

RAILROAD MAPS

of the United States



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RAILROAD MAPS

of the United States

*A Selective Annotated Bibliography of Original
19th-century Maps in the
Geography and Map Division
of the Library of Congress*

Compiled by ANDREW M. MODELSKI

COVER: *A lithograph taken from an early photograph of the locomotive "Enterprise," from inset on S. G. Elliot's 1860 map of central California showing the different railroad lines in the gold region and the connection to the Central Pacific Railroad. (Entry 186)*

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Preface

TO SATISFY Americans' keen interest in the routes of railroads, cartographers have shown rail lines on maps since the first tracks were laid in the United States. There are in the collections of the Library of Congress thousands of American railroad maps as well as numerous general maps showing railroad routes as part of the transportation network. The maps, which are in the custody of the Geography and Map Division, vary widely in area, content, and scale. Some cover major segments of our country and depict the interrelationship of various modes of transportation. Others resemble contemporary "strip" road maps and show only a ribbon of land immediately adjacent to a specific railroad right-of-way.

Requests for information are received by the Library of Congress from railroad enthusiasts in search of active and abandoned rail lines as well as from students and scholars interested in transportation. In addition, increased interest in rail transit has been exhibited by offices of the United States Congress and various federal agencies. Lynn Mullins notes in her 1969 publication *The Golden Spike, A Centennial Remembrance*, that in the literature about American railroads "there is no bibliography specifically devoted to nineteenth-century railroad maps, [and, therefore] the printed catalogues of the large map libraries must be combed for pertinent references." Such references, however, are altogether inadequate, for they are too general to include comprehensive subject or chronological approaches. This bibliography is designed to meet that need.

The Library's holdings include railroad maps issued for a variety of purposes. Among the collections are official printed government surveys

conducted to determine the most practical railroad routes, Pacific Railroad Surveys, U.S. General Land Office maps which show land grants to railroads, surveys for specific rights-of-way, and general surveys prepared to accompany progress reports of individual railroads. Other maps were published specifically to promote particular lines, some of which were never built. Also represented in the collection are maps issued by commercial publishers, intended for ticket agents and the public, as route guides to encourage commerce and travel to the newly settled areas west of the Mississippi River.

This annotated list reveals the scope of the railroad map collection and highlights the development of railroad mapping in 19th-century America. Described are 622 maps chosen from more than 3,000 railroad maps and about 2,000 regional, state, and county maps, and other maps which show "internal improvements" of the past century.

The maps selected represent a profile of the development of cartographical style and technique and are not intended to inventory all maps in the division which show railroads. The list does reflect, however, the important achievements of early railroaders in reaching their ultimate goal of providing a transportation network spanning the country and linking the Atlantic and Pacific Oceans.

The list includes only separate printed and manuscript maps preserved in the Geography and Map Division. Excluded are photocopies, facsimiles, atlases, and maps which are included in annual railroad company reports or which illustrate volumes classed elsewhere in the Library of Congress.

The entries in this bibliography begin with maps covering the United States as a whole or large portions of it. These are followed by entries for the five major geographical regions and then by maps of states, including at least one entry for each of the 50 states. The maps are in chronological order within these geographical areas. The list is concluded with descriptions of maps of individual railroads, arranged alphabetically and chronologically. Where possible the entry includes the author's name, the full title of the map, the imprint, a notation if the map is in color, the natural scale, if determinable, and the measurements to the nearest centimeter, with vertical dimension first. A brief paragraph describes the geographical coverage of each map and includes its general content.

The introductory essay traces the scope and development of American railroad mapping from its beginning in the late 1820's through the 19th century. A general index provides names of railroads, subjects, authors, surveyors, engineers, cartographers, engravers, lithographers, publishers, and printers.

The maps described, which are all sharp and

legible, vary in size from small fold-out sketches to large-scale, detailed surveys and wall maps designed for display in transportation and ticket offices. The majority are in color.

Uncolored photoreproductions and color transparencies of maps in this bibliography may be purchased from the Library of Congress, Photoduplication Service, Washington, D.C. 20540. Requests for cost estimates and purchase orders should refer to this bibliography by name and cite the bibliographic entry numbers. The descriptive annotations can help in determining whether a large map is needed or if a smaller one, which can be reproduced more economically, will provide the essential information. Maps are most economically reproduced by the photostat process, and this form of reproduction is usually quoted in estimates. If reproductions are desired for use in publications, 8- by 10-inch glossy photographic prints should be requested.

Andrew M. Modelski
Reference Librarian
Geography and Map Division

Contents

iii	Preface
1	Introduction
15	United States
27	Regions
27	<i>Eastern United States</i>
31	<i>New England</i>
33	<i>Central United States</i>
35	<i>Southern United States</i>
36	<i>Western United States</i>
43	Individual States
58	Individual Railroad Lines
103	Index

Introduction

AMERICAN RAILROAD MAPPING had its inception early in the 19th century when people began moving inland over the inadequately charted continental landscape. The expanding frontier, the rich agricultural production of the land, and exploitation of natural resources demanded improved methods of transport. The transportation revolution was initiated with construction of privately owned toll or turnpike roads, gathered momentum with the introduction of steamships and canal building, and reached maturity in the 1830's with the introduction of steampowered railroads.¹

Soon after James Watt developed the steam engine, the invention was adapted by John Fitch in 1787 to propel a ship on the Delaware and in the same year by James Rumsey on the Potomac River. Fitch, an American inventor and surveyor, had two years earlier published his "Map of the Northwest" to finance the building of a commercial steamboat. With Robert Fulton's steamboat, the *Clermont*, and a boat built by John Stevens, the use of steam power for vessels became firmly established. Railroads and the use of steam propulsion developed separately, however, and it was not until the two systems merged that railroads began to flourish.

The use of rails for heavily loaded, wheeled vehicles to reduce friction was introduced in England as early as the 17th century. The first American "tramroad" or "gravity road" was erected in 1764 for military purposes at the Niagara portage in Lewiston, N. Y., under the direction of Capt. John Montrossor, a British engineer, known to students of historical cartography also as a mapmaker. A map of the Leiper

Railroad in Pennsylvania, dated October 1, 1809, and signed by the surveyor John Tomson, may be the first railroad survey in America. The original has, seemingly, not survived. A reproduction, entitled "Draft Exhibiting. . . the Railway Contemplated by John Leiper Esq. From His Stone Sawmill and Quarries . . . to His Landing on Ridley Creek," however, illustrates Robert P. Robins' *A Short Account of the First Permanent Tramway in America* (Philadelphia, 1886).² The first of the commercial "tramroads" was surveyed and constructed in 1826 at Quincy, Mass., by Gridley Bryant, with the machinery for it developed by Solomon Willard. It was to utilize horsepower to haul granite, needed for building the Bunker Hill Monument,³ from the quarries at Quincy, four miles to the wharf on the Neponset River. The following year the Mauch Chunk "gravity road," used for transporting anthracite coal, was constructed in Pennsylvania.⁴

John Stevens, who shares credit with Fulton for inventing the steamboat, is considered to be the father of American railroads. In 1826 Stevens demonstrated the feasibility of steam locomotion on a circular experimental track constructed on his estate in Hoboken, N. J. Three years later George Stephenson perfected a practical steam locomotive in England. The first railroad charter in the United States was granted to Stevens in 1815.⁵ Grants to others followed, and work soon began on the first operational railroads. Surveying and construction started on the Baltimore and Ohio in 1830, and 14 miles of track were opened before the year ended. (See entry 332.) This roadbed was extended in 1831 to Frederick, Md., and, in 1832, to Point of Rocks. Until 1831, when a

locomotive of American manufacture was placed in service, the B & O relied upon horsepower. Soon joining the B & O as operating lines were the Mohawk and Hudson, opened in September 1830; the Saratoga, opened in July 1832; and the South Carolina Canal and Rail Road Company, whose 136 miles of track, completed to Hamburg, constituted in 1833 the longest steam railroad in the world. (See entry 299.) The Columbia Railroad of Pennsylvania, completed in 1834, and the Boston and Providence, completed in June 1835, were other early lines. (See entries 1, 348, and 610.) Surveys for and construction of tracks for these and other pioneer railroads not only created demands for special mapping but also induced mapmakers to show progress of surveys and completed lines on general maps and on maps in "travelers guides." (See entry 5.)

Publication of 19th-century American railroad maps paralleled similar developments in Europe. British railroads were first shown on a map in Philippe Vandermaelen's *Atlas de L'Europe*, published in Brussels in two volumes between 1829 and 1833. In 1835 Robert Stephenson, brother and partner of George Stephenson, drew one of the first English railroad survey maps for the "London and Birmingham Railway." Published in 1838 were C.F. Cheffin's lithographic map of the same line at a larger scale and J.R. Jobbins' lithographic maps of England and Wales and of the London and Southampton Railway. Also in 1838, Irish railroads were depicted by Henry Drury Harness, an early statistical cartographer.⁶

Planning, surveying and mapping, and construction of railroads in America progressed rapidly and haphazardly, without direction or supervision from the states that granted charters to construct such works. Before 1840 most surveys were made for short passenger lines which proved to be financially unprofitable. Because steam-powered railroads had stiff competition from canal companies, many partially completed lines were abandoned. It was not until the Boston and Lowell Railroad diverted traffic from the Middlesex Canal that the success of the new mode of transportation was assured. (See entry 346.) The industrial and commercial depression and the panic of 1837 slowed railroad construction. Interest was revived, however, with completion of the Western Railroad in Massachusetts in 1843. This

line conclusively demonstrated the feasibility of transporting agricultural products and other commodities by rail for long distances at low cost. Within the next 20 years railroads were playing a dominant role in the transportation system of the country. In the Middle West interest in building railroads was strong, and many lines were mapped and subsequently constructed to connect the leading centers of commerce. Interest also increased in the South, where natural waterways had previously provided adequate transportation for commercial traffic. By 1850, when the incentive to survey and map public works on a large scale was stimulated by the discovery of gold in California, the existing railroad network provided an excellent base for a productive decade of American railroad surveying and mapping.⁷

The Civil War provided another stimulus for railroad mapping, because of the strategic importance of rail transportation to the armies. (See entries 137-143.) After the war, railroad builders became aware of the traffic-generating potentials of the scenic wonders of the West. Jay Cooke and Company, financiers of the Northern Pacific Extension Project, and other promoters, accordingly, lobbied for the establishment of Yellowstone National Park. To make it accessible to tourists, they persuaded park promoters to support completion of the railroad to coincide with the opening of the park in 1872. Not until 1883, however, did a rail spur extend to within three miles of the park. (See entries 449-501.) Other railroads followed the lead in promoting establishment of resorts and national parks.⁸ This created additional demand for maps to illustrate reports, promotional literature, displays, and timetables from the thousands of railroad and promotional firms which sprang up in the 19th century. (See entries 399 and 400.)

Technological advances in papermaking and printing which permitted quick and inexpensive reproduction of maps also greatly benefited railroad cartography. Before the introduction of these new techniques, maps were laboriously engraved, in reverse, usually on copper plates, and printed on hand presses. Although the results were excellent, this was a slow and costly process which could not keep pace with the demand for railroad maps. Introduction of lithography to America, a process invented in 1798 by Alois Senefelder of

Right half of James Hayward's 1828 plan of a survey for the proposed Boston and Providence Railway. This is the earliest topographic strip map in the Library showing a railroad survey. These lines were originally intended for horse-drawn trains. (Entry 348)



Bavaria, came at an opportune time, just as the first railroad charter was being granted in 1815. This invention revolutionized map printing and provided the means for inexpensive map reproduction. Within two years after William and John Pendleton established the first important lithographic printing house in Boston in 1825, their firm was printing railroad surveys and reports for the earliest New England railroad companies.⁹

Even after lithographic printing in map production became common, engraving continued in use for many years for finer and more limited works. As late as 1848 Peter S. Duval of Philadelphia engraved map plates of Virginia for Claudius Crozet, principal engineer to the Commonwealth. (See entry 307.) Some firms, like G.W. and C.B. Colton of New York, used copper plates through the 1860's and 1870's. Others utilized both reproduction methods, and in some instances "engraving" was done on stone. (See entries 92, 124, 126, 174, and 396.) Technical advances were quickly adapted to map printing. The transfer process eliminated most of the laborious procedure of drawing on stone in reverse. By the use of specially prepared paper and ink, an illustration or a newly drawn map could be transferred directly to a stone or a zinc plate. The use of "zincography" in America as early as 1849 is credited to P.S. Duval's Swiss shop foreman, Frederick Bourquin. Zinc plates were adaptable

to the rotary steampower press, which was first installed by Duval in his Philadelphia lithographic establishment.¹⁰ (See entries 81, 600, and 601.)

Another important printing process, cerography or wax engraving, was introduced in America by Sidney Edwards Morse, whose father Jedidiah Morse published in 1784 the first geography book in the United States, *Geography Made Easy*. The process was first used in 1839 for Morse's "Cerographic Map of Connecticut," and in 1842, for the *Cerographic Atlas of the United States*. This was an ingenious method of making a mold from which a printing plate was cast. On a thin layer of wax applied to a copper plate, lines and symbols, and later type, were inscribed or impressed. Through an electroplating process, a relief mold was produced from which single sheet maps were printed. The process was kept secret by Morse. It became more widely utilized after Rand McNally introduced its wax engraving process in 1872. From the 1870's through the first four decades of the 20th century, this method of printing became popular with large map printing houses in the United States. The firm of George F. Cram and Company, well known for its railroad maps and other geographic publications, adopted the process in the 1880's with introduction of its *Universal Family Atlas of the World*. Matthews-Northrup and Company also utilized this method for printing their numerous railroad maps. Multicolor printing,

the development of photolithography, and the offset press further accelerated railroad map production and greatly reduced prices.¹¹

Color lithography to distinguish regions and administrative divisions on maps was introduced as early as the 1850's. (See entry 86.) Color to accentuate the many lines of intricate railroad networks, however, continued to be manually applied to many maps at the end of the century, including Rand McNally's elephant-sized maps of the 1890's, which are discussed in detail at the end of this essay.

To fill requests for special-purpose maps, the new printing methods contributed greatly to the volume and variety of railroad maps. This is reflected in the Library's large and comprehensive collection of American railroad maps, the majority of which were acquired through copyright deposits following the passage of the Copyright Law in 1870. Earlier maps, many detached from pamphlets, journals, timetables, and annual reports of the companies, were acquired as gifts and by purchase. Many railroad maps were among the cartographic items which constituted the Library's collection when a separate Map Division was formed in 1897. These are listed in Philip Lee Phillips' *A List of Maps of America in the Library of Congress* (Washington, Govt. Print. Off., 1901).

A large segment of commercially produced railroad maps, perhaps as much as 30 percent, was deposited by the New York City publishing house established in 1831 by Joseph Hutchins Colton. This firm was known the world over for the quality, quantity, and variety of its publications, including maps, atlases, and school geographies.¹² Henry Varnum Poor, in the introduction to his *History of the Railroads and Canals of the United States of America* (1860), commends the series of Colton's railroad maps which illustrate his work. "All the maps," Poor wrote, "are drawn and engraved under the supervision of G. Woolworth Colton, Esq., whose diligence, accuracy and extensive information are sufficient guarantee for their correctness."¹³ Indeed, Colton's maps from the early 1850's to the last decade of the century, most of which were subtitled "Colton's Railroad and Township Map," surpassed in quality and quantity other maps published in the 19th century. Other reputable map publishing firms of the period include Asher & Adams of New York,

James T. Lloyd and Company of New York and London, Matthews-Northrup and Company and J. Sage and Sons of Buffalo, Gaylord Watson of New York and Chicago, and later in the century, the Chicago firms of Rand McNally and George F. Cram. The last two are still in the map business.

Other maps among the more than 5,000 railroad maps in the Geography and Map Division include progress report surveys for individual lines, official government surveys, promotional maps (some of which, such as entry 425, were geographically distorted to exaggerate the size and routes of one line), Pacific Railroad Surveys, maps that show the extent of railroad land grants, maps locating rights-of-way, and route guides published by commercial firms. Some railroad maps cover the entire country or large portions of it and show the entire railroad network. Others are limited to a specific railroad or show one survey line, often with adjacent connections. Numerous maps show rail lines within one state, county, or geographic region. These and many other general maps, the U.S. Post Office's "Post Route Maps," and the earlier editions of the large-scale, topographical quadrangle maps, published by the U.S. Geological Survey since its establishment in 1879 but not listed here, provide excellent source material for the search of abandoned railroad lines.

In the Library's collections are maps from the earliest era of railroad mapmaking, Henry Schenck Tanner's "Map of the Canals & Rail Roads of the United States," dated 1830, is an early general map, depicting "working lines" on the eastern seaboard and in Kentucky, Alabama, and Louisiana. Located on the map are routes of the Columbia Railroad in Pennsylvania and the B & O in Maryland. (See entry 1.) In his 1829 *Memoir on the Recent Surveys, Observations and Internal Improvements in the United States* Tanner lists "Brief Notices" on "Rail Roads Never Before Delineated." He notes that in New England "some spirited individuals have adopted legislative measures to ensure an early completion for the Boston and Providence Railroad, whose surveys have been completed."¹⁴ The Boston and Providence is the earliest line represented by a printed survey from a progress report in the Library's map collections. (See entry 348.) The map, dated January 1828, shows proposed lines of a survey two and a half years before the railroad was chartered in June 1831.¹⁵

It illustrated the Massachusetts Board of Commissioners of Internal Improvements' *Report in Relation to the Examination of Sundry Routes for a Railway from Boston to Providence; with a Memoir of the Survey* (Boston, Dutton & Wentworth, printers to the state, 1828). It is also interesting to note that in the report the commissioners believed "that horse power will be most expedient for application to the uses of this road." The report is the one referred to by Tanner in the above cited *Memoir*. This map is one of the very first products of George G. Smith and William B. Annin, who in 1828 established a printing firm bearing the name of the inventor of lithography, the Senefelder Lithography Company of Boston. The firm was taken over by the Pendletons in 1830.¹⁶

The collections also include examples of original manuscript railroad maps, among which are several prepared by the Confederate engineer, Maj. Jedediah Hotchkiss. The Hotchkiss Map Collection was acquired by the Library in 1948.¹⁷ Another noteworthy manuscript map, drawn in 1843, is the Baltimore and Ohio Railroad Company's "Map of the Country West of Cumberland," referred to in the *Report of the Chief Engineer of September 20th, 1843*. This large map, at the scale of 1:316,800 and approximately 2 ½ × 4 feet in size, is hand colored on tracing linen. It embraces western Pennsylvania, western Maryland, parts of Virginia and West Virginia and most of Ohio and indicates several "preferred" and "surveyed" lines to Wheeling and Pittsburgh as well as other possible northern and southern routes in the area. (See entry 335.)

One of the earliest printed government surveys was "drawn from the original plot" by Lt. Andrew Atkinson Humphreys, who as chief of the Office of Western Explorations and Surveys some years later supervised the making of the maps for the *Pacific Railroad Surveys*, including G.K. Warren's monumental map of the transmississippi west.¹⁸ (See entry 174.) Humphrey's "Map of the Routes Examined and Surveyed for the Winchester and Potomac Rail Road, State of Virginia, Under the Direction of Capt. J.D. Graham, U.S. Top. Eng., 1831 and 1832," was based on surveys by Lts. A.D. Mackay and E. French in 1831 and Lts. French and J.F. Izard in 1832. The map was published to accompany the "Documents concerning Winchester and Potomac Railroad,"

24th Congress, 2d Session, House Document 465. This topographic map, submitted to the Bureau of Topographical Engineers in 1832, shows surveys in strips along the projected railroad routes and identifies property owners. It covers the country between the Shenandoah and Potomac Rivers as far as Winchester, Va. A table lists the surveyed routes. This line, constructed to connect with the B & O at Harpers Ferry, was designed to divert Shenandoah Valley wheat from the city of Alexandria and stimulate the growth of Baltimore. Completion of the line in 1836 greatly contributed to the decline of Alexandria. (See entry 619.)

Also in 1832, the Orange and Alexandria Railroad Company was chartered. It was not until 1848, however, that this company was organized to recover for the city of Alexandria some of the trade previously lost to Baltimore and Richmond. Construction on the line began in 1850 and was completed to Culpeper by 1852 and to Gordonsville in 1854. At the latter town the line had a junction with the Virginia Central Railroad, and Warrenton was linked by a branch line in 1853. The Manassas Gap Railroad, the first to cross the Blue Ridge Mountains (see entry 453), was completed to Strasburg in 1854 to join Alexandria with the upper Piedmont Valley.¹⁹ Detailed descriptions of three original surveys were published in the *Proceedings of the Called Meeting of the Stockholders of the Orange and Alexandria Railroad Company, December, 1849*. The routes on the maps generally follow the survey lines as reported by Chief Engineer Thomas C. Atkinson at the fifth annual meeting of the stockholders, held in Alexandria, October 24, 1854. No map is appended to the report, but in the Geography and Map Division there is a "Map and Profile of the Orange and Alexandria Railroad with its Warrenton Branch and a Portion of the Manassas Gap Railroad," which was drawn by August Faul and printed about 1854 by Ackerman Lithography of New York. This map, annotated to show geological structures along the route of the railroad, is an example of the general survey maps prepared to illustrate progress reports of individual railroads, as well as of specific right-of-way surveys. (See entry 508.)

Early railroad surveys and construction were financed by private investors. Before the 1850 land

grant to the Illinois Central Railroad, indirect federal subsidies were provided by route surveys made by army engineers. In the 1824 General Survey Bill to establish works of internal improvements, railroads were not specifically mentioned. Part of the appropriation under this act for the succeeding year, however, was used for "Examinations and surveys to ascertain the practicability of uniting the headwaters of the Kanawha with the James river and the Roanoke river, by Canals or Rail-Roads."²⁰ In his *Congressional History of Railways*, Lewis H. Haney credits these surveys as being the first to receive federal aid. He notes that such grants to states and corporations for railway surveys became routine before the act was repealed in 1838.

The earliest printed map in the collections, based on government surveys conducted for a state-owned railroad, is "Map of the Country Embracing the Various Routes Surveyed for the Western & Atlantic Rail Road of Georgia, 1837." (See entry 613.) The surveys were made under the direction of Lt. Col. Stephen H. Long, chief engineer, who 10 years earlier had surveyed the routes for the Baltimore and Ohio,²¹ (See entry 332.) Work on the 138-mile Georgia route from Atlanta to Chattanooga started in 1841, and by 1850 the line was open to traffic. Its strategic location made it a key supply route for the Confederacy. It was on this line that the famous "Andrews Raid" of April 1862 occurred when Union soldiers disguised as railroad employees captured the locomotive known as the "General."²² (See entry 614.)

The possibility of railroads connecting the Atlantic and Pacific coasts was discussed in Congress even before the treaty with England which settled the "Oregon Question" in 1846.²³ Chief promoter of a transcontinental railroad was Asa Whitney, a New York merchant active in the China trade, whose obsession was a railroad to the Pacific. In January 1845 he petitioned Congress for a charter and a grant of a 60-mile strip through the public domain to help finance construction.²⁴ Whitney suggested the use of Irish and German immigrant labor which was at the time in great abundance. Wages were to be paid in land, and the workers were thus to become settlers along the route and, subsequently, patrons and suppliers for the completed line. Failure of

Congress to act on his proposal was mainly due to the vigorous opposition of Senator Thomas Hart Benton of Missouri, who favored a western route originating at St. Louis.

In 1849 Whitney published a booklet to promote his *Project for a Railroad to the Pacific*. It was accompanied by an untitled outline map of North America which shows the route of his railroad from Prairie du Chien, Wis., across the Rocky Mountains north of South Pass. An alternate route to the south of the pass joined the main line at the Salmon River and continued to Puget Sound. Proposed lines also extended from St. Louis to San Francisco and from Independence, Mo. to New Mexico and the Arkansas River. This is one of the earliest promotional maps submitted to Congress and was, according to its author, conceived as early as 1830.²⁵ (See entry 14.)

Although Congress failed to sanction his plan, Whitney made the Pacific railroad one of the great public issues of the day. The acquisition of California following the Mexican War opened the way for other routes to the coast. Discovery of gold, the expanding frontier, and success of the eastern railroads increased interest in building a railroad to the Pacific.²⁶ Railroads were also needed in the West to provide better postal service, as had been developed in the East in 1838 by designating railroad lines "post roads." Strengthened by other proposals, including those of Hartwell Carver in 1849 and of Edwin F. Johnson in 1853 (see entry 24), such leading statesmen as John C. Calhoun, Stephen A. Douglas, and Jefferson Davis declared their support for linking the country by rails. The lawmakers, however, could not agree on an eastern terminus and they did not comprehend the merits of the several routes west. To remedy this situation money was appropriated in 1853 for the Army Topographical Corps "to ascertain the most practicable and economical route for a railroad from the Mississippi River to the Pacific Ocean."

Under the provisions of the Army Appropriation Act of March 1853, Secretary of War Jefferson Davis was directed to survey possible routes to the Pacific. Five selected routes, roughly following specific parallels, were to be surveyed by parties under the supervision of the Topographical Corps. The most northerly survey, between the 47th and 49th parallels, was under the direction of Isaac



First edition of G. K. Warren's "hurried compilation," indicating the routes of the Pacific railroad surveys. The

Ingalls Stevens, governor of Washington Territory. This route closely approximated that proposed by Asa Whitney.

The ill-fated party under Capt. John W. Gunnison was to explore the route along the 38th and 39th parallels, or the Cochetopa Pass route, advocated by Senator Benton. Because he failed to get John Charles Frémont appointed to head this expedition, Benton promoted two well-publicized, privately financed ventures in the same year, one headed by Edward F. Beale and the other by Frémont. After Gunnison's death at the hands of hostile Indians, Lt. Edward G. Beckwith continued

map was appended to the U.S. War Department's official report to Congress. (See entry 173)

the survey along the 41st parallel. Capt. Amiel W. Whipple, assistant astronomer of the Mexican Boundary Survey, and Lt. Joseph Christmas Ives surveyed the routes of the 35th parallel, westward to southern California. This was essentially the route traversed by Josiah Gregg in 1839 and later surveyed by Col. John J. Abert. When the results of the surveys were analyzed it was apparent that additional data on the roadbeds, grades, and passes were needed for the 32d parallel route to California. Lt. John G. Parke resurveyed along the Gila River between the Pima villages and the Rio Grande. Capt. John Pope mapped the

eastern portion of the route from Dona Ana, N. Mex., to the Red River. Topographical surveys to locate passes through the Sierra Nevadas and the Coast Range in California and to determine the route that would connect California, Oregon, and Washington were made under the direction of Lt. Robert S. Williamson.²⁷ (See entries 146-174.)

These surveys showed that a railroad could follow any one of the five routes and that the 32d parallel route was the least expensive. The Southern Pacific Railroad was subsequently built along this parallel. (See entry 567.) The southern routes were objectionable to northern politicians and the northern routes were objectionable to the southern politicians, but the surveys could not, of course, resolve these sectional issues. The surveys contributed greatly, however, to the geographical knowledge of the American West and provided source materials for making detailed railroad and general maps.

Just as the earliest railroad surveys in the East in the 1830's influenced mapping activities, the great amount of data derived from the Pacific surveys similarly stimulated cartographic activities. The wealth of data used in compiling 22 large individual maps published with the 13 handsomely illustrated volumes of the *Pacific Railroad Surveys*,²⁸ was the basic source material for Lt. Gouverneur Kemble Warren's "Map of the Territory of the United States from the Mississippi River to the Pacific Ocean." (See entry 174.) With Warren's map the work of the Topographical Engineers on the preliminary Pacific surveys came to an end.²⁹

Because of the accelerating flow of new information, Warren recognized, in his *Memoir to Accompany the Map*, the difficulty of keeping such a map up to date. He stated that "the work of compilation . . . must necessarily be frequently repeated; and to aid the future compiler, I have prepared the accompanying memoir upon the different maps and books used, and upon the manner in which their discrepancies have been resolved." He gratefully acknowledged the work of Edward Freyhold in "the beautiful execution of the topography upon the map. . . ." The first revision of the map, drawn by Freyhold, was engraved on stone by Julius Bien of New York. Described under entry 174, the map is in President Millard Fillmore's collection and bears his sig-

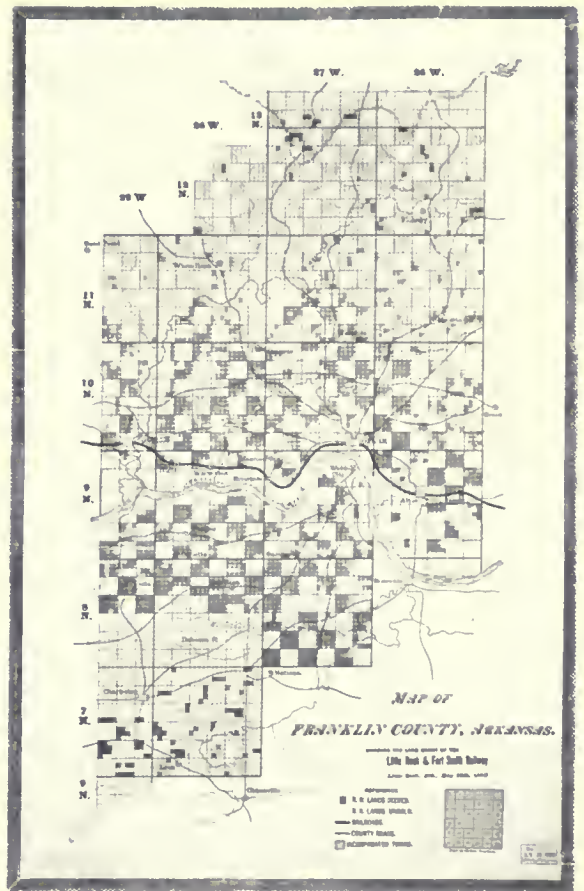
nature and the date December 19, 1863. This map, like the first edition, lists 45 major surveys and mapping reports from the time of Lewis and Clark to the General Land Office Surveys of the late 1850's.

While sectional issues and disagreements were debated in the late 1850's, no action was forthcoming from Congress on the Pacific railroad question. Theodore D. Judah, the engineer of the Sacramento Valley Railroad (see entry 552), became obsessed with the desire to build a transcontinental railroad. In 1860 he approached Leland Stanford, Collis P. Huntington, Mark Hopkins, and Charles Crocker, leading Sacramento merchants, and soon convinced them that building a transcontinental line would make them rich and famous. The prospect of tapping the wealth of the Nevada mining towns and forthcoming legislation for federal aid to railroads stimulated them to incorporate the Central Pacific Railroad Company of California. This line later merged with the Southern Pacific. (See entry 567.) It was through Judah's efforts and the support of Abraham Lincoln, who saw military benefits in the lines as well as the bonding of the Pacific coast to the Union, that the Pacific railroad finally became a reality. The Railroad Act of 1862 put government support behind the transcontinental railroad and helped create the Union Pacific Railroad (see entry 588), which subsequently joined with the Central Pacific at Promontory, Utah, on May 10, 1869, and signaled the linking of the continent.

The second half of the 19th century was the era of railroad land grants. Between 1850 and 1872 extensive cessions of public lands were made to states and to railroad companies to promote railroad construction.³⁰ In general, the companies received from the federal government, in 20- or 50-mile strips, usually 20 alternate sections of public land for each mile of track that was built. Responsibility for surveying and mapping the grants fell to the U.S. General Land Office, now the Bureau of Land Management. Numerous maps of the United States and individual states and counties were made which clearly indicated the sections of the granted land and the railroad rights-of-way. The maps recorded the progress of the surveys in the public domain and usually indicated major drainage, relief by hachures,

township and range lines, roads, railroads, and major cities and towns.

Typical of the land-grant maps is a "Map Showing the Location of the Road and the Land Grant of the Atlantic and Pacific R.R. in New Mexico," published in 1883. Sometimes called the 35th parallel road, this railroad was created by an Act of Congress, approved July 27, 1866. The total grant amounted to some 42 million acres for a line from Springfield, Mo. to the Pacific coast, a distance of about 2,000 miles. (See entry 329.) The "Map of Franklin County, Arkansas; Showing the Land Grant of the Little Rock & Fort Smith Railway," published in 1893, shows how much land was still owned by one railroad in one county some 20 years after the era of land grants. (Compare entries 443 and 444.) Land-grant maps, which were published for many years, were frequently used by land speculators to advertise railroad lands for sale to the public. As early as 1868 most western railroads established profitable land departments and bureaus of immigration, with offices in Europe, to sell land and promote foreign settlement in the western United States. Consequently the Library's collections also include some foreign-language maps aimed at both the immigrant already on the eastern coast and the prospective one in Europe (see entries 177a and 330) and may have led to the distortion of railroad maps to emphasize one state, area, or line to the advantage of the advertiser. This idea, derived from the government land-grant maps, may have been perpetuated by the mapping of the Illinois Central Railroad after it was granted land along its path in 1850. In John W. Amerman's book entitled *The Illinois Central Rail-Road Company Offers for Sale Over 2,000,000 Acres Selected Farming and Wood Land* (New York, 1856) appears an "Outline Map of Illinois" which emphasizes the Illinois Central Railroad by a heavy black line, with stations interspersed evenly along the line to give the illusion of proximity of populated places along the line. Another example of a distorted map is Josiah Hunt's advertising map of the Hannibal and St. Joseph Railway published in 1863 (see entry 425), which emphasized its line by a symmetrical strip and heavy black line between Hannibal and St. Joseph, Mo. This practice of manipulating scale, area, and paths of railroads became common practice in advertising



A large-scale land grant map dated 1893, showing the alternate sections of public land granted to the Little Rock & Fort Smith Railway. Such maps were used by land speculators to advertise railroad lands for sale to the public. (Entry 444)

maps of the 1870's and early 1880's (see entry 378) and in railroad timetables.

The geographic inaccuracy in railroad maps led George H. Heafford, general passenger agent for the Missouri Pacific, to note in 1878 that, "If this World could be made over according to some of our ideas, I have not the faintest doubt but that the railroads we represent would all be the straightest and shortest lines between every prominent city in the country."³¹ An 1879 Rand McNally booklet confirms that

map 'designing' to other than a railroad official, might seem a peculiar phrase, but the majority of railroad maps have some 'peculiar designs' hidden under the careful pencil of the draughtsman. It requires a faculty only acquired by experience and a perfect knowledge of the railroad system of the country, to 'design' a good railroad advertising map.

The various friendly interests must be shown to best advantage, and the rival interests disposed of in a manner that 'no fellow can find out.' The drawing of a good map is a matter of considerable difficulty, but the 'designing' of a good map involves the exercise of tact and ingenuity. Probably more *original* map projections have been made in our map drawing room than have ever been produced in the United States. It is not generally known that our large railroad and county map, which is 58 × 100 inches, is the second *original* projection of a United States map ever made. Our United States and Canada Atlas is made from the same projection.³²

This statement, however, does not seem applicable to the large and detailed map of 1876 which indicates drainage, relief by hachures, international, state and county boundaries, cities and towns, railroad stations, canals, roads, trails, a comprehensive railroad network, and railroads under construction. A note on the map states: "The entire map is printed from electrotype plates, sections of which can be used for special railroad maps, publishers premium maps, maps to accompany reports, pamphlets . . . and for various advertising purposes."

Warren's large map incorporating the Pacific railroad surveys was heavily used by such commercial publishers as Joseph H. Colton to revise their maps. (See entry 147a.) A beautifully executed commercial guide map which drew upon the Pacific railroad surveys is entitled "Map of the United States West of the Mississippi Showing the Routes to Pike's Peak, Overland Mail Route to California and Pacific Rail Road Surveys." The map, published in 1859, is accompanied by a seven-page booklet which describes the Overland Mail Route. In his *Mapping the Transmississippi West*, Carl I. Wheat calls this "the best designed map that appeared in this era, [which] is notable for its clarity." (See entry 176.)

Following the consolidation and rapid growth of American railroads after the panic of 1873, many commercial maps were produced to show the spreading network. One company signaled its emergence into this field by announcing, in January 1873, that

the house of Rand, McNally & Co., beg leave to inform their railroad friends, and the patrons of the [Railway] Guide generally, that they have lately made extensive additions to their engraving department, and are now prepared to execute Map and all kinds of Relief Plate Engraving in the very highest style of the art. The maps of the vicinity of Boston, Baltimore and Washington, and the Engraving on opposite page, are given in this number of the

Guide, as specimens of Engraving for ordinary printing. The perfect clearness with which these maps are shown to be printed is a guarantee of the class of work turned out.³³

Rand McNally's output in the late 19th century rivaled the volume of maps, guides, illustrated timetables, and atlases produced by Colton. In 1858 William H. Rand, a native of Boston, established a printing office in Chicago and employed as a printer Andrew McNally. By 1868 Rand and McNally had formed a partnership which soon acquired a reputation as specialists in railroad printing. In 1871 they introduced the *Rand Mc-*



Nally Railway Guide. Less than a year after their business was destroyed in the 1871 Chicago fire, the company's first two maps appeared in the December 1872 issue of the *Guide*. In response to the need by the railroads for maps in timetables and other publications, Rand and McNally opened a map department in late 1872. With adoption of the wax engraving process, followed in May 1873 by the employment of a color printing process, Rand McNally's reputation as one of the world's leading commercial mapmakers was established.³⁴

A typical early Rand McNally map published in 1874 shows the lines of the "Chicago, Milwaukee &

St. Paul Railway." (See entry 378.) In the borders of the map are picturesque scenes of the country traversed by the railroad, as well as a list of railroad stations in the Middle West. On the verso are timetables and ticket information and a small "Map of the Business District of Chicago" which locates railroad depots. A major accomplishment of this firm was publication in 1876 of their "New Railroad and County Map of the

Portion of Rand McNally's detailed, wax-engraved railroad map published in 1876. This map was used as the basis for their famous commercial atlas series now in its 105th edition. (Entry 59)



United States and Canada. Compiled from Latest Government Surveys, and Drawn to an Accurate Scale." (See entry 59.)

That same year, Rand McNally used the plates from the large map to produce its famous *Commercial Atlas and Marketing Guide*, which is now in its 105th edition. The map and the *Business Atlas*, as it was then known, required the services of 10 compilers and engravers for nearly two years and cost about \$20,000.³⁵ Today the atlas continues to be an indispensable reference tool for the business world and the librarian, for it contains the most complete index to place names in the United States, as well as useful railroad information. This information includes a complete list of railroads in the United States, total mileage, distance table, and freight and passenger service to each state or city. Included also is a map of the principal railroad network and state maps which show and list the railroads serving each state. A summary of the current status of major mergers is also included.

Between 1882 and 1891 Rand McNally produced elephant-sized maps at the scale of 1:506,880 or 1 inch to 8 miles, in 12 panels which when joined formed a map more than 10 × 15 feet in size. The several editions of the map, which covers the country from the east coast to the 105th meridian of longitude, are entitled "Rand McNally & Co's New Railroad Junction Point and County Map of the Eastern & Middle States Prepared from Latest Government Surveys, and Verified by the Working Time Tables of the Various Railroads. Drawn, Engraved, Printed, Colored by Hand and Published by Rand, McNally & Co. Chicago." It shows county boundaries, all railroad junctions, and all railroads identified by hand-applied colors. This is probably the map which George H. Heafford stated was "frequently posted on the out-houses, dead-walls and fences of our large cities."

Not all the commercial mapping ventures of the late 19th century represented large and diversified operations. Several interesting manuscript maps of the midwestern states that portray routes of the "Railway Mail Service" and locate working post offices are based on the official "Post Route Maps" and the outsized map mentioned above. These large-scale, hand-drawn maps were designed toward the end of the century by Frank H. Gal-



Northeastern portion of the map of Iowa by Frank H. Galbraith. This is one of several maps he designed to assist railway clerks in sorting the mail. (Entry 220)

braith, an enterprising Chicago railway mail clerk. Pictorial representations, in caricature, which suggest post office names illustrate the maps. Dogwood Post Office, for example, is identified by a picture of a dog, Elizabeth by a queen, Starlight by a star, and Worth by a dollar sign. A printed title cartouche accompanied by a list of counties for each of the states, by McEwen Map Company of Chicago, is pasted on the maps. The maps were devised to serve as memory aids for employees of the Railway Mail Service and the U.S. Post Office Department in quickly locating counties, routes, and post offices in the several states. The maps were not published but were rented, on a fee basis, to practicing or prospective postal workers. (See entry 215.)

The large amount of data made available as a result of 19th-century railroad surveying and mapping activities helped stimulate other mapping

ventures. Maps became readily available to the public in quantity and at low prices mainly because of the great advances in 19th-century printing techniques. The vast amount of valuable data gathered by government exploring parties in the West contributed to more accurate commercially produced general maps as well as the specialized railroad and route guide maps. These readily available cartographic reference tools contributed in large measure to the geographical knowledge of the country and assured their survival in map collections.

Railroad map production continued at a strong pace into the early 20th century, until expansion of the network was completed. It declined, slowly, after the peak of railroad building. The largest decline is noted in individual promotional maps and surveys as lines became abandoned or consolidated. General railroad maps, depicting the continental United States and using the basic style developed in the previous century, continued to be popular until the beginning of World War II. Today separately published maps of individual consolidated systems and small-scale maps printed in timetables and atlases, such as *Rand McNally's Handy Railroad Atlas of the United States* (Chicago, 1973), continue to reflect the influence of mapping and printing styles developed in the 19th century.

NOTES

¹ John F. Stover, *American Railroads* (Chicago: University of Chicago Press, 1961), p. 1.

² *Pennsylvania Magazine of History and Biography* 4 (1880): 422, and 11 (1887):243.

³ Daniel J. Boorstin, *The Americans* (New York: Random House, 1965), p. 18.

⁴ Henry Varnum Poor, *Manual of the Railroads of the United States for 1870-71* (New York: H.V. & H.W. Poor, 1870), p. xxviii.

⁵ Thurman W. Van Metre, *Transportation in the United States* (Brooklyn: Foundation Press, 1950), p. 31.

⁶ Walter W. Ristow, "Lithography and Maps, 1796-1850" (Oral presentation, currently in press, given at the 3d Kenneth Nebenzahl, Jr., lecture on the history of cartography, entitled "500 Years of Map Printing," Newberry Library, Chicago, Center for the History of Cartography, November 3, 1972.)

⁷ Van Metre, p. 38-39.

⁸ Alfred Runte, "Pragmatic Alliance, Western Railroads and the National Parks," *National Parks* 48 (April 1974):14.

⁹ "Single Rail Railway," [With lithograph plate by Pendleton. Boston, April 30, 1827] No t.p.; date from end of article.

¹⁰ Walter W. Ristow, "The Anastatic Process in Map Reproduction," *The Cartographic Journal* 9, no. 1 (June 1972):37-40.

¹¹ David Woodward, "Cerotyping and Cartography," (Submitted in partial fulfillment of the requirements for Geography 625, University of Wisconsin, Madison, January 1966.)

¹² George Woolworth Colton, *A Genealogical Record of the Descendants of Quartermaster George Colton* (Philadelphia: Printed for private circulation by John Milton Colton, 1912), p. 273.

¹³ Henry Varnum Poor, *History of the Railroads and Canals of the United States of America* (New York: John H. Schulz & Co., 1860), p. [vi].

¹⁴ Henry Schenck Tanner, *Memoir on the Recent Surveys, Observations, and Internal Improvements, in the United States...* (Philadelphia: Published by the Author, 1829), p. 19.

¹⁵ Poor, p. 103.

¹⁶ Ristow, "Lithography and Maps, 1796-1850," p. 49.

¹⁷ Clara E. LeGear, *The Hotchkiss Map Collection. A List of Manuscript Maps, Many of the Civil War Period, Prepared by Major Jed. Hotchkiss, and Other Manuscript and Annotated Maps in His Possession* (Washington: Library of Congress, 1951).

¹⁸ William H. Goetzmann, *Army Exploration in the American West* (New Haven: Yale University Press, 1959), pp. 199, 341.

¹⁹ Fairfax Harrison, *Landmarks of Old Prince William; A Study of Origins in Northern Virginia* (Richmond, Va.: Old Dominion Press, 1924). 2 vols. Reprinted in one volume in 1964 by the Chesapeake Book Company, Berryville, Va., pp. 585-90.

²⁰ The reports to these surveys have not been found. See: Louis H. Haney's *A Congressional History of Railways*, 1 (1908): 111, and Joseph Carrington Cabell, *Notes Relative to the Route, Cost and Bearing of a Railway from Covington to the Head of Steamboat Navigation on the Kanawha River...* (Addressed to Walter Gwynn, Chief Engineer, February 10th, 1851.)

²¹ *Report of the Engineers, on the Reconnaissance and surveys, made in reference to the Baltimore and Ohio Rail Road* (Baltimore: Printed by W. Wooddy, 1828). William Howard, C.E., Stephen Harrison Long, Jonathan Knight, William Gibbs McNeill, Joshua Barney, Isaac R. Trimble were the surveyors. Lt. Joshua Barney's "Map of the Country Embracing the Various Routes Surveyed for the Balt. & Ohio Rail Road by Order of the Board of Engineers." (Baltimore, 1828?). Scale ca. 1:193,000. 27 × 61 cm., was prepared to accompany the report.

²² Slason Thompson, *A Short History of American Railways* (Chicago: Bureau of Railway News and Statistics, 1925), p. 154.

²³ Louis H. Haney, *A Congressional History of Railways*, 2 vols. (Madison: University of Wisconsin, 1908 and 1910; reprint ed., New York: Augustus M. Kelley, 1968), 1:400.

²⁴ *Memorial of Asa Whitney...Praying a Grant of Land, to Enable Him to Construct a Railroad from Lake Michigan to the Pacific Ocean* (28th Congress, 2d sess., Senate Doc. 69, Serial 451, Jan. 28, 1845).

²⁵ Carl I. Wheat, *Mapping the Transmississippi West* 5 vols. (San Francisco: The Institute of Historical Cartography, 1957-63), 2:187.

²⁶ Stover, p. 53.

²⁷ Gouverneur K. Warren, *Memoir to Accompany the Map of the Territory of the United States from the Mississippi River to the Pacific Ocean, Giving a Brief Account of Each of the Exploring*

Expeditions Since A.D. 1800, with a Detailed Description of the Method Adopted in Compiling the General Map (Washington, U.S. Congress, Senate, 1859), p. 78.

²⁸ *Reports of Explorations and Surveys, to Ascertain the Most Practicable and Economical Route for a railroad from the Mississippi River to the Pacific Ocean 1853-1856* (Washington, 1855-1859), published in a quarto set of 13 volumes and commonly known as the "Pacific Railroad Surveys," it contains narratives of the explorations and accompanying maps of the surveyed routes.

²⁹ Warren, pp. 66-82.

³⁰ Haney, 2:13.

³¹ "Truth in Railway Maps," *Railroad Age* 84, no. 15 (1928):879.

³² Rand McNally and Company, [Untitled booklet distributed to customers by the company, circa 1879].

³³ Rand McNally and Company, *Railway Guide The Travelers' Hand Book*, (Chicago, January 1873), p. xvii, and "A Tradition is Born...Rand McNally's First Maps," *Ranally World* (December 1962):8.

³⁴ *Ranally World* (February to June 1956), and Andrew McNally III, *The World of Rand McNally* (New York: Newcomer Society of North America, 1956).

³⁵ Rand McNally and Company, [Untitled booklet distributed to customers by the company, circa 1879].



An 1834 map of the railroads and canals in the United States. This map was drawn and engraved by William Norris, the famous designer of locomotives that employed anthracite coal as fuel. His successful engine was used on the Philadelphia and Columbia Railroad. (Entry 2a)

United States

1

Tanner, Henry Schenck. Map of the canals & rail roads of the United States, reduced from the large map of the U.S. Entered according to Act of Congress, the 16th day of June 1830. Engraved by J. Knight. col. Scale ca. 1:7,000,000. 44×58 cm.

G3701.P3 1830.T3.

From his *A Brief Description of the Canals and Railroads of the United States* (Philada., 1834).

One of the earliest general maps of the eastern United States showing railroads in operation. The working lines are in blue, proposed lines are in green. Canals are shown in red and yellow. Includes canal profiles.

Inset: South part of Florida. 10×8 cm.

2

Lay, Amos. Map of the United States compiled from the latest and most accurate surveys by Amos Lay, geographer & map publisher, New York. London, published by the proprietor, 1834. Title &c. Designed & engraved by Thos. Starling, London. col. Scale ca. 1:1,500,000. 132×157 cm.

Detailed map of the eastern United States to about the 97th Meridian. Shows drainage, relief by hachures, state and county boundaries, cities, towns and villages, canals, roads, and railroads in operation and proposed lines.

Railroads are shown in New York, Massachusetts, New Jersey, Pennsylvania, Maryland, Virginia, Kentucky, South Carolina, and a very small part of North Carolina from Rock Island to the northern boundary.

Inset: Florida. 17×15 cm.

2a

Norris, William. Map of the railroads and canals finished, unfinished and in contemplation in the United States. Drawn and engraved for D. K. Minor editor of the Railroad Journal. New York [1834] col. Scale ca. 1:3,250,000. 62×94 cm.

Important early map of the United States.

Includes drainage, relief by hachures, canals, and cities and towns. Contains route profiles for the Baltimore and Ohio Railroad, the Columbia Railroad, Pa., and the Massachusetts railroads. Eleven other railroad profiles show canal routes.

3

Tanner, Henry Schenck. United States. Entered according to Act of Congress, in the year 1835. Scale ca. 1:8,000,000. 38×31 cm.

From his *A New Universal Atlas . . .* (Philadelphia, 1836). For a description of this atlas see P. L. Phillips' *A List of Geographical Atlases in the Library of Congress* (Washington, Govt. print. off., 1909) v. 1, no 774.

The map covers the eastern half of the United States. Shows roads, canals, and railroads. Indicates state boundaries and many cities.

4

Bouffard, L. Carte des Etats-Unis d'Amérique 1836. Gravée sur pierre. Paris, L. Bernard, 1836. col. Scale ca. 1:8,000,000. 32×38 cm.

G3701.P3 1836.B6

Sketch map of the eastern half of the United States showing major mountain ridges by hachures. Indicates canals, railroads and the "Route Nationale" between Cumberland, Md., and Vandalia, Ill. Shows projected railroads between Cumberland and Vandalia, between New Orleans and Nashville, and between Cincinnati and Columbia, S.C. "Voies de communication" are indicated in five colors.

5

Mitchell, S. Augustus. Mitchell's map of the United States; showing the principal travelling turnpike and common roads; on which are given the distances in miles from one place to another; also, the courses of the canals & rail roads throughout the country, carefully compiled from the best authorities. Philadelphia, 1836. Sold by Mitchell &

Hinman. Entered according to Act of Congress in the year 1835. Scale ca. 1:4,800,000. 50×61 cm.

Detailed map of the eastern half of the United States printed on linen. The map shows drainage, place names, roads, railroads, and canals—completed and proposed. Table of distances appears below the title.

The paper edition of this map appears in Bishop Davenport's *A New Gazetteer, or Geographical Dictionary of North America* . . . (Philadelphia, 1836).

Insets: Environs of Niagara Falls. 7×7 cm.—Environs of Baltimore and Washington. 9×7 cm.—Environs of Charleston. 9×6 cm.—Environs of Hartford and New Haven. 3×3 in.—Environs of Albany. 7×7 cm.—Environs of Boston. 9×7 cm.—Environs of New York. 9×6 cm.—Environs of Philadelphia. 9×6 cm.

6

Burr, David H. Map of the United States of North America with parts of the adjacent countries. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, John Arrowsmith, 1839] col. Scale ca. 1:4,000,000. 91×124 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Map of the continental United States showing relief by hachures, drainage, state boundaries, cities and towns, roads, trails, canals, and railroads.

7

Tanner, Henry Schenck. Map of the canals & rail roads of the United States, reduced from the large map of the U.S. Published by T. R. Tanner & J. Disturnell, New York, 1840. Engraved by J. Knight. Entered according to act of Congress, the 16th day of June 1830. Scale ca. 1:6,500,000. 45×60 cm.

General map of the eastern United States showing drainage, state boundaries, and place names. Railroads are annotated in brown, canals in blue.

Inset: South part of Florida. 10×8 cm.

8

Smith, John Calvin. A new map for travelers through the United States of America showing the railroads, canals & stage roads. With the distances. Published by Sherman & Smith, New-York. 1846. Scale ca. 1:4,250,000. 54×68 cm.

G3700 1846.S61.

From his *The Illustrated Hand-Book for Travelers Through the United States of America* (New York, Sherman & Smith, 1846). The Library of Congress also has editions of the guide dated 1847, 1849, 1851, and 1856, each of which contains a folded map of the United States.

A detailed general map of the eastern half of the United States, framed in decorative borders, with most of the details east of the Mississippi River. Indicates drainage, state boundaries and shows many cities and towns with distances along roads and railroads. Indian tribes are indicated west of the Mississippi River.

Annotated in pen and ink at top of map is "254. Deposited in the Clerk's Office for the So. District of New York December 31, 1845." On the verso a manuscript note states: "No. 438. Received at the State Department Apr. 18, 1846."

Insets: Railroad route from Philadelphia to Washington. 3×13 cm.—Railroad route from New York to Philadelphia. 3×13 cm.—Map showing the railroads between the cities of New York, Boston & Albany & the Hudson R. from New York to Albany. 10×13 cm.—Railroad & canal routes from Albany to Buffalo. 4×18 cm.—Map of Oregon, Northern California & c. 18×18 cm.

9

Doggett, John, Jr. Map of the United States of America to accompany Doggett's Rail Road Guide. [1847] col. Scale ca. 1:6,000,000. 45×58 cm.

From *Doggett's Railroad Guide* [1847].

"The working lines of railroad are shown in color."

Inset: Map of Oregon, California & c. 15×12 cm. (The inset does not indicate railroads.)

10

Dinsmore, Curran. Complete railway map designed and engraved from the original maps, charts and schedules furnished by railway engineers, agents & c to accompany the American Railway Guide. New York, C. Dinsmore, [1848]. Scale ca. 1:7,000,000. 36×42 cm.

To the right of the map is an advertisement stating "American Railway Guide for the United States. Published Monthly."

Inset: Railway map of New England, together with sections of New York, New Jersey, and Pennsylvania on an enlarged scale. 23×23 cm.

Another edition lacks title and advertisement.

1850 edition. From *American Railway Guide, and Pocket Companion, for the United States*. Charles Cobb, compiler, 1850.

To the left of the title is a small view engraved by "Nowland," which shows the offices of the "American Railway Guide" and "New York Pathfinder."

11

U.S. Congress. House. Skeleton map showing the Rail Roads completed and in progress in the United States and their connections as proposed with the harbor of Pensacola, and its relative position to the various important ports and the

Gulf of Mexico, the Atlantic coast and in the West Indies. Prepared by order of the House of Representatives of the United States. 1st sess., 30th Con. [1847-1848]. Scale ca. 1:3,400,000. 123×92 cm. G3701.P3 1848.U5.

Outline map of the eastern half of the United States indicating drainage, state boundaries, major cities, and constructed and contemplated railroads. The southern portion of map indicates proposed shipping routes to points in the West Indies and Middle America.

This is one of the earliest small-scale government maps to show a railroad network.

12

Disturnell, John. Traveller's map of the middle, northern, eastern states and Canada showing all the railroad, steamboat, canal and principal stage routes. New York, 1849. Scale ca. 1:2,000,000. 48×59 cm.

Map covers the northeastern portion of the United States.

At bottom of map: List of "Canal, rail road & steamboat routes."

Inset: View of "Niagara River and surrounding country. Showing the proposed ship canal, rail roads, & c. Drawn by the late Capt. W. G. Williams, U.S. Topographical Corps." 10×15 cm.

LC also has editions of 1850 and 1856.

13

U.S. Congress. Senate. Skeleton map showing the Rail Roads completed and in progress in the United States, and those projected through the Public Lands and their connection with the principal harbours on the Lakes and on the Seaboard. Printed by order of the Senate of the United States the 9th: Sess: 31st Congress 1848-9. Accompanied with a report from Hon: Sidney Breese, for granting land to the state of Illinois to aid in the completion of her rail roads. C. B. Graham's Lithy, Washington City, D.C., [1849]. Scale 1:3,400,000. 117×92 cm.

Similar to entry no. 11.

14

[Whitney, Asa] [Map without title showing the railroad route to Santa Fé and San Diego; the central route through South Pass and on to San Francisco and "Puget's Sound," and the "Whitney Route" from Prairie du Chien to "Puget's Sound," and connecting railroads east of the Mississippi]. N[ew] Y[ork] Miller's Lith. [1849] Uncolored. Scale ca. 1:15,500,000. 38×46 cm.

G3701.P3 1849.W5

Title from C. I. Wheat's *Mapping the Transmississippi West*.

At top of map: "No. 2." Relief shown by

hachures. Includes distance chart showing distances via northern route, southern route, Galveston route, and St. Louis route.

From the author's *A Project for a Railroad to the Pacific*.

Outline map of North America showing proposed railroad routes within the present limits of the United States. This is one of the earliest promotional maps for a transcontinental railroad to come before the United States Congress and claimed by the author to have been "conceived as early as 1830."

15

Map of the central portion of the United States showing the lines of the proposed Pacific railroads. [New York, 185?]. Scale ca. 1:6,500,000. 19×77 cm.

Strip map of the United States between 36° and 47° north latitude. Shows drainage, relief by hachures, state boundaries, place names, and some trails in the western half of the map. Indicates the proposed lines for the western, central, and eastern divisions of the Union Pacific Railroad.

16

Dinsmore, Curran. Dinsmore & Company's new and complete map of the railway system of the United States and Canada. Compiled from official sources, under the direction of the editor of the "American Railway Guide." [New York] 1850. Scale ca. 1:5,200,000. 40×50 cm.

Map of the eastern United States to about the 96th Meridian showing operating and projected railroads.

Inset: City of New York [showing the Harlem R.R.] 18×15 cm.

LC also has 1854 edition.

17

Burr, Henry A. Disturnell's new map of the United States and Canada; showing all the canals, rail roads, telegraph lines and principal stage roads. Drawn by Henry A. Burr, Topographer to the Post Office Dept. Washington, D.C. New York, J. Disturnell, 1851. c1850. Scale ca. 1:4,000,000. 55×69 cm.

G3700 1851 .B8

Map of the eastern half of the United States showing relief by hachures, drainage, major cities and towns, canals roads, telegraph lines, railroads, and unfinished railroads.

LC also has 1850 edition and a revised edition of 1856 which shows proposed routes to the Pacific Ocean.

18

Williams, Wellington. A new map of the United States. Upon which are delineated its vast works of internal communication, routes across the continent &c. showing also Canada and the Island of Cuba, by W. Williams. Philadelphia, Lippincott, Grambo & Co., 1851. col. Scale ca. 1:4,250,000. 63×76 cm.

G3700 1851 .W5.

Detailed general map of the eastern half of the United States indicating drainage, state boundaries, state and county capitals, cities and towns, common roads, the "Oregon Route," canals, and railroads.

One of the earliest maps to indicate an operating railroad west of the Mississippi River, from St. Louis to Jefferson City. Topography is indicated by hachures only in the inset of California. Indian tribes are shown west of the Mississippi River.

Insets: Map of the Niagara River and Falls.—City & harbor of Havana.—Map of the Island of Cuba.—Map of California, Oregon, New Mexico, Utah &c.

19

Disturnell, John. Map of the United States in part and Canada. Showing all the canals, railroads, navigable rivers &c. New York, 1852. col. Scale ca. 1:1,500,000. 134×84 cm.

Map of the north-central and northeastern United States showing drainage, place names, state boundaries, canals, completed and "unfinished" railroads, stage roads, and steamboat routes.

LC also has 1853 edition.

20

[Smith, John Calvin] A new map for travellers through the United States of America showing the railways, canals & stage roads. With the distances. Liverpool, George Philip & Son, 1852. col. Scale ca. 1:4,250,000. 52×68 cm.

General map of the eastern United States. Indicates concentric circles at 100-mile intervals from New York City.

Insets: Railway route from Philadelphia to Washington. 3×13 cm.—Railway route from New York to Philadelphia. 3×13 cm.—Map showing the railways between the cities of New York, Boston & Albany & the Hudson R. from New York to Albany. 10×13 cm.—Railway & canal routes from Albany to Buffalo. 4×18 cm.—Map of Oregon, Northern California &c. 18×18 cm.

21

Williams, W[ellington] A new map of the United States. Upon which are delineated its vast works of internal communication, routes across the con-

continent &c. Showing also Canada and the island of Cuba. Philadelphia. Published by Lippincott, Grambo & Co., 1852. col. Scale ca. 1:4,500,000. 64×76 cm.

Map of the eastern half of the United States and part of Canada showing drainage, state boundaries, cities and towns, roads, railroads, and canals.

Inset: Map of California, Oregon, New Mexico, Utah &c. 28×23 cm.

22

[McAlpine, William J.] [Outline map of the United States showing proposed railroad routes to the Pacific. 1853] Scale ca. 1:7,000,000. 54×82 cm.

For a similar map see Carl I. Wheat's *Mapping the Transmississippi West*, v. 3 (San Francisco, Institute of Historical Cartography, 1957-63.) p. 193.

23

Drake, Ira S. Mitchell's new traveller's guide through the United States, showing the rail roads, canals, stage roads &c. With distances from place to place. Philadelphia, Thomas, Cowperthwait & Co., 1853. col. Scale ca. 1:3,700,000. 56×74 cm.

G3700 1853 .D7

General map of the eastern half of the United States, framed in decorative borders, indicating drainage, state boundaries, major cities and towns, roads, railroads, canals, and distances. The complete railroad network and railroads in progress of completion and proposed lines are indicated.

Annotation in ink indicates "Benton Collection."

Insets: Map of New England or Eastern States. 23×19 cm.—Map of the Copper Mine Region. 8×10 cm.—Vicinity of Niagara Falls. 7×7 cm.—Map of the maritime and overland routes to California. 13×13 cm.—Map of the gold and quicksilver districts of California. 6×5 cm.

24

Johnson, Edwin F. Map of the proposed Northern Route for a railroad to the Pacific. 1853. Lith of E. C. Kellogg & Co., Hartford, Conn. Scale ca. 1:6,750,000. 52×83 cm.

Outline map of the United States showing drainage, state boundaries, major cities, and names of states, with state population figures. Western states show topography by hachures.

Some major rail lines are shown in the northeastern states. Besides the "Northern Route" the map also indicates four more southerly proposed routes west of the Mississippi River.

Reproduced in Carl I. Wheat's *Mapping the Transmississippi West*, v.3 (San Francisco, Institute of Historical Cartography, 1957-63), p. 193.

25

Andrews, Israel De Wolf. Map of the railroads in the United States in operation and progress. To accompany a report from the Treasury Department by Israel D. Andrew's. [sic] Drawn and engraved under direction of the editor of the American Railroad Journal. New York, Ackerman Lith. [1854]. Scale ca. 1:3,200,000. 100×108 cm.

G3701.P3 1854 .A52

From 32d Congress, 1st session. Senate. Ex. doc. no. 112.

Map of the eastern half of the United States showing boundaries, place names, and major drainage.

Insets: Map of Florida. 30×18 cm.—Map of Texas. 23×36 cm.

LC also has 1852 edition. (Fillmore coll. no. 148.)

G3701.P3 1852.A5

26

McLellan, David. Map of all the railroads in the United States in operation and progress. Drawn and engraved under direction of the editor of the American Railroad Journal. D. McLellan, Lithographer. New York, [1854]. Scale ca. 1:2,300,000. 82×107 cm.

Map of the eastern United States to about the 95th Meridian showing operating and projected railroads.

Insets: [Boston and vicinity] 20×23 cm.—Map of Nova Scotia and part of New Brunswick. 20×37 cm.

27

Poor, Henry Varnum. Map of all the railroads in the United States in operation and progress. Published by H. V. Poor, editor of the American Railroad Journal. D. McLellan, Lithographer. New York [1854] col. Scale ca. 1:2,750,000. 90×102 cm.

Map of the eastern United States showing relief by hachures, drainage, cities and towns, state boundaries, canals, and the railroad network.

In 1923 Poor's Publishing Company of New York issued a reduced redrawing of this map measuring 46×50 cm.

28

Steiger, W. T. Diagram of the United States of America, Mexico, the West India Islands and Isthmus of Darien. Showing proposed routes of the Pacific Rail Road and its branches in connection with the various systems of existing and unfinished rail roads from the Mississippi valley to the Atlantic and Gulf Coasts, by W. T. Steiger, General Land Office. 1854. Lith by A. Hoen & Co. Baltimore, 1854. Scale ca. 1:6,000,000. 73×94 cm.

LC copy imperfect; northeast portion of map, from New York State north and a part north of the Great Lakes, missing.

A table of distances appears to the right of the map.

Outline map of the United States and Middle America.

29

Williams, Wellington. Williams' Commercial map of the United States and Canada with railroads, routes, and distances, by W. Williams. Philadelphia, 1855. col. 4 sheets, each 47×64 cm. Scale ca. 1:4,400,000.

G3701.P3 1855 .W5

At left of map: Routes and distances from Boston and New York, with the return. At right of map: Routes, connecting the principal cities and towns of the Union. Across bottom of map: Routes and distances from Philadelphia and Baltimore, with the return routes, connecting the principal cities and towns of the Union.

Detailed general map of the eastern half of the United States framed in decorative borders indicating drainage, cities and towns, canals, roads, the railroad network and indicating the proposed railroad routes to the Pacific Ocean. Railroads in progress are indicated by dashed lines.

Insets: Map of the Niagara River and Falls.—Map of California, Oregon, New Mexico, Utah &c.—Map of the Island of Cuba.—City & harbor of Havana.

30

Fisher, Richard S. Dinsmore's complete map of the railroads & canals in the United States & Canada carefully compiled from authentic sources by Richard S. Fisher, editor of the American Rail Road & Steam Navigation Guide. New York, Dinsmore & Company. 1856. Scale ca. 1:4,000,000. 60×74 cm.

Map of the eastern half of the United States and part of Canada showing drainage, relief by hachures, state boundaries, and proposed, projected, and operating railroads.

Inset: City of New York [showing the Harlem R.R.] 18×15 cm.

Another edition. New York, Dinsmore & Co., 1856, lacks inset.

31

Middleton, Wallace & Company. United States railway map, showing all the railways completed in progress and proposed in the United States & Canadas with their stations, distances & connections together with a map of routes for a Pacific railway carefully compiled from government surveys. Cincinnati, 1856. col. Scale ca. 1:1,500,000. 163×184 cm. on 12 sheets 43×63 cm.

Map of the eastern United States within decorative borders showing drainage, cities and towns, state boundaries, and the railroad network with named lines and state of construction.

Inset: Map of routes for a Pacific Rail-Road. . . . 45×51 cm.

32

Ensign, Bridgman & Fanning. Rail road map of the United States, showing the depots & stations. Engraved by W. S. Barnard. New York, 1857. Scale not given. 79×88 cm.

Map of eastern United States showing relief by hachures, drainage, cities and towns, and railroads with names of the lines.

Inset: Plan of the New England states. 31×20 cm.

Colored edition in Millard Fillmore Map Coll., no. 69.

33

Perris, William. A new and complete railroad map of the United States compiled from reliable sources. [New York, Korff Brothers, practical lithographers] 1857. Scale ca. 1:4,500,000. 79×102 cm.

Map of the eastern half of the United States showing cities, state boundaries, finished railroads, and railroads in progress.

Insets: [Boston & vicinity] includes list of "Boston Depots." 14×20 cm.—[New York & vicinity] includes "Rail road depots in the city of New York." 13×30 cm.—[Philadelphia & vicinity] includes list of "Philadelphia depots." 13×23 cm.—Rail road map of Massachusetts, Connecticut and Rhode Island . . . 1857. 23×19 cm.

34

Schultz, John H. A new and complete county map of all the rail roads in the United States & Canadas in operation & progress. Published by John H. Schultz, American Rail Road Journal, [New York, 1857] col. Scale 1:2,112,000. 4 sheets, each 49×56 cm.

Covers the eastern half of the United States. Shows drainage, county boundaries, and place names.

Insets: Texas. 18×21 cm.—Massachusetts, Connecticut, and Rhode Island. Entered according to act of Congress in the year 1857 by Wm. Perris. 16×19 cm.

35

Perris, William. A new and complete rail road map of the United States compiled from reliable sources by William Perris, C.E. & Surveyor, New York. Presented by the Home Insurance Company. New York, Korff Brothers, Practical Lithographers [1858] Colored. Scale ca. 1:4,500,000. 57×84 cm.

Map of the eastern half of the United States showing cities, state boundaries, "finished railroads," and "railroads in progress."

36

Stammann, Hugo. J. Sage & Sons' new & reliable rail road map comprising all the railroads of the United States and Canadas with their stations and distances, compiled from the most accurate statistics. Buffalo, Sage & Sons, 1858. Uncolored. Scale 1:2,112,000. 2 sheets, each 117×73 cm.

G3701.P3 1858 .S8

Outline commercial map of the eastern half of the United States framed in decorative borders indicating major drainage systems, state boundaries, cities and towns along railroad routes, and distances between stations. Names of railroad companies are given along each route. Includes detailed lists of railroad companies, stations, and distances by state in marginal text.

Note: "To Directors & Superintendents. The low price of this map must insure a large sale and as it will be printed in small editions, the publishers believe it to be the interest of the Rail Road Community to furnish us with sketches of all roads, or parts of roads that may be finished after this date, as well as notice of any changes of name or consolidation, and the proposed routes of Newly Chartered & progressing roads. . . ."

Inset: Eastern Massachusetts and part of N. Hampshire, Rhode Island & Connecticut. 15×17 cm.

LC also has revised 1866 edition, published by Asher & Adams.

37

Lloyd, James T. Lloyd's American railroad map of the United States showing the three proposed roads and the overland mail route to the Pacific, by J. T. Lloyd. N[ew] Y[ork] Engd. by Rae Smith, 1859. col. Scale ca. 1:6,500,000. 2 sheets, each 65×47 cm.

G3701.P3 1859 .L5

Outline map of the continental United States showing drainage, relief by hachures, state boundaries, major cities, forts, railroads and proposed railroads.

Portraits of 28 railroad presidents are reproduced in the border, including: John Robin McDaniel, Jacob Strader, J. D. De Frees, John Caldwell, C. A. Brown, J. Edgar Thomson, Thos. D. Walker, E. Hobbs, R. N. Rice, S. S. L'Hommedieu, Wm. Case, George Palmer, P. A. Hall, Henry C. Lord, A. G. Jaudon, Edwin Robinson, E. H. Gill, W. T. Joynes, J. B. Warring, S. L. Fremont, John L. Helm, John Ross, A. S. Crothers, E. Gest, Erastus Corning, L. M. Hubby, W. H. Clements, John T. Levis.

Note: "Drawn & engraved at Rae Smith's . . . N.Y. from materials furnished to the 36th Congress

James T. Lloyd's 1859 map of the United States showing the recently completed Pacific railroad surveys. The map includes portraits of important railroad officials, including J. Edgar Thomson, an early railroad mapmaker. (Entry 37)



March 1859 by G. K. Warren Lt. U.S. Top. Eng. for the passage of the Pacific Railroad bill."

38
Mitchell, Samuel Augustus, Jr. Railroad map of the eastern, western and northern states, and Canada. Showing conspicuously the lines of communication between the ports of the Atlantic and the Great West and North West. Philadelphia, 1859. col. Scale ca. 1:2,200,000. 60×115 cm.

General map covering the northeastern and north-central United States and part of eastern Canada. Shows drainage, cities, roads, canals, and "railroads completed" and "in progress."

39
Stevens, Isaac I. Isothermal chart of the region north of the 36th Parallel &c. &c. between the Atlantic & Pacific Oceans. Compiled under the direction of Isaac I. Stevens, Govnr. of Washington Territory. New York, Sarony, Major & Knapp

Lith., [1859]. Colored. Scale 1:7,450,000. 36×70 cm.

From 36th Congress, 1st session. House. Ex. doc. no. 56.

Indicates "practicable railroad lines," and "proposed railroad lines." Summer isotherms are in red, winter isotherms are in blue.

40
Tunis, W. E. Tunis' new colored rail road map of the United States & Canadas. Revised and corrected every month. Entered according to Act of Congress in the year 1859. col. Scale ca. 1:5,000,000. 41×51 cm.

From *Tunis' International Rail Road Guide* [1859]. Map of the eastern United States to about the 96th Meridian. Lower right corner of map has "table showing the length of rail roads, and the page on which their time tables may be found in the guide."

"The continuous red lines represent rail roads

completed. The dotted red lines represent roads projected."

41

Colton, Joseph Hutchins. Colton's new railroad & county map of the United States and the Canadas &c. New York, J. H. Colton, 1860. Scale ca. 1:3,250,000. 80×98 cm.

Detailed county map of the eastern half of the United States showing many place names and the railroads.

LC also has 1862 edition.

Inset: Colton's map of the United States showing the proposed railroad routes to the Pacific Ocean. 18×26 cm.

42

Goldthwait, J. H. Goldthwait's map of the United States, British Provinces, Mexico, Central America, W. India Is. &c. Exhibiting the railroads with their distances, single and double tracks and width of gauge. New York, D. Chester, 1861. Scale ca. 1:7,000,000. 82×94 cm.

Population figures appear to the left and bottom of the map. "Principal forts and military stations in the U.S." are listed at the lower right of the map.

Map shows drainage, relief by hachures, place names, and state boundaries.

Insets: Map of the railroads of New England eastern N. York. 23×18 cm.—Map of the great railroad routes from the middle Atlantic ports to the Mississippi River. 22×42 cm.

43

Lloyd, James T. Lloyd's American railroad map, showing the whole seat of war. New York [1861]. col. Scale ca. 1:1,900,800. 2 parts, each 98×64 cm. G3701.P3 1861 .L5

From *Lloyd's American Railroad Weekly*, Saturday, July 6, 1861.

Covers area east of the Mississippi River. Omits most of Florida and northern Maine. Indicates "railroads in running order."

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. print. off., 1961), no. 14.

Inset: Map of Escambia & Santa Rose Cos., Fl. 28×30 cm.

44

Magnus, Charles. Complete map of the rail roads and water courses, in the United States & Canada. New York, Charles Magnus & Co., [1861]. col. Scale ca. 1:5,800,000. 58×68 cm.

Map of the eastern half of the United States and part of Canada showing drainage, state boundaries, and place names. Shows steamboat routes and railroads in operation, in progress, and projected.

In lower margin of main map is printed "Entered, according to act of Congress, in the year 1859. . . ." At the bottom edge below the inset neat lines is printed "Entered, according to act of Congress, in the year 1861. . . ."

Insets: Military map of Maryland & Virginia. 11×19 cm.—Map of northern military movements: between New York & St. Louis. 14×24 cm.—[View of the U.S. Capitol] 18×19 cm.—[Entrance to Mobile Bay] 18×13 cm.—[United States and the Gulf of Mexico]. 18×18 cm.

45

Colton, Joseph Hutchins. Colton's rail-road and military map of the United States, Mexico, the West Indies, &c. New York, 1862. col. Scale ca. 1:6,500,000. 78×103 cm. G3700 1862 .C65

Shows slave-holding states. Includes census information for 1860.

Detailed general map of the major portions of North America framed in decorative borders showing drainage, relief by hachures, international and state boundaries, cities and towns, forts, railroads in operation, and proposed lines.

Insets: Colton's map of the Americas, Africa and a portion of Europe, showing the Atlantic and part of the Pacific oceans.—New Orleans and delta of the Mississippi, Louisiana.—Mobile harbor, Alabama.—Key West and Tortugas, Florida reefs.—Wilmington and vicinity, N. Carolina.—Beaufort and vicinity, N. Carolina.—Norfolk, fortress Monroe, James River, Richmond, Petersburg &c &c.—Map of Charleston, Port Royal & Savannah vicinities.—Washington, Manassas Junction, Harpers Ferry, Baltimore, Annapolis &c &c.

46

Lloyd, James T. Lloyd's new map of the United States, the Canadas and New Brunswick, from the latest surveys, showing every railroad & station finished to June 1863, and the Atlantic and Gulf coasts from the United States Superintendent's official reports of the Coast Survey by order of Congress. New York, 1863. [Corrected to October 4, 1864]. col. Scale ca. 1:2,250,000. 95×127 cm.

Map of eastern United States, showing roads, railroads, distances by rail, towns, state and county names, and boundaries.

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. Print. Off., 1961), no. 50.

47

Schönberg and Company. Lloyd's new county map of the United States and Canadas showing battle fields, railroads, &c. Compiled from the latest government surveys & other reliable & official sources. Drawn and engraved by Schönberg & Co., New York. New York, H. H. Lloyd & Co.,

1863. col. Scale ca. 1:2,500,000. 97×132 cm.

Indicates location and date of engagements, towns, railroads, state and county boundaries, and rivers.

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. Print. Off., 1961), no. 47.

48

Colton (G. W. and C. B.) and Company. New railway map of the United States. New York, 1867. Scale 1:1,267,200. 4 sheets. 77×81 cm.

G3701 .P3 1867 .C6

Detailed map of the eastern half of the United States to the 93d Meridian, framed in decorative borders. Indicates drainage, state, county, and township boundaries, cities and towns, canals, roads, the railroad network, and distances between stations. Incomplete railroads are shown by thin black lines.

49

Lloyd, James T. Lloyd's railroad, telegraph & express map of the United States and Canadas from official information. New York & London, 1867. col. Scale ca. 1:2,300,000. 93×128 cm.

Map of the eastern United States showing relief by hachures, drainage, cities and towns, forts and fortifications, express companies, railroads, and magnetic telegraph wires. Includes railroads which have been completed and in operation up to July 1863.

Note: "The public are cautioned against another 'Lloyd' by whose name he hopes to deceive the public with spurious Lloyd's Maps. . ."

Annotated in red and blue to show major railroad and ship lines in the North East.

Insets: Map of the eastern states . . . 62×34 cm.—[Boston] 15×12 cm.—[Philadelphia] 12×15 cm.—Railroads in Texas. 15×14 cm.—Riviere du Loup Branch. 7×16 cm.

50

Colton (G. W. and C. B.) and Company. Colton's railroad map (intermediate size) of the United States reduced from "Colton's railroad and commercial map of the United States." New York, 1870. Scale 1:2,217,600. 4 sheets, each 55×62 cm.

Detailed map of the United States showing drainage, relief by hachures in inset only, cities and towns, internal boundaries, railroads named along the line, and railroads under construction.

Inset: Plan of the western portion of the United States. 32×42 cm.

51

Colton (G. W. and C. B.) and Company. Colton's railroad & commercial map of the United States

and Canada. Compiled engraved and published by G. W. & C. B. Colton & Co. 1871. New York, 1871. Scale 1:1,267,200. 6 sheets, each 92×77 cm.

Detailed map of the United States east of the Mississippi river naming railroad lines showing cities and towns, railroad stations, state and county boundaries.

Insets: General map of the United States showing the railroad routes across the continent. 41×66 cm.—Map of the railroads of New England on an enlarged scale. 64×40 cm.

LC also has 1870 edition.

52

Watson, Gaylord. Watson's new rail-road and distance map of the United States and Canada. 1871. Compiled from the latest official sources. New York [1871] c1868. col. Scale ca. 1:2,300,000. 94×120 cm.

"Special railroad maps to accompany reports &c., prepared at short notice, and in best style. Address Gaylord Watson, 16 Beckman Street, New York."

Annotated in colored crayons to show "Voyage of duck-boat Centennial Republic" and "paper canoe Maria Theresa."

Smithsonian Deposit May 27, 1831.

Eastern half of the United States showing drainage, cities and towns, counties, and the railroads with mileage and names of lines.

Insets: Routes of the Union Pacific Railroads. 40×9 cm.—Vicinity of New York. 12×12 cm.—Vicinity of Philadelphia. 9×16 cm.—Vicinity of Boston. 17×13 cm.

53

Haasis & Lubrecht. The American Union railroad map of the United States, British possessions, West Indies, Mexico and Central America. New York, Haasis & Lubrecht, 1872. col. Scale ca. 1:4,500,000. 94×139 cm.

Across top of map: "[Panorama] from the Atlantic to the Pacific Ocean."

Colorful general map of the United States showing relief by hachures, drainage, counties, cities and towns, roads, and the railroad network. General information and population of the United States appear on each side of map.

54

U.S. General Land Office. Map of the United States and territories showing the extent of public surveys, Indian and military reservations, land grant R.R; rail roads, canals, and other details. Compiled from the official surveys of the General Land Office and other authentic sources. [Washington?] 1873. col. Scale ca. 1:2,500,000. 6 sheets, each 63×69 cm. G3700 1873 .U55

At lower right corner: "The land surveys of the public domain compiled from the official plats of the General Land Office by C. Roeser, Chief Draughtsman. G.L.O."

Detailed map of the continental United States showing drainage, relief by hachures, state boundaries, cities and towns, canals, land grant railroads, completed railroads, railroads in progress of completion, and projected lines. Major lines are named along their routes. Indian and military reservations are shown; land offices and lighthouses are also indicated.

Inset: Territory of Alaska.

55

Guernsey, Darius L. The American Union railroad map of the United States, British possessions, West Indies, Mexico, and Central America. Concord, N.H., D. L. Guernsey, 1874. col. Scale ca. 1:4,300,000. 94×139 cm. G3701 .P3 1874 .G8

Includes text, population information, view "From the Atlantic to the Pacific Ocean," inset of "Central America," and a diagram of "Time and distance table between Washington and the principal places in North and Central America."

Detailed map of the continental United States and portions of Canada and Mexico indicating drainage, relief by hachures, international and state boundaries, cities and towns, forts, canals, stage roads, railroads, and proposed railroads.

56

Watson, Gaylord. Watson's business man's county and railroad map of the United States and Dominion of Canada. Compiled from latest official sources. New York, 1874. Scale ca. 1:2,000,000. 105×138 cm.

Detailed map of the eastern half of the United States showing relief by hachures, drainage, cities and towns, counties, roads, and railroads. Includes distances and names of lines. Accompanied by a 24-page county index.

Inset: New England. 46×34 cm.

57

Watson, Gaylord. Centennial American Republic and railroad map of the United States and of the Dominion of Canada. Compiled from latest official sources. [New York, 1875] col. Scale ca. 1:4,400,000. 98×129 cm. G3700 1875 .W3

Shows drainage, cities and towns, and the railroad network with names of lines. Includes distance chart and view of "Main building centennial exhibition, Philadelphia, 1876."

58

Colton (G. W. and C. B.) and Company. Colton's new railroad map of the United States & Canada.

New York, 1876. c1871. col. Scale ca. 17,500,000. 76×91 cm.

Shows drainage, cities and towns, and railroads distinguished by color.

Insets: Map of the railroads of New England and eastern N. York. c1861 by J. H. Goldthwait. 24×18 cm.—Map of the great rail road routes from the middle Atlantic ports to the Mississippi River. c1861 by J. H. Goldthwait. 22×43 cm.—The World on a polar projection. c1861. 20×20 cm.

59

Rand McNally and Company. Rand, McNally & Co's new railroad and county map of the United States and Canada. Compiled from the latest government surveys, and drawn to an accurate scale. Chicago, c1876. col. Scale ca. 1:2,027,520. 4 sheets 76×129 cm. G3701 .P3 1876 .R34

"Engraved under the direction of C. H. Waite."

Very detailed map of the continental United States and parts of Canada and Mexico including drainage, relief by hachures, international, state and county boundaries, cities and towns, canals, roads, trails, railroads, and railroads under construction.

Note: "The entire map is printed from electrotype plates, sections of which can be used for special railroad maps, publishers premium maps, maps to accompany reports, pamphlets, etc., and for various advertising purposes. Designs furnished upon application."

This map is very similar in cartography, content and scale to the maps which make up Rand, McNally & Co's *Business Atlas containing large scale maps of each state and territory of the Great Mississippi Valley and Pacific Slope, Accompanied by a New and Original Compilation and Ready Reference Index, Showing in Detail the Entire Railroad System . . . Together with all Post Offices, Railroad Stations and Villages . . .* (Chicago, 1876-77).

Insets: Alaska and Washington.

60

Colton (G. W. and C. B.) and Company. Colton's intermediate railroad map of the United States. New York, 1882. col. Scale 1:2,217,600. 2 sheets 75×228 cm. G3701 .P3 1882 .C6

Detailed map of the continental United States and part of Canada indicating drainage, international, state and county boundaries, cities and towns, railroads, with names along each line. Railroads under construction are indicated by dashed lines.

Inset: Mexico.

61

Rand McNally and Company. New county and railway map of the United States and the Dominion

of Canada compiled from information obtained from official sources showing the lines of the Chicago and Alton R.R. and its connections. Chicago, 1883. col. Scale ca. 1:3,500,000. 96×136 cm.

Shows relief by hachures, drainage, cities and towns, counties, and the railroad network emphasizing the main line. Includes names of lines.

62

U.S. Bureau of Statistics (Dept. of Commerce and Labor) Map exhibiting the several Pacific railroads prepared for the report on the internal commerce of the United States by the Bureau of Statistics. [Chicago] Rand, McNally & Co., 1883. col. Scale ca. 1:4,500,000. 68×107 cm.

G3701 .P3 1883 .U5

Shows routes of Canadian Pacific, Northern Pacific, Union Pacific, and Central and Southern Pacific.

Detailed map of the continental United States indicating drainage, relief by hachures, international and state boundaries, cities & towns, forts, roads, the railroad network, and the Pacific railroads in distinguishing colors.

63

Rand McNally and Company. A correct map of the United States of America showing the Atchison, Topeka and Santa Fé R.R. and connections. Chicago [1888]. col. Scale ca. 1:8,000,000. 38×70 cm.

Map of the United States showing relief by hachures, drainage, cities and towns, stations, and the railroad network with the main line emphasized. Advertisements at top of map.

64

Matthews-Northrup Company. Matthews, Northrup & Co's official railroad map of the United States, Dominion of Canada and Mexico perfected to date from latest authentic sources. Buffalo, 1890. col. Scale ca. 1:4,300,000. 82×136 cm.

G3701 .P3 1890 .M3

Detailed map of the continental United States indicating drainage, relief by hachures, international, state and county boundaries in the western half of the map, cities and towns, canals,

and the railroad network. Unfinished railroads are indicated by dashed lines.

Inset: Map of Mexico.

65

U.S. Army. *Quartermaster General*. Map of land-grant and bond-aided railroads of the United States. Washington, 1892. col. Scale ca. 1:5,000,000. 67×96 cm.

“Bond-aided roads shown by heavy black lines. Fifty per cent land grant roads shown by red lines. Free land grant roads shown by green lines. Connections shown by light black lines.”

Outline map of the United States showing major drainage, cities and towns, and military posts.

66

Rand, McNally and Company. Official railroad map of the United States with portions of the dominion of Canada the republic of Mexico and the West Indies. Compiled from government surveys and official tracings and operating time tables of all railroads. 1893. Chicago, Rand McNally 1893. Scale 1:2,280,960. 4 parts, each 76×129 cm.

G3701 .P3 1893 .R31

Very detailed commercial map of the continental United States showing drainage, relief by hachures, international and state boundaries, cities and towns, railroad stations, the entire railroad network with names or abbreviations of railroad companies along each line.

67

Gray, Charles P. Gray's new trunk railway map of the United States, Dom. of Canada and portion of Mexico. Compiled from latest official sources, showing carefully selected list of cities & towns in readable type for quick reference. New York, c1898. col. Scale 1:3,168,000. 4 sheets, each 61×87 cm.

G3701 .P3 1898 .G7

Map of the continental United States and parts of Canada and Mexico showing drainage, some hachures to indicate major topography in the West, major cities and towns; names or abbreviations for railroad companies appear along each line. The map is printed in colors to distinguish major railroad connections.

An example of a decorative railroad map of 1856 lithographed by Edward Ensign. (Entry 85)



Regions



Eastern United States

68

Lucas, Fielding, Jr. The tourist's guide through the states of Maryland, Delaware and part of Pennsylvania & Virginia with the routes to their springs. &c. Engraved by J. Yeager, Philadelphia. Baltimore, F. Lucas Jr., 1836. Scale ca. 1:1,100,000. 35×50 cm.

General map showing drainage, relief by hachures, place names, roads, canals, and railroads. Road distances between towns are given at right top and left side of map.

69

McClellan, John. Map exhibiting the route of communication between Philadelphia & Charleston. Compiled and drawn by J. M'Clellan. 1837. Scale 1:1,520,640. 36×51 cm.

Three rail and canal route distances are tabulated and one steamboat route. The legend indicates "Rail Road route," "Canal route," and "Steamboat route."

Shows coastal area between Philadelphia, Pa., and Charleston, S.C., indicating larger cities and rivers.

70

Burr, David H. Map of Virginia, Maryland and Delaware exhibiting the post offices, post roads, canals, rail roads &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, J. Arrowsmith, 1839] col. Scale ca 1:650,000. 91×124 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures, drainage, township and county boundaries, cities and towns, canals, roads and railroads.

71

Roberts, W. F. Map of the canals and rail roads connecting the Broad Top Coal Region with the Atlantic. [184-] Philadelphia, A. Kollner, [184-] Scale ca. 1:660,000. 46×74 cm.

Map of parts of Pennsylvania, New Jersey, Maryland, and Delaware indicating major drainage, relief by hachures, boundaries, cities, and towns. A table of distances appears at left of map.

72

Sheaff, J. A. Map of the projected railway from Harrisburg to Pittsburg [sic] With proposed extensions to Cleveland, Cincinnati and St. Louis, in connexion [sic] with the public works of Pennsylvania, Ohio, Indiana and Illinois. Projected by E. F. Gay, C. E. Drawn by J. A. Sheaff, Asst. C.E. Philadelphia, J. T. Bowen [1840?] col. Scale ca. 1:2,200,000. 41×104 cm.

Shows table of distances and maximum grades.

Outline map showing major drainage, some relief by hachures, state boundaries, canals, and important place names. Finished and proposed railroads are indicated.

73

Price, John. Map showing the most direct commercial route from the Atlantic via L. Ontario, to the province of Upper Canada, the north western states & territories, and to the Mississippi. New York, T. & C. Woods, Lith. [1836-41]. Scale ca. 1:3,000,000. 30×60 cm.

Shows area from Washington, D.C., north to above Lake Huron and from Cape Cod to the Mississippi River.

74

Latrobe, Benjamin H. Map, exhibiting the railway route between Baltimore & St. Louis, together with the other principal lines in the eastern, middle & western states. Prepared under the direction of B. H. Latrobe, Ch. Engr. B. & O. R.R. A. Hoen [1843]. Scale 1:2,471,040. 38×76 cm.

Map covers area from Portland, Maine, to Norfolk, Va., and west to the Mississippi River.

75

Doggett, John, Jr. Railroads in New Jersey, Pennsylvania, Delaware and Maryland. Drawn and engraved for Doggett's Railroad Guide & Gazetteer. Entered according to Act of Congress, in the year 1848. Scale ca. 1:3,000,000. 15×23 cm.

From *Doggett's Railroad Guide*, New York, (1848), p. 56.

76

Kollner, Augustus. Map of the railroads & canals connecting the coal estate of the Broad Mountain

Improvement Co. with the Atlantic &c. Philadelphia, A. Kollner's Lith. [185-]. Scale ca. 1:650,000. 47×71 cm.

Outline map indicating the railroad network in central Pennsylvania, parts of Maryland, Delaware, and New Jersey.

77

Kollner, Augustus. Pennsylvania's great highway and its tributary lines. Philadelphia, [185-]. col. Scale ca. 1:1,575,000. 73×119 cm.

Map of the northeastern United States showing drainage, some relief by hachures, cities and towns, the Sunbury and Erie Railroad, and connecting lines.

78

Sketch illustrating the positions of the commercial cities and towns of the Eastern, Middle and Western States with the principal existing and proposed lines of communication. [n.p., 1850?]. Scale 1:3,706,560. 25×47 cm.

Shows the United States between Maine and Virginia, west to the Mississippi River. Indicates railroads and canals.

79

Chesbrough, E. S. Skeleton map of rail-roads between Cape Canso and St. Louis, compiled under the direction of the committee appointed by the City Council of Boston for celebrating the opening of railway communication between the waters of the Atlantic at Boston, the Canadas and the Great West. By E. S. Chesbrough, City Engineer. Boston, Tappan & Bradford's Lith., 1851. Scale ca. 1:3,375,000. 60×81 cm.

G3701 .P3 1851 .B6

Shows railroads in operation, under construction and proposed in the northeastern United States and part of Canada.

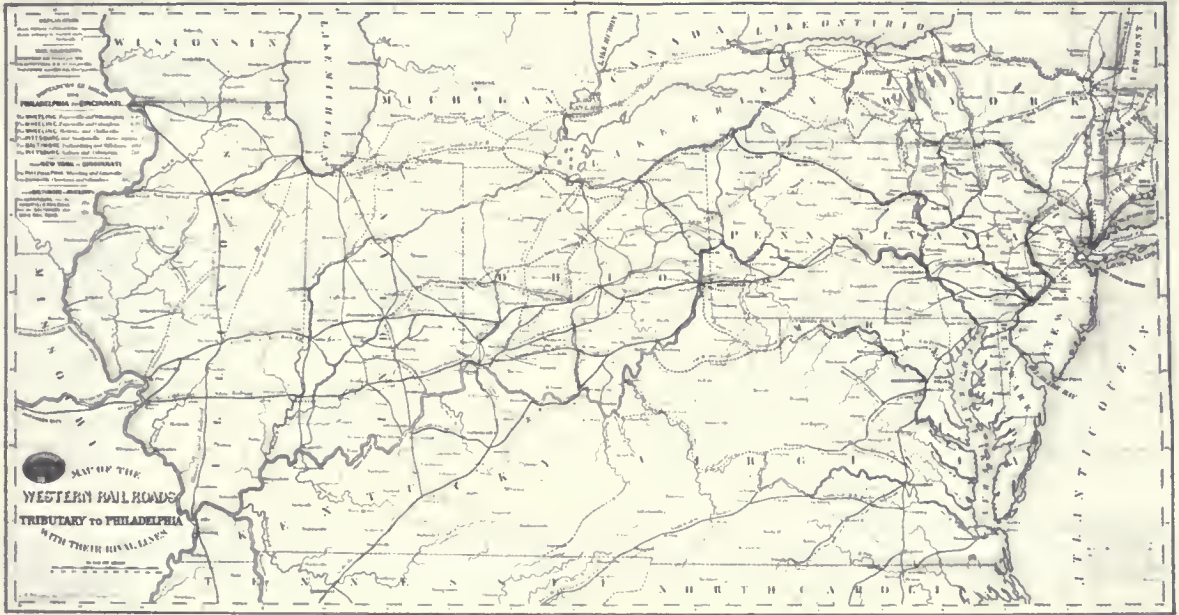
Insets: Map of rail roads in Massachusetts. 24×48 cm.—Boston harbor & rail road termini . . . 30×34 cm.

80

Ellet, Charles, Jr. Map of the western railroads tributary to Philadelphia, with their rival lines. Prepared under the direction of Charles Ellet Jr., Civil Engineer. Philadelphia by W[ellington] Williams, Map Engraver, 1851. Scale ca. 1:2,200,000. 40×80 cm.

Covers area from Jefferson City, Mo., to New Haven, Conn., and from Oswego, N.Y., to Blakely, N.C. Shows "Roads tributary to Philadelphia" and "Roads tributary to New York and Baltimore."

A typical mid-19th-century, commercially produced regional map by the distinguished civil engineer Charles Ellet, who designed and built suspension bridges and advocated flood control of western rivers. He also built the Virginia Central Railroad track across the Blue Ridge Mountains. (Entry 80)



81
Vaisz, W. Map of the proposed line of Rail Road connection between tide water Virginia and the Ohio River at Guyandotte, Parkersburg and Wheeling, made by W. Vaisz, Top. Eng. for the Board of Public Works of Virginia. Philadelphia, P. S. Duval & Co's Steam Lith. Press. 1852. Scale ca. 1:625,000. 46×70 cm.

Manuscript annotations added in pencil and colored inks to indicate "Railroads tending to Richmond, Norfolk, Alexandria and Baltimore," and the "proposed extension of the Manassas Gap Railroad west . . . Sep. 1852."

82
Vaughan, David. Map of the various channels for conveying the trade of the north west to the Atlantic sea-board exhibiting the tributaries & drainage of the trade into each and the effect of the enlargement of the Erie Canal, illustrating the position taken by William J. McAlpine. C.E. in his Annual Report as State Engineer and Surveyor of the State of New York. 1853. Lith of J. E. Gavit Exchange. Albany, 1853. Scale 1:3,800,000. 52×66 cm.

From *New York State Engineer & Surveyor on the*

Canals. Annual Report . . . Transmitted . . . Feb. 9, 1854.

Outline map of the eastern half of the United States showing canals, finished railroads, railroads in progress of construction and proposed lines. Trade areas are indicated by line symbols and added brown and red color.

83
Veeder, N. Map showing the principal rail road in the middle & adjoining states, in operation & in progress. Pittsburgh, Pa., N. Veeder & W. Schuchman. 1854. col. Scale ca. 1:1,850,000. 46×82 cm.

Map of the north-central and middle Atlantic states showing cities, the railroad network, and the coal region boundaries.

84
Duval (P. S.) & Co. View of the lake & north west-connections with Philadelphia, P. S. Duval & Co's Lith. [1856?]. Scale ca. 1:2,400,000. 58×94 cm.

Indicates railroads in the Great Lakes region, south to the Ohio River, and from New York State to the Mississippi River. Shows proposed railroads as far west as the Missouri River.

85

Ensign, Bridgman & Fanning. Ensign, Bridgman & Fanning's rail road map of the Eastern States. New York, 1856. Scale ca. 1:3,000,000. 44×64 cm.

Map of New England, part of eastern Canada, New York, Pennsylvania, New Jersey, Delaware, most of Maryland, and part of Virginia. Shows drainage, some relief by hachures, place names, and state boundaries.

"Names of rail roads which are designated by numbers on the annexed 'Plan of the New England States'" appear at the right of the map.

Insets: Plan of the New England States, on an enlarged scale. 37×23 cm.—Niagara Falls—Canada side. 8×12 cm.

86

Lorenz, W. Map of the canals and railroads for transporting anthracite coal from the several coal fields to the city of New York. Drawn under the direction of J. Dutton Steele C.E. by W. Lorenz, Asst. Eng. 1856. Lith. on one stone and printed in colors by Hunckel & Son. Baltimore, 1856. col. Scale ca. 1:325,000. 82×104 cm.

Detailed map of eastern Pennsylvania and parts of New York and New Jersey showing drainage, relief by hachures, state and county boundaries, cities, towns, and coal fields.

87

Perris, William. Rail road route from Boston, Massachusetts to Chicago, Illinois. [New York] Lang & Laing, 1859. Scale ca. 1:6,300,000. 27×34 cm.

At top of map: "Weights, measures and moneys of commercial nations."

At top center of map: [Advertisement of the Home Insurance Company, New York].

Mileage table indicating five railroads is at lower right of map.

Outline map of a strip between Boston and Chicago showing one schematic rail line with many railroad stations named along the line.

88

Sage (J) & Sons. J. Sage & Sons new & reliable rail road map, travellers edition. Eastern. Buffalo, N.Y., 1859. col. Scale ca. 1:2,250,000. 42×58 cm.

Map of the northeastern United States indicating stations along the completed railroad lines.

On the verso of map are lists of distances between stations for the individual railroad lines.

Inset: Eastern Massachusetts and part of N. Hampshire. Rhode Island & Connecticut. On an enlarged scale. 15×16 cm.

89

Colton, George Woolworth. New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio and Canada, with parts of adjoining states. New York, 1860. col. Scale 1:1,267,200. 68×90 cm.

At head of title: "G. Woolworth Colton's series of railroad maps, No. 3."

"Printed for the History of the Railroads of the United States by H. V. Poor."

Shows state, county, and township boundaries and indicates mileage between stations.

Insets: [Vicinity of Philadelphia] 12×14 cm.—[Vicinity of New York] 21×13 cm.

90

Barrington, W. New railway guide containing all the rail roads in Pennsylvania & N. Jersey with portions of New York, Ohio, Maryland & Virginia. Philadelphia, Thos. S. Wagner's Lith., 1863. col. Scale ca. 1:800,000. 67×82 cm.

Map of the northeastern United States showing relief by hachures, drainage, oil region, cities and towns, distances between stations, and county names and boundaries in red.

Signed in ink at right margin: Jacob M. Duncan.

91

Colton, George Woolworth. New railroad map of the middle states including New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio and Canada, drawn, engraved & published by G. Woolworth Colton, New York, 1865. c1862. Scale 1:1,267,200. 72×95 cm.

At head of title: "G. Woolworth Colton's series of railroad maps, no. 3."

Shows state, county, and township boundaries and indicates mileage between stations.

Insets: [Vicinity of Philadelphia] 10×14 cm.—[Vicinity of New York] 18×12 cm.

LC also has 1863 edition.

92

Colton (G. W. and C. B.) and Company. Railroad & express map of the middle states. Engraved printed & published by G. W. & C. B. Colton & Co. for Rufus Blanchard, Chicago Ill. 1867. col. Scale 1:1,267,200. 63×96 cm.

Shows drainage, cities and towns, express lines and offices, and the major railroads.

93

Colton (G. W. and C. B.) and Company. Map of the proposed railroad trust companies of Massachusetts and their connections. New York, 1870. col. Scale 1:1,267,200. 63×90 cm.

Map of northeastern United States showing drainage, cities and towns, mineral deposits, and

the railroad network with color coding for Massachusetts trust lines.

94

Barrington, W. New railway map and guide of New York, Pennsylvania and New Jersey with parts of adjoining states and Canada. 1881. Philadelphia, Smith & Stroup, 1881. col. Scale ca. 1:675,000. 4 sheets, each 63×56 cm.

Map of the northeastern United States showing relief by hachures, drainage, cities and towns, and county boundaries. Indicates names of railroad lines.

95

Colton (G. W. and C. B.) and Company. Coltons railroad map of part of the United States north of the 37th parallel embracing the country between the Atlantic Ocean and the 96th Meridian of longitude. New York, 1883. col. Scale not given. 2 sheets, each 72×96 cm.

Detailed map of the northeastern United States showing drainage, cities and towns, and the railroad network.

96

Colton (G. W. and C. B.) and Company. Map showing the location of the Flat-Top Coal Field and present and proposed railroads. Philadelphia, J. L. Smith Map Publisher, 1889. Scale 1:2,217,600. 60×84 cm.

Detailed map of the northeastern United States showing drainage, cities and towns, counties, and the railroad network.

New England

97

Young, James H. Map of Massachusetts, Connecticut and Rhode Island. Constructed from the latest authorities. Philadelphia, S. Augustus Mitchell, 1831. col. Scale ca. 1:675,000. 43×55 cm.

One of the earliest county and township maps to show proposed railroads in New England. Indicates rail line between Schenectady and Albany, N.Y.

98

Burr, David H. Map of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut exhibiting the post offices, post roads, canals, rail roads, &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, John Arrowsmith, 1839] col. Scale ca. 1:320,000. 124×91 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures, drainage, township and county boundaries, cities and towns, canals, roads, and railroads.

99

Bufford (J. H.) & Company. Map showing the proposed rail roads from Boston to Burlington, from Hale's map of New England. Boston, [1844]. Scale ca. 1:625,000. 61×51 cm.

Outline map of eastern New York, Vermont, New Hampshire, and northern Massachusetts showing four proposed railroad routes. A list of distances appears below the title.

100

[Kennedy, A.] Sketch of the states of Massachusetts, Connecticut, and Rhode Island, and parts of New Hampshire & New York exhibiting the several rail road routes. Completed, constructing, chartered & contemplated. Published by order of the Legislature of Massachusetts. 1846. Boston, Morse & Tuttle. 1846. Scale ca. 1:700,000. 46×52 cm.

General map showing drainage, cities, towns, state and county boundaries.

101

Hitchcock, D. C. Map of railways in New England and part of New York engraved by D. C. Hitchcock for the Pathfinder Railway Guide. Boston, Snow & Wilder, [1847]. Scale ca. 1:2,700,000. 9×7 in. 23×18 cm.

At top of map: "See paragraph headed Our Railway Map."

On the verso: City of Boston. 18×14 cm.

102

Goldthwait, J. H. Railroad map of New England & eastern New York compiled from the most authentic sources. Boston, Reading & Co.; New York, Clark, Austin & Co., 1849, col. Scale ca. 1:700,000. 60×50 cm.

Shows county and township boundaries, and "Railroads completed, located and in progress."

Inset: Boston & vicinity showing the Grand Junction R.R. 7×7 cm.

103

Hale, Nathan. A map of the New England states. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island & Connecticut with the adjacent parts of New York & Lower Canada. Compiled and published by Nathan Hale, Boston 1826. Engraved by J. V. N. Throop. Revised edition. Corrected by the addition of the railroads, new towns, & other public improvements, to March

1849. Scale ca. 1:525,000. 112×95 cm.

Detailed county and township map indicating drainage, relief by hachures, cities and towns, roads, railroads, and railroad stations.

Inset: Northern & eastern part of Maine and part of Lower Canada and New Brunswick. With corrections in 1849. 38×30 cm.

LC also has 1853 edition.

104

Snow, George K. Map of railways in New England and part of New York. Engraved by E. A. Teulon, expressly to accompany the Pathfinder Railway Guide. Published by George K. Snow & Co., Boston, 1849. Scale ca. 1:2,500,000. 23×18 cm.

Shows railroads in operation and some proposed lines. Indicates state boundaries, cities and towns, and main drainage.

105

Morton, A. C. Map of the European and North American Railway, showing its connection with the railways of the United States & Canada. Made by direction of His Excellency John Hubbard, Governor of Maine under the resolve of Aug. 20th 1850. Bowen & Co. lith., Philada. Scale 1:1,625,000. 66×76 cm.

From 39th Congress, 1st session. House miss. [sic] doc. no. 13.

Shows New England, eastern New York, and the Maritime Provinces. Gives completed, in progress, and proposed railroads. Indicates drainage, state boundaries, and larger cities.

Slightly different edition, engraved by B. W. Thayer & Co., Boston, accompanies Morton's "Report on the Survey of the European and North American Railway . . . in *Documents in Relation to the European and North American Railway Company* . . . (Portland, Harmon and Williams, 1851).

Inset: Map showing the plan for shortening the transit between New York & London. 12×42 cm.

106

Smith, John Calvin. Sherman & Smith's railroad, steam boat & stage route map of New England, New-York and Canada. New York, Sherman & Smith, 1850. col. Scale ca. 56×69 cm.

Detailed township and county map showing place names and some indication of drainage and relief.

Insets: 15 miles around Boston. 13×30 cm.—15 miles around New York. 14×14 cm.

107

Colton, George Woolworth. Colton's railroad & township map of New England with portions of the state of New York, the British provinces &c. New York, J. H. Colton, 1852. Scale 1:570,240. 2 parts, 137×76 and 69×76 cm.

LC copy imperfect. Lower right quarter of map missing.

LC also has editions of 1853 and 1854.

108

Colton, Joseph Hutchins. Colton's railroad & township map of Massachusetts, Rhode Island and Connecticut. Printed by D. McLellan. New York, 1853. col. Scale ca. 1:550,000. 61×71 cm.

G3721 .P3 1853 .C6

Detailed map indicating drainage, relief by hachures, county and township boundaries, roads, and finished and proposed railroads.

109

Williams, Alexander. Telegraph and Rail Road map of the New England States. Boston, Redding & Co., 1854. col. Scale ca. 1:775,000. 78×82 cm.

Inset: Map of Boston showing the entrance of the Rail Roads. Circle, diameter 22 cm.

LC also has 1855 edition.

110

Andrews, Charles D. Railroad map, showing the fact that about 65 miles of railroad to be constructed would form one of the principal railroad connections on this continent. Boston [1856?]. Scale ca. 1:1,450,000. 47×36 cm.

G3721 .P3 1856 .A5

Outline map covering New England states and showing the major rail connections with Montreal and Quebec, Canada. Below title the map includes a list of distances for individual railroad companies.

111

Colton, George Woolworth. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut and Lower Canada. 1860. New York, 1860. col. Scale ca. 1:900,000. 90×70 cm.

At head of title: "G. Woolworth Colton's series of railroad maps, No. 2."

"Printed for the History of the Railroads of the United States by H. V. Poor."

Shows state, county, and township boundaries and indicates mileage between stations.

Inset: The eastern portion of Massachusetts on an enlarged scale. 28×26 cm.

LC also has 1861 edition.

112

Colton, George Woolworth. G. Woolworth Colton's railroad, township & distance map of New England with adjacent portions of New York, Canada & New Brunswick. 1861. New York, 1861. col. Scale 1:900,000. 97×70 cm.

Shows state, county, and township boundaries and indicates mileage between stations. A table of distances appears above the inset.

Inset: The eastern portion of Massachusetts on an enlarged scale. 28×23 cm.

LC also has 1875 and 1884 editions.

113

Walker (Geo. H.) & Co. Electric railway map of eastern New England. Boston, 1898. col. Scale ca. 1:200,000. 88×59 cm.

Outline map showing townships, cities and towns, railroads in blue, electric railroads in red. Includes names of lines and junction points.

Central United States

114

Smith, John Calvin. Guide through Ohio, Michigan, Indiana, Illinois, Missouri, Wisconsin & Iowa. Showing the township lines of the United States surveys, location of cities. Towns. Villages. Post Hamlets. Canals. Rail and stage roads. By J. Calvin Smith. Engraved by S. Stiles, Sherman & Smith. Entered according to Act of Congress in the year 1840. New York, J. H. Colton, 1844. Scale ca. 1:2,250,000. 50×63 cm.

Detailed township map of the midwestern states showing drainage, cities and towns, canals, roads, and railroads.

LC also has 1864 edition, by J. H. Colton.

115

Mendel, Edward. Map showing the position of Chicago in connection with the North West & the principal lines of rail roads, canals, navigable streams and lakes, together with the most important towns, and their distances from Chicago. Chicago, Ed. Mendel. [185-]. col. Scale ca. 2,800,000. 43×64 cm.

Map of the north-central United States, east of the Mississippi River, showing the railroad network.

Inset: Illinois geological survey. Diagram of the state of Illinois. 20×12 cm.

116

[Jervis, John B.] Map of the northwestern states. Shewing what proportion lies north of the parallel of South Bend of Lake Michigan. It will be seen at a glance, that the unbroken line of

communication with the Atlantic seaboard, and the only winter route for northern Indiana, northern Illinois, Michigan, Iowa, Wisconsin, and Minnesota, will be by the Michigan Southern Railway, and south shore of Lake Erie. New York, Wm. Endicott [1850]. Scale ca. 1:2,700,000. 38×53 cm.

Outline map of the north-central United States showing the canals and the railroad network and naming the Michigan Central and the Michigan Southern Railway. John B. Jervis was chief engineer on the Mohawk & Hudson Railroad in 1831.

117

[Cash, D. S.] Proposed route for a rail road from Copper Harbor, to Fond Du Lac, Winnebago. Lith. of J. Beatlie, Clevd. O., 1853. Scale ca. 1:4,000,000. 18×25 cm.

From *Proceedings and Report of a Meeting held at Ontonagon, November 15, 1853, in Reference to a Rail Road from Lake Winnebago to Lake Superior*. A. C. Davis, Secretary, D. S. Cash, Chairman.

Outline map centered on Green Bay showing the area between Detroit, Mich. and Fond du Lac, Wis.

Contemplated and proposed railroad routes are shown.

118

Cooke (D. B.) & Company. D. B. Cooke & Co's great western railway guide exhibiting all stations with distances from each other. Chicago, 1855. Middleton, Wallace & Co. Lithrs. Cin. O. Scale ca. 1:1,250,000. 74×102 cm. G4071 .P3 1855 .C6

At left of map: "D. B. Cooke & Co. Publishers Wholesale Dealers in Books & Stationary and Pocket Maps. Chicago."

Outline map of the north-central states showing the railroad network in operation and in progress of construction.

LC also has 1856 edition. (G4071 .P3 1856 .C6).

119

Endicott & Company. A map showing the route of the proposed rail road from the Copper and Iron Mining District of Lake Superior to connect with rail roads built or being constructed in the state of Wisconsin as adopted by the citizens of Ontonagon and Marquette counties Mich. at public meetings held in November and December 1855. (Subject to such changes of location of the road as a general survey of the line shall prove to be desirable.) [New York, 1855]. Scale not given. 61×40 cm.

At left of map: "Facts and Figures."

Outline map of eastern Wisconsin, and parts of

Illinois and Michigan, showing major drainage, township lines, large cities, and the railroads.

120

Bradford, (L. H.) & Company. Railway map showing the connections between Muscatine, Iowa and the eastern cities. [Boston, 1857]. Scale ca. 1:8,000,000. 23×19 cm.

Map of the north-central United States showing the railroad network. Includes a historical description of Muscatine, Iowa. The map appears on the verso of letter stationery date lined "Muscatine, Iowa, _____185 ."

121

Colton, George Woolworth. Indiana, Illinois, Missouri & Iowa. With parts of adjoining states. Published by G. Woolworth Colton, Agent, New York. Rufus Blanchard, Chicago, Illinois, 1858. col. Scale 1:1,267,200. 68×92 cm.

G4071 .P3 1858 .C6

At head of title: "G. Woolworth Colton's series of railroad maps, No. 4."

Shows state, county, and township boundaries and indicates mileage between stations.

LC also has 1854 edition.

122

Chapman, Silas. Rail road map of Ohio, Indiana, Michigan, Illinois, Missouri, Minnesota & Wisconsin. Entered according to act of congress in the year 1859. Milwaukee, S. Chapman. 1859. Scale ca. 1:1,450,000. 54×64 cm. G4061 .P3 1859 .C5

Outline map showing the railroad network and stations along the rail lines.

123

Colton, George Woolworth. Colton's county & township rail road map of Ohio, Indiana, & Michigan, with parts of adjoining states & Canada. Printed by Lang & Laing, 1859. New York, Thayer & Colton; Chicago, Rufus Blanchard, 1860. col. Scale 1:1,267,200. 79×66 cm.

Detailed township and county map of the mid-western states showing drainage, cities and towns, and the railroad network.

LC also has "New edition with steamboat landings," dated 1870.

124

Johnson & Browning. Johnson's new railroad and township copper-plate map of Illinois, Iowa, & Missouri. From the latest and best authorities.—1859. Entered according to Act of Congress in the year 1857. New York, 1859. col. Scale ca. 1:1,750,000. 78×66 cm.

Detailed general map which includes drainage,

place names, roads, railroad, counties, and townships.

125

Sage, (J.) & Sons. New & reliable rail road map, travellers edition. Western. Buffalo, 1859. col. Scale ca. 1:2,400,000. 44×59 cm.

Outline map of the north-central United States showing the railroad network. Mileage information between stations by states and by railroad companies on the verso.

126

Mendenhall, Edward. Traveling map of the western states, exhibiting the counties, towns and villages, the rail ways, rivers, canals, and lakes and towns & stations on them. Engraved by Jos. Beutler. Entered according to Act of Congress in the year 1863. Cincinnati, E. Mendenhall, 1864. col. Scale ca. 1:2,500,000. 59×76 cm.

Detailed map of the north-central states between Ohio and Nebraska.

127

U.S. General Land Office. Map of Kansas and Nebraska. Philadelphia, Bowen & Co. Lith. [1865]. col. Scale 1:1,140,480. 59×73 cm.

Township map showing drainage, cities and towns, location of the land grant railroads and indicating the 10-, 20-, & 25-mile limits of grants. Shows land offices and the Surveyor General's office.

128

Colton (G. W. and C. B.) and Company. Trade map of the north western states showing the counties, towns and rail roads. Etc. Prepared by G. W. & C. B. Colton & Co. New York, and Rufus Blanchard, Chicago Ill., 1870. Scale 1:1,267,200. 106×139 cm.

Detailed map of the north-central states showing drainage, cities and towns, townships, counties, and the railroad network.

129

Lloyd (H. H.) & Company. Railroad and post office map of Minnesota and Wisconsin. New York, 1871. col. Scale ca 1:1,300,000. 90×66 cm.

Township and county map showing drainage, cities and towns, and the named railroad network.

130

Colton (G. W. and C. B.) and Company. Colton's railroad and express map of the northwestern states showing counties, towns, railroads, station, distances etc. New York, 1872. col. Scale 1:1,267,200. 98×72 cm.

North-central states. Shows drainage, cities and towns, townships, counties, stations, and the railroad network with distances.

131

Colton (G. W. and C. B.) and Company. Map showing the railroad and highway bridge over the Missouri River at St. Joseph Mo. and the railroads connecting therewith. New York, 1872. col. Scale 1:1,267,200. 40×82 cm.

Detailed map of the midwestern states showing drainage, cities and towns, and the railroad network.

132

Watson, Gaylord. New county and rail road map of the western states and valley of the Mississippi. Published at Watson's Chicago Branch. Chicago, 1874. Scale ca. 1:2,400,000. 105×88 cm.

Map of the central United States showing in detail relief by hachures, drainage, cities and towns, county boundaries, and the railroad network with named lines.

133

Colton (G. W. and C. B.) and Company. Railroad map showing the lands of the Standard Coal and Iron Co. situated in the Hocking Valley, Ohio, and their relation to the markets of the north and west. New York, 1881. col. Scale 1:1,267,200. 69×94 cm.

Detailed map of the north-central and Great Lakes region showing drainage, cities and towns, township and county boundaries, coal fields, names of railroads, and the railroad network.

Southern United States

134

Burr, David H. Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, the post roads, canals, rail roads, &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, John Arrowsmith, 1839] col. Scale ca. 1:650,000. 124×91 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures, drainage, township and county boundaries, cities and towns, canals, roads, and railroads.

135

Wells, J. Map of the southern part of the United States, designed to accompany Appletons' R.R. Guide. [New York, 1856]. Scale 1:3,500,000. 18×35 cm.

Outline map of the southern states showing the railroad network.

136

Johnson & Browning. Johnson's new railroad & county copper plate map of the southern states from the latest and best information. 1860. c1859. col. Scale ca. 1:2,900,000. 66×84 cm.

Detailed map showing drainage, state and county boundaries, place names, steamboat routes, and railroad network. Inset views of the Smithsonian Institution, Mount Vernon, Patent Office, and the General Post Office appear in the corners, and the Treasury Department is at right center of the map.

137

Hall, Edward S. Lloyd's new military map of the border & southern states. Drawn by Edward S. Hall. New York, H. H. Lloyd & Co. 1861. col. Scale ca. 1:1,850,000. 78×106 cm.

At top of map: "H. H. Lloyd & Co's. new military map of the southern and border states."

The map indicates drainage, relief by hachures, state boundaries, place names, canals, and the railroad network. Railroad names appear along the lines.

Inset: [Map of southern Florida] 16×10 cm.

138

Lloyd, James T. Lloyd's map of the southern states showing all the railroads, their stations & distances, also the counties, towns, villages, harbors, rivers, and forts. New York, 1861. col. Scale ca. 1:2,000,000. 97×145 cm. (Millard Fillmore map coll.)

Signed in ms: "Millard Fillmore 1862."

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. print off., 1961), no. 29.

139

Lloyd, James T. Lloyd's map of the lower Mississippi River from St. Louis to the Gulf of Mexico. Compiled from Government surveys in the Topographical Bureau, Washington, D.C. Revised and corrected to the present time, by Captains Bart. and William Bowen, pilots of twenty years' experience on that river. New York, 1862. col. Scale 1:316,800. 5 sheets, each 94×26 cm. (Millard Fillmore map coll.)

Signed in ms: "Millard Fillmore, March 9, 1863."

"Exhibiting the sugar and cotton plantations, cities, towns, landings, sand bars, islands, bluffs, bayous, cut-offs, the steamboat channel, mileage, fortifications, railroads, &c. along the river."

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. print off., 1961), 28. Another

edition. 4 sheets, each 48×66 cm. dated 1863. Stephenson no. 41.

140

U.S. Coast Survey. Southern Mississippi and Alabama showing the approaches to Mobile. U.S. Coast Survey Office, A.D. Bache Supt. 1863. [Washington] Edw. Molitor Lith. [1863]. col. Scale 1:650,000. 61×61 cm.

Map includes part of west Florida and shows drainage, place names, roads, and railroads.

141

Mendenhall, Edward. Railway and county map of the southern states embracing the states of N. Carolina, S. Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas and Tennessee exhibiting all the towns, villages, stations, & landings; the rivers, railways, common roads, canals throughout these states. Engraved by Jos. Beutler. Entered according to Act of Congress in the year 1863. Cincinnati, E. Mendenhall, 1864. col. Scale ca. 1:2,000,000. 46×81 cm. G3861 .P3 1864 .M4

Map of southern United States showing drainage, county boundaries, cities and towns, canals, roads, and the railroad network.

142

Philadelphia Board of Trade. Committee on Inland Transportation. Hazard's rail road & military map of the southern states. Prepared by the Committee on Inland Transportation of the Board of Trade of Philadelphia. From the latest accessible authorities. The coast accurately drawn from the U.S. coast surveys and adopted by the War Department as the official map for government use. Drawn & engraved by P. S. Duval & Son, Lithrs., Philada. Philadelphia, Willis P. Hazard, 1863. col. Scale ca. 1:1,880,000. 77×129 cm.

Map Division's copy is partially mutilated; three corners are missing.

Shows location and date of engagements, forts, railroads, state and county boundaries, roads, towns, and rivers. Map Division copy has been annotated in color to indicate "gauges of southern rail roads." The additions were "compiled under direction of Lieut. Col. J. N. Macomb, A.D.C., Chief Top. Engr." and "corrected to date Feby. 9th 1864."

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. print. off., 1961), no. 44.

143

Bien, Julius. Map of United States military rail roads, showing the rail roads operated during the war from 1862-1866, as military lines, under the direction of Bvt. Brig. Gen D. C. McCallum,

Director and General Manager. Lith of J. Bien, N.Y. 1866. col. Scale ca. 1:1,875,000. 64×97 cm.

Map of the Southeast showing towns, forts, rivers, and state boundaries. Railroad gauge indicated by color.

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. print. off., 1961), no. 56.

144

Colton (G. W. and C. B.) and Company. Coltons railroad map of part of the United States south of the 37th parallel embracing the country between the Atlantic Ocean and the 96th meridian of longitude. New York, 1883. col. Scale not given. 2 sheets, each 72×92 cm.

Detailed map of the southern United States showing drainage, cities and towns, and the railroad network.

145

Richardson, Alfred M. Map of the Southern Express Company. Compiled by A. M. Richardson. Charleston, S.C., Walker, Evans, & Cogswell, c1884. Scale ca. 1:2,000,000. 61×85 cm. G3861 .P3S6 1884 .R5

Outline railroad map of the southern states printed on heavy paper, indicating the railroad network, with stations and names of railroad companies along each line.

Note: "Every Railroad, Station, and So. Ex. Office shown in this map."

Western United States

146

Dearborn, William L. A map illustrative of the route of the proposed railroad, from St. Louis to the Bay of San Francisco, compiled from the maps and reports of Coln. Fremont. By W. L. Dearborn, Civil Engineer. Boston, Tappan & Bradford's Lith., [1850]. Scale ca. 1:3,000,000. 23×120 cm.

From "Description of a Rail Road Route, from St. Louis to San Francisco," in letters to P. P. F. Degrand, from W. L. Dearborn, 1849. Boston, 1850.

"The red line indicates the route of the Railroad. The green line is the route followed by Col. Fremont from the South Pass to Humboldt River."

147

Sidell, W. H. 'Survey of routes from the valley of the Mississippi to the Pacific Ocean.' Map of the route surveyed from the Mississippi at Lake Providence in Louisiana to the great bend of Red river at Fulton in Arkansas, under the orders of Col. J. J. Abert, Chief of the Corps of Topographical Engineers, by W. H. Sidell, Civil Engineer. 1850.

Baltimore, E. Weber, 1850. Scale ca. 1:370,000. 37×78 cm.

From 31st Congress, 2d session. Senate. Ex. doc. no. 42.

147a

Colton, Joseph Hutchins. Colton's railroad & township map, western states compiled from the United States surveys. New York, 1853. Scale ca. 1:1,530,000. 86×113 cm. (Millard Fillmore map coll.) G3701 P3. 1853

Detailed map of the north-central states framed in decorative borders indicating drainage, relief by hachures, state, county, and township boundaries, cities and towns, canals, roads, railroads, and proposed railroads.

Signed in ms.—Millard Fillmore. March 1853.

LC also has 1852, 1855 and 1857 editions.

1857 map differs from the above maps in title location. Lacks "Cincinnati, O." under small view of the city. The map coverage has been shifted west by one degree of longitude. "J. P. Cox Sc." appears under the date in the title.

148

Williamson, Robert S. *and others*. General map of explorations and surveys in California made under the direction of Hon. Jefferson Davis, Secretary of War by Lieut. R. S. Williamson, Topl. Engr. assisted by Lieut. J. G. Parke, Topl. Engr. and Mr. Isaac Williams Smith, Civ. Engr. 1853. Scale 1:600,000. 62×183 cm.

At head of title: "Routes in California to connect with the routes near the 32nd. and 35th. Parallels."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

149

Williamson, Robert S. Map and profile of the Cañada de las Uvas; from Explorations and Surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Lieut. R. S. Williamson. Topl. Engrs. assisted by Lieut. J. G. Parke. Topl. Engrs. and Mr. Isaac Williams Smith, Civ. Engr. 1853. Scale 1:60,000. 56×76 cm.

At head of title: "Routes in California to connect with the routes near the 32nd and 35th Parallels."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

150

Williamson, Robert S. Map of passes in the Sierra Nevada from Walker's Pass to the Coast Range; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Lieut. R. S. Williamson Topl. Engr. assisted by Lieut. J. G. Parke Topl. Engr. and Mr. Isaac Williams Smith, Civ. Engr. 1853. Scale 1:240,000. 79×51 cm.

At head of title: "Routes in California to connect with the routes near the 32nd and 35th Parallels."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

151

Williamson, Robert S. Map and profile of the Tejon Pass; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Lieut. R. S. Williamson, Topl. Engrs. assisted by Lieut. J. G. Parke, Topl. Engrs. and Mr. Isaac Williams Smith, Civ. Engr. 1853. Scale 1:60,000. 59×87 cm.

At head of title: "Routes in California to connect with the routes near the 32nd and 35th Parallels."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

152

[Hoffmann, John D.] From Fort Smith to the Rio Grande from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Lieut. A. W. Whipple, Topogl. Engrs. and Lieut. J. C. Ives, Topogl. Engrs. A. H. Campbell, Civil Engr. and Surveyor. Wm. White Jr., N. H. Hutton, J. P. Sherburne, Asst. Surveyors. 1853-4. Engraved by Selmar Siebert. Scale 1:950,400. 58×132 cm.

At head of title: "Route near the 35th Parallel. Map no. 1."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

Inset: Sketch of Rio Pecos at Anton Chico. 20×15 cm.

153

Hoffmann, John D. From the Rio Grande to the Pacific Ocean from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Lieut. A. W. Whipple, Topogl. Engrs. and Lieut. J. C. Ives, Topogl. Engrs. A. H.

Campbell, Civil Engr. and Surveyor. Wm. White Jr., N. H. Hutton, J. P. Sherburne, Asst. Surveyors. 1853-4. Engraved by Selmar Siebert. Scale 1:950,400. 58×135 cm.

At head of title: "Route near the 35th Parallel. Map no. 2."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

Insets: Sketch of Aztec Pass. Drawn by C. Mahon. From a sketch by A. H. Campbell, Civil Engineer. 12×17 cm—Sketch of Campbell's Pass from Agua Azul to Salt Spring. Drawn by C. Mahon. 13×32 cm.

154

Lambert, John. St. Paul to Riviere des Lacs; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Isaac I. Stevens Governor of Washington Territory. 1853-4. Engraved by Selmar Siebert. Scale 1:1,200,000. 63×94 cm.

At head of title: "Route near the 47th and 49th Parallels. Map no. 1."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

"Drawn by John Lambert. Topographer of the exploration."

155

Lambert, John. Riviere des Lacs to the Rocky Mountains; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Isaac I. Stevens Governor of Washington Territory. 1853-4. Engraved by Selmar Siebert. Scale 1:1,200,000. 63×94 cm.

At head of title: "Route near the 47th and 49th Parallels. Map no. 2."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

"Drawn by John Lambert. Topographer of the exploration, assisted by J. R. P. Mechlin."

156

Lambert, John. Rocky Mountains to Puget Sound; from explorations and Surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Isaac I. Stevens, Governor of Washington Territory. 1853-4. Engraved by Selmar Siebert. Scale 1:1,200,000. 63×94 cm.

At head of title: "Route near the 47th and 49th Parallels. Map no. 3."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

"Drawn by John Lambert. Topographer of the exploration."

Inset: (Supplementary sketch) Reconnaissance of the railroad route from Wallawalla to Seattle via Yak-e-mah River & Snoqualmie Pass. By A. W. Tinkham in January 1854. Drawn by J. R. P. Mechlin. 20×28 cm.

157

Preuss, Charles. General map of a survey in California in connection with examinations for railroad routes to the Pacific Ocean made by order of the War Department by Lieut. R. S. Williamson, U.S. Topl. Engrs. assisted by Lieut. J. G. Parke, U.S. Topl. Engrs. and Mr. Isaac Williams Smith, C.E. New York, Sarony & Co., [1855]. Scale 1:600,000. 62×183 cm.

"Proof revised in Office of P.R.R. Surveys Feb. 10th 1855. All copies printed prior to this date contain errors. G. K. Warren, Lt. Topl. Engrs."

Map shows "practicable railway routes" between Ft. Yuma on the Colorado River and the San Francisco Bay region.

158

Custer, H. From San Francisco Bay to the Plains of Los Angeles from explorations and surveys made under the direction of the Hon. Jefferson Davis Secretary of War by Lieut. John G. Parke Topl. Engrs. assisted by Albert H. Campbell Civil Engineer and N. H. Hutton, H. Custer and G. G. Garner. 1854 & 55. Constructed and drawn by H. Custer. Scale 1:760,320. 74×89 cm.

At head of title: "Coast route, California. Map no. 1."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

159

Custer, H. From the Pimas villages to Fort Fillmore from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Lieut. John G. Parke. Topl. Engrs. assisted by Albert H. Campbell. Civil Engineer and N. H. Hutton, H. Custer and G. G. Garner. 1854 & 55. Scale 1:760,320. 61×98 cm.

At head of title: "Route near the 32nd parallel of north latitude. Map no. 2."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859). 33d Congress 2d session. Senate. Ex. doc. no. 78.

"The Gila River, from the mouth of the valle del Sauz eastward, is laid down from the reconnaissance of Maj. W. H. Emory, U.S.T.E. in 1846—the remaining portion of the Gila; the positions of Frontera, El Paso, Ft. Fillmore and Tucson, and the topography along the Mexican Boundary Line were furnished by the office of the Mexican Boundary Commission, Maj. W. E. Emory, Commissioner. The heavy dotted line indicates new trails made by Lt. Parke's Parties."

160

Egloffstein, F. W. von Baron. From the western boundary of Missouri to the mouth of Trap Creek; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Capt. J. W. Gunnison. Topl. Engrs. assisted by Capt. E. G. P. Beckwith, 3d. Artillery. R. H. Kern, Topographer in the field. Map made under the supervision of Capt. E. G. Beckwith, 3d. Artillery by F. W. Egloffstein, Topographer for the route. 1855. Engraved by Selmar Siebert. Scale 1:760,320. 82×61 cm. G4051 .P3 1855 .E5

At head of title: "Route near the 38th & 39th Parallels. Map no. 1."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859). 33d Congress 2d session. Senate. Ex. doc. no. 78.

161

Egloffstein, F. W. von Baron. From the mouth of Trap Creek to the Santa Fe Crossing; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Capt. J. W. Gunnison. Topl. Engrs. assisted by Capt. E. G. P. Beckwith, 3d. Artillery. R. H. Kern, Topographer in the field. Map made under the supervision of Capt. E. G. Beckwith, 3d. Artillery. by F. W. Egloffstein, Topographer for the route. 1855. Engraved by Selmar Siebert. Scale 1:760,320. 81×61 cm. G4051 .P3 1855 .E5

At head of title: "Route near the 38th & 39th Parallels. Map No. 2."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859). 33d Congress 2d session. Senate. Ex. doc. no. 78.

162

Egloffstein, F. W. von Baron. From the Santa Fe Crossing to the Coo-cheto-pa Pass; from explora-

tions and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Capt. J. W. Gunnison, Topl. Engrs. assisted by Capt. E. G. P. Beckwith, 3d. Artillery. R. H. Kern, Topographer in the field. Map made under the supervision of Capt. E. G. Beckwith, 3d. Artillery by F. W. Egloffstein, Topographer for the route. 1855. Engraved by Selmar Siebert. Scale 1:760,320. 81×61. G4051 .P3 1855 .E5

At head of title: "Route near the 38th & 39th Parallels. Map No. 3."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859). 33d Congress 2d session. Senate. Ex. doc. no. 78.

163

Egloffstein, F. W. von Baron. From the Coo-cheto-pa Pass to the Wahsatch Mountains from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Capt. J. W. Gunnison, Topl. Engrs. assisted by Capt. E. G. P. Beckwith, 3d. Artillery. R. H. Kern, Topographer in the field. Map made under the supervision of Capt. E. G. Beckwith, 3d. Artillery by F. W. Egloffstein, Topographer for the route. 1855. Engraved by Selmar Siebert. Scale 1:760,320. 81×61 cm. G4051 .P3 1855 .E5

At head of title: "Route near the 38th & 39th Parallels. Map no. 4."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859). 33d Congress 2d session. Senate. Ex. doc. no. 78.

164

Egloffstein, F. W. von Baron. Skeleton map exhibiting the route explored by Capt. J. W. Gunnison U.S.A., 38 parallel of north latitude (1853), also that of the 41 parallel of latitude explored by Lieutenant E. G. P. Beckwith 3d. Arty. (1854). 1855. Lith of Sarony & Co. N.Y. Scale 1:3,168,000. 63×97 cm.

From *Pacific Railroad Series, Vol. 4*. 33d Congress 1st session. House. Ex. doc. no. 129.

165

Egloffstein, F. W. von Baron. From the valley of Green River to the Great Salt Lake; from explorations and surveys made under the direction of Hon. Jefferson Davis, Secretary of War by Capt. E. G. P. Beckwith, 3d. Artillery. F. W. Egloffstein, Topographer for the route. 1855. Selmar Siebert's Engraving & Printing Establishment, Washington, D.C. Scale 1:760,320. 54×47 cm.

At head of title: "Route near the 41st Parallel. Map no. 1."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

166

Egloffstein, F. W. von Baron. From Great Salt Lake to the Humboldt Mountains; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Capt. E. G. P. Beckwith, 3d. Artillery. E. [sic] W. Egloffstein, Topographer for the route. 1855. Selmar Siebert's Engraving & Printing Establishment, Washington, D.C. Scale 1:760,320. 54×47 cm.

At head of title: "Route near the 41st Parallel. Map no. 2."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

167

Egloffstein, F. W. von Baron. From the Humboldt Mountains to the Mud Lakes, from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Capt. E. G. Beckwith, 3d. Artillery. F. W. Egloffstein, Topographer for the route. 1855. Selmar Siebert's Engraving & Printing Establishment, Washington, D.C. Scale 1:760,320. 54×47 cm.

At head of title: "Route near the 41st Parallel. Map no. 3."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

168

Egloffstein, F. W. von Baron. From the valley of the Mud Lakes to the Pacific Ocean; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Capt. E. G. Beckwith, 3d. Artillery. F. W. Egloffstein, Topographer for the Route. 1855. Selmar Siebert's Engraving & Printing Establishment, Washington, D.C. Scale 1:760,320. 54×47 cm.

At head of title: "Route near the 41st Parallel. Map no. 4."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78.

169

Williamson, Robert S. *and others*. From San Francisco Bay to the northern boundary of California from explorations and surveys made under the direction of Hon. Jefferson Davis. Sec of War by Lieut. R. S. Williamson, U.S. Topl. Engrs. and Lieut. H. L. Abbot, U.S. Topl. Engrs. H. C. Fillebrown, J. Young and C. D. Anderson, Assts. 1855. Scale 1:760,320. 60×71 cm.

At head of title: "Routes in Oregon and California. Map no. 1."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78. "Drawn by John Young."

170

Williamson, Robert S. *and others*. From the northern boundary of California to the Columbia River from explorations and surveys made under the direction of Hon. Jefferson Davis, Sec. of War by Lieut. R. S. Williamson, U.S. Topl. Engrs. and Lieut. H. L. Abbot, U.S. Topl. Engrs. H. C. Fillebrown, J. Young and C. D. Anderson Assts. 1855. Scale 1:760,320. 60×71 cm.

At head of title: "Routes in Oregon and California. Map no. 2."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate. Ex. doc. no. 78. "Drawn by John Young."

171

Pope, John. From the Red River to the Rio Grande; from explorations and surveys made under the direction of the Hon. Jefferson Davis, Secretary of War by Captain John Pope, Corps Topl. Engrs. assisted by Lieutenant Kenner Gerrard. 1st Dragoons. 1854-6. Scale 1:950,400. 71×147 cm.

At head of title: "Route near the 32nd Parallel. Map and Profile no. 1."

From U.S. War Department, *Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Topographical Maps . . . to Illustrate the Various Reports . . .* (Washington, 1859) 33d Congress 2d session. Senate Ex. doc. no. 78.

172

Mowry, Sylvester. Map of proposed Arizona Territory from explorations of A. B. Gray & others to accompany memoir by Lieut. Mowry U.S. Army, delegate elect. Middleton, Wallace & Co. Lithos. Cin. [1857] col. Scale ca. 1:3,280,000. 18×37 cm.

From Mowry's *Memoir of the Proposed Territory of Arizona* (Washington, Henry Pollsinhorn, 1857).

Map of the U.S. Southwest and part of northern Mexico extending from El Paso, Tex., to the Pacific Ocean. Shows proposed and practicable railroad lines.

173

Warren, Gouverneur Kemble. Map of routes for a Pacific railroad, compiled to accompany the report of the Hon. Jefferson Davis, Sec. of War. G. K. Warren. Lt. top engr. 1855. Rev. Jany. 1857. N[ew] Y[ork] Lith. of J. Bien [1857]. col. Scale 1:6,000,000. 52×59 cm. (Millard Fillmore map Coll.) G3701 .P3 1857 .W31

Outline sketch map of the United States west of the Mississippi River designed to show the relationship of the proposed railroad routes.

First edition of the map appears in U.S. War Department, *Report of the Secretary . . . Communicating the Several Pacific Railroad Explorations* (Washington, 1855). 33d Congress, 1st session, House. Ex. doc. no. 129.

Note: "This is a hurried compilation of all the authentic surveys and is designed to exhibit the relations of the different routes to each other: the topography represents only those great divides which form summits on the profiles of the routes. An elaborate map on a scale of 1:3,000,000 is being compiled and is in an advanced state. Revised Jany. 1857. G. K. Warren, Lt. Top. Engrs." See next entry for description of completed large map.

Annotated in pink to show boundaries and names of states and territories. Signed in ms., on the verso: "Millard Fillmore."

174

Freyhold, Edward. Map of the territory of the United States from the Mississippi River to the Pacific Ocean ordered by the Hon. Jeff'n. Davis, Secretary of War to accompany the reports of the explorations for a railroad route. Drawn by E. Freyhold. Engr. on stone by J. Bien. [Washington, D.C.] War Dept., 1858. col. Scale 1:3,000,000. 110×120 cm. (Millard Fillmore map Coll.) G4050 1858 .F7

Very detailed map of the United States west of the Mississippi River indicating drainage, relief by hachures, cities and towns, forts, trails, wagon roads, and routes of exploration. An important map of western expansion, it utilized and lists 45 major exploration and mapping reports from Lewis & Clark to the U.S. General Land Office Surveys.

Published to accompany Lt. G. K. Warren's *Memoir to Accompany the Map of the Territory of the United States from the Mississippi River to the Pacific Ocean* and was included in Volume XI of the

Pacific Railroad Reports. With this map the work of the Bureau of Topographical Engineers on the preliminary Pacific surveys came to a conclusion.

Signed in ms: "Millard Fillmore. Dec. 19, 1863."
LC also has 1868 edition. G4050 1868 .F71.

175

Fiala, John T. General map of the United States & their territory between the Mississippi & the Pacific Ocean. 1. Showing the different surveyed routes from the Mississippi valley to the coast of Pacific Ocean, 2. the new established & proposed Post Routes, 3. the recently discovered gold, silver and copper region in Kansas, Nebraska and Arizona. Compiled from the various P.R.R. Surveys & the best authorities which could be obtained. Lith. by A. McLean. 1859. Engraved on stone by A. Janicke. Scale ca. 1:6,500,000. 54×60 cm.

Gold mines are indicated in yellow and silver mines in blue. Indicates post routes, "old trail," finished and unfinished railroads, and the proposed state of "Colona."

176

McGowan, D. Map of the United States west of the Mississippi showing the routes to Pike's Peak, overland mail route to California and Pacific rail road surveys. To which are added the new state & territorial boundaries, the principal mail & rail road routes with all the arrangements & corrections made by Congress up to the date of its issue. Compiled and drawn from U.S. land & coast surveys and other reliable sources, by D. McGowan and Geo. H. Hildt. St. Louis, Leopold Gast & Bro., 1859. col. Scale ca. 1:5,000,000. 58×72 cm. G4050 1859 .M2

Cover title: "Map exhibiting the routes to Pike's Peak."

Detailed general map framed in decorative borders showing drainage, relief by hachures, state boundaries, cities and towns, and the transportation and communication networks. An excellent example of a promotional map to encourage emigration.

177

Colton (G. W. and C. B.) and Company. Map of the country from Lake Superior to the Pacific Ocean. From the latest explorations and surveys to accompany the report of the New York Chamber of Commerce. April 1868. col. Scale 1:2,100,000. 56×112 cm.

Map of the western United States showing relief by hachures, drainage, cities and towns, military posts, railroads, and the Northern Pacific Railroad in red. Includes a profile of the line.

LC also has another edition, scale 1:3,158,000

from the New York Chamber of Commerce report of a special committee, March 26, 1868.

177a

Colton (G. W. and C. B.) and Company. Karte der verschiedenen Pacific eisenbahnen und deren Verbindung mit anderen bahnen. Für die "N.Y. Handels Zeitung" gezeichnet. New York, 1870. col. Scale ca. 1:6,000,000. 73×110 cm.

At top of map: "Beilage zur N.Y. Handels Zeitung."

Map of western United States showing drainage, relief by hachures, state and county boundaries, cities and towns, Indian and military reservations, roads, trails, the railroad network and the Pacific lines in heavy colors.

Inset: [Eastern U.S.] 13×16 cm.

Accompanied by "Exposé der verschiedenen Pacific-eisenbahnen zur Erklärung der beiliegenden Karte." 28×38 cm.



A clear, well-designed map showing the routes to the Pike's Peak gold fields and the Pacific Railroad surveys. (Entry 176)

Individual States

Alabama

178

U.S. General Land Office. State of Alabama. October. 2nd. 1866. Bowen & Co., Lith., Phila. col. Scale ca. 1:200,000. 48×30 cm.

“The whole central region of this state is underlaid with iron ore, in vast beds. There are also coal measures of great thickness and extent. Lead ore is also found.”

Signed: Jos. S. Wilson, Commissioner.

Outline map showing major drainage, cities and towns, railroads, and the 6-mile and 15-mile limits of the land grant.

LC also has 1865 edition from “39th Cong. 1st Sess. Annual Report of the Commissioners, Gen. Land Off.”

179

Alabama. *Railroad Commissioners*. Map of Alabama. Chicago, Rand McNally & Co., 1888. col. Scale ca. 1:1,150,000. 54×32 cm.

Shows drainage, township and county boundaries, cities and towns, and the railroad network in colored lines.

“Prepared expressly for the Tenth (10th) Annual report of the Railroad Commissioners of Alabama.”

Alaska

180

Millard, B. F. and Emil Mahlo. Map of the all American Route showing proposed railroad and U.S. Government Mail Road to the Yukon. Issued by Central Alaska Transportation & Trading Co. Compiled by B. F. Millard and Emil Mahlo, Topographical Engineer, U.S. Alaska Exploration Expedition Capt. W. A. Abercrombie, U.S.A. Commanding. Copyrighted Feb. 1899. The O. P. Anderson Map & Blue Print Co. Inc. Seattle, Washington. Blueprint. Scale 1:1,200,000. 53×50 cm.

Map of central Alaska showing relief by hachures and spot heights, drainage, glaciers, cities and towns, international boundary, trails and the proposed railroad.

Listed in Richard S. Ladd's *Maps Showing Explorers' Routes, Trails & Early Roads in the United States* (Washington, Govt. Print. Off., 1962), no. 43.

Arizona

181

Rand McNally and Company. Indexed map of Arizona showing the stage lines, counties, lakes & rivers. Chicago, 1876. col. Scale ca. 1:2,000,000. 49×31 cm.

Shows relief by hachures, cities and towns, roads and trails, proposed mail route, and proposed railroad lines. Title from cover.

182

Cram, George F. Railroad and county map of Arizona. [New York, A. A. Grant, 1887] col. Scale ca. 1:1,600,000. 54×42 cm.

Shows relief by hachures, drainage, cities and towns, townships and counties, roads, and unfinished railroads. Includes index on the verso.

Arkansas

183

Shall, D. F. Colton's railroad & township map of Arkansas compiled from the U.S. Surveys and other authentic sources. Entered according to Act of Congress, in the year 1854 by J. H. Colton. New York, J. H. Colton, 1854. col. Scale ca. 1:750,000. 66×81 cm.

Detailed general map showing drainage, cities and towns, roads, railroads, and canals.

LC also has an 1860 edition, published by Johnson & Browning, and an 1865 edition of the map.

184

Cram, George F. Cram's township and rail road map of Arkansas. Chicago, 1895. col. Scale 1:1,025,000. 41×57 cm.

Indexed township and county map showing relief by hachures, drainage, and cities and towns. Railroad lines are distinguished by color.

185

Rand McNally and Company. The Rand-McNally indexed county and township pocket map and shippers guide of Arkansas showing all railroads, cities, towns, villages, post offices, lakes rivers, etc. Chicago, 1898. col. Scale ca. 1:900,000. 48×68 cm.

"Accompanied by a new and original compilation and ready reference index, showing in detail the entire railroad system."

Title from index. Map overprinted in red to show railroads by number. Index to chief cities in left margin.

California

186

Elliott, S. G. Map of central California showing the different rail road lines completed & projected. 1860. Published by G. W. Welch, Nevada. Lith. of Britton & Co., San Francisco. Scale ca. 1:570,000. 72×59 cm.

Map of the Sacramento Valley, east to Lake Bieler (Tahoe) showing drainage, relief by hachures, county seats, ranches, stage and wagon roads, and completed and projected railroads.

Below the main map are tables of statistics and tables of distances. Two profiles show the "Emigrant Wagon Road" and the "different Rail Road Lines from Sacramento."

Insets: [Views of] Auburn, Folsom, Nevada, Grass Valley, each 8×13 cm.—[View of] Sacramento.—[View of the locomotive "Enterprise" and three cars.]

187

Bielawski, C., J. D. Hoffman & A. Poett. Railroad map of the central part of California, and part of Nevada. 1865. Copied June 12th 1866. col. ms. on tracing linen. Scale 1:253,440. 73×161 cm.

Outline map of the U.S. West, from vicinity of Lake Tahoe to the Pacific Ocean.

188

Asher & Adams. [New commercial and topographical rail road map & guide of California and

Nevada.] New York, 1874. col. Scale 1:1,267,200. 2 sheets, each 41×60 cm.

Accompanied by 67 p. descriptive index.

Shows drainage, relief by hachures, cities and towns, township and county boundaries, and the railroad network with names of lines and distances between stations.

189

Rand McNally and Company. New enlarged scale railroad and county map of California showing every railroad station and post office in the state. Chicago, c1883. col. Scale ca. 1:1,200,000. 94×83 cm.

Indexed map showing relief by hachures, drainage, cities and towns, counties, roads, and railroads.

Inset: Rand McNally & Co.'s map of the United States. 32×49 cm.

Colorado

190

Rand McNally and Company. Indexed map of Colorado showing the railroads in the state, and the express company doing business over each, also counties and rivers. Chicago, 1879. col. Scale ca. 1:1,500,000. 33×47 cm.

Shows relief by hachures, drainage, counties, cities and towns, roads, and the railroads with names along the lines. Title from cover.

Connecticut

191

Connecticut. *Railroad Commissioners*. Map of the railroads of Connecticut to accompany the report . . . 1893. Prepared by S. D. Tilden, Hartford. Hartford, W. H. Dodd & Co., 1893. col. Scale 1:380,160. 54×69 cm.

Map of Connecticut and vicinity showing drainage, cities and towns, stations, and the railroad network in distinguishing colors.

LC also has editions of 1877 and 1881.

Delaware

192

Matthews-Northrup Co. Delaware, prepared especially for the Mercantile Guide and Bureau Co. Publishers of Railway, express and postal shipping guides. Buffalo, 1899. Scale ca 1:800,000. 22×14 cm.

Outline map showing major drainage, cities and towns, and the railroad network with names.

Florida

193

Drew, Columbus. Map of the State of Florida showing the progress of the surveys. From the annual report of the Surveyor General for 1856. Published by Columbus Drew bookseller. Jacksonville, 1856. col. Scale ca. 1:140,480. 63×64 cm.

Township map showing drainage, cities and towns, roads, trails, and location of two railroad lines in the northern part of the state.

Stated scale reads: 12 miles to an inch. It is corrected in ink to read 18 miles.

Listed in R. S. Ladd's *Maps Showing Explorers' Routes* . . . (Washington, Govt. print. off., 1962), no. 267.

194

U.S. General Land Office. Map of the State of Florida showing the progress of the surveys accompanying annual report of the Surveyor General for 1859. Lith of J. Bien, N. Y. col. Scale 1:1,140,480. 58×62 cm.

Township map showing drainage, cities and towns, railroads, location of the land grant railroads and indicating the 6- and 15-mile limits of grants. Shows land offices.

Manuscript annotation states: "See Report made to Hon. W. S. Herndon House of Reps. Jany. 17, 1874 Vol. 13. p. 147—See to Hon. D. S. Yulu Oct 22nd, 1875."

195

Drew, C[olumbus] Drew's new map of the state of Florida, showing the townships by the U.S. Surveys, the completed & projected railroads, the different railroad stations and growing railroad towns. The new towns on the rivers and interior, and the new counties, up to the year 1874. Jacksonville [1874] c1873. col. Scale 1:1,140,480. 63×66 cm.

Shows drainage, township and county boundaries, cities and towns, battlefields, and submarine cables to Havana. Lists operating and newly chartered railroads.

196

Elliott, D. H. A new sectional map of Florida issued by the land department of the South Florida R. R. Co. and the Plant Investment Co. Sanford, Fla., 1888. col. Scale 1:633,600. 111×80 cm.

Township map showing drainage, cities and towns, land grants, and land for sale shown in yellow.

Geography and description of agricultural products of Florida appear on the verso of map.

Inset: Map illustrating the geographical position of Florida . . . 33×34 cm.

197

Rand McNally and Company. The Rand-McNally indexed county and township pocket map and shippers guide of Florida showing all railroads, cities, towns, villages, post offices, lakes rivers, etc. Chicago, 1900. Scale 1:1,203,840. 48×68 cm.

Accompanied by index. Title from index. Shows in detail the entire railroad network in red, coded by number to list.

Inset: Map showing parts of Lake, Orange, and Volusa counties. 14×22 cm.

Georgia

198

Cram, George F. Indexed railroad and county map of Georgia. Chicago [1883] col. Scale ca. 1:220,000. 56×41 cm.

Indexed map showing relief by hachures, drainage, cities and towns, county and township boundaries. Railroads distinguished by color.

Signed in ms.: "Alfred H. Brooks."

Hawaii

199

Lyons, C. L. Hawaiian Government Survey. W. D. Alexander, Surveyor General. Oahu, Hawaiian Islands. Map by C. J. Lyons, from trigonometric surveys by W. D. Alexander, C. J. Lyons, J. F. Brown, M. D. Monsarrat and Wm. Webster. Finished map by Richd. Covington. 1881. col. 1:60,000. 100×134 cm.

Below title in red ink: "The line of the Oahu Railway, Dec. 31st, 1898."

Topographic map of Oahu showing relief by hachures, drainage, soundings in fathoms, cities and towns, and land owners names. The line of the Oahu Railway added in red ink.

Idaho

200

Burr, David H. Map of Georgia & Alabama exhibiting the post offices, post roads, canals, rail roads &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, John Arrowsmith, 1839] col. Scale ca. 1:650,000. 91×124 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures,

drainage, township and county boundaries, cities and towns, canals, roads, and railroads.

201

Cram, George F. Cram's township and railroad map of Idaho. Chicago, 1896. col. Scale 1:300,000. 50×40 cm.

Indexed township and county map showing relief by hachures, drainage, and cities and towns. Railroads are distinguished by color.

Illinois

202

Ensign, Bridgman & Fanning. Rail road and county map of Illinois showing its internal improvements 1854. Printed by D. McLellan. New York, Ensign, Bridgman & Fanning. 1854. Scale ca. 1:1,200,000. 86×66 cm.

Detailed map indicating drainage, place names, roads and railroads. Text, including a list of Illinois railroads and their connections, appears on both sides and bottom of the map.

Insets: Chicago. 20×12 cm.—St. Louis. 20×12 cm.

203

Cooke (D. B.) & Co. D. B. Cooke & Co's railway guide for Illinois showing all the stations with their respective distances connecting with Chicago. Chicago, 1855. col. Scale ca. 1:850,000. 69×53 cm. G4101.P3 1855.C6

Outline map showing "R. R. in operation" and "R. R. in Progress."

Inset: Rail-road connections. 15×17 cm.

204

Colton, George Woolworth. G. Woolworth Colton's railroad map of Illinois. New York, 1861. Scale 1:1,267,200. 52×32 cm.

Township map showing place names, counties, and the railroad system. At bottom of the map appear statements about the economic conditions of the state and its railroads.

205

Richter, Leopold. Sectional map of the state of Illinois especially exhibiting the exact boundaries of counties as established by law and the general topography of the state as towns, streams, lakes, ponds, bluffs, rail-roads, state-& common-roads &c. also the main coal field, mineral districts, outcrops of coalbanks, mines &c. compiled & drawn from the government—state—geological—topographical and many other most authentic documents by Leopold Richter, State Topographer, Springfield, Ill: 1861. Engraved on stone and printed by Leopold Gast, Brother & Co.

St. Louis, Mo. Published and sold by L. Richter and L. Gast, Bro. & Co., Springfield, Ill. St. Louis Mo. col. Scale 1:380,160. 2 parts, each 163×53 cm.

Detailed map showing relief by hachures, drainage, minerals, township and county boundaries, cities and towns, roads, and railroads.

206

Galbraith, Frank H. Galbraith's railway mail service maps. Illinois. Chicago, McEwen Map Co., 1897. c1898. col. ms. Scale not given. 8 sheets, each 61×71 cm.

For description see his map of Indiana, entry 215.

Inset: Cook Co. 66×54 cm.

LC has another edition in 8 sheets.

207

Rand McNally and Company. Railroad map of Illinois prepared under the direction of, and presented by, Cicero J. Lindly, Chas. S. Rannells, and Jos. E. Bidwell, railroad and warehouse commissioners. April 1, 1898. Chicago, 1898. col. Scale ca. 1:900,000. 78×48 cm.

Shows drainage, cities and towns, and the railroad network coded by color.

Inset: Map of Chicago showing railroad system. 34×20 cm.

Indiana

208

Morris, Thomas A. Railroad map of Indiana. By Col. Thomas A. Morris, Civil Engineer, Geo. E. Leefe, New York, 1850. col. Scale ca. 1:1,000,000. 52×42 cm.

Contains an index of 15 railroads keyed to the rail lines on the map.

Shows counties and county seats. A projected railroad is shown between Crawfordville and Bedford.

Similar to 1852 edition but does not indicate the Whitewater Canal.

209

King, S. D. Map of the state of Indiana compiled from the United States surveys by S. D. King, Washington City. Exhibiting the sections & fractional sections; the situation & boundaries of counties; the location of cities villages & post offices canals, rail roads and other internal improvements, carefully laid down. J. H. Colton, New York, 1852. Scale ca. 1:320,000. 6 parts, each 53×59 cm.

Detailed map showing drainage, cities and towns, townships, counties, canals, roads, and railroads.

Insets: Michigan City.—LaFayette.—Logansport & West Logan.—Terre Haute.—Indianapolis.—Madison.—Fort Wayne.—New Albany.—Jeffersonville, Louisville and the Falls of the Ohio.—Evansville and Lamasco City.—Lawrenceburgh.—Vincennes.—City of Richmond.—South Bend. All no larger than 19×20 cm.

210

Morris, Thomas A. Railroad map of Indiana. New York, Geo. E. Leefe, 1852. col. Scale ca. 1:1,000,000. 52×42 cm.

From John Brough, *A Brief History of the Madison and Indianapolis Rail-Road . . .* (New York, Van Norden & Amerman, 1852).

Contains an index of 15 railroads keyed to the rail lines on the map.

Shows counties and county seats. A projected railroad is shown between Crawfordville and Gosport, and from Bloomington to Bedford. The "Eastern Line of Coal Formation" is shown.

211

Johnson, Alvin Jewett. Johnson's map of Indiana showing the rail roads and townships compiled from the latest & best authorities. Published by A. J. Johnson, New York and P. Wyckoff. Chicago. 1858. col. Scale ca. 1:675,000. 89×58 cm.

Shows drainage, cities and towns, townships, and the railroad network.

212

Colton, Joseph Hutchins. Colton's map of the state of Indiana compiled from the United States surveys & other authentic sources, exhibiting sections, fractional sections, railroads, canals &c. New York, J. H. Colton, 1860. Scale ca. 1:500,000. 102×74 cm.

Detailed map showing drainage, cities and towns, township and county boundaries, canals and railroads.

213

Cram, George F. Cram's township and rail road map of Indiana. Chicago, 1888. col. Scale ca. 1:850,000. 57×41 cm.

Indexed township and county map showing relief by hachures, drainage and cities and towns. Railroads are distinguished by color.

214

Indiana. *State Board of Tax Commissioners*. Railroad map of Indiana. Indianapolis, Wm. B. Burford, Lith., [1896?] col. Scale 1:570,240. 86×56 cm.

Detailed township and county map distinguish-

ing railroads by color and name. Includes a list of railroads in left margin, coded by color.

215

Galbraith, Frank H. Galbraith's railway mail service maps. Indiana. Chicago, McEwen Map Co., 1897. c1898. col. ms. Scale not given. 4 sheets, each 106×70 cm.

One of eight large-scale pictorial maps of mid-western states showing routes and post offices of the Railway Mail Service. Designed by Chicago railway mail clerk Frank H. Galbraith to help employees of the Railway Mail Service quickly locate counties and post offices. The maps were rented for practicing or prospective workers who numbered over 6,000 and traveled over a million miles a year on the rails sorting mail. A printed title cartouche accompanied by a list of counties for each of the states by McEwen Map Company of Chicago is pasted on the maps.

LC also has copy in 8 sheets, each 54×71 cm.

For published maps showing the routes of the mail service see entries 283 and 313.

Iowa

216

Carleton, Guy H. Sectional map of the state of Iowa compiled from the United States surveys also exhibiting the internal improvements, distances between towns & villages, lines of projected rail roads &c. &c. Drawn and published by Guy H. Carleton, Dep. Sur. U.S. Dubuque, Iowa. 1850. 1:570,240. 4 parts, each. 35×54 cm.

Detailed township and county map showing drainage, cities and towns, roads, and railroads.

LC also has 1854 edition.

217

Mendenhall, Edward. Map of Iowa exhibiting the townships, cities, villages post offices, railroads, common roads & other improvements. Cincinnati, Middleton, Wallace & Co., Lith., 1855. Scale 1:1,250,000. 37 × 54 cm.

Listed in R. S. Ladd's *Maps Showing Explorers' Routes . . .* (Washington, Govt. print. off., 1962), 143.

218

Parker, Nathan H. Parker's sectional & geological map of Iowa exhibiting her iron, lead, copper, coal and other geological resources and all rail roads completed, in progress, and projected compiled from the U.S. surveys and personal reconnaissance. By Nathan H. Parker author of "Iowa As It Is" Clinton Io. 1856. New York, J. H. Colton & Co.; Chicago, D. B. Cooke & Co., 1856. col. Scale 1:506,880. 82×120 cm.

Names of railroads are listed at lower left of map.

Inset: Map showing the connections between the Iowa and eastern railroads. 23×20 cm.

LC also has another edition by "A. M. Bailey draughtsman," 1856 which includes advertisements below inset and at left of title.

219

Iowa. *Railroad Commissioners*. Railroad map of Iowa. Des Moines, Western Litho. Co., 1881. col. Scale ca. 1:750,000. 56×87 cm.

Township and county map showing drainage, cities and towns. Railroads are distinguished by color and name.

220

Galbraith, Frank H. Galbraith's railway mail service maps. Iowa. Chicago, McEwen Map Co., 1897. c1898. col. ms. Scale not given. 8 sheets, each 70×54 cm.

For description see his map of Indiana, entry 215.

LC has another copy in 8 sheets.

Kansas

221

Du Bois, Charles. A new sectional map of the state of Kansas showing the route of the Union Pacific Railway—E. D. to Denver City, Col. and complete system of projected rail roads. Information compiled & collected from departments of the government at Washington, D.C. and other authentic sources by W. J. Keeler, C. E. 1867. Washington, D.C., Joseph F. Gedney, 1867. col. Scale 1:253,440. 116×164 cm.

Detailed township and county map showing drainage. Relief by hachures, salt marshes, and minerals in inset only. Includes Indian reservations, roads and railroads, and the land grants of the Union Pacific in Kansas. Lists projected railroads.

Inset: Proposed extension of the Union Pacific Rail Road—E. D. to Denver City, Colorado. 35×59 cm.

222

U.S. General Land Office. State of Kansas. 1884. Compiled from the official records of the General Land Office and other sources under supervision of G. P. Strum, Principal Draughtsman. Photo. lith & print by Julius Bien & Co. N. Y. 1884. [Washington, 1884] col. Scale 1:950,400. 56×77 cm.

Township map showing drainage, cities and towns, Indian and military reservations, railroads, and the limit of grants.

223

Galbraith, Frank H. Galbraith's railway mail service maps. Kansas. Chicago, McEwen Map Co., 1897. c1898. col. ms. Scale not given. 8 sheets, each 71×57 cm.

For description see his map of Indiana, entry 215.

LC has another copy in 8 sheets.

Kentucky

224

Burr, David H. Map of Kentucky & Tennessee exhibiting the post offices, post roads, canals, rail roads, &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, J. Arrowsmith, 1839] col. Scale ca. 1:650,000. 81×124 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures, drainage, township and county boundaries, cities and towns, canals, roads, and railroads.

225

Lloyd, James T. Lloyd's official map of the state of Kentucky compiled from actual surveys and official documents, showing every rail road & rail road station with the distances between each station. Also the counties and county seats, cities, towns, villages, post offices, wagon roads, canals, forts, fortifications &c. 1863. c1862. New York, J. T. Lloyd, 1863. col. Scale 1:512,500. 78×113 cm.

Detailed township and county map showing relief by hachures, drainage, coal and iron mines, salt works, canals, roads, and the railroad network.

226

Hoeining, J. B. Preliminary map of Kentucky 1891. Prepared for the Kentucky railroad commissioners by the Kentucky Geological Survey, John R. Procter, Director. New York, Julius Bien & Co., 1889. 65×118 cm.

Detailed map showing relief by hachures, drainage, cities and towns. Indicates in colors railroads completed to 1890.

Note: "Railroads having but a single line are shown in black lines."—"Compiled from the maps of Kentucky and U.S. Geological Surveys and various railroad, river and county surveys."

Louisiana

227

Colton, Joseph Hutchins. J. H. Colton's map of the state of Louisiana and eastern part of

Texas compiled from United States Surveys, and other authentic sources, showing the counties, townships, sections. Fractional sections, settlement rights, railroads, &c. New York, 1863. Scale 1:633,600. 91×110 cm.

Shows drainage, cities and towns, township and county boundaries, and the railroad network.

228

Rand McNally and Company. Louisiana. Chicago, 1896. c1895. col. Scale 1:1,013,760. 48×70 cm.

Indexed map showing drainage, cities and towns, with the railroad network overprinted in red.

Inset: Vicinity of New Orleans. 14×23 cm.

Maine

229

Allen, William A. Map of the railroads of the state of Maine accompanying the report of the railroad commissioners. 1899. Augusta, Me., Burleigh & Flynt, 1899. c1891. col. Scale 1:633,600. 85×76 cm.

Shows drainage, townships, counties, cities and towns, railroads with names, and a list of "Street railroads in Maine."

Maryland

230

Gray, Frank Arnold. New railroad map of the state of Maryland, Delaware, and the District of Columbia. Compiled and drawn by Frank Arnold Gray. Philadelphia, O. W. Gray & Son, 1876. col. Scale 1:633,600. 39×62 cm.

Shows drainage, canals, stations, cities and towns, counties, canals, roads completed, narrow gauge and proposed railroads with names of lines. Includes list of railroads.

231

Edward Weber & Co. Map showing the connection of the coal-field of Allegany with the canal and rail-road improvements of the Potomac. [184-] Scale ca. 1:330,000. 23×41 cm.

Outline map of western Maryland showing drainage, major roads, cities, and the Baltimore and Ohio Railroad and Canal. A shaded area indicates the coal field.

Massachusetts

232

Browne, D. Jasper. Plan and geological section of a rail-road route from Old Ferry Wharf, Chelsea to Beverly. Surveyed under the direction of Hon. Thos. H. Perkins and others by D. Jasp.

Browne, engineer. [Boston] Pendleton's Lithography, 1836. col. Scale 1:16,300. 30×160 cm. G3761 .P3 1836 .B7

Topographical strip map of part of Massachusetts showing relief by hachures, drainage, property owners names, roads, and the lines of survey. Includes geological cross-section profile.

233

Bouvé, Elisha W. Map of rail road surveys from Worcester to Baldwinville & N. H. line. [1845] Scale ca. 1:180,000. 44×40 cm.

Map of northern half of Worcester County, Mass., showing drainage, cities, and townships. Shows beginning of survey north of Worcester and the survey for part of the Winchendon branch of the Fitchburg Railroad.

234

Lewis, Alonzo. Plan of railroads north and east of Boston, with the projected railroads from Danvers, Georgetown & Gloucester. Showing the situation of the towns & villages, their distance from Boston & number of inhabitants. Lith. of E. W. Bouvé, Boston. [1850] Scale ca. 1:160,000. 37×45 cm.

Outline map, oriented to the west, of the area north of Boston showing the rail network.

235

Williams (A.) & Co. Rail road & township map of Massachusetts published at the Boston Map Store, 1879. Boston, 1879. col. Scale ca. 1:400,000. 54×82 cm.

County and township map showing drainage, cities and towns, distances between post stations, post routes, and the railroad network with named lines.

236

Walker (Geo. H.) & Co. Map of the electric railways of the state of Massachusetts accompanying the report of the railroad commissioners. 1899. [Boston, 1899] col. Scale ca. 1:250,000. 66×97 cm.

Outline map showing drainage townships, cities and towns, street railways in red, and steam railways in black. Includes names of lines.

Michigan

237

[Doggett, John. Jr.] Railroads in Michigan, with steamboat routes on the Great Lakes. Drawn and engraved for Doggett's railroad guide & gazetteer. Entered according to Act of Congress, in the year 1848. Scale ca. 1:3,500,000. 15×23 cm.

From *Doggett's Railroad Guide* (1848).

Shows main line from Detroit to Kalamazoo and from Munroe to Hillsdale.

238

Colton (G. W. and C. B.) and Company. Railroad map of Michigan prepared for the commissioner of railroads. Philadelphia, O. W. Gray & Son, 1876. c1874. col. Scale 1:1,267,200. 59×42 cm.

Shows drainage, cities and towns, and railroads in color.

239

Cram & Stebbins. Official map of Michigan, railroad, township and sectional, prepared under the direction of the commissioner of railroads. Chicago, 1885. col. Scale 1:633,600. 110×103 cm.

Detailed state map including drainage, cities and towns, and the railroad network. Census information, with miles of line by county, at left margin of map.

LC also has 1889 edition.

240

Galbraith, Frank H. Galbraith's railway mail service maps. Michigan. Chicago, McEwen Map Co., 1897. c1898. col. ms. Scale not given. 4 sheets, each 95×70 cm.

For description see his map of Indiana, entry 215.

LC has another copy in 4 sheets.

Minnesota

241

Reed, A. J. Township and railroad map of Minnesota published for the Legislative Manual. 1874. col. Scale ca. 1:700,000. 50×44 cm.

Detailed map showing relief by hachures, drainage, cities and towns, township and county boundaries, and the railroad network.

242

Galbraith, Frank H. Galbraith's railway mail service maps. Minnesota. Chicago, McEwen Map Co., 1897. c1898. col. ms. Scale not given. 8 sheets, each 50×71 cm.

For description see his map of Indiana, entry 215.

LC has another copy in 4 sheets.

Mississippi

243

Rand McNally and Company. Railroad commissioner's map of Mississippi. Chicago, 1888. col. Scale ca. 1:1,150,000. 52×32 cm.

Shows drainage, cities and towns, township and county boundaries, and the railroad network with color coding.

LC also has an 1898 edition.

Missouri

244

Asher & Adams. [New commercial and topographical rail road map & guide of Missouri.] New York, 1872. col. Scale 1:1,267,200. 40×56 cm.

Accompanied by descriptive index.

Shows drainage, relief by hachures, cities and towns, township and county boundaries, and the railroad network with names of lines and distances between stations.

245

Higgins & Co. Commissioners official railway map of Missouri. Completed to January 1st 1888. Copyright 1887 by R. T. Higgins. St. Louis, L. B. Bozzola, 1888. col. Scale ca. 1:150,000. 47×53 cm.

Shows relief by hachures, drainage, names river valleys, indicates cities and towns, county boundaries, and the railroad network by distinguishing colors.

LC also has 1898 edition measuring 71×83 cm.

246

Galbraith, Frank H. Galbraith's railway mail service maps. Missouri. Chicago, McEwen Map Co., 1897. c1898. Hand colored gelatin transfer. Scale not given. 180×240 cm.

For description see his map of Indiana, entry 215.

Inset: Environs of St. Louis. 30×44 cm.

LC has another copy in 8 sheets, each 100×60 cm.

Montana

247

Rand McNally and Company. Indexed county map of Montana with a new and original compilation and index, designating all post office towns and railroad stations. Chicago, 1881. col. Scale ca. 1:2,000,000. 33×50 cm.

Shows relief by hachures, drainage, counties, cities and towns, roads, and railroads with names. Title from cover.

Nebraska

248

Asher & Adams. [New commercial and topographical rail road map & guide of Nebraska.]

New York, 1874. col. Scale 1:1,267,200. 39×58 cm.

Accompanied by descriptive index.

Shows drainage, relief by hachures, cities and towns, township and county boundaries, and the railroad network with names of lines and distances between stations.

249

Hirschfield, F. Map of Nebraska published by the Burlington Route 1886. Compiled from the official records of the government and rail road offices. Omaha, Burlington Route, 1886. col. Scale 1:760,320. 57×101 cm.

Township and county map showing drainage, cities and towns, Indian and military reservations, land districts, and the railroad network with names along the lines.

250

Alt, W. W. Railway map of Nebraska issued by State Board of Transportation 1889. Wahoo, Nebraska, 1889. Scale 1:1,000,000. 42×76 cm.

Shows drainage, township and county boundaries, cities & towns, and the railroad network with names of lines and distances between stations.

251

Cram, George F. Cram's rail road and township map of Nebraska published by Geo. F. Cram. Proprietor of the Western Map Depot, Chicago, Illinois. 1889. Chicago, 1889. c1878. col. Scale ca. 1:1,000,000. 41×54 cm.

Indexed township and county map showing relief by hachures, drainage, and cities and towns. Railroads are distinguished by color.

252

Galbraith, Frank H. Galbraith's railway mail service maps. Nebraska. Chicago, McEwen Map Co., 1897. c1898. col. ms. Scale not given. 130×198 cm.

For description see his map of Indiana, entry 215.

LC has another copy in 8 sheets, each 70×51 cm.

Nevada

253

Rand McNally and Company. Indexed county and township pocket map and shippers guide of Nevada. Accompanied by a new and original compilation and ready reference index, showing in detail the entire railroad network. Chicago, 1893. col. Scale ca. 1:750,000. 50×31 cm.

Shows relief by hachures. drainage. counties,

township lines, Indian reservations, roads, and railroads with names. Title from cover.

New Hampshire

254

New Hampshire. *Railroad Commissioners*. Railroad map of New Hampshire accompanying report of the railroad commissioners. 1894. Boston, Rand, Avery Supply Co., 1894. col. Scale ca. 1:750,000. 52×40 cm.

Township and county map showing relief by hachures, cities and towns, and the railroad network distinguished by color and name.

New Jersey

255

Burr, David H. Map of New Jersey and Pennsylvania exhibiting the post offices, post roads, canals, rail roads, &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, John Arrowsmith, 1839] col. Scale ca. 1:650,000. 91×124 cm. G3810 1839 .B8

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures, drainage, township and county boundaries, cities and towns, canals, roads, and railroads.

256

Anderson, J. A. Map of the rail roads of New Jersey, and parts of adjoining states. c1869. col. Scale 1:506,880. 55×36 cm.

"Distances between stations in miles and tenths."

Outline map showing drainage, counties, stations, and the railroad network in red.

LC has other editions dated 1870, 1872, and 1876. The 1876 edition is a gift of Mr. Howard Welsh of Summit, N.J., May 1972.

257

Van Cleef, John T. and J. Brognard Betts. Map of the rail roads of New Jersey 1887. New York, H. A. Thomas & Wylie Lith., [1887] col. Scale 1:285,120. 104×70 cm.

Township and county map showing drainage, cities and towns, and the railroad system with names. A table of railroads by system is in the lower right of map.

New Mexico

258

Rand McNally and Company. Indexed map of New Mexico showing stage lines, counties, lakes &

ivers. Chicago, 1879. col. Scale ca. 1:2,000,000. 50×31 cm.

Shows relief by hachures, drainage, counties, cities and towns, roads, trails, and proposed or surveyed railroad lines. Title from cover.

New York

259

Burr, David H. Map of New York exhibiting the post offices, post roads, canals, rail roads &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, John Arrowsmith, 1839] col. Scale ca. 1:650,000. 91×124 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures, drainage, township and county boundaries, cities and towns, canals, roads, and railroads.

Inset: City and county of New-York, Brooklyn, Williamsburg & Jersey City. 71×24 cm.

260

Williams, Levi. Map of the rail roads, from Rome to Albany and Troy. By one of the engineers who assisted in constructing. Prepared from actual survey. Engraved by C. Copley, N. York, 1845. col. Scale ca. 1:180,000. 14×115 cm.

Accompanied by a pamphlet entitled *Map of the Railroads from Rome to Albany and Troy; with Explanatory Remarks and Sketches of the History, Geology, and Present Condition of the Mohawk Valley. By Levi Williams, Civil Engineer.* 1846.

Detailed map of the Mohawk Valley from Troy to Rome showing drainage, relief by hachures, towns, and villages.

261

Vaughan, David. Map of the state of New-York showing its water and rail road lines. Jan. 1855. By direction of John T. Clark State Engineer & Surveyor. C. Van Benthuyzen, printer to the legislature. [Albany, 1855] col. Scale ca. 1:1,000,000. 51×66 cm.

Map of New York and parts of adjacent states showing drainage, relief by hachures, county boundaries, cities and towns. Different colors indicate railroads in operation, in progress of construction, and proposed.

262

Vaughan, David. Map of the rail-roads of the state of New York prepared under the direction of the Rail Road Commissioners, John S. Clark, William J. McAlpine, James B. Swain. 1856. Charles Tiede, lith. Lith of C. Van Benthuyzen,

Albany, New York. col. Scale ca. 1:1,000,000. 56×74 cm.

Map of New York and parts of adjacent states showing drainage, relief by hachures, county boundaries, cities and towns. Different colors indicate railroads in operation, in progress of construction and proposed.

263

Vaughan, David. Map of the rail-roads of the state of New York prepared under the direction of Silas Seymour, state engineer and surveyor. 1857. Charles Tiede, lith. Lith of C. Van Benthuyzen, Albany, New York. col. Scale ca. 1:1,000,000. 56×74 cm.

Map of New York and parts of adjacent states showing drainage, relief by hachures, county boundaries, cities and towns. Different colors indicate railroads in operation, in progress of construction, and proposed.

264

Petingale, Thomas. Map of the rail roads of the state of New York showing the stations, distances & connections with other roads. Thos. Petingale, L. P. Behn. Lith. by J. Sage & Sons, Buffalo, N.Y. Buffalo, N.Y., Petingale & Behn, 1858. col. Scale ca. 1:1,000,000. 60×73 cm.

Outside the neat line are lists of distances arranged by individual railroad companies. "Connections with other roads" are listed across bottom of map.

265

Vaughan, David. Map of the rail-roads of the state of New York prepared under the direction of Van Rensselaer Richmond, state engineer and surveyor. Geo. R. Perkins, Dep. State Engineer & Surveyor. 1861. Lith of Weed, Parsons & Co., Albany, N.Y. col. Scale ca. 1:1,000,000. 56×74 cm.

Map of New York and parts of adjacent states showing drainage, relief by hachures, county boundaries, cities and towns. Different colors indicate railroads in operation, in progress of construction, and proposed.

266

Richmond, Van R. and S. H. Sweet. Map of the rail roads of the state of New York. 1870. Scale ca. 1:1,000,000. 61×76 cm.

Lists "length of rail roads in operation (operated by steam)."

Shows drainage, cities and towns, county boundaries, canals, railroads in progress, proposed, and in operation. Shows connection with mineral areas in northern Pennsylvania.

267

Colton (G. W. and C. B.) and Company. Colton's new township railroad map of New York with parts of adjoining states & Canada. New York, 1883. col. Scale ca. 1:570,000. 92×103 cm.

Detailed map showing drainage, cities and towns, internal boundaries, distances between stations and the railroad network.

Insets: Miniature rail road map of the vicinity of New York. 28×22 cm.—The eastern portion of Long Island. 16×25 cm.

268

Colton (G. W. and C. B.) and Company. Map of New York City, Brooklyn, and vicinity showing surface & elevated railroads in operation and proposed. New York, 1885. col. Scale ca. 1:30,000. 68×45 cm.

Shows relief by hachures, drainage, parks, some buildings, names of property owners, streets, roads, and the railroads distinguished by line symbols.

269

Cram, George F. Cram's township and rail road map of New York. Chicago, 1888. Scale ca. 1:1,000,000. 41×57 cm.

Indexed township and county map showing relief by hachures, drainage, and cities and towns. Railroad lines are identified by initials.

270

Colton (G. W. and C. B.) and Company. Railroad map of the state of New York to accompany the twelfth annual report of the Board of Railroad Commissioners of the State of New York. 1894. James B. Lyon, Albany, N.Y. State Printer. New York, G. W. & C. B. Colton & Co., 1894. col. Scale not given. 85×94 cm.

Shows drainage, cities and towns, distances, and named railroads.

Insets: Miniature rail road map of the vicinity of New York. 28×20 cm.—The western portion of Long Island. 17×23 cm.

LC also has 1899 edition, for 17th annual report, c1900 by Colton, Ohman & Co.

271

Bridgman, E. C. Bridgman's new rail road & township map of New York from the latest official & other authentic sources adapted for use in institutions of learning, business offices & libraries. New York, 1896. col. Scale 1:320,000. 6 sheets, each 84×62 cm.

Shows drainage, post offices, county seats, cities and towns, county and township boundaries, railroads and canals. Includes list of counties and

statistical data, and a view of the state capitol.

Insets: Four maps of New York showing congressional districts, geology, relief, and climate, each 26×34 cm.

272

Tunison, E. L. Tunison's railroad, distance, and township map of New York from latest surveys. Brooklyn, N.Y., 1898. col. Scale ca. 1:640,000. 105×85 cm.

Detailed map showing relief by hachures, drainage, cities and towns, counties, and the railroad network. Includes a directory of business firms below the map and a list of counties in upper left of map.

Inset: [View of New York vicinity] 13×30 cm.

North Carolina

273

Burr, David H. Map of North and South Carolina exhibiting the post offices post roads, canals, rail roads &c. By David H. Burr. (Late topographer to the Post Office.) Geographer to the House of Representatives of the U.S. [London, John Arrowsmith, 1839] col. Scale ca. 1:650,000. 91×124 cm.

From his *The American Atlas* (London, J. Arrowsmith, 1839).

Detailed map showing relief by hachures, drainage, township and county boundaries, cities and towns, canals, roads, and railroads.

274

Brown, H. C. Railroad map of North Carolina. 1900. Examined and authorized by the North Carolina corporation commission. Chicago, Rand McNally & Co., c1900. col. Scale 1:601,920. 57×139 cm.

Includes relief by hachures, drainage, cities and towns, and the railroad network.

In lower left: List of "Mileage and Terminals." Printed on tracing cloth.

North Dakota

275

Rand McNally and Company. Official railroad map of Dakota issued by the railroad commissioners, November 1st, 1886. Chicago, 1886. Scale ca. 1:1,100,000. 70×57 cm.

From *Second Annual Report of the Board of Railroad Commissioners of the Territory of Dakota* (Grand Forks, Dakota, 1886). (HE2709.D2)

Shows relief by hachures, drainage, cities and towns, township and county boundaries, Indians, and the railroads with lines named.

276

Higbee, E. F. Sectional map of the state of North Dakota published by authority of the commissioners of railroads under the direction of the governor. Drawn and compiled from official maps of the General Land Office and other authentic sources. 1892. col. Scale 1:443,520. 90×141 cm.

Township and county map showing relief by hachures, drainage, cities and towns, military and Indian reservations, and the operating and proposed railroads with names along the lines.

Ohio

277

Colton, Joseph Hutchins. Colton's railroad & township map of the state of Ohio. New York, G. W. & C. B. Colton & Co., 1851. col. Scale ca. 1:750,000. 63×72 cm.

Shows drainage, cities and towns, township and county boundaries, and the railroad network.

278

Cramer, Charles. Map of the rail road surveys between Hillsborough & Chillicothe. Executed in February, March & April 1851. Under the direction of B. H. Latrobe Esqr. Civil Engineer by Ellwood Morris, C. E. Drawn by Charles Cramer. Cin[cinnati] Onken's Lith. [1851] Scale 1:63,360. 46×98 cm. G4081 .P3 1851 .M6

Map of part of Ohio indicating the located and explored railroad lines along the Milford and Chillicothe Turnpike. Shows "Air lines computed by C. D. Jaques Esqr. C. E. from Hillsborough to Chillicothe."

279

Colton, George W. Colton's railroad & township map of the state of Ohio. Drawn by George W. Colton. Engraved by J. M. Atwood. New York, J. H. Colton, 1854. col. Scale ca. 1:750,000. 63×74 cm.

Detailed map showing drainage, railroads under construction and completed, canals, post roads, towns, townships, villages, post offices, and county boundaries.

At right of map is a population "Census of the State of Ohio" by cities for 1840 and 1850.

LC also has 1856 and 1859 editions.

280

Ensign, Bridgman & Fanning. Railroad & township map of Ohio. New York, 1854. c1851. col. Scale ca. 1:580,000. 81×71 cm.

Detailed township map showing drainage, cities and towns, county and township boundaries, roads, and railroads.

County population in upper left.

LC also has 1870 edition measuring 92×84 cm., which includes a list of railroad stations and distances.

281

Bridgman, E. C. Bridgman's new reversible railroad distance and township map of Ohio and the United States compiled from the most authentic sources. New York, 1873. col. Scale 1:567,500. 90×81 cm.

Detailed map of Ohio including drainage, relief by hachures, cities and towns, and the railroad network with named lines.

On the verso: "Reduced map of the United States with its territories . . . Colored." Scale 1:6,000,000. 86×80 cm. Includes a railroad directory.

282

Gray, O. W. Rail road map of Ohio 1873. Philadelphia, 1873. col. Scale ca. 1:970,000. 40×52 cm.

Shows drainage, iron ore and coal fields, counties, cities and towns, canals, and completed and proposed railroads with names along the lines.

283

Nicholson, W. L. Railway postal diagram of the state of Ohio prepared for the use of the Railway Mail Service by W. L. Nicholson, Topographer of the Post Office Dept. 1882. col. Scale ca. 1:600,000. 81×64 cm.

"The railroads and post offices are shown as at the date of June 15th 1882."

Map shows county boundaries, cities and towns, and the railroad network with names of lines along the railroads.

284

Sabine, H. New rail road map of Ohio prepared by H. Sabine, Commissioner of Rail Roads & Telegraphs. Wapakoneta, Ohio, R. Sutton, 1882. col. Scale ca. 1:760,000. 53×71 cm.

Shows drainage, cities and towns, counties with population figures, and railroads with distances. Includes list of counties and towns.

LC also has 1883 edition.

285

Cappeller, W. S. Railroad map of Ohio published by the State. Prepared by commissioner of railroads & telegraphs. Columbus, 1887. Scale ca. 1:580,000. 70×69 cm.

Shows drainage, cities and towns, county boundaries, canals, distances between stations, and single- and double-track lines.

286

Norton, J. A. Railroad map of Ohio published by the State. 1890. Prepared by J. A. Norton, commissioner of railroads & telegraphs. Copyright by H. B. Stranahan. Columbus, 1890. Scale ca. 1:600,000. 70×68 cm.

Map shows drainage, counties, cities and towns, canals, single and double railroad tracks, distances, and names of lines.

LC also has edition copyrighted 1891 by Short & Forman.

287

Kayler, R. S. Railroad map of Ohio published by the state. Prepared under the direction of commissioner of railroads and telegraphs. Columbus, 1898. col. Scale ca 1:500,000. 82×74 cm.

Shows counties, cities and towns, railroad network with named lines, and a list of "Railways operating in Ohio" and "Electric railways operating in Ohio."

Oklahoma

288

Rand McNally and Company. Map of the Indian and Oklahoma territories. 1894. Compiled from the official records of the General Land Office and other sources. Chicago, Rand, McNally & Co. map publishers, 1894. c1884. col. Scale 1:760,320. 62×82 cm.

Shows relief by hachures, drainage, Indian areas, districts, treaty dates, roads and trails, and the named railroads. Includes index guide.

Oregon

289

Rand McNally and Company. Indexed map of Oregon showing the railroads in the state and the express company doing business over each, also, counties, lakes & rivers. Chicago, 1876. col. scale ca. 1:950,000. 31×48 cm.

Railroads are named along the line. Title from cover.

Pennsylvania

290

Finley, Anthony. Pennsylvania. Published by A. Finley, Philada., 1829. col. Scale ca. 1:5,600,000. 33×47 cm.

Shows roads, canals, railroads, and proposed railroads. Counties are distinguished by color. Main mountain ridges are shown by hachures.

Earliest general map of the state to show railroads.

291

Cramer, Charles. Map exhibiting that portion of the State of Pennsylvania traversed by the surveys for a continuous rail road from Harrisburg to Pittsburg [sic] made under the direction of Charles L. Schlatter, C. E. in the year 1839 and 1840. Lithographed by J. T. Bowen, Philadelphia. col. Scale 1:380,160. 50×80 cm.

G3821 .P3 1840 .C7

Map shows drainage, relief by hachures, county boundaries, cities, roads, and canals. Lines of surveys and railroads in operation are indicated by different colors.

292

Sheafer, P. W. A map showing the rail road connection between Pottsville & Sunbury through the Schuylkill Mahanoy and Shamokin coal fields. July 9th 1852. P. S. Duval Steam Lith. Press, Philada. col. Scale 1:84,480. 33×74 cm.

Detailed map of the area between Schuylkill Haven and Northumberland, Pa., showing drainage, relief by hachures, cities and towns, coal fields, canals, and railroads.

293

Kollner, A. Route of a proposed railroad from Powelton, West Philada. to the Philada. Gas Works and thence to the river Delaware; surveyed by the engineer of the Pennsylv. Rail Road Co. [1856] col. Scale ca. 1:35,000. 50×42 cm.

Outline map of Philadelphia and vicinity showing different railroad lines and depots. Below "Line E" on the map is the following statement. "Surveyed by Edw. H. Saunders, Nov. 1856."

294

Hoxsie, S. K. Dedicated to the city of Philadelphia through the directors of the Pennsylvania Railroad Company. Plan No. 2. Exhibits the streets with the present railroads removed. The red lines show the proposed location of the different railroads entering the city . . . 1857-58. Print. by T. Sinclair. [Philadelphia, 1858] Scale ca. 1:40,000. 50×44 cm.

At lower right of map: "Directors for No. 2 of the Pennsylvania Railroad Company for 1859-60."

Street map of Philadelphia and vicinity showing proposed railroads.

295

Duncan, Jacob M. Barringtons new and reliable railroad map and shippers & travellers guide of Pennsylvania. Engrd. by Ths. Leonhardt. Showing the name of every city, town and village in the state, with nearest rail road station. Philadelphia, 1860. col. Scale ca. 1:1,000,000. 117×105 cm.

Index of place names appears to either side and bottom of the map. A list of "Railroads Represented on this Map" appears below the index.

296

Anderson, J. A. Map of the rail roads of Pennsylvania and parts of adjoining states. c1871. Philadelphia, J. L. Smith, 1871. col. Scale 1:506,880. 72×102 cm.

"Prepared from official data by J. A. Anderson, Supt. of the Belvidere Delaware Rail Road." Business card attached to lower right corner reads: "With respects of J. A. Anderson, Lambertville, N.J."

Map shows drainage, counties, stations, and the railroad network in red.

LC has an 1873 edition which includes all of New Jersey.

297

Wall, J. Sutton. Rail road map of Pennsylvania published by the Department of Internal Affairs of Pennsylvania. 1895. [Harrisburg, 1895] col. Scale 1:380,160. 87×141 cm.

Detailed map showing drainage, cities and towns, and the railroad system distinguished by color.

Rhode Island

298

Rand McNally and Company. Indexed map of Rhode Island showing the railroads in the State, and the express company doing business over each, also counties, townships, lakes, rivers, islands, etc. Chicago, [1875] col. Scale ca. 1:650,000. 33×24 cm.

Railroads are named along the lines. Title from cover.

South Carolina

299

Tanner, Henry S. A new map of South Carolina with its canals, roads & distances from place to place along the stage & steam boat routes. Entered according to Act of Congress, in the year 1833, by H. S. Tanner. Scale ca. 1:1,400,000. 28×33 cm.

From his *A New Universal Atlas . . .* (Philadelphia, 1836). For a complete description of this atlas see P. L. Phillips' *A List of Geographical Atlases in the Library of Congress* (Washington, Govt. print. off., 1909) v. 1, no. 774.

The earliest general map to show the South Carolina Canal and Rail Road Company's line which began in Charleston, S. C. It was completed

to Hamburg, S. C., in 1833. Its 136 miles of track were then the longest in the world.

300

Hotchkiss, Jedediah. Railroad map of South Carolina by Jed. Hotchkiss, T. E. Stanton, Va., 1880. ms. Scale ca. 1:1,250,000. 31×38 cm. (Jedediah Hotchkiss map coll. no. 264)

Pen-and-ink sketch showing drainage, counties, cities and towns, and the railroads with names along the lines.

301

Rand McNally and Company. South Carolina railroads. Chicago, 1900. col. Scale 1:760,320. 50×68 cm.

Map overprinted in red to show railroads by number coded to list.

South Dakota

302

Rand McNally and Company. Indexed county and township pocket map and shippers guide of South Dakota. Chicago, 1892. col. Scale ca. 1:1,150,000. 40×57 cm.

Shows relief by hachures, drainage, counties, township lines, cities and towns, Indian and military reservations, area "opened for settlement by treaty of 1889," and the railroad network with named lines. Title from cover.

Tennessee

303

Rand McNally and Company. New enlarged scale railroad and county map of Tennessee showing every railroad station and post office in the state. 1888. Chicago, 1888. c1882. col. Scale ca 1:580,000. 56×138 cm.

Shows relief by hachures, drainage, counties, cities and towns, roads, and railroads.

Texas

304

Rand McNally and Company. Texas railroads. Chicago, 1900. col. Scale 1:2,154,240. 50×68 cm.

Map overprinted in red to show railroads by number coded to list. Index in left margin and on the verso.

Inset: Southern portion of Texas. 12×13 cm.

Utah

305

Rand McNally and Company. Indexed map of Utah with a new and original compilation and

index. Chicago, 1876. Scale ca. 1:950,000. 31×23 cm.

Shows relief by hachures, drainage, post offices, stations, counties, cities and towns, roads, and railroads with names. Title from cover.

Vermont

306

Coffin, [———]. Coffin's new rail-road map of Vermont accompanying report of the board of railroad commissioners. 1896. Boston, Forbes Co., 1896. col. Scale ca. 1:750,000. 53×40 cm.

Shows relief by hachures, major drainage, cities and towns, township and county boundaries. Names railroads along the lines and includes a list of railroads.

Virginia

307

Crozet, Claudius. A map of the internal improvements of Virginia prepared by C. Crozet, late principal engineer of Va. under a resolution of the General Assembly adopted March 15th 1848. Engraved at P. S. Duval's Lith., Philada. col. Scale ca. 1:950,000. 55×81 cm.

The map indicates drainage, county boundaries, mines, cities and towns, roads, canals, and railroads.

308

[Doggett, John, Jr.] Railroads in Virginia and part of North Carolina. Drawn and engraved for Doggett's Railroad Guide & Gazetteer [1848] Scale ca. 1:900,000. 15×12 cm.

Shows rail connections between Harpers Ferry and Winchester, Acquia Creek to Rocky Mount and Huntsville, N.C., and a line from Gosport to Newsons Depot.

309

DeBow, S. Herries. Map of the Springfield & Deep Run estates on the Coal Lands of the N. York & Richmond Coal Co, in Henrico Co. Virginia. Their relative position to the city of Richmond with rail road connections &c. [1856] Scale ca. 1:320,000. 43×63 cm.

From *Report on the Property of the New York & Richmond Coal Company* (New York, Pruden & Martin's Steam Print, 1856).

Outline map of southeastern Virginia showing railroad connections in Richmond, Petersburg, and West Point. Indicates the Lynchburgh canal.

310

Lloyd, James T. Lloyd's official map of the state of Virginia from actual surveys by order of the

Executive 1828 & 1859. Corrected and revised by J. T. Lloyd to 1861. New York, 1861. col. Scale ca. 1:640,000. 30×48 in. (Millard Fillmore map coll. no. 77)

Indicates drainage, relief by hachures, state and county boundaries, roads, distances, place names, mills, factories, "places remarkable for military incidents," and the railroad network.

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. print. off., 1961), no. 450.

Washington

311

Cram, George F. Cram's township and railroad map of Washington. Chicago [1896] col. Scale ca. 1:1,300,000. 40×55 cm.

Shows relief by hachures, drainage, cities and towns, and the railroads distinguished by color and name. Includes index. Title from cover.

West Virginia

312

Rand McNally and Company. Indexed county and railroad pocket map and shippers guide of West Virginia. Accompanied by a new and original compilation and ready reference index, showing in detail the entire railroad system. Chicago, 1898. col. Scale ca. 1:1,000,000. 47×68 cm.

Shows relief by hachures, drainage, cities and towns, stations, post offices, and the railroad network keyed to list by number. Title from cover.

Wisconsin

313

Nicholson, W. L. Railway postal diagram of the state of Wisconsin prepared for the use of the Railway Mail Service. W. L. Nicholson, Topographer P.O. Dept. 1882. col. Scale ca 1:700,000. 81×65 cm.

"The railroads and post offices on this map are shown as at the date of July 1st 1882."

Shows county boundaries, cities and towns, and the railroad network with names along the lines.

Wyoming

314

Cram, George F. Cram's township and railroad map of Wyoming. Chicago, 1895. col. Scale ca. 1:1,250,000. 41×56 cm.

Shows relief by hachures, drainage, cities and towns, townships and counties, roads, and railroads distinguished by name and number. Includes index. Title from cover.

Individual Railroad Lines

Adams Express Company

315

Lang, J. C. Map of the Baltimore Division. Adams Express Company. Washington, D.C., 1885. col. Scale ca. 1:250,000. 75×55 cm.

Outline map of the Middle Atlantic states showing drainage, cities and towns, and the major railroads.

Note: "The heavy black lines show the railroads operated by the Baltimore Division."

Alabama and Tennessee River Railroad

316

Colton (G. W. and C. B.) and Company. Map showing the line of the Alabama & Tennessee River Rail Road and its proposed extensions; exhibiting also the contiguous mineral deposits and zone of production. New York, 1867. c1865. col. Scale 1:1,267,200. 53×58 cm.

County and township map of Alabama and vicinity showing drainage, cities and towns, and main railroads in heavy lines. Chartered in 1848. Reorganized in 1866 under title of Selma, Rome, and Dalton Railroad.

Albermarle and Pantego Railroad

317

Colton (G. W. and C. B.) and Company. Map showing the Albemarle & Pantego Railroad and its connections. [New York, 1887] c1887. col. Scale 1:1,267,000. 39×26 cm.

Map of the coastal regions of Virginia and North Carolina showing drainage, counties, cities and towns, and mills. Main railroads in heavy lines.

Allegheny Railroad and Coal Company

318

Sinclair, T. Map showing the coal & timber lands of the Allegheny Rail Road & Coal Company

with the avenues to market. [Philadelphia, T. Sinclair's Lith., 185-?] col. Scale ca. 1:600,000. 27×64 cm.

Outline map of eastern Pennsylvania and part of New Jersey showing relief by hachures, drainage, coal, timber, major cities, and railroads.

American Central Railway

319

Bien, Julius. American Central Railway. 1866. New York [1866] col. Scale ca. 1:1,500,000. 41×116 cm.

Outline map of the northeastern United States showing relief by hachures, drainage, and place names concentrated along the main line between Omaha City and Tiffin, Ohio. Shows connections of the American Central Railway with the railroad network.

Arkansas Central Railroad

320

Colton (G. W. and C. B.) and Company. Maps showing Arkansas Central the Helena & Corinth and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway. New York, 1872. col. Scales 1:1,275,000 and 1:7,500,000. 2 maps on one sheet 68×74 cm.

Map of the south-central states showing drainage, township and counties, cities and towns, and the railroad network with named lines and colored to emphasize main lines.

Inset: [Southern United States] 32×56 cm.

Atchison, Topeka and the Santa Fé Railroad

321

Woodward, Tiernan & Hale. A geographically correct county map of states traversed by the Atchison Topeka and the Santa Fé Railroad and

This map showing the lines operated by an individual railway is an example of the fine map work of G. W. & C. B. Colton and Company, one of the most prolific railroad map publishers in the 19th century. (Entry 322)



its connections. St. Louis [1880] Scale ca. 1:2,750,000. 37×78 cm.

Detailed map of the central United States showing relief by hachures, drainage, counties, cities and towns, roads, wagon trails, and the railroad network.

This line was chartered by the state of Kansas in 1859. The first 75 miles of line were not completed until 1871. See also entry 553.

Inset: At top of map, [View of Plains] 7×78 cm.

322

Colton (G. W. and C. B.) and Company. Map showing the Atchison, Topeka and Santa Fé Railroad system. With its connections. New York, Rufus Adams & Co., 1883. col. Scale 1:3,800,000. 56×84 cm.

Map of the southwestern states from the Mississippi River to the Pacific Ocean. Indicates in table form miles of lines in Kansas, Missouri, Colorado, New Mexico, Texas, Arizona, and

Mexico. Shows relief by hachures, drainage, state boundaries, and cities and towns.

LC also has editions of 1885, 1886, 1887, 1888, 1890, and 1892.

323

Pooler Bros. The Santa Fé route Atchison, Topeka & Santa Fé R.R. 3 lines between the Missouri River and the Pacific coast to the city of Mexico via the A.T.&S. and Mexican Central R.R. Chicago, 1884. col. Scale ca. 1:2,700,000. 40×99 cm.

Title from verso.

Map of the western United States from Kansas City to the Pacific showing relief by shading, drainage, state boundaries, military and Indian reservations, railroads with main lines in heavy black. Lists stage connections on each side of map. Advertisements and ticket information on verso.

Insets: Map of the Atchison Topeka & Santa Fé Railroad System. Showing its connecting

lines . . . in the United States and Mexico. 18×29 cm.—Railroad map of Mexico. 16×26 cm.

324

Colton (G. W. and C. B.) and Company. Map showing the Atchison, Topeka & Santa Fé Rail Road and its auxiliary roads in the state of Kansas. New York, 1886. col. Scale 1:1,140,000. 41×60 cm.

Shows drainage, cities and towns, township and county boundaries, and the railroad network with emphasis on the main line.

325

American Bank Note Company. The Atchison, Topeka and the Santa Fé railroad system. 1899. [New York, 1899] col. Scale ca. 1:3,500,000. 42×90 cm.

Map of the Western United States from Chicago to the Pacific coast. Includes drainage, relief by hachures, state boundaries, and cities & towns. Roads and railroads are named.

Atlanta and West Point Railroad

326

Mahon, Charles. Profile & location of the A. & Wt. P. R. R. of Ga. Surveyed & drawn by Cha's Mahon, C. E. 1865-6. Tracings within by C. Mahon, C. E. July 1868. col. Ms. on tracing cloth. 10 map sheets, each 37×91 cm. and title sheet, 37×64 cm. Sheets 1 and 10 are at 1:6,000; sheets 2 to 9 are at 1:18,000.

Transferred from U.S. Coast and Geodetic Survey (Acc. no. 883) March 12, 1902.

Detailed map of the route and profile of the Atlanta and West Point Railroad from Atlanta to West Point on the Chattahoochee River. Chartered under Atlanta and La Grange Railroad in 1847.

Atlantic and Great Western Railway

327

De Bihan, C. Map of the Atlantic and Great Western Railway. With its connections. 1866. [London, 1866] col. Scale ca 1:2,000,000. 57×82 cm. (Millard Fillmore map coll. no. 110.-M).

Outline map of eastern United States from the Great Lakes to Charleston, S.C., showing drainage, cities and towns, county boundaries, and the railroad network. Main lines indicated in heavy red and black. Chartered in 1858 as successor to Meadville Company.

Signed in ms. "M. Fillmore."

Annotated in ms. on verso: Hon. Millard Fillmore with compliments of Chas. S. P. Bowles.

Atlantic and Pacific Railroad

328

Colton (G. W. and C. B.) and Company. Maps showing the Atlantic & Pacific Railroad and leased lines. New York, 1873. col. Scales ca. 1:150,000 and ca. 1:7,000,000. 2 maps on one sheet 61×61 cm.

Special map shows the main line and land grant in Missouri and includes iron and lead regions. General map covers United States showing the railroad network with the main lines distinguished by color. Created by Act of Congress, July 27, 1866, with a land grant of 42 million acres. Entry 329 shows extent of land grant in Arizona and New Mexico.

329

Atlantic & Pacific Railroad. Map showing the location of the road and the land grant of the Atlantic and Pacific R.R. in Arizona . . . in New Mexico. 1883 col. Scale 1:380,160. 2 parts, each 70×144 cm.

Map showing portions of Arizona and New Mexico indicating land grants on either side of the right of way of the railroad. Shows relief by hachures, drainage, cities and towns, and the surveyed and unsurveyed townships. Map was used in the sale or lease of land. Also shows positions of private land grants.

330

Colton (G. W. and C. B.) and Company. Map showing the new transcontinental route of the Atlantic & Pacific Railroad and its connections. New York, 1883. Scale ca. 1:3,800,000. 35×80 cm.

At top of map: "Extra-Beilag zur New-Yorker Handels-Zeitung."

Map covering the southwestern states but extending from Chicago to the Pacific Coast. Shows relief by hachures, drainage, cities and towns, township lines, the land grant of the "western division," railroads in progress of completion, and completed lines with their connections.

Atlantic, Mississippi, and Ohio Railroad

331

Colton (G. W. & C. B.) and Company. A map showing the Atlantic Mississippi & Ohio R.R. and its connections from Norfolk to Cumberland Gap via Bristol. New York, 1867. col. Scale ca. 1:3,168,000. 52×83 cm.

Map of the eastern half of the United States showing drainage, counties, cities and towns, canals, railroads, and a table of railroad distances.

Inset: Plan showing the Atlantic Mississippi &

Ohio R.R. as part of the Great Southern R.R. lines from the Atlantic to the Pacific. 17×22 cm. See also entry 599.

Baltimore and Ohio Railroad

332

Barney, Joshua. Map of the country embracing the various routes surveyed for the Balt. & Ohio Rail Road by order of the Board of Engineers. Drawn by Lt. J. Barney U.S. Army [1836?] To the subscribers of the "American," from Dobbin, Murphy & Bose. Scale ca. 1:193,000. 27×61 cm. (Peter Force map coll. no. 438)

G 3841 .P3 B3 1836 .B3

Map of Baltimore, Ann Arundel, Montgomery, Frederick, and Washington counties, Md., showing drainage, roads, and important place names. Indicates "routes surveyed" and "location of rail road." Incorporated in 1827. First survey published in 1828.

333

Map shewing [sic] the several routes, examined with a view to the extension of the route of the Baltimore & Ohio Rail-Road through north western Virginia from the Potomac to the Ohio river; as well as the different railways and canals completed and projected within that state,—and also the various lines of improvement existing and proposed between Cincinnati on the Ohio and Richmond, Baltimore, Philadelphia, New York and Boston on the Atlantic coast. [184-] Scale ca. 1:2,000,000. 43×60 cm.

Map of the northeastern United States showing drainage, relief by hachures, important cities, the existing railroads, turnpike roads, canals, and the projected railroads. A statement below the title explains the feasibility of the extension. Ink and pencil annotations indicate other connecting lines and several cities.

334

Edward Weber & Co. Map showing the connection of the Baltimore and Ohio-Rail-Road with other rail roads executed or in progress through the United States. Lith. of Edward Weber & Co. [1840] Scale ca. 1:4,900,000. 46×54 cm.

G 3701 .P3 B3 184- .E31

Map of the United States east of the Mississippi River.

335

[Baltimore & Ohio Railroad Company.] Map of the county west of Cumberland towards the Ohio river, showing the various lines surveyed or reconnoitred [sic] for the extension of the Baltimore & Ohio Rail Road to its western terminus referred

to in the report of the chief engineer of September 20th, 1843. col. ms. Scale 1:316,800. 70×117 cm.

Lightly colored map on tracing linen showing western Pennsylvania, western Maryland, parts of Virginia and West Virginia and most of Ohio. Indicates several "preferred" and "surveyed" lines to Wheeling and Pittsburgh and other possible northern and southern routes.

336

Fink, Albert. Map & profile of the location of the Baltimore & Ohio Rail Road from Cumberland to Wheeling showing also the various routes surveyed from the 1836 to the final establishment in 1850 of the line upon which the road is being constructed. Benj. H. Latrobe Chief Engineer. Drawn by Albert Fink, Baltimore 1850. Baltimore, A. Hoen & Co., 1850. col. Scale 1:126,720. 85×165 cm.

On the verso in ms: "U.S. Engineers. O. Linne-man, C.E. 11 July 1857."

Topographical map of part of the middle Atlantic region showing relief by hachures, drainage, cities and towns, counties, roads, turnpikes, railroads in operation, final location of lines, surveyed lines, and rejected lines. Includes profiles.

337

Jacobi, L. Map and profiles showing the Baltimore and Ohio Rail Road with—its branches and immediately tributary lines. 1858. Compiled and drawn by L. Jacobi C.E. Baltimore. Published by Hunckel & Son and L. Jacobi Baltimore. Lithographed by Hunckel & Son Baltimore. c1857. Baltimore, Hunckel & Son, 1858. col. Scale 1:380,160. 61×127 cm.

"Baltimore and Ohio Rail Road being the main artery in the great national route between the east and west."

On the verso in ms. "Gilbert H. Bryson."

Detailed map of part of the middle Atlantic region showing drainage, cities and towns, counties, canals, roads, and the railroad network, with proposed extensions of lines. Includes profiles and distances and length of finished track.

Another copy annotated in ms on the verso "Louis McKenzie, Alexandria, Va." and "No. 219 Barnum's Hotel Balte."

338

Hoen (A.) and Company. A map of the Baltimore & Ohio Railroad and its principal connecting lines uniting all parts of the East & West. Baltimore. Lith. by A. Hoen & Co., 1860. Scale ca. 1:8,500,000. 20×23 cm.

G 3701 .P3 B3 1860 .H6

Detailed survey map showing work progress and connections of the B&O. (Entry 337)



From *Table of Distances and Epitome of the Route by the Baltimore & Ohio Railroad* (Baltimore, 1860).

Outline map of the eastern half of the United States to about the 95th Meridian.

339

Rand McNally and Company. General map of the Baltimore and Ohio Rail Road & its connections. The great national route between the east and west. [Chicago, 1876] col. Scale ca. 1:4,000,000. 34×51 cm.

Part of the eastern United States showing relief by hachures, major drainage, state boundaries, cities and towns, and the railroad network with mail lines emphasized.

Inset: [U.S. west.] 7×18 cm.

340

Elmer, Walter F. Map of the Baltimore and Ohio Rail Road with its branches and connections. Baltimore, A. Hoen & Co., 1878. Scale 1:2,534,400. 75×114 cm.

Map of the Eastern U.S. showing relief by hachures, drainage, cities and towns, state boundaries, canals, named railroad network, and the B. & O. in heavy black lines. Indicates cooperative connections, unfinished and proposed lines. Includes comparative distances to Baltimore and New York, length of finished lines, Ohio River bridges, and a list of officials.

Inset: [View of] the marine terminus of the Baltimore & Ohio Rail Road . . . 9×34 cm.

Baltimore and Susquehanna Railroad

341

De la Roche, G. F. A map. Of the principal canal and rail road improvements [sic], which will connect with the Balt. & Susqa. Rail Road at York. 1845. Drawn by G. F. de la Roche. C. Engr. Balto: Lith: of John Penniman. col. Scale ca. 1:2,000,000. 40×40 cm.

Outline map covering New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, and Ohio. Shows drainage, canals, important cities, and railroad connections. Chartered in 1828. Opened to York in 1838.

Barre and Worcester Railroad

342

Bouvé, Elisha W. Map of Barre and Worcester Rail Road from Worcester to Barre & South Gardner to connect with Mass. & Vt. & Cheshire Rail Roads. Lith of E. W. Bouvé, Boston. [1848] Scale ca. 1:180,000. 42×46 cm.

Distance and grades on the main line are given at right of the map.

Map of northern half of Worcester County, Mass. showing drainage, cities and townships.

Indicates the north-south connections between the Western Railroad and the Massachusetts and Vermont Railroad. Chartered in 1847. Name changed to Boston, Barre, and Gardner Railroad in 1849.

Bellaire, Zanesville, and Cincinnati Railway

343

Colton (G. W. and C. B.) and Company. Map showing the route and connections of the Bellaire, Zanesville and Cincinnati Railway. New York, 1883. col. Scale ca. 1:750,000. 56×66 cm.

Map of Ohio showing drainage, township and county boundaries, cities and towns, railroads, and a table of population for the 1880 census.

Bellefontaine and Indiana Railroad

344

Roberts, W. Milnor. Map of the Bellefontaine and Indiana Railroad and connecting lines. 1852. Lith. of Schuchman & Haunlein, Pittsburgh. col. Scale ca. 1:1,500,000. 38×64 cm.

Outline map of part of the north-central United States showing drainage, state boundaries, and important place names. Main lines indicate mileage between stations. Chartered in 1848.

Black Diamond System

345

Boone, Albert E. Boones map of the Black Diamond System of Railways. J. D. McKisson del. Perysville Ohio. [Knoxville, Tenn., 1896] col. Scale ca. 1:1,000,000. 125×71 cm.

Detailed map of southern United States from Cincinnati, Ohio, to northern Florida. Shows drainage, the Ohio River railroad system, cities and towns, county boundaries. Includes concentric circles at 50-mile intervals from Knoxville. Indicates coal fields of Kentucky and Tennessee.

Note: "Published for the Railway Pathfinder."
Stamped in ink: "Summerall Papers."

Boston and Lowell Railroad

346

Rand, Avery, Supply Company. Map of the Boston & Lowell R.R. system with its principal connections. [1890?] col. Scale ca. 1:1,100,000. 44×37 cm.

Map of the northern United States showing cities and towns and the railroad network with emphasis on the main line. This line was chartered in 1830 and opened in 1835. In 1841 a second track was laid.

Inset: [White Mountain district of the Boston & Lowell R.R.] 22×16 cm.

Boston and Maine Railroad

347

Rand McNally and Company. Boston & Maine Railroad and connections. Boston [1898] col. Scale ca. 1:1,000,000. 58×78 cm.

Map of New England and part of Canada showing relief by hachures, major drainage, cities and towns, state boundaries, and the railroad network with main lines emphasized.

Insets: St. Andrews N.B. . . . 12×10 cm.—White Mountain Region. 17×14 cm.—Mount Desert Island and vicinity. 18×18 cm.

Boston and Providence Railway

348

Hayward, James. Plan of a survey for the proposed Boston and Providence Rail-Way. Jan. 1828. Boston, Annin & Smith, 1828 Scale 1:64,000. 19×109 cm. G 3761 .P3B6 1828 .H3.

From Massachusetts Board of Commissioners of Internal Improvements, *Report in Relation to the Examination of Sundry Routes for a Railway from Boston to Providence; with a Memoir of the Survey* (Boston, 1828).

Topographic strip map showing proposed lines of survey. This is the earliest railroad map represented in the Library's map collections. It is listed as one of the "Rail Roads Never Before Delineated" by Henry S. Tanner in his *Memoir on the Recent Surveys* . . . (Philadelphia, 1829). It was incorporated in June 1831 and was first intended for horse-drawn power.

Boston and Woonsocket Railroad

349

Bouvé, Elisha W. Map of the Boston & Woonsocket rail road routes. Compiled from the state map, and the plans of the different surveys returned to the joint Standing Committee on Rail Roads & Canals. 1847. Lith. of E. W. Bouvé, Boston. Scale ca. 1:160,000. 35×42 cm.

G3761 .P3 1847 .B6

Map of eastern Massachusetts showing drainage, place names, and township lines.

At left of map are "statistics proved before the Committee of the Legislature for the Boston and Woonsocket portion of the central and direct land route to N. York. Petition of Otis Pettee," and the "Wolpole route . . . Petition of N. Miller."

Boston, Concord, and Montreal Railroad

350

Crocker, William P., and Morgan, Charles. Map of the Boston, Concord and Montreal Railroad from Concord to Haverhill, N.H. July, 1845. J. H. Bufford & Co's. Lith., Boston. Scale ca. 1:125,000. 61×92 cm. G 3741 .P3B6 1845 .C7

Map covers parts of Belknap, Carroll, Grafton, and Merrimac counties, N. H.

Inset: [Map of the line from Haverhill to the Canadian border] 20×26 cm.

Boston, Hoosac Tunnel, and Western Railway

351

Colton (G. W. & C. B.) and Company. Maps showing the Boston Hoosac Tunnel and Western Railway with its eastern and western connections. 1881 col. Scale 1:1,267,200. 48×77 cm.

Map of the northeastern United States showing drainage, counties, cities and towns, and the railroad network.

Inset: Special map of the Boston, Hoosac Tunnel, and Western Railway. 17×20 cm.

Brooklyn City Railroad

352

Beers (J. B.) & Company. Brooklyn. New York, 1874. col. Scale ca. 1:20,000. 44×61 cm.

Street map of Brooklyn published for Advertising Bureau, Brooklyn City Rail Road Company. Overprinted in brown to show "Twelve Routes, 42 miles of Streets and Avenues Traversed by Cars, all Starting from Fulton Ferry." Contains a list of routes in lower left of map.

Burlington and Missouri River Railroad

353

Colton (G. W. and C. B.) and Company. Map of the state of Nebraska showing the lands of the Burlington & Missouri Riv. R.R. Co. in Nebraska. New York, 1876. col. Scale ca. 1:1,000,000. 40×67 cm.

Land grant map showing drainage, cities and towns, townships, transportation network and main railroads in heavy lines.

Note: "The Burlington & Missouri River R.R. Company of Nebraska own the alternate sections, in whole or in large part, in every township . . . within the areas North of the Platte, and South of the Platte [brown] on this Map. These embrace 2,500,000 Acres, of which over 1,000,000 Acres are sold. The remainder comprising some of the FINEST LANDS in the West, are for sale on Very Long Credit, Very Low Interest, and at Very Low

Prices, with large discounts for Improvements and for Cash. . . ."

354

Rand McNally and Company. Correct map of the Burlington and Missouri River R.R. The Burlington Route and its connections. Chicago [1882] col. Scale ca. 1:5,000,000. 43×94 cm.

"This is the great through car line and is universally conceded to be the finest equipped railroad in the World for all classes of travel."

Map of the United States showing relief by hachures, drainage, cities and towns, state and county boundaries, and the named railroad network.

Inset: Around the World, across the American continent via Burlington Route. 12×27 cm.

Time schedules and ticket information on the verso.

Burlington, Cedar Rapids, and Minnesota Railway

355

Colton (G. W. and C. B.) and Company. Map showing the Burlington Cedar Rapids and Minnesota Railway and its connections. New York, 1868. col. Scale 1:1,267,200. 83×60 cm.

Map of the midwestern states showing drainage, cities and towns, administrative boundaries, and the railroad network with emphasis on the main line. Consolidated June 30, 1868, from Cedar Rapids and Burlington and the Cedar Rapids and St. Paul.

Burlington Route

356

Page (H. R.) & Co. Chicago to San Francisco via the Burlington Route. Chicago, c1879. col. Scale ca. 1:3,000,000. 15×49 cm.

"The above three sections, showing the line of railroad from Chicago to San Francisco giving distances, elevations above the sea, quality of soil and country, population of towns and cities, lakes, rivers, mountains, connecting railroad lines, and all items of interest of which a traveller would desire to know, in regard to the Great Route Across the continent. Armed with this Guide, the passenger needs no further information."

Stylized, diagramatic strip map in three sections: Chicago to Omaha; Omaha to Salt Lake and Ogden (via the Union Pacific); Ogden to San Francisco (via the Central Pacific). Contains profiles and elevation of lines, indicates geographic regions, industry and agriculture, mileage, stage connections, and railroads. See entries 373-375.

357

Rand McNally and Company. Burlington Route. Chicago, 1892. col. Scale ca. 1:4,400,000. 81×111 cm.

"This map is issued by the Passenger Department of the Chicago, Burlington & Quincy Railroad. Copies will be mailed to any address on receipt of fifteen cents postage by the undersigned. P. S. Eustis, General Passenger and Ticket Agent C., B.&Q. R.R. Chicago, Ill. The Burlington Route runs daily through trains between Chicago, Peoria, or St. Louis . . . connecting with through trains for all points . . ."

Map of the United States showing relief by hachures, drainage, cities and towns, state and county boundaries, time zones, and the railroad network with main lines emphasized. See entries 373–375.

Cairo and Fulton Railroad

358

Wilamowicz, I. Map of the Cairo & Fulton Railroad exhibiting the principal tributary lines as projected and its connections with other railroads west of the Mississippi River, which unite with the Missouri Pacific Railroad, and the south projected Pacific Railroad via Elpaso [sic] to the Pacific Ocean, showing also the connection by rail road of the cities of New Orleans & St. Louis. Little Rock, Ark. Sep. 1853. St. Louis, Mo., Juls. Hutawa [1853] Scale 1:1,900,800. 64×51 cm.

Map showing Missouri, Arkansas, Louisiana, and part of Texas. Shows drainage, cities and towns, and state boundaries, west of the Mississippi River. The adjoining area east of the Mississippi River shows only the rail network. The map indicates proposed, surveyed, located, and completed rail lines. Chartered in Arkansas in 1853 and in Missouri in 1854.

359

Colton (G. W. and C. B.) and Company. Map showing the line of the Cairo & Fulton Railroad and its connections. New York, 1871. col. Scale ca. 1:3,000,000. 61×56 cm.

Map of the mid-central states and Texas showing drainage, cities and towns, county boundaries, and the railroad network with emphasis on the main line.

Inset: Map of part of the United States and Mexico showing the north eastern & south western connections of the Cairo & Fulton R.R. 20×30 cm.

California and Nevada Railroad

360

Colton (G. W. and C. B.) and Company. Map

showing the California and Nevada Railroad and its extensions and connections. New York, 1882. col. Scale 1:2,090,880. 39×93 cm.

Map of central California and Colorado showing relief by hachures, drainage, township and county boundaries, and railroads, with emphasis on the main line.

Catawissa, Williamsport, and Erie Railroad

361

Kimber, Thomas Jr. Map of the Catawissa, Williamsport & Erie Rail Road. Showing its connection with the north and west by the Williamsport and Elmira Rail Road, & its connection with Philada. & New York by the Reading & Lehigh Valley R. Rd. [1856] Scale ca. 1:340,000. 74×61 cm.

From *Report of the President of the Catawissa, Williamsport, and Erie Railroad Company to the Managers*, October 28th, 1856 (Philadelphia, Office of the Company, 1856).

Map of Pennsylvania from Philadelphia north to the New York boundary and west to Williamsport.

Shows county boundaries, drainage, coal field, important cities, and the existing and proposed railroads. Chartered in 1835 as the Little Schuylkill and Susequehanna Railroad.

Central Ohio Railroad

362

Schuchman, William. Map of the Central Ohio Railroad and connecting lines. 1850. Litho of Wm. Schuchman, Pittsburgh, L. Buehner, 1850. Scale ca. 1:1,500,000. 99×41 cm.

Outline map of the northeastern and north-central United States showing the railroad network.

"Comparative Distances by the Great Railway Routes of Ohio from Columbus to New York" are listed to the right of the map. Chartered February 8, 1847.

Central Railroad Extension Company of Long Island

363

Colton (G. W. and C. B.) and Company. Map showing the route & connections of the Central Rail Road Extension Company of Long Island. New York, 1873. scale not given. 37×65 cm.

Shows New York City and eastern Long Island. Indicates drainage, cities and towns, roads, and railroads.

Charleston and Savannah Railroad

364

Walker Evans & Co. Map showing the location of the Charleston & Savannah R.R. May, 1856. Scale 1:180,000. 51×84 cm.

Map of the South Carolina tidewater area between Charleston and Savannah, Ga.

"The red line represents the located line; the blue lines represent some of the principal experimental lines." Chartered December 20, 1853. Reorganized in 1866 as the Savannah and Charleston Railroad.

Chesapeake and Ohio Railway

365

Maury, Matthew F. Map showing the economic minerals along the route of the Chesapeake & Ohio Rail Way to accompany the geological report of Thomas S. Ridgway. 1872. col. Scale 1:506,880. 36×100 cm.

Covers area from Richmond, Va., to the Ohio River along the route of the railroad and shows the geological sections in which minerals are found. Consolidated from the Virginia Central and Covington and Ohio Railroads in August 1868.

366

Colton (G. W. and C. B.) and Company. Map of the Chesapeake and Ohio Railroad and its connections. New York, 1873. col. Scale ca. 1:1,500,000. 39×106 cm.

Map of the central portion of the eastern United States between the Atlantic and St. Louis showing drainage, cities and towns, counties, roads, railroads, and iron and coal deposits.

Inset: [Transcontinental connections] 13×60 cm.

Chester, Iron Mountain, and Western Railroad

367

Colton (G. W. and C. B.) and Company. Map of the Chester, Iron Mountain & Western Railroad and its connections. New York, 1881. col. Scale 1:1,267,200. 53×72 cm.

Map of Missouri, Illinois, and vicinity. Shows drainage, cities and towns, the railroad network, coalfields, and iron and lead mines.

Chicago and Canada Southern Railway

368

Colton (G. W. and C. B.) and Company. Map showing the route of the Chicago and Canada Southern Railway and its connecting lines.

New York, 1872. col. Scale. 1:2,217,600. 47×98 cm.

Map of the northeastern and midwestern United States showing drainage, cities and towns, county boundaries, and the railroad network, with emphasis on the main line.

Chicago and Northwestern Railway

369

Chicago & Northwestern Railway. *Land Department*. Map showing the location of the Chicago & Northwestern Railway with its branches & connections through Illinois, Iowa, Nebraska, Wisconsin Minnesota, Michigan, [Chicago, 1862] col. Scale 1:1,267,200. 70×125 cm.

Map of the midwestern states showing relief by hachures, drainage, cities and towns, township and county boundaries, and the completed, proposed, and under-construction railroads. Includes a table of distances.

370

Rand McNally and Company. Correct map of Dakota compiled from United States and Territorial surveys Nov. 1, 1882. Published by the Chicago & North-Western Railway. [Chicago, 1882] Scale ca. 1:1,500,000. 61×47 cm.

"The large lines on the above map show the location of the Chicago & North-Western Railway, and its branches, the small lines its connections."

Shows relief by hachures, drainage, cities and towns, townships, counties, and railroads.

Inset: [North-central states] 16×34 cm.

Chicago and Rock Island Railroad

371

Leefe, George E. Map of Chicago & Rock Island, Peoria and Bureau Valley, and Mississippi & Missouri railroads; with their connections to New York. [1852?] Lith. of Geo. E. Leefe, New York. col. Scale ca. 1:1,500,000. 42×144 cm.

Outline map of the northeastern and north-central United States showing "railroads completed or in progress" and "railroads proposed & authorized unless named as 'projected.'"

Chicago and Southwestern Railway

372

Colton (G. W. and C. B.) and Company. Map of the Chicago and Southwestern Railway and the Chicago, Rock Island & Pacific Railroad. And their connections. New York, 1869. col. Scale 1:1,250,000. 41×74 cm.

Map of the midwestern states showing drainage,

Rand McNally's 1874 timetable map, one of many such commercial maps published for distribution at railroad ticket offices. (See descriptive note to entry 378)

FROM CHICAGO TO MILWAUKEE, ST. PAUL, AND MINNEAPOLIS GET THROUGH TO CHICAGO, MILWAUKEE & ST. PAUL HAILWAY.

FROM MINNEAPOLIS AND ST. PAUL, VIA MILWAUKEE TO CHICAGO.

STATIONS ON THE LINES OF THE CHICAGO, MILWAUKEE & ST. PAUL HAILWAY.

WISCONSIN:

Ashville	Paul River	Luvelk	Shed's Crossin
Aho's Grove	Paul Creek	Lyness	Shoshoni
Aino	Port Loran	Lyness	Shoshoni
Arlington	Port Loran	Marion	Shoshoni
Aura	Port Loran	Marion	Shoshoni
Barney	Port Loran	Marion	Shoshoni
Beaver Dam	Port Loran	Marion	Shoshoni
Bain	Port Loran	Marion	Shoshoni
Barber	Port Loran	Marion	Shoshoni
Bark	Port Loran	Marion	Shoshoni
Bark	Port Loran	Marion	Shoshoni
Bark	Port Loran	Marion	Shoshoni
Bark	Port Loran	Marion	Shoshoni
Bark	Port Loran	Marion	Shoshoni

MINNESOTA:

Adams	Elmer	Leaning	Red Wing
Akers	Fergus	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing
Albion	Franklin	Leaning	Red Wing

ILLINOIS:

Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul
Chicago	Peoria	St. Louis	St. Paul

IOWA:

Akers	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing
Albion	Clear Lake	Leaning	Red Wing

NEW AND AMPLIFIED PALACE DAY & SLEEPING COACHES

MINNEAPOLIS TO ST. PAUL TO CHICAGO

GREAT THROUGH ROUTE BETWEEN THE NORTH-WEST POINTS EAST & SOUTH

CHICAGO, MILWAUKEE & ST. PAUL RY

CHICAGO, MILWAUKEE, LA CROIX, ST. PAUL, MINNEAPOLIS, AND ALL POINTS IN MINNESOTA AND NORTHERN IOWA.

cities and towns, townships, counties, and the railroad network with emphasis on the main lines.

Chicago, Burlington, and Quincy Railroad

373
Heubach, Emil. Map of the Chicago, Burlington and Quincy R.R. Chicago, 1879. col. Scale ca. 1:1,750,000. 70x106 cm.

Map of the north-central United States showing relief by hachures, cities and towns, township and county boundaries, wagon roads, and railroad network with emphasis on the main line. Incorporated February 12, 1849, as the Aurora Branch Railroad. Know popularly as the Burlington Route. See entries, 356 and 357.

374
Cram, George F. Correct map of the Chicago, Burlington, and Quincy Rail Road and its principal connecting lines. Chicago, 1881. col. Scale ca. 1:3,000,000. 2 sheets, each 66x93 cm.

Map of the United States, eastern and western sheets, with relief by hachuring, drainage, cities and towns, county boundaries, and Indian reservations. The railroad network is overprinted in red. Heavy red lines indicate main line of the Chicago, Burlington, and Quincy Railroad.

375
Rand McNally and Company. Chicago, Burlington & Quincy R.R. and intersecting lines. 1883. [Chicago, 1883] col. Scale ca. 1:500,000. 56x100 cm.

Map of the midwestern states showing relief by hachures, drainage, cities and towns, and the railroad network coded in color with the main line emphasized.

Chicago, Great Western Railway

376

Poole Bros. Chicago Great Western Railway "Maple Leaf Route." Chicago, c1897. col. Scale ca. 1:1,150,000. 69×69 cm.

Map of the midwestern United States showing drainage, counties, cities and towns, railroad network with the main line in heavy black lines. Ticket and general information on the verso.

Chicago, Kansas, and Nebraska Railway

377

Sebastian, John. New and correct map of the Chicago, Kansas & Nebraska Ry. Rock Island Route. Buffalo, Matthews, Northrup & Co. Art Printing Works, 1888. Scale 1:5,500,000. 39×99 cm.

Map of the United States showing relief by hachures, drainage, state boundaries, cities and towns, and the railroad network with heavy lines for main routes.

Chicago, Milwaukee, and St. Paul Railway

378

Colton (G. W. and C. B.) and Company. Map of the railroads and extensions of the Chicago, Milwaukee, and St. Paul Railway Company. New York, 1881. col. Scale 1:1,267,200. 78×110 cm.

Detailed map of the north-central states showing drainage, cities and towns, township and county boundaries, and the railroads with names and emphasis on the main line. Incorporated in 1863 as the Milwaukee and St. Paul Railway. See items 464 and 465. In 1874 the word Chicago was added to the name. LC has a Rand McNally and Company map, measuring 35×45 cm., which uses the new name for the first time.

Chicago, Rock Island, and Pacific Railroad

379

Heubach, Emil. New rail road map of the United States and the Dominion of Canada, showing the Chicago, Rock Island and Pacific R.R. The great overland route and short line to the west and south-west. [Chicago, 1879] Scale ca. 1:5,000,000. 48×103 cm.

Map of the United States showing relief by hachures, drainage, cities and towns, state bound-

aries, and the railroad network with emphasis on the main line. The line was created by an act of the state of Illinois, February 27, 1847, and amended July 27, 1851. The line reached the Mississippi River on February 22, 1854, where the first bridge to cross the river was opened on September 1, 1854, linking Rock Island, Ill., with Davenport, Iowa.

Inset: Map of the World. 11×13 cm.

Chicago, St. Paul, and Fond du Lac Railroad

380

Endicott & Co. Map of the Chicago, St. Paul & Fond du Lac Railroad. Lith. of Endicott & Co. N.Y. [1855] Scale ca. 1:1,700,000. 40×44 cm.

Outline map of Wisconsin and parts of adjoining states showing major drainage, important cities, and the present and proposed railroad network.

Cincinnati Railway

381

Hinman, Russell. Map of the surveys of the Cincinnati Railway. W. A. Gunn, Ch. Eng. Cincinnati, Strobridge & Co., 1873. col. Scale 1:633,600. 83×43 cm.

Outline map of central Kentucky and Tennessee with railroads in red.

Note: "Figures in red are county populations. Surveyed routes, profiles annexed, surveyed routes not annexed, explored routes not surveyed."

Cincinnati Southern Railway

382

Mendenhall, Edward. Map of the Cincinnati Southern Railway and connections . . . Published for the Cincinnati Southern Railway. c1879. Cincinnati, 1879. col. Scale not given. 60×94 cm.

Map of the eastern United States showing relief by hachures, drainage, cities and towns, state boundaries, and the railroad network with heavy red and black lines for the main lines. Distances shown by 100-mile concentric circles centered on Cincinnati.

Inset: Map showing the connection of the Cincinnati Southern Railway with the Gulf ports and the ports of South America.

Cincinnati, Virginia, and Carolina Railway

383

Colton (G. W. and C. B.) and Company. Map of the Cincinnati, Virginia, & Carolina Railway and its connections. New York, 1881. Scale 1:2,217,600. 40×50 cm.

Map of the southern states showing drainage, cities and towns, and mines and minerals along the route of the main line.

Cleveland and Mahoning Railroad

384

Mueller, J. Map of the Cleveland and Mahoning Rail Road and its connections. Edward Warner, Chief Engineer. 1853. Philadelphia, Sinclair's Lith. [1853] Scale ca. 1:2,050,000. 35×68 cm.

Sketch map of the north-central and middle Atlantic states showing the railroad network, major cities, rivers, and state boundaries.

Tables of distances appear on both sides of title. Chartered on February 22, 1848.

Cleveland and Toledo Railroad

385

Thomas (G. F.) & Co. Cleveland and Toledo Rail-Road. 1856. Middleton, Wallace & Co. Lithos. Cin. Scale ca. 1:1,600,000. 14×16 cm.

Sketch map of northern Ohio showing the railroad lines. Below the neat line is a list of officers and directors of the company. Chartered as the Junction Rail Road, March 2, 1846.

Coal and Iron Railway

386

Colton (G. W. and C. B.) and Company. Map showing the road of the Coal and Iron Railway Co. And the coal and iron ore lands along its line. New York, 1882. col. Scale 1:760,320. 60×80 cm.

Map of the middle Atlantic states showing drainage, cities and towns, canals, roads, and railroads.

Coheco Railroad

387

Parrott, George B. Map of rail road routes from Rouse's Point to Portsmouth and Boston. Compiled for the Coheco Railroad Co. November, 1848. Lith. of Sharp & Price, Boston. Scale ca. 1:530,000. 66×50 cm.

Map shows Massachusetts, New Hampshire, and Vermont. Includes a table of distances and indicates "constructed & completed" and "contemplated & chartered" railroads. The Coheco line was chartered on July 2, 1847.

Columbus and Pensacola Railroad

388

Palmer, William R. A map of part of Alabama & Florida. Showing the route of the proposed Columbus & Pensacola Rail Road. Accompanying the

report of Major J. D. Graham, U.S. Topographical Engr. Feb. 6th, 1836. Drawn chiefly from the original surveys in the Gen. Land Office at Washington by Wm. R. Palmer, U.S. Asst. Civil Engr. Scale ca. 1:800,000. 22×20½ in. 56×52 cm.

From *Letter from the Secretary of War*, 24th Congress, 1st session. House. doc. 176.

At head of title: "No. 1."

Map of southern Alabama and part of western Florida showing roads, cities, and drainage.

Columbus, Chicago, and Indiana Central Railway

389

Colton (G. W. and C. B.) and Company. Map showing the lines of the Columbus, Chicago, and Indiana Central Railway. And their connections. New York, 1868. col. Scale 1:1,267,200. 49×175 cm.

Township and county map of the middle Atlantic and midwestern states showing drainage, cities and towns, railroad stations, railroads, and distances between stations.

Connecticut and Western Railroad

390

Colton (G. W. and C. B.) and Company. Map showing the line of the Connecticut & Western Railroad. And its connections. New York, 1871. Scale ca. 1:1,750,000. 35×70 cm.

Map of New England and vicinity showing drainage, cities and towns, county boundaries, and the railroad network with emphasis on the main line.

Consolidated Southern Railway

391

Colton (G. W. and C. B.) and Company. Map showing the Consolidated Southern Railway. Kentucky Division—Eastern Kentucky R.R. Virginia Division—Norfolk & Cincinnati R.R. Tennessee & Carolina Division and its connections. New York, 1883. col. Scale 1:2,217,600. 40×53 cm.

Map of the southeastern United States showing drainage, cities and towns, county boundaries, the railroad network, and mineral deposits.

Continental Railway

392

Colton (G. W. and C. B.) and Company. Map showing the route of the Continental Railway and its connecting lines. New York, 1873. col. Scale 1:2,217,600. 50×96 cm.

Map of the northeastern United States showing drainage, cities and towns, county boundaries, and the railroad network with emphasis on the main line.

Corpus Christi and Rio Grande Railway

393

Bien, Julius. Corpus Christi and Rio Grande Railway Company. [Map showing the proposed railroad between Larado and Corpus Christi and its connections with Mexico] New York, J. Bien, [1873] col. Scale ca. 1:2,200,000. 37×61 cm.

From *An Act to Incorporate the Corpus Christi and Rio Grande Railway Company and to Aid in the Construction of the Same*. Passed May 24th, 1873.

Outline map of southwest Texas and part of Mexico showing relief by hachures, drainage, and major cities and towns.

Inset: Corpus Christi Channel. 9×17 cm.

Danville and Pottsville Railroad

394

Kennedy, David K. and Lucas, William B. Plan and profile of the Danville and Pottsville Rail Road. 1831. Kennedy & Lucas's Lithography, Philadelphia. Scale ca. 1:85,000. 47×63 cm.

Across bottom of map: "Profiles of grades."

Detailed map of part of Pennsylvania between Sharp Mountain and the Susquehanna River showing roads, drainage, and relief by hachures along the survey route.

Shows the east and west branches of the Mount Carbon Railroad and the Mill Creek Railroad, which began operation in 1829. Chartered on April 8, 1826. Name changed in 1851 to the Philadelphia and Sunbury Rail Road.

Danville, Olney, and Ohio River Railroad

395

Colton (G. W. and C. B.) and Company. Map of the Danville, Olney & Ohio River Railroad and its connections. New York, 1881. col. Scale 1:1,267,200. 54×69 cm.

Map of the north-central states showing drainage, cities and towns, township and county boundaries, coal fields in Illinois, and the railroad network with emphasis on the main line.

Danville, Urbana, Bloomington, and Pekin Railroad

396

Colton (G. W. and C. B.) and Company. Maps showing the Danville, Urbana, Bloomington & Pekin Railroad and its connections. New York,

1869. col. Scales 1:1,250,000 and ca. 1:7,500,000. 2 maps on one sheet 69×64 cm.

Map of the midwestern states shows drainage, cities and towns, township and county boundaries, and the railroads with emphasis on the main line and mileage between stations. General map shows transcontinental railroad connections.

Delaware and North River Railroad

397

Colton (G. W. and C. B.) and Company. Map showing the Delaware and North River Railroad and its connections between Kingston, Port Jarvis and Stroudsburg. New York c1890. col. Scale ca. 1:1,250,000. 44×54 cm.

Map of the northeastern states showing drainage, cities and towns, and the railroad network with emphasis on the main line.

Denver and Rio Grande Railway

398

Mota, Alb. von. Map of the Denver and Rio Grande Railway and connections. [1873] Scale ca. 1:1,900,800. 61×28 cm.

Map of western Colorado and New Mexico showing relief by hachures, drainage, cities and towns, counties, mineral areas, roads, and railroads. Includes completed and proposed lines. General information for tourists on verso.

399

Eccles, S. W. Map of the Denver & Rio Grande Railway. Showing its connections and extensions also the relative position of Denver and Pueblo to all the principal towns and mining regions of Colorado and New Mexico. Chicago, Rand, McNally & Co., [1881] c1881. col. Scale 1:760,320. 90×71 cm.

At head of title: "776 miles in operation. 691 miles under construction."

Outline map of Colorado and New Mexico showing major relief by hachures, major drainage, cities and towns, and county boundaries. Main lines are indicated by heavy colored lines.

400

Rand McNally and Company. Denver and Rio Grande Railway System. 1886. [Chicago, 1886] col. Scale not given. 36×45 cm.

Map of Colorado and part of New Mexico showing relief by hachures and shading, drainage, cities and towns, counties, stage roads, and railroads with the main line emphasized.

Inset: [U.S. southwest] 9×16 cm.

Duluth and Winnipeg Railroad

401

Colton (G. W. and C. B.) and Company. Map showing the route of the Duluth & Winnipeg Railroad and its connections. New York, 1881. col. Scale 1:2,217,600. 53×84 cm.

Map shows the north-central states with drainage, cities and towns, and the railroad network indicated. Emphasizes the main line.

East River Railroad

402

Hotchkiss, Jedediah. Map showing the preliminary line of the East River Railroad. May, 1881. col. ms. Scale 1:63,360. 34×81 cm. (Jedediah Hotchkiss map coll. no. 271)

“Engineer Office of Jed. Hotchkiss, Stanton, Va. August, 1881.” Map of part of Virginia showing relief by form lines, drainage, mills, property owners names, towns, roads, and the railroad line, with distances, in red.

Eastern Shore Railroad

403

Kearney, James. Experimental survey for the Eastern Shore Rail Road, Maryland. Drawn by W. H. Emory & J. McClelland Asst. Civ. Eng. Made under the direction of James Kearney. [1853?] Scale ca. 1:128,000. 2 sheets, each 40×72 cm.

At top of map: “Profiles of line.”

Survey map along route of line covering strip of land in Maryland from Elk Landing to Tangier Sound. Shows streams, fields, land owners, roads, and the “lines run with compass & level, Lines run with compass.”

The line was chartered in 1853, organized in 1859, and the first section of road completed in 1860.

Erie Railway

404

Colton (G. W. and C. B.) and Company. Map of the Erie Railway and its connections. New York, 1869. col. Scale 1:1,267,200. 47×139 cm.

Map of the northeastern and north-central states showing drainage, cities and towns, township and county boundaries, and the railroads with emphasis on the main line. Incorporated in 1832 as the New York and Erie Rail Road. See entries 481–483. Became Erie Railway in 1861. In 1878 was known as the New York, Lake Erie, and Western Railroad. Incorporated again as the Erie in 1895.

Inset: [New York City and vicinity] 10×10 cm.
LC also has 1875 edition which lacks inset.

Evansville and Crawfordsville Railroad

405

McLellan, David. Map of the Evansville and Crawfordsville Rail Road with its connections. D. McLellan Lith., New York [185–] col. Scale ca. 1:1,500,000. 43×103 cm.

Map of northeastern and north-central United States showing drainage, county boundaries, larger cities, and the completed and proposed railroad network.

Fitchburg Railroad

406

Bouvé, Elisha W. Plan showing the proposed entrance into Boston of the Fitchburg Rail Road. [184–] Scale 1:24,000. 41×71 cm.

Street map of part of Boston showing the railroad yards and the passenger depot.

At the upper right of the plan is the “Proposed Plan of Depot of Granite. Front View on Causeway Street.” Chartered on March 3, 1842.

Florida Railroad

407

Koerner, P. W. Oscar. [Sketch map of north-eastern Florida showing the Florida Railroad and proposed connections] Jan. 1860. Ms. Scale 1:360,000. 54×50 cm.

Most of title and several small unimportant sections of the map are missing.

Florida Transit and Peninsula Railroad

408

Colton (G. W. and C. B.) and Company. Maps showing the Florida Transit and Peninsula Rail Road and its connections. New York, 1882. col. Scales 1:1,140,000 and 1:3,800,000. 2 maps on one sheet 47×67 cm.

Maps of southern United States. Main map covers Florida and vicinity and indicates drainage, cities and towns, township and county boundaries, railroads, and the land grant in central Florida. General map shows connections to southern and Gulf states.

List gives distances for lines in operation and under construction.

Fort Scott, Topeka, and Lincoln Railroad

409

Colton (G. W. and C. B.) and Company. Colton’s map of the United States showing the route & connections of the Fort Scott, Topeka & Lincoln R.R. New York, 1883. col. Scale 1:3,168,000. 77×100 cm.

Map of the eastern half of the United States showing relief by hachures, drainage, railroads with emphasis on the main line.

Fort Wayne and Southern Railroad

410

Holman, W. J. A section of Colton's large map of Indiana with the Fort Wayne and Southern Rail Road marked upon it, as located also a map of the United States showing Road and its connections together with a profile of the Ohio river and lands adjoining and a section of the double track rail road tunnel under the Ohio river at Louisville, Kentucky & Jeffersonville, Indiana for the year 1855 ending Oct. 1. W. J. Holman, President and Chief Engr. Wm. W. Rose, Lith. N.Y. Scale ca. 1:350,000. 76×105 cm.

Scale of map of the eastern half of the United States is ca. 1:3,300,000. The map indicates "Railroads finished and under way" and "railroads proposed." Chartered January 15, 1849.

Fox River Valley Railroad

411

Lipman & Riddle. Fox River Valley R.R. in Wisconsin with its connections. Lipman & Riddle, Lith. Milwaukee, [1857] Scale ca. 1:600,000. 55×74 cm.

Shows area of southern Wisconsin and northern Illinois. Indicates county boundaries, larger cities, and some drainage. The line was chartered in 1852 and constructed in 1854.

Fredericksburg and Gordonsville Railroad

412

Colton (G. W. and C. B.) and Company. Map showing the Fredericksburg & Gordonsville Rail Road of Virginia, leading from Fredericksburg, via Orange C.H., to Charlottesville, where it connects with the Chesapeake & Ohio R.R. and the extension of the Orange & Alexandra R.R. to Lynchburg. New York, 1869. col. Scale 1:760,320. 58×87 cm.

Map of the middle Atlantic states showing relief by hachures, drainage, cities and towns, canals, roads, and railroads, with emphasis on the main lines. Includes a list of distances for "Short Cut to Tide-Water . . ." Chartered March 1, 1853. Name changed in 1876 to the Potomac, Fredericksburg, and Piedmont Railroad. See entry 541.

Fremont and Indiana Railroad

413

Medberry, S. Map of the Fremont and Indiana Rail Road and its connections. December 1858.

Engr. by W. H. Arthur & Co. N.Y. Scale ca. 1:2,300,000. 47×95 cm.

Map of the northeastern and north-central United States showing drainage, place names, state boundaries, and the completed and proposed railroad network. Chartered April 25, 1853. Opened in 1859.

Gelena and Chicago Union Railroad

414

Colton (G. W. and C. B.) and Company. Map showing the location of the Gelena & Chicago Union Railroad with its branches & connections in Illinois, Wisconsin, Iowa and Minnesota. New York, 1862. col. Scale ca. 1:1,250,000. 36×64 cm.

Map of the midwestern United States showing drainage, cities and towns, counties, and the railroad network with emphasis on the main line. Chartered January 16, 1836, constructed in 1853. Consolidated into the Chicago and Northwestern Railway, 1864. See entries 369 and 370.

Geneva and Hornellsville Railroad

415

Colton (G. W. and C. B.) and Company. Map showing the Geneva & Hornellsville Railroad and its connections. New York, 1875. Scale 1:570,240. 49×56 cm.

Map of western New York and part of Pennsylvania showing drainage, cities and towns, counties, and the railroads with emphasis on the main line. See entry 562.

Georgia Railroad

416

Thomson, J. Edgar. A map of the Georgia Rail Road and the several lines of railroad connecting with it. Febr. 1839. P. S. Duval, Lith. Phila. Scale 1:2,000,000. 56×74 cm.

"The Georgia Rail-Road extends from Augusta Geo. The head of navigation on the Savannah River to the Western and Atlantic Rail-Road—which it joins—near Decatur. Length 165 miles. Length of W & A R.R. 130 miles—making the total distance from the navigable waters of the Atlantic to those of the Mississippi 295 miles.—The greatest rise on this route is 36 feet per mile and no stationary power required on the whole line."

Map of the southeastern United States indicating drainage, relief by hachures, place names, roads, canals in blue, Georgia Railroad in red, "R.R. completed & in progress" in yellow, "R.R. chartered & proposed" in brown. Probably made to accompany his Report of the Engineer in Chief,

May 13, 1839. Created by Act of December 21, 1836. See also items 613 and 614.

Gettysburg Railroad

417

Campbell, Henry R. Map and profile of the Gettysburg Rail Road as surveyed by order of the legislature of Pennsylvania. 1839. Philadelphia, P. S. Duval & Co., 1839. Scale 1:80,000. 31×85 cm.

Survey map and profile of part of Pennsylvania and Maryland from Gettysburg to the Potomac River. Shows relief by hachures along the line, creeks, roads, and cities and towns. Chartered on January 9, 1838; constructed December 1, 1858.

Grand Rapids and Indiana Railroad

418

Colton (G. W. and C. B.) and Company. Map showing the Grand Rapids & Indiana Railroad. And its connections. New York, 1871. col. Scale ca. 1:4,000,000. 28×20 cm. on sheet 28×40 cm.

Advertising map covering Michigan and vicinity. Shows drainage, cities and towns, railroad land grant, and the railroad network emphasizing the main line. Information on bond sale by Winslow, Lanier & Co., N.Y., on the verso. Under construction by Continental Improvement Company, George W. Cass, President.

Great Central Railway

419

Schuchman, William. Map of the Great Central Railway Line of the west and connecting lines. 1854. Wm. Schuchman Lith., Pitts. col. Scale ca. 1:1,400,000. 98×40 cm.

Map of the north-central and northeastern United States showing some drainage, state boundaries, and place names along the railroad lines. Covers area between New York City and St. Louis, Mo.

420

Tunis, W. E. International rail road guide of the Great Central Route. Published by W. E. Tunis, Printer, Book-Seller, and Stationer, Niagara Falls, N.Y., [1855?] col. Scale ca. 1:4,000,000. 33×66 cm.

Shows railroad lines in the north-central and northeastern United States connecting with the Michigan Central and New York Central Railroads.

421

Noble, C. E. Map of the Great Central Route and its connections. The most central, attractive, direct and reliable thoroughfare between the eastern and western states. Engraved and printed in oil colors by Thomas & Lathrops, Buffalo, N.Y. Entered according to act of Congress, in the year 1856. col. Scale ca. 1:3,250,000. 36×80 cm.

At right of map: "Statistics of suspension bridge."

Outline map of the north-central and north-eastern states indicating larger cities, county boundaries, and railroad network emphasizing the Michigan Central Railroad and the Great Western Railway.

Inset: [View of] Mammoth suspension bridge over Niagara River in view of the falls.

Great Kennesaw Route

422

Matthews, Northrup & Co. Map of the Great Kennesaw Route via Washington, Roanoke and, Knoxville. Buffalo, 1890. col. Scale ca. 1:5,000,000. 45×85 cm.

Map of the United States showing relief by hachures, drainage, cities and towns, state boundaries, and the railroad network with named lines. Heavy black lines emphasize the main line. See entry 614.

Great Western and Lake Erie Railroad

423

Herron, James Map of the proposed Great Western and Lake Erie Rail Road of Pennsylvania projected for the Sunbury Erie and Pittsburg [sic] Rail Road Convention by James Herron Civil Engineer. 1847. Engraved by J. L. Townley. Scale ca. 1:1,100,000. 48×67 cm.

Physical map of Pennsylvania and parts of adjacent states showing drainage, relief by hachures, spot heights in feet, state boundaries, canals, cities and towns. Finished and proposed railroads with names of lines and mileages are indicated.

Hannibal and St. Joseph Railroad

424

Colton, George Woolworth. Map of the Hannibal & St. Joseph Railroad and its connections published by the American Railway Review, New York. Engraved & printed by G. Woolworth Colton, N.Y. Entered according to Act of Congress, in the year 1860. col. Scale 1:1,267,200. 23×38 cm.

Township map of northern Missouri and parts of Kansas and Illinois showing rivers, place names, railroads, and the land grant to the Hannibal & St. Joseph Railroad. Profile of the railroad is

G. W. Colton's 1860 township map of the Hannibal & St. Joseph Railroad, showing the land granted to the rail line. This type of mapping contributed to the development of distorted timetable maps, which placed emphasis on specific lines by positioning stations evenly along heavy, dark lines. (Entry 424)



shown across bottom of map. Chartered in 1847 and completed in 1859.

425

Thomas, G. F. Hannibal & St. Joseph Railway & connections. New York, D. Appleton & Co., 1863. Scale not given. 11×15 cm.

From *Appletons' Illustrated Railway and Steam Navigation Guide* (New York, 1863).

Small sketch map showing drainage and the major cities and towns in the midwest. Includes railroad stations along a heavy distorted line representing the main railroad line in Missouri. This is an early example of the typical timetable map developed in the 1870's which was designed to place emphasis on specific routes.

Harrisburg to Pittsburgh Railroad

426

Map of the projected railway from Harrisburg to Pittsburg [sic], with proposed extensions to Cleveland, Wooster, Sandusky, Toledo, Cincinnati. Michigan City, Chicago, Galena, Rock Island, St. Louis, &a. in connection with the public works of

Pennsylvania, Ohio, Indiana and Illinois. [1840–1849] col. Scale ca. 1:2,500,000. 40×104 cm.

Covers area between Massachusetts and Virginia and west to the Mississippi River. Shows “finished” and “proposed” railroads. A mileage chart entitled “Rail Road Routes from Seaboard to the Interior” appears at lower right of map. Harrisburg to Pittsburgh Railroad is part of the Pennsylvania Railroad. See entry 517.

Hillsborough and Cincinnati Railroad

427

Jacobi, L. Hillsborough & Cincinnati Railroad map extending from Hillsborough, Highland Co. to the coal field at Jackson, Jackson Co. Ohio. As located in 1852 under the direction of Ellwood Morris, Chief Engr. N. F. Jones, Princ. Assist. Eng. [1852] Scale 1:126,720. 21×70 cm.

Topographic strip map indicating drainage, relief by hachures, roads, houses, property owners names, and county names.

This line was chartered in Ohio, March 2, 1846. It was purchased by the Baltimore and Ohio Railroad in 1860.

428

Jacobi, L. Hillsborough & Cincinnati Railroad map extending from Jackson, Jackson Co. Ohio to Parkersburg, Va. As located in 1853 under the direction of Ellwood Morris, Chief Eng. N. E. Jones, S. Linton, Princ. Assist. Engrs. [1853] Scale 1:126,720. 25×75 cm.

Topographic strip map indicating drainage, relief by hachures, roads, houses, property owners names, and county names.

This line was chartered in Ohio, March 2, 1846. It was purchased by the Baltimore and Ohio Railroad in 1860.

Houston and Texas Central Railroad

429

Colton (G. W. and C. B.) and Company. Map showing the Houston & Texas Central Railroad and its connections. Prepared at Colton's Geographic Establishment. N.Y., 1867. New York, 1867. Scale ca. 1:3,200,000. 56×64 cm.

Part of southwestern United States showing relief by hachures, drainage, cities and towns, counties, and the railroad network with emphasis on the main line.

Hudson River Railroad

430

Moore, W. C. Map of the Hudson River Railroad from New York to Albany. Entered according to Act of Congress in the year 1848 by G. Snyder. Engraved by Robt. Haering, N.Y. Scale 1:63,360. 43×382 cm.

Topographic strip map of the Hudson River Valley from Waterford to New York City, showing drainage, relief by hachures, county and township boundaries, cities and towns, roads and canals. Indicates the track of the Hudson River Railroad and the "line surveyed but not adopted."

LC also has a copy with ms. triangulation lines and place names added between Dobbs Ferry and Peekskill and a full-size, colored manuscript copy, on tracing linen "Traced by Jna. A. Cambell July 25, 1856. Note: "Copied in the Office of the Coast Survey . . . Washington, D.C. July 25, 1856" Signed: H. W. Benham, Capt. of Engr.

Chartered in 1846 and consolidated with New York Central Railroad. See entries 486-488.

Illinois Central Railroad

431

Rand McNally and Company. Map of Illinois Central R.R. [Chicago, 1892] col. Scale ca. 1:2,700,000. 92×62 cm.

At top of map in ms: "Recd with RR Co.

Report June 30/92 (Actually recd. Oct. 14/92)."

U.S. central states from Great Lakes to Gulf of Mexico, showing relief by hachures, drainage, cities and towns, roads and railroads. Principal north-south line, chartered in 1850 and incorporated in 1851. 706 miles opened for traffic in 1856. First railroad to receive lands granted by the passage of the "Illinois Central Land Grant Bill."

Indiana and Illinois Central Railway

432

Colton (G. W. and C. B.) and Company. Map showing the Indiana & Illinois Central Railway and its connections. New York, 1872. Scale 1:1,267,200. 68×71 cm.

Shows north-central United States and includes drainage, cities and towns, township and county boundaries, and the railroad network with emphasis on the main line. Chartered January 1, 1853. Completed in 1873. Became part of the Cincinnati, Indianapolis, and Western Railway.

Indiana, Bloomington, and Western Railway

433

Colton (G. W. and C. B.) and Company. The Indiana, Bloomington and Western Railway System. New York, 1881. col. Scale 1:1,267,200. 46×80 cm.

Map of the north-central United States showing drainage, cities and towns, township and county boundaries, and the railroad network with emphasis on the main line.

LC also has a reduced edition of 1882. 22×50 cm.

Iowa and Missouri State Line Railroad

434

Colton (G. W. and C. B.) and Company. Map showing the Iowa & Missouri State Line Railroad and its connections. New York, 1868. col. Scale 1:1,267,200. 176×50 cm.

Township and county map of the northern United States showing drainage, cities and towns, and the railroad network emphasizing the main line.

Iowa Central Air Line Railroad

435

Colton (J. H.) & Company. Map of the Iowa Central Air Line Railroad and its connections. Engraved & printed by J. H. Colton & Co., New York. Entered according to act of Congress in the year 1857. Scale ca. 1:1,550,000. 69×94 cm.

Detailed township map of the north-central states indicating drainage, cities and towns, townships, county boundaries, the road and railroad networks, and in blue overprint the connections with the Iowa Central line.

Inset: [Map of the northern United States] 17×76 cm.

Iowa Railroad

436

Colton (G. W. and C. B.) and Company. Map showing location of lands belonging to the Iowa Rail Road Land Company Iowa Falls, and Sioux City R.R. Land Company Sioux City, and Pacific Land Company & Elkhorn Land Company. J. T McAlvin, Del. I.R.R. Land Department, Cedar Rapids, Iowa. 1871. New York, 1871. Scale ca. 1:1,250,000. 41×68 cm.

Map of the midwestern states showing drainage, township and counties, land grants, railroads with named lines. Includes geographical description and advertising.

Jackson, Lansing, and Saginaw Railroad

437

Colton (G. W. and C. B.) and Company. Map showing the Jackson, Lansing & Saginaw Railroad and its connections. New York, 1867. col. Scale 1:1,267,200. 64×44 cm.

Map of the Great Lakes area showing drainage, cities and towns, township and county boundaries, and the railroad network with emphasis on the main line.

Jacksonville, North Western, and South Eastern Railway

438

Watson, Gaylord. Map showing the Jacksonville North Western and South Eastern Railway and its connections. New York [185-] col. Scale 1:1,050,000. 59×64 cm.

Map of Illinois, Indiana, and parts of adjacent states showing drainage, stations, and the railroad network.

Kansas and Gulf Short Line Railroad

439

Colton (G. W. and C. B.) and Company. Map showing the Kansas & Gulf Short Line R.R. and the Texas & St. Louis R'y with its branches, extensions and connections. New York, 1881. col. Scale 1:2,090,880. 77×77 cm.

Detailed map of the central portion of the United States showing drainage, cities and towns, and the

iron and timber areas in Texas. Indicates the railroad network with emphasis on the main lines.

La Crosse and Milwaukee Railroad

440

Colton, Joseph Hutchins. Map of the La Crosse and Milwaukee Rail Road and connections. J. H. Colton & Co., New York, 1855. Scale ca. 1:2,150,000. 61×102 cm.

G4071.P3L2 1855.C611

Map of the northeastern and north-central United States indicating major drainage, larger cities, state boundaries, and the railroad network. Chartered April 2, 1852.

Inset: [Enlarged map of central Wisconsin] 20×37 cm.

Lake Erie and Louisville Railway

441

Colton (G. W. and C. B.) and Company. Map showing the line of the Lake Erie and Louisville Railway and its connections. New York, 1872. col. Scale 1:1,267,200. 55×69 cm.

Map of the north-central states showing drainage, cities and towns, and the railroad network with emphasis on the main line. Consolidation of the Fremont, Lima, and Union and the Lake Erie and Pacific Railroads, February 4, 1865.

Lexington and Big Sandy Railroad

442

Westbrook, J. B. Map of the Lexington and Big Sandy Railroad showing the connections. 1853. J. B. Westbrook, Chief Engineer. Middleton & Wallace Litho. Cin. O. Scale ca. 1:1,700,000. 63×98 cm.

Outline map of the middle Atlantic and midwestern states showing the railroad network in operation and under construction. Chartered in 1852 and opened to traffic in 1857.

Little Rock and Fort Smith Railroad

443

Colton (G. W. and C. B.) and Company. Maps showing the connections of the Little Rock and Fort Smith Railroad and its land grant. New York, 1873. col. Scale of main map ca. 1:7,000,000. 79×65 cm.

Two maps on one sheet. Main map shows entire United States with its railroad system and emphasizes the main line.

Secondary map shows land grants. Chartered in 1853 and opened in 1870.

444

[U.S. General Land Office] Map of Franklin County, Arkansas; showing the land grant of the Little Rock & Fort Smith Railway. [Washington, 1893] col. Scale ca. 1:120,000. 63×40 cm.

Detailed county map showing relief by hachures, drainage, township and range lines, cities and towns, roads, and railroads. Railroad land grant distinguished by color.

Lock Haven and Tyrone Railroad

445

McMinn, J. M. Map of the proposed Lock Haven & Tyrone Rail Road. By J. M. McMinn, Esqr. Civil Engineer. P. S. Duval & Co's Lithy. Philada. [1858] Scale 1:47,520. 23×183 cm.

Strip map, showing drainage, relief by hachures, cities and towns, roads, and a canal, between the Susquehanna and the Juniata Rivers in Pennsylvania.

Logansport and Northern Indiana Railroad

446

Nash, L. S. Rail road map accompanying the report an[d] exhibit of the Logansport & Northern Indiana Railroad showing its connections and the through route from St. Louis to New York of which this road forms a part. Logansport, Indiana May 1st 1854. L. S. Nash, Chief Engineer. D. McLellan Lith., New York. col. Scale ca. 1:2,160,000. 108×35 cm.

Map of the north-central and northeastern United States showing drainage, relief by hachures, place names, and state boundaries. Chartered as the Auburn and Eel River Valley Rail Road on March 8, 1853. Name changed August 3, 1853.

Long Island Railroad

447

Colton (G. W. and C. B.) and Company. Map of Long Island showing the Long Island Railroad and its leased lines. col. Scale ca. 1:400,000. New York, 1882. 19×52 cm.

Shows all of New York City and Long Island. Indicates drainage, cities and towns, township and county boundaries, and the railroad network. Chartered on April 24, 1834.

448

Long Island R.R. Company. Map of Long Island showing the Long Island Railroad. c1884. col. Scale ca. 1:400,000. 19×53 cm.

In upper right of map: Mileage of the Long Island R.R.

Map showing drainage, township and county

boundaries, cities and towns, roads, and railroads.

LC has "Large version" c1886 which measures 39×107 cm.

449

Colton (G. W. and C. B.) and Company. Map of New York City, Brooklyn, and vicinity, shewing [sic] suburban lines of Long Island Railroad and its connections. New York, 1885. col. Scale 1:58,000. 69×47 cm.

Map of the five borough area of New York showing drainage, settlements, streets, roads, and railroads. "Manhattan (El.) R'y," "Long Island R.R.," "proposed Cable El. R'y," and connections are color coded.

Louisville and Cincinnati Branch Railroad

450

Thatcher, Edwin. Map of surveys for the Louisville & Cincinnati B'ch Railroad. I. M. St. John, Chief Eng'. 1866. Louisville, Ky., German Bros. Lith., 1866. col. Scale ca. 1:600,000. 45×61 cm.

From *Report of the Surveys and Estimates of the Louisville and Cincinnati Branch Railroad* (Louisville, John P. Morton, 1866).

Map of northern Kentucky showing drainage, cities and towns, counties, roads, railroads, and completed, located, experimental and old survey lines. Includes the five survey lines proposed for a railroad between Louisville and Covington.

Louisville, New Albany, and St. Louis Air Line Railroad

451

Colton (G. W. and C. B.) and Company. Map showing the line of the Louisville, New Albany, and St. Louis Air Line Railroad and its connections. New York, 1872. col. Scale 1:2,217,600. 41×92 cm.

Map of the middle Atlantic and central United States showing drainage, cities and towns, state and county boundaries, and the railroad network with emphasis on the main lines. Indicates coal field in Illinois and Indiana.

Louisville, New Orleans, and Texas Railroad

452

Colton (G. W. and C. B.) and Company. Map showing the route of the Louisville, New Orleans, and Texas Railroad and its connecting lines. New York, 1883. col. Scale ca. 1:3,800,000. 46×112 cm.

Map of the United States showing relief by hachures, drainage, state boundaries, cities and

towns, and the railroad network with emphasis on the main line.

Manassas Gap Railroad

453

Dwyer, Thomas. Map of the Manassas Gap Railroad and its extensions. September, 1855. Baltimore, A. Hoen & Co., 1855. col. Scale 1:253,440. 60×94 cm.

Topographical map of part of northern Virginia showing relief by hachures, drainage, cities and towns, counties, roads, and railroads with distances. Includes profiles. Chartered March 11, 1850. Opened in 1854 from Manassas Junction to Strasburg. Va. Consolidated June 1, 1867, with the Orange and Alexandria, forming the Orange, Alexandria, and Manassas Railroad. See entries 507 and 508.

Manhattan Railway

454

Latimer, H. I. Map and guide of the elevated railroads of New York City. New York [1881] c1881. col. Scale ca. 1:29,000. 80×62 cm.

At top of map: "Manhattan Railway. Official map and guide to all the elevated railways in New York City."

Outline map of Manhattan showing stations. Includes train schedule and list of points of interest.

Marietta and Cincinnati Railroad

455

Jenney, W. L. B. Map of rail road line between Loveland and Cincinnati. Marietta and Cincinnati Rail Road. 1860. Scale ca. 1:60,000. 19×57 cm.

Physical map of part of Hamilton County, Ohio, showing relief by hachures, drainage, the location of the main line, and other operating and proposed lines, roads, cities, and towns. Reorganized August 1, 1860.

Marietta and Pittsburgh Railroad

456

Colton (G. W. and C. B.) and Company. Map of the Marietta and Pittsburgh Railroad and its connections. New York, 1871. col. Scale ca. 1:1,300,000. 37×59 cm.

Detailed map of Ohio and vicinity showing drainage, cities and towns, mineral deposits, and the railroad network, with emphasis on the main line.

Memphis and Little Rock Railroad

457

Woodward, Tiernan & Hale. Map of the lands of the Memphis & Little Rock Railroad Company (as reorganized) 1878. [St. Louis, 1878] col. Scale ca. 1:190,100. 49×122 cm.

Annotated in ms. "All the original maps & profiles were burned up several years ago. S. S. Gameto."

Map covers part of Arkansas between Memphis and Little Rock showing drainage, prairie lands, counties, cities and towns, township and county lines, county roads, and the railroads.

Memphis and New Orleans Railroad

458

Colton (G. W. and C. B.) and Company. Map showing the route and connections of the Memphis and New Orleans Railroad. New York, 1882. Scale 1:1,267,200. 60×58 cm.

Gulf states showing drainage, cities and towns, counties, and the railroad network, with emphasis on the main line.

Metropolitan Railroad

459

[Metropolitan Railroad] Through route west to Pittsburgh [sic] [1853] col. Scale not given. 43×92 cm.

Outline map of the middle Atlantic states showing existing routes and, in red, the advantages of the proposed Metropolitan Railroad connections.

The state of Maryland authorized extension of this line to Cumberland in January 1853.

460

Hutton, W. R. Map of the located route of the Metropolitan Rail Road and the adjacent country comprising the District of Columbia and the counties of Montgomery, Frederick, and Washington in the state of Maryland. Francis Dodge president M.R.R. Company, Edmund French, chief engineer. W. R. Hutton draughtsman. Completed April 30, 1855 from surveys made in 1853 and 1854. [Washington, 1855] Scale 1:126,720. 60×94 cm. (Toner Collection)

Topographical map of part of Maryland showing relief by hachures, drainage, cities and towns, canals, the Washington Aqueduct, roads, and railroads with mileage on the main survey line. Chartered in 1853.

461

Fava, Francis R., Jr. Real estate map of the Metropolitan Branch of the Baltimore and Ohio Railroad Company between Washington, D.C. and

Rockville, Md. and adjacent land holdings. Compiled from latest official authorities & actual surveys by Fava Naeff & Co. Civil Engineers & Architects, Corcoran Building, Washington, D.C. 1890. col. Scale ca. 1:24,000. 49×115 cm.

Autographed by author. Stamped on the verso "Gilbert Thompson."

Cadastral map showing drainage, park lands, streets, roads, railroads, some buildings, and names of property owners. Includes railroad profile.

Michigan Southern Railroad

462

[Jervis, John B.] Skeleton map. Showing the position and connections of the Michigan Southern Rail Road (from Toledo to Chicago) with the several great rail road routes to the Atlantic seaboard and New York City via the south shore of Lake Erie. [1850] Lith. of Wm. Endicott & Co. N.Y. 1850. Scale ca. 1:3,000,000. 22×51 cm.

Outline map of the northeastern United States showing railroads in operation, under construction, and under proposal. Chartered in 1846 and consolidated April 1855 with the Northern Indiana Railroad under the name Michigan Southern and Northern Indiana Railroad.

Milwaukee and Horicon Railroad

463

Vliet, Jasper. Township map of Wisconsin showing The Milwaukee & Horicon Rail Road and its connections. 1857. Lith. F. Mayer & Co., N.Y. Entered according to an act of Congress in the District of Wisconsin in the year of 1857 by Jos. Hamilton. col. Scale ca. 1:1,400,000. 46×41 cm.

Map of Wisconsin and parts of adjacent states showing drainage, state boundaries, township lines, cities, and towns.

Milwaukee and St. Paul Railroad

464

Colton (G. W. and C. B.) and Company. Map showing the line of the Milwaukee & St. Paul Railroad and its western and north western connections. New York, 1865. Scale 1:1,267,200. 85×69 cm.

Map of the midwest showing drainage, cities and towns, township and county boundaries railroads with named lines and the main line emphasized.

LC also has a colored edition dated 1866, and an 1867 edition measuring 46×88 cm. See entry 378.

465

Colton (G. W. and C. B.) and Company. Map showing the completed lines of the Milwaukee and Saint Paul Railway Company. New York, 1872. col. Scale 1:3,800,000. 36×55 cm.

General map of the north-central states showing drainage, cities and towns, and completed railroads in color.

Inset: Mileage of completed lines.

Milwaukee and Superior Railroad

466

Nesbitt (Geo. F.) & Company. Map of the Milwaukee & Superior Rail Road and its connections. New York, 1857. Scale ca. 1:1,625,000. 42×29 cm.

Map of Wisconsin and parts of Illinois and Michigan showing drainage, county boundaries, larger cities, and the railroad network. The main line is in red, and the Milwaukee and Chicago Railroad is in blue.

Mine Hill and Schuylkill-Haven Railroad

467

Poole, Henry W. Topographical map of the Mine Hill and Schuylkill-Haven Rail Road with its branches and extension to Ashland. Surveyed and drawn by Henry W. Poole, Civl. Topl. Ming. Engr. Pottsville, Pa. Dec. 1854, to accompany the Report to the stockholders. Scale 1:24,000. 99×99 cm.

Map of Pennsylvania between Schuylkill Haven and Ashland showing drainage, relief by hachures, cities, towns, individual buildings, mines, mills, and the mining branch rail lines. Chartered on the March 24, 1828. 13 miles opened in 1831. Completed to Ashland in 1857. See entry 468.

468

Duval (P. S.) & Co. Map of the Mine Hill & Schuylkill Haven R.R. & branches. [1857] col. Scale 1:48,000. 57×55 cm.

Map of part of Pennsylvania between Schuylkill Haven and Ashland, showing drainage, cities, towns, individual buildings, mines, mills, and the branch rail lines connecting with the Philadelphia Reading & Pottsville R.R.

Mississippi Valley Railroad

469

Colton (G. W. and C. B.) and Company. Map showing the route and connections of the Mississippi Valley Railroad of Louisiana. E. Baldwin, chief engineer. New York, 1882. col. Scale 1:1,267,200. 61×56 cm.

Map of Louisiana and Mississippi showing drainage, cities and towns, township and county boundaries, and the railroad network, with emphasis on the main line.

Mobile and North Western Railroad

470

Colton (G. W. and C. B.) and Company. Map showing the route of the Mobile & North Western Railroad, and its connections by land and sea. Henry Van Vleck chief engineer. New York, 1871. col. Scale 1:1,267,200. 63×83 cm.

Map of Mississippi and vicinity showing relief by hachures, drainage, cities and towns, state, county, and township boundaries, and the railroad network, with emphasis on the main lines.

Inset: [General map of the United States and Mexico] 63×37 cm.

Montana Railroad

471

Polley, J. F. Map of central Montana. The Montana Railroad. September 1, 1899. Blueprint. 42×58 cm.

Shows relief by hachures, drainage, township and county boundaries, military reservations, wagon roads, and railroads.

Nashville, Chattanooga, and St. Louis Railway

472

Danley, W. L. Map of the Nashville, Chattanooga and St. Louis Ry. And connections. Copyright, 1889 by W. L. Danley, Gen'l Pass'r Ag't. Buffalo, N.Y., Matthews, Northrup & Co., 1889. col. Scale ca. 1:4,000,000. 59×99 cm.

Map of United States showing major relief by hachures, drainage, cities and towns, railroad stations, the railroad network with emphasis on Tennessee. Names of railroads along the lines are indicated.

This line was first chartered under Nashville and Chattanooga Railroad on December 11, 1845. Its present name dates from 1873.

Insets: Map of Chattanooga. 17×20 cm.—Map of Nashville and West Nashville, Tenn. 23×28 cm.—Map of Mexico and the West Indies. 20×40 cm

New Haven, Middletown, and Boston Railroad

473

Colton (G. W. and C. B.) and Company. Map showing the line of the New Haven, Middletown, and Boston Railroad and its connections. New York, 1867. col. Scale ca. 1:900,000. 60×66 cm.

Map of New England showing drainage, cities and towns, counties, distances, and the railroad network with named lines.

New Orleans and Ohio Railroad

474

McBean, William. A map of a part of the southern & western states showing the contemplated route of the New Orleans & Ohio Railroad and the Central Railroad of Illinois, also the route of the Mobile & Ohio Railroad representing the most central, direct and practicable route for a great national and commercial highway between the Gulf of Mexico and the Great Northern Lakes, and by various branches and intersections with other Railways connecting with all the principal cities of the United States. Lithogr. by Manouvrier & Snell, New Orleans, 1850. Scale ca. 1:15,000,000. 45×28 cm.

The map covers an area from Lake Michigan to the Mississippi delta, and from Columbus, Ohio, to Little Rock, Ark. It shows Ft. Massac and "Capitol City" in southern Illinois and northern Kentucky as sites selected by the U.S. for the "Western Armory," and the probable future site for the seat of government of the United States or Western District of Columbia. Chartered January 9, 1852.

New Orleans, Mobile, and Chattanooga Railroad

475

Colton (G. W. and C. B.) and Company. Map showing the New Orleans, Mobile & Chattanooga Railroad and its connections. New York, 1865. Scale 1:3,168,000. 53×83 cm.

Map of the eastern half of the United States showing drainage, cities and towns, counties, and the railroad network.

Inset: Map showing the relation of Mobile & N.O. to the ports of Mexico, Central America, and the W.I. 21×21 cm.

476

Colton (G. W. and C. B.) and Company. Map showing the line of the New Orleans, Mobile & Chattanooga Railroad. And also the chief agricultural and mineral districts of the state of Alabama. New York, 1867. c1865. Scale 1:1,267,200. 54×50 cm.

Map of Alabama and vicinity showing drainage, cities and towns, and the railroad network. Indicates completed and proposed lines and names of lines. Includes township and county boundaries.

New Orleans, Opelousas, and Great Western Railroad

477

Bayley, G. W. R. Map of part of the state of Louisiana exhibiting the route of the New-Orleans, Opelousas & Great Western Rail Road. By G. W. R. Bayley, chief engineer. N[ew] O[rleans] Eng. by Childs & Hammond [1853] col. Scale ca. 1:550,000. 35×54 cm.

G4011.P3N3 1853 .B3

“New Orleans to Berwick’s Bay by Rail Road, 80 miles.”

Mississippi delta area shows drainage, sugar crop, parishes, major cities and towns, canals, and railroads with lines named and distances on the main line. This railroad was opened for first 50 miles on March 6, 1854. It was purchased in 1878 by the Morgan’s Louisiana and Texas Railroad.

478

Okelomski, F. A. Sketch showing the route of the New Orleans, Opelousas & Great Western Rail Road. J. G. Gibbes, Chief Engr. Lithographie [sic] agent D. Theuret, Exchange Alley [New Orleans] Eduard Heren grav. 1853. Scale 1:3,041,280. 45×75 cm.

Across top of map: “Distance from New Orleans to the Pacific 1,600 miles.”

Rough outline map of the southwestern United States showing major rivers and few important cities. Relief is indicated by hachures.

479

Bayley, G. W. R. Map exhibiting the fixed location of the main trunk of the New-Orleans, Opelousas & Great Western Railroad of Louisiana, together with its proposed branches, connections and extensions in Louisiana, Arkansas & Texas.—Also its connecting steamship routes from Berwick’s Bay to ports in the Gulf of Mexico, together with the advantages in point of directness & diminished distance to the Pacific Coast. New Orleans, La. January 24th, 1859. New Orleans, Hammond, Engr. & Lithr., 1859. Scale 1:1,267,200. 64×94 cm.

Outline map of the south-central states from Mississippi to the Rio Grande. Shows the “Wheat Region of Texas.” Indicates completed, located and proposed lines. Table of distances in left side of map.

New River Railroad

480

Hotchkiss, Jedediah. [Route of the New River R.R. 188–] col. ms. Scale ca. 1:180,700. 47×38 cm. (Jedediah Hotchkiss map coll. no. 265)

Sketch map of part of West Virginia. Dashed red line across the map indicates the “Proposed New River R.R.” Shows counties and names the line of railroads.

New York and Erie Railroad

481

Wright, Benjamin. Map of the route of the proposed New York & Erie Railroad, as surveyed in 1834, reduced from the plans as returned by Benjn. Wright, Civil Engineer. Printed by Cammeyer & Clark, N.Y. D. R. Harrison, sc. Scale ca. 1:500,000. 59×113 cm.

Shows New York state from Westchester County to Lake Erie, and part of northern Pennsylvania and New Jersey. The line was chartered on April 24, 1832. See entry 404.

482

Map showing the principal rail-road routes in the eastern, middle & western states, & exhibiting the New-York & Erie Rail-Road, with its branches and connections, completed or in progress. 1853. Scale ca. 1:1,350,000. 67×116 cm.

Outline map of the northeastern and north-central United States showing the railroad network. See entry 404.

483

Colton (J. H.) & Company. Map of the New York & Erie Rail Road and its connections. The most direct route from New York to all western cities & towns. New York, 1855. col. Scale ca. 1:3,250,000. 45×93 cm.

G3711.P3N4 1855 .C6

Outline map of the northeastern and north-central United States with the railroad network overprinted in red. A red border is printed around the map simulating a wooden frame. See entry 404.

New York and New Haven Railroad

484

Anderson, P. Map exhibiting the experimental and located lines for the New-York and New-Haven Rail-Road preliminary surveys by A. G. Twining, Chief Engineer. Assis*cd by D. L. Harris. J. C. Ehesbroush. E. Shotwell. Final location & construction by R. B. Mason, Chief Engineer. Asisted [sic] by B. B. Provost. P. Sours. Projected and drawn by P. Anderson, Civil Ingr. [sic] Febr. 1845. Snyder & Black Lithogrs. New-York. Scale 1:40,000. 47×315 cm.

G3801.P3N4 1845 .A5

Detailed topographic strip map showing the coast from New York City to New Haven, Conn.

Indicates drainage, relief by hachures, cities and towns, roads, and railroads. Chartered in 1844, organized in 1846, opened in 1849.

New York and Oswego Midland Railroad

485

Richmond, Van R. Map showing the location of the N.Y. & Oswego Midland R.R. with existing and proposed connections. January 1st 1869. [By Van R. Richmond, State Engr. & Surv.] New York, Weed, Parsons & Co. Lith., 1869. col. Scale ca. 1:1,000,000. 58×72 cm.

Map of New York State and vicinity showing drainage, canals, cities and towns, and named railroads.

January 1st, 1870 edition has "W. B. Gilbert, Chief Engineer."

Inset: [Great Lakes] 18×36 cm.

New York Central and Hudson River Railroad

486

Rand McNally and Company. Map of the New York Central and Hudson River Railroad and its principal connections. Chicago, 1876. col. Scale not given. 31×41 cm.

Eastern half of the United States showing major drainage, cities and towns, the railroad network, with names of lines, and the main ones indicated in heavy black.

Hand indicator across southern states points to "The only 4 track rail road in the world all laid with steel rails."

No railroad connections appear in the south where the hand indicator is located.

Inset: [Western connections] 7×18 cm.

487

Daniels, George H. The New York Central & Hudson River R.R. and connections. Buffalo, Matthews-Northrup Co., c1893. col. Scale not given. 40×100 cm.

Across top of map: "The health and pleasure resorts of New York and New England . . ."

On the verso: "America's great resorts via New York Central & Hudson River R.R."

Map of the northeastern United States showing relief by hachures and shading, drainage, cities and towns, and the railroad network.

Note: "Only four-track railroad in the World. This is Americas great four-track trunk line between the east and west. It is the direct line to Niagara Falls, along the historic Hudson River and through the beautiful Mohawk Valley. It is the most comfortable route between the east and Chicago, the 'World's Fair City.' "

488

Matthews, Northrup & Co. New York Central and Hudson River Railroad. 1900. col. Scale ca. 1:2,300,000. 52×91 cm.

Outline map of the northeastern United States showing major drainage, cities and towns, with named railroads distinguished by color.

Norfolk, Albemarle, and Atlantic Railroad

489

Colton (G. W. and C. B.) and Company. Maps showing the Norfolk, Albermarle & Atlantic Railroad and its connections. New York, 1891. col. Scales not given. 63×31 cm.

Main map shows southern tidewater Virginia and eastern North Carolina. Indicates drainage, cities and towns, counties, canals, and railroads in blue and red.

Inset: [Norfolk and vicinity] 25×17 cm.

Norfolk and Cincinnati Railroad

490

Colton (G. W. and C. B.) and Company. Map showing the Norfolk and Cincinnati Railroad. And its connections. New York, 1882. col. Scale 1:2,217,600. 41×54 cm.

Map of the southern states showing drainage, mineral deposits, cities and towns, counties, and the railroad network with emphasis on the main line.

Norfolk and Petersburg Railroad

491

Mahone, William. Map showing route of Norfolk & Petersburg Rail Road and its connections with Ohio & Mississippi Rivers. William Mahone, Chief Engineer. F. Bourquin & Co., Philada. W. P. Griffith, Norfolk, Va., [1858] Scale 1:1,267,200. 66×116 cm.

Map of the eastern United States between the Chesapeake Bay and the Mississippi River. Shows drainage, place names and the railroad network. Chartered March 17, 1851. Line completed in 1858. Consolidated in April 1871, forming part of the Atlantic, Mississippi, and Ohio Railroad.

Norfolk and Western Railroad

492

Colton (G. W. and C. B.) and Company. Map showing the Norfolk & Western Railroad and its connections. New York, 1887. col. Scale ca. 1:3,800,000. 53×67 cm.

Map of the eastern United States showing drainage, cities and towns, distance by 100-mile con-

centric circles centered on Roanoke, and the railroad network with emphasis on the main line. This line became one of the world's greatest coal carriers. It began as the City Point Rail Road from Petersburg to City Point, a distance of 9 miles. It was consolidated in 1870 as the Atlantic, Mississippi, and Ohio Railroad. See entry 491. It was sold in 1881 under the above name. In 1896 it was reorganized as the Norfolk and Western Railway Company.

Norfolk, Wilmington, and Charleston Railroad

493

Colton (G. W. and C. B.) and Company. Map showing the Norfolk, Wilmington & Charleston Railroad. New York, 1891. col. Scale 1:267,000. 70×45 cm.

Eastern states from Philadelphia to Charleston, S.C., showing drainage, cities and towns, and the railroads with lines named and the main line emphasized.

North East and South West Alabama Railroad

494

Hoyer & Ludwig. Map showing the N.E. & S.W. Alabama R.R. with its connections also the principal routes between New York and New Orleans. Lith. of Hoyer & Ludwig, Richmond, Va. [185-] col. Scale ca. 1:5,000,000. 71×55 cm.

Outline map of the eastern United States including Cuba and the Gulf of Mexico. Shows the railroad network and steamship routes. Indicates the railroad land grant and the coal and iron deposits in Alabama.

Distances from Washington, D.C., to New Orleans, La. are shown below the title. Chartered in 1853 and 1854. Consolidated with the Wills Valley Railroad, forming the Alabama and Chattanooga Railroad.

495

Sanford, E. D. H. V. Poor's rail road map showing particularly the location and connections of the North East & South West Alabama Rail Road, by E. D. Sanford, Civil Engineer. [1854] col. Scale ca. 1:2,750,000. 92×102 cm.

Covers the United States from the Mississippi River east, and from Maine to northern Florida. Includes drainage, relief by hachures, place names, state boundaries, canals, and the railroad network.

North Pennsylvania Railroad

496

[Miller, Edward] The North Pennsylvania Rail Road and its connections. Octr. 1853. Lithd. & printd. at A. Kollner's Lithy. Phila. col. Scale ca. 1:1,800,000. 44×64 cm.

Across top of map: "Philadelphia's great north and Lake route."

A table of distances appears in the lower left of map.

"The North Pennsylvania Rail Road will form part of a line from the Wyoming mines northwest to the Lakes and from the Lehigh mines southeast to tidewater, shorter both ways, than any other route, from either of the Anthracite coal fields. It will also establish between Philadelphia and all places west of the longitude of Waverly, a line forty miles shorter than any route from the same places, or either of them, to the City of New York."

Outline map of the eastern Great Lakes, east to Philadelphia and New York City, showing the east Pennsylvania coal fields. Chartered April 8, 1852, under Philadelphia, Easton and Water-Gap Railroad. See entry 529.

Northern and Southern West Virginia Railroad

497

Colton (G. W. and C. B.) and Company. Maps showing the connections of the Northern and Southern West Virginia Railroad, with the three grand trunk railways which unite the Atlantic seaboard with the Ohio River. New York, 1873. col. Scale of main map 1:760,320. 2 maps on one sheet, 77×46 cm.

Main map shows central West Virginia including drainage, cities and towns, the coal region, and the railroads. General map shows northeastern United States with its railroad network.

Northern Pacific Railroad

498

Stevens, Isaac I. Preliminary sketch of the Northern Pacific Rail Road exploration and survey. By I. I. Stevens, Governor of Washington Territory. Wagner & McGuigan, Lith., Phila. [1855] 3 sheets.

"Proof corrected in Office of P.R.R. Surveys, Feb. 10th 1855. All copies printed prior to this date contain errors. G. K. Warren. Lieut. Topl. Engrs"

Sheet [1] From St. Paul to Riviere des Laes. 59×74 cm.

Sheet [2] From Riviere des Laes to the Rocky Mountains. 59×87 cm.

Sheet [3] From the Rocky Mountains to Puget

Sound. 59×94 cm.

Each sheet includes profile of ground covered.

499

Knight, Edward H. Map of the country tributary to the Northern Pacific Railroad. Compiled from English, Canadian, and American official sources and original surveys by Edward H. Knight, Jan. 1st 1871. col. Scale ca. 1:3,000,000. 98×116 cm.

Map of northwest part of United States and southwest part of Canada showing relief by hachures, drainage, isotherms, the wheat region, cities and towns, forts, routes and trails, the railroad network and the proposed Northern Pacific Railroad. The line was constructed under an act of Congress approved by Abraham Lincoln, July 2, 1864. It was completed in 1883 and approximates the route of exploration taken by Lewis and Clark in 1804-06.

500

Rand McNally and Company. Northern Pacific Railroad Co.—completed road. September 5th, 1882. Chicago, 1882. col. Scale ca. 1:3,900,000. 33×75 cm.

“The gap, now under construction, between the Eastern and Western Divisions, is about 485 miles, and will be completed during the summer of 1883, making a through line from the Great Lakes to the Pacific Ocean.”

Map of the northern and western United States showing relief by hachures, drainage, cities and towns. Color coded to show “Northern Pacific Lines, Proper, Oregon Railway & Navigation Co’s System, Oregon and Transcontinental Branch Lines, Lines to be constructed. Fringed lines indicate roads under construction.”

501

Rand McNally and Company. New and correct map of the lines of the Northern Pacific Railroad and Oregon Railway & Navigation Co. [Chicago, 1883] col. Scale ca. 1:6,000,000. 39×110 cm.

Signed in ms: “Wm H Brewer October 1883.”

Map of northern United States and part of Canada showing relief by hachures, drainage, cities and towns, and railroads. Shaded area shows land grant. Main lines indicated by heavy black and red.

An uncolored facsimile edition of this map was published by Rand McNally and Company in celebration of their centennial in 1956.

502

Poates, L. L. Northern Pacific Railway 1900. New York, 1900. col. Scale not given. 27×73 cm.

From *Fourth Annual Report of the Northern Pacific*

Railway Company, for the Fiscal Year ending June 30, 1900.

Map of northern United States, from the Great Lakes to the Pacific Ocean showing relief by hachures, drainage, cities and towns, forest and timber, Indian and military reservations.

Signed in ms: “W. Lowery.”

Northern Railroad of New Jersey

503

Cady, A. M. Map of the Northern Rail Road of New Jersey. 1859. Wm. Sneden, Chief Engineer. Seymour & Tower, contractors & lessees. Lith. of Robertson, Seibert & Shearman, N.Y. Scale ca. 1:30,000. 52×154 cm.

G3811.P3N6 1859 .S4

Topographic map of part of New Jersey and New York, covering the area north of the Hudson River and between Jersey City and Nyack, N.Y.

The map shows drainage, relief by hachures, roads, houses, cities and towns, single-track, double-track, and proposed railroads. Chartered February 9, 1854. Completed in 1859.

Ohio and Pennsylvania Railroad

504

Roberts, Solomon W. Map of the Ohio and Pennsylvania Railroad and connecting lines. Solomon W. Roberts, Chief Engineer. 1850. Lith. of Wm. Schuchman, Pittsburgh. Scale ca. 1:1,500,000. 40×100 cm.

Outline map of the northeastern and north-central states showing major drainage, relief by hachures in Ohio, place names, canals, and the railroad network. Chartered in 1848. Consolidated to form the Pittsburgh, Fort Wayne, and Chicago Railroad. See entry 534.

Ohio Southern Railroad

505

Colton (G. W. and C. B.) and Company. Map showing the Ohio Southern R.R. and its connections through the Cincinnati, Sandusky & Cleveland and Indiana, Bloomington & Western Railroads. New York, 1881. col. Scale 1:1,267,200. 46×80 cm.

Map of the midwestern states showing drainage, cities and towns, townships, counties, and the railroad network including proposed lines. Emphasizes main lines.

Old Colony Railroad

506

Ferguson, W. E. Map of the Old Colony Rail Road with its branches & Connecting roads. Pre-

pared under the direction of the Committee of Investigation. Jany. 1850. S. Dwight Eaton, Engr. J. H. Bufford & Co's Lith. [Boston] 1850. col. Scale ca. 1:150,000. 70×50 cm.

Map of eastern Massachusetts covering the area from Boston to Wood's Hole and west to Providence, R.I. Shows drainage, place names and counties, and indicates mileage between stations. The Old Colony Railroad is double-tracked from Boston, south to South Braintree. The line was incorporated in 1844.

Orange and Alexandria Railroad

507

Ackerman, Lithography. General map of the Orange & Alexandria Rail Road and its connections north, south and west. 1851 Frederic Lithr. Ackerman Lithr., N.Y. col. Scale ca. 1:2,400,000. 58×71 cm. G3861.P3 1851 .A3

Outline map of the southeastern United States showing major drainage and important cities.

"Directions and route to New Orleans and Memphis" are listed below the map title. Chartered March 22, 1848. Opened to Gordonsville in 1854. See entries 453 and 508.

508

Faul, August. Map and profile of the Orange and Alexandria Rail Road with its Warrenton Branch and a portion of the Manasses [sic] Gap Rail Road, to show its point of connection. Ackerman Lith. 379 Broadway, New York. [1854?] col. Scale 1:126,720. 40×119 cm.

Printed topographic strip map with manuscript annotations to show the geologic structure along the route of the railroad. The Alexandria and the Chesapeake and Ohio canals and stage stable for horses used on the Piedmont stage route to North Carolina are also indicated.

The Orange and Alexandria Railroad Company was founded in 1848 to divert hinterland products away from Baltimore and Richmond to Alexandria, Va. Construction was begun in 1850 and was completed to Culpeper in 1852 and to Gordonsville in 1854, from where the rail line connected with the Virginia Central. Warrenton, originally on a proposed earlier route, was linked by a branch line in 1853. The Manasses Gap Railroad, the first rail line to cross the Blue Ridge Mountains, was completed to Strasburg in 1854 and joined Alexandria with the upper Piedmont Valley.

Oregon Railway and Navigation Company

509

Colton (G. W. and C. B.) and Company. Colton's township map of Oregon & Washington Territory. Issued by the Oregon Railway and Navigation Co.

New York, c1880. col. Scale ca. 1:1,000,000. 81×68 cm.

Shows relief by hachures, drainage, cities and towns, township and county boundaries, Indian reservations, ocean routes, and railroads with emphasis on the main lines.

Pacific and Atlantic Railroad

510

Lewis, William J. Route of the Pacific and Atlantic Rail Road between San Francisco, & San Jose. As located by Wm. J. Lewis, Chief Engineer, in Sept. Oct. & Nov. 1851. Lithy. of Britton & Rey, S.F. Scale ca. 1:120,000. 20×69 cm.

Map of the coast between San Francisco and San Jose showing roads, property owners, streams, and relief by hachures.

Pacific Railroad

511

Williams, Henry T. New trans-continental map of the Pacific R.R. and routes of overland travel to Colorado, Nebraska, the Black Hills, Utah, Idaho, Nevada, Montana, California and the Pacific Coast. c1877. col. Scale ca. 1:3,500,000. 58×93 cm.

Map of the western United States showing relief by hachures, drainage, cities and towns, stage routes, railroads completed and projected. Main lines in heavy black.

512

Colton (G. W. and C. B.) and Company. Map showing the Pacific Railroads and their branches. Prepared for the United States Pacific Railway Commission. New York, William Mann & Son Stationers and Printers [1887] col. Scale ca. 1:3,800,000. 57×83 cm.

Map of the western United States showing relief by hachures, drainage, cities and towns, Indian reservations, military posts, and the railroad network with main lines color coded. Red indicates lines "aided by U.S. Bonds."

Paterson and Dover Railroad

513

Allen, J. W. Map and profile of the proposed Paterson and Dover Rail Road and Paterson and Ramapo Rail Road. New York, G. & W. Endicott, [ca. 1847] col. Scale 1:63,360. 76×129 cm.

"Topography from Gordon's Map of New Jersey."

Map of northern New Jersey from Jersey City to Andover. Shows drainage, relief by hachures, cities & towns, roads, iron works, forges, mines

Henry T. Williams' large advertising map of the U.S. West showing the completed trans-continental railroad. The map was printed by the Osborne photolithographic process in 1877. (Entry 511)



and mills. The Paterson and Ramapo was chartered March 10, 1841.

Paterson, Passaic, and Rutherford Electric Railway

514

Morrisse, James A. Lines of the Paterson, Passaic, & Rutherford Electric R'y. and the Jersey City, Hoboken & Rutherford Electric R'y, and the Paterson Central Electric Ry. Charles A. Johnson, president, James A. Morrisse, vice president. Rutherford, N.J., Bureau of Design, 1894. Scale not given. 18×80 cm.

Panoramic map of part of New Jersey showing drainage, major cities, some buildings, and railroad buildings. Stamped in blue ink "The Morrisse Electric Railway System."

Pennsylvania Central Railroad

515

Mendel, Edward. A correct map of the Pennsylvania Central Rail Road with its branches &

connections. The shortest & quickest route between the east & west. [1854-58] Lith. of Ed. Mendel, Chicago. Scale ca. 1:10,000,000. 19×22 cm.

Sketch map of the eastern United States showing the railroad network and emphasizing the routes between St. Louis and Chicago, and Baltimore, Philadelphia, and New York.

Pennsylvania Railroad

516

Friend & Aub. Map of Pennsylvania Railroad with its connections. Showing the different routes, projected or constructed between the seaboard & the western states. [1851] Friend & Aub, Lith. Engravers, Philada. Printed by F. Kuhl. Scale ca. 1:1,450,000. 58×142 cm.

Across bottom of map: "Profile of Pennsylvania Rail Road."

Map of the northeastern and north-central States showing the existing and projected railroad network. Chartered April 13, 1846.

517

Haupt, H. Map of the Pennsylvania Rail Road, from Harrisburg to Pittsburg [sic]; and of the Columbia & Lancaster & Harrisburg R.Rs. from Philadelphia to Harrisburg. 1855. H. Haupt, Chf. Eng. J. P. & J. Lesley, Jr. Topographers. J. G. Shoemaker, engr. P. S. Duval & Co's Steam Lith. Press, Philada. col. Scale ca. 1:1,000,000. 20×178 cm.

From *Guide for the Pennsylvania Railroad, with an Extensive Map* . . . (Philadelphia, T. K. & P. G. Collins, 1855).

Topographic strip map of Pennsylvania between Philadelphia and Pittsburgh showing drainage, relief by form lines, county boundaries, cities and towns.

A list of stations and distances is given to the right of the map.

518

Colton (G. W. and C. B.) and Company. Railroad map of Pennsylvania Company showing the Pennsylvania Railroad, Pittsburgh, Fort Wayne and Chicago Railway, Pittsburgh, Cincinnati and St. Louis Railway, and their connecting eastern and western lines. New York, 1871. col. Scale 1:1,267,200. 3 sheets, each 84×61 cm.

Map of the middle Atlantic and midwestern states showing drainage, cities and towns, township and county boundaries, and the railroad network with names of lines and mileage between stations.

519

Patterson, S. C. Map of the Pennsylvania Railroad and its connections. [Philadelphia] 1889. Blue line print. Scale ca. 1:7,000,000. 46×91 cm.

Map of the United States showing major relief by hachures, drainage, and the railroad network with named lines and emphasis on the main line.

Insets: Florida. 17×8 cm.—Mexico. 10×11 cm.

520

Allen, Lane & Scott. General map of the Pennsylvania Railroad and its connections. [1893] col. Scale ca. 1:4,500,000. 45×90 cm.

Map of the United States showing major drainage, relief by hachures, and the railroad network with names of lines and stations. Emphasizes with heavy black lines the Pennsylvania Railroad in the northeastern states.

Ticket information on the verso.

Inset: [Map of middle Atlantic region.] 23×25 cm.

521

Alter, R. H. Map of the Pennsylvania, Reading, and Lehigh Valley Railroads, and their connections.

Philadelphia, 1884. col. Scale not given. 63×71 cm.

Outline map of the middle Atlantic states showing the three major lines in different colors. Indicates major drainage, cities and towns, and names the railroads along the lines.

Peru and Indianapolis Railroad

522

Leefe, George E. Map of Peru and Indianapolis Rail Road with connections. [185-] col. Scale ca. 1:2,100,000. 33×90 cm.

Outline map with colored state boundaries of the northeastern and north-central United States indicating larger cities.

Shows "finished," "in progress of construction," and "contemplated" railroads. Chartered in 1846 with first section opened in 1851.

Philadelphia and Baltimore Railroad

523

Trautwine, John Cresson. Map of the Philadelphia & Baltimore Rail Road as located by W. Strickland & B. H. Latrobe Esqrs. Civ. Engineers. Showing also the present route by steamboat & the N. Castle R. Road, & that proposed to be constructed by way of Oxford & Port-Deposit. Drawn by J. C. Trautwine, Principal Assist. Engr. Watson's Lithog., Philada. i.e. Philadelphia Watson's Lithog. 1853? Scale ca. 1:220,000. 21×68 cm. (Millard Fillmore map coll. no. 173)

G3791.P3 1853 .T7 Vault

Map of an area between Philadelphia and Baltimore showing drainage, cities and towns, post roads, and boundaries. Includes distance table. Chartered in Maryland in May, 1852.

Another copy Peter Force map coll. no. 440. Copy also in Peabody Library, Baltimore, Md.

Annotated in ms. on verso: "Map of Philadelphia & Baltimore Railroad. Md. Fillmore."

Philadelphia and Erie Railroad

524

Sinclair, T. Map representing the route of the Philada. & Erie Rail Road its connections and the mineral lands in its vicinity. Philadelphia. [1852] Scale ca. 1:650,000. 66×127 cm.

At top of Map: "Profile of Sunbury & Erie R.R."

The original title which read ". . . Sunbury & Erie . . ." has been altered by a printed label which reads ". . . Philada. & Erie . . ."

Detailed map of Pennsylvania and parts of adjacent states indicating major drainage, relief by hachures, state boundaries, county boundaries

A railroad survey made by the Philadelphia architect and civil engineer, William Strickland, one of the first Americans to be sent to England to learn about early railroading. (Entry 523)



in Pennsylvania, and major cities. Canals and railroads are annotated in colors. Chartered under the name Sunbury and Erie Railroad on April 3, 1837. Name changed in 1861 to the above. See also entries 571–573.

525

Burgin, John F. Map of the Philadelphia & Erie Rail Road the city and harbor of Erie its western terminus, and the state of Pennsylvania showing the different rail-road connections. From the latest surveys constructed and drawn by John F. Burgin, C & Topl. Engineer 1862. Buffalo, Sage Sons & Co., 1862. col. Scale ca. 443,000. 62×102 cm.

Detailed strip map from rights of way surveys showing the location of the line between Sunbury and Erie and the counties through which the line traverses. Relief by hachures, drainage, cities and towns along the line are shown. Railroad stations and distances in 10-mile intervals are indicated.

Insets: City and harbor of Erie [and table of distances] 27×42 cm—State of Pennsylvania. 27×42 cm.

526

Gwinner, Henry W. Map of the Philadelphia and Erie Railway, branches and connecting lines. Philadelphia, National Railway Publication Company, 1871. Scale ca. 1:1,000,000. 33×51 cm.

Map of Pennsylvania showing relief by hachures, drainage, cities and towns, and the railroad network with lines named.

Philadelphia and Reading Railroad

527

Osborne, R. B. Topographical plan & profile of

the Philadelphia and Reading Rail Road. [1838] J. Knight. Sc. Printed by G. F. Lewis. [Philadelphia, 1838?] Scale ca. 1:207,500. 25×81 cm.

Topographic strip map of part of Pennsylvania from Mahanoy Mountain along Schuylkill River to Philadelphia.

The line was chartered on December 5, 1833, and was completed in 1839. The entire line was opened on July 13, 1842.

528

Fay, T. V. Sketch map of the Phila. and Readg. Rail Road and its branches. May, 1873. Scale 1:142,560. 51×127 cm.

Outline map showing railroads between Port Trevorton and Catawissa on the Susquehanna River and the Port Richmond wharves in Philadelphia.

Annotated in pencil to show a line between Shamokin, Lawrence, and Schuylkill Haven.

Philadelphia, Easton, & Water Gap Railroad

529

Kollner, A. Map of the Philadelphia, Easton, & Water Gap Rail Road. Showing conections [sic] with other lines, & its importance in providing a direct communication between Philadelphia, & the Lehigh, Delaware, Lackawanna, & Susquehanna Valleys, Western New York, the Northern Lakes & Canada, forming a great north & south main through route, from the tides of the Delaware, to the waters of Ontario, by a line, shorter in distance, with less gradient to the mile, than any line from the same points to the city of New York. Nov., 1852. Scale ca. 1:1,200,000. 47×51 cm.

Outline map of the northeastern United States showing drainage, cities and towns, and the railroad network. Chartered April 8, 1852. Name changed to North Pennsylvania Rail Road. See entry 496.

Philadelphia, Wilmington, and Baltimore Railroad

530

Larkin, J. E. Map of the Philadelphia, Wilmington, & Baltimore Railroad shewing [sic] its connections. [185-] Scale ca. 1:350,000. 14×52 cm.

Sketch map showing the area between Philadelphia and Baltimore indicating drainage, cities and towns, roads, and railroads. Consolidated February 5, 1838.

531

Harkness, Olney. Plan and profile of the Phil. W. & Balt. R.R. A.D. 1860. Lith. W. H. Rease, Phila. Scale ca. 1:60,000. 35×268 cm.

Strip map of a surveyed line, showing distances in feet, from Philadelphia to Baltimore. The map indicates portions of rivers and streams, the road pattern, and important towns.

Across the bottom of the map is a profile of the ground from the Delaware River to the Baltimore Depot.

Pinegrove, Lancaster, Railroad

532

Map of a railroad route from Phoenixville to Pinegrove. 1852. Scale ca. 1:190,000. 38×83 cm.

Map of Pennsylvania between Philadelphia and Harrisburg showing drainage, cities, towns, completed railroads, and the proposed Pinegrove Lancaster R.R. and the Phoenixville Cornwall R.R.

Pittsburgh, Bradford, and Buffalo Railway

533

Colton (G. W. and C. B.) and Company. Map showing the Pittsburgh [sic], Bradford, and Buffalo Railway and its connections. W. R. Bergholz, chief engineer, New York, Feb. 15, 1882. New York, 1882. col. Scale 1:950,400. 49×37 cm.

Map of parts of western Pennsylvania and New York showing drainage, coal fields, iron ore areas, and fire clay areas, furnaces, and oil wells. Railroads are color coded.

LC has another edition "Designed by Thos. R. Sharp" with Alleghany & Clarion added to title.

Pittsburgh, Fort Wayne, and Chicago Railroad

534

Rand McNally and Company. Map of the Pittsburgh [sic] Fort Wayne, & Chicago, Cleveland, and Pittsburgh [sic] Grand Rapids and Indiana and Pennsylvania railroads. Chicago, c1874. col. Scale ca. 1:4,500,000. 29×47 cm.

Map of the northeastern United States showing relief by hachures, drainage, cities and towns, and the railroad network with named lines. Emphasis on the main lines. See also entry 504.

Pittsburgh, Marion, and Chicago Railway

535

Colton (G. W. and C. B.) and Company. A correct map of a section of the United States showing the alignment [sic] of the Pittsburgh, Marion, and Chicago Railway between Chewton, Penna. and Marion, Ohio and connections. New York, 1887. col. Scale 1:1,267,200. 44×97 cm.

Map of parts of Pennsylvania and Ohio showing drainage, cities and towns, township and county boundaries, and coal fields. Railroad network distinguished by color.

Plymouth, Kankakee, and Pacific Railroad

536

Colton (G. W. and C. B.) and Company. Map showing the line of the Plymouth, Kankakee, & Pacific Railroad and its connections. New York, 1871. Scale 1:1,267,200. 2 sheets, each 33×77 cm.

Map of the middle Atlantic and midwestern states showing drainage, cities and towns, township and county boundaries, and the railroad network. This is the Indiana portion of a projected railroad from Plymouth, Ind., on the Pittsburgh, Fort Wayne, and Chicago Railroad, to Bureau Junction, on the Chicago, Rock Island, and Pacific Railroad.

Port Royal Railroad

537

Colton (G. W. and C. B.) and Company. Map showing the Port Royal Railroad and its connections. New York, 1870. Scale 1:1,267,200. 70×105 cm.

Map of the southeastern United States showing drainage, cities and towns, township and county boundaries, and the railroad network. In 1871 the line was in progress of completion.

One of Colton's typical maps published for an individual railroad company to promote industry and settlement in rich mining or agricultural areas. (Entry 533)

Portland and Ogdensburg Railroad

538

Hatch & Co. Map of the Portland and Ogdensburg Rail Road line, and connections. New York, [185-] col. Scale 1:760,320. 48×66 cm.

Map of parts of New England and New York showing the railroad network and the progress of track construction along the Portland and Ogdensburg Railroad line. A reference table in the upper left of the map provides a key to 36 townships in Vermont.

Portsmouth and Concord Railroad

539

Carter, T. J. Map of the Portsmouth and Concord Railroad, showing its connection with other railroads. November, 1845. Bufford & Co's Lithography, Boston. On stone by J. E. Moody. Scale 1:190,080. 40×53 cm.

G3721.P3PG 1845 .C3

Map showing parts of Massachusetts, New Hampshire, and Maine indicating county lines, cities, towns, and the railroad network.

Potomac and Ohio Railway

540

Colton (G. W. and C. B.) and Company. Map showing the projected route of the Potomac and Ohio Railway. New York, 1874. col. Scale 1:2,217,600. 44×100 cm.

Middle Atlantic area showing drainage, cities and towns, county boundaries, coal in West Virginia and the railroads with emphasis on the main line. Incorporated by the West Virginia legislature, 1867-68.

Potomac, Fredericksburg, and Piedmont Railroad

541

Hotchkiss, Jedediah. Potomac, Fredericksburg, & Piedmont R.R. from Fredg, to O.C.H. 38 miles. By C. M. Braxton [1876] col. ms. Scale 1:48,000. 34×138 cm. (Jedediah Hotchkiss map coll. no. 266)

Sketch map of part of Virginia from Fredericksburg to Orange Court House. Shows relief by form lines, drainage, cities and towns, and the line of survey in red. Chartered as the Fredericksburg and Gordonsville Rail Road. See entry 412.

Rabun Gap Railroad

542

Keenan, William. Map of the Rabun Gap Rail Road route showing its connection with other roads finished, in progress & contemplated. Charleston, S.C. [185-] Scale ca. 1:2,000,000. 53×73 cm.

Outline map of the southern United States showing the railroad network. The Rabun Gap system is shown in red.

Reading and Columbia Railroad

543

Kase, S. P. Map of the Reading & Columbia Rail Road connecting New York via the Jersey Central, Reading and Columbia, with Baltimore and Washington. Together with Western R.R. connections to Wheeling and Pittsburg [sic]. Compiled by S. P. Kase. Endicott & Co. Lith., N.Y. [185-] Scale ca. 1:600,000. 44×67 cm.

Sketch map of eastern Pennsylvania and northern Maryland indicating the railroad network and the connections with the coal fields. Shows major drainage, cities and towns, and four main coal field areas.

Richmond and Danville Railroad

544

Colton (G. W. and C. B.) and Company. Map of the Richmond & Danville Railroad system in Virginia, North Carolina, South Carolina, Georgia, Tennessee, Alabama, Mississippi, Arkansas, & Texas. New York, 1881. col. Scale 1:2,217,600. 69×101 cm.

Map of southern United States showing drainage, coal regions, cities and towns, counties, and the railroad network in red, with names along the lines. Includes list of railroads.

Chartered in 1847 and completed to Danville in 1856.

LC also has 1882 and 1883 editions, 51×57 cm., without railroad names, and an 1884 enlarged edition, 4 sheets each 52×83 cm., with names of lines and townships.

545

American Bank Note Company. Birds-eye-view of the Richmond & Danville Railroad and the Florida Central & Peninsular Systems and their connections. New York, 1893. col. Scale not given. 69×40 cm.

Panoramic map looking north from Florida covering the southern United States.

Relief is shown by shading. Drainage, cities and towns, and the railroad network are indicated. Main lines appear in heavy red.

Richmond and Louisville Railroad

546

Colton (G. W. and C. B.) and Company. Map of the Richmond and Louisville R.R. connecting the railroads of Virginia with the railroads of Kentucky on the shortest route east and west of the Mississippi Valley to the Atlantic Ocean. New York, 1882. col. Scale 1:760,920. 65×50 cm.

Shows eastern United States and includes relief by hachures, drainage, cities and towns, county boundaries, and the railroad network in red.

LC also has 1883 edition in covers.

Rio Grande and Pecos Railway

547

Bien, Julius. Map of the Rio Grande and Pecos Railway showing its connections with the Texas Mexican, Texas Mexican Short Line, Mexican National, Texas & St. Louis and Denver & Rio Grande Narrow Gauge systems and also the International & Great Northern, Mexican Oriental Interoceanic & International, New York, Texas & Mexican and International & Mex. Standard Gauge roads. New York, 1882. col. Scale not given. 107×102 cm.

Outline map of the U.S. Southwest showing major drainage, cities and towns. Railroad lines are named, and narrow gauge lines are in red. The "Cannel Coal Field" is indicated.

Rockford, Rock Island, and St. Louis Railroad

548

Colton (G. W. and C. B.) and Company. Map showing the line of the Rockford, Rock Island, & Saint Louis R.R. and its connections. New York, 1868. col. Scale 1:1,267,200. 84×59 cm.

Shows midwestern states with drainage, cities and towns, township and county boundaries, and the railroad network with emphasis on the main line. Consolidated October 8, 1868.

LC also has 1870 edition measuring 79×70 cm.

Royal Land Company

549

Hotchkiss, Jedediah. Map of Royal Land Company's Railroad (narrow gauge) from their anthracite coal fields to deep water. Carter M. Braxton, C.E. [187-] col. ms. Scale 1:316,800. 49×108 cm. (Jedediah Hotchkiss map coll. no. 267)

Drawn with colored pencils on tracing paper, the map covers central Virginia from the Allegheny Mountains to the Chesapeake Bay. Shows Relief by form lines, drainage, minerals, and the railroad lines.

Rutland and Burlington Railroad

550

Gilbert, William B. Map & profile of the Rutland & Burlington Railroad. Wm. B. Gilbert, Chief Engineer. J. H. Bufford's Lithogy. Boston, Jany. 1st, 1848. Scale 1:120,000. 60×140 cm.

Includes a table of distances from Boston to New York. Shows rail lines from Burlington, Vt., south to Bellows Falls in Windham Co., Vt., and includes drainage and topography on both sides of the line. Indicates county and township boundaries.

Chartered November 1, 1843. Name changed November 6, 1847.

Inset: [Railroads between Montreal, Canada and Burlington, Vermont.] 20×40 cm.

Sabine and Galveston Bay Railroad

551

Gentry, A. M. Map of Texas showing the Sabine and Galveston Bay Rail Road, or Texas and New Orleans Air Line Rail Line. Its connections in the U.S. and adjacent territories. 1859. Slote & Stone, N. Y. Scale ca. 1:2,002,000. 73×105 cm.

Outline map of Texas and vicinity showing railroads actually built, under construction, and chartered but not under contract.

Sacramento Valley Railroad

552

Judah, Theodore Dehone. Map showing the location of Sacramento Valley Railroad, Cal. Sacramento, Sept., 1854. T. D. Judah, Chief Engineer. B. F. Butler's Lith. San Francisco. Scale ca. 1:1,100,000. 27×55 cm.

From *Report of the Chief Engineer of the Preliminary Surveys and Future Business of the Sacramento Valley Railroad* (Sacramento, Democratic State Journal, 1854).

Sketch map of the first railroad in California, with projected extensions to San Francisco, Sonora, and Tehama, made by the engineer who built the Sacramento Valley Railroad.

LC also has his September 16, 1854, map of this line measuring 69×43 cm.

Santa Fé Route

553

Rand McNally and Company. The Santa Fé Route and connections 1888. Chicago, 1888. col. Scale not given. 39×63 cm.

Map of the southwestern United States and northern Mexico showing relief by hachures, drainage, cities and towns, stations, Indian reservations, state boundaries, and the railroad network empha-

sizing the main line. Includes railroad names. Profiles in lower left of map.

Savannah and Memphis Railroad

554

Colton (G. W. and C. B.) and Company. Map showing the line of the Savannah & Memphis Railroad and its connections. New York, 1872. col. Scale 1:1,267,000. 57×83 cm.

Map of the southern United States showing drainage, cities and towns, township and county boundaries, mining and agricultural regions in Alabama, and the railroad network.

LC also has 1873 edition which extends to Iowa and New York.

Seaboard Air Line Railroad

555

Rand McNally and Company. Map of the Seaboard Air Line and its principal connections north, south, east & west. 1896. Chicago, 1896. c1895. Scale not given. 27×35 cm.

From Stanley G. Fowler's *Farms and Farm Lands Along the Seaboard Air Line* (Portsmouth, Va., General Passenger Department, 1896).

Map of part of the eastern United States showing relief by hachures, drainage, cities and towns, and the railroad network emphasizing the main line.

Seaboard and Raleigh Railroad

556

Colton (G. W. and C. B.) and Company. Map of the Seaboard & Raleigh Railroad and its connections. New York, 1874. col. Scale 1:2,217,600. 22×44 cm.

Map of the southern United States from Virginia to South Carolina showing drainage, cities and towns, and the railroad network with emphasis on the main line.

Seaboard and Roanoke Railroad

557

Carter, T. J. Map of the Seaboard & Roanoke Railroad from Portsmouth, Va. to Weldon, N.C. showing its connection with the railroad & steamboat routes by T. J. Carter. C. Engineer, 1847. Lith. of E. W. Bouvé. Scale ca. 1:3,250,000. 33×28 cm. G3861.P3S5 1847 .C3

Outline map showing area from Pottsville, Pa., to Macon, Ga.

Seaboard, Pennsylvania, and Western Railroad

558

Colton (G. W. and C. B.) and Company. Map showing the Seaboard Pennsylvania and Western Railroad and its connections. New York, 1884. col. Scale 1:950,400. 63×74 cm.

Map of northeastern United States showing drainage, cities and towns, coal fields in Pennsylvania, and the railroads with emphasis on the main line.

Inset: [Connections to Chicago and St. Louis] 16×41 cm.

Shenandoah Valley Railway

559

Colton (G. W. and C. B.) and Company. Map showing lines and connections of the Shenandoah Valley and Norfolk & Western Railways. New York, 1881. col. Scale 1:3,800,000. 50×66 cm.

At top of map: "Supplement to the Virginia's for May, 1881."

Map of the eastern United States showing drainage, cities and towns, stations, and the railroad network with emphasis on the main lines. Includes a list of mileage between stations.

560

Matthews, Northrup & Co. Map of the Shenandoah Valley route via Luray Caverns, Natural Bridge & the Grottos. The Shenandoah Valley R.R. Norfolk & Western R.R. And East Tennessee, Virginia & Georgia System and their connections. Buffalo, 1890. col. Scale not given. 44×85 cm.

Map of the United States showing relief by hachures, drainage, cities and towns, state boundaries, and the railroad network with named lines. Heavy black lines emphasize the main lines. Timetable information on the verso.

Shore Line Railroad

561

Wallings, Henry F. Map of the Shore Line Railroad route between New York and Boston, showing its rail road and steamboat connection with New York, New Haven, New London, Stonington, Providence, Newport and Boston. 1860. Engraved, printed, colored and mounted at H. F. Wallings map establishment, N.Y. col. Scale ca. 1:420,000. 73×91 cm.

Detailed map of lower New England states and part of New York indicating drainage, cities and towns, state boundaries, township lines, and the railroad network.

"The Shore Line possesses the advantages over

the interior lines to Boston of being free from dust with cool and pleasant sea breezes in summer, from the water, which it skirts all the way from New York to Providence, being equally certain in its connections and in its time of arrival. For passengers to Newport, Providence, New Bedford, Taunton and places on the Cape it is a direct reliable route of much shorter time than any other. Passengers leaving New York at 8 AM. arrive at Boston about 6 PM." "Express train for Newport Providence & Boston leaves New York at 8 A.M. & 12.15 P.M. Newport passengers connect with steamboat at Greenwich."

Sodus Point and Southern Railroad

562

Colton (G. W. and C. B.) and Company. Map showing the Sodus Point & Southern Railroad and its connections. New York, 1872. col. Scale 1:1,267,200. 63×54 cm.

Map of the northeastern United States showing drainage, cities and towns, county boundaries, coal in Pennsylvania, and the railroad network with emphasis on the main line. Chartered in 1852. Reorganized in 1875 with the Geneva, Hornellsville, and Pine Creek Railroad. In 1882 became the Sodus Bay and Southern Railroad. See entry 415.

Inset: Great Lakes Region. 18×19 cm.

South Mountain and Boston Railroad

563

Price, R. M., Jr. Map of the South Mountain & Boston Railroad & connections showing territory passed through, railroads & canals crossed or connected, together with mineral & geographical features of country passed through. New York, Ferd. Mayer, Genl Lith., [1875?] col. Scale not given. 42×67 cm.

Outline map of the northeastern states showing major relief by hachures, drainage, cities and towns, mineral regions, and the railroads with names.

Tipped into F. W. Beers' *County Atlas of Lebanon Pennsylvania* (Philadelphia, F. A. Davis, 1875), after page 41.

South Pacific Railroad Company of Missouri

564

Gast (Aug.) & Co. Map of South Pacific Rail Road Co. of Missouri. 1870. Scale ca. 1:2,500,000. 34×40 cm.

Outline map of Arkansas and parts of Kansas, Oklahoma, and Texas showing drainage, counties,

cities and towns, finished and projected railroads with names along the lines.

Note: "This company offers for sale one million acres of the best agricultural and mineral lands in the United States situated on the line of the road . . ."

Removed from papers of Henry R. Schoolcraft.

Southern Continental Railroad

565

Palmer, William J. Map of the route of the Southern Continental R.R. with connections from Kansas City Mo. Ft. Smith Ark. and Shreveport La. Giving a general view of the recent surveys of the Kansas Pacific Railway Co., across the continent made in 1867 & 1868. Under the direction of Gen. Wm. J. Palmer. On the routes of the 32nd and 35th parallels together with compilations from Keeler's official map showing the central and northern routes to the Pacific and the intermediate topography. Washington, D.C., J. F. Gedney [1868] col. Scale 1:3,801,600. 76×96 cm.

Detailed map of the western United States showing relief by hachures, drainage, cities and towns, forts, military and Indian reservations, wagon roads, trails, routes of exploration, and the railroad network indicating finished, unfinished, and connecting lines.

Southern Maryland Railroad

566

Colton (G. W. and C. B.) and Company. Map showing the Southern Maryland Railroad and its connections north, south, east, and west. [New York, 1881] col. Scale 1:760,320. 59×41 cm.

Middle Atlantic states showing relief by hachures, drainage, cities and towns, counties, and the railroad network with emphasis on the main line.

LC also has an edition c1881 which includes a statement of advantages for trade on the line.

Southern Pacific Railroad

567

Colton (G. W. and C. B.) and Company. Maps showing the Southern Pacific Railroad and its connections. New York, 1875. Colored. Scales 1:2,090,880 and ca. 1:8,000,000. 2 maps on one sheet 76×60 cm.

Main map shows western states and includes relief by hachures, drainage, cities and towns, township and ranges, counties, railroads, and proposed railroads. General map, at top of sheet, covers the United States and shows the railroad network. First section, the Central Pacific linked California with Ogden, Utah, in 1869. The merging of the Central with the Southern Pacific was

the inspiration of Leland Stanford, Collis P. Huntington, Mark Hopkins, and Charles Crocker.

568

Colton (G. W. and C. B.) and Company. Map of California to accompany printed agreement of S. O. Houghton as to the rights of the Southern Pacific R.R. Co. of Cal. to government lands under Acts of Congress passed July 27, 1866 and March 3, 1871 made before the committee of the judiciary of the Senate and Ho. of Reps. in May 1876. col. Scale 1:2,090,880. 66×48 cm.

Detailed map of California, including Nevada. Shows relief by hachures, drainage, cities and towns, with major railroads distinguished by color.

Southern Railway

569

Southern Railway Company. Southern Railway and connections. Buffalo, Matthews Northrup [1897] col. Scale not given. 45×110 cm.

Map of the United States showing relief by hachures, drainage, state boundaries, cities and towns, stations, named lines of railroads, and the railroad network with the main lines emphasized.

Chartered in 1894.

Inset: The Montana resort region of the Southern Railway. "The Land of the Sky." 19×21 cm. Shows the New York and Florida Limited to be placed in service January 17, 1898. Left side of map and the verso has timetable information.

Stanstead, Shefford, and Chambly Railroad

570

Robertson & Seibert. Map of the Stanstead, Shefford, and Chambly Rail Road, and its connections. Lith. of Robertson & Seibert, N.Y., 1858. Scale ca. 1:2,250,000. 36×23 cm.

Map of the New England states and part of Canada showing the railroad network, relief by hachures, and place names.

Sunbury and Erie Railroad

571

Faries, Robert. Map of the Sunbury and Erie Rail Road and its connections. [1850] Wm. E. & J. Sibell, Lith., N.Y. Scale ca. 1:1,500,000. 70×126 cm.

Outline map of the northeastern and north-central United States overprinted in red to show the railroad network. Chartered April 3, 1837. See entry 573.

572

Worcester, George P. Map and profile of the Sunbury route Susqua. Rail Road from the terminus of York & Cumberland Railway to Williamsport Pennsa. showing its connection with the great southern anthracite coal fields. 1st by the Dauphin & Susqua. Rail Road, 2d by the Lykins Valley Rail Road, 3d by the Treverton Rail Road, 4th by the Shamokin Rail Road. Surveyed by Geo. P. Worcester, Civ. Engr. and the Williamsport and Elmira Route surveyed under the directions of Maj. Hartman Bache Topog. Engr. U.S.A. Also exhibiting the route to the Lakes from Elmira N.Y. on the New York and Erie Rail Road and the Chemung Rail Road besides showing its connection with all the principal lines of Railway & Canal both in N. York & Pennsylvania. By Geo. P. Worcester Civ. Engr. for Balto. & Susqua. R.R. Lith. by A. Hoen & Co., Balto., 1852. Scale ca. 1:950,000. 70×110 cm.

Across bottom of map: "Profile from Harrisburg to Elmira."

Map of Pennsylvania and parts of adjacent states showing the railroad network, cities, towns, railroad stations, canals, and coal fields.

573

Faries, Robert. Map of the Sunbury and Erie Rail Road and its connections. P. Jarrett, Eng. Eastern Division. J. L. Randolph, Eng. Western Division. R. Faries, C. E. 1854. Lit. of D. Skillas, Phila. Scale ca. 1:1,450,000. 42×88 cm.

From Robert Faries. *Report of the Chief Engineer of the Sunbury and Erie Railroad, the 6th of February, 1854* (McLaughlin Brothers', Philadelphia, 1854).

At left of title is a list of railroad company's officers.

Outline map of the northeastern and north-central United States showing the "completed & constructing" and "projected" railroads.

Tennessee, Alabama, and Georgia Railroad

574

Colton (G. W. and C. B.) and Company. Map showing the proposed Tennessee, Alabama, and Georgia Railroad connecting and extending the Chattanooga Southern Railway, Marietta and North Georgia Railway, Knoxville, Cumberland Gap and Louisville Railroad, and Morristown and Cumberland Gap Railroad. 1892. [New York, 1892] col. Scale 1:1,275,000. 70×102 cm.

Map of the southern United States showing relief by hachures, drainage, cities and towns, and the railroad network with emphasis on the main lines.

575

Colton (G. W. and C. B.) and Company. Map showing the proposed Tennessee, Alabama, and Georgia Railroad. 1893. New York, c1893. col. Scale 1:2,300,000. 82×69 cm.

Map of the southeastern states showing drainage, cities and towns, and railroads with relation to consolidation, and connections to other lines in the south.

Terre Haute and Richmond Railroad

576

Morris, Thomas A. Map of Terre Haute and Richmond Rail Road and connecting lines. Ackerman Lith., New York. [185-] Scale ca. 1:1,625,000. 42×103 cm.

Outline map of the north-central and north-eastern United States showing the rail network. Chartered in 1847. In 1865 name changed to the Terre Haute and Indianapolis Railroad.

Texas and New Orleans Railroad

577

Gentry, A. M. Map of Texas, showing the line of the Texas and New Orleans Rail Road, and its connections in the U.S. and adjacent territories. 1860. Scale ca. 1:2,300,000. 56×79 cm.

Shows railroads actually built, partially finished, under contract, and chartered but not under contract.

Covers area of the U.S. Southwest and northern Mexico and includes Louisiana, Arkansas, and parts of adjacent states.

Texas and Pacific Railway

578

Colton (G. W. and C. B.) and Company. Map of the state of Texas showing the line and lands of the Texas and Pacific Railway reserved and donated by the State of Texas. 1873. New York, 1873. col. Scale ca. 1:2,150,000. 47×60 cm.

Shows relief by hachures, drainage, cities and towns, counties, railroads, and the land grant.

Inset: Map showing the Texas & Pacific Railway and its connections. 16×19 cm.

579

Colton (G. W. and C. B.) and Company. Texas and Pacific Railway and its connections. New York, 1876. col. Scale 1:5,400,000. 44×87 cm.

General map of the United States showing relief by hachures, drainage, and the railroad network with emphasis on the main line.

Through Traffic Railway

580

Hawley, Jesse L. Map of the Through Traffic Railway from the middle & southern anthracite coal fields of Pennsylvania to New York via Perth Amboy. Jesse L. Hawley under direction of R. A. Wilder. Pottsville, Pa., 1868. col. Scale ca. 1:350,000. 60×88 cm.

Outline map of eastern Pennsylvania and part of New Jersey showing relief by hachures, major drainage, major cities, and the connections of the many tributary railroads serving the coal regions. Railroads are named along the lines.

Toledo and Saginaw Bay Railway

581

Colton (G. W. and C. B.) and Company. Map showing the Toledo and Saginaw Bay Railway and its connections. 1881. New York, 1881. col. Scale 1:1,267,200. 51×58 cm.

Map of the midwestern states showing drainage, cities and towns, township and county boundaries, and the railroads with emphasis on the main line.

Toledo, Ann Arbor, and Grand Trunk Railway

582

Colton (G.W. and C.B.) and Company. Map showing the Toledo, Ann Arbor, and Grand Trunk Railway and its connections. 1881. [New York, 1881] col. Scale 1:1,267,200. 51×58 cm.

Midwestern states showing drainage, cities and towns, township and county boundaries, and the railroad network with emphasis on the main line.

Toledo, Ann Arbor, and North Michigan Railway

583

Colton (G. W. and C. B.) and Company. Map of Michigan showing the Toledo, Ann Arbor, & North Michigan Railway and connecting lines. New York, 1886. col. Scale 1:950,400. 61×45 cm.

Shows drainage, cities and towns, townships, counties, and the railroad lines in red. Includes descriptive text on traffic connections.

Toledo, Cincinnati, and St. Louis Railroad

584

Colton (G.W. and C.B.) and Company. Maps showing the Toledo, Cincinnati, & St. Louis Railroad and its connections. 1881. New York, 1881. col. Scale 1:1,267,200. 63×102 cm.

Midwestern states showing drainage, cities and towns, township and county boundaries, coal in Illinois, Indiana, and Ohio. Includes the railroad system with emphasis on the main line.

Inset: United States and Mexico. 27×30 cm.

Toledo, Peoria, and Warsaw Railway

585

Colton (G. W. and C. B.) and Company. Map showing the Toledo, Peoria, & Warsaw Railway and its connections. 1867. New York, 1867. col. Scale 1:1,267,200. 41×126 cm.

Map of the Midwest showing drainage, cities and towns, township and county boundaries, and the railroads with emphasis on the main line.

Toledo, Wabash, and Great Western Railroad

586

Olmstead, S. R. Map of the Toledo, Wabash, and Gt. Western Rail Road Line, and its connections. [1859]. Scale ca. 1:8,000,000. 13×27 cm.

Accompanied by *The Gold Mines of Kansas and Nebraska* (New York, 1859).

At left of map: "The Shortest and only Direct line!—to—St. Louis, Hannibal, Quincy, St. Joseph, Fort Leavenworth, Kansas City, Jefferson City, Council Bluffs, Omaha City, Cherry Creek, Pike's Peak, and the Gold Regions of Kansas and Nebraska."

Outline map of the northeastern and north-central United States showing railroad lines and major cities.

587

Colton (G. W. and C. B.) and Company. Map showing the line of the Toledo, Wabash, & Western Railway Company and its connections. New York, 1873. col. Scale ca. 1:3,750,000. 22×28 cm.

General map of the midwestern states with drainage, cities and towns, and the railroads with emphasis on the main line. Includes an advertisement for bonds.

Union Pacific Railroad

588

O'Brien, J. J. Union Pacific Rail Road. Map of a portion of Nebraska Territory. Showing surveys and location of lines by Peter A. Dey, C.E. [1865?] Scale 1:190,080. 89×183 cm.

Sectional map of part of Nebraska showing relief by hachures, drainage, cities and towns, and the survey lines.

"Drawn by J. J. O'Brien." Incorporated in 1862 by Act of Congress providing for the construction

of a continuous line from the Missouri River to the Pacific Ocean. The connection of the line with the Central Pacific at Promontory, Utah, completed the first transcontinental railroad in 1869.

589

Gillis, J. R. Map and profile of first 40 miles of Union Pacific Rail Road Eastern Division. Extending west from boundary between states of Missouri and Kansas. Accompanying report of commissioners submitted to Hon. James Harlan, Secretary of the Interior, October 26th, 1865. Compiled from map, submitted by U.P.R.R. Co. E.D., and records in Gen. Land Office. Scale 1:63,360. 52×102 cm.

Across bottom of map: profile of line.

Detailed map showing relief by hachures, drainage, vegetation, roads, and railroads in Kansas, from Kansas City to Lawrence.

590

Gillis, J. R. Map showing the different routes surveyed for the Union Pacific Rail Road between the Missouri River and the Platte Valley, to accompany report of Lt. Col. J. H. Simpson, Corps Engrs. to Hon. Jas. Harlan, Sec. of the Interior, dated Sept. 18th, 1865. Reduced from map submitted to Lt. Col. Simpson by S. Seymour, Esq. Consulting Eng. U.P.R.R. Scale 1:126,720. 53×64 cm.

Detailed map of Nebraska showing relief by hachures, drainage, vegetation, roads, and railroads.

591

Keeler, W. J. Map of the routes of the Union Pacific Rail Roads with their eastern connections. Compiled from authorized explorations, public surveys, and other reliable data from the departments of the government. By W. J. Keeler, Civil Engineer, November, 1867. Washington, J. F. Gedney, 1867. col. Scale ca. 1:3,250,000. 37×96 cm.

Strip map of the western United States from the Mississippi River to the Pacific Ocean showing relief by hachures, drainage, minerals, cities and towns, and forts. Includes completed and proposed railroads.

592

Lambach, H. Map of the Union Pacific Rail Road and surveys of 1864, 65, 66, 67, 1868 from Missouri River to Humboldt Wells. G. M. Dodge, Chief Engineer. 1869. Scale 1:1,267,200. 52×165 cm.

Topographical strip map between Council Bluffs, Iowa, to west of Great Salt Lake, Utah,

showing located and experimental lines and profile of grades.

593

Page, H. R. Map of Nebraska showing the Union Pacific Railroad land grant. Omaha, 1880. col. Scale ca. 1:1,300,000. 32×59 cm.

Township and county map showing drainage, cities and towns, and the railroads of Nebraska.

594

Colton (G. W. and C. B.) and Company. Map showing the Union Pacific Railway and connecting railroads. New York, 1882. col. Scale ca. 1:3,800,000. 57×83 cm.

Map of the western states showing relief by hachures, drainage, cities and towns, and the railroads with emphasis on the main line.

LC also has 1883 edition.

595

Rand McNally and Company. New map of the Union Pacific Railway. The short, quick and safe line to all points west. [Chicago, 1883] col. Scale ca 1:4,000,000. 92×134 cm.

Across top of map: Union Pacific Railway and connections.

County map of the United States showing relief by hachures, drainage, cities and towns, and the railroad network with emphasis on the main line. Scenic illustrations border the map.

596

Colton (G. W. and C. B.) and Company. Map showing the Union Pacific Railway and branch lines. New York, 1888. col. Scale ca. 1:3,800,000. 28×84 cm.

Strip map of western United States from Illinois to California showing relief by hachures, drainage, cities and towns, railroads, and the Union Pacific System in red.

597

Knight, Leonard & Company. A correct map of the United States showing the Union Pacific, the overland route and connections. 1892. col. Scale ca. 1:3,000,000. 110×147 cm.

Across top of map: Union Pacific the overland route.

Map showing drainage, cities and towns, state and county boundaries, railroads, and railroads under construction.

Insets: Sandwich Is. 9×12 cm.—Alaska. 16×20 cm.

598

Rand McNally and Company. The Union Pacific system of railroad and steamship lines. 1900.

Chicago, 1900. col. Scale ca. 1:6,000,000. 48×66 cm.

Map of the western United States showing relief by hachures, drainage, cities and towns, and the railroad network coded by color. Shows lines as re-organized by Edward H. Harriman after the business depression of 1893. It was incorporated again in 1897 and assumed operation February 1, 1898.

Virginia and Tennessee Railroad

599

Blackford, William Willis. Map & profile of the Virginia & Tennessee Railroad. Prepared by W. W. Blackford Asst. Engr. 1856. Lith. of Ritchie & Dunnivant, Richmond. col. Scale 1:316,800. 49×109 cm. G3881.P3V4 1856.B51

Across bottom of map: Profile of Va. & Tenn. R.R. 5×42 in.

Strip map of Virginia between Lynchburg and Bristol, Tenn. Shows drainage, relief by hachures, coal and copper fields, county boundaries, cities, towns, and roads.

A "Table of Curvature" and a "Table of Amounts" appear on either side of the title. Chartered March 24, 1848, under the name of Lynchburg and Tennessee Railroad. Consolidated in 1871 under Atlantic, Mississippi, and Ohio Railroad. See entry 331.

Virginia Central Railroad

600

Ruggles, T. C. Map of the Virginia Central R.R. and its proposed connections. 1852. P. S. Duval & Co's Steam Lith. Press, Philada. Scale ca. 1:3,250,000. 47×75 cm.

Outline map of the eastern portion of the United States showing the proposed and completed railroad network, and indicating, in red and blue, the main connections to the Virginia Central R.R. The line became a part of the Chesapeake and Ohio Railroad in 1868. See entry 365.

601

Vaisz, W. Map of the Virginia Central Rail Road showing the connection between tide water Virginia, and the Ohio River at Big Sandy, Guyandotte and Point Pleasant, made by W. Vaisz Top. Eng. P. S. Duval & Co's, Steam Lith Press, Philada. [1852] Scale ca. 1:1,250,000. 46×70 cm.

Map of Virginia and parts of adjacent states showing drainage, county boundaries, place names, and "McAdamised" roads.

Tables at lower left of map list "Counties bordering on the Central R.R. with their Population" and "Distances."

602

Citti, Louis F. A map of the Virginia Central Railroad, west of the Blue Ridge, and the preliminary surveys, with a profile of the grades. Lith. of L. F. Citti, Richmond, Va. [186-] Scale 1:160,000. 48×71 cm. G3881 .P3V5 186- .C5

Detailed topographic map between Waynesboro and Covington showing relief by hachures, drainage, county roads and turnpikes, railroad lines, and "preliminary lines," county names, and boundaries. Distances are indicated at lower right of map. Consolidated in 1868 into the Chesapeake and Ohio Railroad. See entry 365.

Virginia, Kentucky, and Ohio Railroad

603

Colton (G. W. and C. B.) and Company. Map of the Virginia, Kentucky, and Ohio Railroad connecting the railroads of Virginia with the railroads of Kentucky on the shortest route east and west from the Mississippi Valley to the Atlantic Ocean. New York, 1881. col. Scale 1:760,320. 80×113 cm.

Map of the middle Atlantic states showing relief by hachures, drainage, cities and towns, counties, and the railroad network.

Virginia, Tennessee, and Georgia Air Line Railroad

604

Colton (G. W. and C. B.) and Company. Map showing the line of the Virginia, Tennessee, & Georgia Air Line composed of the Shenandoah Valley R.R. Norfolk & Western R.R. and the East Tennessee, Virginia, & Georgia R.R. New York, 1881. col. Scale 1:3,800,000. 49×65 cm.

Map of the southern United States showing drainage, cities and towns, state boundaries, table of distances, and the railroads distinguished by color.

605

Rand McNally and Company. The Virginia, Tennessee, and Georgia Air Line. The Shenandoah Valley R.R. Norfolk & Western R.R. East Tennessee, Virginia, & Georgia R.R. (its leased lines.) and their connections. Chicago, 1882. col. Scale not given. 39×55 cm.

Map of the eastern United States showing relief by hachures, drainage, cities and towns, and the railroad network emphasizing the main lines.

Washington and Atlantic Railroad

606

Colton (G. W. and C. B.) and Company. Map showing the route of the Washington and Atlantic

Railroad and its connections. New York, 1883. col. Scale 1:760,320. 62×80 cm.

Map of the middle Atlantic states showing relief by hachures, drainage, cities and towns, coal and iron ore deposits in West Virginia and western Maryland, and the railroad network with emphasis on the main line.

Washington and Ohio Railroad

607

Colton (G. W. and C. B.) and Company. Map showing the Washington and Ohio Rail Road and its connections. New York, 1870. col. Scale 1:1,267,200. 66×124 cm.

Map of the northeastern states showing drainage, cities and towns, townships, counties, and the railroad network with emphasis on the main line.

Washington and Point Lookout Railroad

608

Colton (G. W. and C. B.) and Company. Map showing the Washington and Point Lookout Railroad and its connections. New York, 1882. col. Scale 1:760,320. 58×46 cm.

Map of the middle Atlantic states showing relief by hachures, drainage, cities and towns, and the railroad network with emphasis on the main line.

Washington and St. Mary's Railroad

609

Colton (G. W. and C. B.) and Company. Map showing the Washington & St. Mary's Railroad and its proposed connections north, south, east and west. New York, 1887. col. Scale 1:760,320. 58×46 cm.

Middle Atlantic states showing relief by hachures, drainage, counties, cities and towns, roads, and railroads with the main lines emphasized.

West Philadelphia Railroad

610

Campbell, Henry R. Plan of the West-Philadelphia Rail-Road. 1835. [Engraved] on stone by G. Kramm. Lehman & Duval Lithrs. Philadelphia. Scale ca. 1:26,600. 16×56 cm.

G3821 .P3W4 1835 .C3

Map includes parts of Philadelphia and Montgomery Counties. Indicates topography by hachures, drainage, roads, property owners, and part of the city street plan of Philadelphia.

Shows the "Columbia and Philadelphia Railroad located by Major John Wilson in 1829."

611

Howell, Courtland D. Map of railroad line commencing at a point on the West Philadelphia R.R. 4 miles below its junction with the Columbia R.R. & terminating at the R.R. bridge at Gray's Ferry; showing it to be the easiest & most economical route for avoiding the inclined plans & approaching the city of Philadelphia. Surveyed February, 1849. Scale 1:9,600. 43×57 cm.

Across bottom of map: "Profiles of ground." 6×56 cm.

The distance and cost of grading is tabulated at the lower right of the map.

The area covered is along Mill Creek and from the Lancaster Pike to Schuylkill River.

West Virginia Midland Railway

612

Colton (G. W. and C. B.) and Company. Map showing the West Virginia Midland Railway and its connections. New York, 1883. col. Scale 1:760,320. 47×62 cm.

Map of West Virginia showing relief by hachures, drainage, cities and towns, and the railroad network with emphasis on the main line.

Western and Atlantic Railroad

613

Cooper, J. F. Map of the country embracing the various routes surveyed for the Western & Atlantic Rail Road of Georgia. Under the direction of Lieut. Col. S. H. Long, Chief Engineer. 1837. U.S. Topographical Bureau M. H. Stansbury, Del. Scale ca. 1:325,000. 20×55 cm.

From [*Report of Thomas Stockton, Asst. Engineer concerning Survey of said railroad, Oct. 25, 1837*] Senate doc. 57, 24th Congress, 2nd sess., 1836-37. p. 38. serial 314.

Includes area from Chattahoochee River between Warsaw and Cambelltown, and west to the Tennessee boundary. Shows cities, townships, roads, drainage, and relief by hachures.

Accompanied by "profiles of the principal routes surveyed for the W.&A. Rail Road of Georgia," measuring 26×31 cm. The 138-mile route was opened in 1850.

614

Fleming, Brewster, and Alley. Birds-eye map of the Western and Atlantic R.R. The great Kennesaw route. Army operations, Atlanta campaign, 1864. Fleming, Brewster [and] Alley, N.Y. [July 1887] col. Scale not given. 82×44 cm.

Map of northwest Georgia from Atlanta north to Chattanooga, Tenn., showing location and date

of battles, railroads, principal roads, towns, rivers, and relief by hachures.

Title when folded: Western and Atlantic R.R. W.&A., the great Kennesaw route from Atlanta to the north and north-west. Copyright by Jos. M. Brown, 1887. Press of Fleming, Brewster & Alley, New York. July, 1887.

Listed in R. W. Stephenson's *Civil War Maps* (Washington, Govt. print. off., 1961), no. 126.

Western Vermont Railroad

615

Gilbert, William B. Map of the Western Vermont Rail Road and connecting lines. Wm. B. Gilbert, Chief Engineer. 1851. Ackerman Lith., N.Y. Fredric, Engr. col. Scale ca. 1:540,000. 54×110 cm.

At left of map: "Rail road distances, length of Western Vermont Rail Road, connecting lines north."

Map of western New England showing drainage, relief by hachures, state and county boundaries, and cities and towns. Chartered in 1845.

Wheeling and Cincinnati Mineral Railway

616

Colton (G. W. and C. B.) and Company. Map showing the route and connections of the Wheeling and Cincinnati Mineral Railway. New York, 1882. col. Scale ca. 1:800,000. 56×67 cm.

Map of Ohio showing drainage, cities and towns, townships and counties, and the railroad network with emphasis on the main line.

"Map Designed by Thomas R. Sharp, Consulting Engineer."

Wilton Railroad

617

[Wilton Railroad] Map of part of New Hampshire and Massachusetts, showing the location of the Wilton and other railroads. 1847. Scale ca. 1:150,000. 51×64 cm.

Shows area of Cheshire, Hillsborough, and northern part of Middlesex county. Chartered December 28, 1844.

Williamsport and Elmira Railroad

618

Duval (P. S.) & Co. Map of the Williamsport and Elmira Railroad with its connections. [185-] Scale ca. 1:650,000. 83×100 cm.

The map covers parts of New York, Pennsylvania, Delaware, Maryland, and Virginia. Indicates counties and major cities. Shows the Pennsylvania coal regions. Chartered on June 9, 1832.

Opened to traffic in 1854. Name changed in 1860 to Elmira and Williamsport Railroad.

Winchester and Potomac Railroad

619

Humphreys, Andrew A. Map of the routes examined and surveyed for the Winchester and Potomac Rail Road, State of Virginia, under the direction of Capt. J. D. Graham, U.S. Top. Eng., 1831 and 1832. Surveyed by Lts. A. D. Mackay and E. French, 1st Arty., assistants in 1831, and Lts. E. French and J. F. Izard, assistants in 1832. Drawn from the original plot by Lt. Humphreys, 2d Artillery. Scale 1:63,360. 53×58 cm.

From *Documents Concerning Winchester and Potomac Railroad*, 24th Congress, 2d session., House doc. 465, serial 331.

“Submitted to the Bureau of Topographical Engineers, with reports dated March 31st & Sep-

tember 22d, 1832. James D. Graham, Captain, U.S. Topl. Engs.”

Topographic map surveyed in strips along the railroad routes. Shows property owners and covers an area between the Shenandoah and Potomac Rivers to Winchester. Includes table showing “a summary of the routes surveyed for the Winchester and Potomac Rail Road, State of Virginia.”

Wisconsin Central Railroad

620

Matthews, Northrup & Co. Map of the Wisconsin Central Line and connections. Buffalo [188-] col. Scale not given. 66×75 cm.

Map of the western United States framed in border giving major stations along the route and a shippers guide. Shows relief by hachures, drainage, cities and towns, state boundaries, and the railroad network with named lines. The main line emphasized in heavy black.

Index

Numbers refer to entries, not pages.

A

Abbot, H. L., 169, 170
Abercrombie, W. A., 180
Abert, John J., 147
Ackerman Lithography, 25, 507–508, 576, 615
Adams Express Company, 315
Alabama, 178–179, 199, 476
Alabama, Railroad Commissioners, 179
Alabama and Chattanooga Railroad, 494
Alabama and Tennessee River Railroad, 316
Albemarle and Pantego Railroad, 317
Alexander, W. D., 200
Alexandria Canal, 508
All American Route, 180
Alleghany and Clarion Railroad, 533
Allegheny Railroad and Coal Company, 318
Allen, J. W., 513
Allen, William A., 229
Allen, Lane, & Scott, 520
Alt, W. W., 250
Alter, R. H., 521
American Bank Note Company, 325, 545
American Central Railway, 319
American Rail Road & Steam Navigation Guide, 30
American Railroad Journal, 25–27, 34
American Railway Guide, 10, 16
American Railway Review, 424
Anderson, J. A., 256, 296
Anderson, P., 484
Anderson (O. P.) Map and Blue Print Company, 180
Andrews, Charles D., 110, 169–170
Andrews, Israel De Wolf, 25
Annin & Smith, 348
Appletons' Illustrated Railway and Steam Navigation Guide, 425
Appletons' Railroad Guide, 135
Arizona, 172, 181–182
Arkansas, 134, 183–185, 457
Arkansas Central Railroad, 320
Arrowsmith, John, 6, 70, 98, 134, 199, 224, 255, 259, 273
Arthur (W. H.) and Company, 413
Asher & Adams, 36, 144, 188, 248
Atchison, Topeka, and the Santa Fé Railroad, 63, 321–325
Atlanta and La Grange Railroad, 326
Atlanta and West Point Railroad, 326
Atlantic and Great Western Railway, 327
Atlantic and Pacific Railroad, 328–330

Atlantic, Mississippi, and Ohio Railroad, 331, 491–492, 599
Atwood, J. M., 279
Auburn and Eel River Valley Railroad, 446
Aurora Branch Railroad, 373

B

Bache, A. D., 140
Bache, Hartman, 572
Bailey, A. M., 218
Baldwin, E., 469
Baltimore and Ohio Railroad, 2a, 231, 332–340, 427–428, 461
Baltimore and Susquehanna Railroad, 340
Baltimore Division, Adams Express Company, 315
Barnard, W. S., 32
Barney, Joshua, 332
Barre and Worcester Railroad, 342
Barrington, W., 90, 94, 295
Bayley, G. W. R., 477, 479
Beatlie, J. Lith., 117
Beckwith, Edward G., 160–168
Beers, Frederick W., 563
Beers (J. B.) & Company, 352
Behn, L. P., 263
Bellaire, Zanesville, and Cincinnati Railway, 343
Bellefontaine and Indiana Railroad, 344
Belvidere Delaware Railroad, 296
Benham, H. W., 430
Benthuisen, C. Van, 261–263
Benton (Andrew Arthur) Map Collection, 23
Bergholz, W. R., 533
Bernard, L., 4
Betts, J. Brognard, 257
Beutler, Jos., 126, 141
Bidwell, Joseph E., 207
Bielawski, C., 187
Bien, Julius, 143, 173–174, 194, 222, 226, 319, 339, 547
Black Diamond System, 345
Blackford, William Willis, 599
Blanchard, Rufus, 92, 121, 123, 128
Bond-aided Railroads, 512
Boone, Albert E., 345
Boston, Mass., 406
Boston and Lowell Railroad, 346
Boston and Maine Railroad, 347
Boston and Providence Railway, 348

Boston and Woonsocket Railroad, 349
 Boston, Barre, and Gardner Railroad, 342
 Boston, Concord, and Montreal Railroad, 350
 Boston, Hoosac Tunnel, and Western Railway, 351
 Boston Map Store, 235
 Bouffard, L., 4
 Bourquin (F.) and Company, 491
 Bouvé, Elisha W., 233-234, 342, 349, 406, 557
 Bowen, Bart., 139
 Bowen, J. T., 72, 291
 Bowen, William, 139
 Bowen & Company, 105, 127, 178
 Bowles, Charles S. P., 327
 Bozzola, L. B., 245
 Bradford (L. H.) & Company, 120
 Braxton, Carter M., 541, 549
 Breese, Sidney, 13
 Brewer, William H., 501
 Bridgman, E. C., 271, 281
 Britton & Co., 186
 Britton & Rey, 510
 Broad Mountain Improvement Company, 76
 Broad Top Coal Region, 71
 Brooklyn, N.Y., 268, 352
 Brooklyn City Railroad Company, 352
 Brooks, Alfred H., 198
 Brough, John, 210
 Brown, C. A. (Portrait), 37
 Brown, H. C., 274
 Brown, J. F., 200
 Brown, Joseph M., 614
 Browne, D. Jasper, 232
 Bryson, Gilbert H., 337
 Buchner, L., 362
 Bufford, John H., 350
 Bufford (J. H.) and Company, 99, 506, 539
 Bufford (J. H.) Lithography, 550
 Bureau of Design, 514
 Burford, William B., 214
 Burgin, John F., 525
 Burleigh & Flynt, 229
 Burlington and Missouri River Railroad, 353-354
 Burlington, Cedar Rapids, and Minnesota Railway, 355
 Burlington Route, 249, 354, 356-357, 373
 Burr, David H., 6, 70, 98, 134, 199, 224, 255, 259, 273
 Burr, Henry A., 17
 Butler (B. F.) Lithography, 552

C

Cable Elevated Railway, 452
 Cady, A. M., 503
 Cairo and Fulton Railroad, 358-359
 California, 148-151, 157-158, 169, 186-189, 510, 568
 California and Nevada Railroad, 360
 Caldwell, John (Portrait), 37
 Cambell, Jna. A., 430
 Cammeyer & Clark, 481
 Campbell, Albert H., 152-153, 158-159
 Campbell, Henry R., 417, 610
 Canals, 1, 2a, 7, 12, 17-20, 27, 29, 48, 54-55, 59, 64, 68-69, 72, 76, 78, 82, 86, 98, 114-115, 134, 137, 141, 209, 212, 224-225, 230-231, 255, 259, 271, 273, 279, 282, 285-286, 290-292, 307, 333, 340, 386, 412, 416, 423, 460, 477, 486, 489, 495, 504, 524, 563, 572

Cappeller, W. S., 285
 Carleton, Guy H., 216
 Carter, T. J., 539, 557
 Case, William (Portrait), 37
 Cash, D. C., 117
 Cass, George W., 418
 Catawissa, Williamsport, and Erie Railroad, 361
 Cedar Rapids and Burlington Railroad, 355
 Cedar Rapids and St. Paul Railroad, 355
 Central Alaska Transportation & Trading Company, 180
 Central Ohio Railroad, 362
 Central Pacific Railroad, 356, 567
 Central Railroad Extension Company of Long Island, 363
 Chapman, Silas, 122
 Charleston and Savannah Railroad, 364
 Chattanooga Southern Railway, 574
 Chemung Railroad, 572
 Chesapeake and Ohio Canal, 508
 Chesapeake and Ohio Railroad, 365-366, 412, 600, 602
 Chesbrough, Ellis Sylvester, 79
 Cheshire Railroad, 342
 Chester, D., 42
 Chester, Iron Mountain, and Western Railroad, 367
 Chicago and Alton Railroad, 61
 Chicago and Canada Southern Railroad, 368
 Chicago and Northwestern Railway, 369, 414; Land Department, 369
 Chicago and Rock Island Railroad, 371
 Chicago and Southwestern Railway, 372
 Chicago, Burlington, and Quincy Railroad, 357, 373-375
 Chicago, Great Western Railway, 376
 Chicago, Kansas, and Nebraska Railway, 377
 Chicago, Milwaukee, and St. Paul Railway Company, 378
 Chicago, Rock Island, and Pacific Railroad, 372, 379, 536
 Chicago, St. Paul, and Fond du Lac Railroad, 380
 Childs & Hammond, 477
 Cincinnati, Indianapolis, and Western Railway, 432
 Cincinnati Railway, 381
 Cincinnati, Sandusky, & Cleveland Railroad, 505
 Cincinnati Southern Railway, 382
 Cincinnati, Virginia, and Carolina Railway, 383
 Citti, Louis F., 602
 City Point Railroad, 492
 Clark, John T., 261-262
 Clark, Austin, & Company, 102
 Clements, W. H. (Portrait), 37
 Cleveland and Mahoning Railroad, 384
 Cleveland and Pittsburgh Railroad, 534
 Cleveland and Toledo Railroad, 385
 Climate, 39, 499
 Coal and Iron Railway, 386
 Cobb, Charles, 10
 Cochecho Railroad, 387
 Coffin, —, 306
 Collins, T. K. and P. G., 517
 Colorado, 190
 Colton, George Woolworth, 89, 91, 107, 111-112, 121, 123, 204, 279, 424-425
 Colton, Joseph Hutchins, 41, 45, 107-108, 114, 147a, 183, 209, 212, 218, 227, 277, 279, 440, 483
 Colton (G. W. and C. B.) and Company, 48, 50-51, 58, 60, 92-93, 95-96, 128, 130-131, 133, 144, 177-177a, 238, 267-268, 270, 277, 316-317, 320, 322, 324, 328, 330-331, 343, 351, 353, 355, 359-360, 363, 366-368, 372, 378, 383, 386, 389-392, 395-397, 401, 404, 408-409, 412, 414-415, 418, 429, 432-434, 436-437, 441, 443, 447, 449, 451-452,

456, 458, 464–465, 469–470, 473, 475–476, 489–490, 492–493, 497, 505, 509, 512, 518, 533, 535–537, 540, 544, 546, 548, 554, 556, 558–559, 562, 566–568, 574–575, 578–579, 581–585, 587, 594, 596, 604, 606–609, 612, 616
 Colton (J. H.) & Company, 435
 Colton, Ohman, & Company, 270
 Columbia and Philadelphia Railroad, 610
 Columbia Railroad, 2a, 517, 611
 Columbus and Pensacola Railroad, 388
 Columbus, Chicago, and Indiana Central Railway, 389
 Connecticut, 191
 Connecticut, Railroad Commissioners, 191
 Connecticut and Western Railroad, 390
 Consolidated Southern Railway, 391
 Continental Improvement Company, 418
 Continental Railway, 392
 Cook, C., Ill., 206
 Cooke (D. B.) and Company, 118, 203, 218
 Cooper, J. F., 613
 Copley, C., 260
 Corning, Erastus (Portrait), 37
 Corpus Christi and Rio Grande Railway, 393
 Covington, Richard, 200
 Covington and Ohio Railroad, 365
 Cox, J. P., 147a
 Cram, George F., 182, 184, 198, 201, 213, 251, 269, 311, 314
 Cram & Stebbins, 239
 Cramer, Charles, 278, 291
 Crocker, Charles, 567
 Crocker, William P., 350
 Crothers, A. S. (Portrait), 37
 Crozet, Claudius, 307
 Custer, H., 158

D

Dakota Territory, 370
 Daniels, George H., 487
 Danley, W. L., 472
 Danville and Pottsville Railroad, 394
 Danville, Olney, and Ohio River Railroad, 395
 Danville, Urbana, Bloomington, and Pekin Railroad, 396
 Dauphin and Susquehanna Railroad, 572
 Davenport, Bishop, 5
 Davis, F. A., 563
 Davis, Jefferson, 149–156, 158–163, 165–171
 Dearborn, William L., 146
 DeBihan, C., 327
 DeBow, S. Herries, 309
 De Frees, J. D. (Portrait), 37
 Degrand, P. P. F., 146
 De la Roche, G. F., 341
 Delaware, 68, 70, 75, 192, 230
 Delaware and North River Railroad, 397
Democratic State Journal, 552
 Denver and Rio Grande Narrow Gauge, 547
 Denver and Rio Grande Railway, 398–400
 Dey, Peter A., 588
 Dinsmore, Curan, 10, 16, 30
 Disturnell, John, 7, 12, 17, 19
 Dodd (W. H.) and Company, 191
 Dodge, Francis, 460
 Dodge, Grenville Mellen, 592
 Doggett, John, Jr., 75, 237, 308
 Doggett, John R., 9

Doggett's Railroad Guide, 9, 75, 237, 308
 Drake, Ira S., 23
 Drew, Columbus, 193, 195
 DuBois, Charles, 221
 Duluth and Winnipeg Railroad, 401
 Duncan, Jacob M., 90, 295
 Duval (Peter S.) and Company, 84, 307, 416–417, 445, 468, 618
 Duval (P. S.) and Company's Steam Lithographic Press, 81, 292, 517, 600–601
 Duval (P. S.) & Son, Lith., 142
 Dwyer, Thomas, 453

E

East River Railroad, 402
 East Tennessee Railroad, 560
 East Tennessee, Virginia, and Georgia Railroad, 604–605
 Eastern Kentucky Railroad, 391
 Eastern Shore Railroad, 403
 Eaton, S. Dwight, 506
 Eccles, S. W., 399
 Egloffstein, F. W. von Baron, 160–168
 Ehesbroush, J. C., 484
 Emory, William Hemsley, 159, 403
 Endicott, G. & W., 513
 Endicott, William, 116, 462
 Endicott and Company, 119, 380, 543
 Ensign, Bridgman, & Fanning, 32, 84, 202, 280
 Enterprise (locomotive), 186
 Erie Canal, 82
 Erie Railway, 404
 Electric railroads, 113, 236, 287, 514
 Elevated railroads, 268, 449, 454
 Elkhorn Land Company, 436
 Ellet, Charles, Jr., 80
 Elliott, D. H., 196
 Elliott, S. G., 186
 Elmer, Walter F., 340
 Elmira and Williamsport Railroad, 618
 European and North American Railway, 105
 Eustis, P. S., 357
 Evansville and Crawfordsville Railroad, 404

F

Faries, Robert, 571, 573
 Faul, August, 508
 Fava, Francis R., Jr., 461
 Fay, T. V., 528
 Ferguson, W. E., 506
 Fiala, John T., 175
 Fillebrown, H. C., 169–170
 Fillmore (Millard) Map Collection, 25, 32, 138–139, 147a, 173–174, 310, 523, 527
 Fink, Albert, 336
 Finley, Anthony, 290
 Fisher, Richard S., 30
 Fitchburg Railroad, 233, 406
 Fleming, Brewster, and Alley, 614
 Florida, 193–197
 Florida Central Railroad, 545
 Florida Railroad, 407
 Florida Transit and Peninsula Railroad, 408
 Forbes Company, 306

Force (Peter) Map Collection, 332, 523
 Fort Scott, Topeka, and Lincoln Railroad, 409
 Fort Wayne and Southern Railroad, 410
 Fowler, Stanley G., 555
 Fox River Valley Railroad, 411
 Franklin Co., Ark., 444
 Frederic Lithographer, 507
 Fredericksburg and Gordonsville Railroad, 412
 Frémont, John Charles, 146
 Fremont, S. L. (Portrait), 37
 Fremont and Indiana Railroad, 413
 Fremont, Lima, and Union Railroad, 441
 French, Edmund, 460, 619
 Freyhold, Edward, 174
 Friend & Aub, 516

G

Galbraith, Frank H., 206, 215, 220, 223, 240, 242, 246, 252
 Gameto, S. S., 457
 Garner, G. G., 158-159
 Gast (Aug.) & Co., 564
 Gauges, comparative, 42, 142-143
 Gauges, narrow, 547, 549
 Gay, E. F., 72
 Gedney, Joseph F., 221, 565, 591
 Geneva and Chicago Union Railroad, 414
 Geneva and Hornellsville Railroad, 415
 Geneva, Hornellsville, and Pine Creek Railroad, 562
 Gentry, A. M., 551, 577
 Georgia, 198-199, 613-614
 Georgia Railroad, 416
 German Brothers Lithography, 450
 Gerrard, Kenner, 171
 Gest, E. (Portrait), 37
 Gettysburg Railroad, 417
 Gibbes, J. G., 478
 Gilbert, William B., 485, 550, 615
 Gill, E. H. (Portrait), 37
 Gillis, J. R., 589-590
 Goldthwait, J. H., 42, 58, 102
 Gordon, Thomas, 513
 Graham, C. B., 13
 Graham, James D., 388, 619
 Grand Junction Railroad, 102
 Grand Rapids and Indiana Railroad, 418, 534
 Gray, A. B., 172
 Gray, Charles P., 67
 Gray, Frank Arnold, 230
 Gray (O. W.) & Son, 230, 282
 Great Central Railway, 419-421
 Great Kennesaw Route, 422, 614
 Great Southern Railroad, 331
 Great Western and Lake Erie Railroad, 423
 Great Western Railway, 421
 Griffith, W. P., 491
 Guernsey, Darius L., 55
Guide for the Pennsylvania Railroad, 517
 Gunn, W. A., 381
 Gunnison, J. W., 160-164
 Gwinner, Henry W., 526

H

Haasus & Lubrecht, 53

Haering, Robert, 430
 Hale, Nathan, 99, 103
 Hall, Edward S., 137
 Hall, P. A. (Portrait), 37
 Hamilton, Joseph, 463
 Hamilton Co., Ohio, 455
 Hammond, Engr. & Lithr., 479
 Hannibal and St. Joseph Railroad, 424
 Harkness, Olney, 531
 Harlan, James, 589-590
 Harlem Railroad, 30
 Harmon and Williams, 105
 Harriman, Edward H., 598
 Harris, D. L., 484
 Harrisburg to Pittsburgh Railroad, 426
 Harrison, D. R., 481
 Hatch and Company, 538
 Haupt, H., 517
 Hawaii, 200
 Hawley, Jesse L., 580
 Hayward, James, 348
 Hazard, Willis P., 142
 Helena and Corinth Railroad, 320
 Helm, John L. (Portrait), 37
 Heren, Eduard, 478
 Herndon, W. S., 194
 Herron, James, 423
 Heubach, Emil, 373, 379
 Higbee, E. F., 276
 Higgins, R. T., 245
 Higgins & Co., 245
 Hildt, George H., 176
 Hillsborough and Cincinnati Railroad, 427-428
 Hinman, Russell, 381
 Hirschfield, F., 249
 Hitchcock, D. C., 101
 Hobbs, E. (Portrait), 37
 Hoening, J. B., 226
 Hoen (A.) and Company, 28, 74, 336, 338, 340, 453, 572
 Hoffmann, John D., 152-153, 187
 Holman, W. J., 410
 Home Insurance Company, 35, 87
 Hopkins, Mark, 567
 Hotchkiss, Jedidiah, 300, 402, 480, 541, 549
 Hotchkiss (Jedidiah) Map Collection, 300, 402, 480, 541, 549
 Houghton, S. O., 568
 Houston and Texas Central Railroad, 429
 Howell, Courtland D., 611
 Hoxsie, S. K., 294
 Hoyer & Ludwig, 494
 Hubbard, John, 105
 Hubby, L. M. (Portrait), 37
 Hudson River Railroad, 430
 Humphreys, Andrew Atkinson, 619
 Hunckel & Son, 86, 337
 Huntington, Collis P., 567
 Hutawa, Julius, 358
 Hutton, N. H., 152-153, 158-159
 Hutton, W. R., 460

I

Idaho, 201
 Illinois, 202-207
 Illinois Central Railroad, 431, 474

Indiana, 208–213, 215
 Indiana, State Board of Tax Commissioners, 214
 Indiana and Illinois Central Railroad, 432
 Indiana, Bloomington, and Western Railroad, 505
 Indiana, Bloomington, and Western Railway, 433
 International and Great Northern Railroad, 547
 Iowa, 216–218, 220
 Iowa, Railroad Commissioners, 219
 Iowa and Missouri State Line Railroad, 434
 Iowa Central Air Line Railroad, 435
 Iowa Falls and Sioux City Railroad, 436
 Iowa Railroad, 436
 Ives, Joseph Christmas, 152–153
 Izard, J. F., 619

J

Jackson, Lansing, and Saginaw Railroad, 437
 Jacksonville, North Western, and South Eastern Railway, 438
 Jacobi, L., 337, 428
 Janicke, A., 175
 Jaques, C. D., 278
 Jarrett, P., 573
 Jaudon, A. G. (Portrait), 37
 Jenney, W. L. B., 455
 Jersey Central, 543
 Jersey City, Hoboken, & Rutherford Electric Railway, 514
 Jervis, John B., 116
 Johnson, Alvin Jewett, 211
 Johnson, Charles A., 514
 Johnson, Edwin F., 24
 Johnson & Browning, 124, 136, 183
 Jones, N. F., 427–428
 Joynes, W. T. (Portrait), 37
 Judah, Theodore D., 552
 Junction Railroad, 385

K

Kansas, 127, 221–223, 589
 Kansas and Gulf Short Line Railroad, 439
 Kansas Pacific Railway Company, 565
 Kase, S. P., 543
 Kayler, R. S., 287
 Kearney, James, 403
 Keeler, W. J., 221, 565, 591
 Keenan, William, 542
 Kellogg (E. C.) and Company, 24
 Kennedy, A., 100
 Kennedy, David K., 394
 Kennedy & Lucas Lithography, 394
 Kentucky, 224–226
 Kern, Richard H., 160–163
 Kimber, Thomas, Jr., 361
 King, S. D., 209
 Knight, Edward H., 499
 Knight, Jonathan, I, 7, 527
 Knight, Leonard, and Company, 597
 Knoxville, Cumberland Gap, and Louisville Railroad, 574
 Koerner, P. W. Oscar, 407
 Kollner, Augustus, 76–77, 293, 496, 529
 Korff Brothers, 33, 35
 Kramm, Gustavus, 610
 Kuhl, F., 516

L

La Crosse and Milwaukee Railroad, 440
 Lake Erie and Louisville Railway, 441
 Lake Erie and Pacific Railroad, 441
 Lambach, H., 592
 Lambert, John, 154, 155, 156
 Land grants, 13, 54, 65, 127, 221–222, 328–330, 353, 408, 418, 424–425, 431, 436, 443–444, 457, 494, 501, 517, 578
 Lang, J. C., 315
 Lang & Laing, 87, 123
 Larkin, J. E., 530
 Latimer, H. I., 454
 Latrobe, Benjamin Henry, 74, 278, 336, 523
 Lay, Amos, 2
 Lebanon Co., Pa., 563
 Leefe, George E., 208, 210, 371, 522
 Lehman and Duval Lithographers, 610
 L'Hommedieu, S. S. (Portrait), 37
 Leonhardt, Thomas, 295
 Leopold Gast, Brother, & Company, 176, 205
 Lesley, J., 517
 Lesley, J. P., 517
 Levis, John T. (Portrait), 37
 Lewis, Alonzo, 234
 Lewis, G. F., 527
 Lewis, William J., 510
 Lewis and Clark, 499
 Lexington and Big Sandy Railroad, 442
 Lincoln, Abraham, 499
 Lindly, Cicero J., 207
 Linneman, O., 336
 Lipman & Riddle Lithography, 411
 Lippincott, Grambo, & Company, 18, 21
 Little Rock and Fort Smith Railroad, 443
 Little Schuylkill and Susquehanna Railroad, 361
 Litton, S., 428
 Lloyd, James T., 37, 43, 46, 49, 138–139, 225, 310
 Lloyd (H. H.) & Company, 47, 129, 137
Lloyd's American Railroad Weekly, 43
 Lock Haven and Tyrone Railroad, 445
 Logansport and Northern Indiana Railroad, 446
 Long, Stephen Harriman, 613
 Long Island, N.Y., 363
 Long Island Railroad, 447–449
 Lord, Henry C. (Portrait), 37
 Lorenz, W., 86
 Louisiana, 134, 227–228, 469, 450
 Louisville and Cincinnati Branch Railroad, 447
 Louisville, New Albany, and St. Louis Air Line Railroad, 451
 Louisville, New Orleans, and Texas Railroad, 452
 Lowery, Woodbury, 502
 Lucas, Fielding, Jr., 68
 Lucas, William B., 394
 Lynchburg and Tennessee Railroad, 599
 Lynkins Valley Railroad, 572
 Lyon, James B., 270
 Lyons, C. L., 200

M

McAlpine, William J., 22, 82, 262
 McAlvin, J. T., 436
 McBean, William, 474
 McCallum, D. C., 143

- McClellan, John, 69
 McClelland, J., 403
 McDaniel, John Robin (Portrait), 37
 McEwen Map Company, 206, 215, 220, 223, 240, 242, 246, 252
 McGowan, D., 176
 Mackay, A. D., 619
 McKenzie, Louis, 337
 McKisson, J. D., 345
 McLaughlin Brothers, 573
 McLean, A., 175
 McLellan, David, 26–27, 108, 202, 405, 446
 McMinn, J. M., 445
 Macomb, J. N., 142
 Madison and Indianapolis Railroad, 210
 Magnus, Charles, 44
 Mahlo, Emil, 180
 Mahon, Charles, 153, 326
 Mahone, William, 491
 Maine, 229
 Manassas Gap Railroad, 81, 453, 508
 Manhattan Railway, 454
 Manouvrier & Snell, 474
 Maple Leaf Route, 376
 Marietta and Cincinnati Railroad, 455
 Marietta and North Georgia Railway, 574
 Marietta and Pittsburgh Railroad, 456
 Maryland, 68, 70, 75, 230–231, 403, 460
 Mason, R. B., 484
 Massachusetts, 2a, 232–236, 506
 Massachusetts and Vermont Railroad, 324
 Matthews-Northrup Company, 64, 192, 377, 422, 472, 487–488, 560, 569, 620
 Maury, Matthew Fontaine, 365
 Mayer, Ferdinand, 463, 563
 Meadville, Company, 327
 Mechlin, J. R. P., 155–156
 Medberry, S., 413
 Memphis and Little Rock Railroad, 456
 Memphis and New Orleans Railroad, 458
 Mendel, Edward, 115, 515
 Mendenhall, Edward, 126, 141, 217, 382
 Metropolitan Railroad, 459–461
 Mexican Central Railroad, 323
 Mexican National Railroad, 457
 Michigan, 237–240
 Michigan Central Railroad, 116, 420–421
 Michigan Southern Railroad, 116, 462
 Middleton, Wallace, and Company, 31, 118, 172, 217, 385, 442
 Military railroads, 143
 Mill Creek Railroad, 394
 Millard, B. F., 179
 Miller, Edward, 496
 Miller, N., 349
 Miller's Lith., 14
 Milwaukee and Horicon Railroad, 463
 Milwaukee and St. Paul Railroad, 464–465
 Milwaukee and St. Paul Railway, 378
 Milwaukee and Superior Railroad, 466
 Mine Hill and Schuylkill-Haven Railroad, 467–468
 Minnesota, 129, 241–242
 Minor, D. K., 2a
 Mississippi, 134, 243, 469–470
 Mississippi and Missouri Railroad, 371
 Mississippi River, 139
 Mississippi Valley Railroad, 469
 Missouri, 244–246
 Missouri Pacific Railroad, 358
 Mitchell, S. Augustus, 5, 23, 38, 97
 Mitchell and Hinman, 5
 Mobile and New Orleans Railroad, 475
 Mobile and North Western Railroad, 470
 Mobile and Ohio Railroad, 474
 Mohawk Valley, N.Y., 260
 Molitor (Edward) Lithography, 140
 Montana, 247
 Montana Railroad, 471
 Montgomery Co., Md., 461
 Moody, J. E., 539
 Moore, W. C., 430
 Morgan, Charles, 350
 Morgan's Louisiana and Texas Railroad, 477
 Morris, Ellwood, 278, 427–428
 Morris, Thomas A., 208, 210, 576
 Morriss, James A., 514
 Morriss Electric Railway System, 514
 Morristown and Cumberland Gap Railroad, 574
 Morse & Tuttle, 100
 Morton, A. C., 105
 Morton, J. P., 447
 Mota, Alb. von., 398
 Mount Carbon Railroad, 394
 Mowry, Sylvester, 172
 Mueller, J., 384
- ## N
- Nash, L. S., 446
 Nashville and Chattanooga Railroad, 472
 Nashville, Chattanooga, and St. Louis Railroad, 472
 National Railway Publication Company, 526
 Nebraska, 127, 248–252, 353, 590, 593
 Nebraska Territory, 588
 Nesbitt (Geo. F.) and Company, 466
 Nevada, 188, 253, 568
 New Castle Railroad, 523
 New Hampshire, 254
 New Hampshire, Railroad Commissioners, 254
 New Haven, Middletown, and Boston Railroad, 473
 New Jersey, 75, 255–256, 513–514
 New Mexico, 258
 New Orleans and Ohio Railroad, 474
 New Orleans, Mobile, and Chattanooga Railroad, 475–476
 New Orleans, Opelousas, and Great Western Railroad, 477–479
 New River Railroad, 480
 New York and Erie Railroad, 404, 481–483, 572
 New York and Florida Limited, 569
 New York and New Haven Railroad, 484
 New York and Oswego Midland Railroad, 485
 New York and Richmond Coal Company, 309
 New York Central and Hudson River Railroad, 486–488
 New York Central Railroad, 420, 430
 New York City, 268, 447, 449, 454
New York Handels Zeitung, 177a
 New York, Lake Erie, and Western Railroad, 404
 New York State, 259–272, 485
 New York, Texas, and Mexican Railroad, 547
New-Yorker Handels-Zeitung, 330
 Nicholson, W. L., 283, 313
 Noble, C. E. 421

Norfolk and Cincinnati Railroad, 391, 490
 Norfolk and Petersburg Railroad, 491
 Norfolk and Western Railroad, 492, 604–605
 Norfolk and Western Railway, 559–560
 Norfolk, Albemarle, and Atlantic Railroad, 489
 Norfolk, Wilmington, and Charleston Railroad, 493
 Norris, William, 2a
 North Carolina, 273–274
 North Dakota, 275–276
 North East and South West Alabama Railroad, 494–495
 North Pennsylvania Railroad, 496, 529
 Northern and Southern West Virginia Railroad, 497
 Northern Indiana Railroad, 462
 Northern Pacific Railroad, 498–502
 Northern Pacific Railway, 177, 502
 Northern Railroad of New Jersey, 503
 Norton, J. A., 286

O

Oahu, 200
 Oahu Railway, 200
 O'Brien, J. J., 588
 Ohio, 277–287, 456
 Ohio and Pennsylvania Railroad, 504
 Ohio Southern Railroad, 505
 Okelomski, F. A., 478
 Oklahoma, 288
 Old Colony Railroad, 506
 Olmstead, S. R., 586
 Onken's Lithography, 278
 Orange and Alexandria Railroad, 412, 507–508
 Orange, Alexandria, and Manassas Railroad, 453
 Oregon, 170, 289
 Oregon Railway and Navigation Company, 500–501, 509
 Osborne, R. B., 527

P

Pacific railroad surveys, 14, 22, 24, 28, 31, 41, 62, 146–155, 157–168, 171, 173–177a, 358, 498–499, 510–511, 565, 588–592
 Pacific Railroads, 512
 Page (H. R.) & Company, 356, 593
 Palmer, George (Portrait), 37
 Palmer, William J., 565
 Palmer, William R., 388
 Parke, J. G., 157
 Parke, John G., 148–151, 158–159
 Parker, Nathan H., 218
 Parrott, George B., 387
 Paterson and Dover Railroad, 513
 Paterson and Ramapo Railroad, 513
 Paterson Central Electric Railway, 514
 Paterson, Passaic, and Rutherford Electric Railway, 514
Pathfinder Railway Guide, 101, 104
 Patterson, S. C., 519
 Pendelton's Lithography, 232
 Penniman, John, 341
 Pennsylvania, 75, 255, 290–297, 467–468, 524–526, 532, 572, 580
 Pennsylvania Central Railroad, 515
 Pennsylvania Railroad, 293–294, 426, 516–521, 534
 Peoria and Bureau Valley Railroad, 371
 Perkins, George R., 265

Perkins, Thomas H., 232
 Perris, William, 33–35, 87
 Peru and Indianapolis Railroad, 522
 Petingale, Thomas, 263
 Pettee, Otis, 349
 Philadelphia, Pa., 294, 610
 Philadelphia and Baltimore Railroad, 523
 Philadelphia and Erie Railroad, 524–526
 Philadelphia and Reading Railroad, 527–528
 Philadelphia and Sunbury Railroad, 394
 Philadelphia Board of Trade, 142
 Philadelphia, Easton, and Water Gap Railroad, 496, 529
 Philadelphia, Reading, & Pottsville Railroad, 468
 Philadelphia, Wilmington, and Baltimore Railroad, 530–531
 Philip (George) and Son, 20
 Phoenixville Cornwall Railroad, 532
 Pike's Peak, 176
 Pine Bluff and Southwestern Railroad, 320
 Pinegrove, Lancaster Railroad, 532
 Pittsburgh, Bradford, and Buffalo Railway, 533
 Pittsburgh, Cincinnati, and St. Louis Railway, 518
 Pittsburgh, Fort Wayne, and Chicago Railroad, 504, 534, 536
 Pittsburgh, Fort Wayne, and Chicago Railway, 518
 Pittsburgh, Marion, and Chicago Railroad, 535
 Plymouth, Kankakee, and Pacific Railroad, 536
 Poates, L. L., 502
 Poett, A., 187
 Polley, J. F., 471
 Pollsinhorn, Henry, 172
 Poole, Henry W., 467
 Poole Brothers, 323, 376
 Poor, Henry Varnum, 27, 89, 111, 495
 Pope, John, 171
 Port Royal Railroad, 537
 Portland and Ogdensburg Railroad, 538
 Portsmouth and Concord Railroad, 539
 Potomac and Ohio Railway, 540
 Potomac, Fredericksburg, and Piedmont Railroad, 412, 541
 Preuss, Charles, 157
 Price, John, 73
 Price, R. M., Jr., 563
 Proctor, John R., 226
 Provost, B. B., 484
 Pruden and Martin's Steam Printers, 309

R

Rabun Gap Railroad, 542
Railroad Journal, 2a
 Railway Mail Service, 206, 215, 220, 223, 240, 242, 246, 252, 283, 313
Railway Pathfinder, 345
 Rand, Avery Supply Company, 254
 Rand McNally and Company, 59, 61–63, 66, 179, 181, 185, 189–190, 197, 207, 228, 243, 247, 253, 258, 274–275, 288–289, 298, 301–305, 312, 339, 347, 354, 357, 370, 375, 378, 399–400, 431, 486, 500–501, 534, 553, 555, 595, 598, 605
 Randolph, J. L., 573
 Rannells, Charles S., 207
 Reading and Columbia Railroad, 543
 Reading and Company, 102, 109
 Reading and Lehigh Valley Railroad, 361, 521
 Rease, W. H., 531

Reed, A. J., 241
 Rhode Island, 298
 Rice, R. N. (Portrait), 37
 Richardson, Alfred M., 145
 Richmond, Van Rensselaer, 265–266, 485
 Richmond and Danville Railroad, 544–545
 Richmond and Louisville Railroad, 546
 Richter, Leopold, 205
 Ridgway, Thomas S., 365
 Rio Grande and Pecos Railway, 547
 Ritchie and Dunnivant, 599
 Roberts, Solomon W., 504
 Roberts, W. F., 71
 Roberts, W. Milnor, 344
 Robertson and Seibert Lithography, 570
 Robertson, Seibert, & Shearman Lithography, 503
 Robinson, Edwin, 37
 Rock Island Route, 377
 Rockford, Rock Island, and St. Louis Railroad, 548
 Roeser, C., 54
 Rose, William W., 410
 Ross, John (Portrait), 37
 Royal Land Company, 549
 Ruffus Adams and Company, 322
 Ruggles, T. C., 600
 Rutland and Burlington Railroad, 550

S

Sabine, H., 284
 Sabine and Galveston Bay Railroad, 551
 Sacramento Valley Railroad, 552
 Sage (J.) and Sons, 36, 88, 125, 263, 525
 St. John, I. M., 447
 Sanford, E. D., 495
 Santa Fé Route, 553
 Sarony and Company, 157, 164
 Sarony, Major, & Knapp Lith., 39
 Saunders, Edward H., 293
 Savannah and Charleston Railroad, 364
 Savannah and Memphis Railroad, 554
 Schlatter, Charles L., 291
 Schönberg and Company, 47
 Schoolcraft, Henry R. (papers), 564
 Schuchman, William, 362
 Schuchman & Haunlein, 344
 Schultz, John H., 34
 Seaboard Air Line Railroad, 555
 Seaboard and Raleigh Railroad, 556
 Seaboard and Roanoke Railroad, 557
 Seaboard, Pennsylvania, and Western Railroad, 558
 Sebastian, John, 377
 Selma, Rome, and Dalton Railroad, 316
 Seymour, Silas, 263, 590
 Seymour & Tower, 503
 Shall, D. F., 183
 Shamokin Railroad, 572
 Sharp, Thomas R., 533, 616
 Sharp & Price, 387
 Sheaffer, P. W., 292
 Sheaff, J. A., 72
 Shenandoah Valley Railroad, 604–605
 Shenandoah Valley Railway, 559
 Sherburne, J. P., 152–153
 Sherman & Smith, 8, 106, 114
 Shoemaker, J. G., 517

Shore Line Railroad, 561
 Short & Forman, 286
 Shotwell, E., 484
 Sibell (William E. & J.) Lithography, 571
 Sidell, W. H., 147
 Siebert, Selmar, 152–156, 160–163, 165–168
 Simpson, J. H., 590
 Sinclair, T., 294, 318, 524
 Sioux City and Pacific Land Company, 436
 Skillas, D., 573
 Slote & Stone, 551
 Smith, Isaac Williams, 148–151, 157
 Smith, J. L. 96, 296
 Smith, John Calvin, 8, 20, 106, 114
 Smith, Rae, 37
 Smith & Stroup, 94
 Sneden, William, 503
 Snow, George K., 104
 Snow & Wilder, 101
 Snyder, G., 430
 Snyder & Black Lithographers, 484
 Sodus Point and Southern Railroad, 562
 Sours, P., 484
 South Carolina, 273, 299–301
 South Carolina Canal and Railroad Company, 299
 South Dakota, 302
 South Florida Railroad, 196
 South Mountain and Boston Railroad, 563
 South Pacific Railroad Company of Missouri, 563
 Southern Continental Railroad, 565
 Southern Express Company, 145
 Southern Maryland Railroad, 566
 Southern Pacific Railroad, 568
 Southern Railway Company, 569
 Stammann, Hugo, 36
 Standard Coal and Iron Company, 133
 Stanford, Leland, 567
 Stansbury, M. H., 613
 Stanstead, Shefford, and Chambly Railroad, 570
 Steele, J. Dutton, 86
 Steiger, W. T., 28
 Sterling, Thomas, 2
 Stevens, Isaac Ingalls, 39, 154–156, 498
 Stiles, S., 114
 Stockton, Thomas, 613
 Strader, Jacob (Portrait), 37
 Stranahan, H. B., 286
 Street railroads, 229
 Strickland, William, 523
 Strobridge and Company, 381
 Strum, G. P., 222
 Summerall Papers, 345
 Sunbury and Erie Railroad, 77, 524, 571–573
 Sunbury, Erie, and Pittsburgh Railroad, 423
 Susquehanna Railroad, 572
 Sutton, R., 284
 Swain, James B., 262
 Sweet, S. H., 266

T

Tanner, Henry Schenck, 1, 3, 7, 299, 348
 Tappan & Bradford's Lith., 79, 146
 Telegraph lines, 17, 49, 109
 Tennessee, 224, 303
 Tennessee, Alabama, and Georgia Railroad, 574–575

Terre Haute and Indianapolis Railroad, 576
 Terre Haute and Richmond Railroad, 576
 Teulon, E. A., 104
 Texas, 304, 578
 Texas and New Orleans Air Line Railroad, 551
 Texas and New Orleans Railroad, 577
 Texas and Pacific Railway, 578-579
 Texas and St. Louis Railroad, 547
 Texas & St. Louis Railway, 439
 Texas Mexican Railroad, 547
 Texas Mexican Short Line Railroad, 547
 Thatcher, Edwin, 450
 Thayer & Colton, 123
 Thayer (B. W.) and Company, 105
 Theuret, D., 478
 Thomas (G. F.) and Company, 385, 425
 Thomas & Lathrops, 421
 Thomas & Wylie Lithographers, 257
 Thomas, Cowperthwait, and Company, 23
 Thompson, Gilbert, 461
 Thomson, J. Edgar, 416; (Portrait), 37
 Throop, J. V. N., 103
 Through Traffic Railway, 580
 Tielde, Charles, 262-263
 Tilden, S. D., 191
 Tinkham, A. W., 156
 Toledo and Saginaw Bay Railway, 581
 Toledo, Ann Arbor, and Grand Trunk Railway, 582
 Toledo, Ann Arbor, and North Michigan Railway, 583
 Toledo, Cincinnati, and St. Louis Railroad, 584
 Toledo, Peoria, and Warsaw Railway, 585
 Toledo, Wabash, and Great Western Railroad, 586
 Toledo, Wabash, and Western Railway, 587
 Toner (Joseph M.) Collection, 460
 Townley, J. L., 423
 Treverton Railroad, 572
 Troutwine, John Cresson, 523
 Tunis, W. E., 40, 420
Tunis' International Railroad Guide, 40
 Tunison, E. L., 272
 Tunnel, 410
 Twining, A. G., 484

U

Union Pacific Railroad, 15, 52, 356, 588-598
 Union Pacific Railway, 221
 U.S. Alaska Exploration Expedition, 180
 U.S. Army, Quartermaster General, 65
 U.S. Bureau of Statistics, 62
 U.S. Coast Survey, 140, 430
 U.S. Congress, House, 11
 U.S. Congress, Senate, 13
 U.S. General Land Office, 28, 54, 127, 178, 194, 222, 276, 288, 444
 United States Pacific Railway Commission, 512
 Utah, 305

V

Van Cleef, John T., 257
 Van Vleck, Henry, 470
 Vaughan, David, 82, 261-263, 265
 Veeder, N., 83
 Veisz, W., 81, 601

Vermont, 306, 550
 Virginia, 70, 307-310, 541, 549, 619
 Virginia and Georgia System, 560
 Virginia and Tennessee Railroad, 599
 Virginia Central Railroad, 365, 508, 600-602
 Virginia, Kentucky, and Ohio Railroad, 603
 Virginia, Tennessee, and Georgia Air Line Railroad, 604-605
 Vliet, Jasper, 463

W

Wagner, Thomas S., 295
 Wagner & McGuigan, Lithography, 498
 Wagner (Thomas S.) Lithography, 90
 Waite, C. H., 59
 Walker, Thomas D. (Portrait), 37
 Walker, Evans, & Cogswell, 145
 Walker, Evans, & Company, 364
 Walker (George H.) and Company, 113, 236
 Wall, J. Sutton, 297
 Walling, Henry Francis, 561
 Walpole Route, 349
 Warner, Edward, 384
 Warren, Gouverneur Kemble, 37, 157, 173, 489
 Warrenton Branch, 508
 Warring, J. B. (Portrait), 37
 Washington (State), 311
 Washington, D.C., 230, 460-461
 Washington and Atlantic Railroad, 606
 Washington and Ohio Railroad, 607
 Washington and Point Lookout Railroad, 608
 Washington and St. Mary's Railroad, 609
 Washington Aqueduct, 460
 Washington Territory, 509
 Watson, Gaylord, 52, 56-57, 132
 Watson's Lithography, 523
 Weber (Edward) and Company, 147, 231, 234
 Webster, William, 200
 Weed, Parsons, and Company, 265, 485
 Welch, G. W., 186
 Wells, J., 135
 Welsh, Howard E., 256
 West Philadelphia Railroad, 610-611
 West Virginia, 312, 480, 497, 612
 West Virginia Midland Railway, 612
 Westbrook, J. B., 442
 Western and Atlantic Railroad, 416, 613-614
 Western Armory, 474
 Western Litho. Co., 219
 Western Map Depot, 251
 Western Railroad, 342
 Western Vermont Railroad, 615
 Wheat, Carl I., 14, 24
 Wheeling and Cincinnati Mineral Railway, 616
 Whipple, A. W., 152-153
 White, William, Jr., 152-153
 Whitewater Canal, 208
 Whitney, Asa, 14
 Wilamowicz, I., 358
 Wilder, R. A., 580
 William Mann & Son, Printers, 512
 Williams, Alexander, 109
 Williams (A.) & Company, 235
 Williams, Henry T., 511
 Williams, Levi, 260

Williams, Wellington, 18, 21, 29, 80
Williams, W. G., 12
Williamson, Robert, 169-170
Williamson, Robert S., 148-151, 157
Williamsport and Elmira Railroad, 361, 572, 618
Wills Valley Railroad, 494
Wilson, John, 610
Wilson, Jos. S., 178
Wilton Railroad, 617
Winchendon Branch, 233
Winchester and Potomac Railroad, 619
Winslow, Lanier, & Company, 418
Wisconsin, 313, 463
Wisconsin Central Railroad, 620
Woods (T. and C.) Lithography, 73

Woodward, Tiernan, and Hale, 321, 457
Worcester Co., Mass., 233
Worcester, George P., 572
Wright, Benjamin, 481
Wyckoff, P., 211
Wyoming, 314

Y

Yeager, J., 68
York and Cumberland Railway, 572
Young, James H., 97
Young, John, 169-170
Yulu, D. S., 194

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