

**PRR CHRONOLOGY
1868**

June 2004 Edition

- 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; office of Chief Engineer abolished; Wilson's son John A. Wilson appointed to new post Chief Engineer-Maintenance of Way in Transportation Dept., reporting to General Superintendent; supervises five Resident Engineers on divisions.**
- 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.**
- Jan. 1, 1868** **Adams Express, American Express, United States Express, and Merchants Union Express Companies consolidated. (? pooled?)**
- Jan. 1, 1868** **PW&B ceases operation of Junction & Breakwater Railroad. (Val)**
- Jan. 1, 1868** **Atlantic & Great Western Railway's through traffic contract with the Erie Railway expires; not renewed because of poor performance by Erie.**
- Jan. 1, 1868** **Toledo, Peoria & Warsaw Railway opens between La Harpe (Stringham has Warsaw) and Bushnell, Ill. (Stringham, C&C? - Church says La Harpe-Iowa Jct. b. 1873)**

- Jan. 6, 1868** Mifflin & Centre County Railroad opens between Reedsville and Milroy.
- Jan. 7, 1868** Junction Railroad files bill in Pennsylvania Supreme Court to assert its right to build track through PRR yards between 35th & Haverford Streets; Judge Sharswood rules in favor of Junction Railroad (when?)
- Jan. 8, 1868** Formal excursion celebrates opening of Allegheny Valley Railroad between Brady's Bend and Venango City, Pa.
- Jan. 8, 1868** Farmers Railroad (Petroleum Centre to Oil City) merged into Warren & Franklin Railway (Oil City to Irvineton). (Val)
- 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** Atlantic & Great Western Railway contracts with Reading for through service to East, but not able to put into effect because of own bankruptcy. (verify in Rdg)
- Jan. 1868** Through sleeping cars established between Jersey City and Chicago via Allentown Route; two changes of cars to St. Louis. (no in 1866 or earlier)
- Jan. 1868** Connection built between Connecting Railway and North Pennsylvania Railroad near Erie Avenue (North Penn Jct.), originally to facilitate distribution of anthracite coal off North Penn. (Hare)
- Jan. 13, 1868** Chester Creek Railroad (Lamokin-Baltimore Jct.) leased to Philadelphia & Baltimore Central Railroad. (Val)
- Jan. 13, 1868** Philadelphia & Reading Railroad elects new management of East Pennsylvania Railroad, giving it control of the entire western part of the Allentown Line.
- Jan. 13, 1868** LIRR extension opens between Syosset and Huntington Station.
- Jan. 14, 1868** Queen Annes & Kent Railroad signs construction contract. (SmyrnaTimes)
- Jan. 15, 1868** Pan Handle Railway Company incorporated in Pa. as reorganization of Pittsburgh & Steubenville Railroad; J. Edgar Thomson, Pres.; during its four-month life, property continues to be operated by Thomas L. Jewett, Receiver of Steubenville & Indiana Railroad. (C&C, Church)

- Jan. 17, 1868** War of injunctions begins between Cornelius Vanderbilt and Daniel Drew for control of Erie Railway. (Hicks)
- Jan. 22, 1868** PRR Board authorizes second Paoli local by having Parkesburg train make an extra turn to meet complaints for more service; committee on hotels agrees to lease 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. 29, 1868** Pennsylvania Supreme Court decides in favor of Pittsburgh & Connellsville in State's case to revoke charter on grounds it had secured a charter from Maryland. (USRR&MR has 1/28!)
- Jan. 30, 1868** Pennsylvania Legislature passes act repealing the repeal of the Pittsburgh & Connellsville's charter rights made in 1864.
- Feb. 4, 1868** Congress suspends retirement of Greenbacks, leaving \$356 million in circulation.
- Feb. 5, 1868** Queen Annes & Kent Railroad holds ground breaking at Millington. (SmyrnaTimes)
- Feb. 5, 1868** Newport & Cincinnati Bridge Company incorporated in Kentucky, providing bridge meets terms of federal act of Feb. 19, 1862. (Church)
- Feb. 1868** Cornelius Vanderbilt begins campaign to buy control of Erie Railway to end its rate-cutting practices; Drew, Fisk, and Gould print 100,000 new shares to harmlessly absorb Vanderbilt's capital. (see 1/17)
- Feb. 1868** B&O secures control of Marietta & Cincinnati Railroad board without stock control.
- Feb. 6, 1868** Pemberton & Hightstown Railroad opens between Pemberton and Hightstown Jct., N.J.; operated by Camden & Amboy under lease of Nov. 30, 1865; revenue service begins Feb. 10. (Mon. Dem.)
- Feb. 1868** Buffalo & Washington Railway opens between Seneca Street, Buffalo, and East Aurora, N.Y. (Val, C&C)
- Feb. 10, 1868** Terre Haute & Indianapolis Railroad, Columbus, Chicago & Indiana Central Railway, Steubenville & Indiana Railroad, Pan Handle Railway, and PRR contract to build St. Louis, Vandalia & Terre Haute Railroad for \$1.9 million First mortgage bonds, \$2.6 million Second mortgage bonds and \$2 million stock; will give PRR an outlet to St. Louis under its own control; leased to Terre Haute & Indianapolis on same day for 65% of gross earnings and guarantee of bonds, with

through traffic contract. (Church)

- 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 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)
- 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. 13, 1868** CC&IC promotes J.M. Lunt 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 W.D. Jackson Assistant Pres. at New York. (NB: Guide shows 3rd Div. - MB calls for 3 divs. but not mention 3rd)
- Feb. 15, 1868** Pres. Thomson announces his plan for a low-grade line between Harrisburg and Pittsburgh by way of Northern Central, P&E, and Allegheny Valley Railroad to PRR stockholders; through freight trains are to operate at uniform 6 MPH with two crews living on train and working in rotation.
- 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. 18, 1868** Erie Railway board approves agreement to obtain a broad-gauge route to Chicago by building a new railroad between Akron on the AG&W and Toledo and having Michigan Southern & Northern Indiana lay a third rail between Toledo and Chicago.
- Feb. 18, 1868** Squankum & Freehold Marl Company incorporated to develop marl pits near Farmingdale, N.J., and build connecting railroad to Freehold.

- Feb. 19, 1868** Supplement to charter of Lewisburg Bridge Company authorizes building railroad track on bridge.
- Feb. 19, 1868** Martinsburg & Potomac Railroad Company incorporated in W.Va. to build from Potomac River through Martinsburg in 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; traffic 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. 20, 1868** New Silver Palace car lines inaugurated between Jersey City and Chicago and Cincinnati via Connecting Railway. (NDA, SG - see 11/67 verify)
- 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. 21, 1868** Erie & Western Transportation Company contacts with James Carey Evans (1809?-1901) and son Edwin T. Evans of Buffalo, proprietors of the Evans Line of lake steamers, to provide its ships for the next five years; Evans to furnish docks at Milwaukee and Chicago and to operate daily line between Erie and Chicago stopping at Racine and Milwaukee; line becomes known as Anchor Line and adopts a red anchor as herald; as E&W has no other assets, contract is guaranteed by Empire Transportation Company. (MB)
- Feb. 24, 1868** House votes to impeach Pres. Johnson, 126 to 47.
- Feb. 25, 1868** PRR Board approves rates agreement negotiated by Tom Scott with NYC and Erie Railway. (MB)
- Feb. 26, 1868** Senate acquits Pres. Johnson by one vote short of necessary two-thirds majority.
- Feb. 26, 1868** Oil Creek Railroad and Warren & Franklin Railway merged to form Oil Creek & Allegheny River Railway under agreement dated Jan. 30, 1868; Edward F. Gay, President; have also purchased Reno Railroad and will remove rails and lay a 6'-0" track from Petroleum Centre to Oil City and a standard gauge track from Oil City to Franklin. (Val, C&C,)
- Feb. 28 1866** Canada Southern Railway incorporated in Canada from Erie &

Niagara Extension Railway. (verify)

- Mar. 2, 1868** **McCarter, Noble, Shannon & Brown of Erie begin furnishing Anchor Line with Erie terminal and grain elevator under lease. (MB)**
- Mar. 3, 1868** **Frank Work (1819-), Vanderbilt representative on Erie Railway Board gets injunction against the Chicago extension and the issuance of further Erie securities.**
- Mar. 10, 1868** **Erie Railway corner attempted by Vanderbilt; when stock hits 83, Gould, Fisk and Drew dump 50,000 bogus shares on market; Vanderbilt fails to support price and Erie closes at 71. (Wyckoff)**
- Mar. 11, 1868** **Gould, Fisk and Drew flee to Jersey City with printing press and several millions in Vanderbilt's money. (Hicks)**
- 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 lower end of Columbia & Port Deposit Railroad.**
- Mar. 13, 1868** **St. Louis, Vandalia & Terre Haute Railroad annuls old construction contract with E.F. Winslow; issues \$2.6 million Second Mortgage bonds, of which \$1.6 million guaranteed; all of these bonds purchased by PRR. (Church)**
- Mar. 14, 1868** **St. Louis passes ordinance covering construction of (St. Louis Tunnel Railway?)**
- Mar. 15, 1868** **Columbus, Chicago & Indiana Central Railway opens between Union City and Anoka Jct., completing a new, direct route between Bradford, Ohio, and Chicago, via Logansport. (Church)**
- Mar. 16, 1868** **Maryland & Delaware Railroad opens between Greensboro and Ridgely, Md. (SmyrnaTimes - first tt found is 4/13)**
- Mar. 18, 1868** **Severe flood in Susquehanna watershed, second only to Great Flood of 1865, heavily damages Pennsylvania Canal Company's works. (AR)**
- 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. 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¢ per barrel less than to New York.
- Mar. 24, 1868** Doe Run & White Clay Creek Railroad Company incorporated in Pennsylvania. (C&C)
- Mar. 24, 1868** North German Lloyd steamer *Baltimore* arrives at Baltimore, inaugurating regular service with sister ship *Berlin*.
- 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. (MB)
- Mar. 30, 1868** Jay Gould goes to Albany to procure legislation favorable to the Erie Railway management in its war with Vanderbilt. (Hicks)
- Mar. 30, 1868** Newport & Cincinnati Bridge Company organized. (Church)
- Mar. 31, 1868** Bedford & Bridgeport Railroad incorporated in Pa. (C&C)
- 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** At PFW&C board meeting to approve 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 - verify)
- Apr. 1, 1868** PRR appoints three-man committee to negotiate with Pittsburgh, Fort Wayne & Chicago. (MB) (get date at which PFWC committee appointed)

- Apr. 1, 1868** **Millville & Glassboro Railroad conveys all property to West Jersey Railroad under agreement of Oct. 12, 1867; operation by George W. Thomas & Co. ends. (Val)**
- Apr. 1, 1868** **William H. 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 station lot and the future site of Bryn Mawr College back to Gulph Road. (Brief of Title)**
- Apr. 1, 1868** **William Parry elected Pres. of Cincinnati, Richmond & Fort Wayne Railroad.**
- Apr. 1, 1868** **New York Senate issues report critical of Drew faction of Erie Railway management; Sen. Abner Mattoon changes vote at last minute to give anti-Erie side the majority by 3-2; raises issue of bribery. (Mott, Hicks)**
- Apr. 2, 1868** **Uniontown & West Virginia Railroad incorporated in Pa.**
- Apr. 2, 1868** **PFW&C charter supplement authorizes connection with other railroads in Allegheny County. (Church)**
- Apr. 3, 1868** **Flushing & Woodside Railroad comes under control of group headed by Conrad Poppenhusen (1818-1883), a wealthy manufacturer and land developer of Whitestone (or College Pt.);**
- Apr. 3, 1868** **Flushing & North Side Railroad incorporated by Conrad Poppenhusen interests for the purpose of building a line between Long Island City and Flushing and branches Woodside-Flushing and Flushing-Whitestone. (CorpHist - date of articles)**
- Apr. 3, 1868** **Newport & Cincinnati Bridge Company incorporated in Ohio. (Church)**
- Apr. 3, 1868** **Ohio general law authorizes incorporation of union depot companies. (Church)**
- Apr. 4, 1868** **Flushing & North Side Railroad organized; Henry Morgan, Pres. (Val, C&C)**
- Apr. 4, 1868** **Gov. John W. Geary (1819-1873) signs new Pennsylvania general law for incorporation of railroad companies.**
- Apr. 7, 1868** **Camden & Amboy leases Vincentown Branch of Burlington County Railroad.**
- Apr. 7, 1868** **CC&IC Board authorizes Pres. Benjamin E. Smith to negotiate with**

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 (1828-1900) to vacancy in Board. (MB)

- 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.**
- Apr. 1868** **Court in Washington voids lease of Washington, Alexandria & Georgetown Railroad to Stevens & Phelps on grounds of fraud and orders road returned to Alexandria & Washington Railroad Company. (pre 4/11)**
- Apr. 13, 1868** **Continental Improvement Company incorporated in Pennsylvania by G.W. Cass, William Thaw, and Tom Scott, for the purpose of building the Grand Rapids & Indiana Railroad; first pure holding company in America. (Church, Means)**
- Apr. 13, 1868** **Ohio authorizes abandonment of Walhonding Canal; remains in use as feeder, but (Walhonding Valley Railroad? check C&C when b.) occupies berm bank.**
- 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 school fund. (SG - verify date)**
- Apr. 1868** **PRR begins system of bonus awards to engineers and firemen for fuel economy; as there are too many individual locomotive types, the awards are made by division.**
- Apr. 1868** **PFW&C extends Pittsburgh local passenger trains to Beaver Falls and to Enon Valley, where two small engine terminals are built.**
- 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. 20, 1868** **Pittsburgh, Cincinnati & St. Louis Railway organized. (Church)**
- Apr. 21, 1868** **New York Gov. Fenton signs act legalizing unauthorized Erie Railway stock issues made by Drew, Fisk and Gould. (Hicks)**
- Apr. 24, 1868** **Camden & Amboy leases Camden & Burlington County Railroad retroactive to Oct. 21, 1867. (C&C)**

- Apr. 25, 1868** LIRR extension opens between Huntington Station and Northport; controlled by LIRR
- 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.
- Apr. 29, 1868** Engineering report on straightening the main line between Ardmore and Rosemont is submitted to PRR Board. (MB)
- May 1, 1868** Northern Central Railway adopts military-style blue and gray uniforms for passenger train and station crews.
- May 1, 1868** Wicomico & Pocomoke Railroad opens between Berlin and Salisbury, Md. (C&C), including 0.55 miles later converted to Mill Street Branch; railroad acts as feeder to steamers running between Baltimore and Salisbury.
- May 9, 1868** Philadelphia authorities begin removing track of City Railroad in Broad Street between Olive and South Streets.
- May 9, 1868** PC&StL organized; Thomas L. Jewett, Pres.; M.J. Becker, Chief Engineer. (Church, C&C)
- May 12, 1868** Newport, Ky., ordinance grants use of parts of Saratoga Street to Newport & Cincinnati Bridge Company. (Church)
- 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. (Church)
- May 14, 1868** Cleveland, Columbus & Cincinnati Railroad and Bellefontaine Railway merged to form Cleveland, Columbus, Cincinnati & Indianapolis Railway; merged company retains slogan of "Bee Line". (date agreement signed; filed 5/16? - GrnBk gives 5/16 as eff. date)
- May 15, 1868** Pennsylvania Steel Company rolls first Bessemer rails. (Keystone has 5/5)
- May 16, 1868** Cleveland, Columbus & Cincinnati Railroad consolidated with Bellefontaine Railroad to form Cleveland, Columbus, Cincinnati & Indianapolis Railway.

- May 19, 1868** West Jersey Railroad leases Salem Railroad (Elmer-Salem) retroactive to Jan. 1, 1868. (Val)
- May 22, 1868** Northern Central Railway Board finally decides not to purchase Zerbe Valley Railroad and Trevorton coal lands; these properties eventually pass into Reading system with loss of traffic to NC. (MB,)
- May 1868** LIRR leases East River Ferry Company operating line from James Slip and East 34th Street to Long Island City.
- Spring 1868** West Jersey Railroad opens Sea Breeze Excursion House on beachfront at Cape May; extends spur from old station for excursion trains.
- June 1, 1868** Through sleeping car established between Jersey City and Cincinnati via Philadelphia and Panhandle Line.
- June 1, 1868** West Jersey Railroad begins operating Cape May & Millville Railroad under lease of May 16, 1868. (Val)
- 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)
- June 4, 1868** William B. Ogden resigns as Pres. and director of Chicago & North Western Railway. (C&NW)
- June 6, 1868** Pres. Cass denies press rumors that PFW&C is to be merged into PRR; admits that committees of the two roads have met in New York before June 2.
- 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.
- June 10, 1868** PRR Board commissions a portrait of J. Edgar Thomson. (MB)
- 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. (PRRBio)
- June 13, 1868** Philadelphia & Baltimore Central Railroad leases Chester Creek Railroad (Lamokin-Baltimore Jct.). (C&C)
- June 14, 1868** Indianapolis & Vincennes Railroad makes telegraph contract with Western Union Telegraph Company. (Church)

- June 17, 1868** CC&IC Board approves joining in a lease of the Indianapolis & Vincennes with modifications; names J.F. Miller Superintendent of Second Division as well as First Division. (MB)
- 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 plan of Finance Committee to as Legislature for power to issue \$10 million in new stock; orders ferry *Newark* lengthened; reports Cunard lease has been extended to May 1, 1871 and rent increased 50%. (MB)
- June 20, 1868** Camden & Amboy begins through service between Camden and Long Branch via Jamesburg and Freehold. (SG) - stage from Freehold?
- June 22, 1868** "Far Rockaway Branch Railroad Company of Queens County, New York" incorporated in interest of South Side Railroad Company of Long Island to build branch from Valley Stream (or Springfield) to Far Rockaway. (Val,)
- June 1868** Through coaches and sleeping cars established between Pittsburgh and Chicago three times a week via Columbus and Logansport on Panhandle Line.
- June 1868** Fast freight lines now running freight cars from New Orleans to New York in six days.
- June 1868** PFW&C begins meetings with PRR to negotiate either a lease, merger, or traffic contract; divergence of interests between two companies and PFW&C's independent outlet to New York via NYC 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 1868** West Jersey Railroad leases Salem Railroad. (date from C&C)
- June 1868** Western Transportation Company sells all equipment to Pittsburgh, Cincinnati & St. Louis Railway and is then dissolved. (Church)
- 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 30, 1868 **Louisville, Cincinnati & Lexington Railroad (later L&N), Little Miami Railroad and Columbus & Xenia Railroad agree for use of Newport & Cincinnati Bridge. (Church)**

Summer 1868 **PRR begins use of grove at Paoli as 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 issues \$3 million in 7%, 20-year bonds, serving as Second Mortgage on line from Williamsport to Erie and Third Mortgage on line from Sunbury to Williamsport.**

July 1, 1868 **CC&IC terminates traffic contract (?) with Little Miami and Columbus & Xenia.**

July 1, 1868 **St. Louis, Vandalia & Terre Haute opens between East St. Louis and Highland, Ill.; operated by Terre Haute & Indianapolis Railroad. (Church)**

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. (Hicks)**

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 off-line freight office in Des Moines, Iowa. (NYT)**

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 **First adhesion locomotive for working Madison Incline placed in service; a 0-10-0 tank engine weighing 55 tons designed by Reuben Wells and named for him, *Reuben Wells*.**

July 1868 **Indianapolis & Vincennes Railroad opens between Indianapolis and Martinsville, Ind. (C&C)**

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 10, 1868** At Erie Railway election, Daniel Drew resigns, and Jay Gould elected Treasurer in his place. (Mott) (or pres.?)
- July 10, 1868** Vanderbilt, Gould, and Fisk reach a settlement leaving Gould and Fisk in control of Erie 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 11, 1868** Philadelphia authorizes PW&B to build temporary freight station at southeast corner of Washington Avenue and Swanson Street to replace old station at Broad & Cherry Street rendered useless by removal of City Railroad; orders removal of track of Southwark Railroad on Broad Street from South Street to Washington Avenue on Apr. 1, 1869. (Digest)
- 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 1868** Thomson, Scott, other PRR directors and Thomson's physician Dr. W.H. Pancoast, leave Philadelphia on three-week tour to Omaha, Denver, etc.; special train runs Pittsburgh-Chicago in record 12 hours. (pre 7/18)
- July 1868** Bridge opens at Petroleum Centre linking Oil Creek and Warren & Franklin Railroads (Val)
- July 17, 1868** Fire destroys five spans of Rockville Bridge; PRR uses detour over Cumberland Valley bridge at Harrisburg and Northern Central Railway. (AR)
- July 17, 1868** Under agreement with J. Edgar Thomson and J.D. Cameron, Baltimore & Potomac Railroad voids old construction contract to J.D. Potts, et al., and issues new contract to Thomas T. Seabrook of Philadelphia for entire line for \$5.5 million; 50,000 shares of stock to be delivered to Seabrook in installments. (MB)

- July 18, 1868** South Side Railroad of Long Island extended westward from Jamaica to Bushwick with streetcar connection to 8th Street ferry in Williamsburg. (Val says 7/22!)
- 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 1868** Thomson and other PRR men take large interest in Lake Superior & Mississippi River Railroad, projected to link St. Paul and Duluth.
- July? 1868** Tyrone & Clearfield open to Blue Ball. (or very early Aug.)
- July 28, 1868** PRR restores service over Rockville Bridge.
- 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)
- Summer 1868** Eight local trains placed on PRR east of Lancaster.
- Aug. 1, 1868** Indianapolis, Cincinnati & Lafayette Railroad (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, guaranteeing 7% interest on First Mortgage bonds and 6% dividend on preferred stock; supersedes lease an contract with Indianapolis, Cincinnati & Lafayette Railroad alone in 1867; at same time, Cairo & Vincennes Railroad grants option to three lessees to lease it as well. (Church)
- Aug. 7, 1868** Edwin A. Stevens (1795-1868), former Pres. of Camden & Amboy, Treasurer of Joint Companies and mastermind of Camden & Amboy monopoly, dies in France at age 73? - (NDA says 74)
- Aug. 10, 1868** Frederick & Pennsylvania Line Railroad organized at Woodsboro, Md. (Val)
- Aug. 11, 1868** LIRR Pres. Charlick sells 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.
- Aug. 13, 1868** Boston & Albany RPO established. (Kay)
- Aug. 1868** National Transportation Company, a 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.

- 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. (NO - see 1867)**
- Aug. 1868** **Camden & Amboy begins relaying with steel rail at Trenton. (NDA)**
- Aug. 1868** **Queen Anne's & Kent Railroad opens between Masseys, Md., and Centreville, Md.**
- Aug. 1868** **Camden & Amboy begins relaying Jersey City-Trenton line with imported steel rails.**
- 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)**
- Sep. 2, 1868** **William Thompson Walters (1820-1894) of Baltimore elected a director of Baltimore & Potomac Railroad. (MB)**
- Sep. 5, 1868** **South Side Railroad of Long Island opens between Babylon and Islip. (Val has 7/22 - may be typo)**
- Sep. 1868** **Union Transportation Company establishes National Line over PRR; to be fastest fast freight line yet, operating Philadelphia-Pittsburgh in 18:00; for westbound freight.**
- Sep. 1868** **Association of Railway Master Mechanics formed.**
- 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; participants are United Railroad and Canal Companies; Philadelphia, Wilmington & Baltimore, and Baltimore & Ohio; new cars put on and minimum time cut to 8:10. (NDA) (Bain and Smith obits have Smith appointed 7/1/68)**
- Sep. 13, 1868** **GR&I writes to PFW&C asking for a loan of credit to enable it to continue construction. (MB)**

- 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. 17, 1868** PFW&C Board authorizes construction of shed over platforms at Chicago station. (MB)
- Sep. 19, 1868** Columbus, Tiffin & Toledo Railroad organized; Luther A. Hall, Pres.; no work done under this name. (Church, C&C)
- Sep. 21, 1868** Henry M. Hamilton changes name of Attleborough Railroad, an unbuilt Bucks County short line, to the National Railway Company, to be the cornerstone of a "National Air Line" between New York and Philadelphia in competition with United Companies.
- Sep. 21, 1868** Enterprise Railroad opens between ___ and Shamokin, giving Reading access to 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. (Rdg AR)
- Sep. 21, 1868** Pittsburgh & Connellsville Railroad contracts for construction between Connellsville and Cumberland.
- 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). (RRH)
- Sep. 1868** First Westinghouse air brake trial on PRR between Pittsburgh and Steubenville. (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 placed in service on Hudson River Railroad between New York and Albany; Cornelius Vanderbilt later forms New York Central Sleeping Car Company, which make Wagner cars the standard on the NYC system, as Pullmans are on the PRR.
- Sep. 29, 1868** Marietta & Pittsburgh Railroad incorporated in Ohio to build between Marietta and Dennison. (Church)

- 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. 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 Philadelphia-Wilmington area.
- Oct. 3, 1868** Massillon & Cleveland Railroad incorporated in Ohio to link PFW&C with Cleveland, Zanesville & Cincinnati Railroad, creating a new route to Cleveland and opening local coal fields. (Church)
- Oct. 6, 1868** Newport & Cincinnati Bridge Company contracts with G.C. Francisco to build bridge for \$1 million First Mortgage bonds, \$200,000 Second Mortgage bonds and \$1.08 million stock. (Church)
- Oct. 13, 1868** William Marcy Tweed (1823-1878) and Peter B. Sweeny (1825-1911) of New York's Tweed Ring elected directors of Erie Railway. (Hicks)
- Oct. 13, 1868** New Lewisburg Bridge opens on a location upstream from bridge of 1818-1865; designed by Henry R. Campbell and built by Keystone Bridge Company. (C&C)
- Oct. 14, 1868** Toledo, Peoria & Warsaw Railway opens between Bushnell and Canton, Ill., completing line between Peoria and Warsaw. (Stringham, - Church has Elvaston-Hollis)
- Oct. 1868** NYC and Erie Railway cut rates precipitating new rate war; PRR undercuts.
- 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. 25, 1868** R.T. Wilson, 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; Wilson agrees with carpetbagger Gov. Henry H. Wells to buy the state's Virginia & Tennessee stock, but State Treasurer George Rye refuses

and makes deal public. (Eckenrode)

- 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 sell Reno, Oil Creek & Pithole Railway (Rouseville-Plumer) to Oil Creek & Allegheny River Railway. (Val)
- Fall 1868** Allegheny Valley Railroad places Low Grade Line under contract. (Watkins - after PRR purchase?)
- 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.
- Nov. 2, 1868** Newry Railroad opens from Duncansville to Newry, Pa., utilizing part of New Portage Railroad bed; operated by PRR.
- Nov. 1868** Dorchester & Delaware Railroad completed to East New Market for construction trains. (SmyrnaTimes)
- Nov. 4, 1868** South Side Railroad 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.
- Nov. 4, 1868** Detroit, Eel River & Illinois Railroad incorporated in Indiana to complete Toledo, Logansport & Northern Indiana Railroad and extend it to Illinois state line.
- Nov. 7, 1868** Massillon & Cleveland Railroad organized. (Church)
- 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. 1868** Seaford Branch of Delaware Railroad opens between Seaford and Maryland state line to link with Dorchester & Delaware Railroad. (C&C)

- Nov. 1868** **New corner in Erie Railway shares; Daniel Drew caught short of 70,000 shares. (Wyckoff)**
- Nov. 19, 1868** **Baltimore & Potomac Railroad issues \$3 million in mortgage bonds to finance construction. (MB)**
- Nov. 25, 1868** **CC&IC Board authorizes selling H.C. Lord of Indianapolis, Cincinnati & Lafayette \$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 H.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 Express Company organized as common law joint stock company in New York. (reorganization)**
- Nov. 25, 1868** **A.J. Cassatt marries Maria Lois Buchanan of Oxford, Pa., niece of Pres. James Buchanan. (Davis)**
- Nov. 30, 1868** **Joint operation of Little Miami Railroad and Columbus & Xenia Railroad terminated; Little Miami Railroad becomes sole operator of Richmond & Miami Railway between Richmond Jct. and New Paris. (C&C)**
- Dec. 1, 1868** **Maryland & Delaware Railroad opens between Ridgely and Hillsboro, Md. (ClaytonHerald)**
- Dec. 1, 1868** **CC&IC authorizes purchase of 20 locomotives and 700 freight cars. (MB)**
- Dec. 3, 1868** **U.S. Circuit Court in Richmond grants injunction against James French claiming to be Pres. of Alexandria & Washington Railroad.**
- Dec. 3, 1868** **PFW&C Board authorizes subscription to Massillon & Cleveland Railroad. (MB)**
- Dec. 1868** **PRR begins stock purchase of Allegheny Valley Railroad; Allegheny Valley extended to Oil City, Pa. (Wilson says open to Oil City 1/8/68!)**
- Dec. 1868** **Communiapaw abattoir slaughters 385 cattle, 33,493 hogs and 7,128 sheep in one week; Henry Bergh, founder of ASPCA visits and**

condemns inhumane methods of killing, handling diseased meat, etc.

- Dec. 4, 1868** PFW&C Board hears report of S.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 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** PFW&C Board appoints committee to arrange 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. (MB)
- 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)
- Dec. 7, 1868** Liberty & Vienna Railroad incorporated in Ohio to build a coal railroad from the mines of the Churc 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)
- Dec. 7, 1868** Gould's Erie Railway leases Atlantic & Great Western Railway for 12 years at a phenomenal 30% of gross earnings; gives the Erie access to Cincinnati, Cleveland, and the oil regions.
- Dec. 8, 1868** Marietta & Pittsburgh Railroad organized. (Church)
- Dec. 11?, 1868** South Side Railroad of Long Island opens between Islip and Sayville.
- Dec. 12, 1868** Atlantic & Great Western Railway leaves receivership.
- Dec. 14, 1868** J.J. Lawrence appointed General Superintendent of Allegheny Valley Railroad.
- 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. 1968** New Jersey Railroad begins laying steel rails. (NDA)
- Dec. 17, 1868** Pennsylvania & Ohio Canal abandoned between New Castle Jct. and

Youngstown, breaking connection between Ohio and Pennsylvania canal systems.

- Dec. 1868** Henry Bergh (1811-1888), founder of ASPCA, visits Communipaw Abattoir; condemns inhumane methods of slaughter, diseased meat, etc. (SG)
- Dec. 19, 1868** In surprise move by Cornelius Vanderbilt, NYC Board authorizes an 80% stock dividend in convertible certificates; move draws widespread protest as most egregious example of stock "watering".
- 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. 1868** PRR completes new brick roundhouse at Harrisburg.
- Dec. 1868** National Railway project 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 Talcott contract between Kalamazoo and Grand Rapids. (AR)
- 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. (C&C - I have 12/19!! - Msex. Dem. has open excursion 12/26! 12/28 is 1st day of rev. service after! excursion)
- Dec. 28, 1868** City of Indianapolis authorizes \$60,000 subscription to Indianapolis & Vincennes Railroad. (Church)
- 1868** PRR changes track gauge from 4'-8-1/2" to 4'-9" to facilitate interchange with 4'-10" gauge lines in Ohio and New Jersey; Ohio lines being changed from 4'-10" to 4'-9-1/2".

- 1868 LIRR opens between Glen Head and Glen Cove. (Val- verify - Seyfried has 5/16/67)
- 1868 B&O line of steamers between Baltimore and Liverpool withdrawn because ships are too small.
- c. 1868 Ynocencio Casanova and John M. Campbell build Derby Branch between Derby Jct. and mines in Clearfield Coal Region (1.19 miles). (C&C)
- 1868 Oil Creek & Allegheny Valley Railway lays third rail for 6'-0" gauge between Petroleum Centre and Oil City.
- 1868 PRR purchases and installs 11 tons of Prussian steel-headed rail.
- 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; standard detail drawings are prepared for all classes during year and no non-standard locomotives built. (by Aug. 1868)
- 1868 New Jersey Railroad & Transportation Company opens Harsimus Cove Branch (C&C says ca. 1868 - most accounts show in 1870s)
- 1868 New Jersey Riparian Commissioners set award for Harsimus Cove at \$500,000. (AR)
- 1868 CNJ sells barge or carfloat *Dunderberg*; four years old; leased to Empire Transportation Company. (Ricker Diary)
- 1868 Dock #3 opens at Erie, Pa. (AR)
- 1868 First smashboards installed at PRR drawbridges.
- 1868 Maryland Steamboat Company of Baltimore City incorporated. (formerly Farmers & Merchants Steamboat Co. of Nanticoke River (1854) and Individual Enterprise Line (1861)
- 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, Superintendent & Treasurer; to operate iron steamboats from Baltimore to Crisfield, Md. and points along Eastern Shore south to Virginia. (Shannahan; BC&A MB)
- 1868? Willard Thomson named Superintendent of Eastern Shore Railroad.

(BC&A MB)

- 1868** **Brotherhood of Railway Conductors, Brotherhood of Locomotive Firemen & Enginemen formed.**
- 1868** **Pullman introduces its first restaurant car on Chicago & Alton Railroad. (AAR -verify)**
- 1868** **Number of Philadelphia-Pittsburgh trains increased to five; three "Paoli Accommodation" trains instituted in each direction (check earlier Guides?).**
- 1868** **Pennsylvania Supreme Court overturns law of 1864 regarding Pittsburgh & Connellsville and legislature repeals law, allowing B&O to control P&C. (Stover - check)**
- 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 Archier Ave. in Chicago.**
- 1868** **Lawrence Railroad opens two mile extension to Youngstown, replacing running rights on Cleveland & Mahoning Railroad. (Church)**
- 1868** **Alvin T. Willett establishes a teamster business at Chicago.**
- 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)**
- 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 first joins PRR system on PFW&C. (NCAB)**
- 1868** **Michigan Central Railroad establishes through Pullman service between New York and Boston and Chicago. (AR)**
- 1868?** **Jay Gould, James Fisk and Frederick A. Lane secure majority of Cleveland & Pittsburgh Railroad; anecdote that 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)**