

PRR CHRONOLOGY
1859

March 2005 Edition

- Jan. 1, 1859** PFW&C begins regular revenue service Pittsburgh to Chicago; adopts first organization manual along PRR lines; split for operating purposes at Crestline into Eastern Division (HQ at Crestline) and Western Division (HQ at Fort Wayne); opening of PRR-PFW&C line forces other midwestern lines to work more closely with other three Trunk Lines and cut rates. (, MC AR)
- Jan. 1, 1859** MofW Dept. placed under William Hasell Wilson as sole Resident Engineer based at Altoona.
- Jan. 1, 1859** Canal Dept. reorganized under Thomas T. Wierman, Resident Engineer & General Superintendent, following Du Puy's resignation to become Acting President of PFW&C.
- Jan. 1, 1859** Philadelphia Councils pass resolution ordering immediate removal of track at Front & Chatham Streets connecting Frankford & Southwark Passenger Railway with depot of Philadelphia & Trenton Railroad and also connection with PW&B at 5th & 6th Streets & Washington Street. (Digest)
- Jan. 1, 1859** New York & Erie Railroad executes new 20-year lease of Chemung Railroad and of company to be organized from Canandaigua & Elmira Railroad. (Val)
- Jan. 1, 1859** Property of former Canandaigua & Elmira Railroad conveyed to Charles Congdon and Robert B. Potter. (Val)
- Jan. 1, 1859** Columbus & Xenia Railroad begins operating Dayton, Xenia & Belpre Railroad, opened between Dayton and Xenia in 1858, under lease of Dec. 11, 1858. (Church)
- Jan. 1, 1859** Dr. E.H. Williams, later General Superintendent of PRR, named Assistant General Superintendent of Galena & Chicago Union Railroad. (C&NW)
- Jan. 4, 1859** PRR charter supplement authorizes construction of branch from Rockville to Dauphin to connect with any railroad there or may buy track of Dauphin & Susquehanna Coal Company between those points. (PL)

- Jan. 4, 1859** Robert Neil again elected Pres. of Columbus & Xenia Railroad, replacing William Dennison, retired; Board appoints committee to visit Pittsburgh re Pittsburgh & Steubenville Railroad and Steubenville Bridge. (MB)
- Jan. 5, 1859** PRR Board declares Allegheny County ineligible to elect special directors as has distributed its PRR stock pro-rata to holders of county bonds; George W. Cass of Pittsburgh elected a director to replace one elected by Allegheny County; PRR Board refuses to accept preferred stock in settlement of its loan to the Huntingdon & Broad Top Mountain. (MB)
- Jan. 6, 1859** Jacob Nessley McCullough (1821-1891) elected Pres. & Superintendent of Cleveland & Pittsburgh Railroad, replacing Jesse Farmer. (MB)
- Jan. 10, 1859** A.R. McHenry elected Pres. of West Chester & Philadelphia Railroad, replacing Paschall Morris. (MB)
- Jan. 12, 1859** Charter supplement authorizes Cincinnati, Wilmington & Zanesville Railroad to issue preferred stock to extend from Morrow to Cincinnati; none issued. (Church)
- Jan. 13, 1859** Joint Companies' Board declares a 6% semi-annual dividend and votes to apply surplus to building direct line between Deans Pond and Trenton and double-tracking between New Brunswick and Trenton. (MB)
- Jan. 13, 1859** Col. John S. Sellman of Ann Arundel elected Pres. of Baltimore & Potomac Railroad. (MB)
- Jan. 14, 1859** Philadelphia & Trenton Railroad authorizes application to Legislature for authority to build extension to 3rd & Willow Streets running via Elm Street, Howard Street, School Street, Cites (?) Street, Hope Street, then private right of way crossing the North Pennsylvania Railroad at New Market Street, then to Water Street and Willow Street. (MB)
- Jan. 1859?** Northern Central's Canton Branch opens between PW&B and Canton; coal traffic run to Canton via NC's City Track and PW&B.
- Jan. 18, 1859** Residents of Sewickley and other river towns petition PFW&C Board for a local train between Pittsburgh and Seminary Station. (MB)
- Jan. 19, 1859** PRR Board approves report of committee on Delaware River

terminus and orders immediate construction; report notes that livestock bound for New York must be driven from drove yard on PRR at Hestonville (52nd Street) through city streets to Camden & Amboy ferries. (MB)

- Jan. 23, 1859** Trunk lines meeting at New York agree to continue rate agreements in force until next meeting on Mar. 16 at Buffalo.
- Jan. 26, 1859** Pennsylvania abolishes Board of Canal Commissioners and office of State Engineer; last meeting held Jan. 25. (CC)
- Jan. 26, 1859** Delaware passes Act for the Encouragement of Internal Improvements; \$720,000 to be raised by lottery; to be distributed to Delaware Railroad (\$106,000), Maryland & Delaware (\$114,000), Mispillion & Choptank (\$74,000), Frederica Railroad (\$48,000), Junction & Breakwater (\$276,000), and an assortment of local public buildings. (PL)
- Jan. 28, 1859** Trunk line conference in Washington fails to produce any rate agreements (Harlow - check ARJ? - no mention in USRR&MR)
- Feb. 1, 1859** PW&B establishes through ticketing between Philadelphia and New Orleans and Memphis via "Great Southern Mail Route."
- Feb. 2, 1859** Pa. act changes name of Chambersburg, Greencastle & Hagerstown Railroad to Franklin Railroad to match name given in Maryland charter. (Digest)
- Feb. 1859** Simon Cameron approaches Reading with proposal to create a through line between New York and Washington via Allentown and Harrisburg. (Kamm)
- Feb. 7, 1859** PRR stockholders' meeting approves plan for Delaware Extension. (MB)
- Feb. 9, 1859** Andrew J. Jones and James J. Dull transfer property of former Chambersburg, Greencastle & Hagerstown Railroad in Pennsylvania and Maryland to new Franklin Railroad. (Digest)
- Feb. 10, 1859** Pennsylvania act extends time for completion of Pittsburgh & Erie Railroad to Apr. 20, 1864. (Church)
- Feb. 11, 1859** Senator John P. Kennedy of Maryland presents memorial to Congress asking that B&O be authorized to extend its tracks either across the Long Bridge or to a point on the east bank of the Potomac opposite Alexandria, including a tunnel under Capitol Hill, in order to improve

connections with southern railroads.

- Feb. 12, 1859** Mississippi & Wabash Railroad opens extension from Hamilton to Carthage-Hamilton Road, Ill.
- Feb. 14, 1859** Michigan act authorizes Grand Rapids & Indiana Railroad to sell 120 sections rather than 60 sections upon completion of every 20 miles of railroad. (Church)
- Feb. 14, 1859** Hannibal & St. Joseph Railroad (CB&Q) becomes first railroad to reach Missouri River. (AAR)
- Feb. 15, 1859** Edward F. Gay, late State Engineer, named VP of Sunbury & Erie Railroad.
- Feb. 15, 1859** Little Miami Railroad refuses to be a party to changing to gauge of the Indiana Central Railway and Dayton & Western Rail(road?) to 4'-10". (MB)
- Feb. 16, 1859** PFW&C makes telegraph contract with Western Union Telegraph Company, superseding earlier contracts made with J.H. Wade and Thomas T. Eckert. (Church)
- Feb. 17, 1859** PW&B Board reports has introduced new through ticket to Memphis and New Orleans via Virginia & Tennessee Railroad route. (MB)
- Feb. 17, 1859** Chambersburg, Greencastle & Hagerstown Railroad and John N. Hutchinson sign quit claim deeds surrendering any rights in portion of old Franklin Railroad in Pa. and Md. to new Franklin Railroad. (Digest - C&C says this date Franklin Railroad taken out of service, which is probably not correct)
- Feb. 18, 1859** Philadelphia Councils resolve to build an additional track for City Railroad in Dock Street to accommodate increase in PRR freight. (Digest)
- Feb. 18, 1859** Elmira, Canandaigua & Niagara Falls Railroad Company reorganized as Elmira, Jefferson & Canandaigua Railroad Company; operation assumed by New York & Erie Railroad under 20 year lease of Jan. 1, 1859. (Poor, Digest, Val)
- Feb. 22, 1859** Eastern Shore Railroad Company organized at Princess Anne; J.W. Crisfield elected Pres. (C&C)
- Feb. 24, 1859** Delaware act returns to Delaware Railroad all dividends on \$130,000 of state's stock. (Digest)

- Feb. 24, 1859** Terre Haute & Richmond Railroad makes telegraph contract with Western Union Telegraph Company. (Church)
- Feb. 24, 1859** Springfield & Pekin Railroad renamed Peoria & Springfield Railroad. (Church)
- Early 1859** Camden & Amboy orchestrates defeat of charter amendment permitting New Jersey Railroad to lease Morris & Essex.
- Mar. 1, 1859** Newark Plank Road & Ferry Company rename Newark Plank Road Company. (Digest)
- Mar. 1, 1859** Dauphin & Susquehanna Coal Company sold at foreclosure. (Poor)
- Mar. 2, 1859** Lykens Valley Railroad now relaid with H-rail.
- Mar. 3, 1859** Philadelphia ordinance authorizes West Philadelphia Passenger Railway to lay track on Market Street Bridge, reversing ban of 1857. (SEPTA)
- Mar. 4, 1859** New York & Erie Pres. Charles Moran issues letter charging NYC with violating Trunk Line agreement and calling for new meeting. (verify in NYTrib); touches off a new Trunk Line war. (or 2/20?)
- Mar. 5, 1859** Baltimore & Potomac Railroad begins surveys on south side of Patapsco River opposite Baltimore. (Poor)
- Mar. 5, 1859** Indiana act authorizes Jeffersonville Railroad to buy Clark County Central Plank Road, running from Jeffersonville to New Albany, Ind.
- Mar. 9, 1859** Trenton Horse Railroad incorporated in N.J. to build from Camden & Amboy Station on Clinton Street to State House. (Digest)
- Mar. 9, 1859** Millville & Glassboro Railroad incorporated in N.J. (Val)
- Mar. 9, 1859** Pennsylvania Senate passes Union Railroad Company of Philadelphia bill.
- Mar. 9, 1859** Trenton Horse Railroad Company incorporated to build from Clinton Street to Prospect Street along State Street in Trenton. (Lee)
- Mar. 1859** Work of relaying Franklin Railroad with T-rail begins. (Valley Spirit)
- Mar. 11, 1859** David Homer Bates (1843-1926) joins PRR as telegrapher at Pittsburgh. (NYT obit)

- Mar. 11, 1859** Columbus & Xenia Railroad authorizes lease of eating house and hotel at Xenia. (MB)
- Mar. 12, 1859** New Jersey Railroad notifies the Stevens family's Hoboken Land & Improvement Company that it will cease annual payments for loss of business it diverts from Hoboken ferry; begins open warfare between the New Jersey Railroad and the Joint Companies and Stevens interests.
- Mar. 13, 1859** Joint Companies' Executive Committee authorizes building coal facilities as needed at South Amboy this year. (MB)
- Mar. 14, 1859** Pennsylvania Supreme Court annuls Lawrence County subscription to Northwestern Railroad.
- Mar. 14, 1859** Steubenville & Indiana Railroad authorizes negotiations with Western Union Telegraph Company for separate wire for railroad use. (MB)
- Mar. 15, 1859** Jersey City & Bergen Railroad Company incorporated in N.J. to build street railroads from Jersey City ferry to Bergen Hill and Bergen Point; eventually a system of 22 miles; stock owned by Associates of the Jersey Company. (Digest)
- Mar. 15, 1859** Orange & Newark Horse Car Railroad incorporated in N.J. to build from Newark to Orange; later controlled by New Jersey Railroad as feeder line. (Digest)
- Mar. 15, 1859** Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad incorporated in N.J. (Val)
- Mar. 16, 1859** Tumultuous three-day Trunk Line convention begins at Buffalo with representatives of 50 railroads; 1858 agreement dissolved; pretext was Hudson River Railroad's refusal to schedule morning train to West at 8:00 AM instead of 6:00 AM; after other parties withdraw, NYC and connections agree to 37:00 time between New York and Chicago, or 1:40 faster than in 1858; actually, New York lines had discovered that differential (lower) rates granted PRR and B&O to Baltimore (30 cents per ton) and Philadelphia (20 cents per ton) were diverting their traffic, causing complaints from New York merchants, who face \$3-6 higher charges on westbound goods; these differentials become the point of contention in rate wars for the next 20 years; PRR's earnings had increased by \$234,000 during life of pact, while NYC falls \$412,000 and Erie \$458,000; New York & Erie then cuts Buffalo fare from \$8.00 to \$6.50; NYC and its western allies follow suit; Thomson blames both New York roads and cuts PRR rates to maintain

differential. (USRR&MR, ARJ)

- Mar. 17, 1859** PW&B Board reports that it to put on four sleepers dedicated to Philadelphia-Washington service, with B&O to supply two more; to carry 50 cent extra fare. (MB)
- Mar. 18, 1859** Joint Companies' Executive Committee orders Ashbel Welch to investigate on what terms they can obtain charter of Belvidere & Delaware Water Gap Railroad charter. (MB)
- Mar. 1859** PRR completes deepening old Eastern Division Canal between Columbia and Duncans Island to five feet.
- Mar. 1859** William Jackson Palmer begins experiments on PRR to obtain cleaner burning of local Pittsburgh Vein soft coals; installs Gill & Company's patent firebox on No. 166, No. 206, and No. 207 and Leonard Phleger's firebox on No. 210; test runs made between Altoona and Gallitzin. (USRR&MR says tests involve 1 Winans and 1 BLW loco, unmodified; 1 BLW modified by Alex. McCausland to prevent smoke; 1 with F.P. Dimpfel's firebox; 1 Phleger; and 1 BLW modified by Gill & Co.)
- Mar. 22, 1859** New York & Flushing Railroad incorporated as successor to Flushing Railroad under control of Cooper-Hewitt and Havemeyer interests; Oliver Charlick, Edward J.C. Atterbury of Trenton and J.W. Allen of Bordentown among largest stockholders. (Val, CorpHist, Seyfried)
- Mar. 23, 1859** B&O, PRR and their western connections meet at Columbus; establish new rates and schedules for points between New York and Cincinnati; to run to Cincinnati in 30:00 and Chicago in 40:00 and charge \$1 less than New York lines; John W. Garrett wins resolution against running trains faster than 25 MPH. (ARJ)
- Mar. 23, 1859** Despite previous reservations, Little Miami Railroad and Columbus & Xenia Railroad sign memorandum of agreement for changing the gauge of Indiana Central Railway and Dayton & Western Rail(road) to 4'-10"; Columbus & Xenia to pay \$17,500. (MB)
- Mar. 23, 1859** American Telegraph Company incorporated in New Jersey.
- Mar. 24, 1859** New York & Flushing Railroad organized; Abram S. Hewitt transfers property of former Flushing Railroad; Oliver Charlick (1813-1875), manager of 8th and 9th Avenue street railroads in Manhattan made president. (Val, CorpHist)
- Mar. 24, 1859** Allegheny & Bald Eagle Railroad, Coal & Iron Company renamed

- Bellefonte & Snow Shoe Railroad. (Val)**
- Mar. 24, 1859** **Steubenville & Indiana Railroad makes telegraph contract with Western Union Telegraph Company for line between Steubenville and Columbus. (Church)**
- Mar. 25, 1859** **Columbus, Piqua & Indiana Railroad completed between Piqua and Union City; revenue service begins in Apr.? (Marvin,)**
- Mar. 27, 1859** **Joint Companies' Executive Committee votes to establish three new "lines" via Tacony and "Owl Line" leaving Camden at 11:00 PM for Jersey City, for which New Jersey Railroad and Camden & Amboy Railroad are to consider the matter of sleeping car berths; name two new towboats *Hoboken* and *Bordentown*. (MB)**
- Mar. 28, 1859** **John B. Anderson of PRR named General Superintendent of PFW&C. (MB)**
- Mar. 29, 1859** **Charter supplement to Philadelphia & Trenton Railroad permits extension to 3rd & Willow Streets. (MB)**
- Mar. 30, 1859** **Ebensburg & Cresson Railroad incorporated in Pa. to build branch from PRR to Ebensburg. (PL)**
- Mar. 30, 1859** **T. Haskins Du Puy's title changed from President Pro-Tem to Acting President of PFW&C. (MB)**
- Mar. 31, 1859** **Freight Rate Committee of Western railroads meets at Dayton. (ARJ)**
- Spring 1859** **Crop failures over large areas of Midwest. (Van Vleck)**
- Apr. 1, 1859** **Essex & Middlesex Turnpike Company surrenders road from one half mile south of Metuchen to 0.2 miles north of Raritan River to Piscataway Township; because company reserves sections at each end, Township Commissioners refuse to accept surrender until 1888, when railroad agrees to surrender entire road. (UNJ MB)**
- Apr. 1, 1859** **PRR begins operating West Chester Railroad under five-year lease dated Mar. 31; abandons West Chester depot at 18th & Market in favor of PRR depot at 11th & Market. (MB, Val)**
- Apr. 1, 1859** **Northern Central Railway completes telegraph line between Bridgport and Sunbury. (Poor)**
- Apr. 1, 1859** **Schuylkill & Susquehanna Railroad incorporated as successor to Dauphin & Susquehanna Coal Company's railroad. (Poor)**

- Apr. 5, 1859** Baltimore & Potomac Railroad appoints Isaac R. Trimble Chief Engineer; orders survey to Port Tobacco; authorizes corresponding with Virginia Central Railroad and RF&P on connections south of Potomac River. (MB)
- Apr. 6, 1859** PRR Road Committee votes to keep the westbound rate to Pittsburgh 5 cents per cwt. below river rate to Cincinnati; maximum rate Philadelphia to Pittsburgh is 70 cents. (MB)
- Apr. 1859** Camden & Amboy becomes alarmed at New Jersey Railroad moves toward Morris & Essex; resolves to obtain control of Morris & Essex and extend to Hudson River.
- Spring 1859** New Jersey Railroad asks Camden & Amboy for greater division of through fares.
- Apr. 9, 1858** Philadelphia & Sunbury Railroad conveyed to Shamokin Valley & Pottsville Railroad Company.
- Apr. 11, 1859** PRR Board orders construction of a branch from Rockville to Dauphin, Pa. (construction begins by June, but does not appear to have been completed until 1882) (MB)
- Apr. 11, 1859** Joint Companies' Executive Committee authorizes tunnel for direct Camden & Amboy Railroad line under Delaware & Raritan Canal at Trenton on plan of John G. Stevens if Edwin A. Stevens approves; appoints Albert B. Dod Assistant Engineer. (MB)
- Apr. 11, 1859** West Chester Railroad becomes part of Philadelphia Division; PRR assumes operation.
- Apr. 11, 1859** PRR charter supplement authorizes \$400,000 subscription to Fayette & Westmoreland Railroad. (PL)
- Apr. 11, 1859** Pennsylvania act authorizes Chartiers Valley Railroad and Hempfield Railroad to lease their roads to other companies. (Digest)
- Apr. 14, 1859** Second Mortgage bondholders of Jeffersonville Railroad agree to fund interest in arrears into Capitalized Interest bonds at 105. (Church)
- Apr. 15, 1859** Wilkes-Barre & Pittston Railroad incorporated for purpose of building between Pittston and Sunbury; no work done. (Val)
- Apr. 1859** Market sheds removed from center of Market Street between 15th &

17th Streets. (Walther)

- Apr. 18, 1859** LIRR charter supplement authorizes LIRR to lease or purchase stocks and bonds of any connecting lines; may operate lighters and steamboats between Hunters Point and New York City; cannot abandon service to South Ferry until seals Atlantic Avenue tunnel and ceases use of steam power in Brooklyn. (CorpHist)
- Apr. 19, 1859** Brooklyn ordinance orders negotiations with LIRR to close Atlantic Avenue tunnel and regrade street and to bar use of locomotives within city limits.
- Apr. 19, 1859** PRR Road Committee resolves is inexpedient to build Newry Railroad until Tonnage Tax is repealed. (MB)
- Apr. 19, 1859** Western Market opens at 16th & Market Streets, Philadelphia to replace shed removed from middle of street; site later covered by Broad Street Station. (Walther)
- Apr. 20, 1859** East Pennsylvania Railroad opens between Allentown (East Penn Jct.) and Reading, Pa.; last link in an unbroken, standard-gauge rail line between Jersey City and Pittsburgh via Easton and Allentown.
- Apr. 20, 1859** East River Ferry Company establishes a ferry between Long Island City and 34th Street in Manhattan. (Seyfried has A.W. Winans - when ferry co. inc.?)
- Apr. 20, 1859** PRR Board postpones consideration of lengthening canal locks.
- Apr. 21, 1859** New Castle & Frenchtown Board approves sale of rail removed from old line between Rodney, Del., and Frenchtown, Md. in 1857; proceeds to be invested in stock of Delaware Railroad. (MB)
- Apr. 22, 1859** Joint Companies' Executive Committee reports threat of rumored alliance between New Jersey Railroad and Morris & Essex Railroad, which will permit NJRR to extend influence over through traffic on Camden & Amboy Railroad. (MB)
- Apr. 25, 1859** U.S. Circuit Court issues decree of foreclosure against Cincinnati, Wilmington & Zanesville Railroad, but is to be suspended until Oct. 21, 1862, providing company pays 7% interest on First Mortgage bonds through April 20, 1862, and 32% thereafter. (Church)
- Apr. 26, 1859** Gen. William Robinson brings charges against PFW&C Acting Pres. T. Haskins Du Puy at Board meeting; Pres. Thomson and old Board had agreed all would stand for reelection to avoid divisions in

financial crisis; presents evidence that Du Puy had drawn up an alternate ballot dropping four directors, presumably including Robinson, and replacing them with PRR men; Du Puy, William Jackson Palmer and others voted for this ticket, even as proscribed directors were voting for Du Puy on the old ticket; notes that ballots and tally had been burned after Mar. 30 election to cover tracks, but were not able to destroy proxies; calls Du Puy an incompetent engineer and manager and calls upon Thomson to dismiss him; this resolution is read at meeting with Du Puy in the chair. (MB)

- Apr. 27, 1859** Joseph J. Brooks named PFW&C solicitor for second district. (MB)
- Apr. 29, 1859** Joint Companies' Executive Committee votes that Camden & Amboy Railroad should control the Morris & Essex Railroad with the power to extend it east to the Hudson River and west to Easton; authorizes a committee to buy control of up to 50% of new Morris & Essex stock and guarantee the other half. (MB)
- May 1, 1859** Lewis L. Houpt becomes PRR's General Ticket Agent.
- May 1, 1859** New Delaware law effective this date bans PW&B from carrying blacks or mulattoes in "white" cars on Delaware Railroad unless they are slaves accompanying their masters. (Digest)
- May 1, 1859** William Key Bond appointed Receiver of Cincinnati, Wilmington & Zanesville Railroad, replacing Erasmus Gest, resigned. (Church)
- May 1, 1859** Hugh J. Jewett named receiver of Central Ohio Railroad. (Marvin)
- May 5, 1859** Morris & Essex Railroad Board resolves to build own line from Newark to Hudson River to become independent of New Jersey Railroad. (NJJ)
- May 1859** Tracklaying begins on Western Division of Sunbury & Erie at Erie.
- May 1859** New Jersey Railroad begins double-tracking between Rahway and New Brunswick. (NJJ)
- May 14, 1859** Philadelphia & Baltimore Central Railroad opens between Baltimore Jct. (Wawa) on West Chester & Philadelphia and Concord, Pa. (CCHS)
- May 16, 1859** PRR Board orders General Superintendent Scott to draw up organization for a PRR Beneficial Society to provide sick and death benefits for workers. (MB)

- May 16, 1859** Charter supplement gives Frankford & Southwark Philadelphia City Passenger Railroad the right to cross Front Street and enter Kensington depot of Philadelphia & Trenton Railroad. (PL)
- May 18, 1859** Joint Companies' Executive Committee reports on Morris & Essex Railroad and authorizes establishing a \$1.00 through fare between New York and Easton. (MB)
- May 18, 1859** Logansport ordinance grants Toledo, Logansport & Burlington Railroad and Chicago & Cincinnati Railroad right of way along Durett and Canal Streets from the mouth of the Eel River to the depot of the Toledo, Wabash & Western Railroad. (Church)
- May 18, 1859** Atlantic & Great Western Railroad in New York incorporated with William Reynolds of Meadville, Pa., as Pres. (Minor, Felton)
- May 19, 1859** PW&B Board reports that new engine house and shop in Baltimore has been burned. (MB)
- May 19, 1859** Sunbury & Erie Board finally chooses route between Ridgway and Sheffield with summit at Kane; decision made in deference to McKean & Elk Land & Improvement Company, which has made large subscription to S&E and established town of Kane in 1859.
- May 19, 1859** Abandoned Martinsville & Franklin Railroad sold at foreclosure to Franklin Nichols. (GrnBk)
- May 20, 1859** Strickland Kneass issues new report on Delaware Extension.
- May 21, 1859** E.Q. Sewell, Jr., Chief Engineer, reports to Jacob Tome and J.J. Heckert of Port Deposit on survey for connection from Washington & Maryland Line Railroad through Elkton and over to old roadbed of NC&F, thence to New Castle, where ice-free coal depot is to be established for coal from the Wyoming Valley. (Rept)
- May 26, 1859** Trains of Northern Railroad of New Jersey (New York & Erie subsidiary) begin operating into north side of New Jersey Railroad's Jersey City Terminal. (date of opening excursion; annual report gives 10/1/59! - may be P&HR station) (ARJ)
- May 30, 1859** Philadelphia & Baltimore Central Railroad opens for revenue service between Concord and Painters Crossroads. (CCHS)
- June 1, 1859** Supporters of Tyrone & Lock Haven Railroad meet at Bellefonte; Richard B. Osborne and John Osborne propose to build from Lock Haven to Julian Furnace.

- June 4, 1859** S.L.M. Barlow (1826-1889) proposes basis for a new Trunk Line agreement to J. Edgar Thomson; will cover only New York rates, sidestepping the differential question; will lengthen running time from Buffalo to New York from 15 to 16 hours; PRR's losses in the period of cutthroat competition were lower than those of the other Trunk Lines, which lost more than \$462,000.
- June 4, 1859** Vincent L. Bradford elected Pres. of Philadelphia & Trenton Railroad, replacing R.L. Loper. (MB)
- June 5, 1859** First through freight from Harrisburg arrives at Elizabethport, N.J., via Allentown Route; 40 cars include 500 beef cattle. (NJJ)
- June 5, 1859** Freak frost kills crops over wide arc of New York, Ohio, Indiana and Illinois. (Van Vleck)
- June 6, 1859** W.B. Hubbard elected Pres. of Columbus & Xenia Railroad, replacing Robert Neil, resigned. (MB)
- June 6, 1859** Indiana Central Rail__ and Dayton & Western Railroad make telegraph contract with Western Union Telegraph Company covering line between Indianapolis and Dayton. (Church)
- June 7, 1859** William B. Ogden elected Pres. of Chicago & North Western Railway. (C&NW)
- June 1859** A.J. Cassatt graduates from Rensselaer Polytechnic Institute with degree in mechanical engineering; thesis in on pressure in turbines. (Davis)
- June 1859** Railroads meet in Washington and offer Post Office Dept. to carry mail between New York and New Orleans in sealed chests, guaranteeing 21-day delivery, for \$200,000 per year; PW&B is to receive \$10,000; sign contract dated May 28 forming "Great Atlantic Trunk Line" between New York and New Orleans. (MB)
- June 11, 1859** Thomson and Erastus Corning of NYC sign new Trunk Line agreement and force Erie and B&O to accept terms; permits PRR and B&O to charge any rate they want to Philadelphia and Baltimore, but New York is treated as a common point with equal rates by all lines, so counts as a partial victory for New York merchants.
- June 12, 1859** Millville & Glassboro Railroad organized at Malaga; directors include Thomas H. Whitney of Whitney Bros. of Glassboro, Richard D. Wood, proprietor of iron works and cotton mill at Millville, and

Robert F. Stockton. (MB)

- June 13, 1859** New York & Erie Pres. Charles Moran assents to new Trunk Line agreement, but with protest over NYC's low rates on eastbound flour. (ARJ, RW)
- June 13, 1859** Millville & Glassboro Railroad elects Thomas H. Whitney Pres. protem. (MB)
- June 15, 1859** Board approves organization of Altoona Beneficial Association to cover sickness and injuries; to take effect July 1; company to make initial donation of \$300 and thereafter to contribute \$2 per year for each paid-up member; does not appear to have been implemented and relief granted on a case-by-case basis until 1886. (MB)
- June 15, 1859** PRR Board approves construction of new station at Lancaster. (MB)
- June 16, 1859** PRR Road Committee reads letter of Tom Scott regarding PRR Employes Beneficial Society; Scott notes that very few employees belong because PRR pays for time lost due to injuries; Road Committee resolves to cease paying for lost time effective July 1; to make immediate gift of \$300 to Society and pay \$2 per member every Jan. 1. (MB)
- June 17, 1859** William Underwood, Pres. of Tyrone & Lock Haven and Central Bank of Hollidaysburg arrives in New York to place \$200,000 in railroad bonds; with New York jobber Allen Schenck, exchanges them for worthless bills of the failed Southern Bank of Georgia; Underwood apparently hoped to give the bank notes to unsuspecting contractors, who would have been unable to redeem them; fraud is exposed in the New York papers and subsequent lawsuit.
- June 18, 1859** Oliver Charlick begins Sunday service on New York & Flushing, outraging pious residents of semi-rural Flushing who mount boycott of line.
- June 18, 1859** J. Edgar Thomson agrees to accept presidency of Southern Pacific Railroad of Texas, if and when floating debt paid off and outstanding lawsuits with Texas over chartered settled and \$250,000 raised in cash. (ARJ)
- June 1859** Renewed rate wars between the NYC and Erie; PRR cuts Cleveland-New York fare to \$12, forcing NYC to follow suit. (rate war began with NYC cutting rate to Baltimore level - i.e. ending differential; Erie followed, then PRR; B&O than undercut; NYC finally gives up after heavy losses - need chron. of steps from ARJ)

- June 1859** First portion of Bellefonte & Snow Shoe Railroad opens. (C&C)
- June 1859** Shelbyville Lateral Branch Railroad between Edinburg and Shelbyville, Ind., abandoned.
- June 1859** John H. Barnes of Baltimore contracts to extend Cincinnati, Wilmington & Zanesville Railroad from Morrow to Glendale on CH&D/ (ARJ pre 6/18)
- June 22, 1859** Committee reports to PFW&C Board on precarious financial condition; bank account is overdrawn by \$93,581; traffic has been light and rates low because of cutthroat competition; company will not be able to pay July 1 interest and any other interest before 1861; Pres. Thomson thinks he can raise money through new loan. (MB)
- June 23, 1859** Gen. William Robinson, Jr. of PFW&C withdraws motion of Apr. 26 censuring Acting Pres. T. Haskins Du Puy, which is crossed out of minutes; Samuel Hanna offers resolution to terminate trackage rights contract with Cleveland & Pittsburgh Railroad unless PFW&C receives bigger percentage, but it is tabled. (MB)
- June 30, 1859** Philadelphia City Councils pass resolution against taking up or altering City Railroad on Dock Street. (SEPTA)
- Summer 1859** Henry Keep, a Wall Street speculator, and Le Grand Lockwood buy controlling interest in Michigan Southern & Northern Indiana, which had fallen from 115 in 1856 to 6.
- July 1, 1859** Sunbury & Erie Railroad opens between Williamsport and Lock Haven, Pa.
- July 1, 1859** PFW&C Railroad defaults on first mortgage bond interest. (ARJ)
- July 2, 1859** Franklin Railroad holds excursion for pupils of Rev. Reeves's Female Seminary over six miles of completed track between Chambersburg and Heagy's Woods. (Valley Spirit)
- July 5, 1859** North Western Railroad sold at foreclosure; \$750,000 stock held by City of Philadelphia wiped out by sale. (Val, C&C)
- July 6, 1859** Rushville & Shelbyville Railroad sold at foreclosure on suit of bondholders to F.H. Smith for \$10,500. (Church)
- July 7, 1859** Jeffersonville Railroad ends operation of Rushville & Shelbyville Railroad.

- July 8, 1859** PRR Road Committee authorizes General Superintendent to contract for Loughbridge patent car brake. (MB)
- July 1859** Cleveland & Chattanooga Railroad opens between Chattanooga and Cleveland, Tenn.; forms a direct line for Norfolk-Chattanooga trunk line to avoid roundabout route via Dalton; Chattanooga, at crossing of Norfolk-Memphis and Charleston-Louisville axes, becomes most important rail junction in South.
- July 12, 1859** City Passenger Railway opens first streetcar line in Baltimore. (Vexler)
- July 13, 1859** T. Torrence, E.W. McGuire and D. McLaren named Receivers of Eaton & Hamilton Railroad in Ohio, replacing David Barnet, in compromise arranging for payment of debts. (Church)
- July 14, 1859** PW&B places Baldwin locomotive *George Washington* with Dimpfel boiler for burning coal in service. (AR)
- July 16, 1859** Toledo, Logansport & Burlington Railroad begins laying track.
- July 1859** Philadelphia stockholders sell \$800,000 in Cumberland Valley Railroad shares to PRR, giving it a controlling interest; purchase is made as an investment of PRR's sinking fund for Second Mortgage bonds; blocks Reading's expansion west of Harrisburg. (week of July 17) (Franklin Repository,)
- July 18, 1859** John Mifflin Hood (1843-1906) joins engineer corps of Delaware Railroad at age 16. (Memoir) (or Eastern Shore RR?)
- July 26, 1859** Western Maryland Railroad opens from Hollins to Green Spring over old Northern Central Green Springs Branch.
- July 26, 1859** Franklin Railroad holds excursion between Chambersburg and Greencastle; however, road is not yet ballasted and revenue service not begun until Feb. 1860. (Franklin Repository)
- July 28, 1859** PFW&C committee reports that expenses are 72% of earnings and note large payments for livestock killed because road is unfenced; Board votes J. Edgar Thomson \$25,000 as total compensation for his service and advances made while Chief Engineer. (MB)
- July 29, 1859** Steubenville & Indiana Railroad Board orders arching 250 feet at west end of tunnel near Brownsville. (MB)

- Aug. 1, 1859** Sunbury & Erie Railroad opens between Lock Haven and Whetham, Pa.
- Aug. 1, 1859** PW&B rebuilds locomotive *Samson* as coal burner. (AR)
- Aug. 3, 1859** East Tennessee & Georgia Railroad opens direct line to Chattanooga. (Harrison)
- Aug. 1859** PRR makes first verbal agreement with Camden & Amboy for handling through traffic east of Philadelphia.
- Aug. 1859** Morris & Essex Railroad agrees with E.A. Stevens of Camden & Amboy for Stevens to build a new outlet for it between Newark and Hoboken in competition with the New Jersey Railroad. (Taber)
- Aug. 5, 1859** Western Maryland Railroad reopens ex-Northern Central Green Spring Branch between Relay (Hollins) and Owings Mills; formal excursion held Aug. 11.
- Aug. 6, 1859** New York & Erie cuts Pres. Moran's salary from \$25,000 to \$8,000.
- Aug. 9, 1859** New York & Erie Railroad enters receivership; first bankruptcy of a trunk line. (or 8/16!!!)
- Aug. 10, 1859** PRR Road Committee considers offer of Camden & Amboy to pro-rate through traffic on basis of 130 miles New York to Philadelphia and 360 miles Philadelphia-Pittsburgh. (MB)
- Aug. 1859** Peach traffic on Delaware Railroad now sufficient to fill a daily train; Delaware Railroad sparks agricultural improvements along its line, including planting of peach orchards. (PWB AR)
- Aug. 18, 1859** PW&B Board reports that through freight arrangements with B&O require a new freight house in Southwark; approves agreement for running Eastern Shore Railroad. (MB)
- Aug. 25, 1859** Alarmed by Columbus & Xenia Railroad's aid to Steubenville & Indiana Railroad, Cleveland, Columbus & Cincinnati Railroad Board agrees to form alternate through route to Cincinnati via Springfield, Mt. Vernon & Pittsburgh Railroad (Delaware-Springfield), Sandusky, Dayton & Cincinnati Rail__ and Cincinnati, Hamilton & Dayton Railroad. (Marvin)
- Aug. 27, 1859** Col. Edwin L. Drake brings in first modern U.S. oil well near Titusville, Pa., starting oil boom in northwestern part of state. (HistPitts has 8/29?)

- Aug. 27, 1859** Charles Moran resigns as Pres. of New York & Erie. (Mott)
- Aug. 30, 1859** Last rail laid on Junction & Breakwater Railroad between Harrington and Milford, Del. (ARJ - has 8/28)
- Aug. 31, 1859** Brooklyn Central Railroad incorporated to convert Brooklyn & Jamaica to horse car line; later in year builds track over the Brooklyn & Jamaica tunnel at the foot of Atlantic Avenue. (Poor)
- Sep. 1, 1859** George M. Pullman places first sleeping car, No. 9, a converted coach, in service on Chicago & Alton between Bloomington and Chicago. (AAR)
- Sep. 2, 1859** Steubenville & Indiana Railroad enters receivership; Pres. Thomas L. Jewett appointed receiver by Harrison County Court of Common Pleas on suit of Robert Garrett & Sons. (MB, Church, ARJ)
- Sep. 3, 1859** New York & Jamaica Railroad incorporated in interest of LIRR to build line to Hunters Point to meet ban on steam locomotives operating in Brooklyn. (Val - date of articles)
- Sep. 3, 1859** Little Miami Railroad and Cincinnati, Hamilton & Dayton Railroad sign agreement for joint operation and profit sharing. (check Church)
- Sep. 5, 1859** Philadelphia & Baltimore Central Railroad opens between Painters Crossroads and Chadds Ford, Pa. (CCHS)
- Sep. 7, 1859** PRR adopts new through ticket agreement with Joint Companies; at their insistence, Camden & Amboy receives percentage based on New York-Philadelphia distance of 130 miles instead of actual distance of 90 miles, while PRR's share is based on actual distance. (MB)
- Sep. 7, 1859** Junction & Breakwater Railroad holds opening excursion between Milford Jct. (Harrington) and Milford, Del.; operated by PW&B under agreement of Aug. 22, 1859. (newspaper)
- Sep. 9, 1859** Erie & Pittsburgh Railroad issues \$40,000 worth of stock to Erie & North East Railroad for construction work. (Church)
- Sep. 12, 1859** Erie city ordinance authorizes Sunbury & Erie Railroad to lay tracks in Front Street from State Street eastwardly and build terminal buildings on Front Street between State and French Streets. (Digest)
- Sep. 15, 1859** PW&B Board reports that sleeping cars are ready to be put on, and New York-Washington baggage to be carried through in locked

crates; all trains connecting for New York are to be run to Southwark depot; two long coaches were rebuilt into sleeping cars for Philadelphia-Washington service; by end of year are carried through on Susquehanna ferry. (MB)

- Sep. 15, 1859** Northern Central begins operation of Wrightsville, York & Gettysburg Railroad.
- Sep. 1859** Philadelphia & Crescent Navigation Company incorporated to develop Philadelphia-Liverpool steamship line; directors include J. Edgar Thomson, M.W. Baldwin, Charles Macalester, and S. Morris Waln. (Scharf)
- Sep. 16, 1859** Robert H. Winslow of Winslow, Lanier & Co. resigns as director of PFW&C. (MB)
- Sep. 17, 1859** Williamsport & Elmira Railroad enters receivership; Charles Macalester appointed receiver. (USRR&MR)
- Sep. 17, 1859** Mississippi & Wabash Railroad opens from Carthage-Hamilton Road to Carthage, Ill., via Elvaston; portion between Elvaston and Carthage later sold to Wabash system.
- Sep. 19, 1859** PRR Road Committee postpones offer of North Western Railroad to sell to PRR. (MB)
- Sep. 1859** Mississippi & Wabash Railroad opens between Warsaw and Elvaston, Ill. (Church)
- Sep. 21, 1859** Catawissa, Williamsport & Erie Railroad enters receivership; ends its ambition to extend westward via Tyrone & Lock Haven; William D. Lewis appointed receiver.
- Sep. 1859** Camden & Amboy begins construction of a link between its two parallel lines, Monmouth Jct. to Jamesburg, to permit anthracite coal to be shipped to South Amboy; not completed until 1866 because of war and threats to monopoly status. (SG - 10/1)
- Sep. 30, 1859** Rushville & Shelbyville Railroad reorganized as Shelby & Rush Railroad; Madison & Indianapolis Railroad Company begins operating Shelby & Rush Railroad without agreement. (Church, C&C)
- Oct. 1, 1859** Future VP Charles E. Pugh (1841-1913) enters PRR service as station agent at Newport, Pa. (Wilson)

- Oct. 1, 1859** Northern Central Railway begins operating Wrightsville, York & Gettysburg Railroad under operating agreement.
- Oct. 3, 1859** PRR officers and directors leave Philadelphia at 11:50 AM on a great circle tour of western lines and connections; route is Pittsburgh-Chicago-St. Louis-Cincinnati-Wheeling and east via B&O and Baltimore; includes W.B. Foster, Jr., H.H. Houston, W.H. Wilson, T.T. Firth, G.W. Cass, et al. (Watkins)
- Oct. 5, 1859** Cleveland & Pittsburgh Railroad Board orders company to sell any interest in lake propellers for \$50,000. (MB)
- Oct. 5, 1859** Shelby & Rush Railroad Company organized; new company relays line with T-rail. (Church)
- Oct. 6, 1859** PRR official party arrives in Chicago. (Watkins)
- Oct. 8, 1859** PRR official party travels from Chicago to St. Louis. (Watkins)
- Oct. 11, 1859** PRR official party travels from St. Louis to Cincinnati. (Watkins)
- Oct. 12, 1859** Magnetic Telegraph Company, owning line between New York and Philadelphia, merged into American Telegraph Company.
- Oct. 13, 1859** Philadelphia & Baltimore Central Railroad opens between Painters Crossroads and Chadds Ford, Pa.; service cut from four to three round trips. (AR)
- Oct. 14, 1859** PRR official party travels from Cincinnati to Wheeling. (Watkins)
- Oct. 14, 1859** All railroads entering Cincinnati and Trunk Lines agree on rates.
- Oct. 15, 1859** PRR official party travels over B&O from Wheeling to Cumberland. (Watkins)
- Oct. 16, 1859** Radical abolitionist John Brown and 18 followers seize the Harpers Ferry Arsenal at 10:30 PM in a abortive attempt to arm the slaves and foment a slave uprising in the South. (Manakee)
- Oct. 17, 1859** At 1:25 AM, John Brown detains an eastbound B&O train; finally released at 6:30 AM, allowing crew to spread alarm; by noon, the local militia forces Brown's party to take cover in the fire engine house, killing seven of the raiders in the process. (Manakee)
- Oct. 17, 1859** PRR official party leaves Cumberland; detained at Martinsburg, Va., Oct. 17-18 by John Brown's raid at Harpers Ferry. (Watkins)

- Oct. 17, 1859** Delaware Railroad opens between Seaford and Laurel, Del.
- Oct. 18, 1859** U.S. Marines under Col. Robert E. Lee storm the fire engine house and take John Brown prisoner; total killed: one marine, five townspeople and ten raiders. (Manakee)
- Oct. 18, 1859** PRR official party arrives in Baltimore at 3:00 PM. (Watkins)
- Oct. 19, 1859** PRR official party returns to Philadelphia. (Watkins)
- Oct. 18, 1859** PW&B places new Baldwin locomotive *John E. Thayer* with Dimpfel boiler for burning coal in service. (AR)
- Oct. 1859** PRR begins routing Broad Top coal over Philadelphia & Reading Railroad between Harrisburg and its Port Richmond coal piers in Philadelphia; Port Richmond is one of world's major coal depots and PRR has no coal piers in Philadelphia (its only waterfront terminal is at Dock Street on the City Railroad); 10,650 tons carried in 1859, 159,021 tons in 1861; the traffic is handled in a fleet of "black ball" coal cars jointly owned by both roads which eventually number 5,000. (Rdg AR 1862 says anthracite black and Broad Top yellow)
- Oct. 20, 1859** Northern Central Pres. A.B. Warford recommends removing 75-lb. rail and ties from portion of Canton Branch north of PW&B.
- Oct. 24, 1859** New Albany & Salem Railroad renamed Louisville, New Albany & Chicago Railroad.
- Oct. 26, 1859** John Ferguson of New York City elected director of PFW&C replacing Robert H. Winslow but declines to serve. (MB)
- Oct. 1859** George B. Roberts and M.E. Lyons leave Philadelphia to explore routes of Southern Pacific Railroad of Texas. (USRR&MR)
- Oct. 27, 1859** First Mortgage bondholders of former Richmond & Miami Railroad sue to foreclose portion of Eaton & Hamilton Railroad in Indiana. (Church)
- Oct. 31, 1859** Louisville & Nashville Railroad opens between Louisville and Nashville; completes through line of uniform gauge between the Ohio River at Louisville and the Atlantic at Charleston, S.C.; only rail line between Southern seaboard and Ohio River prior to Civil War.
- Fall 1859** Bellefonte & Snow Shoe Railroad completed between Snow Shoe Intersection and Snow Shoe, Pa. (C&C)

- Nov. 3, 1859** J. Edgar Thomson elected a director of Southern Pacific Railroad of Texas.
- Nov. 9, 1859** Bellefonte & Snow Shoe Railroad opens between Snow Shoe mines and Snow Shoe Intersection on Tyrone & Lock Haven; B&SS also begins operation of Tyrone & Lock Haven, which opens between Snow Shoe Intersection and Bellefonte, under agreement of Aug. 1858; links coal field with Pennsylvania canal system at Bellefonte. (Val,)
- Nov. 9, 1859** Pres. William G. Moorhead of Sunbury & Erie sails for Liverpool to place bonds in England; attempts to market them to holders of the Reading on grounds will be a feeder to the Reading; unable to sell bonds either in U.S. or England except at very heavy discount, primarily because the \$3.5 million in bonds given to state in return for canals constitute a prior lien. (Rosenberger)
- Nov. 10, 1859** Philadelphia & Baltimore Central Railroad cuts service from three to one round trip. (AR)
- Nov. 11, 1859** Northern Central Railway completes telegraph line between Baltimore and Harrisburg. (Poor has 11/19)
- Nov. 14, 1859** PRR Road Committee authorizes construction of 200 coal cars; indefinitely postpones pleas of Bedford Railroad for aid. (MB)
- Nov. 15, 1859** Little Miami and Columbus & Xenia Railroads begin operation of a local passenger train. (MB)
- Nov. 17, 1859** Philadelphia ordinance gives passenger, mail and baggage cars priority in moving over City Railroad. (Digest)
- Nov. 17, 1859** PW&B Board authorizes \$4,000 in aid to build line between Marietta & Cincinnati Railroad and Belpre; reports new through traffic arrangement with B&O; reports bids for carrying Great Southern Mail via B&O, via Lynchburg, Chattanooga and Grand Jct., or via Fernadina and Cedar Key, Fla. (MB)
- Nov. 17, 1859** Allegheny Valley Railroad extended south from Carson (20th?) Street to new terminal at Pike & Canal Streets in Pittsburgh, running in Pike Street south of Mechanic Street. (AR)
- Nov. 18, 1859** Pres. Thomson offers reorganization plan for PFW&C; published on Nov. 25. (MB)

- Nov. 21, 1859** City of Philadelphia begins demolition of market sheds in middle of Market Street between Front & 8th Streets. (Walther)
- Nov. 1859** PRR opens double track between Greensburg and Irwin, completing double track between Lockport and Pittsburgh and between Johnstown and Barea. (AR)
- Nov. 1859** New Jersey Railroad opens double track from Rahway to New Brunswick, completing double track between Jersey City and New Brunswick. (NJJ)
- Nov. 1859** Tyrone & Lock Haven Railroad opens between Snow Shoe Intersection and Bellefonte via Milesburg; operated by Bellefonte & Snow Shoe Railroad under agreement of Aug. 1858.
- Nov. 1859** Erie & Pittsburgh Railroad opens between Albion and Conneautville, Pa. (ARJ - week pre 11/22/59)
- Nov. 30, 1859** Andrew Carnegie appointed Superintendent of Western Division, replacing Joseph D. Potts, resigned. (MB)
- Dec. 1, 1859** CNJ agrees with New Jersey Railroad to run its trains from Elizabeth to Jersey City Terminal; CNJ to have own ticket agent and office at Cortlandt Street. (HudCoHS)
- Dec. 1, 1859** Camden & Amboy appoints Robert F. Stockton and Edwin A. Stevens a committee to meet with John Taylor Johnston and Cornelius Vanderbilt of CNJ re forming a connection between the two lines. (MB)
- Dec. 2, 1859** Alfred Kelley (1789-1859), former Pres. of Columbus & Xenia Railroad, dies at Columbus. (NCAB)
- Dec. 2, 1859** John Brown hanged at Charlestown, Va., for leading Harpers Ferry raid.
- Dec. 3, 1859** John Brown's body arrives at Philadelphia over PW&B en route to burial in upstate New York; large crowd of African-Americans and abolitionists gather at PW&B depot to pay tribute, while anti-abolitionists mass around Philadelphia & Trenton depot in Kensington; PW&B Master of Transportation H.F. Kenney sends a decoy coffin by wagon to Kensington, while shipping the real coffin via Camden. (Kenny obit)
- Dec. 6, 1859** VP Joseph K. Edgerton summoned to Cleveland to meet with Lewis H. Meyer of New York City, a leading PFW&C bondholder; Meyer is

accompanied by former Erie Pres. Charles Moran and Louis A. Von Hoffman; informs Edgerton that the New York bondholders have rejected Pres. Thomson's reorganization plan and have come to apply to Ohio courts for a receiver; Meyer proposes as a friendly gesture that Edgerton be the receiver, but if he refuses will turn to an outside party. (MB)

- Dec. 7, 1859 PFW&C enters receivership; Circuit Court for Northern Ohio names Joseph K. Edgerton as receiver. (AR)
- Dec. 8, 1859 Edgerton resigns as PFW&C VP and office abolished. (MB)
- Dec. 9, 1859 District Court of Allegheny County names T. Haskins Du Puy as sequestrator of PFW&C in Pennsylvania on suit of local creditors. (AR)
- Dec. 10, 1859 T. Haskins Du Puy resigns as Acting Pres. of PFW&C and office abolished; John B. Anderson resigns as General Superintendent effective Jan. 1, and G.W Cass appointed; Board appoints committee to meet with bondholders to try to lift receivership. (MB)
- Dec. 12, 1859 Joint Companies' Executive Committee authorizes renting Walnut Street ferry slip from City of Philadelphia; authorizes Superintendent to build an upper deck on one of the towboats to carry freight. (MB)
- Dec. 12, 1859 Thirteenth & Fifteenth Passenger Railway Company of the City of Philadelphia opens for revenue service between Columbia Avenue and Carpenter Street. (Cox)
- Dec. 12, 1859 First through passenger service via Shore Line begins between New York and Boston; ferries over Thames (and Connecticut?) Rivers. (RRH - NB line was finished in 12/58)
- Dec. 12, 1859 G.W. Cass elected President Pro-Tem of PFW&C as well as General Superintendent, replacing Thomson. (MB)
- Dec. 12, 1859 Terre Haute, Alton & St. Louis Railroad placed in hands of trustees of Second Mortgages of predecessor companies following default. (Church)
- Dec. 14, 1859 PRR Board confirms appointments of James H. Place as Traveling Agent in New England to replace G.L. Bean, resigned, and Moses Potter as Agent at Boston in lieu of James H. Place. (MB)
- Dec. 15, 1859 Western section of Sunbury & Erie Railroad opens between Erie and Warren, Pa. (Celeb. - date of ceremony - earlier opened to Irvine)

- Dec. 15, 1859** Gas light installed at Altoona Shops.
- Dec. 15, 1859** Near riot as abolitionist George William Curtis gives a public lecture at National Hall on south side of Market Street between 12th & 13th; lecture had been arranged by William Jackson Palmer of PRR and his friend, Isaac H. Clothier (-) of the department store family; 600 police guard building, which is attacked within and without by mob; those taken prisoner inside are locked in freight cars in flour warehouse below to prevent their comrades outside from setting fire to the building. (Clothier)
- Dec. 1859** Ohio Supreme Court remands Columbus, Piqua & Indiana Railroad foreclosure back to lower court. (Church)
- Dec. 17, 1859** Edwin A. Stevens writes to New Jersey Railroad concerning their abrogation of contract of Mar. 24, 1843; Stevens will make arrangements to build a branch from Hoboken to Hackensack River using Erie's Bergen Hill Tunnel; wants New Jersey Railroad to run half its trains to Hoboken. (RRConflict)
- Dec. 17, 1859** PRR Road Committee discusses contract for Allentown Route without conclusion. (MB)
- Dec. 17, 1859** Philadelphia City Councils pass resolution authorizing a connection between street railways and PW&B depot at Broad & Prime Streets. (SEPTA)
- Dec. 17, 1859** Philadelphia & Baltimore Central Railroad opens for revenue service between Chadds Ford and Kennett Square, Pa., and increases service to two round trips. (AR)
- Dec. 19, 1859** CNJ (Elizabeth-Phillipsburg) begins running trains over New Jersey Railroad between Elizabeth and Jersey City; third rail installed on NJRR between Elizabeth and Newark for handling 6'-0"-gauge DL&W coal cars running over CNJ from Hampton. (NJJ)
- Dec. 20, 1859** Delaware Railroad completed to Delmar. (or 12/19!!)
- Dec. 20, 1859** Columbus & Xenia Railroad appoints committee on paying floating debt and creating a funded debt with sinking fund. (MB)
- Dec. 23, 1859** PRR Road Committee tables discussion of Allentown Route contract, as CNJ has withdrawn from negotiations; passes resolution calling on City of Philadelphia to improve terminus on Delaware River to prevent diversion of traffic to other cities; Pres. Thomson to confer

with Camden & Amboy over more equitable division of rates via Philadelphia. (MB)

- Dec. 23, 1859** CNJ sends first coal train to Newark from Elizabeth over New Jersey Railroad. (SG)
- Dec. 24, 1859** Reading opens new large passenger depot at Broad & Callowhill Streets in Philadelphia, replacing old depot at Broad & Cherry Streets. (AR)
- Dec. 24, 1859** John S. Darcy of New Jersey Railroad writes to Edwin A. Stevens asking to run two or three locals for way traffic only; wants to renegotiate through service contract; accuses Camden & Amboy of running more trains than called for by contract via South Amboy. (C&A, RRCnflct)
- Dec. 24, 1859** Toledo, Logansport & Burlington Railroad opens between Logansport and State Line (Effner), Ind.; part of proposed direct route to the West, bypassing Chicago; operated as through line with Logansport, Peoria & Burlington Railroad. (Church, , ARJ has done before 11/12!)
- Dec. 26, 1859** Franklin & Martinsville Railroad incorporated in Indiana as reorganization of Martinsville & Franklin Railroad; remains unoperated and deteriorating until 1866. (GrnBk)
- Dec. 27, 1859** New Jersey Railroad replies to Edwin A. Stevens; cannot offer reduced toll between Hoboken and Newark. (RRCnflct)
- Dec. 27, 1859** William H. Clement elected Pres. of Little Miami Railroad, replacing Nathaniel Wright; returns from Ohio & Mississippi Railroad. (Memo)
- Dec. 27, 1859** Excursion held to open Peoria & Oquawka Railroad and Toledo, Logansport & Burlington Railroad between Logansport and Peoria.
- Dec. 28, 1859** PRR Board tables consideration of agreement to forward traffic to and from New York via the Allentown Route formed by the CNJ, Lehigh Valley, East Penn, and Lebanon Valley Railroads, as CNJ has withdrawn; authorizes Pres. Thomson to confer with Joint Companies for a more equitable division of rates. (MB)
- Dec. 28, 1859** PRR Board approves route of Delaware Extension crossing the Schuylkill River at the Arsenal and running down Washington Avenue to the Delaware; also approves the use of existing tracks of West Chester & Philadelphia and PW&B to minimize new

construction. (MB)

- Dec. 28, 1859 Gilead A. Smith of New York elected director of PFW&C, replacing Robert H. Winslow. (MB)
- Dec. 29, 1859 PFW&C Board committee appointed to meet with bondholders recommends that William B. Ogden be appointed receiver for entire line as a choice acceptable to all parties. (MB)
- Dec. 31, 1859 Eastern extension of Peoria & Oquawka Railroad opens between State Line (Effner) and Gilman, Ill., completing a through route between Logansport and East Burlington via Peoria bypassing Chicago. (conn. with what was later main line of Burlington to Council Bluffs?) (Stringham has 12/27!! - Church has 12/31)
- 1859 PRR resumes 3% annual dividend and establishes sinking fund for Second Mortgage bonds; proceeds of sinking fund invested in majority of stock of Cumberland Valley Railroad. (AR - check MB)
- 1859 New Jersey Railroad completes double track between Rahway and New Brunswick.
- 1859 City of Brooklyn bars operation of steam locomotives within city limits; aimed at LIRR line in Atlantic Avenue.
- 1859 Camden & Amboy builds new car house, 146 x 46, at Camden for extra cars needed for increased business. (AR)
- 1859 PW&B has filled 2,154 square feet at Southwark dock and has 110 x 55 freight station and cattle pens under construction; Camden & Amboy freight boats run there regularly. (AR)
- 1859 PW&B begins conducting comparisons of wood and coal-burning locomotives; coal-burning locomotives with Dimpfel boilers are *Daniel Webster*, *Henry Clay*, *George Washington* and *John E. Thayer*; wood-burning locomotive *Christiana* altered by New Castle Manufacturing Company; another New Castle locomotive *Morris* is rebuilt on Bullock's plan. (AR)
- 1859 PW&B completes settling land damages for Port Deposit Branch. (AR)
- 1859 PRR builds new stations at Athenville (Ardmore), Reesville (Berwyn) and West Chester Int. (Malvern). (AR)
- 1859 PRR completes double track between Spruce Creek and Tyrone

Lower Forge. (AR)

- 1859** **PRR begins enlarging the locks on the lower Juniata Division. (AR)**
- 1859** **Northern Central Railway sells first Baltimore & Susquehanna locomotive *Herald* for scrap in return for new locomotive.**
- 1859** **Surveys run for Baltimore & Potomac Railroad.**
- 1859** **Gauge of Indiana Central Railway changed from standard to 4'-10".**
- 1859** **Madison & Indianapolis Railroad leases operation of Martinsville & Franklin Railroad.**
- 1859** **Terre Haute & Richmond Railroad and Louisville, New Albany & Chicago Railroad build joint station at Greencastle, Ind.**
- 1859** **Illinois River Railroad opens between Virginia and Pekin, Ill.; partly constructed bridge over Illinois River and graded roadbed to connection with Peoria & Hannibal Railroad at Hollis. (Church)**
- 1859** **Grand Trunk Railway of Canada completes a line from Portland, Maine, to Port Edward, Ont., opposite Port Huron, Mich., with American connection to Detroit, becoming a rival to the U.S. trunk lines.**
- 1859** **Covington & Lexington Railroad opens in Kentucky; attempt by Cincinnati interests to have southern link in competition with the Louisville & Nashville Railroad, which had diverted traffic. (Harrison)**
- 1859** **Darius W. Caldwell, later Lines West official and Pres. of Nickel Plate and LS&MS, appointed Superintendent of Central Ohio Railroad. (Marvin)**