

122-124. Claim of the Union Canal Company for the use of its old canal bed along the Schuylkill River as part of the route of the railroad (1835).

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Indexed here are numerous items bearing on the locating and the building of the railroad; contracts for railroad iron, stone sills, laying tracks, bridges, the Schuylkill Bridge, Philadelphia Water Works, etc.

Important figures indexed are John Barber, superintendent; J. P. Bailey, assistant engineer; Wm. Crammond, Philadelphia representative of Losh, Wilson, and Bell, of Newcastle-on-Tyne, England, iron founders; James Clarke, canal commissioner; Henry R. Campbell, principal engineer, Philadelphia, Germantown, and Norristown Railroad; John Elgar, assistant engineer of machinery, Baltimore and Ohio Railroad; Major John Wilson, locating and constructing engineer for the Columbia and Philadelphia Railroad; Murdock Aitkin and Co., Glasgow, Scotland, manufacturers of locomotive engines; A. and G. Ralston, Philadelphia importers of English railroad iron; Jevons & Sons, iron merchants of Liverpool, England; Josiah White; Wm. Strickland, architect and engineer, sponsor for the railroad iron of Losh, Wilson, and Bell of Newcastle-on-Tyne, England; Francis R. Shunk, secretary to the Canal Board; Townsend and Co., ropemakers, Palmyra, New York; Wm. B. Mitchell, superintendent; Canal Commissioners Charles Mowry, Wm. Darlington, John Mitchell, James Stevenson; the Lancaster City Council; D. B. Douglass, West Point Military Academy professor and engineer.

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