

Chapter 1 : The Railway Comes to Nepean Township, Ottawa, Ontario, Canada

America's first steam locomotive made its debut in 1825, and over the next two decades railroad tracks linked many cities on the East Coast. By 1830, some 9,000 miles of track had been laid east.

Who Invented the Railroad? George Stephenson is credited with the invention of the railroad. The railroad has evolved from what it was then to what it is today due to the involvement of many people. To appreciate the benefits the railroad has brought to many people from different parts of the world, it is necessary to acknowledge the person who invented it. George Stephenson invented the first steam locomotive in Great Britain. He used the knowledge of steam technology to construct the first locomotive. Therefore, he is credited for the invention of the first railroad. The first locomotive engines that were used in the United States were acquired from George Stephenson Works. The railroads and locomotives in America were imported from Great Britain. Early Life and Career George Stephenson was born on June 9, 1781, near Newcastle, to a father who worked as an engineman in a coal mine. Stephenson began working at the mine where his father worked as a teenager. He only learned how to write and read during his free time from the coal mine. At the mine, Stephenson gained experience in operating steam engines and also worked in many other coalmines situated in northeast England and Scotland. In 1814, Stephenson invented a locomotive and a safety lamp that was used to make coal mining easier. In 1825, Stephenson was appointed as an engineer for the Stockton and Darlington railway. He was also appointed as the chief engineer during the construction of the Liverpool to Manchester railway line. A number of people participated in the completion which attracted over a thousand spectators. Stephenson, and his son George, participated in the Rainhill Trials. From the works of Stephenson, the railroad and the railway development grew to what it is today. The people who worked in the industry most definitely acquired their inspiration from the works of Stephenson. The development of the railroads was not fully supported. Some people, such as the opposition businessmen and religious leaders were against the development. However, their pleas for the government to abandon the development were silenced when the benefits of the railroad became evident to all people. Significance of the Invention of the Railroad The invention of the railroad benefited countries that embraced it. The Industrial Revolution, which is known to have taken off first in Great Britain, was boosted by the invention of the railroad. The industrial revolution would not have been successful if the railroad was not invented. The railroad came in handy in transporting manufactured goods to the markets, raw materials to the industries, and industrial workers to their workplace. The countries that embraced the railroad after Great Britain, such as the United States, experienced a number of social, economic, and political changes. In America, the importation of the Railroad from Britain promoted the development of other infrastructures such as depots, bridges, and roads that connect to the railroads. This page was last updated on May 17,

Chapter 2 : Over 5 Miles of Trails in East Fallowfield Community Park

East Fallowfield Township grew slowly, but increases in population were steady. For example, there were three taxable residents in , and thirty six in The first iron mill in America is said to have been established along Buck Run by Issac Pennack, in , at Rokeby.

Editing in progress March Ct. Crawford Journal 17 June , p. He appeared to be about 30 years of age, was 5 feet 10 inches in hight, with brown hair inclining to sandy. When found he had on a check shirt and gray woolen vest. His pantaloons, which were of blue drilling, were found in the water near him, and had evidently been taken off, either for the purpose of being washed, or preparatory to bathing. From all the indications he had been in the water but a short time. The supposition is that he was an Irish laborer. An inquest was held by B. Jackson, G A Langley, T. Burt, William Curl, B. Finding approved 14 Aug. Crawford Journal 13 May , p. From his strange conduct previous to committing the act he is supposed to have been insane. He was apparently about 30 years of age. An inquest was held and a verdict given in accordance with such facts as could be ascertained. It is supposed that he was on his way to this place seeking employment on the railroad. He was removed from the creek during the day some distance below Cambridge, and he stated that he came from New York and was looking in the water for a boy that was drowned, according to his incoherent statements, from one of the bridges in that city New York. After being brought back to town he walked about a short time and was seen to go to the creek and jump in. His body was recovered in a few minutes, but all efforts to resuscitate him proved unavailing. Hitchcock] foreman , S. Martin [not signing; instead, John B Henry], Wm. Robinson foreman , C. Waid [signed Cleaveland Wade], and J. And that the said name unknown when about two mil[e]s above Hartsto[w]n on Erie Canal, fell over-board, and it so happened, that accidentally, cau[s]ually, and by misfortune, he the said unknown was in the water of the said Canal, then and there suffocated and drowned; of which said suffocation and drowning he the said unknown then and there instantly died. And the Jurors aforesaid upon their oaths aforesaid, do say that the said James Conner at the time of his death, had goods and chattles contained in the annexed inventory to this Inquisition [missing]. Jackson, East Fallowfield Twp. Frame] foreman , Jno C. McKelvy, and David M. Rail Road, being a distance of about 35 ft of which the said falling and injuries received by reason of said fall, he the said Patrick Scanlin died. And more over, the Jurors afore said, upon their oath and affirmation aforesaid do say, that the said Alfred Bessell had not nor has not any of them had, nor as yet have or hath any goods or chattles, lands or tenements, within the County afore said or else where to the knowledge of the said Jurors. Finding approved 12 Feb. Perkins late of Cambridge, County aforesaid came to his death from a cause to us unknown. And moreover, the jurors aforesaid, upon their oath do say that the said W. Perkins had not nor as yet have or hath any goods or chattles, lands or tenements within the County aforesaid, or elsewhere to the knowledge of the said jurors. Cotton for 11 April post mortem examination. Crawford Journal 21 April , p. Since the inquest the mother of the child has been discovered. Richards], A Strousberger [signed A. Clark, and T E Curtice [signed T. Crawford Journal 1 Sept. The draft is supposed to have been the exciting cause of his death. Finding approved 11 Nov. Fields [signed Thomas Fields], H. Isherwood], Mathew Hodges [signed M. Chapin [signed F C. And moreover the jurors aforesaid, upon their oath do say that the said Mary Ann Peter had not nor as yet has she any goods or chattles lands or tenements within the County aforesaid or elsewhere to the knowledge of the jurors aforesaid. Shoemaker, decd, before Wm. Alexander Mentry sworn doth say that he saw Xavier Yoset come out of the house of Nicholas Wassa and pick up a stick of stove wood and go into the house of said Wassa and strike John F Shoemaker with it on the head this occured on the knight of the 27th of March Churchill and Amanda M. Term , 18 and 21 Feb. They further represent that upon the testimony of J. Brooks that they believe that the said person was a lunatic, as he by his acts as observed on yesterday gave evidence of such a state of mind. They further say that the said person was bare footed and almost destitute of means he having but a five cent sâ€™[? Congden, find that he was found suspended in sd barn by the neck by a roap attached to a joist[? Crawford Journal 27 Sept. Frank Thompson, of Randolph tp, committed suicide last Wednesday, by hanging himself. He had for some time been subject to fits of despondency, and the act is attributed to the disordered

condition of his mind. He was about 37 years old. Bentley, executor of the estate of H L Thompson, decd. R Sadorus], Frank Faulkner [signed F. Lowing, S P Wariner [signed S. Smith, Z F Casterline[? QS February Session [Transcript, certification undated: Miller], then and there lying dead, before Orlando Reed, J. Gorton, Coroner, with jurors R Townby [or Townley? Miller], and [blank] Stebbins [signed Edward E. White and Albert Hart. Filed and certified to Commissioners 14 Nov. Steel Green, then and there lying dead, before B. Fletcher, Charles Kellogg and H. Steel Greene, by refusing and neglecting to furnish reasonable and ordinary accomodation for passengers travelling over said road, and particularly as in evidence shewn that said E. Steel Green was compelled to stand on the platform of a passenger car, where he was crushed and injured and came to his death, by the collision as before described, which would not have happened but for the refusal, and neglect of the said President and Directors of said Oil Creek Railroad aforesaid, to comply with the requisitions for reasonable and ordinary accomodation made by the conductors and superintendent of the said Oil Creek Railroad, at different times, for the passengers travelling over said road, and we the Jury aforesaid therefore request the Coroner to issue his warrant for the appearance and trial of said Joseph Funk and Patrick Carey, together with the President, Directors and Managers of the said Oil Creek Railraod, who by their culpable negligence as proved by the evidence have caused the death of said E. We further find from the evidence, facts, and information which have come before this Jury, That the equipment of the Oil Creek Railroad, its insufficient passenger accomodation, inability to bring the passenger cars and baggage to a platform, want of facilities for loading or unloading freight, creates unnecessary risk [of? QS 89 February Session Clough, Gideon Leightall, and William Baldwin, by failing to provide convenient and sufficient switches or sidings and safe cars or carriages to accommodate trains of cars or carriages passing and repassing on the railroad; no indictment returned. QS 90 February Session Clough, Gideon Leightall, and William Baldwin were killed in the collision. Sedgwick, and Alvin Potter, then and there lying dead, before B. Fletcher, Charles Kellogg, and Samuel M. The Jury cannot separate without expressing their indignation that passengers are compelled to risk their lives on the Oil Creek Rail Road, for want of sufficient accommodation in the Cars, in proof of which the severe injuries and deaths were confined to those persons who were unable to find seats in the passenger cars. Gorton, Coroner, with jurors H. And the Jurors aforesaid do further say that the said reservoir in its present condition is dangerous and they would recommend that the same be properly enclosed. Curtis, James Martin, James B. Sherman [signed H W Shearna-], W. J Stevens, Ephraim Ralph [signed E. Geo J Luce, and Dr. Theodore Young, attending physician: I did not see when the child fell into the water, she fell between the reach of the Mill[,] a timber is across there, about 10 inches square -foâ€™"[? I noticed when she first came out of the mill that a whole was on her back, and there was no life in her. Distance from the wheel where I firsr saw her, is about 30 feet. About an hour ago I was walking down the Franklin Str. I saw some people standing below the millrace bridge. I went amongst the crowd and saw Mr Allen and another man had this little girl on their arms. I dont know the other man. Stackpole being sworn testified as follows: I am acquainted with the little girl she has been in the habit of playing around the millrace, she has been repeedly warned not to come around the millrace. She has been told often it was dangerous. I did not see her today. My impression is the bucket struck her, it would kill her instantly, otherwise she might live long enough to be drowned.

Chapter 3 : Fallowfield Loop railway line - Wikipedia

Ercildoun, population about , is an unincorporated community in East Fallowfield Township, Chester County, Pennsylvania, United blog.quintoapp.com hamlet was founded by Quakers and was an early center of the abolitionist movement.

In the boundaries were readjusted so as to comprise about what is now East Fallowfield and West Fallowfield. The division of this territory into the two Fallowfields occurred about East Fallowfield is the larger and is bounded on the west by Crooked Creek. The township includes 16, acres. The surface is rolling. Crooked Creek passes through a beautiful valley from a half to one mile in width, and is skirted on either side by a range of low hills. Its tributaries course through the township in narrow ravines, which were forested in early times with pine, hemlock and other woods. The timber on higher land included white oak, chestnut, hickory, beech, maple and ash. The soil is mostly clayey, and is well adapted either for grazing or grain. The population in was ; in , 1,; in , 1., and in , 1, The western part of the township was Pennsylvania Population Land; contracts for its settlement were made as follows: Tract , acres under contract of September 21, , to Thomas Frame to whom deed was delivered; acres, same tract, May 31, , Isaac Davis settled and improved under contract; "this man is poor," says the record, "and the contract a hard one;" acres. He located in the northwest part of the township, and remained a life-long resident. Two of his sons, Edward and James, served at Erie in Frame operated a still. Isaac Davis removed from place to place frequently, and. William Irwin was a son of George Irwin, an early settler of Sadsbury. James Calhoun settled on that part of Tract which lies in East Fallowfield. His cash assets were a sixpence, and concluding to run the tavern on a cash basis, he installed his better half bartender, and with his sixpence purchased a drink. His good wife, having an equal desire to imbibe, then became purchaser, and transferred the coin to her husband for its equivalent in whisky. This procedure was continued until the keg was drained, when tavern-keeping was abandoned by the happy couple. Calhoun died at Erie from the effects of the third amputation of his arms, performed in consequence of accidental poisoning. Stephen Harrison is not remembered. Richard Dick, or Negro Dick as he was called from his African blood, after a residence of some years died, and was buried under a pine tree on his tract of acres. Matthew McDowell settled on Tract , northwest from Atlantic. His son John was a Captain in the war of Nathan Campbell is remembered as an early settler. James Hill removed from Tract , where he first settled, to near the Frame settlement. He was a cabinet-maker by occupation. Of its earliest settlers Jeremiah Gelvin and Joseph Mattocks were here in The former was an Irishman and settled on Tract 16, in the east central part of the township. His brother, James Gelvin, was also one of the earliest settlers, locating on Tract 6, in the northeast part. Peter and Richard Mattocks, brothers of Joseph, settled as he did in the southeast part. Prior to , the following were residents of the township: John and Jacob Cline settled in the southwest part. They afterward removed to La Fayette County, Wis. John Findley was a tanner by trade, and also operated a distillery. He lived in the north part of the township. Daniel Dipple, of the Emerald Isle. Jacob Hafer, of German extraction, settled in the southeast part, where his descendants still live. The Hannas were brothers and Irishmen. Patrick settled on Tract 22; William on Tract Francis was an old bachelor, who made Pittsburgh his permanent home. Robert Henry was an early teacher, a distiller and an enterprising Irish business man; Samncl, his brother, was also an early settler. James Henderson, an Irishman and a weaver, settled in the northeast part. John and Abraham Jackson, brothers, came in from Susquehanna County. John settled on Tract 7; Abraham, on Tract 9. The latter was a hunter of note, and helped repel the Indians in western Pennsylvania. Adam Keen was a German, and settled on Tract He was a zealous Methodist, even before he had acquired the English language; to inquiries regarding his spiritual welfare he gave his usual reply, "Just as I used to be; no better, no worse. The latter dwelt on Tract till his death. Hunter John Mason, so called to distinguish him from John Mason, of Greenwood Township, as his title indicates, was an expert with the rifle and rod. Michael Mushrush settled on Tract 3, on the northern confines. He early built a brick residence, the first in the township, making the brick on his farm. He was of German descent, came from Cold Hill, near Pittsburgh, and was one of the most active and liberal citizens of Fallowfield. John McQueen, from the Susquehanna, settled

in the north part, on Tract 5, prior to James Roe possessed no realty, and soon departed from this region. John and Samuel Sisely were brothers. The latter was a cooper by trade, and settled on Tract 5. During his last sickness the nearest physician resided at Meadville, and Mr. Sisely expired before medical aid could reach him. Thomas Smith came in 1792, and remained a life-long settler on Tract 5. He was of Irish nationality, and of the Covenanter faith. John Unger was a Hessian miner of some learning. He came to this county a single man, married Susan Silverling, and settled on Tract 8. So zealous was he for the education of his children that he dispatched them to the school-room at daybreak. He possessed great mechanical ability, and remained a life-long settler of the township. James McEntire was born in Ireland, and on his passage across the ocean. Desirous of owning Tract 8, in the northeast part of Fallowfield, and fearing that unless he took immediate possession the tract would be occupied by some other immigrant, in 1792 he built a little cabin on the place, and sent two of his young children—a daughter and a younger son, John, still living—to occupy it, while he remained in Sadsbury. In this lonesome manner the two children passed the summer. Indians were quite numerous, and often visited the cabin, asking or demanding food, and hungry land prospectors often stopped at the door. Their requirements were always cheerfully complied with, but as a consequence the stock of provisions was sometimes exhausted before Saturday night arrived, and then the youthful housekeepers, not daring to return home through fear of punishment, were thrown upon their own resources. Once they alleviated the pangs of hunger with wild onions, found in the ravine, but that dish not sufficing they "muddled" a potato patch planted that spring near by. Extracting a few small, hard seed potatoes, not yet decayed, from the growing hills, they hastily boiled and then devoured the unsavory vegetables before they were thoroughly cooked, so keen had the appetites of the children become. In December, 1792, James McEntire removed to the tract, and remained its occupant till his death, in 1825, at the age of eighty-three years. He had lost his property at sea, and was a weaver by trade and occupation. He was also one of the earliest and best school teachers of his day, holding terms in various localities from 1792 to 1825. Most of the early settlers were of one of the Presbyterian schools. So generally were they of Irish nativity or extraction that Fallowfield was dubbed "Irishtown," and maintained the name for many years. There was a sprinkling of Germans in the settlements, and in later years a number of settlers arrived from New York State. Most of the earliest families are yet well represented in the township. James McEntire held a term of school in his weaving shop in 1792. A log was removed, greased paper substituted to afford light, and several other slight alterations made to accommodate the shop to its new purpose. McEntire taught here while his son John plied the loom in one end of the building. Jerry Gelvin, a veritable young giant, whose early education had been neglected, and who wished to acquire the art of "cyphering" applied for admission. McEntire stated as an objection to receiving him that he was not able to whip him and that he wanted no one in the room whom he could not master, as frequent physical punishment was then deemed almost indispensable to the proper management of a school. The Dipple, Unger, Jackson, Stewart and other families attended this primitive school. Elizabeth Burns was the first female teacher, receiving 75 cents a scholar per term. Teachers of note prior to were: Matthew McMichael built a frame schoolhouse and donated it to the public. East Fallowfield has always been noted for its interest in educational matters and the number and importance of its schools. Many of its earliest pioneers were educated men, who were able to teach both the common and higher branches. About a little daughter of Jerry Gelvin was lost. She made a visit to her uncle James Gelvin, and was there given some peaches, which she wished to present to her mother, who was then ill. So she left the beaten path and never found it again. The alarm was spread in the neighborhood, and hundreds of men from near and afar joined in the search, but no trace was found. A year or two later, Abraham Jackson discovered her remains, lying at the edge of a large log.

Chapter 4 : Strasburg Road - Wikipedia

The village of Ercildoun, located at a prominent crossroads in East Fallowfield Township, was settled at the end of the eighteenth century and had its greatest period of development in the third historic period of East Fallowfield,

Transportation was a major problem facing early settlers in Texas. As late as the settled area of the state was largely confined to the river bottoms of East and South Texas and along the Gulf Coast. Although steamboat navigation was common on the lower stretches of a number of such rivers as the Rio Grande, Brazos, and Trinity, Texas rivers were not deep enough for dependable year-round transportation. Roads were either poor or nonexistent and virtually impassable during wet weather. Ox carts hauling three bales of cotton could only travel a few miles a day and the cost of wagon transport was twenty cents per ton mile. Many proposals to improve internal transportation were both considered and attempted during the period of the Republic of Texas and early statehood. These included river improvements, canals, and plank roads in addition to railroads. However, it was the railroads that made the development of Texas possible, and for many years railroad extension and economic growth paralleled each other. Although many leading citizens were included among its incorporators and it had the sanction of Stephen F. The charter and the company it would create became a major issue in the second congressional elections. Although the company was still active in mid, it collapsed soon after without making any attempt to build a railroad. However, the problem of transporting goods to market and travel remained acute. Three additional railroad charters were granted by the Republic of Texas to run from Galveston Bay, from Harrisburg, and from Houston to the Brazos Valley. Two of the companies, the Brazos and Galveston Rail-road and the Harrisburg and Brazos Rail Road, were tied to real-estate promotion schemes. Although all three companies awarded contracts, none was able to construct a railroad. The Harrisburg and Brazos, subsequently chartered as the Harrisburg Rail Road and Trading Company with Andrew Briscoe as its first president, graded about two miles and made other efforts to construct a railroad before it, too, ended in failure. However, the Harrisburg project was the precursor for the first successful railroad in Texas. In early Gen. Sidney Sherman acquired the Harrisburg town lots and surrounding land from Briscoe and his associates, and later that year he was successful in attracting northern capital to his project. Allen, and John Angier. Work on this railroad began in , and the first locomotive, named for Sherman, arrived in late The Buffalo Bayou, Brazos and Colorado was not only the first railroad to operate in Texas, it was the second railroad west of the Mississippi River and the oldest component of the present Southern Pacific. The project remained dormant until taken over by citizens of Houston and Washington County. House broke ground for the Galveston and Red River. Although initial progress was slow the company opened its first twenty-five mile segment between Houston and Cypress on July 28, Shortly thereafter, the name of the railroad was changed to the Houston and Texas Central Railway Company. Before the end of the city of Houston completed its seven-mile line, known as the Houston Tap, to a junction with the Buffalo Bayou, Brazos and Colorado. Other railroads were soon active. By the end of there were nine railroad companies with about miles of track in Texas. Five of the railroads were centered in the Houston area, and all but one ran from either a seaport or river port. Although all of the companies operated for relatively short periods of time, they had already caused major changes and improvements in travel and transportation in Texas. A writer to the Houston Tri-Weekly Telegraph recalled a trip by stage from Houston to the Hockley area in December following ten days of rain. In May the writer made a similar trip aboard the Houston and Texas Central in one hour and forty minutes. In December of the same year the Telegraph stated that although there was high water in the Brazos, no boats had been reported on the river as the railroads had already handled all of the business. When State Engineer William Fields inspected the first five miles of the San Antonio and Mexican Gulf Railroad in February , he reported that trains carrying passengers and freight operated two or four times a day over the short section extending from Port Lavaca. The terminal was a point on the prairie distant from any settlement or public highway. However, numerous teamsters sought out the terminal to transship their goods to or from the railroad. There was insufficient local capital in Texas to finance the early railroads, and eastern and foreign capitalists were hesitant about investing in a frontier state. Incentives were necessary and took

three major forms. The state, however, provided the major incentives in the form of land grants and loans. Only one of the carriers, the Houston Tap and Brazoria, defaulted, and the state was able to recover some of the debt by foreclosing and selling the railroad. As early as the charter for the Henderson and Burkville Railroad Company called for a land grant of eight sections of land for each mile of railroad. Other charters received the same provision, but the size of the land grant was too small to attract much interest. A general land grant law was passed in that authorized sixteen sections per mile. This law was in effect until the new Constitution prohibited land grants. A Constitutional amendment permitted land grants, and in a new law, similar to the original law, was passed. The land grant provision was repealed when no unappropriated vacant land remained. Estimates of the amount of land actually granted range from 27,000 acres to about 35,000 acres. Other operating companies, such as the Houston and Texas Central, were forced to suspend their construction efforts. Additional railroads, such as the Memphis, El Paso and Pacific Railroad Company and the Indianola Railroad Company, had graded rights-of-way or had construction materials on hand, but were unable to resume construction until much later. Although most of the Texas railroads did not suffer the depredations inflicted elsewhere in the South, all were in bad physical condition at the close of hostilities. Four years of constant use without materials or manpower for repairs had taken their toll. In addition, the rails of the Eastern Texas between Beaumont and Sabine Pass had been removed to be used for fortifications and other military needs. Magruder ordered the destruction of the San Antonio and Mexican Gulf to prevent its falling into the hands of enemy forces. Although it was the decade of the 1850s before any significant new mileage was constructed in Texas, the Houston and Texas Central was able to resume construction in 1850. The company built steadily northward, reaching Corsicana in 1852, Dallas in 1854, and the Red River in 1856. At the same time, the company, having acquired the Washington County, began work on its Western Division, reaching Austin on Christmas Day in 1856. Meanwhile, the Missouri, Kansas and Texas Railway Company reached Denison from the north on December 24, 1856, and with the completion of the Houston and Texas Central to that point the following year, the Texas railroad system was finally connected to the nationwide network. The San Antonio and Mexican Gulf was also rebuilt during the late 1850s by the occupying military forces. The Houston and Great Northern Railroad Company was the first major new railroad to start construction after the war. Beginning at Houston in December 1865, the company reached Palestine in September 1866. Other lines constructed during the decade included the extension of the Galveston, Harrisburg and San Antonio Railway Company, formerly the Buffalo Bayou, Brazos and Colorado, from Columbus to San Antonio during the years 1865 to 1867. The Texas and New Orleans, which totally shut down in 1862, briefly reopened in 1864 before discontinuing service again. By 1867 the company had been rebuilt and was again operating between Houston and Orange. By the end of 1867 railroad mileage in Texas had reached 2,000 miles. The railroad system in eastern Texas was becoming well developed, but there was less than 1,000 miles of track west of a line drawn from Denison through Fort Worth, Austin, San Antonio, and Cuero. All this was about to change as during the next ten years more than 6,000 miles of railroad was constructed in the state. More than 4,000 miles was built during the years 1868, 1869, and 1870 alone. Between 1868 and early 1870 both the Galveston, Harrisburg and San Antonio and the Texas and Pacific built across West Texas to El Paso, forming two transcontinental routes across the state. During the 1870s the first railroad systems were developed as a number of the independently owned Texas companies were bought by outside interests that controlled railroads in other states. Despite power given to the state by the Constitution of 1869 to act against railroad abuses, and subsequent laws prohibiting rebates, by the mid-1870s shippers, farmers, and many state and local officials were protesting what they perceived to be high rates, rebates, traffic pools, and other restrictive practices. Railroads, the most powerful industrial force in Texas, were accused of running the state through bribery, hidden monopolies and controls, and favoritism to officials while profits, such as they were, went to outside capitalists. In 1874 Attorney General James S. Hogg filed several lawsuits, mainly against the Gould railroads, alleging that their control by companies chartered outside of the state were in violation of the Texas constitution. He also obtained a court decision against rail pools that set rates and divided available traffic among the larger systems. The success of these suits forced the reshuffling of the Gould empire and led to the termination of the lease of several Texas railroads by outside companies. In 1876 Hogg was elected governor with the establishment of a state railroad commission as the main issue in the race. Using rail reform as his key, Hogg won an overwhelming victory in

the race despite bitter opposition from several Texas newspapers, notably the Dallas Morning News. The Railroad Commission, created in 1891, became one of the most powerful regulatory bodies in the state. At the beginning of the century there was still less than 10,000 miles of railroad in Texas, which represented about five percent of the railroad mileage of the United States. Although only twenty-five percent of the national system, which peaked in 1916, was built after 1890, nearly forty-five percent of the Texas mileage was built between 1890 and 1916, when mileage reached 17,000. At the turn of the century the lower Rio Grande valley had virtually no railroad mileage, while vast areas of the South Plains, Panhandle, and West Texas were also without railroads. These voids were filled over the next thirty years. New railroads were also constructed in the more developed areas of Texas. Two additional lines were completed between Dallas-Fort Worth and Houston, while a second railroad was built connecting Houston and New Orleans. In 1900 Texas became the state with the most railroad mileage, a position it still maintains. In 1900 there also began a flurry of construction on electric interurban railways. About 1,000 miles of electric interurban tracks was constructed in Texas. The first such interurban was the ten-mile Denison and Sherman Railway, which began service between the two cities in May 1900. The largest company was the Texas Electric Railway, with 1,000 miles centered at Dallas. This company was also the largest interurban between the Mississippi River and the Pacific Coast. The Galveston-Houston Electric was for years the fastest interurban line in America, while the Northern Texas Traction Company, between Dallas and Fort Worth, was considered one of the best engineered lines. The Houston North Shore became a subsidiary of the Missouri Pacific and, while it offered frequent passenger service, was a major freight carrier from the beginning. It was operated by electricity until 1954 and ran replacement railbuses until 1964. The former Houston North Shore, the last vestige of the Texas interurban system, continues to operate as an important branch of the Missouri Pacific. With the exception of the Houston North Shore, few of the interurbans developed extensive freight operations and were solely dependent on passenger traffic, which made them easily susceptible to competition from private automobiles. Most of the interurbans were abandoned in the 1950s. Only the Roby and Northern, abandoned in 1954, the Texas Electric, which abandoned its last line in 1954, and the Houston North Shore lasted until the 1960s. The Texas Transportation Company, a short switching line at San Antonio, continues to be electrically operated, although it was never a part of the Texas interurban system.

Chapter 5 : Atlas: East Fallowfield Township

The railroad came in handy in transporting manufactured goods to the markets, raw materials to the industries, and industrial workers to their workplace. The countries that embraced the railroad after Great Britain, such as the United States, experienced a number of social, economic, and political changes.

Penn, a Quaker with a strong sense of justice, then purchased the land from the native indians. Chester County was founded in , as one of the three original counties in Pennsylvania, along with Philadelphia and Bucks Counties. Before European settlement, Indians of the Lenni Lenapes tribe were found in the County, but were rapidly displaced by the influx of settlers. One of the first purchasers of land from Penn was Lancelot Fallowfield. In , a preacher named John Salkield brought a tract of land from Fallowfield. Salkield decided to call his land Fallowfield, in honor of its former landowner. Land boundaries were redefined in , when Sadsbury was taken out of the original tract. The courts were unsuccessfully petitioned in and to further redefine the tract, but the matter was not accomplished until . A portion of West Marlborough was subsequently added to the area that had become known as East Fallowfield. East Fallowfield Township grew slowly, but increases in population were steady. For example, there were three taxable residents in , and thirty six in . In , the population was sufficient to warrant the building of the Friends meeting House, which still exists after several renovations. By , there were still no villages in East Fallowfield Township that were larger than several houses, and Coatesville was only a tiny cluster of houses. Soon after the advent of the locomotive, railroads were extended from Philadelphia, as far west as Parkesburg, by . As rail traffic increased, villages along its route grew, and the Coatesville area quickly became a prominent population center, while East Fallowfield Township, continued to grow at a slower rate. The need for education became an increasing concern, and in , the Ercildoun Academy was founded as a school for boys. With slavery becoming an increasingly sensitive issue, rural residents in the Chester County area found themselves in a demanding situation. Since Pennsylvania was a free state bordering on the slave state of Maryland, the southern Pennsylvania counties were an initial stop for slaves seeking freedom. When the Fugitive Slave Law was passed in , harboring slaves became dangerous, but the "Underground Railroad" remained active in the area. Ercildoun was a link in the Underground Railroad, and its residents were quite involved in the abolition cause. In , an event took place which achieved a degree of infamy in the area. On April first of that year, a freak storm developed into a tornado that touched down in the Chester Valley. The storm caused particularly heavy damage in Ercildoun, where fourteen buildings were destroyed. Restoration efforts were quickly undertaken, and by , there was no visible evidence of damage. Coatesville continued to outpace the growth rate of population center in the vicinity. This caused a great deal of influence on East Fallowfield Township, particularly toward its northern boundary. The Coatesville area attracted industry and business, while the Township remained more of an agricultural center. Today, East Fallowfield Township exists as a semi-rural municipality, highlighted by development clusters. The northern sections of the Township show considerable amounts of residential development, while the majority of the southern properties are devoted to livestock farms and horse stables. History becomes an important consideration in understanding the Township as it currently exists. The past may help illustrate why the Township has evolved to its current state, as well as offer an insight into events contributing to its character. An appreciation for local history can be developed with a quick drive around the Township. There are a number of historical sites in the Township that add a flavor of bygone days to the area. The Speakman Bridge No. Other areas of interest include the Friends Meeting House and the Burying Ground in Ercildoun, along with a host of sites that are actively functioning. Old farmhouses and barns that are common throughout the Township and County will probably be considered with more interest as soon as there are fewer of them around. Adequate consideration should be employed when dealing with any area that has potential value as a historical site.

Chapter 6 : Triple Fresh Market

In , John McEntire, of Scotland, emigrated to East Fallowfield, and took up a large tract of land, and in John Andrews settled upon a four-hundred-acre tract in the northwest part of the township near the settlers first named.

Its boundaries were thus established: The township originally included parts of what are now Vernon, Hayfield, Summerhill, Summit and Sadsbury. By a re-formation of township lines in Sadsbury was changed to about its present territory, together with the southern half of Summit. The northwest portion was part of Conneaut; the northeast, a portion of Sadsbury; the southeast, a part of Fallowfield; and the southwest a part of Shenango. The township now contains 12, acres. It is six tracts square, except that about two tracts in the southwest corner have been given to West Fallowfield. The population in was ; in , 1; in , ; and in , In and Evansburg was included in the census. The Beaver and Erie Canal passed north and south through the western part, and the feeder crossed the township east and west. Conneaut Lake, the largest body of water in Crawford County, lies almost wholly within Sadsbury. It is a beautiful sheet of water three miles in length and varies in width from a half to a mile. It varies in depth from a few feet to nearly feet in a few deep holes. It abounds in fish, and is much frequented by sportsmen and pleasure seekers. After the canal was constructed the surface of the lake was raised about nine feet by building a dam across the outlet, and its area greatly increased. It covers at present about 1, acres. The surface of the township is level or gently rolling. The soil is a clay, except in the valleys, and is well adapted for grain raising. Oak, chestnut, beech, maple and pine were the prevailing types of timber. Numerous small springs exist, and amply irrigate the soil. The largest stream is Conneaut Outlet. Sadsbury was one of the earliest settled portions of Crawford County. It attracted the foremost pioneers, and most of its tracts were entered before the land companies were in the field. The Holland Land Company owned two tracts in the northeast corner, and the Pennsylvania Population Company four tracts in the northwest corner. The balance was located and settled by individuals. The two Holland Land tracts located in the northeast corner of the township were sold in to S. Of the four tracts of the Pennsylvania Population Company, acres of Tract were contracted for by Joseph Allen, October 23, , and a deed granted him March 25, ; acres of , under same date, by Daniel Williams, who settled under contract; acres, Tract , by Samuel Williamson, under contract of October 23, , settled; acres, , Matthew Williamson, under contract of October 23, , settled and deed delivered. The east half of Tract is also in Sadsbury; it is marked a swamp in the records of All the above settled on their tracts and remained for years. Samuel Williamson operated a distillery; he came from the southern part of the State. Dennis Hughes, originally from Ireland, directly from New Jersey, came in and settled in the northwest part of the township. Abner Evans, whose name is perpetuated in the village of Evansburg, was among the foremost pioneers. He was here probably in He built a mill on Conneaut Outlet which was the first in the township, but was not a complete success, the fall not being sufficient to afford great power. John Harper came in or earlier and settled just east of the lake. Stevens was an Englishman. He settled about a mile south of Evansburg and remained there till death. Campbell selected a home in the western part of the township and there operated a distillery. Jacob Shontz came in October, , and remained on his tract near Evansburg until his death many years after. He was a member of the Seceder Church, and his descendants still occupy the old homestead. About the same time, or a few years later, the following were residents of the township: David Garner settled in the north part of the township just west of the lake, and engaged in farming for life. John Jones also settled in the north part of the township. Samuel Lewis, half brother to David Garner, and an excellent blacksmith, after sojourning here for many years, removed to Illinois. John Quigley, an Irishman, settled east of the lake and remained a life-long settler. Henry Royer, a German, remained on his farm near Evansburg, until his death. George Shellito, an Irishman, settled about three miles west of Evansburg, where his descendants still live. Daniel Miller, a German, came with his family prior to , and settled on the tract patented in the name of his son Michael, and situated. An early distillery was built by Joseph T. Cummings on Conneaut Outlet, but his death occurred almost immediately afterward and the still was operated by Mr. David Steward operated another, about two and a half miles west of Evansburg. The township is exclusively agricultural outside of Shermanville and Evansburg and contains

no manufactories; neither are there any churches beyond these villages. Among the early school teachers of the township may be mentioned William McMichael who was a Presbyterian minister, Mr. Of these James McEntire was probably the first. He settled in the township west of the lake in , and two years later removed to East Fallowfield. He was a widely known early pedagogue and held terms in this and adjoining townships almost every winter from till , the winter of the "four-foot snow. A rough, square coffin was prepared for his remains from planks brought from Powers saw-mill, and he was buried near where the Soldiers Monument at Evansburg now stands. Shermanville is a small village located in the northwestern part of the township. It was laid out along the canal by Anson Sherman, and the plat acknowledged and recorded January 18, The plat is irregular in outline, and all lots except fractional ones are 60x feet in size. Craven is said to have been the first settler. Anson Sherman, who died in , aged seventy-nine years, and Peter Bakeley, were the leading early residents. A small Methodist class existed here forty years ago, and included Henry Moyer and wife, John Conley and wife, and Mrs. Meetings were held in the schoolhouse until about , when the present frame church was built. The membership is about twenty, and the society is a part of Linesville Circuit. Just north of Evansburg, Aldenia was laid out, in the spring of , by Rev. Timothy Alden, on part of a acre tract purchased by him from Henry Reier, in The original plat contained ninety-five lots, a hollow square and a public common, and was acknowledged October 17, Isaiah Alden, brother of the founder, settled on the site of the prospective village, but it did not prosper, and in a few years was forgotten. Stony Point Postoffice is located near the south line of the township. The little borough of Evansburg is beautifully situated at the outlet of Conneaut Lake, and is well and favorably known as a summer resort. Containing four large hotels and one or two restaurants, it has ample means for the accommodation of guests. The village in had a population of , and in of , which has since slightly increased. It has two general stores, two groceries, two drug stores, a hardware store, a millinery store, and a meat market, a saw-mill, a grist-mill, cheese factory, tannery, wagon-shop, three blacksmith-shops, three shoe-shops and a livery stable, three physicians, a dentist, a school, three churches and four societies. A building 80x was erected in , and a second structure adjoining, x feet, in The schoolhouse is a one story frame, containing one apartment. The oldest religious society in the village is the United Presbyterian Congregation, formerly known as Seceders. An old log meeting-house was erected at Evansburg prior to , and services held therein until the construction of a frame church building a half mile east of the borough. This church contained an old-fashioned elevated pulpit, and was occupied until the erection of the present frame edifice in , at the southeast corner of High and Fourth Streets. McLean, of Shenango Township, preached until September 20, , when Matthew Snodgrass was installed pastor in a beautiful grove on the shore of the lake. Since then his successors have been: The membership is about sixty. From to it constituted a part of the charge of Rev. In accordance the court confirmed their report, August 9, Blake was ordained and installed pastor in connection with Gravel Run, remaining one year. Dickey became pastor October 4, , and was released in James Coulter was pastor from September, , to or The next pastor was Rev. George Scott, installed June 27, , released June 10, The church building, a large square frame structure, on the southwest corner of Fifth and Water Streets, was erected in The membership is now about fifty. Recent pastors have been: A small Methodist Episcopal class existed at Evansburg in very early times. Meetings were held in the old log Seceder Church and in the schoolhouse until , when the present frame meeting-house was erected on Line Street, opposite Third. Evansburg Circuit was formed in with J. Prosser pastor that year, and R. The circuit was then changed, but Evansburg Circuit was re-formed in , and its pastors have since been: The membership is about seventy. Conneaut Lake Lodge, No. The membership is thirty-four, and meetings are held every Wednesday evening.

Chapter 7 : History: Sadsbury Township

The railroad continues south of Coatesville on the east side of PA 82 along the Brandywine Creek into East Fallowfield Township (South Coatesville, Modena, Mortonville), and into Newlin Township (Embreeville), Pocopson Township (Northbrook, Wawaset, Lenape), Pennsbury Township (Chadds Ford, Cossart), and south into Delaware.

The need for such a link was dramatized by the discovery of gold in California in that brought thousands to the West Coast. At that time only two routes to the West were available: Traveling either of these could take four months or more to complete. Although everyone thought a transcontinental railroad was a good idea, deep disagreement arose over its path. The Northern states Union Pacific workers laying rails October favored a northern route while the Southern states pushed for a southern route. This log jam was broken in with the secession of the Southern states from the Union that allowed Congress to select a route running through Nebraska to California. Construction of the railroad presented a daunting task requiring the laying of over miles of track that stretched through some the most forbidding landscape on the continent. Tunnels would have to be blasted out of the mountains, rivers bridged and wilderness tamed. Two railroad companies took up the challenge. Progress was slow initially, but the pace quickened with the end of the Civil War. Finally the two sets of railroad tracks were joined and the continent united with elaborate ceremony at Promontory, Utah on May 10, The impact was immediate and dramatic. As the spike was struck, telegraph signals simultaneously alerted San Francisco and New York City, igniting a celebratory cacophony of tolling bells and cannon fire in each city. Alexander Toponce witnessed the event: I had a beef contract to furnish meat to the construction camps of Benson and West On the last day, only about feet were laid, and everybody tried to have a hand in the work. I took a shovel from an Irishman, and threw a shovel full of dirt on the ties just to tell about it afterward. Seymour, a lot of newspaper men, and plenty of the best brands of champagne. Another train made up at Ogden carried the band from Fort Douglas, the leading men of Utah Territory, and a small but efficient supply of Valley Tan. It was a very hilarious occasion; everybody had all they wanted to drink all the time. Some of the participants got "sloppy," and these were not all Irish and Chinese by any means. California furnished the Golden Spike. Governor Tuttle of Nevada furnished one of silver. General Stanford [Governor Safford? The last tie was of California laurel. When they came to drive the last spike, Governor Stanford, president of the Central Pacific, took the sledge, and the first time he struck he missed the spike and hit the rail. Promontory, Utah May 10, What a howl went up! Irish, Chinese, Mexicans, and everybody yelled with delight. Then Stanford tried it again and tapped the spike and the telegraph operators had fixed their instruments so that the tap was reported in all the offices east and west, and set bells to tapping in hundreds of towns and cities Then Vice President T. Durant of the Union Pacific took up the sledge and he missed the spike the first time. When the connection was finally made the Union Pacific and the Central Pacific engineers ran their engines up until their pilots touched. Both before and after the spike driving ceremony there were speeches, which were cheered heartily. I do not remember what any of the speakers said now, but I do remember that there was a great abundance of champagne. How To Cite This Article:

Chapter 8 : Who Invented the Railroad? - blog.quintoapp.com

A railroad linking America's east and west coasts had been a dream almost since the steam locomotive made its first appearance in the early s. The need for such a link was dramatized by the discovery of gold in California in that brought thousands to the West Coast. At that time only two.

Construction of the new Canadian Northern line connecting Ottawa and Toronto meant that the railway right-of-way would bisect our farm. Beldens James Kennedy, con. Henceforth freight and passenger would roar by within yards of the house day and night. With the railroad, came the ever present danger of having cattle, horses even dogs killed by passing trains. On one occasion four cows were killed when an inexperienced hired man tried to herd them across the railroad just at the time that the evening train was due. The accident was judged to be our fault, hence no indemnity was paid. Of the building of the railroad through our farm, one memory concerns the gangs of men who were engaged in excavating by hand, the deep cuts through which the railway would run in passing through the low hills east of our barn. Mostly Poles and Russians, as the case with the railway construction laborers in those days, the men had little knowledge of English. Dad learned four words from them, which would be used in greeting me. They sounded like "Dobra Vetch! The right-of-way passed through the area by most of the old log farm buildings. They had to be demolished, and compensation was paid for them and for the land that was expropriated. The red barn, 36 by 70 feet in size, had a full basement in which up to 40 cattle and 6 horses could be stabled. Atop of the barn were two large louvered ventilators - purely decorative, they did not ventilate anything. The barn had three threshing floors, served by a wide gangway, and a wide mow at each end. A long drive shed and a connecting granary, frame buildings built during the early years that Dad was working the farm, lay outside the railroad right-of-way. They remained in use until March, , when the barn and all of the outbuildings were destroyed by fire. The coming of the railroad brought many changes in its wake. Travel to and from Ottawa was no longer a matter of driving by horse and buggy or cutter the seven miles to Britannia, stabling the horse there, and boarding the streetcar to Ottawa. Passenger train service, from the beginning, was good and, though Fallowfield Station was a mile west of our home, one could take the train to Ottawa in the early morning and return at evening or late at night. Dad could never understand why the CNR bureaucrats located the station at the back end of our farm, far from where most of the potential users of the rail were located. The station was not even named Jockvale after the nearest community, but Fallowfield, after the Hamlet four miles away. I recall the time when Uncle Bill and his family made their first visit to the East from Vancouver. It must have been Dad drove to Fallowfield Station with the top buggy to meet them. My sisters, Dorothy and Margaret also pursued their early musical education with the aid of the CNR, kept healthy by a brisk one-mile walk to and from the station. In spite of a fairly large volume of passenger and freight traffic, Fallowfield was never more than a flag station, where trains stopped only as required. The small station, heated by a huge pot-bellied stove, in theory provided shelter while one waited for the train. In fact, on a winter morning, with the stove stonecold, the station provided shelter but no warmth, while one waited for the lights of the Toronto train to appear in the distance. Then one could grab the dirty red flag and stand by the track waving it frantically for fear the engineer would not see the signal - he always did, somehow, though he sometimes missed the station by a hundred feet or so, and one then had to wade knee-deep through the snow to climb aboard. Perhaps the greatest change that the railroad brought to us in the means that it provided for marketing the milk in Ottawa. Until then, Dad had relied on the local cheese factory to buy the milk produced by the farm. Milk was sold to the cheese factory only during the summer months - during the winter, what milk was produced went into the making of butter. The cheese factory, one of a number owned by Pat Madden, was located at the intersection of what now is the Fallowfield Road and Jockvale Road which we knew as the "forced" road. During the winter, Dad would run the milk from the few cows that were still producing through the DeLaval cream separator and sell the cream, if possible, or make it into butter. At first, the railroad was used to ship some of the cream to Ottawa but, before long, Dad became a dairy farmer and shifted to year-round milk production. The cream separator, the butter churn and the big 40 gallon cans that had been used to carry milk to the cheese

factory, fell into disuse and were eventually sold to other farmers less fortunately located than we were. Dad, who had been the Secretary-Treasurer of the Keystone Cheese Factory, a position of some prestige in the community, for many years, was no longer associated with it. It continued to operate on a small scale for another 10 years or so. Finally, late one summer night, it burned to the ground, providing a bit of excitement in the community. There were suspicions that it may have been a planned conflagration, but nothing was ever proved. Dad finally built up a herd of 30 cows, mostly black and white Holsteins, with a few red and white Ayrshires for variety. The shipping of the milk by train to Ottawa imposed a daily routine even more demanding than the trips to the cheese factory. The milk had to be on the loading platform of the Fallowfield Station by 7: The baggageman would stack the empty cans inside the car door and shove them out even before the train would come to a stop. Battered cans, filled with gravel and cinders and often leaking, were a problem over which the milk shipper had little control. This is a fantastic story! The railway also passed through my ancestors farm in Osgoode Township. In , the Bytown and Prescott Railway was completed. Unfortunately our family has no written record of the arrival of the train in the neighbourhood. Some of the local farmers were employed on the construction of the railway. One thing I do know is that the earliest trains were steam powered and the neighbouring farmers made extra cash by cutting and hauling firewood to the nearest stations Manotick and Osgoode Stations. It was also a means of allowing younger generations a chance to commute every week to jobs in Ottawa, and return to the farm on weekends. Interesting about the Poles and Russians working to build the railway. Similar to the Irish, the surname was "Canadianized" to Adams in the next generation. By the way, the "Forced Road" shown on the map was originally an Indian Trail. It was used long before the concession roads were opened. There are quite a few forced roads in Goulbourn and March Townships - they follow the easiest path from points A and B, irregardless of the survey lines. Thanks again for your story.

Chapter 9 : RAILROADS | The Handbook of Texas Online| Texas State Historical Association (TSHA)

Spare the rod: early educator rejected corporal punishment --First local Republicans joined together to elect Lincoln --A soldier writes of his Civil War experience --The oil boom pleased many, but not all --He wanted to build a railroad, and he did --Flora Best Harris, a Meadville missionary --When the railroad came to East Fallowfield.

Need a rest yet? Sit and watch the children play on the playground from one of the picnic table benches built by Chris Pearlberg for his Eagle project. Continue walking down the hill, winding your way to the beautiful pond. Picnic tables near the pond were the work of Eagle Scout Joe Becker. The lower trail takes you along the wood line. You can stop for a break at the beautiful benches built as an Eagle project by Jeff Schaeffer. For more of an adventurous trek, travel over the amazing twin bridges. This ambitious Eagle project was the work of Kyle Martin. Completing this will add another 1. This walk is a mix of paved, gravel and grass trail; both hilly and flat. It starts out in the open, but continues into the shady woods, past wetlands and a dam. One section of this trail is steep- be sure to use the hand rail. There are several wooded trails to link back to the pond trail or mowed trails. While enjoying the trails in the park, please be sure to keep our park rules in mind. The park is open dawn to dusk. Smoking is not permitted anywhere in the park. Pets are welcome, but must be leashed and under control at all times. Bicycles are permitted only on paved and gravel trails. A complete list of the rules can be found on this website. We hope you will take the time to explore the trails at East Fallowfield Community Park.