

Middletown, Pa. 1852.

HARRISBURG, PORTSMOUTH, MOUNT JOY, AND LANCASTER RAILROAD.

An act passed by the Legislature of Pennsylvania and approved June 9, 1832, authorized the construction of a railroad from Portsmouth to Lancaster by way of Mount Joy, by a corporation to be known as the Portsmouth and Lancaster Railroad Company.

At a meeting of the stockholders held in Mount Joy, August 19, 1834, the following directors were chosen: James Buchanan, Thomas E. Franklin, William D. Slaymaker, Adam Campbell, Martin Kendig, Simon Cameron, and David McKibbin. The directors met and unanimously elected James Buchanan, afterwards President of the United States, president of the company.

During the same year the work of construction was begun.

The act incorporating the road was amended by an act passed March 11, 1835, by which authority was given for an extension of the line to Harrisburg. The name of the company was changed to the Harrisburg, Portsmouth, Mount Joy, and Lancaster Railroad Company.

In September, 1836, the road was completed between Dillerville and Mount Joy, and in January of the following year from Mount Joy to Portsmouth. The whole line, as far as Harrisburg, was completed in September, 1838.

The route from Lancaster to Harrisburg was located by W. Milner Roberts, a civil engineer. Mr. Roberts adopted $39\frac{1}{2}$ feet a mile as the maximum gradient, and in crossing the

summit of the mountain in Lancaster County, near Elizabethtown, this gradient was not exceeded.

The Superintendent, James Cameron, in submitting his report for the year 1837, stated that in view of the many difficulties encountered he took considerable pride in being able to present such a satisfactory condition of affairs.

There had been much opposition to the construction of the Harrisburg and Lancaster line, and even after the completion of the road everything possible was done to misrepresent the company and injure its business and reputation. Strenuous efforts were made to secure the passage by the Legislature of a bill authorizing the construction of an opposition road. The enterprising people of Columbia appreciated the fact that a large proportion of the traffic which had up to that time centered at Columbia would be diverted to other points. Notwithstanding the powerful influence which they were able to exert, the road had been completed, and was then in the "full tide of a successful and profitable business," with the prospect that the most sanguine expectations of its friends would be more than realized.

In this connection the following extract is quoted from Mr. Cameron's report for the year 1837:

The first nine miles of the road went into operation about the 16th of September, 1836. Business was partially commenced upon the fifteen miles

next Lancaster about the 1st of January, 1837. Soon after this second division went into operation I commenced my duties upon the road. Of the situation of things at that time it is scarcely necessary for me to say a word. To you they are familiar. I found two strips of disconnected road that had most of it been hurried down at a season of the year when it was impossible to make good work. We had no facilities at either end of the road. We had no workshops, no tools to make the most trifling repairs either to the road or to the engines. We had no water stations, no turn-rounds at either end, no sidings or turnouts at any one point on the road. In short, we had nothing but two unconnected portions of road, with but one engine fit to run—the "Middletown"—upon the upper end of the road. One other engine was in use at Lancaster—the "Dutchman"—but in such condition as to be unfit for duty had there been any other. In this situation it was not to be expected that much could or would be done. But what was the result? Notwithstanding we had no facilities, and in despite of every difficulty, we succeeded in carrying on the regular business of the road.

So well, too, were the community satisfied with the accommodations afforded them that the business continued to increase from the very commencement of our operations. To establish this fact it is only necessary to refer you to the extraordinary exertions made at the opening of the canal to induce those gentlemen doing business upon the road to leave it for the State canal and railroad. To effect this every inducement was held out by all whose interests led them another direction. But finding that Messrs. Colder and Porters understood their ultimate interests too well to be dazzled by a temporary saving of a few dollars, a powerful and determined opposition was got up, called the "Express Line," headed by Mr. Leech, a gentleman of industry and great experience in business, and, as a "blow kept in reserve," the State agent presented to the public a large argumentative advertisement in favor of Mr. Leech's line, which ran upon the State improvements. But all would not do. The "Express Line" was soon compelled to fly to the two little bits of unconnected road, which, with all its disadvantages, was capable of satisfying the public that it was the direction which nature had intended as the line of communication between the metropolis and seat of government of the commonwealth. Situated as we then were, with an enormous traveling business, and little means of accommodating it, the only wonder is that we were able to succeed at all. But although the situation of every one connected with the road, and particularly my own,

was such as I should never wish to undergo again, I feel myself fully compensated when I reflect that great as the difficulties were they have all been overcome. And powerful, too, as was the opposition, it has been compelled to yield to the force of public opinion and to seek other means of effecting its object.

The whole road is now in use. It is not like some other improvements which have been made a heavy expense, only ready for use, but it is actually being used by the great body of the traveling community. It is now not only the means of accommodating the traveler, but the man of business finds it to his interest to prosecute his business upon it. Many gentlemen engaged in the transportation of merchandise have commenced using their cars upon the road, and many more are making arrangements to commence in a few days. From what has already been done, I feel confident in the belief that before the first of May next we shall have our road lined with business of every description, yielding profit to the stockholders far above their greatest anticipations.

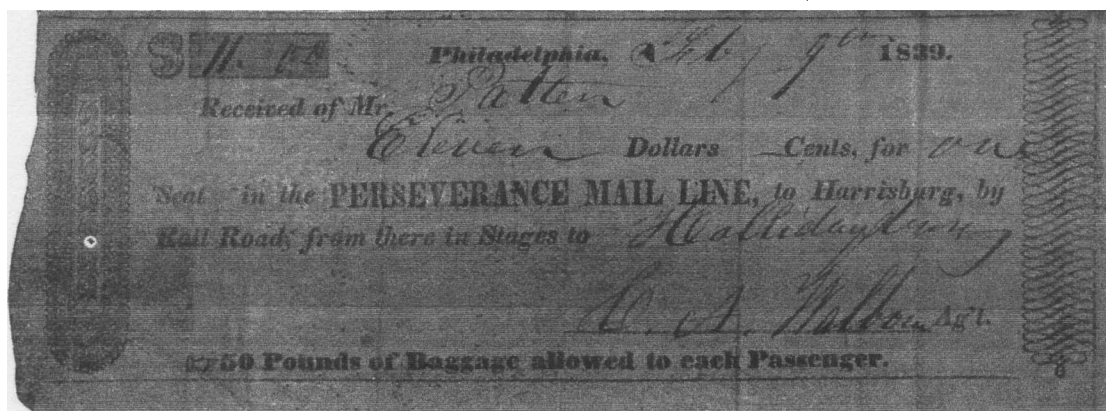
The tunnel had not yet been completed, although the work was being pushed day and night with all possible speed, and in the meantime a temporary track was constructed over the hill. Superintendent Cameron in his report above referred to pays a high tribute to the efficiency of the contractor and the members of the engineering corps in connection with the work on the tunnel.

During the summer and autumn of 1837 wells were sunk, water-houses constructed, and turntables and sidings built at various stations. A small smith's shop was also constructed at the eastern end of the road, and later a permanent machine shop was erected.

During the sixteen months which had then elapsed since the beginning of business on the road, there had been expended for motive power, including repairs to engines, the sum of \$11,573; for repairs to the road, \$2,458, and for permanent construction, \$6,249. Referring to the relatively large amount of money expended for motive power, the Superintendent stated that this was due mainly to the condition of the road, and to the fact that it was necessary to maintain two sets of engines, with their engineers and firemen. The

consumption of fuel was also large on account of the long stops which were frequently necessary. It was believed that the figures above given would be very much reduced during the next year, but even these represented an amount far less than that expended by the Philadelphia and Columbia Road for the same purpose, and this too in the face of the fact that the latter was said to be a permanent road and was constructed at a cost of \$60,000 a mile, while the Lancaster and Harrisburg Road had cost only \$19,000 a mile. In the words of Superintendent Cameron, "It will be seen from the above facts that the difference in expense of repairs will in a few years leave

Pennsylvania Road should be completed to Lewistown, all its locomotives, cars, machinery, tools, and other materials; the Pennsylvania Railroad to have, also, the exclusive use of the lines of the Harrisburg and Lancaster Road for a period of twenty years. The Harrisburg and Lancaster Company agreed to keep their road and stations in good condition during this time, and before June 1, 1849, to relay the flat bar portion of the track with "H" rail, or to lay an additional track before January 1, 1850. It was also agreed that as soon as the condition of trade should require it, a track should be laid on the river route. This was not to be done,



Ticket over Harrisburg, Portsmouth, Mount Joy, and Lancaster Railroad. 1839.

in the treasury a sum sufficient to replace the whole superstructure of the road."

The first published report of the road was issued in 1840. Up to this time the total cost, including equipment, had been \$721,704. The work of relaying the road with heavy rail and of constructing a second track was begun in 1842.

On March 16, 1848, an act was passed authorizing the construction of a branch line to Columbia.

On November 1, 1848, articles of agreement were adopted between the Harrisburg and Lancaster Railroad Company and the Pennsylvania Railroad Company, by which the former was to transfer to the latter on June 1, 1849, or as soon thereafter as the

however, until the Pennsylvania Railroad Company had completed its line to Hollidaysburg.

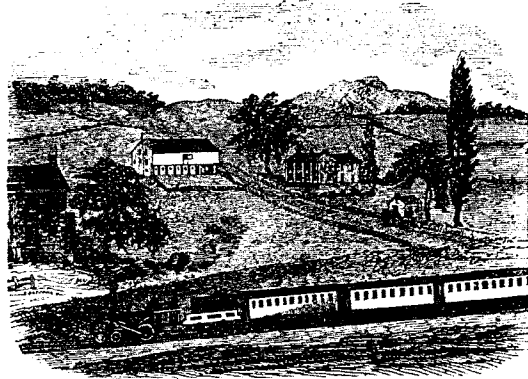
It was provided that upon completion of the Pennsylvania Railroad to Pittsburgh, the rates on freight and passengers carried over the Harrisburg and Lancaster Road from points east of the Allegheny mountains, including Hollidaysburg, should be regulated by the local rates of the Pennsylvania Road to that point, and beyond that by the through rates. The charges for freight and passengers over the Harrisburg and Lancaster Road, not going to or coming from the Pennsylvania Road, were to be fixed by the former road. The question of proportions due each party was to be opened every two years, and

to be settled by arbiters in case of failure to reach an agreement. The proportions were to be adjusted so as to give the Harrisburg and Lancaster Railroad "rates not less than those charged by the Pennsylvania Railroad Company upon freight and passengers . . . carried over their road, after deducting a fair compensation for the use of cars, locomotives, and other expenses connected with transportation and motive power (and a fair and equitable profit for their proportion of capital thus employed), said amount to be fixed upon a basis of specific rates," which was to be assumed under a given schedule.

It was further agreed that during the time of the contract the Pennsylvania Railroad Company should use the Harrisburg and Lancaster Road exclusively for the transportation of passengers and freight carried to and from Philadelphia. The Harrisburg and Lancaster Road reserved the right to make contracts for carrying the mails over its road, and to place an agent on the cars for that purpose.

In the event of failure to agree on the amount to be paid by the Pennsylvania Railroad Company under the provisions of this contract, the matter was to be referred to a board of arbitration, consisting of J. Edgar Thomson, Engineer of the Pennsylvania Road, and William P. Beatty, Collector of the Harrisburg and Lancaster Road, who should have power to call in a third person.

In 1849 a contract was entered into for the construction of the branch line to Columbia. The work was finished in June, 1851, and during the two years following a second track was laid.



Train passing a Lancaster County farm on the Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad. 1852.

Authority was given in April, 1856, for the extension of the road from Harrisburg to Dauphin.

A large passenger station was erected in 1857 at Harrisburg at a cost of \$58,250.

A lease of this road to the Pennsylvania Railroad Company for a term of nine hundred and ninety-nine years was executed on December 29, 1860, since which time it has been operated as a part of the Philadelphia Division.