

**A GENERAL CHRONOLOGY  
OF THE  
PENNSYLVANIA RAILROAD COMPANY  
ITS PREDECESSORS AND SUCCESSORS  
AND  
ITS HISTORICAL CONTEXT**

**By Christopher T. Baer**

**1868**

**June 2015 Edition**

**All data subject to correction and change**

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|--------------|--|
| Early 1868   | Vanderbilt and PRR settle on division of New York traffic; offer Erie 33% but it refuses to join compact.  |
| Jan. 1, 1868 | Engineer Dept. revived under Chief Engineer of Construction & Consulting Engineer William Hasell Wilson, who is in charge of all new construction, branches, and real estate; replaces office of Chief Engineer as head of Maintenance of Way Dept., abolished; Wilson's son John A. Wilson appointed to new post Chief Engineer of Maintenance of Way in Transportation Dept., reporting to General Superintendent; supervises five Resident Engineers on divisions. (AR, MB) |
| Jan. 1, 1868 | Auditor of Empire Line Frank J. Firth also named Auditor of Anchor Line. (PRRMN)   |
| Jan. 1, 1868 | West Jersey Railroad begins operating the Salem Railroad under a lease dated May 19, 1868. (C&C)   |
| Jan. 1, 1868 | Western Pennsylvania Railroad and Indiana Branch designated Western Pennsylvania Division of PRR; Tyrone & Clearfield and Bald Eagle Valley Railroad designated Tyrone Division. (USRR&MR)   |
| Jan. 1, 1868 | Connecting Railway leased to Philadelphia & Trenton Railroad retroactive to Feb. 18, 1863.   |
| Jan. 1, 1868 | Board advertises lease of depot hotels at Harrisburg, Altoona, and Pittsburgh. (MB)  |
| Jan. 1, 1868 | Philadelphia & Erie fails to earn enough to pay Jan. 1 interest on Third Mortgage bonds; PRR demands convert to 48,000 shares of preferred stock.  |

( , Fernon - move from 9/67)

- Jan. 1, 1868 Adams Express, American Express, United States Express, and Merchants Union Express Companies begin an attempt to pool earnings. (USRR&MR)
- Jan. 1, 1868 PW&B ceases operation of Junction & Breakwater Railroad, which is then operated by its own organization. (Val)
- Jan. 1, 1868 Reuben F. Smith (1830-1913) elected VP of the Cleveland & Pittsburgh Railroad. (MB)
- Jan. 1, 1868 Atlantic & Great Western Railway's through traffic contract with the Erie Railway expires; not renewed because of poor performance by the Erie. (Felton)
- Jan. 1, 1868 John .H. Devereux elected director and VP of Cleveland & Pittsburgh Railroad while remaining Superintendent; J.F. D. Lanier leaves Board. (MB)
- Jan. 1, 1868 Toledo, Peoria & Warsaw Railway opens between La Harpe (ARJ & Stringham have Warsaw!!) and Bushnell, Ill. (Stringham, C&C? - Church says La Harpe-Iowa Jct. b. 1873 - AR in ARJ says Elvaston-Bushnell as does C&C)
- Jan. 1, 1868 Green Line Transportation Company formed as a freight car pool for five southeastern railroads under the lead of the Louisville & Nashville Railroad. (Klein)
- Jan. 3, 1868 Kalamazoo & Grand Rapids Railroad incorporated in Michigan. (GrnBk)
- Jan. 4, 1868 CNJ starts a blockade of Empire Line freight at Jersey City. (RickerDiary/RREmply)
- Jan. 4, 1868 CNJ begins leaving Empire Line freight at Bergen Point as there is no room at Jersey City. (RickerDiary/RREmply)
- Jan. 6, 1868 Mifflin & Centre County Railroad opens between Reedsville and Milroy. (Val, AR)
- Jan. 6, 1868 Gen. George G. Meade replaces Gen. John Pope as commander of the Third Military District, including Georgia; he is much less sympathetic to Radical Reconstruction and the plight of the freedmen and refuses to press the removal of former Confederates from the Legislature. (Parks, Nelson)
- Jan. 7, 1868 Junction Railroad files bill in Pennsylvania Supreme Court to assert its right to build track through the PRR yards between 35th & Haverford Streets in

- West Philadelphia; Judge Sharswood rules in favor of the Junction Railroad (when?)
- Jan. 7, 1868 Charles R. Peddle appointed Superintendent of the Terre Haute & Indianapolis Railroad. (MB - remove from 1867)
- Jan. 8, 1868 Formal excursion celebrates opening of Allegheny Valley Railroad between Brady's Bend and Venango City, Pa. (Val)
- Jan. 8, 1868 Farmers Railroad (Petroleum Centre to Oil City) merged into Warren & Franklin Railway (Oil City to Invineton); this gives the Philadelphia & Erie Railroad direct access to the center of the Oil Region; while the old Oil Creek Railroad remains semi-independent, owned by Tom Scott, et al. (Val, Maybee)
- Jan. 9, 1868 Delaware Railroad Board authorizes building the Kent County Railroad from the Delaware state line to Massey. (MB)
- Jan. 9, 1868 Lease of the Sandusky & Cincinnati Railroad to the Cincinnati, Dayton & Eastern Railroad is cancelled; Sandusky & Cincinnati Railroad renamed Cincinnati, Sandusky & Cleveland Railroad; it continues to operate the Springfield & Columbus Railroad (Springfield-London). (GrnBk)
- Jan. 9, 1868 Pullman Pacific Car Company incorporated; Union Pacific Railroad takes 2,600 shares, George M. Pullman 1,200 shares, and Andrew Carnegie 1,200 shares. (Klein)
- Jan. 10, 1868 Joint Board of United Companies authorizes Executive Committee to make settlement with Raritan & Delaware Bay Railroad; authorizes lease of Camden & Burlington County Railroad and Vincentown Branch Railroad. (MB)
- Jan. 10, 1868 Charter of Pan Handle Railway filed. (MB)
- Jan. 10, 1868 Atlantic & Great Western Railway contracts with Reading for through service to the East, but is not able to put it into effect because of its own bankruptcy. (Felton, verify in Rdg)
- Jan. 10, 1868 Erie Railway common reaches 76, bid up by a pool led by Daniel Drew and including Richard Schell, James H. Banker, Frank Work and John Steward. (Stiles)
- Jan. 11, 1868 CNJ arranges for a fourth switcher to move Empire Line grain cars to the float bridge at Jersey City. (RickerDiary/RREmply)
- Jan. 1868 Through sleeping cars established between Jersey City and Chicago via

Allentown Route; two changes of cars to St. Louis. (PassDept - no in 1866 or earlier)

- Jan. 1868 Connection built between the Connecting Railway and North Pennsylvania Railroad near Erie Avenue (North Penn Jct.), originally to facilitate distribution of anthracite coal off the North Penn. (Hare)
- Jan. 13, 1868 CNJ arranges for a new float bridge at Jersey City to handle Empire Line traffic. (RickerDiary/RREmply)
- Jan. 13, 1868 Philadelphia & Baltimore Central Railroad signs a lease of the Chester Creek Railroad (Lamokin-Baltimore Jct.); the Chester Creek Railroad is to pay the West Chester & Philadelphia Railroad \$880 per year for the use of its bridge over Chester Creek. (Val, MB, C&C)
- Jan. 13, 1868 Philadelphia & Reading Railroad elects a new management to the East Pennsylvania Railroad, giving it control of the entire western part of the Allentown Line, Allentown to Harrisburg. (USRR&MR - verify MB??)
- Jan. 13, 1868 LIRR extension opens between Syosset and Huntington Station. (Seyfried)
- Jan. 13, 1868 Dunleith & Dubuque Bridge Company grants construction contract to Carnegie's Keystone Bridge Company over Lucius B. Boomer after a hard sell by Andrew Carnegie. (Jackson, ARJ)
- Jan. 13, 1868 Senate votes to reinstate Edwin M. Stanton as Secretary of War, provoking a showdown with Pres. Andrew Johnson. (JSmith)
- Jan. 13, 1868 Gen. George G. Meade removes Charles J. Jenkins as Gov. of Georgia and State Treasurer John Jones for their refusal to pay per diem expenses for the constitutional convention out of state funds; Jenkins takes the state seal, his executive records, and \$400,000 from the state treasury, which he deposits in a New York bank. (Parks, Sobel)
- Jan. 14, 1868 Queen Annes & Kent Railroad signs construction contract with Stearns & Quigley of Wilmington to build the road for \$225,000 in cash and \$75,000 in bonds. (SmyrnaTimes, Emory)
- Jan. 14, 1868 Kent County Railroad appoints John B. Wingate Chief Engineer. (MB)
- Jan. 14, 1868 Constitutional Conventions begin in North Carolina and South Carolina at the call of Gen. Canby. (Thorpe)
- Jan. 15, 1868 Junction & Breakwater Railroad Board approves contract with Joseph Hyde to operate one round trip over the line between Harrington and Georgetown at 42.5 cents per mile. (MB)

- Jan. 15, 1868 Pan Handle Railway Company incorporated in Pa. under articles dated Jan. 14 as the reorganization of the Pittsburgh & Steubenville Railroad; J. Edgar Thomson, Pres.; during its four-month life, the property continues to be operated by Thomas L. Jewett, Receiver of Steubenville & Indiana Railroad. (C&C, Church)
- Jan. 15, 1868 Pan Handle Railroad Company incorporated in W.Va. to build a branch from the Pan Handle Railway to Wheeling. (C&C)
- Jan. 15, 1868 St. Louis & Iron Mountain Railroad seized by the State of Missouri. (ICC)
- Jan. 1868 Seaboard & Roanoke Railroad and Baltimore Steam Packet Company (Old Bay Line) brought under combined management of the Robinson family. (SAL CorpHist - some say 1867?)
- Jan.? 1868 Seaboard & Roanoke Railroad forms the "Seaboard Inland Air Line \_\_\_" a through billing arrangement with the Raleigh & Gaston Railroad, North Carolina Railroad, [Charlotte, Columbia & Augusta Railroad?]. (Nelson notes existence from a waybill found in a shipper's papers as 5/8/1868 - may be earlier)
- Jan. 1868 William Jackson Palmer's survey party for the Union Pacific Railway Company, Eastern Division, crosses the Tehachapi Mountains and up the Tulare Valley; Palmer, Col. E. W. Willis, Dr. C. C. Parry and W. F. Colton leave the party and push forward across the Coast Range. (Fisher)
- Jan. 1868 James McHenry regains partial control of the Atlantic & Great Western Railway. (Mott)
- Jan. 16, 1868 William Davis, a Detroit fish dealer, patents a refrigerator car using metal racks to suspend meat over a frozen mixture of ice and salt. (michiganrailroads - verify ptnt - see below)
- Jan. 17, 1868 War of injunctions begins between Cornelius Vanderbilt and Daniel Drew for control of Erie Railway. (Hicks - prob. not - see 2/15)
- Jan. 17, 1868 International Railway Construction & Transportation Company, an unincorporated association, is formed by J. Edgar Thomson, William G. Case, Benjamin E. Smith, G. K. Jewett, Noah Woods, et al.; they hold 17/20 of the contract to build and equip the European & North American Railway which they have purchased from the original contractors, Pierce & Blaisdell; affairs are managed by Noah Woods, Benjamin E. Smith and W.G. Case; they are to buy the Bangor, Oldtown & Milford Railway from the estate of Samuel Veazey and the Oakland National Bank for about \$200,000; the European & North American Railway has valuable land

grants of nearly 2 million acres in Maine. (PaSupCt, PubLdgr, Ward)

- Jan. 17, 1868 Supplement to Allegheny Transportation Company (verify PL p. 116 - is now called Western Transportation Company - repeals supplement of 2/23/67)
- Jan. 17, 1868 Gen. George G. Meade appoints Gen. Thomas H. Ruger (1833-1907) interim Gov. of Georgia. (Sobel)
- Jan. 20, 1868 Rep. Francis Thomas (1799-1876) of Maryland introduces a bill (HR-470) for a railroad from Washington to intersect the Northern Central Railway near the Pennsylvania state line via Brookville and Owings Mills; is referred to the Committee on Roads & Canals where it is allowed to die. (CongGlobe, ARJ)
- Jan. 21, 1868 Columbia & Port Deposit Railroad appoints George B. Roberts Chief Engineer and orders him to relocate the line and make a new estimate for the section between Columbia and Octoraro Creek; Roberts resigns as a director. (MB)
- Jan. 22, 1868 PRR Board authorizes a second Paoli local by having the Parkesburg train make an extra turn to meet complaints for more service; committee on hotels agrees to lease the station hotel at Pittsburgh, the Logan House at Altoona and the Harrisburg Dining Saloon to the Keystone Hotel Company, in which PRR has a half interest. (MB)
- Jan. 22, 1868 Advance of Erie Railway common stops, as Daniel Drew ends buying for the pool and divides the profits, while himself selling Erie short; this provokes a quarrel between Drew and Richard Schell, who is Vanderbilt's broker, which draws in Cornelius Vanderbilt. (Stiles)
- Jan. 22, 1868 Former Reading Pres. and merchant banker John Cryder (1796-1868) dies at Rome, Italy. (London&ChinaTelegraph)
- Jan. 23, 1868 Last rail laid on the Columbus & Indiana Central Railway 15 miles east of Logansport; officials, including Pres. Benjamin E. Smith, William D. Judson, et al., arrive on first through train from Columbus for the ceremony. (ARJ)
- Jan. 23, 1868 A new Stonington Line goes into service between New York and Stonington with the medium-sized freight and passenger boats *Stonington* and *Narragansett*. (Dunbaugh)
- Jan. 27, 1868 Little Miami Railroad Board approves accepting the Nov. 15 Cincinnati ordinance and extending the use of the Connection Track to the Ohio & Mississippi Railroad. (MB)

- Jan. 28, 1868 Pennsylvania Supreme Court decides in favor of the Pittsburgh & Connellsville Railroad in the State's case to revoke the charter on grounds it had secured a charter from Maryland; also holds that the Pennsylvania "repealing act" of Aug. 19, 1864, is unconstitutional. (USRR&MR, ARJ)
- Jan. 28, 1868 CNJ arranges to take Chicago newspaper mail on the westbound *Fast Line*. (RickerDiary/RREmply)
- Jan. 28, 1868 Alphonso Taft leaves the Little Miami Railroad Board; the company abolishes the office of Engineer. (MB)
- Jan. 30, 1868 Pennsylvania Legislature passes act repealing the repeal of the Pittsburgh & Connellsville's charter rights made in 1864. (P&C AR)
- Jan. 31, 1868 Neshannock Railroad, Coal & Ore Company incorporated in Pa. by George Pearson and James Rhodes; owns about 400 acres in Lawrence County and a narrow gauge railroad to New Castle built by Rhodes in 1866. (Durant)
- Early 1868 Pennsylvania & New York Canal & Railroad (Lehigh Valley system) opens between Waverly, N.Y., and Towanda, Pa. (AR)
- Feb. 1, 1868 W. F. Allen named Resident Engineer of the West Jersey Railroad. (MB)
- Feb. 1, 1868 Columbia & Port Deposit Railroad issues a \$2.5 million mortgage to Josiah Bacon and Herman J. Lombaert, trustees. (MB)
- Feb. 1, 1868 Pan Handle Railway issues \$3.5 million in mortgage bonds. (MB)
- Feb. 1, 1868 Cornelius Vanderbilt dispatches James H. Banker on an inspection trip of the NYC. (Stiles)
- Feb. 3, 1868 Rep. William Henry Kelsey (1812-1879) of New York introduces a bill (HR-621) for a military and postal railroad from Washington to New York; it too is bottled up in committee. (CongGlobe)
- Feb. 3, 1868 Lehigh Coal & Navigation Company begins revenue freight and passenger service over its Lehigh & Susquehanna Railroad between Easton and Scranton (Green Ridge), resulting in two parallel railroads in the Lehigh Valley from Easton to Wilkes-Barre; the L&S Delaware River Bridge is not completed. (AR)
- Feb. 3, 1868 Convention of Oil Creek refiners at Petroleum Centre calls for the repeal of the federal tax on refined oil. (DerrickHndbk)
- Feb. 4, 1868 *New York Times* reports that the New York & New Haven Railroad is

building 6-compartment cars for New York-Boston service; each compartment seats 7. (NYT)

- Feb. 4, 1868 Congress suspends retirement of Greenbacks, leaving \$356 million in circulation.
- Feb. 5, 1868 William J. Howard replaces T.M. Adams as Pres. of the Keystone Hotel Company; company approves the sublease of the Logan House to J. D. McClellan. (MB)
- Feb. 5, 1868 Queen Annes & Kent Railroad holds ground breaking at Millington. (SmyrnaTimes)
- Feb. 5, 1868 Newport & Cincinnati Bridge Company incorporated in Kentucky, on condition the bridge meets the terms of the federal act of Feb. 19, 1862. (ICC, Church)
- Feb. 6, 1868 Pemberton & Hightstown Railroad opens between Pemberton and Hightstown Jct., N.J.; operated by Camden & Amboy under an agreement of Nov. 30, 1865; revenue service begins Feb. 10. (MnmthDem, C&C)
- Feb. 6, 1868 Ground broken for the Queen Anne's & Kent Railroad near Centreville. (Emory)
- Feb. 6, 1868 Little Miami Railroad Board refers the question of western connections to a committee. (MB)
- Feb. 7, 1868 James Guthrie (1792-1869) of Louisville resigns from the U.S. Senate in failing health. (CongBio)
- Feb. 1868 Buffalo & Washington Railway opens between Seneca Street, Buffalo, and East Aurora, N.Y. (Val, C&C - revenue service? 1<sup>st</sup> is 12/7/67 - McKean/Elk has 1/23)
- Feb. 8, 1868 A conductor on the Washington, Alexandria & Georgetown Railroad violently ejects Mrs. Kate Brown, an African American woman in charge of the Senate ladies room from the whites-only car while returning from Alexandria, provoking a reaction from Radical members of Congress. (CongGlobe)
- Feb. 8, 1868 J. McD. Goldsborough named Chief Engineer of the Maryland & Delaware Railroad, replacing Tench F. Tilghman, deceased. (MB)
- Feb. 10, 1868 Sen. Lot M. Morrill (1812-1883) of Maine and Sen. Charles Sumner of Mass. introduce resolutions regarding protecting the rights of African Americans on the Washington, Alexandria & Georgetown Railroad.



(CongGlobe)

- Feb. 10, 1868 Rep. Sidney Clarke (1831-1909) of Kansas introduces a bill (HR-704) for aid to the Union Pacific Railway Company, Eastern Division. (CongGlobe)
- Feb. 10, 1868 Gen. Edward F. Winslow surrenders his contract to build the St. Louis, Vandalia & Terre Haute Railroad in return for a settlement of \$120,000; a new contract is made with Thomas L. Jewett, Benjamin F. Smith, George B. Roberts and William R. McKeen as McKeen, Smith & Co. to complete the line; they represent the other links in the line between Philadelphia and St. Louis; on the same date, an agreement is signed leasing the St. Louis, Vandalia & Terre Haute Railroad to the Terre Haute & Indianapolis Railroad for 65 % of the gross earnings after fixed charges. (Perrin, C&C)
- Feb. 11, 1868 Junction & Breakwater Railroad issues 400 shares to Cornelius M. Meserole of New York City. (MB)
- Feb. 11, 1868 Steubenville & Indiana Railroad stockholders approve the merger of all the lines between Pittsburgh and Columbus; Henry M. Alexander and Benjamin E. Smith leave the Board. (MB)
- Feb. 12, 1868 United Companies and Raritan & Delaware Bay Railroad reach a settlement; R&DB to keep up rates and pay transit duty; in return United Companies agree to lift ban on through service and give it control of the Long Branch & Sea Shore Railroad.
- Feb. 12, 1868 Washington, Alexandria & Georgetown Railroad Board meets in New York; reviews finances and agrees to reorganize after discovering fraudulent over-issues of stock by former Treasurer. (MB, USRR&MR)
- Feb. 12, 1868 Columbus, Chicago & Indiana Central Railway (CC&IC) incorporated by merger of Columbus & Indiana Central Railway and Chicago & Great Eastern Railway under agreement of Dec. 4, 1867; operates between Columbus and Chicago via Logansport and between Columbus and Indianapolis, with branch from Logansport to Effner; Benjamin E. Smith, Pres. (Church, )
- Feb. 12, 1868 B&O Board authorizes construction of its own rail rolling mill at Cumberland; authorizes aid to extend the Orange, Alexandria & Manassas Railroad from Strasburg to Harrisonburg. (ARJ)
- Feb. 13, 1868 CC&IC Railway promotes J. M. Lunt from Superintendent to General Superintendent; creates First Division (Columbus-Indianapolis with headquarters at Richmond), Second Division (Brandford-Chicago with headquarters at Chicago) and Third Division (Richmond-Logansport-Effner with headquarters at Richmond); names Joseph C. Young VP & Chief

Engineer at Chicago and William D. Judson Assistant Pres. at New York.  
(NB: Guide shows 3rd Div. - MB calls for 3 divs. but not mention 3rd)

- Feb. 15, 1868 Pres. J. Edgar Thomson announces his plan for a low-grade line between Harrisburg and Pittsburgh by way of Northern Central Railway, Philadelphia & Erie Railroad, and Allegheny Valley Railroad to PRR stockholders; through freight trains are to operate at uniform 6 MPH with two crews living on the train and working in rotation on 12-hour shifts.
- Feb. 15, 1868 PRR Board approves contract with Erie & Western Transportation Company under resolution of Sep. 20, 1865. (MB)
- Feb. 15, 1868 Meeting held at Smyrna, Del., in support of Smyrna & Delaware Bay Railroad. (SmyrnaTimes)
- Feb. 15, 1868 Charles H. Lamborn, who is running the company's Land Dept., writes to William Jackson Palmer urging him to push in Congress to have the Union Pacific Railway Company, Eastern Division, made an independent Pacific railroad. (Petrowski)
- Feb. 15, 1868 Frank Work (1819-1911), the Vanderbilt representative on the Erie Railway Board, applies to Judge George G. Barnard (1829-1879) to restrain the Board from settling the old accounts of Treasurer Daniel Drew from his speculation of 1866, when he borrowed \$5 million; Vanderbilt is incensed over Drew's cheating him and his fellow pool members; seeks an injunction to force Drew to stop trading in Erie stock and return his secret 58,000 shares; the notoriously eccentric and corrupt Barnard is a friend of Vanderbilt's son-in-law George A. Osgood and has been speculating in Erie stock; there is no evidence that he had to be bribed by Vanderbilt. (Stiles, Mott - check NYT RRRow has file 2/17)
- Feb. 1868 PRR elects a majority of PRR directors to the Philadelphia & Erie Railroad Board. (Feron)
- Feb. 1868 Tom Scott offers his agent Thomas R. Bard the position of disposing of his real estate held by the California Petroleum Company and Philadelphia & California Petroleum Company. (Hutchinson)
- Feb. 1868 William Jackson Palmer, Col. E. W. Willis, Dr. C. C. Parry and W. F. Colton of the Union Pacific Railway Company, Eastern Division, 35<sup>th</sup> Parallel survey arrive at San Francisco in a bedraggled state, where they meet members of the 32<sup>nd</sup> Parallel survey team who have come up by sea from San Pedro. (Fisher)
- Feb. 1868 Charles G. Scott elected Pres. of the unbuilt Little Rock & Fort Smith Railroad, replacing Jesse Turner, resigned; reflects the end of local control

and the influence of Eastern investors, including J.P. Robinson of New York and Josiah Caldwell (1837-1894) of Boston and contractor Warren Fisher, Jr. (Thompson)

- Feb. 1868 Union Coal Company, consisting of 5,128 acres of coal land in the Wyoming Valley and a railroad between Union Jct. on the Lehigh & Susquehanna Railroad and Green Ridge above Scranton on the Delaware & Hudson Canal Company's Railroad, sold at foreclosure; deeded to Andrew T. McClintock and Thomas Dickson on Feb. 20. (CntryofPrgrss)
- Feb. 17, 1868 Worthington G. Snethen, who is trying to get a federal act for a land grant and subsidy for extending the Memphis, El Paso & Pacific Railroad west of Texas as the "Southern Transcontinental", writes to Pres. B. H. Epperson that he needs money, as Congressmen are demanding cash, not promises, in return for votes. (Taylor)
- Feb. 17, 1868 Acting on complaints, Sen. Charles Sumner of Mass. introduces a resolution calling for an investigation to see if additional legislation is required to halt overt discrimination against African American travelers by the B&O between Baltimore and Washington. (CongGlobe)
- Feb. 17, 1868 Frank Work obtains from Judge George G. Barnard a temporary order against the Erie Railway paying interest or principal on the money borrowed from Drew; this would force Drew to restore the stock and bonds to the company and prevent him from dumping them to drive down the stock's price; Vanderbilt begins buying all the Erie stock he can in an attempt to work a corner against Drew; in turn, Jay Gould, Jim Fisk and John S. Eldridge fear that Vanderbilt means to oust them, and throw in their lot with Drew. (ErieRRRow, Stiles)
- Feb. 1868 Cornelius Vanderbilt begins a campaign to buy control of Erie Railway in revenge against Daniel Drew; Drew, Fisk, and Gould approve an issue of \$5 million in Convertible bonds to be immediately converted into stock, plus another 10,000 shares converted from securities of the Buffalo, Bradford & Erie Railroad. (Stiles)
- Feb. 18, 1868 Erie Railway Executive Committee approves a three-way contract with the Michigan Southern & Northern Indiana Railroad and Atlantic & Great Western Railway to obtain a broad-gauge route to Chicago by building a new railroad between Akron on the AG&W and Toledo; the A&GW is to be extended to Toledo, and the MS&NI is to lay a third rail between Toledo and Chicago; Erie Railway is to pay by depositing Boston, Hartford & Erie Railroad bonds as collateral; the plan falls through; the Executive Committee also approves unlimited borrowing for the purpose of improving the road, and the Erie authorizes \$10 million in convertible bonds. (Grodinsky, Mott, McLellan)

- Feb. 18, 1868 Squankum & Freehold Marl Company incorporated to develop marl pits near Farmingdale, N.J., and build a connecting railroad to Freehold. (Val)
- Feb. 19, 1868 Supplement to charter of Lewisburg Bridge Company authorizes rebuilding the bridge with a railroad track. (C&C)
- Feb. 19, 1868 Martinsburg & Potomac Railroad Company incorporated in W.Va. to build from Potomac River through Martinsburg in the direction of Winchester, Va. (PL)
- Feb. 19, 1868 Erie & Western Transportation Company agrees with PRR to provide a line of propeller steamers on Great Lakes from Erie, Pa.; traffic is to move at through rates at not more than rates via NYC or Erie Railway; PRR to provide docks at Erie and fuel coal f.o.b. Erie at 20% rate discount. (MB)
- Feb. 19, 1868 Public meeting held at Cambridge, Ohio, in favor of a railroad up the valley of Duck Creek from Marietta through Caldwell and Cambridge. (HistNbleCo)
- Feb. 19, 1868 Erie Railway Board authorizes a new \$5 million issue of convertible bonds, which are immediately converted to stock and sold on Wall Street through Smith, Gould & Martin, Robinson, Cox & Co. and William Heath. (Mott)
- Feb. 19, 1868 Vanderbilt lawyers Rapallo & Spencer file another case before Judge George G. Barnard, this time on behalf of the Attorney-General, charging Drew and others are conspiring to short-sell Erie stock and flood the market with dubious shares to drive down the price so they can make a killing; Barnard issues a temporary injunction suspending Drew as Erie Treasurer pending a hearing on Feb. 21; Drew's lawyers then file an appeal. (ErieRRRow, Mott)
- Feb. 19, 1868 B&O VP John King elected Pres. of Marietta & Cincinnati Railroad after the B&O secures stock control. (ARJ)
- Feb. 19, 1868 Sen. Charles Sumner introduces a resolution calling for an investigation of discrimination and mistreatment of African Americans on the B&O's Washington Branch on complaints of black government workers; vote is postponed in the absence of Maryland Senators. (CongGlobe)
- Feb. 20, 1868 New Silver Palace car lines inaugurated between Jersey City and Chicago and Cincinnati via Connecting Railway. (NwkDIAdvert, StGaz - see 11/67 verify)
- Feb. 20, 1868 Cleveland & Pittsburgh Railroad Board appoints committee to meet with PFW&C to negotiate a merger or lease. (MB)

- Feb. 20, 1868 Columbus, Chicago & Indiana Central Railway issues \$15 million 7% First Mortgage bonds; \$10.48 million are issued to retire bonds of predecessor companies. (Church)
- Feb. 20, 1868 Union Coal Company, owning a railroad between Green Ridge, north of Scranton, to Union Jct. north of Wilkes-Barre, sold to Andrew T. McClintock and Thomas Dickson, trustees. (Val - date of deed, not sheriff's sale)
- Feb. 21, 1868 Union Railroad Company of Baltimore Board holds special meeting in the Mayor's office to adjust difficulties with the city so that construction can proceed. (MB)
- Feb. 21, 1868 Erie & Western Transportation Company contacts with James Carey Evans (1809-1901) and son Edwin T. Evans (1837-1909) of Buffalo, proprietors of the Evans Line of lake steamers, to provide its ships for the next five years; Evans is to furnish docks at Milwaukee and Chicago and to operate a daily line between Erie and Chicago stopping at Racine and Milwaukee; line becomes known as the Anchor Line and adopts a red anchor as herald; as E&W has no other assets, the contract is guaranteed by Empire Transportation Company. (MB)
- Feb. 21, 1868 Pres. Johnson issues orders removing Edwin M. Stanton as Secretary of War and appointing Gen. Lorenzo Thomas ( - ) in his place; Stanton, backed by the Radicals in Congress, refuses to vacate his office, claiming he cannot be removed under the Tenure of Office Act. (JSmith)
- Feb. 21, 1868 William Jackson Palmer, W. F. Colton and Dr. William A. Bell of the Union Pacific Railway Company, Eastern Division, survey, leave San Francisco for the East, taking the Central Pacific Railroad to within 13 miles of the summit of the Sierras, and then by horseback and stagecoach via Donner Lake, Salt Lake City and Denver. (Fisher)
- Feb. 21, 1868 Pittsburgh, Brownsville & Geneva Packet Company incorporated in Pa. to operate on the Monongahela slackwater navigation; J. Kennedy Moorhead, Pres. (Crumrine)
- Feb. 24, 1868 Union Railroad Company of Baltimore considers agreement with the Northern Central Railway; NC is to have running rights on the Union Railroad equal to the Western Maryland Railroad; the Union Railroad may cross the NC anywhere south and east of Greenmount Cemetery; any crossing west of Greenmount to be fixed by engineers of both companies; NC will withdraw all obstacles to extending the Union Railroad west of its line. (MB)

- Feb. 24, 1868 Terre Haute & Indianapolis Railroad approves tentative agreement for building and leasing the St. Louis, Vandalia & Terre Haute Railroad; will take one-fifth the stock of the St. Louis, Vandalia & Terre Haute. (MB)
- Feb. 24, 1868 House passes a resolution to impeach Pres. Johnson, introduced by Pennsylvania Rep. John Covode, 126 to 47. (Palmer, JSmith)
- Feb. 25, 1868 PRR Board approves rates agreement negotiated by Tom Scott with NYC and Erie Railway. (MB)
- Feb. 25, 1868 Foundation stone of the Eads Bridge laid at St. Louis. (ARJ)
- Feb. 25, 1868 Former Pittsburgh railroad entrepreneur William Robinson, Jr. (1785-1868) dies. (WwasW)
- Feb. 26, 1868 Union Railroad Company of Baltimore grants running rights to the B&O and PW&B. (MB)
- Feb. 26, 1868 Maryland act authorizes the Delaware Railroad to extend into Maryland to meet the Kent County Railroad and Queen Annes & Kent Railroad at Masseys Cross Roads. (PL)
- Feb. 26, 1868 Oil Creek Railroad and Warren & Franklin Railway merged to form Oil Creek & Allegheny River Railway under agreement dated Jan. 30, 1868; capitalized at \$4,259,000; Edward F. Gay, President; directors include William G. Moorhead, William G. Fargo, Alexander S. Diven of the Erie Railway, and Charles H. Lee of the Cleveland, Painesville & Ashtabula Railroad; are also to purchase the Reno, Oil Creek & Pithole Railway and will remove its rails and lay a 6'-0" track from Petroleum Centre to Oil City and a standard 4'-9" gauge track from Oil City to Franklin; during the year, the new company carries 67% of the gross output of the Oil Region; rates are reduced to 50 cents a barrel. (Val, C&C, Maybee, USRR&MR)
- Feb. 27, 1868 Rep. Ebon C. Ingersoll (1831-1879) of Illinois introduces a bill (HR-831) authorizing a railroad to be built along the Alexandria Canal between Alexandria and Georgetown. (CongGlobe)
- Feb. 27, 1868 Terre Haute & Indianapolis Railroad Board receives a telegram from Pres. McKen in Philadelphia noting legal difficulties with the St. Louis, Vandalia & Terre Haute Railroad agreement; PRR says it cannot directly take stock or endorse bonds of railroads outside of Pennsylvania (?) but may guarantee bond interest on \$2.64 million Second Mortgage bonds. (MB)
- Feb. 27, 1868 St. Louis, Vandalia & Terre Haute Railroad Board meets at the Southern Hotel at St. Louis, but the representatives of its eastern connections do not

appear then or on the following day; William R. McKean wires to say he will be unable to reach St. Louis in time. (MB)

- Feb. 27, 1868 Andover Iron Company incorporated in N.J. by persons involved in the Lehigh coal trade, including Ario Pardee, J. Gillingham Fell, Edward Roberts, Franklin A. Comly, George Richards, William A. Ingham, et al., with a capital of \$1 million; Easton ironmaster William Firmstone is Pres.; the company buys the Trenton Iron Company furnaces at Phillipsburg and combines them with Sussex County iron mines. (PL, Snell/Warren)
- Feb. 27, 1868 Georgia convention accepts an offer to relocate the state capital from Milledgeville to Atlanta; facilitated by city councilman Ralph Peters, the friend and former associate of J. Edgar Thomson who is now one of the wealthiest men in the city. (Duncan)
- Feb. 28, 1868 Special town meeting held in the Town of Southampton on Long Island to secure the construction of a railroad to Sag Harbor; agree to pay the South Side Railroad Company of Long Island \$4,000 per mile in bonds and donate the right-of-way; the South Side rejects the offer, and an offer of \$3,000 per mile is made to the LIRR; because Riverhead refuses to help pay for the branch, LIRR Pres. Oliver Charlick has it run to Manor, a point on the LIRR main line further west. (Bayles/Suffolk)
- Feb. 28, 1868 Union Line, Empire Line and Anchor Line freight runs on freight trains Nos. 70, 71 & 82 on the CNJ. (RickerDiary/RREmply)
- Feb. 28, 1868 Erie & Niagara Extension Railway incorporated in Canada to build across southern Ontario north of Lake Erie by William A. Thomson (1816-1878) and others; Thomson soon joins with Isaac Buchanan (1810-1883) of Hamilton, Ont., who has promoted various railroad schemes in the 1840s and 1850s; it will later become the Canada Southern Railway. (GrnBk, Tennant)
- Feb. 29, 1868 With Erie Railway stock at 68¾ under Vanderbilt's buying, Daniel Drew begins dumping his 58,000 shares, driving the price down to 65; however, Vanderbilt keeps buying, and it closes at 73. (Swanberg)
- Mar. 1, 1868 Richmond & Danville Railroad establishes a general rate reduction. (AR/ARJ)
- Mar. 2, 1868 Brooklyn City Council grants the South Side Railroad Company of Long Island the right to build and operated a single track with horse power from Montrose & Union Avenues through Union Avenue, Johnson Street, Broadway and South 8<sup>th</sup> Street to the East River ferry and a temporary track from the intersection of Broadway & South 8<sup>th</sup> Street down Broadway and South 7<sup>th</sup> Street to Kent Avenue. (NYState)

- Mar. 2, 1868 McCarter, Noble, Shannon & Brown of Erie begin furnishing the Anchor Line with an Erie terminal and grain elevator under lease. (MB)
- Mar. 2, 1868 Act of Congress extends time for completion of Dubuque & Sioux City Railroad. (CongGlobe)
- Mar. 2, 1868 Memphis, El Paso & Pacific Railroad Executive Committee authorizes issue of \$5.5 million in construction certificates, which are delivered to John C. Fremont. (Taylor)
- Mar. 2, 1868 Sullivan Coal & Iron Company incorporated in Pa. with the power to own 600 acres of coal land in Sullivan or any other county and to build a railroad; this disguises its true purpose, which is to build a route into the Schuylkill Coal Field, monopolized by the Reading. (Baird)
- Mar. 2, 1868 Consolidation Coal Company conveys certain railroad properties in the Cumberland Coal Field of Maryland to the Cumberland & Pennsylvania Railroad. (B&O Corp)
- Mar. 3, 1868 John Taylor Johnston and Robert E. Ricker of the CNJ meet with Benjamin Fish and Ashbel Welch of the Camden & Amboy Railroad on dividing the western PRR business via Allentown and Philadelphia, but reach no agreement. (RickerDiary/RREmply)
- Mar. 3, 1868 Pennsylvania act authorizes the Trenton Delaware Bridge Company to extend its piers and construct a new iron double-track railroad bridge on south side and vehicular bridge on north side. (PL, C&C)
- Mar. 3, 1868 Junction & Breakwater Railroad Board hears the proposition of a Mr. Hambly of Philadelphia and a Mr. Downe of New York to build the line from Georgetown to Lewes at \$15,000 per mile, they to raise \$150,000 in subscriptions to stock. (MB)
- Mar. 3, 1868 Judge George G. Barnard hears both cases against Daniel Drew; postpones the suit for Drew's removal as Treasurer but, on Frank Work's suits, he enjoins the Erie Railway from issuing any new stock or converting bonds to stock, from issuing or hypothecating any of the Boston, Hartford & Erie Railroad bonds, carrying out the agreement with the Michigan Southern & Northern Indiana Railroad, and against Drew selling or transferring any Erie stock until he has returned the 58,000 shares he borrowed in 1866 and the 10,000 shares received in exchange for Buffalo, Bradford & Pittsburgh Railroad bonds; this in effect stops the Chicago extension and the issuance of further Erie securities. (ErieRRRow, Mott)
- Mar. 4, 1868 Gen. William T. Sherman urges Congress to pass a subsidy for the Union



Pacific Railway Company, Eastern Division, this session as a military necessity. (Palmer Rept)

- Mar. 5, 1868 Kent County Railroad Board adopts Line No. 2 between Battershell Hill and Swan Creek. (MB)
- Mar. 5, 1868 Daniel Drew, Jim Fisk, et al., charging a conspiracy on the part of Cornelius Vanderbilt and his associates to prevent the Erie Railway from improving its western connections, get an order from Judge Ransom Balcom of Broome County deposing Frank Work from the Erie Railway Board and blocking him from pursuing his lawsuit against Drew; the New York Supreme Court, which despite its name is not an appeals court, consists of 33 judges in 8 judicial districts, and each has equity jurisdiction over the entire state, making it easy to obtain counter-injunctions from another judge if one rules against you. (Mott, Stiles, NYT, ErieRRRow)
- Mar. 6, 1868 John P. Green and his wife arrive in San Francisco to manage the leasing or disposition of Tom Scott's California lands held by the California Petroleum Company and the Philadelphia & California Petroleum Company; they reach Ventura County around Mar. 17. (Hutchinson)
- Mar. 7, 1868 Northern Central Railway committee reports on the potential purchase of the Zerbe Valley Railroad; NC wants the coal land as well as the railroad; will guarantee the bonds in return for all the stock and purchase \$100,000 of the bonds. (MB)
- Mar. 7, 1868 Erie Railway management issues a circular denying all of Cornelius Vanderbilt's charges and that the money raised by the new stock is needed for bona fide improvements, including the third rail to Chicago. (Mott)
- Mar. 7, 1868 Erie Railway sells \$5 million of the convertible bonds to a broker, who immediately converts them to stock. (Grodinsky)
- Mar. 7, 1868 Georgia Constitutional Convention adjourns having adopted a typical Radical constitution but without the large-scale disenfranchisement of ex-Confederates sought by Augusta Radical Republicans Rufus Bullock, Foster Blodgett, Benjamin Conley and John E. Bryant; it is also silent on the question of the right of African Americans to hold office. (Nelson, Parks)
- Mar. 1868 New York Stock Exchange, alarmed at the flood of Erie Railway shares, orders that no certificate bearing date after Mar. 7 should be recognized. (Mott - verify NYT)
- Mar. 8, 1868 Work begins on the Queen Anne's & Kent Railroad. (Emory)
- Mar. 9, 1868 PRR Road Committee orders establishment of an oil line from the Oil

Regions to New York, Philadelphia and Baltimore via the Allegheny Valley Railroad, Western Pennsylvania Railroad and Main Line. (MB)

- Mar. 9, 1868 Frustrated by the fate of his earlier bill, Rep. Ebon C. Ingersoll introduces a second bill (HR-892) authorizing the Alexandria Canal to build a railroad along its bank between Georgetown and Alexandria. (CongGlobe)
- Mar. 9, 1868 The second block of \$5 million in Erie Railway convertible bonds is sold; the price of Erie stock drops to 71, then rallies to close at 78, but soon falls to 67½. (Grodinsky)
- Mar. 9, 1868 Richard Schell, Vanderbilt's broker, gets an injunction from Judge Daniel P. Ingraham (1800-1881) barring the Erie Railway Board from meeting or transacting business until Frank Work is restored. (NYT, ErieRRRow)
- Mar. 9, 1868 Amasa Stone, his first mentor, offers John H. Devereux the vice presidency of the Cleveland, Painesville & Ashtabula Railroad. (Rozman)
- Mar. 10, 1868 William Belden, an Erie Railway stockholder and the partner of Jim Fisk, through his lawyer David Dudley Field (1808?-1894), secures an injunction from Judge Jasper W. Gilbert (1812-1898) of Brooklyn alleging a conspiracy of Cornelius Vanderbilt, Frank Work, Judge George G. Barnard, Richard Schell and James H. Banker to speculate in Erie Railway stock; Gilbert bars all parties to prior suits from further action against the Erie and authorizes the Erie Board to resume meeting without Work; at 10:00 AM Gilbert refuses to issue a *mandamus* ordering the Erie directors to keep converting bonds, but at 11:00 AM, he changes his mind and issues a "mandatory injunction to continue converting bonds into stock; Belden claims the conversion is essential to complete a 6'-0" gauge line to Chicago. (Mott, ErieRRRow, NYT)
- Mar. 10, 1868 Erie Railway withdraws nearly all its cash deposits, between \$5 and \$8 million, most of it representing Vanderbilt's stock purchases, from the city banks, forcing bankers to call in loans and driving down stock prices by 15%. (Stiles, Mott)
- Mar. 10, 1868 Erie Railway begins issuing its 10,000 additional shares. (NYT)
- Mar. 10, 1868 Erie Railway corner attempted by Vanderbilt; when stock hits 83, Gould, Fisk and Drew dump 50,000 new bogus shares on the market; Vanderbilt fails to support the price, and Erie closes at 71; Vanderbilt has bought 100,000 fraudulent shares and lost \$8 million, but prevents the decline from reaching his own railroads; trading in Erie stock remains frantic and erratic until Mar. 13. (Wyckoff, NYT, Swanberg)
- Mar. 10, 1868 Cambria Iron Company Board debates whether to begin the manufacture of

steel rail. (Wood)

- Mar. 10, 1868 Lehigh Valley Railroad Pres. William W. Longstreth resigns for health; Asa Packer returns to the presidency; Board approves a joint contract with the CNJ for carrying the coal of the Honey Brook Coal Company. (MB)
- Mar. 10, 1868 Lehigh & Eastern Railroad incorporated in Pa. to build from Tomhicken on the Danville, Hazleton & Wilkesbarre Railroad to Port Jervis on the Erie Railway; part of a plan by the DH&W people to promote their line as part of another shortcut across Pennsylvania. (Taber - or Ry? - verify PL or Beitel)
- Mar. 10, 1868 Post Office Dept. has arranged for a day line of postal cars between New York and Boston via the Shore Line. (HistRyMail)
- Mar. 11, 1868 PRR and chain of railroads between Pittsburgh and Terre Haute agree to guarantee principal and interest of \$1.9 million First Mortgage bonds and \$1.6 million Second Mortgage bonds and to purchase outright the remaining \$1 million Second Mortgage bonds of St. Louis, Vandalia & Terre Haute Railroad; of this guarantee, CC&IC Railway is to be responsible for 30%, Steubenville & Indiana Railroad for 25%, Pan Handle Railway for 25% and Terre Haute & Indianapolis Railroad for 20%. (Church)
- Mar. 11, 1868 Work begins on the lower end of Columbia & Port Deposit Railroad; section from Octoraro Creek to Port Deposit has been contracted to Wendell & Coyle. (USRR&MR, ARJ)
- Mar. 11, 1868 William Jackson Palmer, W. F. Colton and Dr. William A. Bell finally arrive at the railhead of the Union Pacific Railway Company, Eastern Division, at Coyote, Kansas, having surveyed 4,464 miles of route on the 32<sup>nd</sup> and 35<sup>th</sup> Parallels. (Fisher)
- Mar. 11, 1868 Congress passes Third Reconstruction Act providing for adoption of new southern state constitutions by a simple majority of those voting, not of all registered voters; this forces the Southern Democrats to end their strategy of boycotting elections. (Clements, Nelson)
- Mar. 11, 1868 Georgia voters ratify the new Reconstruction Constitution by a vote of 89,007 to 71,309; grants manhood suffrage, free public schools and bars whipping as a legal punishment. (Thorpe)
- Mar. 11, 1868 Edward Vernon ( - ), formerly General Ticket Agent of the St. Louis, Alton & Terre Haute Railroad, solicits submissions from all railroad companies for his new railway guide of printed maps and schedules to be issued under the official designation from the National Association of General Passenger & Ticket Agents. (Guide)

- Mar. 11, 1868 Joseph Dixon Crucible Company incorporated in N.J. as the incorporation of a graphite factory established by Joseph Dixon (1799-1869) in 1847. (NJCorps, Paskoff ed)
- Mar. 11, 1868 Ku Klux Klan begins terrorist activities against African Americans and white Radicals in Georgia after organizing visits by Grand Wizard Nathan Bedford Forrest (1821-1877); ex-Gen. John B. Gordon is generally acknowledged to be the Grand Dragon or head of the Klan in Georgia. (Nelson, NewGaEncyc)
- Mar. 12, 1868 LIRR Pres. Oliver Charlick reports he has contracted with the New York, Providence & Boston Railroad (Stonington Railroad?) to put on a steamboat between Greenport and Stonington, the expenses to be divided 40/60. (MB)
- Mar. 12, 1868 Thomas W. Eliason (1816-1893) elected Pres. of the Kent County Railroad, replacing George Vickers. (MB)
- Mar. 12, 1868 Pennsylvania Canal Company, Wyoming Valley Canal Company, West Branch & Susquehanna Canal Company and Susquehanna Canal Company agree to deepen the canal to uniform depth of 6 feet between Nanticoke and Havre-de-Grace and on the Juniata to Huntingdon, the second of which is not carried out; are to charge joint tolls on through traffic to be fixed by heads of all four companies acting as a toll board. (Rdg)
- Mar. 12, 1868 Lehigh Valley Railroad leases parts of the Mary Keen and Patty Keen tracts for mining to operator James C. Haydon of Jeanesville, Pa. (MB)
- Mar. 12, 1868 Two days before hearings are to be held before Judge George G. Barnard, Daniel Drew, John S. Eldridge, and the other Erie Railway directors except Alexander S. Diven, Frederick A. Lane, William B. Skidmore and J. C. Bancroft Davis flee to Jersey City with all the Erie's books, cash, securities, and a printing press capable of churning out stock certificates; they set up a war headquarters in Taylor's Hotel. (Stiles, Mott)
- Mar. 13, 1868 St. Louis, Vandalia & Terre Haute Railroad accepts Edward F. Winslow's surrender of the old construction contract; Winslow's settlement brings his total holding to 1,200 shares; issues \$2.6 million Second Mortgage bonds, with J. Edgar Thomson and Chauncey Rose, trustees, of which \$1.6 million guaranteed; all of these bonds purchased by PRR; approves a new construction contract dated Feb. 10 to McKeen, Smith & Co. (William R. McKeen, Benjamin E. Smith, Thomas L. Jewett and George B. Roberts representing the line of railroads between Philadelphia and Terre Haute) to build the road for \$1.9 million in First Mortgage bonds, \$2.6 million in Second Mortgage bonds, and \$2 million in stock; under an agreement also dated Feb. 10, the road is to be leased to the Terre Haute & Indianapolis

Railroad on completion for 65% of gross earnings and guarantee of bonds, with through traffic contract; Tom Scott, William Dennison, James Parks and William K. Edwards elected to the Board. (MB, Church)

- Mar. 13, 1868 City of Baltimore passes an ordinance sought by the Pittsburgh & Connellsville Railroad converting its \$1 million First Mortgage bonds and \$700,000 in unpaid interest held by the City into Second Mortgage bonds, with no interest to be paid until Jan. 1, 1871; the ordinance is vetoed by Mayor Robert T. Banks (1822-1901) and then passed over his veto. (AR)
- Mar. 14, 1868 St. Louis passes ordinance covering construction of (St. Louis Tunnel Railway?)
- Mar. 14, 1868 Lehigh & Susquehanna Railroad forwards its first passenger train to the Morris & Essex Railroad at Phillipsburg, N.J.; with the CNJ and Belvidere Delaware Railroads allied with the Lehigh Valley Railroad, the chief partner available to the L&S is the equally weak Morris & Essex. (LC&N AR)
- Mar. 14, 1868 Erie Railway directors Alexander S. Diven and William B. Skidmore, who have been arrested overnight, are arraigned before Judge George G. Barnard for contempt of court; he releases them on \$100 bail pending a hearing; on a motion of Horace F. Clark, Barnard appoints Cornelius Vanderbilt's son-in-law George A. Osgood as receiver for the \$8 million in proceeds from the 100,000 shares of disputed Erie Railway stock; the money is to be deposited in the Union Trust Company, generally conceded to be a Vanderbilt bank. (NYT, Mott, Swanberg)
- Mar. 15, 1868 PFW&C Board meets in New York and reviews text of the 6<sup>th</sup> annual report; Pres. George W. Cass has introduced a paragraph on securing better eastern connections and taking advantage of the offers of other lines to cooperate in building a new line to the Susquehanna River and a connection with the Reading to reach Philadelphia and New York; four different routes have been proposed and surveyed that will offer better grades than the PRR; Louis H. Meyer successfully moves that the paragraph be removed at the request of J. Edgar Thomson and that a committee of Louis H. Meyer, Samuel J. Tilden and \_\_\_ Dawson be appointed to negotiate closer ties with the PRR. (MB)
- Mar. 15, 1868 Columbus, Chicago & Indiana Central Railway opens between Marion and Anoka Jct., completing a new, direct route between Bradford, Ohio, and Logansport, connecting with other lines for the Mississippi River bridge at Keokuk and beyond into Iowa. (Church, Val)
- Mar. 15, 1868 In the evening, Jay Gould and Jim Fisk escape from a dinner at Delmonico's to avoid process servers and cross the Hudson in a rowboat to

join the other Erie Railway directors in Jersey City. (Stiles - Mott, Swanberg says escaped on 3/12?)

- Mar. 15, 1868 Lehigh & Susquehanna Railroad bridges over the Lehigh and Delaware Rivers open at Easton, allowing the L&S to make connections with the New Jersey railroads; creates a parallel and rival route to the Lehigh Valley Railroad. (LC&N AR)
- Mar. 1868 Line of American Central Railway between Fort Wayne and Kankakee is being surveyed by PFW&C, which is to build the first 50 miles. (ARJ)
- Mar. 1868 Louisville Bridge Company awards a construction contract to the Louisville Bridge & Iron Company. (ARJ)
- Mar. 1868 Rails of the St. Louis, Vandalia & Terre Haute Railroad laid as far east as Edwardsville. (ARJ)
- Mar. 1868 Representatives of the Union Pacific Railway Company, Eastern Division, lobby Congress for rights and subsidies to build to the Pacific Coast; Pres. John D. Perry offers Rep. Thaddeus Stevens \$29,000 in bonds or stock if legislation is passed; however, Congress is reluctant to spend money in an election year, and plans are scaled back. (Petrowski)
- Mar. 1868 Through Richard D. Barclay, Tom Scott advances \$55,000 in cash to the Philadelphia & California Petroleum Company to enable it to pay its back taxes and bills and clear titles; the Petroleum Company then mortgages its lands in Rancho Simi, Rancho Las Posas and Rancho San Francisco to Barclay for \$75,000. (Hutchinson)
- Mar. 1868 Jay Gould has the Erie Railway incorporated in N.J. (Grodinsky - verify PL)
- Mar. 1868 Raleigh & Gaston Railroad grants the North Carolina Railroad the same division of rates on traffic via Raleigh as interchanged with the Wilmington & Weldon Railroad at Goldsboro, to meet the competition of the Richmond & Danville Railroad. (Brown)
- Mar. 1868 Georgia Legislature petitions Congress for a loan of greenbacks to the Georgia Air Line Railroad. (NYT)
- Mar. 1868 Thomas Allen purchases the State of Missouri's interest in the St. Louis & Iron Mountain Railroad and interests eastern capitalists in completing it. (Wood)
- Mar. 16, 1868 Maryland & Delaware Railroad opens between Greensboro and Ridgely, Md. (SmyrnaTimes - first tt found is 4/13)

- Mar. 16, 1868 Judge George G. Barnard begins hearing the case of *Richard Schell v. Erie Railway*, at which point he is served with an order obtained by the Erie from Judge Thomas W. Clerke of Steuben County that he desist from any further proceedings pending a hearing on Apr. 6; there is another break in NYC&HR and Erie Railway shares on Wall Street. (NYT, ErieRRRow)
- Mar. 16, 1868 Lehigh & Susquehanna Railroad delivers its first coal train to the Morris & Essex Railroad at Phillipsburg. (AR)
- Mar. 16, 1868 North Carolina Convention adopts first new constitution since 1776; grants manhood suffrage and free public schools; a new state Board of Education replaces the old Literary Fund and is given the state's stocks in the Wilmington & Weldon Railroad, Wilmington & Manchester Railroad, etc. (Thorpe, Brown)
- Mar. 17, 1868 Severe flood begins in the Susquehanna watershed, second only to the Great Flood of 1865; PRR main line flooded between Harrisburg and Highspire, and traffic detoured over Reading between Philadelphia and Harrisburg for two days; flood heavily damages Pennsylvania Canal Company's works. (AR, Rdg AR)
- Mar. 17, 1868 Missouri act calls for transfer of Southwest Pacific Railroad to Andrew Peirce, Jr., and Francis B. Hayes of Boston and Clinton B. Fisk of St. Louis. (ICC)
- Mar. 17, 1868 South Carolina Constitutional Convention adjourns. (Thorpe)
- Mar. 18, 1868 Manchester & Camden Railway incorporated in N.J. in the interest of the New York banking house of Brown Brothers and their Manchester Land Company and other landowners; to build from Manchester on the Raritan & Delaware Bay Railroad to Pemberton or Vincentown. (PL)
- Mar. 18, 1868 Future PRR motive power official Thomas W. Demarest (1868-1955) born at Englewood, N.J. (RyAge)
- Mar. 18, 1868 Bergen Point & Staten Island Ferry Company incorporated in N.J.; does not go into operation. (NJCorps, Winfield)
- Mar. 18, 1868 Judge Thomas W. Clerke of the N.Y. Supreme Court in Steuben County makes his injunction against further activity in Judge George G. Barnard's Erie Railway litigation permanent; Barnard announces that in the opinion of his fellow judges in the New York City district, Clerke's injunction is void, and proceeds to appoint George A. Osgood receiver for the contested Erie shares. (NYT, ErieRRRow)

- Mar. 18, 1868 Before Judge Jasper W. Gilbert in Brooklyn, the Erie Railway's counsel makes no defense and asks for a postponement, upon which Judge Gilbert withdraws his injunction. (ErieRRRow, Mott)
- Mar. 18, 1868 State of Missouri returns the St. Louis & Iron Mountain Railroad to the company. (ICC)
- Mar. 19, 1868 PRR main line reopens at Harrisburg after flooding. (AR)
- Mar. 19, 1868 Claiming they are in danger of being kidnaped by New York thugs hired by Vanderbilt, Erie directors Daniel Drew, Jim Fisk, and Jay Gould secure a bodyguard of Jersey City police officers, augmented by 50 Erie Railway employees, at Taylor's Hotel. (NYT)
- Mar. 19, 1868 Judge George G. Barnard finally succeeds in appointing George A. Osgood receiver, but the disputed property is out of reach in Jersey City; Barnard denies that he has any interest in the Erie Railway or is part of a conspiracy with Cornelius Vanderbilt and his allies. (NYT, ErieRRRow)
- Spring 1868 Establish Propeller Line (?) of steamers on Great Lakes for feeding eastbound traffic to Philadelphia & Erie (prob. date of contract? - Watkins says in 1868 when E&W own 2 elevators at Erie and 1 at Buffalo - first ship 4/5/69!)
- Mar. 20, 1868 Late winter blizzard hits eastern Pennsylvania; PRR blocked by drifts between Paoli and Downingtown for 30 hours. (AR)
- Mar. 20, 1868 Maryland act makes the state's loan to the Worcester Railroad a second lien and authorizes the issue of \$200,000 First Mortgage bonds to complete the line. (PL)
- Mar. 21, 1868 Sixteen anthracite coal miners under the leadership of John Siney (1831-1880), a former English cotton spinner influenced by the Chartist movement, form the Workingman's Benevolent Association to provide a framework and treasury to support strikes and wage disputes; it is chartered in Schuylkill County as the "Workingmen's Benevolent Association of St. Clair, Penna." on June 11. (Pinkowski, PaCorps)
- ca. Apr. 1868 Workingmen's Benevolent Association of Schuylkill County organized at St. Clair to organize coal miners under the leadership of John Siney (1831-1880); Siney hopes to keep wages and prices high through limiting production, something the many individual operators have been unable to achieve. (Evans - check Wallace)
- Mar. 23, 1868 Captured Erie Railway directors Frederick A. Lane, Alexander S. Diven and William B. Skidmore are tried before Judge George G. Barnard and their



case referred to a referee; Fisk, Gould, and Eldridge remain out of reach. (NYT)

- Mar. 24, 1868 Committee of oil refiners of Pittsburgh and oil dealers meet with Tom Scott at PRR offices; demand that the rates from Oil City to New York be less via Pittsburgh than via Cleveland and that rate to Philadelphia be 40 cents per barrel less than to New York.
- Mar. 24, 1868 Doe Run & White Clay Creek Railroad Company incorporated in Pennsylvania to build from the PRR main line towards Newark and Delaware City. (C&C)
- Mar. 24, 1868 Meeting at Sassafras, Md., in favor of running the Kent County Railroad through Sassafras and Warwick to Middletown, Del. (ARJ)
- Mar. 24, 1868 North German Lloyd steamer *Baltimore* arrives at Baltimore, inaugurating regular service between Baltimore and Bremen in connection with the B&O; 2,500 tons displacement; replaces the B&O's own Liverpool Line, which has lost \$758,275 since 1865. (AR)
- Mar. 25, 1868 James Moore and Robert E. Ricker of the CNJ, John Leisenring of the Lehigh Coal & Navigation Company, E.P. Berthoud of the Morris & Essex Railroad, Robert H. Sayre of the Lehigh Valley Railroad, and Ashbel Welch of the Camden & Amboy Railroad meet at Phillipsburg, N.J., to lay out the connection between the Belvidere Delaware Railroad and the Lehigh & Susquehanna Railroad; this is a complex junction, with three railroads from the east funneling onto two side-by-side bridges leading to two railroads in Pennsylvania. (RickerDiary/RREmply)
- Mar. 25, 1868 Union Railroad Company of Baltimore rescinds running rights granted to B&O and PW&B a month earlier. (MB)
- Mar. 26, 1868 Isaac Parsons elected Pres. pro-tem of the Kent County Railroad, replacing Thomas W. Eliason; Board makes a contract with Alfred F. Sears, Rodman Backus & Peter Sanford of Newark, N.J., who are to start at both Masseys and Chestertown. (MB)
- Mar. 26, 1868 Cleveland & Pittsburgh Railroad stockholders approve increasing stock by 10% or \$541,900. (MB)
- Mar. 26, 1868 Steubenville & Indiana Railroad stockholders the consolidation of the roads between Pittsburgh and Columbus and the St. Louis, Vandalia & Terre Haute Railroad contract. (MB)
- Mar. 27, 1868 The Daniel Drew groups gets a counter-injunction from Judge Daniel P. Ingraham blocking the appointment of George A. Osgood as receiver of the

Erie Railway funds pending an appeal; Railroad Committee of the N.Y. Assembly reports adversely on the Erie's petition to legalize its stock issues. (Mott, ErieRRRow)

- Mar. 27, 1868 Lake Ontario Shore Railroad incorporated in N.Y. to build from Oswego along the south shore of Lake Ontario to Niagara Falls and Buffalo; it is projected as a western connection of the Hoosac Tunnel route. (GrnBk, Harlow)
- Mar. 30, 1868 New Jersey act authorizes New Jersey Railroad to acquire land underwater at Harsimus Cove, Jersey City, but notes state's claim to own all riparian lands (between high and low tide) and requires company to pay state \$500,000 for rights; may extend a branch from Bergen Hill to Harsimus Cove providing it is elevated above the streets. (PL, MB)
- Mar. 30, 1868 Junction & Breakwater Railroad issues 200 shares to James S. Gibbons for his services in procuring subscriptions. (MB)
- Mar. 30, 1868 Maryland act authorizes an immediate subscription of \$60,000 to the Columbia & Port Deposit Railroad. (PL)
- Mar. 30, 1868 At the request of Sen. Abner Mattoon of the N.Y. Senate Committee investigating the Erie War, Jay Gould goes to Albany with a suitcase full of money to procure votes for legislation legalizing the Erie Railway's massive stock issue; Gould arrives at the Delavan House and later appears on the floor of the Assembly; Cornelius Vanderbilt dispatches Horace F. Clark and a young lawyer, Chauncey M. Depew (1834-1928), as his lobbyists. (Klein, Mott, NYT, Harlow)
- Mar. 30, 1868 Newport & Cincinnati Bridge Company organized. (Church)
- Mar. 30, 1868 Impeachment trial of Pres. Andrew Johnson begins. (Palmer)
- Mar. 30, 1868 Maryland passes a new General Incorporation Law covering all types of non-banking companies, including railroads, turnpikes, telegraph companies, steamboat lines and manufacturing companies. (PL)
- Mar. 31, 1868 Bedford & Bridgeport Railroad incorporated in Pa. to build from Bedford to Maryland state line near Cumberland with the power to extend east to Mt. Dallas on the Huntingdon & Broad Top Mountain Railroad. (Val)
- Mar. 31, 1868 Charter supplement to the Monongahela Valley Railroad authorizes it to extend up the river from Rices Landing to the W.Va. state line. (Crumrine)
- Mar. 31, 1868 Pennsylvania act allows any incorporated company to invest its surplus in the stocks and bonds of other companies; this opens the way for both

railroad expansion and the railroad acquisition of coal land and mining companies, providing an end run around the old prohibition on combining mining and transporting powers. (PL)

- Mar. 31, 1868 N.Y. Assembly defeats a bill to legalize the Erie Railway's overissue of stock. (Mott)
- Mar. 31, 1868 Jay Gould is arrested in the early morning at the Delavan House by New York County Sheriff James O'Brien and held on \$500,000 bail, which is put up by Erastus Corning. (Mott)
- Mar. 31, 1868 Ku Klux Klansmen murder Radical organizer and State Senate candidate George W. Ashburn in Columbus, Ga., as a warning to others; failure of the military authorities to push for convictions emboldens the Klan, and violence increases. (Duncan)
- Spring 1868 PRR crews begin locating the Low Grade Line along Bennett Branch, coming into conflict with the grading crews of the Winslow Colliery Company, which have completed about 3/4 of their work between Driftwood and Brookville; Winslow Colliery Company files suit against Philadelphia & Erie Railroad; P&E says Winslow Colliery Company is trying to build a trunk line between Milton and Franklin without proper charter authority. (Rdg)
- Apr. 1, 1868 CNJ begins carrying the freight from the new Anchor Line propeller from Erie to New York; signs a new contract with the Empire Transportation Company. (RickerDiary/RREmply)
- Apr. 1, 1868 New Jersey act authorizes Freehold & Jamesburg Agricultural Railroad to run over the Squankum & Freehold Marl Company's railroad. (PL)
- Apr. 1, 1868 At PFW&C board meeting to approve the annual report, a statement that the PFW&C is seeking a better outlet to the East and is cooperating with four surveys underway for a railroad from Pittsburgh to the Susquehanna River leading towards New York is stricken from the published report at the request of J. Edgar Thomson; however, PFW&C conveys this message to the PRR confidentially and appoints a committee to negotiate better relations with the PRR. (MB)
- Apr. 1, 1868 PRR appoints three-man committee to negotiate with Pittsburgh, Fort Wayne & Chicago. (MB)
- Apr. 1, 1868 Millville & Glassboro Railroad conveys all property to West Jersey Railroad under agreement of Oct. 12, 1867; terminates lease to George W. Thomas & Co.; Thomas begins 12 years of litigation over lost rent (Val, NYT)

- Apr. 1, 1868 William Hasell Wilson for PRR purchases 146 acres from Thomas Humphreys, the first of seven tracts and nucleus of what will become the Bryn Mawr Tract; includes the present station lot and the future site of Bryn Mawr College back to Gulph Road. (Brief of Title)
- Apr. 1, 1868 PRR acquires the hotel at Steamboat (Ship Road), Chester County, and builds a passenger waiting room on the first floor. (AR)
- Apr. 1, 1868 William Parry elected Pres. of Cincinnati, Richmond & Fort Wayne Railroad.
- Apr. 1, 1868 Adams Express Company and Merchants Union Express Company withdraw their New York-Boston express freight train via the New Haven. (ARJ)
- Apr. 1, 1868 New York Senate committee investigating the late "Erie War" between Drew and Vanderbilt issues two reports, a minority report stating that the charges against the Drew faction have not been proved, and a majority report critical of the Drew faction of the Erie Railway management; Sen. Abner C. Mattoon changes his vote at the last minute to give the anti-Erie side the majority by 3-2, which raises the issue of bribery; Mattoon is supposed to have sold his vote for \$20,000. (Mott, Hicks)
- Apr. 1, 1868 James Parker (1776-1868), a director of the Delaware & Raritan Canal Company and last survivor of the original Board, dies at Perth Amboy. (CongBio, MB)
- Apr. 1, 1868 William Parry elected Pres. of the Cincinnati, Richmond & Fort Wayne Railroad. (C&C)
- Apr. 1, 1868 Morris & Essex Railroad leases the Newark & Bloomfield Railroad. (DL&WCorps)
- Apr. 1, 1868 State of Missouri seizes the Pacific Railroad. (ICC)
- Apr. 2, 1868 Uniontown & West Virginia Railroad incorporated in Pa. to build from Uniontown to the W.Va. state line. (Val)
- Apr. 2, 1868 PFW&C charter supplement authorizes connection with other railroads in Allegheny County. (Church)
- Apr. 2, 1868 Medford & Camden Railroad incorporated in N.J. in the interest of Brown Brothers & Co. and the Manchester Land Company to form a New York-Philadelphia line in connection with the Monmouth County Agricultural Railroad and Manchester & Camden Railway. (PL, Baer/Coxey)

- Apr.? 1868 Gov. John W. Geary vetoes the new Pennsylvania General Railroad Law because of a provision allowing increases of capital stock without limit. (ARJ - verify)
- Apr. 3, 1868 Flushing & Woodside Railroad comes under control of group headed by Conrad Poppenhusen (1818-1883), a wealthy india rubber manufacturer and land developer of College Point. (Seyfried)
- Apr. 3, 1868 Flushing & North Side Railroad incorporated by Conrad Poppenhusen interests and other residents of the Flushing area who are dissatisfied with the service of the New York & Flushing Railroad for the purpose of building a line between Long Island City and Roslyn and branches Woodside-Flushing and Flushing-Whitestone. (CorpHist, NYState, C&C)
- Apr. 3, 1868 CNJ assigns its new locomotive No. 93 to the *Night Express* westbound and the *Fast Line* No. 3 eastbound. (RickerDiary/RREmply)
- Apr. 3, 1868 Charter supplement increases amount of coal land Lykens Valley Coal Company may hold from 3,000 acres to 5,000 acres. (Digest)
- Apr. 3, 1868 Pennsylvania act ratifies the mergers of the Farmers Railroad and Oil Creek Railroad into the Oil Creek & Allegheny River Railway. (C&C)
- Apr. 3, 1868 Newport & Cincinnati Bridge Company incorporated in Ohio. (ICC, Church)
- Apr. 3, 1868 Ohio general law authorizes incorporation of union depot companies. (Church, C&C)
- Apr. 3, 1868 Dr. C. C. Parry, geologist and naturalist to the 35<sup>th</sup> and 32<sup>nd</sup> parallel railroad surveys, submits his report from Washington to William Jackson Palmer; tries to disprove the common idea that the area west of the 100<sup>th</sup> meridian is the "Great American Desert" and unproductive. (Palmer Rept)
- Apr. 4, 1868 Flushing & North Side Railroad organized at Flushing; Henry Morgan, Pres. (Val, C&C)
- Apr. 4, 1868 Huntingdon & Broad Top Mountain Railroad & Coal Company places property in the hands of the Trustees of the Consolidated Mortgage. (Val)
- Apr. 4, 1868 Gov. John W. Geary (1819-1873) signs new Pennsylvania general law for incorporation of railroad companies; requires a minimum of \$10,000 per mile in stock; maximum capital of \$60,000 per mile in stock and may borrow money equal to stock paid in; companies are subject to the Feb. 1849 law regulating the powers of railroad companies. (PL, ARJ,

USRR&MR)

- Apr. 4, 1868 Jay Gould, who has been arrested in Albany a few days earlier, is arraigned before Judge George G. Barnard; Barnard sets bond at \$100,000; Gould gets a writ of *habeas corpus* from the Court of Common Pleas and has himself transferred from the custody of the sheriff and Judge Barnard to an officer of the Court of Common Pleas, pending a further hearing; Gould then inveigles his minder, James A. Oliver, to accompany him to Albany on the night train, where he retires to his room, pleading illness. (NYT, Mott)
- Apr. 4, 1868 Gen. John M. Schofield (1831-1906), Military Governor of Virginia and a foe of the Fourteenth Amendment, deposes Gov. Francis H. Pierpont and replaces him with Gen. Henry Horatio Wells (1823-1900) a native of Rochester, New York, and a former Union General, so as to have a better candidate for the next election; Pierpont has moved back towards the Radicals after last fall's victory, and has managed to alienate most Republican factions; Wells opposes Gen. William Mahone's plans to merge the Norfolk & Petersburg, South Side, and Virginia & Tennessee Railroads. (Lowe, Sobel, Eckenrode, Foner)
- Apr. 5, 1868 Boards of Iowa, Illinois and Indiana companies of American Central Railway meet in Fort Wayne and agree to merge; George W. Cass and Jesse L. Williams, Pliny Hoagland and Henry Foesch of Marseilles, France, among directors. (ARJ)
- Apr. 5, 1868 Using the fact that New York State law bars arrests in civil cases from taking place on Sunday, Daniel Drew leaves his cronies in Jersey City and crosses the river to visit Cornelius Vanderbilt to seek a compromise. (Stiles)
- Apr. 6, 1868 PW&B agrees to furnish cars for the Junction & Breakwater Railroad for five years from Jan. 1, 1868. (MB)
- Apr. 7, 1868 Camden & Amboy leases Vincentown Branch of Burlington County Railroad. (Val)
- Apr. 7, 1868 Little Miami Railroad Board appoints a committee on freight traffic; presents articles of association for a company to build a Union Depot at Columbus. (MB)
- Apr. 7, 1868 CC&IC Board authorizes Pres. Benjamin E. Smith to negotiate with the Union Transportation Company or other parties to establish a fast freight line from Chicago to the East via Columbus; appoints New York banker James A. Roosevelt (1825-1898) to vacancy on the Board; confirms John F. Miller (1830-1916) as Superintendent of First Division and E.L. Harkness as Superintendent of Second Division. (MB)

- Apr. 7, 1868 Virginia Constitutional Convention adjourns; the Constitution is not submitted to a vote until July 1869. (Thorpe)
- Apr. 8, 1868 New York & Long Branch Railroad Company (NY&LB) incorporated in New Jersey to build an all-rail route to Long Branch; remains a local project with few subscribers until taken up by the CNJ in the early 1870s. (PL, MomDem)
- Apr. 8, 1868 James A. Oliver, the officer of the Court of Common Pleas who had custody of Jay Gould reports to Judge George G. Barnard that Gould has gone to Albany and is now sick there. (NYT)
- Apr. 8, 1868 Baltimore Coal & Union Railroad Company incorporated in Pa. as the reorganization of the Union Coal Company. (Val, CntryofPrgrss)
- Apr. 1868 Court in Washington voids lease of Washington, Alexandria & Georgetown Railroad to Stevens & Phelps on grounds of fraud and orders road returned to the pre-war Alexandria & Washington Railroad Company. (USRR&MR - pre 4/11)
- Apr. 9, 1868 PFW&C Board authorizes the purchase of \$1.5 million of Grand Rapids & Indiana Railroad First Mortgage bonds; resolves if the Cincinnati & Zanesville Railroad extends its own line west from Morrow to Cincinnati and east to Millersburg, the PFW&C will sell it the Akron Branch (Hudson-Millersburg) for \$400,000; hears a petition from the Pittsburgh Grain Elevator Company and Pittsburgh grain dealers for aid in getting the PRR to set rates so as to create a grain market in Pittsburgh; authorizes the purchase of \$1.5 million First Mortgage bonds of the American Central Railway and to build into the Eel River Valley west of Fort Wayne; the American Central Railway is a projected air line between Fort Wayne and Council Bluffs; the old European investors have bailed out and new ones obtained; the American Central is never finished, and the Illinois company becomes part of the CB&Q. (MB, ICC)
- Apr. 9, 1868 Jay Gould is found well enough to walk to the Capitol in a heavy snow storm and is told to report back to the Supreme Court in New York City; on the advice of his lawyer, he then locks himself in his room, leaving James A. Oliver, the court officer supposed to have him in custody, to return to New York alone. (NYT, Mott)
- Apr. 10, 1868 PFW&C Board appoints a committee of two to meet with a committee of the Pittsburgh & Connellsville Railroad at the request of its Pres.; appoints a committee of two to negotiate with the Allegheny Valley Railroad re using it to develop an outlet to the East; apparently, neither of these committees made a report, as both moves threaten the PRR; Board declines a request for aid from the Mississippi Central Railroad. (MB)

- Apr. 10, 1868 On the non-appearance of Jay Gould, Judge Barrett orders him to appear on Apr. 14. (Mott)
- Apr. 11, 1868 Dorchester & Delaware Railroad begins laying track at Seaford. (ARJ)
- Apr. 11, 1868 Pan Handle Railway, Holliday's Cove Railroad and Steubenville & Indiana Railroad consolidated into Pittsburgh, Cincinnati & St. Louis Railway Company (PC&StL), also known as the "Pan Handle Line," under agreement of Mar. 17, 1868. (Church - filing date)
- Apr. 11, 1868 Western Transportation Company Board authorizes the sale of its rolling stock to the Pittsburgh, Cincinnati & St. Louis Railway. (MB)
- Apr. 11, 1868 N.Y. Senate appoints a special committee to investigate charges of bribery in the investigation of the Erie Railway. (Mott)
- Apr. 13, 1868 Continental Improvement Company incorporated in Pennsylvania by George W. Cass, William Thaw, and Tom Scott, for the purpose of building the Grand Rapids & Indiana Railroad; H. Lyttle, John A. Fowler, E.C. Shapley, J.B. Ecclesine and E. Tracy are the dummy incorporators to hide the true purpose of the act; sometimes considered the first pure holding company in America, with broad powers to hold stocks of other companies and build, buy and manage any kind of public or private work; the first of 41 such companies incorporated in Pa. over the next five years, of which 22 have a PRR connection and are created under the influence of Scott; although many are put to other uses, it would appear that they were originally intended to be railroad construction companies in the style of the Credit Mobilier and could also hold and develop the properties received as land grants, as well as operate the finished railroads; the concept of the "improvement company" in Pennsylvania dates back at least to the Forest Improvement Company of 1839 and was first devised to allow owners of mineral lands to raise capital for improvements but without mining privileges. (PL, Church, Means)
- Apr. 13, 1868 Pennsylvania act authorizes coal, coal & iron and mining companies in Luzerne and Schuylkill Counties to merge, whether incorporated under special or general laws; they may also merge with any other company having mining privileges; under this law the DL&W increases its coal land holdings to 17,000 acres. (PL, Bogen)
- Apr. 13, 1868 Ohio act authorizes the sale of the Walhonding Canal to the Pittsburgh, Mt. Vernon & Indianapolis Railroad, providing it remain open as a feeder; sale is not completed. (Woods)
- Apr. 13, 1868 Bills for land grant and subsidy for Memphis, El Paso & Pacific Railroad



introduced in both houses of Congress. (Taylor)

- Apr. 13, 1868 Vineyard Sound Railroad renamed Plymouth & Vineyard Sound Railroad. (nhrhta.org)
- Apr. 14, 1868 Western Transportation Company offers to sell all its rolling stock, 35 locomotives, 23 passenger cars, 13 flat cars, 231 box cars, 50 stock cars, 31 gondola cars, to the PC&StL Railway for \$1 million in Consolidated Mortgage bonds, retroactive to Mar. 1. (MB)
- Apr. 14, 1868 Little Miami Railroad Board orders legal steps to make a claim against the Little Miami Elevator Company. (MB)
- Apr. 14, 1868 Jay Gould again fails to appear in Judge Barrett's court. (Mott)
- Apr. 14, 1868 Pennsylvania act establishes an 8-hour day, effective July 1, "when there is no contract to the contrary." (PL)
- Apr. 15, 1868 New Jersey passes General Riparian Law asserting state ownership of all land under rivers and washed by tide; establishes Riparian Commission to sell riparian rights, principally to railroads, with proceeds going to the school fund. (StGaz - verify date PL)
- Apr. 15, 1868 B&O opens Camden Cutoff bypassing the U-shaped detour via the Carrollton Viaduct and permitting direct service into Camden Station from the south. (AR)
- Apr. 1868 Superintendent of Motive Power & Machinery A. J. Cassatt begins a new system of bonus awards to engineers and firemen for saving fuel and stores; individual bonuses have failed; this time all engineers and firemen on each division are to share 50-50 with the company any saving over average consumption on that division in 1867; plan is not entirely successful as the total saving in 1868 is only \$25,965, of which employees receive half. (AR)
- Apr. 1868 PFW&C extends Pittsburgh local passenger trains to Beaver Falls and to Enon Valley, where two small engine terminals are built.
- Apr. 1868 Morris & Essex Railroad purchases waterfront property south of its Hoboken station from Moses Taylor's Jersey Shore Improvement Company; to expand its freight terminals for DL&W coal and Lackawanna iron. (Hodas)
- Apr. 1868 Pullman introduces its first restaurant car *Delmonico* on the Chicago & Alton Railroad. (AAR, Buder)
- Apr. 1868 A Red Line car completes a through trip from Boston to Cheyenne, a

distance of 2,070 miles. (ARJ)

- Apr. 1868      The *Ida Reese* is the last passenger steamboat to ascend the Allegheny River from Pittsburgh, the railroads having taken the business. (Smith/Armstrong)
- Apr. 16, 1868      New Jersey Trust Company incorporated in N.J.; authorized to build railroad terminals and warehouses in Hudson County for the National Railway. (Rdg)
- Apr. 16, 1868      William Jackson Palmer hears that he is to be offered the presidency of the Lehigh Coal & Navigation Company, although he does not accept; J. Edgar Thomson, Samuel M. Felton and Tom Scott are said to be investing in the company, although probably as a speculative venture, as it is in weakened financial condition after its expansion to compete with the Lehigh Valley Railroad. (Ward)
- Apr. 16, 1868      Gen. John M. Schofield appoints Radical Republican Henry H. Wells (1823-1900), a former Union general and native of Rochester, N.Y., as Provisional Gov. of Virginia. (Sobel - see above)
- Apr. 16, 1868      South Carolina votes approve the new Reconstruction Constitution with African American suffrage. (Thorpe)
- Apr. 17, 1868      New York City Central Underground Railway incorporated in N.Y. to build a subway from City Hall to the Harlem River at Madison Avenue. (NYState)
- Apr. 17, 1868      Virginia Constitutional Convention ends, producing a Constitution named for Judge John C. Underwood; equalizes taxation, establishes a system of free public schools, establishes manhood suffrage and reduces residency for voting, divides counties into northern-style township local governments to break the power of the old county oligarchies; contains a strict loyalty oath to disenfranchise former Confederates; the Radical nature of the constitution helps unite the Conservatives against it. (Lowe, Pearson)
- Apr. 18, 1868      Meeting at Canonsburg, Pa., to revive Chartiers Valley Railroad. (ARJ)
- Apr. 18, 1868      New York Sen. Abner C. Mattoon, freshly paid off by Jay Gould, reverses his position and votes in favor of the bill legalizing the Erie Railway stock issue. (Stiles)
- Apr. 18, 1868      John D. Rockefeller declines a summons to meet with Cornelius Vanderbilt on the latter's turf, but later meets with Amasa Stone at the St. Nicholas Hotel and then with Vanderbilt at the Manhattan Club to discuss the oil traffic. (Stiles)

- Apr. 19, 1868 On another Sunday visit to Vanderbilt, Daniel Drew offers to return Vanderbilt's money in return for Vanderbilt's Erie Railway shares so that he can obtain control and get rid of Gould and Fisk; Drew and John S. Eldridge keep Gould and Fisk in the dark concerning a settlement. (Stiles)
- Apr. 20, 1868 Pittsburgh, Cincinnati & St. Louis Railway organized at Steubenville; first directors elected: George B. Roberts, Wistar Morris, and Josiah Bacon of the PRR, Thomas L. Jewett, Samuel T. Canby, Joseph Means, Robert Sherrard, Jr., James Parks, Thomas Mears, Chauncey Dewey, Robert H. Nugen, Joseph K. Johnson and George W. Adams. (MB, Church)
- Apr. 20, 1868 N.Y. Assembly passes the bill to legalize the Erie Railway stock issues, which it previously had defeated, by 101 to 5. (Stiles)
- Apr. 21, 1868 New York Gov. Reuben E. Fenton (1819-1885) signs an act legalizing the unauthorized Erie Railway stock issues made by Drew, Fisk and Gould; as a conditions, the proceeds are to be spent only on certain railroad improvement projects; another clause bars interlocking directors with the Vanderbilt lines; Vanderbilt, having made an arrangement with Daniel Drew, has withdrawn his opposition. (Hicks, Mott, Grodinsky)
- Apr. 21, 1868 At a continuation of the contempt hearings for the Erie Railway directors, Judge George G. Barnard sets bond for Jay Gould at \$50,000 and dismisses his writ of *habeas corpus* from the Court of Common Pleas. (NYT)
- Apr. 21, 1868 Eli H. Janney (1831-1912) receives a patent for the first version of the automatic knuckle coupler that will eventually become the industry standard. (AAR)
- Apr. 22, 1868 *Berlin*, sister ship of the *Baltimore* arrives in Baltimore on the North German Lloyd Bremen-Baltimore line. (Scharf)
- Apr. 23, 1868 North Carolina voters complete three days of voting to ratify the Reconstruction Constitution. (NYT)
- Apr. 1868 William W. Holden (1818-1892) elected Gov. of North Carolina; a pre-war Democratic Unionist, Holden has become a Radical Republican. (Nelson - verify date)
- Apr. 23, 1868 Rufus Brown Bullock (1834-1907), a Republican banker, Pres. of the Macon & Augusta Railroad, former official of the Southern Express Company and a native of upstate New York, defeats conservative Democrat, Confederate General and Ku Klux Klan leader John B. Gordon (1832-1904) to win election as Georgia's first Reconstruction Governor; Bullock is aided by former Democratic Gov. Joseph E. Brown; Republicans

control the Senate, but the Republican majority in the House is divided between Radicals and moderates who often side with the Democrats.  
(Duncan)

- Apr. 24, 1868 Camden & Amboy leases Camden & Burlington County Railroad retroactive to Oct. 21, 1867. (Val)
- Apr. 24, 1868 Kent County Railroad contracts the construction of its road from Masseys through Chestertown to Rock Hall to Alfred F. Sears, Peter Sanford and Rodman Backus of Newark, N.J., has a U-shaped detour to serve Chestertown. (Usilton)
- Apr. 24, 1868 Gen. John M. Schofield postpones the referendum on Virginia's Radical Underwood Constitution, set for June 2, indefinitely, on the grounds that there are no state funds for voter registration and the election, although also to buy time for conservative forces to organize an opposition. (Lowe)
- Apr. 25, 1868 LIRR extension opens between Huntington Station and Northport (Seyfried)
- Apr. 25, 1868 Kent County Railroad appoints a committee to inquire on locating the Chestertown depot on the river, as opposed to its present, inland location. (MB)
- Apr. 25, 1868 Little Schuylkill Railroad, Navigation & Coal Company Board agrees to sell its 4,200 acres of coal lands between Tamaqua and Tuscarora to Edward Roberts, J. Gillingham Fell, Ario Pardee, William Lilly and George B. Markle for \$600,000 to eliminate its debts. (MB, ARJ)
- Apr. 1868 First train runs over Hanover Branch Railroad as far as East Abington. (ARJ)
- Apr. 28, 1868 Flushing & North Side Railroad agrees to operate Flushing & Woodside Railroad. (Val)
- Apr. 28, 1868 Buffalo authorizes city subscription of \$500,000 to Buffalo & Washington Railway. (USRR&MR)
- Apr. 28, 1868 James D. Rea (1811-1868), father of future PRR Pres. Samuel Rea (1855-1929), dies at Hollidaysburg, prompting Samuel to seek work as a store clerk at age 13. (ancestry.com, PaNews)
- Apr. 29, 1868 Engineering report on straightening the main line between Athensville (Ardmore) and Rosemont is submitted to the PRR Board. (MB)
- Apr. 30, 1868 William J. Sewell for the West Jersey Railroad agrees to rent the Millville

- Branch railroad from R.D. Wood & Co. (Wood)
- Apr. 30, 1868 Fire in the Oil City yards of the Allegheny Valley Railroad destroys 400 bbls. of oil owned by Rockefeller, Flagler & Andrews, 400 bbls. owned by Alexander, Schofield & Co. and some tank cars of the Atlantic & Great Western Railway. (DerrickHndbk)
- Spring 1868 Henry Harley's Allegheny Transportation Company makes an alliance with the Atlantic & Great Western Railway and Erie Railway with the object of diverting oil from the PRR; it is not to extend pipelines to Franklin or Oil City; within three weeks three major Cleveland refiners, Rockefeller, Andrews & Flagler, Clark, Payne & Co., and Westlake, Hutchins & Co., are given a one-fourth interest in the Allegheny Transportation Company so that they can receive drawbacks from the railroads. (Johnson, Williamson/Daum)
- Spring 1868 Delaware & Hudson Canal Company buys about 1,000 acres of anthracite coal land at Plymouth through the Northern Coal & Iron Company. (CntryofPrgrss - see 1867)
- May 1, 1868 LIRR issues \$1.5 million in bonds to refund earlier bonds; Pres. Charlick reports they have contracted for a branch from Riverhead to Sag Harbor. (MB)
- May 1, 1868 New Jersey Railroad guarantees bonds of Orange & Newark Horse-Car Railroad. (Digest)
- May 1, 1868 Northern Central Railway adopts military-style blue and gray uniforms for passenger train and station crews. (USRR&MR)
- May 1, 1868 Wicomico & Pocomoke Railroad opens between Berlin and Salisbury, Md., including 0.55 miles later converted to Mill Street Branch from Salisbury to Fulton on Wicomico River; railroad acts as feeder to steamers running between Baltimore and Salisbury. (Val, - is ca. 5/1 - may be Mon. 4/27? - ARJ notes extension to river not done until 1870)
- May 1, 1868 Columbus & Xenia Railroad Board debates response to merger of Cleveland, Columbus & Cincinnati Railroad with Bee Line; authorizes survey between Richmond and Indianapolis or use of Cincinnati & Indianapolis Junction Railroad. (MB)
- May 1, 1868 Providence & New York Steamship Company breaks the \$4.00 New York-Boston fare agreement of 1862 and cuts its fare to \$2.50, touching off a major summer rate war among the four major Long Island Sound Lines; at times, the fare drops as low as 50 cents. (Dunbaugh)

- May 1, 1868 William Mahone's act for merging the Norfolk & Petersburg, South Side, and Virginia & Tennessee railroads expires before he can affect the merger. (PL)
- May 1, 1868 First blow of Bessemer converters at the Freedom Iron & Steel Company works attached to the Freedom Iron Company near Lewistown, Pa.; third non-experimental U.S. Bessemer works; the company begins making its own Bessemer steel for its manufacture of locomotive tires, rails and forgings, but the Bessemer plant is unsuccessful; it is closed in 1869 and dismantled and sold to the Joliet Steel Company of Illinois in 1871. (Swank, HistJuniata/Susq)
- May 1, 1868 United States Railroad & Mining Register Company buys the journal of the same name from founder Thomas S. Fernon; J. Luther Ringwalt (1828-1891) becomes editor. (Scharf)
- May 2, 1868 CNJ makes connection with the Lehigh & Susquehanna Railroad at Phillipsburg, N.J. (RickerDiary/RREmply, AR)
- May 2, 1868 Gen. Phil Sheridan writes that the Union Pacific Railway Company, Eastern Division, "almost substantially ends our Indian troubles," by increasing the military's ability to control them. (Palmer Rept)
- May 2, 1868 Military Gov. Gen. Edward R. S. Canby announces the ratification of the new North Carolina Constitution. (NYT)
- May 4, 1868 First coal train passes from the Lehigh & Susquehanna Railroad to the CNJ at Phillipsburg. (ARJ)
- May 5, 1868 Henry H. Houston elected the only representative of the Empire and Union Lines on the Board of the National Storage Company. (MB)
- May 5, 1868 Junction & Breakwater Railroad orders new locomotive *Kent*. (MB)
- May 5, 1868 Erie Railway establishes a new uptown ferry between Pavonia Avenue, Jersey City, and West 23<sup>rd</sup> Street with its luxurious new ferry boat *Jay Gould*. (Baxter)
- May 6, 1868 European & North American Railway, through its agent William G. Case (1820-1884) of Columbia, Pa., places \$38,800 and £27,913 of its bonds with J.S. Morgan & Co. in London. (ARJ)
- May 6, 1868 Virginia Republicans nominate Henry H. Wells for Gov., hoping to move to the political center by downplaying African American civil rights; Wells favors William Mahone's plan to complete the consolidation of the Norfolk & Petersburg, South Side and Virginia & Tennessee Railroads. (Lowe)

- May 6, 1868 Joseph E. Brown of Georgia writes to Gen. Grant urging him to help Gov. Rufus Bullock assume power so that he can use the powers of the government, including the patronage of the state-owned Western & Atlantic Railroad to ensure that Grant carries the state in the fall election; the railroad patronage jobs control 1,000 to 1,500 votes and are currently controlled by Gov. Jenkins's appointees. (Parks)
- May 7, 1868 Long Branch & Sea Shore Railroad files a survey between Sandy Hook and Squan, N.J. (NJCorps)
- May 7, 1868 Virginia conservatives nominate Col. Robert E. Withers of Lynchburg, a foe of Mahone who opposes the consolidation of the South Side and Virginia & Tennessee Railroads on the grounds that it will hurt the trade of Lynchburg; Withers makes "black domination" and the disenfranchisement of white leaders his main campaign theme. (Lowe)
- May 8, 1868 Springfield & Columbus Railroad sold at foreclosure to Jacob W. Pierce of Boston for \$100,000. (GrnBk, HistMadCo)
- May 9, 1868 Philadelphia authorities begin removing the track of the City Railroad in Broad Street between Olive and South Streets. (USRR&MR)
- May 9, 1868 PC&StL Railway organized; Thomas L. Jewett, Pres.; George B. Roberts, VP; Max J. Becker, Chief Engineer; Superintendent W.W. Card; Board accepts offer of Western Transportation Company to buy all its rolling stock for \$1 million in Consolidated bonds; James Parks resigns as a director and is replaced by Benjamin E. Smith. (MB)
- May 11, 1868 Ashbel Welch elected a director of the Delaware & Raritan Canal Company in place of James Parker, deceased. (MB)
- May 12, 1868 Newport, Ky., ordinance grants use of parts of Saratoga Street to Newport & Cincinnati Bridge Company. (Church)
- May 12, 1868 Mississippi Central Railroad approves 16-year lease to Henry S. McComb's Southern Railroad Association; McComb is to build the extension from Jackson, Tenn., to Milan on the Louisville & Nashville Railroad. (Stover)
- May 12, 1868 South Pacific Railroad incorporated in Missouri by Andrew Peirce, Jr., and Francis B. Hayes of Boston and Clinton B. Fisk of St. Louis as reorganization of Southwest Pacific Railroad. (ICC)
- May 13, 1868 PRR discontinues policy of issuing stock dividends.
- May 14, 1868 Pan Handle Railway, Hollidays Cove Railroad and Steubenville & Indiana

- Railroad consolidated to form Pittsburgh, Cincinnati & St. Louis Railway (PC&StL) under articles of Mar. 17, effective Apr. 20. (Church, C&C)
- May 14, 1868 Atlantic & Great Western Railway agrees with the Allegheny Transportation Company; the latter agrees not to extend its pipelines to Franklin or make alternate arrangements for shipping oil to Cleveland; in return the A&GW will pay the Allegheny Transportation Company \$5 per car on all oil shipped to Cleveland, effective June 1. (Destler)
- May 15, 1868 Pennsylvania Steel Company rolls the first Bessemer rails in its own rail mill. (BethSteel)
- May 15, 1868 Asa Packer buys half of the ex-Trevorton Coal Company land near Shamokin from Henry Thomas on behalf of the Lehigh Valley Railroad. (MB)
- May 15, 1868 Pittsburgh & Connellsville Railroad stockholders approve the Baltimore ordinance converting the City's \$1 million First Mortgage and accrued interest to a Second Mortgage; the company then makes a new \$4 million First Mortgage, of which the B&O buys \$1 million and those associated with it another \$550,000. (AR)
- May 15, 1868 Erie Railway and the receiver of the Atlantic & Great Western Railway agree with the Allegheny Transportation Company to pay a \$12 per car rebate to the Allegheny Transportation Company on all oil sent from points on the Oil Creek & Allegheny River Railway to points east of Corry via the Erie Railway, effective June 1. (Destler)
- May 1868 Works begins on the superstructure of the Louisville Bridge. (C&C)
- May 1868 Jay Gould has opened secret talks with the Cleveland, Painesville & Ashtabula Railroad and Michigan Southern & Northern Indiana Railroad for direct access to Chicago; MS&NI is to lay a third rail for 6'-0" gauge between Toledo and Chicago. (Stiles, Harlow - citing letters of TAS and JET to SJ Tilden)
- May 1868 New York & Schuylkill Coal Company sold at foreclosure; reorganized as the Manhattan Coal Company under the control of Percy R. Pyne and Moses Taylor. (Hodas)
- May 1868 The *Yorktown* is the last keelboat to ascend the Allegheny River from Pittsburgh to Warren, Pa. (Smith/Armstrong)
- May 16, 1868 Cleveland, Columbus & Cincinnati Railroad consolidated with Bellefontaine Railway to form the Cleveland, Columbus, Cincinnati & Indianapolis Railway under agreement of May 14; merged company retains



the slogan of the "Bee Line"; Leander M. Hubby, formerly Pres. of the CC&C, is Pres.; Stillman Witt of the Bellefontaine Railway is First VP; Elias A. Ford (1840-1912), later of PRR Lines West, is General Passenger Agent. (GrnBk)

- May 16, 1868 Senate acquits Pres. Andrew Johnson on the first article of impeachment by 35 to 19, one vote short of necessary two-thirds majority; trial adjourns on May 28; 7 Republicans vote with the Democrats in support of Johnson, in part because they don't want Radical House Speaker Ben Wade of Ohio to become Pres. (Clements, JSmith)
- May 18, 1868 Thomas W. Eliason again elected Pres. of the Kent County Railroad; Board appoints a committee to see if the PW&B will permit a connection at Middletown instead of Masseys; votes down a resolution to reopen the location. (MB)
- May 19, 1868 West Jersey Railroad leases Salem Railroad (Elmer-Salem) retroactive to Jan. 1, 1868. (Val)
- May 19, 1868 South Pacific Railroad organized; Francis B. Hayes elected Pres. and Clinton B. Fisk VP; however, Fisk, who had run the railroad for the state, feels marginalized and begins feuding with the Bostonians. (Miner)
- May 21, 1868 Catawissa Railroad abrogates its lease to Atlantic & Great Western Railway. (Rdg CorpHist)
- May 22, 1868 Northern Central Railway Board finally decides not to purchase the Zerbe Valley Railroad and Trevorton coal lands; these properties quickly pass into the Reading system with loss of traffic to the NC. (MB, )
- May 22, 1868 Peoria & Hannibal sells its interest in right-of-way between Hollis and Peoria to Peoria, Pekin & Jacksonville Railroad for \$7,000. (Church)
- May 22, 1868 Members of the Reno gang, who have been robbing trains in the area since 1866, board a northbound Jeffersonville, Madison & Indianapolis Railroad train at Marshfield, 20 miles south of Seymour, Ind.; they uncouple the rest of the train and hijack the locomotive and express car; the express messenger is beaten and thrown from the moving train, sustaining fatal injuries; the gang steals \$96,000 from the safes and abandons the train a mile south of Seymour; 6 gang members are subsequently taken from custody and lynched by vigilantes in two separate incidents. (Harlow)
- May 23, 1868 Ario Pardee elected a director of the Lehigh Valley Railroad, replacing J. Gillingham Fell, resigned; Lloyd Chamberlain resigns as Treasurer and is replaced by Charles C. Longstreth ( - 1870). (MB)

- May 23, 1868 Central Trunk Railway incorporated in Pa. to build from Jamestown, Pa., to the Ohio state line on the bed of the old Pittsburgh & Erie Railroad. (GrnBk, Taber)
- May 25, 1868 George W. Thomas informs Richard D. Wood that he will sue the West Jersey Railroad for abrogating his lease of the Millville & Glassboro Railroad; the suit drags on for 12 years. (Wood)
- May 25, 1868 Hazleton Railroad merged into the Lehigh Valley Railroad, effective June 1 under an agreement of May 4; includes over 1,000 acres of coal land under lease to A. Pardee & Co. and mining privileges; the merger aborts a new Hazleton contract to deliver 10,000 tons a week to the rival Lehigh Coal & Navigation Company. (Baird, AR, MB, LC&N AR)
- May 25, 1868 Continental Improvement Company receives letters patent; on organization, George W. Cass is Pres., William Thaw VP, and William R. Shelby (1842-) Secretary-Treasurer; Shelby has been previously employed in the Louisville office of the Adams Express Company. (PaSecyState, Baxter)
- May 25, 1868 House Committee on Military Affairs reports in favor of a bond guarantee for the Union Pacific Railway Company, Eastern Division, in response to the Mar. 4 letter of Gen. Sherman; finds that the completed portion has saved the government \$846,382 on military transportation over wagon transportation in 1867 alone, and the amount saved on transportation to the Southwest would extinguish the bonds in less than four years; it would also permit greater flexibility in moving troops and also permit drawing down the number of troops on the frontier, thus pacifying the Indians; they refer the documents to the Committee on Pacific Railroads without recommendations. (Palmer Rept)
- May 26, 1868 Little Miami Railroad Board refers the question of steel rails to a committee. (MB)
- May 1868 LIRR leases East River Ferry Company operating line from James Slip and East 34th Street to Long Island City.
- May 29, 1868 PFW&C Pres. George W. Cass and Cincinnati, Hamilton & Dayton Railroad Pres. S.S. L'Hommedieu meet at Fort Wayne and agree to jointly guarantee \$1 million bonds of the Cincinnati, Richmond & Fort Wayne Railroad and furnish it with rolling stock. (ARJ)
- May 30, 1868 At the urging of the Grand Army of the Republic, the Union veterans organization, this day becomes "Decoration Day" (later Memorial Day), a national holiday when people are to decorate the graves of the Union war dead; as memory of the Civil War fades, the holiday gradually becomes a time for patriotic military displays and the first vacation day of the summer

season, although the more stark military association will be revived during the times of future wars.

- May 31, 1868 Former PW&B Pres. Matthew Newkirk (1794-1868) dies at Philadelphia. (BioEncycPa)
- Spring 1868 West Jersey Railroad opens Sea Breeze Excursion House on the beachfront at Cape May at Broadway west of the Congress Hall; 3 storeys with capacity of 1,500 excursionists; extends a spur from the old station for excursion trains. (capemay.com)
- June 1, 1868 Through sleeping car established between Jersey City and Cincinnati via Philadelphia and the Panhandle Line. (PassDept)
- June 1, 1868 West Jersey Railroad begins operating Cape May & Millville Railroad under lease of May 16, 1868. (Val)
- June 1, 1868 John H. Devereux, formerly VP & Superintendent of the Cleveland & Pittsburgh Railroad, becomes VP of the Cleveland, Painesville & Ashtabula Railroad; he remains a director of the C&P; William Stewart (1833-1914) appointed Superintendent of the C&P. (Rozman, AR)
- June 1, 1868 Orange, Alexandria & Manassas Railroad opened to Strasburg, Va. (ARJ)
- June 2, 1868 Gen. George Stoneman (1822-1894) named military governor of District No. 1 (Virginia), replacing Gen. John M. Schofield (1831-1906), appointed Secretary of War; Stoneman is a moderate Democrat willing to restore whites to office irrespective of politics and party and is soon at loggerheads with Gov. Wells. (Lowe)
- June 3, 1868 Western Transportation Company Board reports it has sold the company's rolling stock to the PC&StL Railway for \$1 million in PC&StL First Mortgage bonds, which are in turn given to the PRR in exchange for \$1,060,000 in Western Transportation First Mortgage bonds held by the PRR, which are then cancelled. (MB)
- June 3, 1868 Newport & Cincinnati Bridge Companies of Ohio and Kentucky merged under agreement of Apr. 16, 1868 to build first railroad bridge over Ohio River at Cincinnati. (Church, ICC)
- June 3, 1868 Kalamazoo, Allegan & Grand Rapids Railroad formed by the merger of the Kalamazoo & Allegan Railroad and Kalamazoo & Grand Rapids Railroad. (GrnBk)
- June 4, 1868 Allegheny Transportation Company agrees to sell Cleveland refiners W. C. Andrews, Henry M. Flagler and Oliver H. Payne a 25% interest in the

Allegheny Transportation Company; the transportation company is to pay to W. C. Andrews 75% of the rebate on oil shipped by Westlake, Hutchins & Co., to Henry M. Flagler 75% of the rebate on oil shipped by Rockefeller, Andrews & Flagler, and to Oliver H. Payne 75% of the rebate on oil shipped by Clark, Payne & Co.; the transportation company is to protect the refiners from any attempt by the Oil Creek & Allegheny River Railway to raise rates above the level of May 1868; terms are to be limited to the oil the refiners process on their own account. (Destler)

- June 4, 1868 Gen. Winfield Scott Hancock urges the necessity of extending the Union Pacific Railway Company, Eastern Division, as rapidly as possible and calls for government aid. (Palmer Rept)
- June 4, 1868 William B. Ogden resigns as Pres. and director of Chicago & North Western Railway. (C&NW)
- June 5, 1868 Kent County Railroad Board meeting breaks out into a dispute over the location; defeat a new move to run via Sassafras and Warwick to Middletown instead of Masseys; vote 6-5 to run straight down the dividing ridge in the middle of the county to the Bay with a branch to Chestertown and defeat a branch to Worton Creek. (MB)
- June 5, 1868 Agreement between the receiver of the Atlantic & Great Western Railway and the Cleveland refiners Rockefeller, Andrews & Flagler, Clark, Payne & Co. and Westlake, Hutchins & Co. to carry their oil to Cleveland at 60 cents per bbl. and to pay 10 cents per bbl. on this oil to the Allegheny Transportation Company; any increase in rates over 60 cents is to be paid to the Transportation Company; cars are to be billed at 80 gallons per car, although they may hold up to 85 gallons; the A&GW is also to protect the refiners against any increase in rates by the Oil Creek & Allegheny River Railway; oil going east over the A&GW is to pay a drawback of \$15 per car instead of \$12 a car; both parties agree to refrain from building a pipeline from Oil City to Franklin. (Destler)
- June 5, 1868 Union Pacific Railway Company, Eastern Division, reaches Monument, Kan., 251 miles west of Fort Riley and 386 miles west of the Missouri River. (Petrowski)
- Early June 1868 Jay Gould and Jim Fisk discover the rest of the Erie Board in a secret meeting with Cornelius Vanderbilt at the home of ex-Judge Edwards Pierrepont (1817-1892), and they reluctantly agree to a settlement. (Mott)
- June 6, 1868 Meeting at Taneytown, Md., in support of Frederick & Pennsylvania Line Railroad. (ARJ)
- June 6, 1868 Pres. George W. Cass denies press rumors that PFW&C is to be merged

into the PRR; admits that committees of the two roads have met in New York before June 2; Cass later claims to have put the draft agreement in his safe while he considers a run for the governorship. (USRR&MR, NYTrib)

- June 6, 1868 Hugh J. Jewett elected a director of the Little Miami Railroad; Board authorizes the purchase of the London & Springfield Railroad for a maximum price of \$50,000. (MB)
- June 6, 1868 Future Advertising Agent E. S. Stewart (1868- ) born at Woodstown, N.J. (PRRBio)
- June 6, 1868 Sen. Charles D. Drake (1811-1892) of Missouri introduces a bill (S-515) granting a subsidy to Union Pacific Railway Company, Eastern Division, for 250 miles towards New Mexico; bill is killed in committee. (CongGlobe, Anderson)
- June 7, 1868 Through service begins on CC&IC between Chicago and Cincinnati and Chicago and Columbus; at Chicago, use Milwaukee Road (?) depot at Canal & Kinzie Streets. (USRR&MR)
- June 9, 1868 Future PRR Pres. George B. Roberts (1833-1897) marries Sarah Lapsley Brinton (1846-1869) at Philadelphia. (ancestry)
- June 9, 1868 Hugh J. Jewett elected Pres. of Little Miami Railroad, effective July 1, replacing E.W. Woodward, resigned. (Memo)
- June 9, 1868 Charles (?) H. Lamborn writes to William Jackson Palmer to get himself put in charge of construction of Union Pacific Railway Company, Eastern Division, to Denver; PRR group is now opposed to the actions of the St. Louis interests led by John D. Perry, and to a lesser extent those of the Ohio group led by Robert M. Shoemaker. (Petrowski)
- June 9, 1868 Commonwealth of Massachusetts makes a final settlement with Herman Haupt, paying him \$53,000 in return for Haupt & Co. relinquishing all claims. (Ward)
- June 10, 1868 PRR Board commissions a portrait of J. Edgar Thomson. (MB)
- June 10, 1868 Brooklyn Collector of Taxes levies a judgment against the Brooklyn & Jamaica Railway, attaching all its property within the city limits, including the line on Atlantic Avenue and on 5<sup>th</sup> Avenue from Flatbush Avenue to 24<sup>th</sup> Street at Greenwood; the tax sale is set for June 17 but is repeatedly postponed and apparently does not take place. (BklnEgl)
- June 11, 1868 Future PRR Chief of Motive Power James T. Wallis (1868-1930) born at New Orleans, to which his father had moved from Kent County, Md.; son

of John S. Wallis and Louisa Mather Wallis. (PRRBio)

- June 11, 1868 House Committee on the District of Columbia reports a bill (HR-1275) authorizing the Alexandria Canal to build a railroad between Georgetown and Alexandria as a substitute for the earlier bill H-892. (CongGlobe)
- June 11, 1868 Atlantic & Pacific Railroad makes settlement with South Pacific Railroad over liabilities of former Southwest Pacific Railroad. (ICC)
- June 11, 1868 John C. Fremont elected Pres. of the Atlantic & Pacific Railroad. (Scharf)
- June 11, 1868 Workingmen's Benevolent Association of St. Clair, Penna. formally incorporated by the County Orphan's Court. (PaCorps)
- June 11, 1868 Georgeanna Weems (1845-1924), daughter of Mason L. Weems and heiress to the Weems Line, marries attorney Henry Williams (1840-1916). (Holly)
- June 11, 1868 Grand Trunk Rail Way of Northern Indiana incorporated in Indiana to be part of an extension of the Grand Trunk Railway of Canada to Chicago. (GrnBk, HistStJosCo)
- June 11, 1868 James Guthrie resigns as Pres. of the Louisville & Nashville Railroad in ill health. (Klein)
- June 12, 1868 Committee of Union Railroad Company of Baltimore recommends abandoning part of the line between the Canton Company of Baltimore property and the Melcher property and restoring the natural grade. (MB)
- June 12, 1868 Massachusetts Legislature passes the bill allowing for the merger of the New York & New Haven Railroad and the Hartford & New Haven Railroad over Gov. Alexander Hamilton Bullock's veto. (NYT)
- June 13, 1868 Sullivan Coal & Iron Company renamed Union Central Coal, Iron & Railroad Company; leases coal lands in Branch and Reilly Townships, Schuylkill County and locates and begins construction of a railroad along the south side of Mine Hill to Tamaqua and the Lehigh Valley via Mahoning Creek, threatening to break the Reading's monopoly of rail access to tidewater from the Schuylkill Coal Field. (Baird)
- June 13, 1868 Erie Railway Executive Committee authorizes the Pres. to seek a settlement of all lawsuits. (Mott)
- June 13, 1868 On a motion of Cornelius Vanderbilt's attorney Charles A. Rapallo, all of the suits against the Erie Railway parties are withdrawn. (Mott)
- June 14, 1868 Indianapolis & Vincennes Railroad makes telegraph contract with Western

Union Telegraph Company. (Church)

- June 14, 1868 Future LIRR officer Charles Lambert Addison (1868- ) born at Reading, Pa. (PRRBio)
- June 15, 1868 Rep. George F. Miller (1809-1885) of Pa. introduces a joint resolution instructing the House Committee on Roads & Canals to investigate whether travelers are being delayed in changing to the B&O's Washington Branch trains in Baltimore or if the B&O is overcharging. (CongGlobe)
- June 1868 Maryland & Delaware Railroad resumes work at Ridgely. (ARJ)
- June 1868 Pennsylvania & New York Canal & Railroad tracks connected with those of the Barclay Coal Company at Towanda, permitting Barclay coal to be sent north to New York State by rail instead of by the North Branch Canal. (AR)
- June 1868 Henry Varnum Poor (1812-1905) begins publishing the annual *Poor's Manual of Railroads*, a compendium of statistical information for investors in North American railroads that remains an industry "bible" into the 1920s, when it is subsumed by the rival Moody's manuals. (Poors)
- June 1868 First issue of the monthly *Traveler's Official Railway Guide* published by the National Railway Publication Company, Edward Vernon, editor; although published by a private company formed for that purpose, the publication is endorsed by a resolution of the National General Passenger & Ticket Agents' Association, which is dissatisfied with the unreliability of the existing *Appleton's Railway & Steam Navigation Guide*; sharp competition and name-calling ensue, but industry support makes this the recognized official listing of schedules for railroads and steamships; it becomes the *Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba* in 1900. (Guide, Loree)
- June 1868 Jay Cooke first visits Duluth and Superior and commits to aiding the Lake Superior & Mississippi Railroad. (Oberholtzer)
- June 1868 Anthracite miners in the Mahanoy Valley of Schuylkill County begin a strike for the 8-hour day. (Cornell - see 7/6)
- June 1868 Union Pacific Railway Company, Eastern Division, is extended to Monument, 50 miles west of Coyote. (Guide – see above)
- June 16, 1868 Kent County Railroad Board approves a contract for a branch to Chestertown and a wharf on the Chester River; calls in the county subscription for 4,000 shares. (MB)

- June 16, 1868 Sen. John Sherman of Ohio introduces a bill (S-554) “to promote commerce among the several states” that would charter several railroads leading from Washington in various directions, including to New York, Pittsburgh and Cincinnati, overriding state restrictions; referred to a select committee of Sherman, Charles Sumner, Zachariah Chandler (1813-1879) of Mich., Alexander Ramsey (1815-1903) of Minn., William M. Stewart (1827-1909) of Nevada, Charles R. Buckalew (1821-1899) of Pa., and George Vickers of Md.; no other action taken this session. (CongGlobe)
- June 16, 1868 House passes bill (HR-1275) authorizing the Alexandria Canal Company to build a railroad between Georgetown and Alexandria. (CongGlobe)
- June 16, 1868 Lehigh Luzerne Railroad, a series of mine branches lying north and east of Hazleton, Pa., merged into Lehigh Valley Railroad under an agreement of May 27. (Baird)
- June 16, 1868 Little Schuylkill Navigation, Railroad & Coal Company Board makes an offer to lease its railroad to the Reading. (MB)
- June 17, 1868 Little Miami Railroad Board approves a contract with the Newport & Covington Bridge Company and the Louisville, Lexington & Cincinnati Railroad for the joint use of the bridge over the Ohio River at Cincinnati. (MB)
- June 17, 1868 CC&IC Board approves joining in a lease of the Indianapolis & Vincennes with modifications; names John F. Miller (1830-1916) Superintendent of the Second Division as well as the First Division. (MB)
- June 17, 1868 Massachusetts Gov. Alexander Hamilton Bullock (1816-1882) prorogues the Legislature and refuses to sign the New Haven merger bill, thus blocking the merger. (NYT)
- June 18, 1868 Ashbel Welch makes presentation to Joint Board of United Companies on the company's future as a trunk line and improvements needed; Board approves the plan of the Finance Committee to ask the Legislature for power to issue \$10 million in new stock; orders ferry *Newark* lengthened; reports Cunard Line lease has been extended to May 1, 1871 and rent increased 50%. (MB)
- June 18, 1868 Maryland & Delaware Railroad Board reports that they have no cash to pay the contractors for the rails to Hillsboro; now deliver \$42,000 in bonds and authorize completion to Hillsboro at once. (MB)
- June 18, 1868 Sen. Samuel C. Pomeroy introduces a bill for completing a railroad and post route from Washington to Mobile and New Orleans, which is referred to the Committee on the Pacific Railroad. (CongGlobe)



- June 20, 1868 Camden & Amboy Railroad begins operating an emigrant train from West Philadelphia to New York, leaving at 1:00 AM. (RyW tt)
- June 20, 1868 Camden & Amboy begins through service between Camden and Long Branch via Jamesburg and Freehold. (StGaz) - stage from Freehold?
- June 20, 1868 Second PRR office car built at Altoona; the *Traveler's Official Guide* describes it as "palatial" and states that it was built in 30 days for Pres. J. Edgar Thomson's trip to St. Paul to inspect western railroads. (AltoMirror, Guide)
- June 20, 1868 Sen. Charles Sumner withdraws his resolution relative to an investigation of racial discrimination and harassment on the B&O between Baltimore and Washington as the company has stopped the practice. (CongGlobe)
- June 20, 1868 Lehigh Valley Railroad contracts for a branch from Slatington 3.5 miles up Trout Run to serve slate quarries. (MB)
- June 22, 1868 "Far Rockaway Branch Railroad Company of Queens County, New York" incorporated in N.Y. under articles dated June 10 in the interest of South Side Railroad Company of Long Island to build branch from Valley Stream to Far Rockaway. (Val, NYState)
- June 22, 1868 Columbus & Xenia Railroad Board authorizes purchase of stocks and bonds of London & Springfield Railroad (portion of Springfield & Columbus Railroad between London and Springfield??) for \$50,000. (MB)
- June 23, 1868 A. W. Markley and John C. Bullitt meet with Richard D. Wood about their plan for a new hotel in Cape May. (Wood)
- June 23, 1868 Kent County Railroad Board again fixes its terminus at Townsends, the New Castle & Frenchtown Railroad having forbidden a connection with the Delaware Railroad at Middletown. (MB)
- June 1868 Through coaches and sleeping cars established between Pittsburgh and Chicago three times a week via Columbus and Logansport on the Panhandle Line. (PassDept)
- June 1868 Fast freight lines are now running freight cars from New Orleans to New York in six days. (USRR&MR)
- June 1868 PFW&C begins meetings with PRR to negotiate either a lease, merger, or traffic contract; divergence of interests between the two companies and PFW&C's independent outlet to New York via NYC from Crestline prevents an easy settlement.

- June 1868 New York & New Haven Railroad receives shipments of Sheffield steel rails.
- June 1868 Cross Cut Railroad opens; diverts Buffalo and New York City oil trade via Erie. (was open in June 1867!)
- June 24, 1868 John D. Perry writes to Rep. Thaddeus Stevens accepting his proposition to exchange the \$29,000 of paid-in stock of the Union Pacific Railway Company, Eastern Division, for government or First Mortgage bonds, if Congress provides for the extension of the railroad to the Pacific. (Palmer)
- June 25, 1868 Act of Congress, passes over Pres. Johnson's veto, provides for the readmission of North Carolina, South Carolina, Georgia, Alabama, Florida and Louisiana upon legislatures elected under new constitutions ratifying the Fourteenth Amendment. (CongGlobe, Woolley)
- June 25, 1868 Act of Congress establishes an 8-hour day for laborers and mechanics employed by or on behalf of the Federal government. (WwasW, PMiddleton)
- June 25, 1868 First locomotive placed on Lake Superior & Mississippi Railroad. (ARJ)
- June 26, 1868 Connecticut Western Railroad incorporated in Connecticut to build from Hartford towards Rhinecliff on the Hudson River opposite Kingston. (ICC)
- June 26, 1868 Midwestern railroads meet at Chicago to respond to the demand of the Trunk Lines that they divide through passenger rates *pro rata* effective June 15, giving the Trunk Lines a larger share. (Guide)
- June 27, 1868 Meeting held at Newark, Del., in support of a railroad from Parkesburg, Pa., to Delaware City. (ARJ)
- June 28, 1868 W.A. Smith elected Pres. of North Carolina Railroad through influence of Gov.-elect William W. Holden. (Nelson)
- June 28, 1868 Mississippi voters reject a new Constitution prepared by a convention called under the Reconstruction Acts; it extends the vote to African Americans and disenfranchises former Confederate officers and officials. (Thorpe)
- June 29, 1868 Philadelphia Councils order removal of City Railroad on Broad Street from Olive Street to Vine Street on Apr. 1, 1869. (Digest)
- June 29, 1868 Rep. Martin Welker (1819-1902) of Ohio introduces a bill to permit Georgetown to subscribe \$300,000 to a railroad from Georgetown to intersect the Alexandria, Loudon & Hampshire Railroad near Alexandria.

(CongGlobe)

- June 29, 1868 PFW&C Board reports a contract to aid the construction of the Grand Rapids & Indiana Railroad by purchasing First Mortgage bonds from the existing bondholders up to the sum of \$1.5 million, the terms to be set by committee; hears the request of the Toledo & Crestline Railroad for aid and joint operation by the PFW&C and Cleveland, Columbus & Cincinnati Railroad. (MB)
- June 30, 1868 Louisville, Cincinnati & Lexington Railroad (later part of the Louisville & Nashville Railroad), Little Miami Railroad and Columbus & Xenia Railroad agree for the use of the Newport & Cincinnati Bridge. (Church)
- June 30, 1868 In the case of *Schell v. Erie Railway*, Judge George G. Barnard and Judge Albert Cardozo (1828-1885) void Judge Clerke's injunction, Judge Ingraham dissenting; Judge Barnard fines Erie Railway directors Diven, Lane, Eldridge, Davis, Thompson and Skidmore \$10 each for contempt; the fines levied against Drew, Fisk and Gould, if any, are not recorded; the full court approves the appointment of Charles A. Osgood as Erie receiver. (NYT, Mott)
- June 30, 1868 Judge George G. Barnard and Judge Albert Cardozo (1828-1885) appoint Tammany henchman Peter B. Sweeney (1825-1911) as receiver for the \$8 million in Erie Railway funds on appeal. (Mott - No - Sweeney was appointed sometime between Apr. & June, not in NYT)
- June 30, 1868 Irving A. Stearns (1845-1920), future manager of the PRR's anthracite coal mines, graduates from Rensselaer Polytechnic Institute. (AIMMPE)
- Summer 1868 PRR begins use of a grove at Paoli as a picnic-ground for excursions of city dwellers, prompting complaints from residents. (MB)
- Summer 1868 PRR establishes picnic grove at Marysville, Pa., and runs excursions from Harrisburg at 40 cents. (Cupper)
- July 1, 1868 Philadelphia & Erie Railroad issues \$3 million in 7%, 20-year bonds, serving as Second Mortgage on the line from Williamsport to Erie and Third Mortgage on line from Sunbury to Williamsport.
- July 1, 1868 Oil Creek & Allegheny River Railway pays a quarterly dividend of 2½%. (Guide)
- July 1, 1868 Hugh J. Jewett becomes Pres. of Little Miami and Columbus & Xenia Railroads, replacing E. W. Woodward, resigned. (MB)
- July 1, 1868 CC&IC terminates traffic contract (?) with Little Miami and Columbus &

Xenia Railroads.

- July 1, 1868 St. Louis, Vandalia & Terre Haute is completed, but not operated, between East St. Louis and Highland, Ill.; operated by Terre Haute & Indianapolis Railroad. (Church, C&C, Perrin)
- July 1, 1868 Daniel Drew ousted from Erie Railway Board; Jay Gould elected Pres. and Treasurer, Jim Fisk elected VP and Comptroller, and Frederick A Lane, counsel; Gould, Fisk and lawyer Frederick A. Lane (1829-1881) constitute the Executive Committee. (Hicks - check NYT - prob. later in July)
- July 1, 1868 State of Missouri conveys former Southwest Pacific Railroad property to South Pacific Railroad. (ICC)
- July 1, 1868 Edward W. Clark, Pres. of the Lehigh Coal & Navigation Company, creates the Railroad Car Trust of Philadelphia with the help of lawyer Charles Gibbons; capitalized at \$750,000; the funds are then borrowed from the Fidelity Insurance, Trust & Safe Deposit Company, with H. C. Wood, John Welsh and C. L. Borie as trustees; used to buy 8 locomotives, 50 flat cars and 2,250 coal cars; claimed as the first U.S. use of the car trust to purchase rolling stock from multiple builders; the LC&N is hard up since the financial crisis of last fall and lacks the credit to buy equipment on its own; strong railroads such as the PRR will resist using equipment trusts until the depression of 1873-1879. (AR, RyRegister 1885)
- July 1, 1868 Pres. Andrew Johnson signs a bill extending the time for the completion of the Northern Pacific Railroad to July 4, 1877, instead of 1883 as sought by the company. (Renz)
- July 1, 1868 Effective this date, Pennsylvania establishes an eight-hour day in industry. (Schlegel)
- July 1, 1868 Virginia makes last regular interest payment on state debt; future payments curtailed because of military government and other problems. (ARJ)
- July 1, 1868 Gen. Edward R. S. Canby removes conservative North Carolina Gov. Jonathon Worth (1802-1869), who has refused to recognize the validity of the new constitution or election. (NYT)
- July 2, 1868 PW&B resumes summer-only Philadelphia-New Castle-Cape May excursion service with steamer *Lady of the Lake*. (BaltAm)
- July 2, 1868 PRR opens an off-line freight office in Des Moines, Iowa. (NYT)
- July 2, 1868 Kaighns Point & Philadelphia Ferry Company authorizes the sale of the old boat *Champion*, now replaced by the new ferry *Rebecca Howell*. (MB)

- July 2, 1868      Zerbe Valley Railroad elects a Reading Board and officers after the Reading buys control; includes a railroad from Trevorton to Port Trevorton on the Susquehanna Division Canal, and a half-interest in the Trevorton coal lands, with an eventual loss of traffic to the Northern Central Railway and PRR. (Hare)
- July 2, 1868      Cornelius Vanderbilt makes a settlement with Daniel Drew of the Erie Railway; Vanderbilt sells 50,000 of his 100,000 Erie shares to Drew at 80 for \$4 million; Drew then sells them to the Erie at 70 for \$3.5 million; the Erie pays Vanderbilt \$1 million in cash and Boston, Hartford & Erie bonds for a 60-day call on his other 50,000 shares; the Erie also buys \$5 million of Boston, Hartford & Erie Railroad bonds at 80; the Erie grants Vanderbilt two seats on the Erie Board, and Drew agrees to retire; Frank Work and Richard Schell are paid \$429,250 in cash for losses sustained in speculating with Drew in Erie stock; Peter B. Sweeny is paid \$150,000 for compensation in not being to be able to act as Erie receiver; Vanderbilt loses about \$1 million and also loses the public relations war, being successfully tarred as a monopolist by Fisk and Gould; the Erie War also alerts reformers to the power of railroad corporations and the ease of buying legislative votes and judicial rulings. (Stiles, Mott)
- July 2, 1868      Republican William W. Holden inaugurated as Gov. of North Carolina. (NYT)
- July 3, 1868      Kent County Railroad Board reconsiders and again tables a resolution in favor of moving the terminus to Middletown. (MB)
- July 3, 1868      Union Pacific Railway Company, Eastern Division, opened to Fort Phil Sheridan. (Anderson)
- July 4, 1868      Lake Erie & Louisville Railroad opens between Rushville and Cambridge City, Ind.; operated by Jeffersonville Railroad, which had furnished the money for construction. (HistRushCo, Rehor - check 1867)
- July 4, 1868      Atlantic & Pacific Railroad breaks ground at Springfield, Mo. (ARJ)
- July 4, 1868      Raleigh & Gaston Railroad stockholders approve taking \$50,000 in bonds of Columbia & Augusta Railroad. (Nelson/AR)
- July 4, 1868      Gen. George G. Meade appoints Gov.-elect Rufus Brown Bullock as Gov. of Georgia, replacing Gen. Thomas H. Ruger; Bullock complains that many new state legislators are ineligible under the terms of the Omnibus act because of their actions under the Confederacy; Gen. Meade refuses to take further action. (Duncan)

- July 1868 West Jersey Railroad and Camden & Burlington County Railroad begin issuing commutation tickets. (USRR&MR)
- July 1868 First Class D (later G1) 4-6-0 (No. 154) built by Baldwin; first standard class PRR locomotive. (or G2?)
- July 1868 Indianapolis & Vincennes Railroad opens between Indianapolis and Martinsville, Ind. (Val)
- July 1868 Akron Branch (PFW&C, former Cleveland, Zanesville & Cincinnati) extended from Millersburg 3.5 miles to lands of Holmes County Coal Company. (Val, )
- July 6, 1868 Philadelphia Councils order removal of south track of City Railroad on Market Street from 11th to 13th Street. (Digest)
- July 6, 1868 Cleveland, Painesville & Ashtabula Railroad renamed Lake Shore Railway. (GrnBk)
- July 6, 1868 Anthracite miners at the Girard Colliery in Schuylkill County, Pa., begin a strike over operators refusal to grant the equivalent of the old ten-hours wages for the new eight-hour day; strike is led by the new Workingmen's Benevolent Association founded by John Siney. (Schlegel, Pinkowski)
- July 6, 1868 Conductors Brotherhood organized at Mendota, Ill. (Constit)
- July 7, 1868 J. Edgar Thomson writes to his associate, Congressman John Covode, to support a bill to pay the claims of the State of Maine for land lost to Canada by the 1842 Webster-Ashburton Treaty fixing the boundary; the bill's backers want the state to grant the money to the European & North American Railway in which Thomson has an interest. (Ward, Kirkland)
- July 7, 1868 Anthracite coal miners at Locust Gap and Mount Carmel strike for the 8-hour day; they march east into the Mahanoy Valley, closing mines as they go, eventually going as far east as Pittston in the Northern Field, where the miners are indifferent, having been abandoned by the Schuylkill men in their strikes of 1865. (Roberts)
- July 8, 1868 Winchester & Strasburg Railroad organized at B&O office; John King Pres. (ARJ)
- July 9, 1869 Maryland & Delaware Railroad Board approves the mail contract; allows the contractors to use one-third red oak ties; hears a report that the locomotive *Gen. Tilghman* and the turntable at Clayton have been attached by B. M. Smith, et al., in Delaware for damages. (MB)

- July 9, 1868 Lehigh & Susquehanna Railroad connected to the Belvidere Delaware Railroad at Phillipsburg, N.J. (LC&N AR)
- July 1868 Belvidere Delaware Railroad opens a new connection to the end of the upper level of the Lehigh Valley Railroad bridge at Philipsburg, and the lower level of the bridge is abandoned. (AR)
- July 9, 1868 Employees of the Cleveland & Pittsburgh Railroad give a farewell dinner for former Superintendent John H. Devereux at Wellsville and present him with a blooded horse and carriage valued at \$2,000. (Rozman)
- July 9, 1868 St. Louis & Illinois Bridge Company absorbs rival Illinois & St. Louis Bridge Company and adopts the latter's name under agreement of Apr. 4, 1868; not filed until Mar. 11, 1869; James B. Eads remains Chief Engineer. (Church, Jackson)
- July 9, 1868 Coal strike spreads to the Lehigh Coal & Navigation Company. (AR)
- July 9, 1868 Fourteenth Amendment ratified. (Palmer)
- July 10, 1868 Erie Railway Pres. John S. Eldridge reports he has made a settlement with Cornelius Vanderbilt. (Mott)
- July 10, 1868 At the Erie Railway election, Daniel Drew resigns as Treasurer, and Jay Gould is elected Treasurer in his place. (Mott, USRR&MR - see 7/1)
- July 10, 1868 Vanderbilt, Gould, and Fisk reach a settlement leaving Gould and Fisk in control of the Erie Railway and buying back Vanderbilt's fraudulent shares for \$3.5 million, plus a \$1 million cash payment, in return for his dropping prosecutions of Fisk and Gould; settlement saddles Erie with \$9 million financial burden. (Mott has 6/12/68!!)
- July 10, 1868 Sen. Charles D. Drake (1811-1892) of Missouri introduces a bill (S-157) for aid to the Union Pacific Railway Company, Eastern Division; no other action. (CongGlobe)
- July 10, 1868 Anthracite coal miners strike in the Schuylkill and Lehigh Regions. (RickerDiary/RREmply)
- July 10, 1868 Benjamin F. Newcomer (1827-1901) elected Pres. of the Safe Deposit Company of Baltimore, replacing Enoch Pratt (1808-1896), resigned; Newcomer will play a leading role in guiding PRR investment in Southern railroads. (Scharf)
- July 10, 1868 George Westinghouse (1846-1914) files a caveat in the Patent Office covering his work on an air-brake; he is in Pittsburgh supervising the

manufacture of a railroad frog that he has invented he makes an arrangement with publisher and capitalist Ralph Bagaley to finance the brake's development. (Prout - Skrabec says went to Pittsburgh and met Bagaley in Dec.)

- July 11, 1868 Philadelphia authorizes PW&B to build a temporary freight station at the southeast corner of Washington Avenue and Swanson Street to replace the old station at Broad & Cherry Street rendered useless by removal of the City Railroad; orders removal of the track of the Southwark Railroad on Broad Street from South Street to Washington Avenue on Apr. 1, 1869. (Digest)
- July 11, 1868 Pres. Andrew Johnson proclaims that the Fourteenth Amendment has been ratified and that all southern states are now entitled to representation in Congress. (NYT)
- July 13, 1868 New York & Albany RPO and Albany & Buffalo RPO inaugurated. (HistRyMail)
- July 14, 1868 CNJ and PRR officials meet to revise the mileage rates charged to the Allentown Route by the PRR. (RickerDiary/RREmply)
- July 14, 1868 GR&I Board authorizes the Pres. to endorse all municipal bonds issued to the company. (Baxter)
- July 14, 1868 Anthracite coal miners return to work at Hazleton. (RickerDiary/RREmply)
- July 15, 1868 Delegates from the striking Schuylkill coal miners arrive at Lykens but have no effect there. (USRR&MR)
- July 15, 1868 Pan Handle Railroad incorporated in W.Va. to build from Holliday's Cove Railroad to Wheeling; Brooke and Ohio Counties and City of Wheeling may subscribe; counties subscribe \$355,000 of \$375,000 initial capital. (Church)
- July 15, 1868 New Board elected for the Grand Rapids & Indiana Railroad: Joseph K. Edgerton, Pliny Hoagland, James R. Bunyan, Jonathan G. Wait, Richard Reed, Israel Kellogg, James A. Walter, George H. White and Mancel Talcott. (Baxter - not clear if any of these people elected before - says is first annual meeting for several years)
- July 15, 1868 Two-day convention of delegates of the territory between Norfolk and Memphis begins at Bristol, Va.; resolves in favor of establishing a Norfolk & Liverpool Steamship & Navigation Company and promoting direct trade and immigration via the port of Norfolk. (Striplin)



- July 1868 J. Edgar Thomson, Tom Scott, other PRR directors and Thomson's physician Dr. William H. Pancoast (1834-1897), leave Philadelphia on three-week tour to Omaha, Denver, etc.; special train runs Pittsburgh-Chicago in record 12 hours. (pre 7/18) (USRR&MR)
- July 1868 Bridge opens at Petroleum Centre linking Oil Creek and Warren & Franklin Railroads (Val - ARJ notes is before 7/11)
- July 1868 B&O withdraws its fast freight line. (ARJ)
- July 17, 1868 Fire destroys five spans of Rockville Bridge; PRR uses detour over Cumberland Valley bridge at Harrisburg and Northern Central Railway. (AR, USRR&MR)
- July 17, 1868 Under agreement with J. Edgar Thomson and J. Donald Cameron, the Baltimore & Potomac Railroad voids the old construction contract to Joseph D. Potts, et al., and issues a new contract to Thomas Seabrook (1817-1897) of Philadelphia for the entire line for \$5.5 million; 50,000 shares of stock to be delivered to Seabrook in installments. (MB)
- July 17, 1868 The *Reuben Wells*, the first adhesion locomotive for working the Madison Incline, placed in service on the Jeffersonville, Madison & Indianapolis Railroad; an 0-10-0 tank engine weighing 55 tons designed by Master Mechanic Reuben Wells (1829-1912) and named for him; built at Jeffersonville Shops at a cost of \$18,345; can climb the Hill with 8 loaded freight cars in 13 minutes and with a passenger train in 5.5 minutes, vs. 20-30 minutes for the old cog locomotives, which are now abandoned; a similar locomotive is built in 1869. (rivertorail, C&C)
- July 18, 1868 South Side Railroad of Long Island extended westward from Jamaica to Bushwick with streetcar connection to 8th Street ferry in Williamsburg. (Seyfreid - Val says 7/22! - NYState say TO open 7/22)
- July 20, 1868 Brooklyn & Jamaica Railway invites Brooklyn City Council to witness the test of a Woodbury steam car. (BrklnEgle)
- July 20, 1868 Over 200 striking Schuylkill coal miners arrive at Wilkes-Barre in an attempt to stop the mines in the Wyoming Region. (USRR&MR)
- July 20, 1868 Special meeting of the PC&StL Railway stockholders approves the lease of the Indianapolis & Vincennes Railroad; Board authorizes the joint guarantee of the I&V bonds. (MB)
- July 20, 1868 Toledo, Peoria & Warsaw Railway opens between Hollis and Canton, Ill.; trackage rights between Peoria and Hollis obtained from Peoria, Pekin & Jacksonville Railroad. ( , Stringham)

- July 20, 1868 Act of Congress approves Eads Bridge and invests Illinois & St. Louis Bridge Company with all necessary powers to construct it; fixes one span at 500-foot minimum, leaving no alternative to Eads's design. (Church, Jackson, CongGlobe)
- July 20, 1868 Jay Gould is elected Erie Railway Pres. pro-tem, replacing John S. Eldridge, resigned; William M. "Boss" Tweed is elected a director. (BostnDlyAd, Mott - see above - Fisk became Comptroller at the same time?)
- July 20, 1868 Congress passes the Appropriations Act which includes payments to Maine of \$1.25 per acre on 91,125 acres and to Massachusetts of \$1.25 per acre on 26,150 acres assigned to settlers; this money is to become available for the European & North American Railway. (StatutesatLarge)
- July 20, 1868 Secretary of State Seward announces ratification of the Fourteenth Amendment by 29 of 37 states, but that there is doubt about the validity of the vote in New Jersey, Ohio, and six southern states. (Nelson - verify)
- July 21, 1868 PC&StL Railway incorporated under a special act in W.Va. (C&C)
- July 21, 1868 Striking Schuylkill coal miners advance to Pittston, where they succeed in stopping the mines of the Pennsylvania Coal Company, but for only one day; they abandon the idea of marching on to Scranton. (USRR&MR)
- July 21, 1868 Last section of the White Water Valley Railroad opens between Cambridge City and Hagerstown, Ind., completing the line from Harrison; operated by the Indianapolis, Cincinnati & Lafayette Railroad. (GrnBk, Sulzer)
- July 21, 1868 Georgia General Assembly ratifies the Fourteenth Amendment. (Parks)
- July 21, 1868 Arkansas Legislature passes a new railroad-aid law lobbied for by the backers of the Little Rock & Fort Smith Railroad; removes the features of the 1867 law that are objectionable to Eastern investors. (Thompson)
- July 22, 1868 James B. Eads embarks for a rest in Europe; W. Milnor Roberts appointed Chief Engineer of Illinois & St. Louis Bridge Company in his place. (Jackson)
- July 22, 1868 New Haven merger bill defeated in the Connecticut Legislature, 12-8. (NYT)
- July 22, 1868 Rufus B. Bullock inaugurated as Gov. of Georgia; direct military rule ends; Bullock replaces the Democratic patronage employees on the state-owned Western & Atlantic Railroad with Republicans, creating great resentment. (Woolley, Thompson)

- July 22, 1868 Gen. George G. Meade suspends the military trial of the murderers of African American activist George W. Ashburn, a member of the late Georgia Constitutional Convention killed in Columbus on Mar. 31; he then turns the case over to civil authorities who release the prisoners on bail and halt prosecution. (Parks)
- July 1868 J. Edgar Thomson and other PRR men take a large interest in Lake Superior & Mississippi River Railroad, projected to link St. Paul and Duluth; Thomson approaches banker Jay Cooke for help with financing, which eventually leads to Cooke's fatal involvement with the Northern Pacific. (Ward, Jackson, USRR&MR)
- July? 1868 Tyrone & Clearfield open to Blue Ball. (or very early Aug.) (USRR&MR)
- July 23, 1868 With 20,000 miners striking, the Workingmen's Benevolent Association holds a convention at Mahanoy City and appoints delegates to try to organize the Northern Field. (USRR&MR, Pinkowski)
- July 23, 1868 Georgia Democrats hold the largest political meeting ever held in the state so far in the Brush Arbor at Atlanta to select nominees for presidential electors. (Parks)
- July 24, 1868 Flood in Jones Falls causes \$100,000 in damage to the Northern Central Railway; bridge at Mount Washington carried away. (AR)
- July 24, 1868 Senate debates bill (HR-1275) to authorize a railroad along the Alexandria Canal from Alexandria to Georgetown; Sen. Simon Cameron claims the project is a speculation to be sold to the B&O at a good price; bill is passed with amendments, to which the House concurs. (CongGlobe)
- July 25, 1868 Senate passes bill allowing Union Pacific Railway Company, Eastern Division, and Denver Pacific Railway & Telegraph Company to receive government land grant and power to mortgage portion west of old government guarantee limit at \$32,000 per mile; bill is also supported by Union Pacific Railroad, which had agreed to provide iron for the Denver Pacific in return for seven-eighths of its stock; this would give the UP access to Denver and enable it compete with the UPED there. (CongGlobe, Petrowski)
- July 25, 1868 Ex-Confederate leaders and white supremacists Robert Toombs (1810-1885), Howell Cobb (1815-1868) and Benjamin H. Hill (1823-1882) address the Democratic mass rally in the Brush Arbor at Atlanta, urging their followers to resist Radical Reconstruction by any and all means. (Duncan - verify - may be 7/24??)

- July 27, 1868 Kent County Railroad Board authorizes a \$400,000 First Mortgage bond issue. (MB)
- July 27, 1868 Pres. Johnson signs a bill permitting the Alexandria Canal Company to build a railroad along the canal from Georgetown to Alexandria; this would create a second rail crossing of the Potomac and a potential link between the B&O and southern railroads. (CongGlobe)
- July 27, 1868 Congress adjourns, forcing House approval of the Denver Pacific bill to go over to the fall session. (CongGlobe, Petrowski)
- July 28, 1868 PRR restores service over Rockville Bridge. (AR)
- July 28, 1868 Anthracite coal miners in the Wyoming Region return to work. (USRR&MR)
- July 28, 1868 Raleigh & Gaston Railroad, North Carolina Railroad, Charlotte & South Carolina Railroad, and Columbia & Augusta Railroad sign through traffic contract. (Nelson/AR)
- July 28, 1868 Fourteenth Amendment ratified, extending civil rights to all but Native Americans. (EAH)
- July 29, 1868 Philadelphia ordinance calls for abandonment of City Railroad on Broad Street between Vine and Olive Streets. (probably not done)
- July 29, 1868 Allegan & Holland Railroad incorporated in Michigan to build between Holland and Allegan. (Church)
- July 29, 1868 Georgia Legislature chooses moderate Republican Joshua Hill ( - ) and Democrat H.V.M. Miller ( - ) as U.S. Senators over Radical Republicans Foster Blodgett and Joseph E. Brown. (Parks)
- July 31, 1868 Arkansas act grants \$1,000 per mile in state bonds to railroads that need assistance; also creates a State Railroad Commission; the Cairo & Fulton Railroad declines; the Little Rock & Memphis (?) Railroad receives \$1.2 million. (Wood)
- Summer 1868 Eight local trains placed on PRR east of Lancaster.
- Aug. 1, 1868 Indianapolis, Cincinnati & Lafayette Railway (later part of Big Four), Columbus, Cincinnati & Indianapolis Central Railway and PC&StL Railway agree to build and lease the Indianapolis & Vincennes Railroad at \$1,750 per mile per year, jointly guaranteeing 7% interest on First Mortgage bonds and 6% dividend on preferred stock; supersedes lease an contract with Indianapolis, Cincinnati & Lafayette Railway alone in Sep. 1867; the

IC&L is to be billed for iron already supplied; at same time, Cairo & Vincennes Railroad grants option to three lessees to lease it as well. (MB, Church)

- Aug. 1, 1868 PC&StL Railway issues \$10 million in bonds. (MB)
- Aug. 1, 1868 Lehigh Valley Railroad purchases the mine branch railroad of the Spring Mountain Coal Company between Leviston and Jeanesville south of Hazleton. (AR)
- Aug. 1, 1868 Connecticut Legislature adjourns, having failed to pass a New Haven merger bill, a free General Railroad Bill, or a charter for the Derby & State Line Railroad to parallel the New York & New Haven Railroad. (NYT)
- Aug. 1, 1868 Keokuk & Hamilton Bridge Company formed by the merger of the Keokuk & Hamilton Mississippi Bridge Company and the Hancock County Bridge Company. (JrnlFrnklnInst)
- Aug. 1, 1868 Erie Railway Executive Committee authorizes terminating the contract with the United States Express Company and making a new one more favorable to the Erie. (Grodinsky)
- Aug. 3, 1868 North Carolina act authorizes the Air Line Railroad Company in South Carolina to extend into N.C. to reach Charlotte. (ICC)
- Aug. 4, 1868 DL&W coal miners at Hyde Park meet with delegates from the Schuylkill Region and agree to ask for a 20% increase, equal to an 8-hour day at 10 hours pay. (USRR&MR)
- Aug. 5, 1868 Referee Jacob Tome makes a report to the Columbia & Port Deposit Railroad Board on a settlement dated July 21 with the old Proprietors of the Susquehanna Canal; the C&PD is not to damage the canal's use for water power purposes and is to pay \$4,000 damages; it may change the location of the canal on payment of an additional \$6,000 and \$3,000 for ancillary damages; Tom Scott is elected a director. (MB)
- Aug. 5, 1868 Mobile & Montgomery Railroad incorporated in Ala. by the merger of the Alabama & Florida Railroad Company and the Mobile & Great Northern Railroad; runs from Montgomery to a point on the Tensas River above Mobile. (ICC)
- Aug. 5, 1868 Lehigh Coal & Navigation Company strikers return to work. (AR)
- Aug. 7, 1868 Edwin A. Stevens (1795-1868), former Pres. of Camden & Amboy, Treasurer of Joint Companies, West Jersey Railroad director and mastermind of the Camden & Amboy Monopoly, dies at Paris; leaves a

fortune of \$25 million and endows the Stevens Institute of Technology on the grounds of the family's Hoboken estate. (NwkDlyAd, USRR&MR, Wood)

- Aug. 7, 1868 Kent County Railroad Board meeting still divided on route; approves a location on the ridge and then to Chestertown, 6-5, and defeats a motion to fix the bay terminal at Deep Landing; George Vickers resigns from the Board. (MB)
- Aug. 7, 1868 Little Miami Railroad Board makes a new contract with the Little Miami Elevator Company; the Elevator Company is to issue new stock to complete the grain elevator, and the Little Miami Railroad is to receive a third of the stock for monies advanced. (MB)
- Aug. 10, 1868 Frederick & Pennsylvania Line Railroad organized at Woodsboro, Md.; John Loats, Pres. (Val, C&C)
- Aug. 10, 1868 Pittsburgh & Connellsville Railroad lets contracts for Sand Patch Tunnel and other heavy work. (ARJ/AR)
- Aug. 11, 1868 LIRR Pres. Oliver Charlick sells the former New York & Flushing (Long Island City to Great Neck via Haberman) to Conrad Poppenhusen and John Locke of the Flushing & North Side Railroad Company. (Seyfried)
- Aug. 11, 1868 CC&IC Railway, Indianapolis, Peru & Chicago Railway and Joseph Brewster agree for the operation of a sleeping car line between Chicago and Indianapolis. (MB)
- Aug. 11, 1868 St. Louis, Vandalia & Terre Haute Railroad Board adopts location between Greenville and Effingham. (MB)
- Aug. 11, 1868 English firm of Saxby & Farmer receives their first U.S. patent for their system of mechanical interlocking, patented in England in 1856. (S&F)
- Aug. 11, 1868 Future PRR real estate officer Thomas Wilkins Hulme (1868-1939) born at Mount Holly, N.J.; son of Joseph S. Hulme and Abigail Wills Hulme. (PRRBio, WwasW)
- Aug. 11, 1868 Rep. Thaddeus Stevens (1792-1868), a champion of Radical Reconstruction and former Antimasonic leader and Canal Commissioner in Pennsylvania, dies at Washington, D.C. (Palmer)
- Aug. 12, 1868 Lehigh Coal & Navigation Company places a new Ashley Plane No. 2 in service; cars can now move in a straight line down all three planes instead of negotiating switchbacks at each end of the old Plane No. 2. (AR)

- Aug. 13, 1868 Boston & Albany RPO established. (Kay)
- Aug. 13, 1868 Railroad bridge opens over the Mississippi River at Burlington, Iowa. (Overton)
- Aug. 15, 1868 Orange, Alexandria & Manassas Railroad reopens to Mount Jackson. (ARJ)
- Aug. 1868 National Transportation Company, an unincorporated department of the Union R.R. & Transportation Company, organized for the purpose of operating a fast freight line over the Columbus, Chicago & Indiana Central Railway (Church); operates as the "National Line"; runs to New York via Allentown Route; is to run westbound, Philadelphia to Pittsburgh in 18:00 or passenger train speeds. (USRR&MR - prob. in service early 9/68)
- Aug. 1868 Class D 4-6-0 No. 79 built; first standard locomotive built at Altoona.
- Aug. 1868 Through sleeping cars established twice a week between Jersey City and Chicago via Philadelphia. (PassDept - NO - see 1867)
- Aug. 1868 Joint New Jersey Railroad-CNJ station at Elizabeth, N.J., rebuilt. (RickerDiary, RREmply)
- Aug. 1868 Camden & Amboy begins relaying with steel rail at Trenton. (NDA)
- Aug. 1868 Camden & Amboy begins relaying Jersey City-Trenton line with imported steel rails. (USRR&MR)
- Aug. 1868 Cornelius Vanderbilt buys \$1,250,000 in Boston, Hartford & Erie Railroad bonds, completing his deal to end the Erie War. (Stiles)
- Aug. 1868 Union Central Coal, Iron & Railroad Company has completed surveys from Tremont in the western part of the Schuylkill Field via Tamaqua to Lehigh on the Lehigh Valley Railroad. (ARJ)
- Aug. 1868 B&O subscribes for an additional \$450,000 in new Pittsburgh & Connellsville Railroad First Mortgage bonds, bringing the subscription up to the \$2 million needed for the City of Baltimore to surrender its prior first lien under the Mar. 1868 ordinance. (AR)
- Aug. 1868 Gen. William Mahone learns that Gov. Henry H. Wells opposes his plan to consolidate the Virginia & Tennessee Railroad with the South Side Railroad. (Lowe)
- Aug. 1868 Texas Constitutional Convention passes a resolution revoking the state land grant to the Memphis, El Paso & Pacific Railroad. (CongGlobe)

- Aug. 17, 1868 Sophia Johnson Vanderbilt (1795-1868), first wife of Commodore Cornelius Vanderbilt, dies at New York of a stroke. (Stiles)
- Aug. 18, 1868 Louisiana voters approve a Reconstruction Constitution; it extends the franchise to African Americans and disenfranchises former Confederate officers and officials. (Thorpe)
- Aug. 19, 1868 Erie Railway Executive Committee refers a proposal of Atlantic & Great Western Railway receiver Robert B. Potter that they should acquire pipelines in the Oil Region to Pres. Jay Gould for action. (Grodinsky)
- Aug. 19, 1868 Erie Railway announces that the transfer books for the Oct. 13 election are closed, ensuring a Gould-Fisk majority. (Swanberg)
- Aug. 19, 1868 Act of North Carolina's Reconstruction Legislature divides the Western North Carolina Railroad into two separate companies at Asheville, the Eastern Division and the Western Division; the old company becomes the Eastern Division. (ICC, Brown)
- Aug. 20, 1868 St. Louis, Vandalia & Terre Haute Railroad opens for revenue passenger service between East St. Louis and Highland, Ill. (Perrin)
- Aug. 23, 1868 Future Superintendent Joseph J. Rhoads (1868- ) born at Bellefonte, Pa. (PRRBio)
- Aug. 25, 1868 St. Louis, Vandalia & Terre Haute Railroad Board orders a resurvey between Effingham and Terre Haute. (MB)
- Aug. 26, 1868 Davenport & St. Paul Railroad incorporated in Iowa to build from Davenport, at the west end of the Rock Island Bridge, to St. Paul; the PRR and related Ohio groups later become interested in this road as a potential link to the Northern Pacific Railroad. (ICC)
- Aug. 27, 1868 Double track completed on Boston & Albany Railroad. (ARJ)
- Aug. 27, 1868 Col. George Earl Church, already famous for his engineering in Latin America, is awarded a concession by the Bolivian government to organize the National Bolivian Navigation Company to canalize the falls of the Madeira and Mamoré Rivers and open steam navigation on the Mamoré; this project will eventually draw figures connected with both the PRR and the Reading into an Amazon misadventure that might have been scripted by Joseph Conrad or Werner Herzog. (Craig)
- Aug. 27, 1868 Erie Railway agrees with the Allegheny Transportation Company to extend the earlier contract of the spring to run for 4 years instead of one with the rebate to the Allegheny Transportation Company of \$15 per car on oil



shipped east to be guaranteed by the Erie Railway; the Erie agrees to build an oil depot at Penhorn Creek (modern Croxton Yard in the Meadows) at its expense, to be managed by Henry Harley of the Allegheny Transportation Company, which it to pay an annual rent to the Erie of 7% on costs. (Destler)

- Aug. 27, 1868 Grand Trunk Railway of Michigan and Grand Trunk Rail Way of Indiana merged to form the Michigan Air Line Railroad under an agreement of July 14, 1868; provision for taking the most direct route from Niles to Chicago are dropped. (GrnBk, HistStJosCo)
- Aug. 28, 1868 After a month suspension curtails supplies and raises the price of coal, the Schuylkill operators grant miners a 10% wage increase, ending the Eight-Hour Strike. (Pinkowski, Schlegel)
- Aug. 28, 1868 DL&W merges the Scranton Coal Company, Steuben Coal Company and Granby Coal Company into the Nanticoke & Iron Company under an agreement dated June 1, 1868; the DL&W is limited by its charter to holding 2,000 acres of coal land; this gives it 25,000 acres of prime coal land in the Northern Field where the veins are flatter and less disturbed and mining costs are cheaper. (DL&WCorps, Bogen)
- Aug. 29, 1868 Washington Dunn appointed Chief Engineer of the Danville, Hazleton & Wilkes-Barre Railroad. (C&C)
- Aug. 29, 1868 Memphis, El Paso & Pacific Railroad names William Auferman Assistant Treasurer, who goes to France to represent the company. (Taylor)
- Aug. 31, 1868 Virginia Central Railroad agrees with commissioners of Covington & Ohio Railroad to complete it to the Ohio River; Virginia Central renamed Chesapeake & Ohio Railroad. (C&O, ARJ)
- Aug. 31, 1868 John C. Fremont elected Second VP of Memphis, El Paso & Pacific Railroad. (Taylor)
- Sep. 1, 1868 Rufus A. Wilder (1817-1907), late Chief Engineer of the Mine Hill & Schuylkill Haven Railroad, reports to Benjamin Bannan of the Pottsville *Miners Journal* on surveys for the Manufacturers & Consumers Anthracite Railroad Company from Mount Carbon to the Lehigh Valley Railroad at the mouth of Lizard Creek, then down the north/east bank of the Lehigh River to Easton and across New Jersey to Perth Amboy; the plan is to provide an outlet from the Southern and Middle Coal Fields independent of the Reading; it can be extended to reach the Shamokin Valley & Pottsville Railroad near Shamokin, and west via Tremont to reach the Northern Central Railway at Millersburg; Wilder anticipates tunneling Musconetcong Mountain in N.J.; the Lehigh Valley Railroad will build the N.J. section in

- 1875, and the Lizard Creek-Pottsville leg in 1890. (Rept, Baird)
- Sep. 2, 1868 William Thompson Walters (1820-1894) of Baltimore elected a director of Baltimore & Potomac Railroad. (MB)
- Sep. 2, 1868 Northern Central Railway Board considers a proposal of J. Langdon & Co. for transportation of coal on the Chemung Railroad. (MB)
- Sep. 2, 1868 PC&StL Railway approves the contract with the Indianapolis & Vincennes Railroad. (MB)
- Sep. 2, 1868 Delaware & Hudson Canal Company agrees with the Erie Railway to buy from the Erie \$1.5 million of the Boston, Hartford & Erie Railroad bonds at 90 in return for the Erie expending an equal amount to build the Jefferson Railroad running from the D&H at Carbondale to the Erie at Susquehanna, Pa., and carrying D&H coal to Rochester and Buffalo. (CntryofPrgrss)
- Sep. 3, 1868 West Side & Yonkers Patented Railway renamed West Side Elevated (Patented) Railway Company (of New York City). (NYState)
- Sep. 3, 1868 Democrats and moderate Republicans in the Georgia Assembly join in expelling all 29 African American members on grounds that they may not hold public office; many Republicans fail to vote for fear of Klan retaliation; the State Senate expels its two African American members on Sep. 12. (Duncan)
- Sep. 3, 1868 Local coal miners' unions in Schuylkill County merge into the Workingmen's Benevolent Association at a meeting at Saint Clair. (Aurand)
- Sep. 4, 1868 A storm, probably a tropical storm, causes extensive damage on the West Jersey Railroad; track north of Pittstown is completely flooded and heavily damaged between Glassboro and Millville. (AR)
- Sep. 4, 1868 Cincinnati & Baltimore Railway incorporated in Ohio to build an extension of the Marietta & Cincinnati Railroad from Ludlow Grove to Cincinnati. (ICC, Pixton)
- Sep. 5, 1868 South Side Railroad of Long Island opens between Babylon and Islip. (Seyfried - Val has 7/22 - may be typo - verify NYT?)
- Sep. 7, 1868 Trunk Lines agree to raise westbound rates from New York, but the NYC and Erie are dissatisfied and soon break the agreement, provoking a rate war. (Maybee)
- Sep. 7, 1868 Future Lines West freight officer S. C. Matthews (1868- ) born at

Cincinnati. (PRRBio)

- Sep. 8, 1868 Brooklyn, Bath & Coney Island Railroad sold at foreclosure to former Mayor C. Godfrey Gunther (1822-1885) for \$10,000; he operates it as personal property until 1879. (NYState)
- Sep. 8, 1868 Gen. William Lilly appointed General Agent of the Hazleton Division of the Lehigh Valley Railroad without salary. (MB)
- Sep. 9, 1868 Georgia House passes aid to the Georgia Air Line Railroad. (NYT)
- Sep. 1868 Union R.R. & Transportation Company establishes National Line over the PRR; to be the fastest fast freight line yet, operating Philadelphia-Pittsburgh in 18:00; for westbound freight. (USRR&MR)
- Sep. 10, 1868 First section of the Lake Superior & Mississippi Railroad opens between Duluth and \_\_\_. (ICC)
- Sep. 11, 1868 Robert B. Potter, receiver of the Atlantic & Great Western Railway takes one quarter of Jay Gould's purchase of 2,505 shares of the Allegheny Transportation Company. (Destler)
- Sep. 12, 1868 First train operates across the Grand River at Grand Rapids on the Grand Rapids & Indiana Railroad. (Baxter)
- Sep. 13, 1868 New York-Washington service placed under a single manager, William Prescott Smith (1825-1872), former Master of Transportation of B&O, and first (see early PWB!) through drawing room and Silver Palace sleeping cars introduced, and reserved seats added at extra fare; cars pooled and all personnel on through passenger trains wear uniforms and badges; conductors and baggage agents run through from Jersey City to Washington instead of being limited to the line of one company; African American porter attend passengers and serve box lunches picked up at the Wilmington meal stop; participants are United Railroad and Canal Companies; Philadelphia, Wilmington & Baltimore, and Baltimore & Ohio; new cars put on and minimum time cut to 8:10. (NwkDlyAd, USRR&MR, Guide) (PassDept -Bain and Smith obits have Smith appointed 7/1/68 - reported in Oct. Guide)
- Sep. 13, 1868 GR&I writes to PFW&C asking for a temporary loan of credit of \$300,000 to enable it to continue construction. (MB, AR)
- Sep. 14, 1868 Brooklyn City Council authorizes the South Side Railroad Company of Long Island to exchange rights with the Greenpoint & Williamsburgh Railroad so that the latter's route will be on Broadway and the South Side on South 8<sup>th</sup> Street between Kent Avenue and Driggs Avenue. (NYState)

- Sep. 14, 1868 At a meeting at Barnum's Hotel in Baltimore, William T. Walters, Benjamin F. Newcomer, J. Edgar Thomson, J. Donald Cameron, Tom Scott and 32 others, including Enoch Pratt and Samuel M. Shoemaker of Baltimore and D. Willis James (1832-1907) of New York, form the "Southern Railway Project Syndicate" to buy control of the Wilmington & Manchester Railroad, running from Wilmington, N.C. to Kingsville (Denmark), S.C.; Walters and Newcomer already have an interest in the Wilmington & Weldon Railroad; the plan is to combine the two roads and expand them into a north-south trunk line leading towards Baltimore; genesis of the Atlantic Coast Line. (Hoffman); becomes involved in contest with local management led by George W. Swepson (1819-1883). (Nelson)
- Sep. 14, 1868 A 5-day PRR press excursion leaves New York under the supervision of General Passenger & Ticket Agent Henry W. Gwinner and Assistant David M. Boyd; the train proceeds as far as Altoona. (Guide - verify Ldgr if lv. Phila or NY)
- Sep. 15, 1868 The PRR excursionists tour the Altoona Shops, including an inspection of the new director's office car; the train leaves Altoona at 11:00 AM; the special photographer's car of William T. Purviance ( - ), is attached and taken as far as Horseshoe Curve; Purviance has been photographing the PRR all summer, and many of his photos will be marketed in the form of stereopticon cards; the excursionists then tour the Cambria Iron Company at Johnstown and a gas coal mine at Shafton, before arriving at the Pittsburgh Union Depot Hotel of the Keystone Hotel Company. (Guide)
- Sep. 1868 Construction begins on Baltimore & Potomac Railroad on sections from crossing of Annapolis & Elk Ridge Railroad (now Odenton) to District of Columbia line and from Huntingdon (now Bowie) to Upper Marlboro. (AR)
- Sep. 1868 Freshets in Ohio River over next month sweep away gear and rigs of contractors building the Louisville Bridge. (AR)
- Sep. 1868 Congress reimposes military rule in Georgia after the legislature expels its African American members. (Clements)
- Sep. 1868 By now, Algernon S. Buford of the Richmond & Danville Railroad has obtained control of the Georgia Air Line Railroad and South Carolina Air Line Railroad. (Nelson)
- Sep. 1868 Hammond, Plumer & Co., consisting of George H. Hammond (1838-1886), George W. Plumer, Caleb Ives, and Marcus M. Towle ( -1910), begin the construction of the town of Hammond, Ind., and a large slaughterhouse from which they intend to ship beef to the east in refrigerator cars. (Howat)

- Sep. 16, 1868 New Jersey Railroad Board guarantees the bonds of the Orange & Newark Horse Railroad, dated May 1. (MB)
- Sep. 16, 1868 PRR excursionists tour Pittsburgh and its industries, including the Diamond Steel Works of Park, Brother & Co., Carnegie's Keystone Bridge Company, and the Pittsburgh Locomotive Works. (Guide)
- Sep. 17, 1868 PFW&C Board authorizes construction of shed over platforms at Chicago station. (MB)
- Sep. 18, 1868 Camden & Atlantic Railroad Board reads a letter from Louis Groholz asking what incentives they can offer to New Yorkers wishing to build in Atlantic City. (MB)
- Sep. 19, 1869 Josiah Caldwell of Boston writes to the Maryland & Delaware Railroad informing them that he cannot sell the bonds retained by the company and hypothecated with the New York Guaranty & Indemnity Company for more than 50 cents on the dollar. (MB)
- Sep. 19, 1868 Columbus, Tiffin & Toledo Railroad organized; Luther A. Hall, Pres., and Jesse R. Straughn, Chief Engineer; no work done under this name. (Church, C&C)
- Sep. 19, 1868 White supremacists kill about 17 black Republicans marching to attend a rally in Camilla, Ga.; Gen. Meade refuses to prosecute the case aggressively, and Gov. Rufus Bullock's measures prove ineffective in combating a conspiracy of silence. (Duncan)
- Sep. 20, 1868 Maryland & Delaware Railroad Board modifies its contract with Josiah Caldwell (the assignee of Benjamin E. Bates the assignee of Henry M. Alexander); authorizes increasing the stock to \$700,000 and the bonds to \$1 million; Caldwell is to turn over the locomotive *Easton* and one new passenger car in return for a transfer of bonds; Board approves the sale of the bonds at 50. (MB)
- Sep. 21, 1868 Henry M. Hamilton changes the name of the Attleborough Railroad, an unbuilt Bucks County short line incorporated in 1860, to the National Railway Company, to be the cornerstone of a "National Air Line" between New York and Philadelphia in competition with the United Companies. (Rdg)
- Sep. 21, 1868 Enterprise Railroad opens between Enterprise Jct. near Locust Gap and Shamokin, giving the Reading access to the Shamokin coal basin previously dominated by Shamokin Valley & Pottsville Railroad and providing a more direct route to big Eastern markets; diverts much tonnage from PRR; Reading establishes two mixed trains between Ashland and Shamokin. (Rdg)

AR)

- Sep. 21, 1868 Pittsburgh & Connellsville Railroad contracts for construction between Connellsville and Cumberland. (AR)
- Sep. 21, 1868 Gov. Rufus B. Bullock signs bill granting state aid to the Georgia Air Line Railroad; guarantees bonds at the rate of \$12,000 per mile in sections of 20 miles; state endorsement is to be a first lien; state may seize, operate or sell railroad in case of default; bonds must be sold for at least 90. (ARJ)
- Sep. 22, 1868 Monongahela Valley Railroad receives letters patent. (C&C)
- Sep. 23, 1868 Union Railroad Company of Baltimore orders resumption of work at Powhatan and Wetheredville. (MB)
- Sep. 23, 1868 Coal miners in the Shamokin Region form the Workingmen's Benevolent Association of Northumberland County as a step in the formation of a larger miners' union. (Aurand)
- Sep. 23, 1868 Erie & Pittsburgh Railroad Executive Committee authorizes a connection with a railroad at New Castle, Pa., and a subscription of \$10,000 to its bonds. (MB)
- Sep. 23, 1868 First American section of the European & North American Railway opens between Bangor and Oldtown, Maine. (ARJ)
- Sep. 23, 1868 Illinois and Iowa Dunleith & Dubuque Bridge Companies merged under an articles of July 6, 1867. (ICC)
- Sep. 24, 1868 PRR, NYC&HR and Erie Railway contract to pool the oil business, prohibit drawbacks and equalize rates; only Tom Scott signs the contract; Gould intends to use his holdings in the Allegheny Transportation Company's pipelines (see below) to undercut the competition. (Grodinsky)
- Sep. 25, 1868 Pres. E. L. F. Hardcastle agrees to Charles B. Dungan transferring his contract for the Maryland & Delaware Railroad to Henry M. Alexander and Benjamin E. Bates, but Bates must bind himself to carrying out the contract in a specified time and not begin the Second Division before finishing the First Division to Hillsboro; Hardcastle objects to Josiah Caldwell's offer to furnish 100 tons of iron at \$30,000 in bonds, as amounting to \$2.50 in bonds for each \$1 worth of iron, but is willing to accept Caldwell's terms if he will build the road as far as Easton without delay. (MB)
- Sep. 25, 1868 Josiah Caldwell and Henry M. Alexander, representing the New England investors in the Maryland & Delaware Railroad, agree to pay the contractors on completion of the first division to Hillsboro \$5,000 in cash,

- \$22,000 in bonds and \$38,000 in stock, leaving \$29,000 in cash retained by the company as security. (MB)
- Sep. 25, 1868 PFW&C Board resolves to recommend guaranteeing \$2.5 million in GR&I First Mortgage bonds and making a temporary loan of \$300,000, providing the stockholders approve. (MB, AR)
- Sep. 26, 1868 Contractors Sears, Sanford & Backus inform the Kent County Railroad that they will do no more work, as they have not been paid. (MB)
- Sep. 26, 1868 Jackson, Fort Wayne & Cincinnati Railroad incorporated in Michigan to build from Jackson to the Indiana state line. (GrnBk)
- Sep. 1868 No. 54, first standard Class A (later D1) 4-4-0 built at Altoona.
- Sep. 1868 PRR begins construction of Baltimore & Potomac Railroad.
- Fall 1868 George Westinghouse completes first air brake apparatus at a Pittsburgh machine shop; inspected by officials of PRR and (Pan Handle Railroad - check name); Westinghouse has met publisher Ralph Baggaley (1846-1915), who has agreed to fund the first application in return for a one-fifth share in the invention. (RRH, StdHistPitts - Skrabec says first got attention of Robert Pitcairn who then brings in Ed. H. Williams and A. J. Cassatt; they refuse to finance the brake, but at next meeting arrange to meet Supt. W. W. Card of the Panhandle - Card works with Baggaley to get a loan and the first train was finished in 9/68 - on the first trip, brake was applied when a cart was crossing the track as the train emerged from the Grants Hill Tunnel)
- Sep. 1868 First Westinghouse air brake trial on PRR between Pittsburgh and Steubenville; the success of this train leads to the creation of a 6-car train on the PRR. (Prout, Mutual - verify - USRR&MR has 2/69, RRH 4/69 - later tested on Walls local)
- Sep. 1868 First four sleeping cars designed by Webster Wagner for the New York Central Sleeping Car Company placed in service on Hudson River Railroad between New York and Albany; makes Wagner cars the standard on the NYC system, as Pullmans are on the PRR. (NB: Harlow has first Wagner cars in 1858 and new cars in 1865!!)
- Sep. 28, 1868 Worcester & Somerset Railroad begins surveys. (ARJ)
- Sep. 29, 1868 Marietta & Pittsburgh Railroad incorporated in Ohio under articles dated Sep. 25 to build between Marietta and Dennison. (Church)
- Sep. 30, 1868 Sylvester Medberry reports to Columbus & Xenia Railroad Board on survey

between Indianapolis and Richmond; Board lifts limit on amount to be paid for stocks and bonds of London & Springfield Railroad. (MB)

- Sep. 30, 1868 Future Lines West traffic officer James E. Weller (1868- ) born at North Liberty, Pa., son of Robert W. Weller (1838- ) and Lavinia Monroe Weller (1840- ). (PRRBio, ancestry)
- Sep. 30, 1868 Union Pacific Railway, Eastern Division, surveys of the 35<sup>th</sup> and 32<sup>nd</sup> parallel routes to the Pacific are concluded. (Palmer)
- Sep. 30, 1868 American Railway Master Mechanics' Association formed. (ARA)
- Sep. 30, 1868 Oscar Townsend ( - ), formerly Cleveland freight agent for the Cleveland, Columbus & Cincinnati Railroad, clerk at H. B. Hurlbut's Second National Bank, and Western Superintendent of the Empire Line at Cleveland, is elected Second VP of the CCC&I Railway. (Olson/MB)
- Oct. 1, 1868 Maryland & Delaware Railroad Board assigns the construction contract from Charles B. Dungan to Benjamin E. Bates of Boston. (MB)
- Oct. 1, 1868 Oil Creek & Allegheny River Railway pays a second quarterly dividend of 2½%. (Guide)
- Oct. 1, 1868 Future District Passenger Solicitor Charles Robert Rosenberg (1868- ) born at Hoboken, N.J. (PRRBio)
- Oct. 1, 1868 \_\_\_ renamed the Mobile & Montgomery Railroad. (ARJ - verify ICC – see above)
- Oct. 1, 1868 Two New York brokerage firms, Hodgekin, Randall & Hobson and Corn & Auferman, advertise Memphis, El Paso & Pacific Railroad 6% First Mortgage Land bonds for sale for 105 in the New York *Tribune*; this is done to provide bogus evidence that its securities are traded in the U.S., which is a requirement for listing them on the Paris Bourse (Stock Exchange). (Taylor, CongGlobe)
- Oct. 1, 1868 James F. Joy of the Michigan Central Railroad appointed receiver of the Louisville, New Albany & Chicago Railroad. (Hilton)
- Oct. 1, 1868 St. Pancras Station, the new London terminal of the Midland Railway, opens; features a 240-foot span arched train shed designed by William Henry Barlow (1819-1902) and a Victorian Gothic head house designed by Sir Gilbert Scott (1811-1878); becomes the inspiration for subsequent large arched iron and glass train sheds in the U.S. and Europe. (Marshall)
- Oct. 1, 1868 Thomas S. Fernon returns to the editorship of the *United States Railroad &*



*Mining Register*, replacing J. Luther Ringwalt. (Scharf)

- Oct. 2, 1868 Baltimore & Potomac Railroad names Charles S. Emack Chief Engineer, replacing G.W. Webb, resigned; Oden Bowie resigns as a director while remaining Pres.; George B. Roberts elected a director in place of Bowie; as senior PRR representative, Roberts has last word on most important decisions. (MB)
- Oct. 2, 1868 Union Pacific Railway Company, Eastern Division, begins negotiations with the Atlantic & Pacific Railroad to unite their projects. (Petrowski)
- Oct. 3, 1868 Delaware Railroad through cars between Philadelphia and Crisfield make last run; discontinued for want of traffic; boats continue in freight service between Crisfield and Norfolk running twice a week; route carries southern cotton to mills in the Philadelphia-Wilmington area. ( , AR)
- Oct. 3, 1868 Massillon & Cleveland Railroad incorporated in Ohio under articles dated Oct. 2 to link the PFW&C in Stark County with the Cleveland, Zanesville & Cincinnati Railroad in Summit County, creating a new route to Cleveland and opening local coal fields. (Church, C&C)
- Oct. 4, 1868 Robert H. Lamborn writes to William Jackson Palmer describing a 33-day junket taken by J. Edgar Thomson and his associates to view the Lake Superior & Mississippi Railroad and others in northern Minnesota; Thomson opens up and is somewhat rejuvenated by doing engineering field inspections again; however, rival railroad and grain interests in Chicago, Milwaukee and St. Paul oppose the intrusion of Philadelphians, and the LS&M remains unprofitable. (Ward)
- Oct. 4, 1868 Robert H. Lamborn writes to William Jackson Palmer noting that the next Congress will be more liberal than the last, and the members “will feel less responsibility towards their constituents when the election shall be over”; he notes it will require \$500,000 in money and securities to carry the measure this winter; in fact, the new House will be opposed to all subsidies. (Ward)
- Oct. 5, 1868 Shamokin Coal Company proposes to the Northern Central Railway that its lease of the Lancaster Colliery, which expires on Jan. 1, 1869, be renewed, the coal to be processed at a new breaker. (MB)
- Oct. 5, 1868 B&O restores its fast freight line, suspended in July. (ARJ)
- Oct. 6, 1868 Newport & Cincinnati Bridge Company contracts with G.C. Franciscus to build bridge for \$1 million First Mortgage bonds, \$200,000 Second Mortgage bonds and \$1.08 million stock. (Church)
- Oct. 7, 1868 Kent County Railroad Board reports they have settled with Sears, Sanford

& Backus, who will accept county bonds; authorize making a new contract. (MB)

- Oct. 7, 1868 A letter from James McHenry is published in the New York *Herald*; he urges cutting the rate on oil from 3 cents per ton-mile to 1 cent as a means of increasing the profits of the Atlantic & Great Western Railway. (Grodinsky)
- Oct. 1868 Jay Gould slashes rates on the Erie Railway and announces he will build a connection to the Suspension Bridge and the Great Western Railway of Canada route. (Stiles)
- Oct. 10, 1868 B. C. Rumsey elected Pres. of the Buffalo & Washington Railway. (C&C)
- Oct. 10, 1868 State of Missouri surrenders the operation of the Pacific Railroad. (ICC)
- Oct. 12, 1868 Dorchester & Delaware Railroad opens between Seaford, Del., and East New Market, Md. (CarolineCo)
- Oct. 12, 1868 Erie & Pittsburgh Railroad Executive Committee orders a survey from Dock Jct. to the Erie depot of the Cleveland & Erie Railroad. (MB)
- Oct. 12, 1868 Future Superintendent of the Voluntary Relief Dept. (VRD) Eden Burroughs Hunt (1868-1949) born at Stockton, N.J. (PRRBio)
- Oct. 13, 1868 William M. Tweed (1823-1878) and Peter B. Sweeny (1825-1911) of New York's Tweed Ring elected directors of the Erie Railway, and Jay Gould elected Pres. for a full term; Jim Fisk is elected Comptroller (or re-elected?). (Mott, Hicks)
- Oct. 13, 1868 New Lewisburg Bridge opens on a location upstream from bridge of 1818-1865; built by Keystone Bridge Company; 8- span Howe truss, 1,289 feet long over all. (C&C. HistJuniata/Susq)
- Oct. 14, 1868 Monongahela River Railroad organized at Pittsburgh; T. W. Briggs, Pres. (C&C)
- Oct. 14, 1868 Robert H. Sayre reports to Lehigh Valley Railroad Board in favor of extending a branch of the Hazleton Railroad west down Black Creek to the Roberts Run Basin and the lands of the Central Coal Company and West Buck Mountain Coal Company; Board approves the purchase of the stocks of the Coal Ridge Improvement & Coal Company and the Locust Mountain Coal & Iron Company by the individual directors to secure the tonnage from the Mount Carmel-Shamokin area; also the purchase of the Myer Tract in Schuylkill County. (MB)

- Oct. 14, 1868 Toledo, Peoria & Warsaw Railway opens between Bushnell and Canton, Ill., completing line between Peoria and Warsaw. (Stringham, - Church, C&C has Bushnell-Hollis)
- Oct. 15, 1868 Columbia & Port Deposit Railroad Board accepts the arbitration award of Jacob Tome for damages to the old Susquehanna Canal near Port Deposit. (MB)
- Oct. 15, 1868 Josiah C. Reiff informs William Jackson Palmer that Edward Miller is dissatisfied with the St. Louis faction in the Union Pacific Railway Company, Eastern Division; says they are not dishonest, but they are constantly frustrating the PRR in terms of policy; Miller feels that Thomas C. Durant's demand that UPED also be reinspected, as the Union Pacific Railroad is, is valid, and that UPED is in worse condition. (Petrowski)
- Oct. 15, 1868 Western North Carolina Railroad - Western Division is organized; comes under the control of Milton S. Littlefield of New York and George W. Swepson of North Carolina on the basis of only \$8,000 paid in; their friends subscribe for \$2 million, on which nothing is paid in, but for which they collect \$4 million in state bonds and an additional \$2,367,000 in 1869; Swepson invests most of the proceeds in speculations in Florida railroads. (Brown)
- Oct. 15, 1868 First blow of Bessemer converters at the Cleveland Rolling Mill Company's rail mill. (Swank)
- Oct. 1868 NYC and Erie Railway cut rates precipitating new rate war with object of breaking up PRR's through freight traffic; PRR undercuts until NYC and Erie give up; increases PRR's prestige. (AR)
- Oct. 1868 Flushing & North Shore Railroad opens between Long Island City and Flushing (Val - verify - Seyfried has different dates)
- Oct. 1868 Flushing & Woodside Railroad opens between Flushing Creek and Woodside; operated by Flushing & North Side Railroad under lease of Apr. 28, 1868. (Val - taken from MB, Seyfried has open 11/10/73 - may not have been operated until then)
- Oct. 1868 F.C. Arms, an engineer selected by the PRR and PFW&C inspects the work on the GR&I. (AR)
- Oct. 1868 William Auferman arrives in Paris with forged documents, reports and recommendations in favor of the Memphis, El Paso & Pacific Railroad. (Taylor)
- Oct. 1868 Anthracite coal miners in Carbon County form the Workingmen's

Beneficial & Benevolent Association. (Aurand)

- Oct. 1868 A "gusher" is brought in near Parkers Landing on the west bank of the Allegheny River 52 miles south of Oil City. (Williamson/Daum)
- Oct. 1868 Meat packers Hammond, Plumer & Co. send the first refrigerator car of beef from their slaughterhouse at present Hammond, Ind., to Boston via the Michigan Central Railroad; cars invented by fish dealer William Davis and built by the Michigan Car Company; however, the meat comes in contact with the ice and becomes discolored and spoils. (Howat, White, CHTaylor, HCHill - verify White - the contact was a much earlier design - these had problems with swinging carcasses acting as pendulums??)
- Oct. 16, 1868 Erie Railway begins the sale of \$20 million in convertible bonds, which are sold by H. N. Smith of the brokerage house of Smith, Gould & Martin. (Grodinsky)
- Oct. 17, 1868 Alexander Rea ( -1868), Superintendent of the Locust Mountain Coal & Iron Company, is beaten and shot to death on the road near Centralia, Pa.; his killers think he is carrying the colliery payroll. (Riffenburgh)
- Oct. 20, 1868 Lehigh Coal & Navigation Company leases the Nesquehoning Valley Railroad. (CLJones)
- Oct. 21, 1868 Fort Wayne, Jackson & Saginaw Railroad incorporated in Indiana to build from Fort Wayne to the Michigan state line. (GrnBk)
- Oct. 22, 1868 Samuel G. Wheeler replaces William Torrey as the second representative of the Raritan & Delaware Bay Railroad on the Camden & Atlantic Railroad Board. (MB)
- Oct. 22, 1868 Meeting held at Salisbury, Md., for extending Wicomico & Pocomoke Railroad to the river. (ARJ)
- Oct. 23, 1868 Northern Central Railway Board considers a proposal of the Mine Hill & Schuylkill Haven Railroad for running passenger trains through to Shamokin. (MB)
- Oct. 25, 1868 Richard T. Wilson (1831-1910), acting as an agent of the B&O, arrives in Richmond to lobby against Gen. William Mahone's plan to consolidate the Norfolk & Petersburg, South Side and Virginia & Tennessee Railroads; Republican Gov. Henry H. Wells agrees to sell the state's Virginia & Tennessee stock to Wilson if the Board of Public Works consents, but State Treasurer George Rye and Military Gov. Gen. George Stoneman refuse and make the deal public; Wells is a major owner of the Alexandria Canal, which is trying to build a railroad on its bank to link the B&O with the

Orange, Alexandria & Manassas Railroad; Wilson is a merchant from Tennessee who had served the Confederacy in the Commissary Dept. and as financial agent in London, but set up a banking business in New York; he will be drawn increasingly into the promotion and manipulation of southern railroads. (Eckenrode, Stover, Lowe, Klein - is Wilson in ET&V by then - if so would serve to link ET&V to B&O)

- Oct. 27, 1868 PRR Board approves a new proposal from the Philadelphia, New York & Northeastern Steam Navigation Company for a Philadelphia-Liverpool line; PRR to grant free wharfage, 20% reduction on freight and passenger rates, a 15% commission on all emigrants, and guarantee 15% on value of ships annually. (MB)
- Oct. 27, 1868 PRR Board authorizes \$100,000 subscription to Central Transportation Company to secure better sleeping cars. (MB)
- Oct. 27, 1868 NYC and Erie Railway through Horace H. Baxter and Alexander S. Diven sell the Reno, Oil Creek & Pithole Railway (Rouseville-Plumer) to the Oil Creek & Allegheny River Railway; it is abandoned and the rails used elsewhere. (Val, C&C)
- Oct. 27, 1868 Third PRR office car built at Altoona. (AltoMirror)
- Oct. 28, 1868 West Jersey Railroad Board approves a proposition from Philadelphia lawyer John C. Bullitt (1824-1902) for building a hotel at Cape May; the West Jersey agrees to advance \$75,000, or half the cost, in return for a mortgage; authorizes an issues of \$300,000 7% Improvement bonds, of which half are to be issued to the Stockton Hotel & Improvement Company in exchange for its bonds. (MB)
- Oct. 28, 1868 Union Railroad Company of Baltimore awards Northern Central Railway \$150,210 for right of way taken; orders final halt to work at Powhatan and Wetheredville west of the city. (MB)
- Oct. 29, 1868 Pres. Andrew Johnson fixes western limit of government subsidy for the Union Pacific Railway Company, Eastern Division, at 393 miles west of Missouri River; is already completed to Sheridan, 405 miles. (Petrowski)
- Oct. 31, 1868 Tom Scott transfers his title to a 5/7 interest in Rancho La Colonia in Ventura County, Calif., to Thomas R. Bard to manage as trustee for a 5% commission on sale and leases. (Hutchinson)
- Oct. 31, 1868 Over the course of the month, Jay Gould has removed between \$12 million and \$15 million in legal tender from the market by tying it up in loans secured by Gould's or the Erie's property; this precipitates a general deflation on the New York money market and a decline of prices.

(Grodinsky)

- Fall 1868 Mantua station opens on Main Line just east of 41<sup>st</sup> Street; three-storey brick station and dispatcher's office. (SRea, AR)
- Fall 1868 Allegheny Valley Railroad places Low Grade Line under contract. (Watkins - after PRR purchase?)
- Fall 1868 Jay Cooke's partners Harris C. Fahnestock and Henry Cooke work with Isaac D. Hinckley to sell the bonds of the Lake Superior & Mississippi Railroad in Europe. (Oberholtzer)
- Nov. 1, 1868 PW&B refuses to pay head tax levied by Delaware as protest.
- Nov. 2, 1868 PW&B opens new freight depot on southeast corner of Washington and Swanson for through southern freight. (USRR&MR)
- Nov. 2, 1868 Newry Railroad opens from Duncansville to Newry, Pa., utilizing about one mile of former New Portage Railroad bed; operated by PRR. (Val, AR)
- Nov. 2, 1868 Pennsylvania & New York Canal & Railroad Company opens from Pittston Jct. to one mile south of Tunkhannock, Pa. (AR, MB)
- Nov. 3, 1868 Gen. Ulysses S. Grant elected Pres. over New York Democrat Horatio Seymour (1810-1886) by 214 to 80 electoral votes; the popular vote is much closer, 3,013,650 to 2,708,744; Democrats carry Georgia through massive intimidation of African American voters; Republicans carry North Carolina; Seymour carries New York, New Jersey, Delaware, Maryland and Oregon in the North; Grant's election is made possible by the denial of votes to many white southerners and good African American turnout under military protection; had all voting been free of impediments, the result would have been a toss-up. (Clements, Duncan, Nelson, wiki)
- Nov. 3, 1868? Radical Republican Rufus Blodgett is defeated for Mayor of Augusta, formerly the center of Radical Republicanism; the Georgia results show that whites have a majority of votes as long as they are united, and African Americans can win only with a large number of white allies. (Parks)
- Nov. 3, 1868 New York City boss William M. Tweed is elected to the State Senate; his candidate, John T. Hoffman (1828-1888) is elected Gov. (NYT, Trager)
- Nov. 1868 Dorchester & Delaware Railroad completed to East New Market for construction trains. (SmyrnaTimes)
- Nov. 4, 1868 South Side Railroad Company of Long Island extended from Bushwick to Williamsburg ferry at 8th Street via track in Boerum Street and Broadway;

main line cars drawn by horses. (Seyfried)

- Nov. 4, 1868 Detroit, Eel River & Illinois Railroad incorporated in Indiana under articles dated Sep. 30, 1868 to build from the Ohio state line northeast of Butler to Illinois state line in direction of Paxton, Ill., and to complete the Toledo, Logansport & Northern Indiana Railroad, which was bankrupt and abandoned. (Church)
- Nov. 4, 1868 Georgia Air-Line Railroad and Air-Line Railroad Company of South Carolina merge to form Atlanta & Richmond Air-Line Railway; to build on a direct route from Charlotte to Atlanta; Richmond & Danville Railroad loans it money and acquires 22,000 shares. (Harrison)
- Nov. 4, 1868 Lehigh Coal & Navigation Company leases the Nesquehoning Valley Railroad, which will give it a connection with the Mahanoy Coal Field independent of the Lehigh Valley Railroad and, by a lateral tunnel into the Panther Creek Valley near Lansford, enable it to dispense with the narrow-gauge plane and gravity railroads between the mines and Mauch Chunk. (AR)
- Nov. 5, 1868 Maryland & Delaware Railroad Board reports that they have burned \$465,000 in bonds of Apr. 25, 1860. (MB)
- Nov. 5, 1868 Algernon Roberts (1828-1868), senior partner in A. & P. Roberts, proprietors of the Pencoyd Iron Works, dies of blood poisoning as the result of lancing a carbuncle, giving his younger brother George B. Roberts of the PRR full title to the ancestral home at Pencoyd Farm. (findagrave, LMHS)
- Nov. 6, 1868 Erie & Pittsburgh Railroad Executive Committee approves the construction of a Union Depot at Erie with the Cleveland & Erie Railroad and Buffalo & Cleveland Railroad. (MB)
- Nov. 7, 1868 Massillon & Cleveland Railroad organized; Simon Perkins, Pres. (Church)
- Nov. 7, 1868 Lehigh Valley Railroad purchases the railroad of the Spring Mountain Coal Company between Beaver Meadow and Jeanesville. (ICC)
- Nov. 7, 1868 Delegates from the county anthracite miners' unions meet at Providence, near Scranton, in an attempt to create a single, industry-wide union; the Northern Field miners hold out and refuse to form unions. (Aurand)
- Nov. 7, 1868 Jim Fisk and Jay Gould buy Samuel N. Pike's Opera House at 23<sup>rd</sup> Street & 8<sup>th</sup> Avenue in New York City, which is remodeled to serve at the Erie Railway's headquarters and as the "Grand Opera House," where Fisk as impresario presents lavish entertainments, including French light opera with can-can dancers. (HepburnRept, Mott)

- Nov. 9, 1868 Value of Erie Railway shares rises to 61 in the space of an hour through the manipulations of Jay Gould, and the money market eases; Daniel Drew is caught short of Erie Railway stock. (Grodinsky - verify from NYT)
- Nov. 1868 New corner in Erie Railway shares; Daniel Drew caught short of 70,000 shares. (Wyckoff)
- Nov. 9, 1868 Beaver Falls, Pa., incorporated as a borough. (Richard)
- Nov. 10, 1868 Robert H. Sayre reports to the Lehigh Valley Railroad Board that he has spent the past week examining the ground for a railroad from Mount Carmel to Trevorton. (MB)
- Nov. 10, 1868 Little Miami Railroad makes a new agreement for the operation of the Connection Track at Cincinnati. (MB)
- Nov. 10, 1868 Congress adjourns without taking any action on the Memphis, El Paso & Pacific Railroad bill. (Taylor)
- Nov. 11, 1868 Henry M. Hamilton elected Pres. of the Millstone & Trenton Railroad, as control passes directly to the National Railway group; Board adopts survey. (MB)
- Nov. 11, 1868 Richmond & Danville Railroad Pres. A. S. Buford addresses a meeting in Atlanta warning citizens that they should not allow "strangers" to control the Atlanta & Richmond Air-Line Railway and offering to subscribe \$100,000 of the \$500,000 to build north from Atlanta. (Nelson)
- Nov. 12, 1868 Little Miami Railroad Board proposes the lease or consolidation with the Columbus & Xenia Railroad. (MB)
- Nov. 12, 1868 Jay Gould and Jim Fisk take \$12 million that they have made selling new Erie Railway shares and begin buying Erie shares, causing the price to shoot up from 35 to 54; Daniel Drew, who has sold Erie short at 38, loses over \$1 million. (Swanberg)
- Nov. 13, 1868 Dayton & Western Railroad, leased by Little Miami Railroad and Columbus & Xenia Railroads, grants Dayton & Union Railroad the use of its tracks between Dayton depot and the west side of the Great Miami River. (Church)
- Nov. 13, 1868 Former Gov. and Ohio capitalist David Tod (1805-1868) dies of a stroke. (Sobel)
- Nov. 14, 1868 St. Louis, Vandalia & Terre Haute Railroad Board adopts northern route



between Effingham and Terre Haute via Marshall. (MB)

- Nov. 14, 1868 At the urging of August Belmont, Daniel Drew makes out an affidavit outlining his own malfeasance and that of Jay Gould and Jim Fisk, that will enable Belmont to oust Fisk and Gould and cause the price to fall, covering Belmont's own short sales; however, it is Saturday night, and the affidavit cannot be filed until Monday the 16th. (Swanberg)
- Nov. 15, 1868 Daniel Drew importunes Gould and Fisk to cover his short sales, and when they are unresponsive, reveals the threat of his affidavit. (Swanberg)
- Nov. 15, 1868 Jay Gould calls on Cornelius Vanderbilt to ask if he had anything to do with a suit to be filed next day by August Belmont on behalf of the foreign investors asking for a receiver for the Erie Railway; Vanderbilt had recently thrown his entire remaining 50,000 Erie shares on the market in one day, dropping the price and nearly bankrupting the Erie; Gould and Vanderbilt are now highly suspicious of each other; Vanderbilt denies any involvement in the suit. (Stiles)
- Nov. 1868 PRR begins construction of a 555' x 125' grain warehouse on the north side of Market Street between 30<sup>th</sup> Street & Schuylkill River. (AR)
- Nov. 1868 Dorchester Branch of Delaware Railroad opens between Seaford and Maryland state line near Oakgrove to link with Dorchester & Delaware Railroad. (Val - may be wrong)
- Nov. 1868 Atlanta City Council subscribes \$300,000 to the Atlanta & Richmond Air-Line Railway; Richmond & Danville Railroad has agreed to subscribe \$100,000 if locals subscribe \$400,000. (ARJ)
- Nov. 16, 1868 Responding to Daniel Drew's affidavit, Jay Gould and Jim Fisk act first, and in a separate action, Judge Barnard appoints Jay Gould receiver of the Erie Railway and issues an injunction against the Belmont party using their injunction. (Grodinsky, Swanberg)
- Nov. 16, 1868 August Belmont files his suit for a receiver for the Erie Railway; he had the same counsel as Vanderbilt, and Gould sees this as proof of Vanderbilt's involvement; Gould and Fisk then plot to attack Vanderbilt and undo the settlement of the Erie War. (Stiles)
- Nov. 18, 1868 Maryland & Delaware Railroad Board reports that rails have reached the end of the first division at Hillsboro, and that equipment has been delivered; Benjamin E. Bates, to whom Henry M. Alexander has assigned the contract, demands payment in bonds; Board authorizes beginning work on the second division to Easton. (MB)

- Nov. 18, 1868 Future passenger traffic officer David Nelson Bell (1868- ) born at Philadelphia. (PRRBio)
- Nov. 18, 1868 Jay Gould appears before Judge Barnard and gets the power to repurchase the new stock with company funds at as little as 40 per share. (Grodinsky)
- Nov. 19, 1868 Baltimore & Potomac Railroad issues \$3 million in mortgage bonds to finance construction. (MB)
- Nov. 19, 1868 Daniel Drew settles with Jay Gould, who agrees to deliver Erie Railway stock at 57-58 to enable Drew to settle his short sales; the stock soon drops to 40, and Drew loses over \$1 million. (Grodinsky)
- Nov. 20, 1868 Farmingdale & Squan Village Railroad organized at Freehold; no construction begun until July 1871. (Val)
- Nov. 23, 1868 Kalamazoo, Allegan & Grand Rapids Railroad opens between Kalamazoo and Allegan. (Durant - verify - see 3/1/69)
- Nov. 24, 1868 Morris & Essex Railroad Pres. Theodore F. Randolph (1826-1883) reports to the Board that he has had several conferences with Jay Gould looking to secure a lease of the M&E to the Erie Railway, but they have been unable to reach satisfactory terms; he also presents a draft proposal from the DL&W to lease the M&E. (Taber)
- Nov. 25, 1868 CC&IC Board authorizes selling Henry C. Lord (1825-1884) of the Indianapolis, Cincinnati & Lafayette Railway \$244,000 in Consol bonds to pay off debts due to Lord; authorizes issue of \$1.25 million in new stock to pay floating debt and \$5 million Second Mortgage bonds to fund debts of predecessors; appoints W.F. Stanton, formerly a division superintendent of Michigan Southern, as Second VP; considers proposal of Hugh J. Jewett of Little Miami for joint ownership of tracks between Richmond and Indianapolis; James A. Roosevelt named to Finance Committee; proposed lease of Vincennes & Cairo Railroad referred to committee. (MB)
- Nov. 25, 1868 American Merchants Union Express Company organized as common law joint stock company in New York by the merger of the old American Express Company and Merchants Union Express Company; each company is valued at \$9 million for a total capitalization of \$18 million; William G. Fargo, Pres., replacing Henry Wells. (Moody's, Harlow)
- Nov. 25, 1868 Superintendent of Motive Power & Machinery A. J. Cassatt (1839-1906) marries Maria Lois Buchanan (1847-1920) of Oxford, Pa., niece of Pres. James Buchanan; her mother, Ann Eliza Foster, is the sister of Stephen Foster and half-sister of the late PRR VP William B. Foster. (Davis, rootsweb)

- Nov. 28, 1868      Massillon & Cleveland Railroad placed under contract. (C&C)
- Nov. 30, 1868      Joint operation of Little Miami Railroad and Columbus & Xenia Railroad terminated, and C&X leased to Little Miami retroactively under an agreement of Mar. 18, 1869; Little Miami Railroad becomes sole operator of Richmond & Miami Railway between Richmond Jct. and New Paris. (MB, C&C)
- Nov. 30, 1868      Columbia & Augusta Railroad opens between Columbia, S.C., and Graniteville on the South Carolina Railroad, creating a through route to Augusta and Atlanta. (ARJ)
- Fall? 1868          Through its agent Henry Probst, the Memphis, El Paso & Pacific Railroad sells \$8.4 million in bonds at 60 to M. Paradis, head of the Paris Bourse (Stock Exchange) and of a leading French financial newspaper, the *Moniteur des Tirages Financiers*, whose banking house is to market the bonds for their own profit. (CongGlobe)
- Dec. 1, 1868        Maryland & Delaware Railroad opens between Ridgely and Hillsboro, Md.; there is a wye at Hillsboro for turning locomotives. (ClaytonHerald, MB)
- Dec. 1, 1868        CC&IC authorizes purchase of 20 locomotives and 700 freight cars. (MB)
- Dec. 1, 1868        William J. Palmer reports to Pres. John D. Perry of the Union Pacific Railway Company, Eastern Division, on the series of surveys on the 35<sup>th</sup> and 32<sup>nd</sup> parallel routes to San Francisco and San Diego run in 1867-68; Palmer holds the evidence favors the 35<sup>th</sup> parallel route over the 32<sup>nd</sup> parallel; the best route is to cross the Colorado River at Needles, then across the Mojave Desert and the Tehachapi Pass into the Tulare-San Joaquin Valley, then across the Coast Range to Gilroy to meet the San Francisco & San Jose Railroad; a branch can be constructed via San Bernardino to San Diego; the 32<sup>nd</sup> parallel route would cross the Cordillera at the San Gorgonia Pass but would have to cross three summits instead of two to reach San Francisco; it also has little timber and little to attract settlers who will generate traffic. (Palmer Rept)
- Dec. 1, 1868        “Boss” William M. Tweed’s candidate A. Oakey Hall (1826-1898), the front man of the Tweed Ring, is elected Mayor of New York in a special election after Mayor John T. Hoffman has been elected Gov. (NYT)
- Dec. 1, 1868        Delaware & Hudson Canal Company leases the coal lands of the Baltimore Coal & Union Railroad Company, effective Jan. 1, 1869, including the right to operate over the Union Railroad between Green Ridge and Union Jct. subject to a prior contract with the Lehigh Coal & Navigation Company; this extends the reach of the D&H’s railroad to a short distance above

Wilkes-Barre, near a point at which it will later make a connection with the PRR. (Val, CntryofPrgrss)

- Dec. 1, 1868 American Express Company absorbs the Merchants Union Express Company to form the American Merchants Union Express Company with a capital of \$18 million. (Stimson)
- Dec. 1, 1868 At a second vote, Mississippi voters approve the new Reconstruction Constitution. (Thorpe - did it have restrictions on ex-Confederates expunged??)
- Dec. 3, 1868 Union Railroad Company of Baltimore orders suspension of work on the tunnel under Hoffman Street between Greenmount Avenue and Bel Air Road for lack of funds after about \$100,000 spent. (MB, C&C)
- Dec. 3, 1868 U.S. Circuit Court in Richmond grants an injunction against James S. French claiming to be Pres. of the Alexandria & Washington Railroad. (USRR&MR)
- Dec. 3, 1868 PFW&C Board authorizes a subscription to the Massillon & Cleveland Railroad. (MB)
- Dec. 1868 PRR begins stock purchase of Allegheny Valley Railroad; Allegheny Valley is to be extended across the Allegheny River to Oil City, Pa. ( )
- Dec. 1868 Communipaw abattoir slaughters 385 cattle, 33,493 hogs and 7,128 sheep in one week; Henry Bergh (1811-1888), founder of the ASPCA, visits and condemns inhumane methods of killing, handling diseased meat, etc. (StGaz)
- Dec. 4, 1868 Members of Allentown Route meet at Bethlehem; agree to drop Nos. 1, 4, and eastbound *Cincinnati Express* No. 9. (RickerDiary/RREmply)
- Dec. 4, 1868 PFW&C Board hears report of Samuel J. Tilden on negotiations with PRR and PC&StL; current plan is for a traffic contract only; Board approves a draft agreement making some concessions on the division of earnings; Tilden is appointed to draft a final contract; Board also authorizes a \$300,000 subscription to the Indianapolis & St. Louis Railroad after failure to make satisfactory traffic agreement with Terre Haute & Indianapolis Railroad. (MB)
- Dec. 5, 1868 Mount Holly, Lumberton & Medford Railroad organized at Medford; Dr. H. P. Ely, Pres. (Val, Woodward)
- Dec. 5, 1868 PFW&C Board meeting in New York appoints a committee to arrange a settlement of dispute between GR&I and the Kalamazoo, Allegan & Grand

Rapids Railroad so that there will be a single north-south line in Michigan; H.H. Emmons of Detroit, a lobbyist for the Kalamazoo, Allegan & Grand Rapids Railroad attends and sways Board in favor of his line. (MB, AR)

- Dec. 5, 1868 Indianapolis & Vincennes Railroad opens between Gosport and Spencer, Ind. (Mutual citing local papers says first loco arr Spencer on 12/24/68! running light; derailed in backing to Indianapolis - rev. service may be late as June 1869 - Val has 12/69)
- Dec. 5, 1868 Jim Fisk calls on Cornelius Vanderbilt with the original 50,000 Erie Railway shares in a satchel, demanding that Vanderbilt repurchase them and return the \$1 million paid for the 60-day call on the other 50,000 shares; Vanderbilt throws him out; Gould then files suit to force Vanderbilt to comply, but does not press it. (Stiles)
- Dec. 5, 1868 CCC&I Railway Pres. and Cleveland banker Leander M. Hubby is badly burned in the explosion of a gas stove in his home, forcing him to withdraw from business in 1870. (CCC&I AR)
- Dec. 7, 1868 Liberty & Vienna Railroad incorporated in Ohio under articles dated Dec. 2 to build a coal railroad from the mines of the Church Hill Coal Company in Liberty Township to Vienna. (Minor, Church)
- Dec. 7, 1868 St. Louis, Vandalia & Terre Haute Railroad opens between Highland and Greenville, Ill. (Church, C&C)
- Dec. 7, 1868 Jay Gould's Erie Railway leases Atlantic & Great Western Railway for 12 years at a phenomenal 30% of gross earnings or a minimum of \$1.8 million per year; gives the Erie access to Cincinnati, Cleveland, and the Oil Regions; Gould has agreed to advance James McHenry \$1.5 million to remove the A&GW receivership. (ARJ, Mott)
- Dec. 8, 1868 Marietta & Pittsburgh Railroad organized at the First National Bank of Marietta; William P. Cutler elected Pres. and Rufus R. Dawes Secretary. (Church, Andrews)
- Dec. 9, 1868 Gen. Tench Tilghman returned to the presidency of the Maryland & Delaware Railroad, replacing Capt. E. L. F. Hardcastle; C. W. Huntington and Nicholas Murray elected directors representing the New England interest; Huntington does not generally attend meetings, but runs the company by mail from Boston. (MB)
- Dec. 9, 1868 Maryland & Delaware Railroad Board discharges the engineer corps; authorized the Superintendent to use company rolling stock in operation by the contractors. (MB)

- Dec. 9, 1868 A committee of the Atlanta & Richmond Air-Line Railway issues an invitation to the stockholders of the Richmond & Danville Railroad to support the completion of the Atlanta & Charlotte Air Line, which will become the main line of the future Southern Railway. (Brown)
- Dec. 9, 1868 Cooper, Hewitt & Co.'s New Jersey Steel & Iron Company makes the first American steel ingot by the open-hearth process at Trenton, having secured a license on the Siemens-Martin process. (Nevins)
- Dec. 10, 1868 Massillon & Cleveland Railroad Board, which is now all PFW&C people, contracts the grading to \_\_ McGuire and the masonry to John Swan & Co. of Allegheny City. (MB)
- Dec. 10, 1868 Keokuk & Hamilton Bridge Company grants construction contract to Keystone Bridge Company; Andrew Carnegie, J. Edgar Thomson and Tom Scott take Bridge Company securities in return for contract; bridge is designed by J. H. Linville as a through truss with 10 fixed spans and a pivot draw over the main channel near the Iowa shore. (Jackson, JrnlFrnklnInst)
- Dec. 10, 1868 Delaware, Lackawanna & Western Railroad (DL&W) leases the Morris & Essex Railroad as a route across New Jersey; however, it is unable to switch its coal traffic from the CNJ until the M&E completes its low-grade Boonton line and builds coal piers at Hoboken; Moses Taylor, who controls the DL&W, has already begun to sell off his large holdings in the CNJ at a substantial profit, knowing that the move will soon deprive the CNJ of over a quarter of its current freight traffic; Taylor already holds M&E bonds as a result of the sale of some of his Jersey Shore Improvement Company property, and Taylor, John J. Phelps and William B. Astor are major stockholders in the M&E; the Edwin A. Stevens Estate still owns 12%. (DL&WCorp, Taber, Hodas)
- Dec. 10, 1868 Sen John Sherman of Ohio introduces a bill (S-669) to incorporate the National Junction Railway; referred to the Committee on the District of Columbia. (CongGlobe)
- Dec. 11?, 1868 South Side Railroad of Long Island opens between Islip and Sayville. (Seyfried - verify)
- Dec. 11, 1868 Cleveland & Pittsburgh Railroad Board authorizes new shops at Wellsville and new roundhouse at Cleveland; William Stewart is acting Superintendent and Reuben F. Smith acting VP, following resignation of John H. Devereux to be VP of the Lake Shore Railway. (MB)
- Dec. 11, 1868 Orange, Alexandria & Manassas Railroad operates its first passenger train into Harrisonburg, Va. (Kean)

- Dec. 11, 1868 A southbound Jeffersonville, Madison & Indianapolis Railroad train picks up a coach set out at Seymour earlier in the day; the car contains about 50 masked vigilantes, almost certainly organized by Pinkerton operatives and led by "No. 1," rumored to be a prominent railroad official; the car is dropped at New Albany at 2:00 AM on Dec. 12, where the vigilantes force their way into the jail and hang Frank, Bill and Simeon Reno and Charles Anderson, the last members of the Reno gang, in the corridor; after cutting the telegraph wires, the vigilantes reboard the car and are taken back to Seymour before dawn. (NYT, Harlow)
- Dec. 12, 1868 Atlantic & Great Western Railway leaves receivership.
- Dec. 12, 1868 European & North American Railway gives £180,000 in bonds at 71 to the International Railway Construction & Transportation Company, a U.S. corporation made up of people associated with the PRR and Lines West. (ARJ)
- Dec. 14, 1868 John J. Lawrence (1827-1893) appointed General Superintendent of Allegheny Valley Railroad. (USRR&MR)
- Dec. 14, 1868 Sen. John Sherman reports from the Committee on Railroads a bill (S-681) "to promote commerce among the states; the bill would grant federal incorporation to several railroads leading to Washington and allow them to operate in the states; incorporates the New York & Washington Railway Company with a capital of \$10 million and the right to cross the Susquehanna River above tide; also the Washington & Northwestern Railroad & Telegraph Company that would build from Washington to Pittsburgh on a direct line, and the Washington & Cincinnati Railroad & Telegraph Company; on the same day, the House sends bill HR-621 for a military and postal route between Washington and New York back to committee. (CongGlobe)
- Dec. 14, 1868 Grand Rapids & Muskegon Railroad organized; no work under this charter. (Baxter)
- Dec. 15, 1868 United Companies file survey for a branch from Point of Rocks to Harsimus Cove in Jersey City. (NJCorp)
- Dec. 15, 1868 Union Railroad Company of Baltimore officials meet with official of city government; the city will not take any more bonds until the stock is paid in and the Board can show some feasible plan for finishing the railroad; largest stockholders are now the Canton Company of Baltimore, the Western Maryland Railroad, and the Gwynns Falls Railroad, with 500 shares each; stalemate ensues until a new management is installed in the spring of 1870. (MB)

- Dec. 15, 1868 CC&IC Railway issues \$5 million Second mortgage bonds to retire Second Mortgage bonds of predecessor companies and fund \$2.5 million floating debt. (Church)
- Dec. 15, 1868 Cincinnati, Richmond & Chicago Railroad Board approves contract with PFW&C, Cincinnati, Richmond & Fort Wayne Railroad, and Cincinnati, Hamilton & Dayton Railroad; Cincinnati, Richmond & Fort Wayne Railroad is to complete its line by Dec. 31, 1869, and PFW&C and CH&D are to equip it and run as a through line between Cincinnati and Chicago via Fort Wayne; however, contract never goes into effect. (MB)
- Dec. 15, 1868 At Columbus, Ohio, convention, Conductors Brotherhood renamed Order of Railway Conductors of America (ORC). (Constit)
- Dec. 1868 New Jersey Railroad begins laying steel rails. (NDA)
- Dec. 1868 PRR completes new 44-stall brick roundhouse at Harrisburg. (AR)
- Dec. 1868 Surveys complete for a railroad on the berm bank of the Alexandria Canal between Georgetown and Alexandria, linking the B&O with the Orange & Alexandria Railroad. (ARJ)
- Dec. 1868 Jay Gould makes a railroad tour of the Midwest; he is pursuing a bold plan to get control of the PRR's western connections for the Erie Railway. (Grodinsky)
- Dec. 1868 Federal commissioners who are reinspecting all Pacific railroads, a project originally designed by the Central Pacific Railroad to embarrass the Union Pacific Railroad, report that the Union Pacific Railway Company, Eastern Division, suffers from a poor route and poor construction and will require additional expenditure of over \$9,000 per mile to put in first class condition, although it is adequate for a secondary line; in contrast, UP requires only \$7,300 per mile. (Petrowski)
- Dec. 1868 George Westinghouse arrives in Pittsburgh to close a deal with Anderson & Cook to manufacture his cast-steel railroad frog; on the street he meets publisher and capitalist Ralph Baggaley, who agrees to finance his air brake invention. (Skrabec - verify - see above - in another place Skrabec implies that he had met Baggaley by July 68 - does he mean 12/67???)
- Dec. 17, 1868 Pennsylvania & Ohio Canal abandoned between New Castle Jct. and Youngstown, breaking the connection between the Ohio and Pennsylvania canal systems.
- Dec. 17, 1868 The NYC and Vanderbilts sign a comprehensive east-west through traffic agreement with James F. Joy of the Michigan Central Railroad and Great



Western Railway of Canada, Chester W. Chapin of the Western Railroad of Massachusetts, and representatives of the Lake Shore Railway and Michigan Southern & Northern Indiana Railroad. (Stiles)

- Dec. 19, 1868 Columbia & Port Deposit Railroad Board approves a revised settlement with the old Proprietors of the Susquehanna Canal. (MB)
- Dec. 19, 1868 In surprise move by Cornelius Vanderbilt, NYC Board authorizes an 80% stock dividend in convertible scrip certificates, on the grounds that it represents improvements to the property made in recent years, nearly doubling the stock from \$25 million to \$45 million; also declares a 4% semiannual dividend on both old stock and scrip; the decision is made at a secret meeting held at the home of Horace F. Clark on a Saturday night to prevent directors and others from profiting or courts from issuing injunctions before it is too late; the move draws widespread protest as the most egregious example of stock "watering." (Stiles/MB, Harlow)
- Dec. 21, 1868 When the markets reopen after the weekend, NYC advances from 133 to 165 on news of the stock dividend. (Stiles)
- Dec. 22, 1868 Fifteen Red Line cars arrive at Evanston, Utah, the end of track of the Union Pacific Railroad, having traveled 2,500 miles from the East without transshipment. (Guide)
- Dec. 23, 1868 Columbus, Chicago & Indiana Central Railway Board approves Jay Gould's proposal to lease CC&IC to Atlantic & Great Western Railway, guaranteed by Erie Railway, by vote of 12-1; CC&IC is to build third rail giving Erie access to Chicago; approval is subject to ratification by stockholders' meeting on Jan. 29 and Erie extending its lease of the A&GW to 99 years. (MB)
- Dec. 23, 1868 Memphis, El Paso & Pacific Railroad issues \$5 million Third Mortgage bonds secured on the land on the second 150 miles of road. (Taylor)
- Dec. 24, 1868 Delaware Railroad Board authorizes disposing of the Dona Landing property. (MB)
- Dec. 25, 1868 Lame duck Pres. Andrew Johnson declares a general, unconditional amnesty for ex-Confederates. (WwasW, wiki)
- Dec. 26, 1868 Railroad presidents J. Edgar Thomson, George W. Cass, Thomas L. Jewett, Isaac Hinckley, Charles E. Smith, Ashbel Welch, Alfred L. Dennis and William H. Gatzmer issue a public letter in opposition to Senate bills 554 and 681, which would create seven railroads radiating from Washington; note that many of the incorporators are officials of existing railroads whose names have been used without their consent. (CongGlobe)

- Dec. 1868 Henry M. Hamilton's National Railway project is made public.
- Dec. 1868 Union Railroad Company of Baltimore cancels construction contract to John Clark for lack of money.
- Dec. 1868 GR&I suspends work on the Talcott contract between Kalamazoo and Grand Rapids because of failure to receive aid from the PFW&C. (AR)
- Dec. 1868 Schuylkill coal operators announce a 25% wage cut; the Workingmen's Benevolent Association agrees to take 10%, which is refused, and a strike begins. (Roberts)
- Dec. 28, 1868 Joint Board of United Companies accepts state riparian grant at Harsimus Cove with proviso that they will ask next Legislature to reduce award from \$500,000; adopts location of freight branch from east end of Bergen Hil Cut to Harsimus Cove. (MB)
- Dec. 28, 1868 Railroad of Squankum & Freehold Marl Company opens between Freehold and Farmingdale, N.J., connecting with Raritan & Delaware Bay Railroad for Long Branch; controlled by United Companies. (Val - I have 12/19!! - Msex. Dem. has open excursion 12/26! 12/28 is 1st day of rev. service after! excursion)
- Dec. 28, 1868 Chesapeake Wharf Company incorporated in Maryland to build a wharf at Plum Point, Baltimore; later controlled by Maryland, Delaware & Virginia Railway. (MB)
- Dec. 28, 1868 City of Indianapolis authorizes \$60,000 subscription to Indianapolis & Vincennes Railroad under the terms of an ordinance of May 1866. (Church, Dunn)
- Dec. 29, 1868 LIRR Board reports negotiations with the Flushing Railroad to purchase their track or exchange tracks. (MB)
- Dec. 29, 1868 First train crosses Dunleith-Dubuque Bridge with Roswell B. Mason, Chief Engineer, Walter Katté of the Keystone Bridge Company, and officials of the Illinois Central Railroad; bridge is tested with five locomotives with a total of 246 tons, and Illinois Central trains begin running to Dubuque. (Guide, ARJ)
- Dec. 30, 1868 CNJ sells four-year-old (barge or car float?) *Dunderberg*, leased to the Empire Transportation Company, to the National Storage Company. (RickerDiary/RREmply)
- Dec. 31, 1868 Commissioners report on lands under water at Harsimus Cove in Jersey

- City; United Companies accept Act of Mar. 30, 1868 governing riparian lands at Harsimus Cove. (NJCorp)
- Dec. 31, 1868 Shamokin Coal Company lease of the Lancaster Colliery near Shamokin expires; is to build a new breaker 0.5 mile further up Coal Run. (AR)
- 1868 PRR changes track gauge from 4'-8½" to 4'-9" to facilitate interchange with 4'-10" gauge lines in Ohio and New Jersey; Ohio railroads had insisted on a gauge that gave too much play to compromise wheels; Ohio lines are being changed from 4'-10" to 4'-9½". (AR)
- 1868 Number of PRR through trains increased from 3 to 5. (WHWilson)
- 1868 LIRR opens between Glen Head and Glen Cove. (Val- verify - Seyfried has 5/16/67)
- 1868 East River Ferry Company orders the *Southampton* from Harlan & Hollingsworth. (BethStl)
- 1868 West Jersey Railroad builds a 0.71 mile branch to the Whitney Glass Works at Glassboro under an agreement with Whitney Brothers. (AR)
- 1868 New PRR pier opens at Greenwich Point in South Philadelphia. (AR)
- 1868 PRR completes replacement of short spans at west end of bridge over Big Conestoga Creek east of Lancaster. (AR)
- 1868 B&O line of steamers between Baltimore and Liverpool withdrawn because ships are too small.
- 1868 PRR completes double-tracking of Middle Division except for 2,440 feet between Mapleton and Bridgeport and on Rockville, Manayunk and Mt. Union bridges. (AR)
- c. 1868 Ynocencio Casanova and John M. Campbell build Derby Branch railroad between Derby Jct. and mines in the Clearfield Coal Region (1.19 miles). (Val)
- 1868 PRR installs steam heat in the Logan House at Altoona. (AR)
- 1868 Large amounts of rock taken down at Kittanning Point/Horseshoe Curve. (AR)
- 1868 PRR builds 15-stall roundhouse--
- 1868 Surveyors for the Low Grade Line of the Allegheny Valley Railroad have

- found the route contested by survey parties from the Philadelphia & Erie Railroad and the Winslow Colliery Company. (AR)
- 1868 Allegheny Valley Railroad builds a bridge across the Allegheny River at Bradys Bend to facilitate shipments from the Bradys Bend Iron Company. (AR)
- 1868 Oil Creek & Allegheny Valley Railway lays third rail for 6'-0" gauge between Petroleum Centre and Oil City.
- 1868 PRR purchases and installs 111 tons of Prussian steel-headed rails. (AR)
- 1868 Eight standard classes of locomotives (A to H) adopted by A.J. Cassatt, Superintendent of Motive Power & Machinery, continuing work begun by Robert E. Ricker; feature some interchangeable parts; detailed drawings are prepared for all standard classes during year and no non-standard locomotives built. (AR - by Aug. 1868)
- 1868 New Jersey Railroad & Transportation Company opens Harsimus Cove Branch (Val says ca. 1868 - most accounts show in 1870s)
- 1868 First smashboards installed at PRR drawbridges.
- 1868 Delmarva peach crop fails, and grain crop partially fails, reducing traffic on the PW&B. (AR)
- 1868 Maryland act appropriates \$500,000 for subscription to railroads; \$175,000 is assigned to Charles County, which uses it to subscribe to the Baltimore & Potomac Railroad. (RyW - check PL)
- 1868 Maryland Steamboat Company of Baltimore City incorporated. (formerly Farmers & Merchants Steamboat Co. of Nanticoke River (1854) and Individual Enterprise Line (1861); Edward F. Folger of New York, Pres., and Howard B. Ensign ( - ) Treasurer; operates to Annapolis, West River, Miles River and Choptank River with the *Samuel J. Pentz, Champion, Highland Light, Kent* and *John W. D. Pentz* aka *Massachusetts*. (Burgess - verify)
- 1868 Eastern Shore Steamboat Company incorporated by persons associated with Harlan & Hollingsworth, ship and car builders of Wilmington, Del.; Samuel Harlan, Pres.; Capt. Willard Thomson (1837-1917), Superintendent & Treasurer; to operate iron steamboats from Baltimore to Crisfield, Md. and points along the Pocomoke River Eastern Shore south to Virginia. (Shannahan; BC&A MB - Burgess gives 1869 - verify BaltAm?)
- 1868? Willard Thomson named Superintendent of Eastern Shore Railroad. (BC&A

MB)

- 1868 Eastern Shore Railroad discontinues steamboat connection between Crisfield and Norfolk. (Hayman - verify)
- 1868 Northern Central Railway begins construction of its new line between Calvert Station and Mount Vernon to avoid the grade in North Street. (AR)
- 1868 Northern Central Railway begins construction of double track between Dauphin and Millersburg. (AR)
- 1868 Northern Central Railway completes coal transfer and tracks at Sunbury. (AR)
- 1868 Engine house at Sunbury enlarged to a full circle. (C&C)
- 1868 Lewisburg, Centre & Spruce Creek Railroad, now under PRR influence, begins construction westward from Lewisburg towards Tyrone. (C&C)
- 1868 Machine shops and car shop at Renovo extended. (C&C)
- 1868 New passenger station built at Warren on the Philadelphia & Erie Railroad. (C&C)
- 1868 Dock No. 3 opens at Erie, Pa. (AR)
- 1868 New freight house built at the end of the pier at Erie and slip partially deepened to 14 feet by the Philadelphia & Erie Railroad. (C&C)
- 1868 Number of Philadelphia-Pittsburgh trains increased to five; three "Paoli Accommodation" trains instituted in each direction (check earlier Guides?).
- 1868 PRR opens new shops and 30-stall roundhouse at Tyrone, Pa., for the Tyrone Division; under Andrew Vauclain ( - ), father of Samuel M. Vauclain, as Master Mechanic. (Africa)
- 1868 PRR refuses the request of the Pittsburgh & Connellsville Railroad to connect with its Steubenville Extension at Pittsburgh. (P&C AR)
- 1868 William Stewart named General Freight Agent & Superintendent of Cleveland & Pittsburgh Railroad. (MB - see above)
- 1868 Original Allegheny River Bridge on the PFW&C at Pittsburgh replaced a 5-span, double-track iron truss bridge. (C&C)
- 1868 PFW&C installs 200 tons of Bessemer rails on grade near Wooster, Ohio.

- 1868 PFW&C completes double track between Wallace Run and Homewood.
- 1868 PFW&C extends former Cleveland, Zanesville & Cincinnati line for 3.5 miles south of Millersburg, Ohio. (C&C - verify)
- 1868 PFW&C opens new stockyards at Fort Wayne.
- 1868 PFW&C builds new stations at Madison Street and Archer Ave. in Chicago.
- 1868 Lawrence Railroad opens two mile extension to Youngstown, replacing running rights on Cleveland & Mahoning Railroad. (Church)
- 1868 PC&StL Railway builds a two-storey office at Dennison, and relocates the Division Superintendent there from Steubenville; also residences for the Superintendent, Assistant Superintendent and Master Mechanic. (C&C)
- 1868 Alvin T. Willett establishes a teamster business at Chicago that grows into a trucking company later affiliated with the PRR.
- 1868 Susquehanna Coal Company No. 5 Breaker built at Nanticoke. (Harvey - verify)
- 1868 Shamokin Coal Company builds the Hickory Swamp Breaker near Shamokin. (HistCameronColl)
- 1868 Horizontal iron boiler-type tank cars, with a dome to permit expansion, introduced in regular service to and from the Pennsylvania Oil Region; however, large numbers of the less safe vertical wooden tub cars remain in service. (Williamson/Daum)
- 1868 Allentown Rolling Mill Company acquires the mills from the receiver of the bankrupt Lehigh Rolling Mills. (Mathews/Hngrfrd)
- 1868 Reading builds its own rail-rolling mill at Reading; later transferred to the Philadelphia & Reading Coal & Iron Company. (AI&SI)
- 1868 Abraham Overholt Tinstman ( - ), Joseph Rist, and Co. A. S. M. Morgan combine their landholdings in the Connellsville Region for the manufacture of coke. (Seely)
- ca. 1868 Jay Gould tours Chicago Division of Columbus, Cincinnati & Indiana Central with a view to leasing Urbana-Chicago section for Erie (Watkins - verify! jan. or feb.)
- 1868 Twelve men form Northern Pacific Association; each pledge to take 1/12 of

\$80 million stock of Northern Pacific Railroad. (Splawn - were any PRR? - probably - try different year)

- 1868 Future PRR General Superintendent Frank L. Sheppard joins PRR at suggestion of General Superintendent Edward H. Williams as apprentice at Altoona Shops. (Wilson)
- 1868 Future Chief of Motive Power Theodore N. Ely (Rensselaer '66) first joins PRR system as a civil engineer on PFW&C. (Wilson)
- 1868 NYC completes double-tracking between Albany and Buffalo. (HepburnRept)
- 1868 Michigan Central Railroad establishes through Pullman service between New York and Boston and Chicago. (AR)
- 1868 Henry Clark opens the second Hygeia Hotel at Old Point Comfort, Va., replacing the first hotel, demolished by the Army in 1862. (hampton.gov/fort)
- 1868 The Davis brothers, fish dealers of Detroit, invent and patent a refrigerated box for shipping fresh fish from Lake Huron and Lake Superior to Detroit. (Howat - verify ptnt)
- 1868 Jay Gould buys an interest in Henry Harley's pipelines for \$10,000; later incorporated as the Allegheny Transportation Company with a capital of \$1.7 million; Gould gets \$450,000 for an investment of \$152,500. (HepburnRept - prob in spring according to Johnson)
- 1868 Jay Gould secures majority control of the Allegheny Transportation Company for the Erie Railway, giving it a foothold in the Oil Regions; however, the stock is in his own name, not the railway's. (Maybe, Grodinsky - may be 1869?)
- 1868 Oil boom at Pithole, Pa., begins to collapse, the newspaper moves to Petroleum Center, and the railroad is abandoned; by 1876, there are only 6 voters in the borough, which is dissolved in Aug. 1877. (Babcock)
- 1868? Jay Gould, James Fisk and Frederick A. Lane secure majority of Cleveland & Pittsburgh Railroad; anecdote is told that a paymaster put his inkstand away so they wouldn't steal it; Lane is said to have remarked, "We don't steal that sort of thing; it's railroads we're after." (NYT - McCullough obit - prob. late in year - they were elected in 1/69)
- 1868? North Carolina Railroad buys \$100,000 in bonds of the Charlotte, Columbia & Augusta Railroad. (Brown)

- 1868 Portion of Southern Pacific Railroad (Texas) in between the Texas state line and Shreveport, La., leased from North Louisiana & Texas Railroad, is sold to creditors. (ICC)
- 1868 Settlement in Vineland, N.J., begins to slacken; the Vineland tract sits on a mixture of the moderately fertile Bridgeton Formation, which supports fruit and vegetable crops, and the sterile Cohansey Sand, which does not; later settlers often buy unproductive land or are unable to flip their properties to new buyers at a profit; opposition to the tight control of the town by founder Charles K. Landis and his circle of friends grows. (Cushing, Baer/Coxey)
- 1868 The moribund James River & Kanawha Company begins promoting itself as a potential “Central Water Line from the Ohio to the Virginia Capes,” hoping to pressure Congress into paying to complete the canal over the mountains between Buchanan and the Greenbrier (?) River; it woos Plains State farmers with the prospect of cheap water transportation as an alternative to the Trunk Line railroads. (Dunaway)
- 1868 Flush with profits earned supplying the Union during the Civil War, the Studebaker brothers of South Bend, Ind., incorporate their wagon-building business as the Studebaker Brothers Manufacturing Company; it becomes the largest industry in town and begins building automobiles in 1902. (Howard)