

## PRR CHRONOLOGY 1869

### June 2004 Edition

- Jan. 1, 1869 Camden & Amboy monopoly expires; although legal sanction lost, C&A continues to fight any potential competitor through lobbying and the courts.
- Jan. 1, 1869 Wyoming Valley Canal Company property sold to Pennsylvania Canal Company, effective Jan. 18, 1869. (book says merger! approved 1/30/69! - C&C says merger 1/2/69)
- Jan. 1, 1869 Pennsylvania Canal Company leases West Branch & Susquehanna Canal Company.
- Jan. 1, 1869 Junction & Breakwater Railroad opens for revenue service between Milford and Georgetown.
- Jan. 1, 1869 Little Miami/Columbus & Xenia Railroads abrogate 1863 pooling contract with Cleveland, Columbus & Cincinnati Railroad after CC&C merges with Bellefontaine Railroad without their consent. (Church)
- Jan. 1, 1869 National Dispatch Line begins operating between Chicago and Portland/Boston via Michigan Central and Grand Trunk Railway of Canada; reaches southern New England via Vermont Central, Boston & Lowell, etc.; generally undercuts the American Trunk Lines and acts as a destabilizing force.
- Jan. 2, 1869 Martinsburg & Potomac Railroad organized. (Val)
- Jan. 4, 1869 New Columbia Bridge opens for road traffic, replacing one burned in Gettysburg campaign; is 5,390-foot, 27-span covered Howe truss. (Wilson)
- Jan. 5, 1869 Jay Gould and Tweed Ring control Cleveland & Pittsburgh election; Gould, Jim Fisk, Tweed and \_\_\_ elected directors, with only J.N. McCullough, James F. Clarke and B.F. Jones remaining from old board; the new Board then meets and elects an Executive Committee of New Yorkers, names Erie Railway counsel Frederick A. Lane of New York as financial agent to hold all securities, authorizes a 15% scrip dividend, \$900,000 in new stock, and an issue of \$1 million in bonds. (according to Watkins, Gould syndicate controls C&P up to lease to PRR in 1871)
- Jan. 5, 1869 Roads between New York and Washington meet at New York to devise plan to eliminate use of horse-drawn transfer through the streets of

Baltimore.

- Jan. 1869 R.F. Smith appointed Receiver of Cleveland & Pittsburgh Railroad for 40 days in interest of minority stockholders against Jay Gould. (Church)
- Jan. 1869 Jay Gould makes a play to control Pittsburgh, Fort Wayne & Chicago; secures proxies to control annual meeting set for March 17.
- Jan. 1869 Dissident stockholders and creditors of GR&I file for receivership and liquidation over debt of \$30,000; debts is paid before hearing date.
- Jan. 8, 1869 Inspection train makes first run over Columbia & Port Deposit Rail\_\_ from Port Deposit to Octoraro and up Philadelphia & Baltimore Central to Rowlandsville.
- Jan. 11, 1869 A&GW leases Cincinnati, Hamilton & Dayton system, including Dayton & Michigan and Cincinnati, Richmond & Chicago, effective Mar. 31; lease is guaranteed by Erie Railway.
- Jan. 11, 1869 PRR Board meeting devoted to crisis over western connections; Board gives Thomson carte blanche to protect PRR's western connections. (MB say no specific action taken on record!)
- Jan. 12, 1869 Old directors and stockholders of Cleveland & Pittsburgh secure injunction against pro-Erie Board and appointment of Reuben F. Smith as Receiver.
- Jan. 12, 1869 Erie men elected directors of Buffalo, Corry & Pittsburgh Rail\_\_, with Jay Gould as Pres.
- Jan. 12, 1869 Toledo, Peoria & Warsaw Railway inaugurates through Pullman cars between Chicago and Peoria via Illinois Central Railroad at Gilman. (Stringham)
- Jan. 12, 1869 St. Louis, Vandalia & Terre Haute Railroad Board guarantees Terre Haute & Indianapolis 70% of gross receipts as rent, with any deficiency to be made up by StLV&TH. (Church)
- Jan. 13, 1869 Baltimore & Potomac Railroad Pres. Oden Bowie inaugurated as Democratic Governor of Maryland. (Sobel)
- Jan. 17, 1869 Jay Gould and party pass through Louisville viewing western roads.
- Jan. 18, 1869 Ashbel Welch reads paper to Joint Board of United Companies on restrictive effects of transit duty, which prevent companies from making low rates to attract through traffic; Board agrees to ask state to lift transit duty. (MB)

- Jan. 19, 1869 Grand Rapids & Indiana Railroad enters friendly receivership on suit brought by First Mortgage bondholders; Jesse L. Williams named Receiver in Mich. and Chief Engineer. (Church, )
- Jan. 19, 1869 CC&IC Railway, Toledo, Peoria & Warsaw Railway, Des Moines Valley Railroad and Toledo, Wabash & Western Railway sign agreement for construction and joint use of Keokuk & Hamilton Bridge: each party becomes liable for guarantee of one quarter of any deficiency of interest on \$1 million bonds should income fall below \$80,000 per year; Andrew Carnegie Pres. of Keokuk & Hamilton Bridge Company. (Church)
- Jan. 20, 1869 PFW&C Board meets at office of Winslow, Lanier & Co. in New York; in move to block Gould appoints a committee of S.J. Tilden, Louis H. Meyer and J. Edgar Thomson to report on possibility of changing time of annual meeting. (MB)
- Jan. 1869 New Jersey Railroad puts conductors into uniform. (Msex. Dem.)
- Jan. 22, 1869 Columbus, Chicago & Indiana Central Railway leased to PC&StL, effective Feb. 1, after Thomson makes a higher offer than Erie before CC&IC Board can meet to ratify lease to Erie; rent is 30% of gross earnings less taxes, but no more than interest on \$22 million debt; any surplus beyond interest to be paid as dividend on stock; PRR guarantees performance of PC&StL; extends direct PRR influence to Indianapolis and Chicago via Columbus; by giving PRR an independent route to Chicago, also forces PFW&C to deal, where before were only willing to concede a traffic contract; PRR also assumes CC&IC's obligations to Indianapolis & Vincennes; CC&IC is broken down and requires large expenditure to put in good working order. (Church - NB: stockholders reject Erie offer and lease to PRR on 1/29!! eff. 2/1)
- Jan. 22, 1869 Muskegon & Ferrysburg Railroad incorporated in Michigan to build from Ferrysburg to Muskegon Harbor; articles drawn up on Apr. 21, 1868 and filed Jan. 22, 1869. (Church)
- Jan. 23, 1869 Jesse L. Williams appointed Receiver of GR&I in Indiana. (Church)
- Jan. 25, 1869 United New Jersey Canal & Railroad Companies put conductors in military-type uniform.
- Jan. 29, 1869 CC&IC stockholders meet at Columbus; AG&W lease defeated by vote of 94,549 to 0; rival proposal by PRR and PC&StL read before vote and approved by vote of 99,645 to 0; James Roosevelt and W.D. Judson control largest blocks of stock, or about 54,000 shares. (MB)

- Jan. 29, 1869 Michigan Legislature calls for investigation of GR&I by Attorney General.
- Feb. 1, 1869 PC&StL begins operation of CC&IC under lease of Jan. 22, 1869; Richmond, Indianapolis and Chicago Divisions created (Watkins - verify!! - USRR&MR has 3/1!!) elsewhere still called 1st-4th Divisions?; D.S. Gray of Columbus, formerly with Star Union Line, named General Manager and Second VP.
- Feb. 1, 1869 Tyrone & Clearfield Railway opens between Philipsburg to Clearfield, Pa., opening Clearfield coal region. (RW has open portion to Blue Ball summer 1868)
- Feb. 1, 1869 Crawfordsville & Rockville Railroad incorporated in Indiana; no work done. (Church)
- Feb. 2, 1869 Dissident GR&I bondholders, including ex-President Joseph Lomax and others favoring the "Allegan Co.", file in state courts for receiver; are planning to form a new company called the Michigan Northern Railroad to take the GR&I's land grant.
- Feb. 3, 1869 Tom Scott has bill rammed through Pennsylvania Legislature in 34 minutes amending PFW&C charter to have only one fifth of directors to stand for election in each year, meaning Gould must win three elections in a row to reach a majority. (Church, )
- Feb. 3, 1869 Union Steamboat Company organized as Great Lakes boat subsidiary of the Erie Railway.
- Feb. 1869 Gould agrees to refrain from carrying out Cleveland & Pittsburgh resolutions of Jan. 6 in return for Erie retaining seats on Board. (pre 2/5)
- Feb. 1869 Pres. Ashbel Welch petitions New Jersey Legislature, noting that the 15 cent Camden-South Amboy and 27 cent Philadelphia-New York transit duties prevent the United Companies from offering competitive low rates on through traffic from PRR and PW&B; urges either equalizing the South Amboy and New York duties and reducing to 2 to 5 cents or abolishing the transit duty and replacing it with a different tax; notes over a quarter of the livestock arriving at New York uses the Allentown Route.
- Feb.? 1869 Columbia & Port Deposit Railroad buys property of old Susquehanna Canal on east bank north of Port Deposit for \$13,000.
- Feb. 8, 1869 Ashbel Welch presents plan for development of Harsimus Cove to Joint Board of United Companies; Board accepts offer of E.W. Clark & Co. and S. & W. Welsh to take \$1.5 million in 6% Sterling bonds. (MB)

- Feb. 9, 1869 Commonwealth of Pa. vacates part of old canal basin at Erie. (E&W MB)
- Feb. 9, 1869 Ambrose E. Burnside conveys former roadbed of Louisville, New Albany & Chicago Railroad between Gosport and Indianapolis to Indianapolis & Vincennes Railroad; portion between Martinsville and Gosport becomes part of I&V main line. (Church)
- Feb. 10, 1869 Sea View Hotel Company incorporated to build hotel and excursion house at Atlantic City; owned by Camden & Atlantic Railroad. (Manual)
- Feb. 11, 1869 Michigan Attorney General reports that GR&I is insolvent and recommends dissolution.
- Feb. 11, 1869 Pittston Coal & Railroad Company organized; to hold 1,500 acre Washington Lee coal lands in Newport Township, Pa., purchased by PRR for \$1 million.
- Feb. 12, 1869 Frankfort & Crawfordsville Railroad incorporated in Indiana; no work done. (Church)
- Feb. 1869 Bill introduced in Michigan Legislature to give GR&I land grant to Michigan Northern Railroad.
- Feb. 1869 Vanderbilt group begins buying Michigan Southern & Northern Indiana to keep out of hands of Gould.
- Feb. 1869 Renovo Machine Shops enlarged.
- Feb. 1869 Central Ohio Railroad leases Sandusky, Mansfield & Newark Railroad, giving B&O its first outlet to Lake Erie.
- Feb. 16, 1869 Michigan Lake Shore Railroad incorporated in Michigan to build from Ferrysburg through Grand Haven to Holland. (Church)
- Feb. 17, 1869 PFW&C Board rules that only stock that has been transferred at least 60 days in advance of election will be eligible to vote. (MB)
- Feb. 18, 1869 Cincinnati, Hamilton & Dayton Railroad Company leases Cincinnati, Richmond & Chicago Railroad and Richmond & Miami Railway between Richmond and Neels; Cincinnati, Richmond & Chicago Railroad ends operation of Richmond & Miami Railway between Richmond and Neels. (Church, C&C)
- Feb. 20, 1869 Tom Scott elected Pres. of Erie & Western Transportation Company, replacing James S. Swartz, resigned; original dummy stockholders, who were mostly clerks of Empire Line, transfer stock to actual owners. (MB)

- Feb. 22, 1869 PFW&C leases Lawrence Railroad for 99 years. (Church)
- Feb. 23, 1869 Joint Board of United Companies sets temporary limit to expenditures on Harsimus Cove at \$1.6 million; approves each of the three companies issuing \$3 million in new stock. (MB)
- Feb. 24, 1869 PRR Board authorizes Pres. Thomson to address the Philadelphia City Council re postponing the removal of the railroad track in Broad Street until July 4, 1869; authorizes issue of 136,000 new shares of stock. (MB)
- Feb. 24, 1869 Pittston Railroad & Coal Company renamed Susquehanna Coal Company; owns 5,823 acres of anthracite coal land near Nanticoke, Pa.; wholly owned by Pennsylvania Canal Company to secure traffic for canal. (MB)
- Feb. 24, 1869 N.J. Gov. Theodore F. Randolph in message to Legislature recommends the repeal of the transit duties and their replacement by a general tax on railroads.
- Feb. 27, 1869 New double-track iron truss bridge over Conemaugh River opens at Johnstown.
- Feb. 27, 1869 Ten-day rate war between Erie and NYC ends with NYC the victor.
- Mar. 1, 1869 J.N. Du Barry named VP of Northern Central Railway; A.R. Fiske named General Superintendent replacing Du Barry.
- Mar. 1, 1869 New Columbia-Wrightsville Bridge opens for rail traffic. (Wilson - USRR&MR has reopen for pass. service 3/9!!)
- Mar. 1, 1869 Charter supplement to Pan Handle Railroad authorizes extension down south bank of Ohio River to Kentucky state line. (Church)
- Mar. 1, 1869 Kalamazoo, Allegan & Grand Rapids Railroad ("Allegan Road") opens to Grand Rapids in competition with GR&I; backed by Michigan Central Railroad. (GR&I, MC ARs)
- Mar. 1, 1869 Peoria, Atlanta & Decatur Railroad incorporated in Illinois to build from Peoria to Decatur via Atlanta; little work done, and Paris & Decatur soon acquires control. (Church)
- Mar. 2, 1869 City of Richmond, Ind., authorizes subscription of \$120,000 to Cincinnati, Richmond & Fort Wayne Railroad. (Church)
- Mar. 3, 1869 PRR Board approves purchase of Wrightsville, York & Gettysburg from Northern Central and operation of through local service between Lancaster and York. (check C&C)

- Mar. 3, 1869 Erie & Western Transportation Company purchases Erie dock property of 12.78 acres and 100,000-bushel grain elevator from R.D. Barclay for \$212,000 cash and \$1.2 million in stock. (MB)
- Mar. 3, 1869 Congress passes joint resolution approving Newport & Cincinnati Bridge providing it has 400 foot clear spans over main channel, but with provision it may alter terms in future if bridge proves to be an obstacle to navigation. (Church)
- Mar. 4, 1869 New Jersey law repeals transit duties and replaces with a 1/2% tax on cost of railroads formerly paying transit duties (i.e., Joint Companies) pending adoption of a uniform state tax on railroads. (MB)
- Mar. 1869 PRR begins issuing premiums to train crews for economy in use of lubricating oil.
- Mar. 11, 1869 Joint Board of United Companies agrees to endorse \$100,000 bonds of Farmingdale & Squan Village Railroad. (MB)
- Mar. 12, 1869 Supplement to charter of Philadelphia & Erie permits extension of Low Grade Line to Ohio state line. (PL)
- Mar. 12, 1869 Cincinnati, Lebanon & Xenia Railroad sold at foreclosure a second time to Robert Boake, et al., trustees; is graded without rail between Lebanon and Mason, Ohio. (Church - this is date of court order for sale)
- Mar. 13, 1869 St. Louis & Illinois Bridge Company and Illinois & St. Louis Bridge Company consolidated. (Church)
- Mar.? 1869 New Jersey act permits United Companies to fill tidelands at Harsimus Cove for \$20,000, instead of \$500,000 in 1868 law. (MB - check)
- Mar. 1869 Newport & Cincinnati Bridge Company begins construction. (Church)
- Mar. 1869 Michigan courts deny GR&I's dissident bondholders plea for a receiver friendly to their interests.
- Mar. 17, 1869 New Egypt & Farmingdale Railroad incorporated in New Jersey; to build between New Egypt and Farmingdale forming a shorter line between New Jersey Southern Railroad and Camden & Amboy system. (PL)
- Mar. 17, 1869 PFW&C annual meeting approves plan of dividing directors into four classes; John Sherman is added to Board (check), but no Gould representatives. (MB)

- Mar. 17, 1869 Michigan Gov. Henry P. Baldwin (1814-1892) (?) signs law confirming land grant along first 20 miles of Grand Rapids & Indiana Railroad but forcing GR&I to forfeit the rest of the land grant unless it completes an additional 20 miles north of Grand Rapids by July 1, 1869, and 100 miles by Jan. 1, 1873, after fight between GR&I and Michigan Northern partisans in Legislature; old act of Feb. 12, 1867, counted work done south of Grand Rapids in mileage requirements. (AR, Church)
- Mar. 18, 1869 William Hasell Wilson, acting for PRR, buys the last of seven tracts on relocated line of Philadelphia Division near Whitehall Station; land is subdivided as an exclusive commuter suburb called Bryn Mawr; total of 280 acres covers area bounded by PRR, Gulph Road and Merion Avenue, plus future campus of Bryn Mawr College; name "Bryn Mawr", Welsh for beautiful hill, is taken from the name of the nearby former estate of Rowland Ellis. (Brief of Title)
- Mar. 18, 1869 Act of Congress specifies routes of Baltimore & Potomac Railroad within District of Columbia as either down Anacostia River or North Carolina Avenue and then via Virginia Avenue to 9th & C Streets, N.W. (Digest)
- Mar. 18, 1869 Little Miami Railroad leases Columbus & Xenia and its subsidiaries, retroactive to Nov. 30, 1868; joint operation of both roads ends. (Church)
- Mar. 19, 1869 Ohio amends its General Railroad Law to permit railroads within state to aid or lease one another; out-of-state companies may lease Ohio railroads subject to Ohio laws and taxes; this makes lessor companies responsible for debts incurred by lessees on their lines.
- Mar. 22, 1869 Illinois passes bill classifying directors of PFW&C, same as Pennsylvania. (PFWC)
- Mar. 24, 1869 Philadelphia Councils order removal of City Railroad tracks on Broad Street postponed from Apr. 1 to July 1, 1869. (Digest)
- Mar. 25, 1869 CC&IC discharges committee to consider joint operation with Little Miami; rescinds contract for 20 locomotives and 700 freight cars. (MB)
- Mar. 26, 1869 CC&IC committee reports has done nothing about the lease of the Cairo & Vincennes; on motion of William Dennison, moves to transfer these rights to PC&StL. (MB)
- Mar. 29, 1869 Pittsburgh ordinance forbids operation of locomotives in streets closer than outer depots unless operate at maximum of 4 MPH and burn anthracite coal to eliminate smoke; PRR use of track in Liberty Street south of PFW&C intersection is limited to between 3:00 PM and 10:00 AM. (Church)

- Mar. 29, 1869 Pan Handle Railroad organized; no work done. (Church)
- Mar. 30, 1869 Pa. act authorizes Allegheny Valley Railroad to issue \$10 million in bonds to build Low Grade Line and \$3.5 million in bonds to be substituted for original bonds given by the Sunbury & Erie to the state to pay for the branch canals; new bonds are to be endorsed by the PRR, P&E and Northern Central; plan was to have debt to state payable out of the more promising revenues of the Low Grade Line rather than the dismal ones of the P&E. (Digest)
- Mar. 30, 1869 National Storage Company authorized to build railroad. (LV)
- Apr. 1, 1869 Tyrone & Clearfield and Bald Eagle Valley Railroads become Bald Eagle & Clearfield Division. (see 1/1)
- Apr. 3, 1869 Samuel M. Felton resigns as Pres. of Philadelphia & Baltimore Central Railroad; succeeded by Henry Wood as Pres. & General Superintendent.
- Apr. 5, 1869 Erie & Western Transportation Company purchases *Salina*, first vessel of fleet; operates under trade name of Anchor Line. (USRR&MR implies that Erie-Duluth line may not start until July 1869)
- Apr. 6, 1869 Suit begun in Supreme Court of Pennsylvania to foreclose Consolidated Mortgage of Atlantic & Great Western Railway. (Minor)
- Apr. 6, 1869 Philadelphia passes resolution notifying all customers that it will abandon the City Railroad on Broad Street between Willow and Washington Streets on July 1, 1869. (Digest)
- Apr. 6, 1869 Lake Shore Railway absorbs Cleveland & Toledo Railroad; bringing line between Erie and Toledo under one management under control of LeGrand Lockwood. (GrnBk, )
- Apr. 6, 1869 Jay Gould and W. Archdall O'Doherty named receivers of Atlantic & Great Western Railway by Judge Barnard. (Mott)
- Apr. 7, 1869 New York legislative committee approves conversion of NYC 80% scrip dividend into stock.
- Apr. 7, 1869 Suit begins in Summit County, Ohio, Court of Common Pleas for foreclosure of Atlantic & Great Western Railway Consolidated mortgage. (Minor)
- Apr. 1869 George Westinghouse stages first air brake test on Pittsburgh-Steubenville local provided by (Pan Handle?). (RRH - USRR&MR has 2/69)

- Apr. 1869 Cincinnati, Hamilton & Dayton rejects lease to A&GW; new Ohio law makes CH&D responsible for debts incurred by A&GW, whose history of reckless finance leaves CH&D directors feeling they will be left holding the bag.
- Apr. 8, 1869 City of Philadelphia tears up City Railroad track on Broad Street between Vine and Olive Streets; is in line with plans to develop Broad Street as the city's major Boulevard; coal dealers and other industries on Broad Street had appealed to Legislature to keep tracks, so city acts before Legislature can vote. (Digest, USRR&MR)
- Apr. 8, 1869 Mayor Daniel M. Fox vetoes Council resolution ordering the removal of the City Railroad between 15th & Market and Dock Street on Apr. 1, 1872.
- Apr. 8, 1869 New York act authorizes Flushing & North Side Railroad to purchase the stock of the Flushing & Woodside Railroad and a portion of the New York & Flushing Railroad. (CorpHist)
- Apr. 8, 1869 Jim Fisk of the Erie advertises for contractors to extend A&GW from Dayton to Cincinnati to replace use of Cincinnati, Hamilton & Dayton.
- Apr. 9, 1869 Erie and A&GW divert their Cincinnati freight from the CH&D to the Little Miami route.
- Apr. 10?, 1869 South Side Railroad of Long Island opens between Sayville and Patchogue. (Val has 3/69? - may be error)
- Apr. 12, 1869 Philadelphia & Baltimore Central Railroad and Columbia & Port Deposit Railroad open for revenue service between Rising Sun and Port Deposit, forming second connection with the PW&B.
- Apr. 12, 1869 Chester Creek Railroad opens between Baltimore Jct. (Lenni) and Lamokin; operated by P&BC under agreement of Jan. 13, 1868; Philadelphia & Baltimore Central changes connection east of Baltimore Jct. from West Chester & Philadelphia to Chester Creek Railroad and PW&B. (CCHS, Val)
- Apr. 12, 1869 PRR runs excursion to Bryn Mawr so that prospective buyers may view lots. (RW)
- Apr. 13, 1869 George Westinghouse receives patent for railroad air brake; founds Westinghouse Air Brake Company later in year. (Vexler)
- Apr. 13, 1869 Cincinnati & Indiana Railroad deeds its half interest in the bonds of the Cincinnati Street Connection to Little Miami Railroad.

- Apr. 14, 1869 PRR guarantees bonds of Allegheny Valley Railroad Company; to be extended northward to oil regions and connected to the Philadelphia & Erie by a new low-grade line between Red Bank and Driftwood. (date of agreement is 4/12 approved by Board 4/14)
- Apr. 14, 1869 PRR Board appoints a seven-man committee to confer with the owners of the Bryn Mawr property regarding restrictions to be put in deeds; Pres. Thomson informs Board that Gen. Burnside is preparing to build the Cairo & Vincennes, much of which is already graded, and which is to be leased to the PC&StL. (MB)
- Apr. 1869 John Mifflin Hood appointed Superintendent & Engineer of Philadelphia & Baltimore Central Railroad. (Memoir)
- Apr. 17, 1869 Portion of unfinished Ashtabula & New Lisbon Railroad between Niles and New Lisbon, leased to New Lisbon Railway, sold at foreclosure to Jay Gould, et al., for Erie Railway; passes out of PRR system. (Minor)
- Apr. 19, 1869 Joint Board of United Companies authorizes negotiations to bring New Jersey Midland Railroad into Exchange Place terminal; authorizes surrendering all of Newark Turnpike within Jersey City; authorizes committee to study request of NY&LB to make connection at Perth Amboy. (MB)
- Apr. 19, 1869 St. Louis, Vandalia & Terre Haute opens between \_\_\_ and Vandalia, Ill. (USRR&MR)
- Apr. 19, 1869 Glen Cove Branch Railroad opens between Glen Cove and Locust Valley; controlled by LIRR.
- Apr. 20, 1869 New Jersey Railroad & Transportation Company agrees to provide terminal facilities for Midland Railroad Companies (New Jersey Midland and New York & Oswego Midland). at Jersey City.
- Apr. 1869 First standard Class B (D2) 4-4-0, No. 136, built at Altoona.
- Apr. 1869 Jay Gould implements same device used by Tom Scott to stagger election of Erie directors to block threats to his control.
- Apr. 1869 Union Pacific Railroad, Eastern Division, renamed Kansas Pacific Railroad; Gen. William Jackson Palmer agrees to construct line to Denver. (RRH)
- Apr. 28, 1869 PRR Board accepts lease of Cairo & Vincennes Railroad. (MB)
- Apr. 28, 1869 Special Committee on Bryn Mawr bars construction of hotels, saloons, slaughterhouses, fire houses, workshops, livery stables, etc.; requires 50' setbacks; minimum value of buildings to be \$8,000 on Montgomery Ave.

and \$5,000 on other streets; purchasers of lots must begin construction in two years. (MB)

- Apr. 28, 1869 Franklin Benjamin Gowen (1836-1889), a lawyer and brilliant orator but a reckless businessman, elected Pres. pro-tem of Philadelphia & Reading Railroad Company on recommendation of Pres. Charles E. Smith, who takes leave of absence for health; ironically, Smith (1820-1900), who develops an antipathy to Gowen, lives to metaphorically dance on his grave. (Schlegel)
- Apr. 30, 1869 Caledonia Iron, Land & Railroad Company renamed Southern Pennsylvania Iron & Railroad Company; buys 5,000 acres and iron furnace on Tuscarora Mountain in Franklin County. (Digest, Val, )
- Apr. 30, 1869 First Mortgage bondholders bring foreclosure proceedings against Cincinnati & Zanesville Railroad. (Church)
- May 1, 1869 New PRR organization: Engineering Dept. now reports directly to Fourth V.P. George B. Roberts; Philadelphia & Erie given its own General Superintendent, Alfred L. Tyler; office of Controller separated from Second V.P. (H.J. Lombaert) and Samuel G. Lewis appointed; Henry W. Gwinner's title changed from General Ticket Agent to General Passenger & Ticket Agent; J. McClintock Creighton appointed to new post of General Agent at Pittsburgh.
- May 1, 1869 Through Silver Palace sleeping cars established between Jersey City and Jeffersonville, Ind., via Philadelphia, Pittsburgh, Columbus, Shelbyville and Cambridge City, Ind.; connects with through train between Louisville and New Orleans. (Watkins)
- May 1, 1869 Continental Improvement Company contracts to complete Grand Rapids & Indiana Railroad between Fort Wayne and Little Traverse Bay (Petoskey); in return acquires all unissued GR&I stock at \$20,000 per mile, \$8 million in bonds and entire land grant of 850,960 acres in payment; G.W. Cass is President of Continental Improvement Company, with Tom Scott and allied as major stockholders. (Church, )
- May 1, 1869 Flushing & North Side Railroad purchases main portion of New York & Flushing Railroad between Winfield and Main Street, Flushing under act of Apr. 8, 1869; New York & Flushing Railroad leases line between Hunters Point and N.Y. & Flushing Jct. to South Side Railroad of Long Island; abandons N.Y. & Flushing Jct. to Winfield (Val, C&C) (later used by South Side). (corp. hist. - see 11/15/69!) (Val say date of lease to South Side is 6/10/70!)
- May 1, 1869 PFW&C and Cleveland, Columbus, Cincinnati & Indianapolis Railway

agree for Indianapolis & St Louis Railroad to have operating rights over CCC&I between Crestline and Indianapolis, forming PFW&C's route to St. Louis. (Church)

- May 1869 Flushing & North Side Railroad completed between Woodside and Winfield. (Val - see 11/15/69)
- May 3, 1869 Legal Dept. made a formal department with General Solicitor as department head; William J. Howard named General Solicitor.
- May 3, 1869 Edmund Smith elected Third V.P. and director; George B. Roberts Fourth V.P. and director; Joseph Lesley (1831-1889), brother of geologist J. Peter Lesley (1819-1903), named Secretary, replacing Smith; William J. Howard named Solicitor. (MB - verify Howard)
- May 4, 1869 Ohio law permits first class cities to build railroads, lease and operate them. (Church)
- May 8, 1869 PRR holds public viewing of Bryn Mawr lots for prospective buyers.
- May 8, 1869 Thomas S. Fernon retires as editor of the *United States Railroad & Mining Register*; succeeded by geologist J. Peter Lesley, who puts greater emphasis on mining news. (RW)
- May 10, 1869 Golden Spike ceremony at Promontory Point, Utah, marks completion of first transcontinental railroad (Union Pacific/Central Pacific) between Omaha, Neb., and Sacramento, Calif.
- May 10, 1869 Henry M. Hamilton presides over meeting for National Railway at Trenton. (SG)
- May 10, 1869 New York & Erie Railroad eliminates one of three brakemen on freight trains on Eastern Division; leads to strike. (Mott)
- May 11, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad incorporated in Ohio to build from Orrville to London via Columbus. (Church)
- May 12, 1869 Charter supplement to South Side Railroad Company of Long Island authorizes extension westward from Jamaica to Newtown Creek with permission to operate steam dummies in Brooklyn. (CorpHist)
- May 13, 1869 PFW&C Board appoints committee to confer with local residents on extending the Akron Branch to Mount Vernon; approves through traffic contract with Cleveland, Columbus, Cincinnati & Indianapolis Railway. (MB)

May 13, 1869 Logansport, Camden & Frankfort Railroad incorporated in Indiana to build railroad from Logansport to Frankfort; no work done. (Church)

May 13, 1869 New York & Erie Railroad rescinds job cuts and strike ends. (Mott)

May 14, 1869 United Companies lease Mount Holly, Lumberton & Medford Railroad effective Dec. 20, 1869.

May 15, 1869 Indiana passes act classifying directors of PFW&C.

May 1869 PRR begins operating through service between Jersey City and Jeffersonville, Ind. via Cambridge City in 36:00. (C&C- verify)

May 1869 First standard Class E (G2) 4-6-0, No. 123, Built at Altoona.

May 1869 Tracks of Camden & Amboy Railroad and West Jersey Railroad being connected at Camden. (SG)

May 18, 1869 Central Ohio Railroad approves lease of Sandusky, Mansfield & Newark Rail\_\_\_\_.

May 19, 1869 Reading leases East Pennsylvania Railroad (Allentown-Reading). (Rdg)

May 19, 1869 City of Logansport agrees with PC&StL Railway to subscribe \$50,000 to build shops on east side of town. (Church)

May 20, 1869 Queen Annes & Kent Railroad orders contractor to lay track to Sudlersville by July 25 and to negotiate with PW&B for operating during peach season.

May 20, 1869 Northern Pacific Association signs underwriting agreement with Jay Cooke & Co, to float \$100 million issue of First Mortgage bonds; six new shares in Association issued to Cooke, who is also to receive a bonus of \$1,999,000 in stock, to be issued pro rata as the bonds are sold; Cooke is allowed to name two directors; later, six additional shares of Association are issued; by then, Association partners are to pay \$93,400 for stock immediately and additional \$40,500 for each 25 miles opened; in fact, most of the stock is issued without receipt of payment. (Splawn)

May 20, 1869 New York Legislature passes Erie Classification Act, which Gould had copied from Tom Scott's act for the PFW&C; limits the number of directors that are elected in any one year, making it extremely difficult to unseat Gould. (Hicks)

May 21, 1869 PRR Board appoints a five-man committee to negotiate a lease of the Pittsburgh, Fort Wayne & Chicago.

- May 22, 1869 PFW&C begins operation of Lawrence Railroad under lease of same date. (check Church)
- May 22, 1869 Massillon & Cleveland Railroad opens between Massillon Jct. and Clinton (Chippewa), Ohio, serving a coal region; leased to Pittsburgh, Fort Wayne & Chicago. (NB: this is date PFW&C approves lease! - Church says merely open in 1869)
- May 27, 1869 PRR Board approves lease of PFW&C. (MB)
- May 29, 1869 Baltimore ordinance authorizes Baltimore & Potomac Railroad to occupy streets and build double-track tunnel to connect with Northern Central Railway, providing gives trackage rights to Western Maryland Railroad and Union Railroad of Baltimore. (Digest)
- May 29, 1869 PRR loans \$300,000 to the Louisville, Lexington & Cincinnati Railroad to complete its line from Cincinnati to Louisville.
- June 2, 1869 Lake Shore Railway and Michigan Southern & Northern Indiana Railroad merge to form Lake Shore & Michigan Southern Railway (LS&MS), running from Erie to Chicago via Toledo; controlled by Legrand Lockwood and Henry Keep of New York; isolates PFW&C which previously shipped to the East over the Lake Shore via Crestline and Cleveland. (dated 4/6, filed 6/2) (GrnBk has last filing date 6/11)
- June 4, 1869 PFW&C Board approves lease to PRR presented by S.J. Tilden, head of its negotiating committee. (MB)
- June 6, 1869 Brakemen on New York & Erie Railroad strike for wage increase. (Mott)
- June 7, 1869 PRR leases Pittsburgh, Fort Wayne & Chicago and controlled lines at 12% on stock, effective July 1, giving it a direct line to Chicago and via C&P to Cleveland; PFW&C owns half of stock of Indianapolis & St. Louis, which in turn leases Terre Haute, Alton & St. Louis., and also 22,000 shares of Cleveland, Mount Vernon & Delaware Railroad. (Church)
- June 7, 1869 Toledo City Council passes resolution calling for construction of city-owned railroad to Woodville under act of May 4, 1869. (Church)
- June 8, 1869 New York & Erie Railroad grants demands and brakemen's strike ends. (Mott)
- June 9, 1869 Cincinnati, Richmond & Fort Wayne Rail(road) accepts municipal subscription of \$120,000 from City of Richmond, Ind., and agrees to locate shops there. (Church)

- June 14, 1869 Ashbel Welch reports to Joint Board of United Companies that they have placed all of \$1.5 million Sterling bonds in London; Welch presents proposal of Martins Creek Railroad to build from Belvidere Delaware Railroad into slate region of Northampton County, Pa.; Board approves lease of Connecting Railway. (MB)
- June 1869 Economy crests; eighteen month downturn begins. (NBER)
- June 1869 First standard Class C (D3) 4-4-0, No. 106, with straight boiler, built at Altoona.
- June 15, 1869 First parlor cars placed in service between New York and Boston via Springfield route. (RRH)
- June 16, 1869 NY&LB holds organization meeting at Matawan; Henry Stafford Little (1823-1904) elected Pres. (MsxDem)
- June 17, 1869 Camden & Amboy to start this date through summer service between Camden and Long Branch via Jamesburg and Farmingdale and connection with Raritan & Delaware Bay Railroad. (SG)
- June 18, 1869 St. Louis, Vandalia & Terre Haute Railroad makes telegraph contract with Pacific & Atlantic Telegraph Company of the United States for line between Terre Haute and St. Louis. (Church)
- June 20, 1869 Northern Central opens second track between Clarks Ferry and Halifax, Pa.  
June 21, 1869 Last rail laid on second 20 miles of Grand Rapids & Indiana between Cedar Springs and Morley, beating deadline imposed by Legislature; opens for revenue service by fall; operated by Continental Improvement Company. (AR)
- June 22, 1869 First transcontinental ticket (to San Francisco) sold at Washington, D.C., for \$176; via Northern Central/PRR route.
- June 22, 1869 Massillon & Cleveland Railroad accepted from contractors; PFW&C begins operation of Massillon & Cleveland Railroad under lease of May 22, 1869.
- June 24, 1869 Branch of Delaware Railroad completed between Townsend and Masseys Crossroads; apparently no revenue service until Quenn Annes & Kent Railroad opened. (paper)
- June 24, 1869 PFW&C stockholders vote to exchange original capital stock for 7% guaranteed stock.
- June 27, 1869 Tracklaying begins on Swedesboro Railroad in N.J. (WdbryCnstn)

June 30, 1869 PFW&C operation of Lawrence Railroad and Massillon & Cleveland Railroad (check latter in Church) ends.

June 30, 1869 PFW&C guarantees bonds of Grand Rapids & Indiana and stock control vested in PRR.

July 1, 1869 United Companies and Raritan & Delaware Bay inaugurate through, summer-only, service between Camden and Long Branch via Jamesburg and Farmingdale. (Mon. Dem. says 6/17! - by 7/8 are two through trains)

July 1, 1869 John P. Green returns to PRR from Milwaukee & Minnesota Railroad as Chief Clerk to Tom Scott.

July 1, 1869 Townsend Branch of Delaware Railroad completed between Townsend, Del. and Massey, Md.; apparently no service until Queen Annes & Kent Railroad opened in following month. (MtownTrnsrpt)

July 1, 1869 Philadelphia & Erie issues \$20 million in 6%, 51-year Gold bonds.

July 1, 1869 PFW&C assigns lease of New Castle & Beaver Valley Railroad to PRR.

July 1, 1869 B&O begins operating Sandusky, Mansfield & Newark Rail\_\_.

July 5, 1869 Officers of Central Transportation Company arrive in Columbus with two new Silver Palace cars for New York-Louisville line..

July 6, 1869 Voters of Toledo, in special election, approve creation of a municipal railroad to Woodville by vote of 3350 to 56. (Church)

July 6, 1869 Conservative Republican Gilbert C. Walker (1833-1885) defeats Radical Henry H. Wells for Governor of Virginia; voters pass new Constitution recognizing the 13th and 14th amendments but without controversial provisions for test oaths and disenfranchisement of all ex-Confederate officers and officials. (Eckenrode)

July 7, 1869 PRR Board confirms July 1 appointments on Pittsburgh, Fort Wayne & Chicago: Jacob Nessly McCullough promoted from General Superintendent to General Manager; Thomas D. Messler, Controller; J.P. Farley Auditor; approves plan for new General Office Building in Philadelphia. (MB)

July 7, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad organized; Rollin C. Hurd, Pres.

July 10, 1869 Pres. Thomson, Benjamin E. Smith, Thomas L. Jewett, et al., arrive in Chicago via Logansport and Keokuk on tour of western projects.

- July 13, 1869 Pres. Thomson and party leave Chicago for East via Cleveland and Erie.
- July 1869 Philadelphia & Baltimore Central rolling stock attached on judgement obtained by PW&B; PW&B has been unable to get remaining independent bondholders to sell out at a reasonable price, so is hoping to get control through foreclosure.
- July 1869 PW&B builds two 6-compartment cars for New York-Washington service.
- c. July 1869 Lawrence Railroad completed. (AR)
- July 19, 1869 Joint Board of United Companies discusses proposal of NY&LB for joint car ferry between Perth Amboy and South Amboy; Pres. Welch recommends United Companies control it for own use; Board appoints committee to negotiate with South Side Railroad of Northampton County, Pa.; endorses \$75,000 bonds of Mount Holly, Lumberton & Medford Railroad; grants President General Ashbel Welch permission to go abroad for health and study foreign railroads. (MB)
- July 20, 1869 Talbot County Commissioners subscribe \$50,000 to Maryland & Delaware Railroad.
- July 22, 1869 John A. Roebling dies of tetanus in Brooklyn, three weeks after his foot was crushed by a ferry boat while observing construction of Brooklyn Bridge. (DAB)
- July 23, 1869 Lewisburg, Centre & Spruce Creek Railroad opens between Montandon Jct. and Lewisburg, Pa.; operated by PRR under lease; does not include Susquehanna River bridge, which is owned by Lewisburg Bridge Company; PRR had secured control of company after failure of Atlantic & Great Western scheme.
- July 26, 1869 Shamokin & Trevorton Railroad opens connecting Trevorton coal mines to Reading system at Shamokin and diverting traffic from Northern Central. (RDG)
- July 27, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad organized. (Church)
- July 1869 Newark & New York Railroad opens on air line from Broad Street, Newark to CNJ's Communipaw depot in Jersey City; has few grade crossings, being built on an embankment through the eastern parts of Newark; provides stiff competition for New Jersey Railroad and later PRR until building of Hudson & Manhattan Tubes.
- July 29, 1869 Far Rockway Branch Railroad of Queens County, New York opens branch between Valley Stream and Far Rockway (Mott Avenue); controlled by South Side Railroad of Long Island.

July 29, 1869 Erie & Western Transportation Company buys eight outshore lots at Erie, totaling 2.58 acres. (MB)

July 30, 1869 Henry Keep (1819-1869), now Pres. of Chicago & North Western Railroad, dies at New York of heart disease. (DAB)

Summer 1869 Cornelius Vanderbilt begins buying controlling interest in Michigan Central.

Aug. 2, 1869 South Side Railroad of Long Island begins using steam dummies instead of horses between Williamsburg and Bushwick.

Aug. 3, 1869 Proceedings begun in Supreme Court of New York to foreclose First & Second Mortgages of Atlantic & Great Western Railway. (Minor)

Aug. 4, 1869 Union & Titusville Railroad (incomplete) sold at foreclosure to A.T. Marsh and O.D. Gray, trustees. (Val)

Aug. 4, 1869 Ten brick stores on east side of Front north of Lombard Streets owned by former PRR Pres. William C. Patterson and used as bonded liquor warehouses destroyed by fire; loss over \$2 million. (Walther, Watkins)

Aug. 5, 1869 Queen Annes & Kent Railroad opens between Masseys and Millington, Md. for mixed train service; also first service on Townsend Branch of Delaware Railroad. (MidTranscript)

Aug. 11, 1869 Delaware & Raritan Canal agrees with Delaware Coal & Transportation Company for it to establish a line of tugs and barges between Wilmington and New York through the end of 1874.

Aug. 14, 1869 Flushing & North Side Railroad begins revenue service between Flushing (Whitestone Jct.) and College Point. (Val has 11/69)

Aug. 16, 1869 Lake Shore & Michigan Southern Railway (LS&MS) absorbs Buffalo & Erie Railroad, completing control of line between Buffalo and Chicago. (Mich. agree. 6/22, filed 8/13 - GrnBk has 8/16 as last file date)

Aug. 17, 1869 West Jersey Railroad leases Swedesboro Railroad. (Val)

Aug. 1869 Pullman establishes through sleepers between Chicago and New York via Michigan Central and Great Western of Canada to compete with PRR.

Aug. 1869 Indianapolis & Vincennes Railroad opens between Spencer and Worthington, Ind. (C&C)

- Aug. 25, 1869 PRR Board declines for the present to accept Gen. Burnside's proposition regarding the Cairo & Vincennes. (MB)
- Aug. 28, 1869 Toledo, Logansport & Northern Indiana Railroad sold at foreclosure to Edward W. Fosdick after small amount of work done.
- Aug. 29, 1869 PRR running time between New York and Chicago cut to 29:30 and Philadelphia-Chicago time to 27:30 for the summer only by eliminating intermediate stops. (RW)
- Aug. 29, 1869 Through service established between St. Louis and Chicago via Effingham by Terre Haute & Indianapolis Railroad and Illinois Central Railroad.
- Aug. 30, 1869 PFW&C inaugurates Chicago-Valparaiso Accommodation ("Valpo Local" or "Dummies"); beginning of Chicago suburban service lasting 122 years. (tt)
- Aug. 31, 1869 Maryland & Delaware Railroad opens for freight service between Hillsboro and Easton, Md.; extra peach train begins running from Easton. (SmyrnaTimes)
- Sep. 1, 1869 Trustees of Toledo & Woodville Railroad organize an unincorporated railroad owned by the City of Toledo as approved in July election; plan is to form link to Sandusky, Mansfield & Newark Railroad to south and Ann Arbor to north. (Church)
- Sep. 1, 1869 Gov. \_\_\_ certifies that GR&I is has met deadline for completing 40 miles to Morley and confirms its possession of the 57,000-acre land grant.
- Sep. 1869 4:00 PM Allentown Route express to Chicago runs through in 29 hours (Check guide! is Silver Palace car - see USRR&MR 9/4)
- Sep. 1869 PRR loans \$150,000 to Toledo, Peoria & Warsaw Railway.
- Sep. 2, 1869 Far Rockaway Branch Railroad of Queens County opens from Far Rockaway to the "South Side Pavilion" near Beach 30th Street and the Boardwalk.
- Sep. 2, 1869 Secretary of the Treasury George S. Boutwell receives orders from Pres. Grant not to force down the price of gold, giving Jay Gould and Jim Fisk the room they need to attempt to corner the gold market. (Hicks)
- Sep. 3, 1869 Trains of New York & Oswego Midland Railway begin using New Jersey Railroad's Jersey City Terminal. (??)
- Sep. 11, 1860 Last spike driven on Swedesboro Railroad between Woodbury and

Swedesboro, N.J. (WdbryCnstn)

- Sep. 14, 1869 S.W. & W.A. Torrey and Camden & Atlantic Railroad convey Batsto Branch (Atsion-Atco), which Camden & Atlantic Railroad had refused to accept, to Raritan & Delaware Bay Railroad; eventually passes to CNJ system. (Val, CNJVal)
- Sep. 15, 1869 New York merchant and capitalist Adrian Iselin (1818-1905) elected director of CC&IC, replacing James Alexander, resigned. (MB)
- Sep. 16, 1869 Twelve-car excursion train from Camden opens Swedesboro Railroad between Woodbury and Swedesboro, N.J. (WdbryCnstn)
- Sep. 17, 1869 LS&MS promises to call off negotiations with Erie Railway after bear raid on its stock by Vanderbilt.
- Sep. 18, 1869 PRR begins air brake experiments; applied to locomotive No. 360 of Pittsburgh Division; not successful.
- Sep. 22, 1869 PRR Board approves sale of Stony Creek Dam and Feeder of Western Division Canal and part of Old Portage Railroad bed near Johnstown to Cambria Iron Company. (MB)
- Sep. 22, 1869 Pres. Thomson presents PRR Board with plan to extend the Akron Branch from Millersburg to Mount Vernon and Delaware, Ohio; to take over portion of old Springfield, Mount Vernon & Pittsburgh Railroad east of Delaware; vest entire property in the Pittsburgh, Mount Vernon, Columbus & London Railroad, which is to be renamed the Cleveland, Mount Vernon & Delaware. (MB)
- Sep. 22, 1869 Catawissa Railroad signs new traffic contract with Empire Transportation Company.
- Sep. 23, 1869 First inspection train runs over Danville, Hazleton & Wilkes-Barre Railroad from Sunbury to South Danville.
- Sep. 24, 1869 "Black Friday" panic in New York touched off by the collapse of Jay Gould and Jim Fisk's attempt to corner the gold market; Legrand Lockwood fails and Cornelius Vanderbilt begins buying a major interest in the Lake Shore & Michigan Southern in the wake of the panic.
- Sep. 1869 Delaware Railroad builds depot at Masseys Crossroads, Md. (SmyrnaTimes)
- Sep. 1869 PRR has Westinghouse air brake installed on a Pittsburgh-Walls local; so successful that adopts it as passenger train standard. (RRH)

- Sep. 28, 1869 Westinghouse Air Brake Company incorporated in Pa. by George Westinghouse, Ralph Bagaley, A.J. Cassatt, Edward H. Williams, George D. Whitcomb (Purchasing Agent of Pan Handle \_\_), W.W. Card (Superintendent of Pan Handle) and Robert Pitcairn. (RRH)
- Sep. 30, 1869 PFW&C contracts with Grand Rapids & Indiana Railroad to guarantee half its new \$8 million issue of First Mortgage bonds in return for an exclusive traffic contract; majority of stock to be delivered to trustees named by PRR. (Church)
- Oct. 1, 1869 W.D. Judson resigns as Assistant Pres. of CC&IC and appointed agent; Adrian Iselin named to Finance Committee. (MB)
- Oct. 1, 1869 Grand Rapids & Indiana Railroad and Continental Improvement Company issue new \$8 million 7% First Mortgage bonds to G.W. Cass and J. Edgar Thomson, Trustees. (Church)
- Oct. 1, 1869 Pittsburgh area coal miners strike.
- Oct. 1, 1869 Mifflin (Pa.) Shops closed. (also called Patterson Shops)
- Oct. 2, 1869 New Jersey Railroad begins car floating all freight to New York rather than carry freight wagons on ferryboats; probable beginning of pier-station car floats. (NDA)
- Oct 2, 1869 Swedesboro Railroad opens for revenue service between Woodbury and Swedesboro, N.J.; operated by West Jersey Railroad under lease of Aug. 17, 1869. (WdbryCnstn, Val)
- Oct.? 1869 Air-brake equipped train, usually run on Walls Accommodation, run from Pittsburgh to Altoona for Railway Master Mechanics Association; demonstrated on steepest part of Eastern Slope. (RRH)
- Oct. 11, 1869 "Vanderbilt Bronze" a large sculpted pediment celebrating Cornelius Vanderbilt's career and featuring the larger than life statue now at Grand Central Terminal, is unveiled as special ceremony at the St. John's Park Freight Station in lower Manhattan.
- Oct. 13, 1869 Allegan & Holland Railroad and Muskegon & Ferrysburg Railroad merged into Michigan Lake Shore Railroad under agreement of Sep. 29. (Church)
- Oct. 15, 1869 Silver Palace excursion from Wilmington and Philadelphia arrives in Sacramento via Transcontinental Railroad. (probably aimed at placing Silver Palace cars on line)
- Oct. 15, 1869 Erie & Western Transportation Company appoints Addison Leech Elevator

- Manager at Erie and cancels elevator contract with McCarter, Noble, Shannon & Brown. (MB)
- Oct. 17, 1869 PC&StL Railway grants trackage rights to Cincinnati & Indianapolis Jct. Railroad between New Castle and FWC&L Jct., Ind. (Church)
- Oct. 18, 1869 Joint Board of United Companies accepts offer of Hoboken Land & Improvement Company for land adjoining Hoboken Shops for \$61,900. (MB)
- Oct. 25, 1869 Hamilton Fish resigns as VP of United Companies and office abolished; committee reports to Joint Board that South Side Railroad of Northampton County, Augustus Wolle ( - ), Pres., wants a guarantee on \$200,000 bonds to enable it to build from Martins Creek to lands of Pennsylvania Slate Company; United Companies fear traffic will go to DL&W but want to limit guarantee to \$150,000 and have road extended to Wind Gap, Pa.; order continued negotiations. (MB)
- Oct. 27, 1869 PRR Board refuses request of residents to change name of Bryn Mawr to West Haverford. (MB)
- Oct. 27, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad moves projected western terminus from London to Delaware, Ohio. (Church)
- Oct. 29, 1869 William F. Leech, formerly of Leech & Co. and Treasurer of Empire Line and Anchor Line, dies at Philadelphia. (USRR&MR)
- Nov. 1, 1869 Indianapolis & Vincennes Railroad opens between Spencer and Vincennes, Ind., completing line from Indianapolis. (C&C has 10/1869)
- Nov. 1, 1869 New York Central Railroad (1853) and Hudson River Railroad consolidated to form New York Central & Hudson River Railroad Company (NYC&HR) under control of Cornelius Vanderbilt; merger plan was kept secret from regular stockholders until vote was taken; combined company has total of \$45 million stock and \$45 million scrip. (USRR&MR has eff. 11/2!!)
- Nov. 1, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad purchases partially built portion of former Springfield, Mt. Vernon & Pittsburgh Railroad between Delaware and Loudonville, Ohio, from G.A. Jones for \$50,000 in stock. (Church)
- Nov. 1869 George Westinghouse equips a 10-car PRR train with his air brake at Pittsburgh and run to Philadelphia for demonstrations to PRR directors; one guest, George L. Dunlop of the C&NW, agrees to sponsor a demonstration at Chicago if PRR will send train. (RRH)

- Nov. 4, 1869 PFW&C sells former Cleveland, Zanesville & Cincinnati line from Hudson to 3.5 miles south of Millersburg to Pittsburgh, Mt. Vernon, Columbus & London Railroad Company for \$1.1 million in stock, subject to prior mortgages. (Church) (PFWC AR says by end of year is open to Mt. Vernon - C&C says open 1872!)
- Nov. 4, 1869 Danville, Hazleton & Wilkes-Barre Railroad holds formal opening between Sunbury and South Danville.
- Nov. 4, 1869 Coal miners' strike in Pittsburgh area ends.
- Nov. 5, 1869 Logansport, Crawfordsville & South Western Railway organized as merger of Crawfordsville & Rockville Railroad, Frankfort & Crawfordsville Railroad, and Logansport, Camden & Frankfort Railroad; articles of merger not filed until Feb. 2, 1871. (Church)
- Nov. 8, 1869 Dorchester & Delaware Railroad opens between Seaford, Del., and Cambridge, Md.
- Nov. 8, 1869 New York & Erie Railroad brakemen on Eastern Division strike of discharge of others supposedly for involvement in strike of May 1869. (Mott)
- Nov. 9, 1869 A.J. Cassatt hosts dignitaries including Henry C. Carey at demonstration of Westinghouse air brake between West Philadelphia and Paoli; another train operates Pittsburgh-Philadelphia. (USRR&MR)
- Nov. 10, 1869 Detroit, Logansport & St. Louis Railroad incorporated in Indiana as reorganization of Toledo, Logansport & Northern Indiana Railroad.
- Nov. 1869 First successful trial of Westinghouse air brake on Locomotive No. 45 and six passenger cars between Pittsburgh and Altoona; same equipment used in December for demonstrations Pittsburgh-Chicago and to other Lines West points. (Watkins) Westinghouse pressure air brake made standard for passenger trains in 1870.
- Nov. 1869 Henry M. Hamilton completes his collection of small railroad charters covering a route across New Jersey to compete with Camden & Amboy.
- Nov. 1869 First standard Class F (B1) 0-6-0, No. 129, built at Altoona.
- Nov. 1869 Altoona Shops turn out 25 new coaches with modern-type clerestories, gas lighting and Westinghouse air brakes for New York-Chicago service.
- Nov. 1869 Work on Queenstown & Harrington Railroad abandoned.

- Nov. 13, 1869 Turnbull Murdoch (1869-1927), future Pres. of Baltimore, Chesapeake & Atlantic Railway, born at Baltimore. (MB)
- Nov. 15, 1869 Flushing & North Side Railroad begins using new line running along north side of LIRR between Winfield and Long Island City and discontinues use of old Flushing Railroad line between those points via Haberman; old line is then leased (or sold?) to South Side Railroad. (Seyfried says "in a few days") (see 5/1/69 - this does not match corp. hist. data which has open Flushing-Whitestone in 11/69)
- Nov. 15, 1869 Maryland & Delaware Railroad opens for passenger service between Hillsboro, and Easton, Md.
- Nov. 15, 1869 NYC&HR unveils monument to Cornelius Vanderbilt at its new St. John's Park Freight Station in lower Manhattan; bronze pediment contains the statue of Vanderbilt that now sits in front of Grand Central Terminal, flanked by symbolic figures representing his business interests and events from his life. (USRR&MR has 11/10? - check NYT - see above)
- Nov. 16, 1869 Collis P. Huntington (1821-1900), the financial leader of the "Big Four" who behind the Central Pacific and Southern Pacific Railroads, agrees to complete Chesapeake & Ohio Railroad to the Ohio River. (C&O)
- Nov. 18, 1869 Danville, Hazleton & Wilkes-Barre Railroad opens for regular revenue service between Sunbury and South Danville.
- Nov. 21, 1869 PRR and PFW&C buy portion (?) of Pittsburgh, Mount Vernon & Columbus between Hudson and Millersburg, Ohio for \$1.5 million; counties have subscribed \$165,000 to complete to Columbus. (USRR&MR)
- Nov. 22, 1869 Camden & Amboy leases Rocky Hill Railroad & Transportation Company. (date of agreement)
- Nov. 22, 1869 William H. Brown appointed Resident Engineer on staff of General Superintendent. (Watkins - verify)
- Nov. 24, 1869 Western Pennsylvania Division created; Bald Eagle & Clearfield Division renamed Tyrone Division. (see 1/1/68!)
- Nov. 27, 1869 Flushing & North Side Railroad opens between College Point and Whitestone. (Seyfried gives both 11/27 and 11/15 as opening dates!!)
- Nov. 27, 1869 Reuben Hitchcock of Cleveland named Receiver of Atlantic & Great Western Railway in Ohio, replacing Jay Gould and W.A. O'Doherty. (Mott)
- Nov. 30, 1869 Strike of New York & Erie Railroad brakemen broken after Jim Fisk sends

in strikebreakers and Bowery toughs. (Mott)

- Dec. 1, 1869 Cincinnati & Zanesville Railroad sold at foreclosure to Thomas L. Jewett acting for bondholders for \$1,004,000; of First Mortgage bonds, PRR owns \$807,000, Charles Moran \$483,000, and E.J. Henry \$10,000, each receiving stock in new Cincinnati & Muskingum Valley Railway in proportion. (Church)
- Dec. 1, 1869 Eastern Shore Railroad resumes operation of own line (Delmar-Crisfield) from PW&B.
- Dec. 1, 1869 PC&StL assumes operation of Richmond & Miami Railway (New Paris-Richmond Jct.) under its lease of Little Miami Railroad; assumes sole operation of Cincinnati Street Connection track.
- Dec. 1, 1869 Collis P, Huntington of Central Pacific elected Pres. of Chesapeake & Ohio Railroad; plans to complete to Ohio River.
- Dec. 14, 1869 Officials of Michigan Central and Great Western Railway of Canada meet in Boston to negotiate consolidation or lease.
- Dec. 1869 Herman Haupt buys 108,000 acres around Mountain Lake in Giles County, Va. along route of proposed Shenandoah Valley Railroad. (Ward)
- Dec.? 1869 Westinghouse air brakes removed from 10-car train and placed on new 6-car train, which is run from Pittsburgh to Chicago and on C&NW, returning via Indianapolis. (RRH)
- Dec. 19, 1869 General Superintendent Edward H. Williams makes report on Westinghouse air brakes to PRR Board. (MB)
- Dec. 20, 1869 Mount Holly, Lumberton & Medford Railroad opens between Mount Holly and Medford, N.J.; operated by Camden & Amboy under lease of May 14, 1869. (C&C, SG)
- Dec. 20, 1869 LIRR branch opens between Manor and Good Ground (Hampton Bays).
- Dec. 20, 1869 Michigan Central Railroad names Superintendent of Great Western Railway of Canada and begins joint operation. (USRR&MR - verify)
- Dec. 22, 1869 Report of special committee to PRR Board on complaints of Pittsburgh grain dealers; agree to charge through rates on western grain transshipped at Pittsburgh providing not held there over 30 days; if grain is milled at Pittsburgh enroute, is to pay prorata of through rate on grain and flour. (MB)

- Dec. 22, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad Company renamed Cleveland, Mt. Vernon & Delaware Railroad Company. (Church)
- Dec. 27, 1869 Ashbel Welch presents paper to Executive Committee of United Companies recommending the adoption of the British system of mechanical interlocking of switches, which he had examined on a recent trip to England; Committee recommends installation of an interlocking machine at Trenton. (Anderson)
- Dec. 28, 1869 GR&I Board approves bond guarantee contract with PFW&C dated Sep. 30, 1869.
- Dec. 29, 1869 Pennsylvania Legislature passes law permitting any corporation to increase its stock from time to time up to 50% of the former total, but with pro rata increase of all state taxes that apply to existing stock.
- Dec. 29, 1869 Reuben Hitchcock named Receiver of Atlantic & Great Western Railway in New York. (Minor)
- Dec. 30, 1869 Ohio & Mississippi opens Louisville Branch between North Vernon, Ind., and Jeffersonville, giving B&O system access to Louisville. (Smith)
- 1869 New Jersey Railroad & Transportation Company purchases 70 acres of underwater land at Harsimus Cove north of its Jersey City terminal for freight yards. (Watkins - may be earlier)
- 1869 New Jersey Railroad & Transportation Company opens new direct line between Harrison and Newark, with new bridge over Passaic River near Market Street; old S-shaped line via Centre Street retained for local freight and passenger service. (so far unable to date this from newspapers - prob. open early 1870)
- 1869 Camden & Amboy steamer *Joseph Belknap* used between Bordentown and Philadelphia, converted to barge. (Stanton)
- 1869?? Greenwich Branch of Delaware Extension opened to Delaware River in Philadelphia, running south of built-up portions of city.
- 1869 Western Improvement Company incorporated.(check) also American Contract Company.
- 1869 PRR completes double track between Mapleton and Bridgeport, completing second track between Philadelphia and Pittsburgh except for Susquehanna, Manayunk and Mount Union bridges.
- 1869 Line relocation begins between Athenville (Ardmore) and Downingtown,

Pa., to eliminate many curves and meanders of old Philadelphia & Columbia Railroad.

- 1869 PRR opens new station at Coatesville.
- 1869 PRR builds platform for transfer of anthracite coal between PRR and Northern Central at Marysville, Pa.
- 1869 Altoona Car Shops built.
- 1869 Class B (later D2) and Class C (later D3) 4-4-0, Class E (later G2) 4-6-0, Class F (later B1) 0-6-0T, and Class H (later B2) 0-6-0 introduced.
- 1869 P&E begins construction of stock yards at Erie.
- 1869 Railroad fast freight lines begin to capture grain trade between Midwest and Plains states and Eastern ports formerly dominated by Erie Canal.
- 1859 Tyrone & Clearfield Railway abandons Decatur Branch. (what is source?)
- 1869 Moshannon Branch of Tyrone & Clearfield Railway extended from Moshannon to Sterling (1.0 mile). (C&C)
- c. 1869 Oil Creek & Allegheny Valley Railway abandons former Reno, Oil Creek & Pithole Railway branch between Rouseville and north of Plumer, Pa. (Val)
- 1869 Track gauge on Lines West changed from 4'-10" to 4'-9 1/2" to facilitate running through cars to Lines East; later changed to 4'-9" equal to Lines East. (Watkins)
- 1869 Hugh J. Jewett elected President of Little Miami/Columbus & Xenia. (NCAB)
- 1869 Hugh J. Jewett elected Pres. of Cincinnati & Muskingum Valley Railroad (NCAB - after LM)
- 1869 Terre Haute & Indianapolis Railroad begins building branches from Brazil into nearby coalfields; eventually about 43.4 miles of such branches. (Church)
- 1869 St. Louis, Vandalia & Terre Haute Railroad opens between Greenville and Effingham, Ill. (check RRGaz?)
- 1869 Samuel P. Langley (1834-1906), then director of Allegheny Observatory begins the first systematic service for coordinating clocks against a standard clock; seconds marked on a standard clock are transmitted telegraphically;

PRR becomes first organization to adopt uniform timekeeping (ca. 1869-70) by establishing a link to its standard clock in Altoona; uniform time also transmitted to standard clocks in Philadelphia and Columbus, Ohio.

- 1869 United Companies establish ferry between Perth Amboy and South Amboy, N.J., using a tugboat; regular ferry boat placed on run in 1872.
- 1869 In 1869, Baltimore enjoys differential on eastbound grain of 104 per 100#; is source of 1869 rate war, in settlement of which Baltimore differential is cut to 54 per 100# (from 1882 off. rept. on differentials - verify)
- 1869 Future Engineer of Maintenance of Way Joseph T. Richards joins PRR.
- 1869 Boston, Providence & New York RPO established. (Kay)
- 1869 Camden & Atlantic Railroad deeds its Batsto Branch, which it never accepted from contractors, to Raritan & Delaware Bay Railroad; becomes part of CNJ system.
- 1869 George Clinton Gardner (1834-1904), an civil engineer with experience on the Mexican and Northwest Boundary surveys, named Assistant Engineer of Philadelphia & Erie Railroad at Erie. (Wilson)
- 1869 Peter Wright & Sons fits *Charles* with 59 iron tanks for shipping crude oil to Europe. (Flayhart)
- 1869 Noble Order of the Knights of Labor founded in Philadelphia; remains a secret society until 1878.
- 1869 Wiggins Ferry Company and Madison County Ferry Company begin carrying railroad cars across the Mississippi at St. Louis by train ferry. (verify)
- 1869 Judge Thomas A. Mellon establishes private banking house of T. Mellon & Sons. (Vexler)