

Allegheny Portage Railroad. These records not only bear directly upon the operation of that railway between 1836 and 1851 (particularly during the superintendencies of John Snodgrass, 1839 - 1843, and William S. Campbell, 1850 - 1851), but also upon the business of merchants and hotel keepers of the area whose stock in trade or whose registered guests came to them by way of the state-built Pennsylvania Canal and the Portage Railroad. The collection casts an intimate light on the day-by-day work of hitchers, engine men, locomotive engineers, firemen, switch tenders, car conductors, and superintendents of machinery employed. It tells of the wage; the enduring or the intermittent terms of service; the various racial origins of the blacksmith, the blower, the striker, the machinist, the finisher, the watchman, the carpenter, the repairman, the splitter of wood, and the hauler of wood and coal, without whom there would have been possible no maintenance of the Portage Railroad's boat slips, planes, woodsheds, stationary engines, levels, tracks, switches, tunnel, and bridges. In brief, these papers supplement admirably both the Superintendency Papers and the Divisional Papers held among the Pennsylvania Board of Canal Commissioners' Records in the Bureau of Land Records of the Department of Internal Affairs.

Among items in accounts or in correspondence appear the names of a number of manufacturers of stationary engines, locomotive engines, or ropes: McClurg, Wade and Co.; William Norris and Co.; Matthias W. Baldwin; Smith and Guthrie; James D. Whethem; and John A. Roebeling.

Among volumes in the collection are:

1. The Register, or Guest Book, of the Summit Mansion House, J. and J. McGinley, proprietors (formerly the Lemon House) - 1851 - 1853