fluid and cursive, with a long, sweeping flourish extending to the right.

Chief of Motive Power.



*General Offices, Pennsylvania Railroad Company,  
Second and Third Floors of Nos. 308, 310 Walnut Street,  
Philadelphia, occupied from May 1847 to October 1857.*

MEMORIAL VOLUME.

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HISTORY

OF THE

PENNSYLVANIA RAILROAD COMPANY

1846-1896

IN ITS RELATION TO THE

PENNSYLVANIA STATE CANALS AND RAILROADS

AND THE

CONSOLIDATED SYSTEM EAST AND WEST OF PITTSBURGH.

BY J. ELFRETH WATKINS, C. E.,

Curator, Technological Collections, U. S. National Museum; Associate, American Society of Civil Engineers;  
Member, Historical Society of Pennsylvania; Late Special Agent in Charge, Pennsylvania  
Railroad Company's Exhibit, World's Columbian Exposition, 1893, etc., etc.

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PUBLISHED BY THE PENNSYLVANIA RAILROAD COMPANY  
UNDER THE DIRECTION OF THEODORE N. ELY, CHIEF OF MOTIVE POWER  
UPON THE OCCASION OF THE  
FIFTIETH ANNIVERSARY OF THE GRANTING OF THE CHARTER  
BY THE STATE OF PENNSYLVANIA, APRIL 13, 1846

1896.

## PREFACE.

Of the Pennsylvania Railroad Company's Lines, east and west of Pittsburgh and Erie, originally composed of two hundred and fifty-six separate companies, now consolidated into a single system, comprising eight thousand eight hundred and eighty-two miles of railways, three hundred and fifteen miles of canals, and five miles of ferries and steamboat lines located in thirteen States, and constructed at a cost of nearly eight hundred and sixty millions of dollars, it may be truly said, that in the inception and original construction of these works, every kind of legislative and engineering difficulty was encountered by their projectors and original officers, while in their constant and oftentimes aggressive development, it was necessary for every phase of experiment to be passed through before the present efficient standards of equipment, maintenance and methods of operation were established.

Hence, a comprehensive history of this extensive and complex system of consolidated transportation lines must embrace the record of the beginnings and development of the American Railway.

In the pages now presented on the occasion of the Half-Century Anniversary of the Pennsylvania Railroad Company, the history of the origin of the parent company and of its development during twenty-five years is recorded.

It is the purpose of the author to extend this history to the year 1896, and to place upon record in the completed book the facts connected with the inception and growth of the Northern Central Railway and Philadelphia and Erie Railroad, the United New Jersey Railroads and Canal Companies, the West Jersey Railroad and the Camden and Atlantic Railroad, the Philadelphia, Wilmington and Baltimore Railroad and branches, and the extensive system of railroads west of Pittsburgh known as the Northwest and Southwest Systems, together with the recently acquired Vandalia Line.

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