

**PRR CHRONOLOGY
1870**

January 2005 Edition

- Jan. 1, 1870** **Western Pennsylvania Division created from Western Pennsylvania Railroad and Indiana Branch with Robert Neilson as Superintendent and Resident Engineer; Bald Eagle & Clearfield Division renamed Tyrone Division.**
- Jan. 1, 1870** **Delaware Division of PW&B created. (Wilson-check - watkins says under I.N. Mills, General Agent - No - 2/1/1881)**
- Jan. 1, 1870** **Junction & Breakwater Railroad opens between Georgetown and Lewes, Del. (SmyrnaTimes)**
- Jan. 1, 1870** **Boston, Hartford & Erie Railroad passes interest payments; bondholders, including Cornelius Vanderbilt, agree to waive collection.**
- Jan. 2, 1870** **PW&B service interrupted by storm waters washing over Bush River trestle.**
- Jan. 2, 1870** **Judge Thomas Mellon (1813-1908) retires from the bench and establishes private banking house of T. Mellon & Sons at Pittsburgh with sons Andrew W. Mellon (1855-1937) and Richard Beatty Mellon (1858-1933). (HistPitts)**
- Jan. 5, 1870** **Hunters Point & South Side Railroad incorporated in New York to build from Fresh Pond to the East River. (Val)**
- Jan. 5, 1870** **Public meeting in Philadelphia to promote National Railway. (SG)**
- Jan. 5, 1870** **At Cleveland & Pittsburgh Railroad annual meeting, William Marcy ("Boss") Tweed and his henchman Peter B. Sweeney, Tom Scott and Henry Harley elected to Board; S.J. Tilden and A.S. Diven dropped. (MB)**
- Jan. 10, 1870** **Edward Hoopes elected Pres. of West Chester & Philadelphia Railroad, replacing Marshall B. Hickman. (MB)**
- Jan. 10, 1870** **Standard Oil Company incorporated in Ohio, succeeding partnership of Rockefeller, Flagler & Andrews; Standard Oil then makes contract with LS&MS to ship 60 cars per day from Cleveland in return for lower rate.**

- Jan. 13, 1870** Jim Fisk replaces S.J. Tilden on Cleveland & Pittsburgh Railroad Executive Committee. (MB)
- Jan. 1870** When Charles E. Smith is unable to stand for reelection, Benjamin F. Gowen is elected Pres. of the Reading in his own right; abandons the conservative policies of Smith, who concentrated on the coal trade and did not threaten the PRR: Gowen is determined to build the Reading into a rival trunk line in the PRR's heartland. (Schlegel)
- Jan. 1870** PRR completes new grain warehouse north of Market Street in West Philadelphia; 555' x 125'; PRR had built its Washington Street grain elevator on Chicago plan of storing different grains together by grade, while Philadelphia custom was to store each lot separately; the grain warehouse is designed so that each carload may be kept in a separate bin. (USRR&MR has done in issue of 2/26)
- Jan. 1870** Short Mountain Coal Company stockholders authorize sale of property to ___(Lykens Valley?). (Digest)
- Jan. 1870** Virginia Court of Appeals voids 1862 sale of Alexandria & Washington Railroad to Alexander Hay, et al., and also the 1863 Virginia act legalizing the sale. (Digest)
- Jan. 1870** Toledo, Peoria & Warsaw Railway and Columbus, Chicago & Indianapolis Central Railway begin through car service between Columbus and Peoria via Logansport. (Stringham)
- Jan. 1870** Herman Haupt and Tom Scott meet in Washington at reception for Pres. Grant; discuss Shenandoah Valley Railroad project and decide to build it. (Ward)
- Jan. 16, 1870** Reuben Hitchcock appointed Receiver of Atlantic & Great Western Railway in Pennsylvania, giving him control of entire line. (Minor has 1/15)
- Jan. 17, 1870** Joint Board of United Companies appoints committee to consider plans for Harsimus Cove; Gen. Pres. Ashbel Welch presents a report recommending a system of wire rope towage to replace steam tugs on Delaware & Raritan Canal. (MB)
- Jan. 22, 1870** Cleveland, Mt. Vernon & Delaware Railroad assumes lease of Massillon & Cleveland Railroad from Pennsylvania Company. (Church)
- Jan. 22, 1870** Military government of Virginia ends, and state restored to civil authorities. (Eckenrode)

- Jan. 25, 1870** John W. Garrett writes to House of Delegates regarding recent resolution to annul B&O charter over failure to pay 20% of passenger receipts on Washington Branch; cannot do so without losing all business to Baltimore & Potomac Railroad; urges that both railroads be placed on the same footing and that Baltimore-Washington fare be cut 20%. (Pam)
- Jan. 25, 1870** Cincinnati & Muskingum Valley Railway incorporated in Ohio as reorganization of Cincinnati & Zanesville Railroad. (Church)
- Jan. 26, 1870** PRR creates Trustees of Insurance Fund and separate insurance account; 12% of value of total loss of all property in case of fire to be paid into fund annually; makes first appropriation of \$52,500; fund is to cover all properties with extreme fire hazard; resolve to take measures to secure construction of cattle yards along road for stock trade. (MB)
- Jan. 26, 1870** Virginia readmitted to Congress.
- Jan. 27, 1870** PRR signs first contract with Pullman Palace Car Company for sleeping and parlor car service, Pullman having purchased the Central Transportation Company; Pullman begins building new cars for PRR service to replace the Silver Palaces, many of which are wearing out. (MB)
- Jan. 31, 1870** Jay Gould orders Erie Railway to begin keeping a central personnel file on all employees for the purpose of discipline and promotion; first such system on a major railroad; PRR does not have centralized personnel records.
- Early 1870** PRR secures introduction of bill to charter National Improvement Company, empowering Tom Scott, William Thaw, H.H. Houston, et al. to consolidate holdings of western connections; word "railroad" does not appear in charter to avoid bringing it under the 1849 General Railroad Law.
- Early 1870** Lake Shore Crude Oil Transportation Company organized to operate over LS&MS between Oil Region and Cleveland.
- Feb. 1, 1870** PRR revises lease of CC&IC to PC&StL, reducing the rent of CC&IC so 30% gross earnings is equal to interest on \$15 million in First Mortgage bonds and \$821,000 in Second Mortgage bonds rather than \$22 million; all other bonds to be funded into new \$10 million Convertible bonds; PRR holds this is not a guarantee of interest, leading to a lengthy dispute with the CC&IC bondholders after the 1873 crash. (Church)
- Feb. 2, 1870** Allegheny Valley Railroad opens bridge across Allegheny River between Venango City and Oil City, completing line from Pittsburgh to Oil City,

Pa. (Val, AR)

- Feb. 3, 1870** Penberton & New York Railroad incorporated in New Jersey in joint interest of New Jersey Southern Railroad and Joint Companies; to form link between NJS at Whitings and Joint Companies at Pemberton, completing a more direct line from Philadelphia to Long Branch.
- Feb. 4, 1870** Monongahela Valley Railroad renamed Pittsburgh, Virginia & Charleston Railway. (Val)
- Feb. 8, 1870** Henry M. Hamilton's agents introduce a bill in New Jersey Legislature to permit consolidation of short-line charters into the Millstone & Trenton Railroad forming through line between Philadelphia and New York. (SG)
- Feb. 11, 1870** Ashtabula, Youngstown & Pittsburgh Railroad incorporated in Ohio to build from Ashtabula to Youngstown. (Church)
- Feb. 12, 1870** Park Avenue Railroad incorporated to build a street railway in Brooklyn, N.Y.; later controlled by LIRR. (CorpHist)
- Feb. 12, 1870** First train crosses Louisville Bridge; JM&I opens connection from 10th Street, Jeffersonville, to Clarksville (Louisville Bridge Jct.). (AR)
- Feb. 15, 1870** Future VP J.J. Turner first joins PC&StL Railway as a clerk.
- Feb. 15, 1870** Ground broken for Northern Pacific Railroad; financed by Philadelphia banking house of Jay Cooke & Co. with involvement of many persons close to PRR, including J. Edgar Thomson, Tom Scott, William G. Moorhead. (Larson)
- Feb. 16, 1870** Supplement to Millstone & Trenton Railroad charter permitting consolidation of National Railway reported from committee with recommendation it not pass. (SG)
- Feb. 16, 1870** Columbus & Kinkora Railroad renamed Columbus, Kinkora & Springfield Railroad.
- Feb. 16, 1870** New Jersey act confirms sale of Camden & Atlantic Railroad's Batsto Branch to Raritan & Delaware Bay Railroad. (Val)
- Feb. 17, 1870** Pullman Palace Car Company leases Central Transportation Company, retroactive to Jan. 1, 1870, and absorbs its sleeping car fleet; gives Pullman, formerly confined to some midwestern roads, an additional 6,000 route-miles.
- Feb. 17, 1870** Middle Creek Railroad renamed Sunbury & Lewistown Railroad. (Val)

- Feb. 17, 1870** Jersey Shore, Pine Creek & Buffalo Railway incorporated to build between Williamsport area and Buffalo across northwestern Pennsylvania; Reading hopes to use it to reach Buffalo gateway and achieve trunk line status.
- Feb. 18, 1870** Cleveland, Mt. Vernon & Delaware Railroad issues \$1.5 million 7% Consolidated First Mortgage to J. Edgar Thomson and George W. Cass. (Church)
- Feb. 19, 1870** Alexandria & Fredericksburg Railway signs memo of agreement with George B. Roberts for sale of all company securities to PRR. (MB)
- Feb. 21, 1870** United Companies agree with Adams Express Company to transfer all its through express operations from the Allentown Route to via Mantua Jct.
- Feb. 23, 1870** National Improvement Company bill killed by objection of Sen. ___ Rutam of Beaver County.
- Feb. 23, 1870** PC&StL Railway leases Little Miami Railroad retroactive to Dec. 1, 1869 at 8%; lease includes Columbus & Xenia Railroad, Dayton & Western Railroad, portion of Richmond & Miami Railway, Cincinnati Street Connection Railway and Dayton, Xenia & Belpre Railroad; gives PRR direct access to Cincinnati and a second route between Columbus and Richmond, Ind., via Dayton; rival Cleveland, Columbus, Cincinnati & Indianapolis Railway retains joint operating rights over Columbus & Xenia. (Church)
- Feb. 24, 1870** Revenue service begins over Louisville Bridge Company bridge over Ohio River between Louisville (11th Street) and Jeffersonville; connects with L&N at 11th and Maple Streets; operated jointly with Jeffersonville, Madison & Indianapolis Railroad without agreement; bridge designed by Albert Fink; first subdivided Warren truss bridge with 400' clear span; jointly owned by Jeffersonville, Madison & Indianapolis and Louisville & Nashville Railroads; L&N installs a steam hoist system for changing trucks from 4'-82" to 5'-0" gauge. (AR)
- Feb. 24, 1870** New Jersey Warehouse & Guaranty Company incorporated to operate warehouse in Jersey City.
- Feb. 25, 1870** W.Va. act authorizes Shenandoah Valley Railroad to extend to Potomac River; Jefferson County may subscribe. (CorpHist)
- Feb. 27, 1870** Receiver Reuben Hitchcock leases Atlantic & Great Western Railway to Erie Railway retroactive to Jan. 1, 1870.
- Mar. 1, 1870** Text of National Improvement Company bill published in *Pittsburgh Daily Gazette* accompanied by denunciation; PRR then substitutes nearly

identical bill for "Pennsylvania Company."

- Mar. 1, 1870** Erie & Western Transportation Company executes new operating contract with J.C. & E.T. Evans; advances \$150,000 for construction of new boats and also pledge to establish new line from Erie to Lake Superior connecting with Northern Pacific Railroad. (MB)
- Mar. 1, 1870** New York & Hempstead Plains Railroad incorporated in N.Y. to build from Hempstead to Bay Ridge. (NYState)
- Mar. 2, 1870** Bill to incorporate Mercer & Somerset Railroad introduced in New Jersey House; designed by Camden & Amboy to occupy and interfere with route of Millstone & Trenton Railroad; on same day, new bill introduced in Senate to permit merger of all of Hamilton's companies into Millstone & Trenton Railroad; offer to pay \$500,000 to state plus 1% tax. (SG)
- Mar. 2, 1870** Charter supplement authorizes Baltimore & Potomac Railroad to increase stock from \$3 million to \$4 million. (Digest)
- Mar. 4, 1870** Detroit, Logansport & St. Louis Railroad conveys property to Detroit, Eel River & Illinois Railroad under agreement of Feb. 23, 1870. (Church)
- Mar. 9, 1870** U.S. House of Representatives refuses to pass the latest National Air Line Railway bill.
- Mar. 1870** Pres. Thomson taken ill; attends no Board meetings until Oct.
- Mar. 15, 1870** PRR General Superintendent Edward H. Williams resigns to become a partner in the Baldwin Locomotive Works; his assistant John H. Converse (1840-1910) follows him to Baldwin. (Wilson, Watkins)
- Mar. 1870** Future PRR General Superintendent of Motive Power Alfred W. Gibbs (1856-1922) joins PRR as special apprentice at Altoona Shops. (NYT - verify)
- Mar. 17, 1870** Mercer & Somerset Railroad incorporated in interest of United Companies for the sole purpose of interfering with location of the National Railway in central New Jersey. (PL)
- Mar. 23, 1870** At request of Ashbel Welch, PRR Board appoints committee of three to recommend how to enlarge New York area facilities for western freight. (MB)
- Mar. 24, 1870** PRR leases Erie & Pittsburgh Railroad Company at 7% retroactive to Mar. 1. (Church)

- Mar 25, 1870** Act of Congress extends time for completion of Baltimore & Potomac Railroad in D.C. to Feb. 1, 1875. (Digest)
- Apr. 1, 1870** Major revision of organization; A.J. Cassatt appointed General Superintendent of PRR succeeding Edward H. Williams, resigned to become a partner in Baldwin Locomotive Works; Isaac Dripps, now Master Mechanic at Fort Wayne, appointed Superintendent of Motive Power & Machinery, replacing Cassatt; John Reilly Supt. of Transportation, a new post in charge of car distribution; Chief Engineer-MofW John A. Wilson, who is passed over for post of General Superintendent, named Chief Engineer of Low Grade Line; replaced by Theodore I. Heizmann with new title of Engineer of MofW; G. Clinton Gardner named Assistant Superintendent of Motive Power & Machinery at Altoona. (MB)
- Apr. 1, 1870** Lake Shore & Michigan Southern stops honoring through tickets to and from Philadelphia & Erie to Cleveland.
- Apr. 4, 1870** Supplement to charter of Union Railroad Company of Baltimore repeals earlier routes; now to run from Western Maryland at northwestern city line or from the east end of the Baltimore & Potomac tunnel, or from the Northern Central at Belvedere bridge to Canton; all railroads entering Baltimore to have equal rights to use Union Railroad.
- Apr. 4, 1870** Kent County Railroad opens between Masseys and Kennedyville, Md., running three (?) times a week.
- Apr. 4, 1870** Md. act authorizes Shenandoah Valley Railroad to extend north to Hagerstown. (CorpHist)
- Apr. 6, 1870** Morgan Improvement Company incorporated with blanket Pennsylvania special charters and Tom Scott's private secretary R.D. Barclay as incorporator.
- Apr. 6, 1870** Crescent Improvement Company incorporated with blanket Pennsylvania special charter and Tom Scott's private secretary R.D. Barclay as incorporator.
- Apr. 6, 1870** Pennsylvania act frees Philadelphia & Erie from maximum rate cap on goods (3 cents per ton-mile) and cars (2 cents per mile per four wheels) carried by independent transporting companies (in this case, the Empire Line) set by general law of Feb. 19, 1849.
- Apr. 7, 1870** Pennsylvania Company incorporated in Pa. under a broad "Tom Scott" charter as holding company to control certain lines west of Pittsburgh

and Erie. (Val)

- Apr. 7, 1870** Gov. Geary vetoes act to grant \$6 million in state bonds to aid Jersey Shore, Pine Creek & Buffalo Railway, Pittsburgh, Virginia & Charleston Railway, Clearfield & Buffalo Railway, and Erie & Allegheny Railway. (PaArch)
- Apr. 8, 1870** Pullman Palace Drawing Room Car for PRR service makes demonstration run between West Philadelphia and Trenton; 12 sections and 2 compartments, with 6-wheel trucks for quiet ride.
- Apr. 9, 1870** Occidental Improvement Company incorporated, another Tom Scott's holding company.
- Apr. 9, 1870** Central Improvement Company incorporated in Pa.; another Tom Scott holding company, for purpose of building Shenandoah Valley Railroad; Herman Haupt later appointed Chief Engineer; J. Peter Lesley (1819-1903) to do geological work. (PL, Ward)
- Apr. 9, 1870** Rochester, Nunda & Pennsylvania Railroad Company incorporated in N.Y. to build from Mt. Morris to Town of Amity, Allegany County, forming part of a direct line between Rochester and Pittsburgh. (Val, Corp Hist)
- Apr. 1870** John Mifflin Hood (1843-1906) resigns as Chief Engineer & Superintendent of Philadelphia & Baltimore Central Railroad to join a Florida Railroad. (Memoir, WM)
- Apr. 16, 1870** William A. Baldwin becomes Superintendent of Philadelphia & Erie Railroad, replacing Alfred L. Tyler, resigned to become VP of South Carolina Railroad. (MB)
- Apr. 16, 1870** Southern Improvement Company incorporated, another Tom Scott holding company.
- Apr. 18, 1870** Joint Board of United Companies agrees to aid Mercer & Somerset Railroad providing residents raise \$150,000; order construction from Delaware River to Pennington once \$40,000 raised; Joseph P. Bradley resigns as director and Secretary of Joint Board; replaced as Secretary by William H. Gatzmer; A.W. Markley of Camden named Agent for legal business; agree to operate Kinkora, Columbus & Springfield Railroad once company builds it. (MB)
- Apr. 1870** PC&StL appoints John Durand General Superintendent of Pittsburgh & Cincinnati Division and Darius W. Caldwell General Superintendent of Indianapolis & Chicago Division; headquarters relocated to Columbus.

(USRR&MR)

- Apr. 1870** PC&StL relaying track between Indianapolis and Richmond with fish-plate joints.
- Apr. 1870** Empire Transportation Company opens new freight depot covering two acres at Pier 38, North River, N.Y., near Debrosses Street; served by carfloats from Jersey City.
- Apr. 1870** New Jersey Railroad opens new station at Market Street, Newark, following completion of direct line from East Newark Jct. (NJJ 4/26/70)
- Apr. 23, 1870** LIRR Sag Harbor Branch opens between Hampton Bays and Bridgehampton.
- Apr. 26, 1870** St. Louis, Vandalia & Terre Haute Railroad opens between Effingham, Ill. and Indiana state line; Terre Haute & Indianapolis opens westward to Illinois line, completing a line between Indianapolis and St. Louis under PRR control; first train operates between Effingham and Terre Haute. (AR - USRR&MR has Wabash River Bridge - last link- open late 4/70)
- Apr. 27, 1870** PRR approves sale of Western Reservoir to John Reilly for \$2,500; later developed as summer resort for Pittsburgh elite until breaking of poorly-maintained dam creates Johnstown Flood of 1889. (MB)
- Apr. 27, 1870** PRR Board insists that Pres. Thomson take leave of absence for health. (MB)
- Apr. 28, 1870** CC&IC issues \$10 million in 7% Convertible bonds for purpose of reducing its other bonded debt to \$15,821,000 under Feb. 1, 1870 lease to PC&StL; also to be used to pay lessee for capital improvements, convertible into preferred stock. (Church)
- Apr. 29, 1870** Work begins on Baltimore & Potomac Tunnel at Baltimore.
- May 1, 1870** PFW&C assigns lease of Massillon & Cleveland Railroad from PRR to Cleveland, Mount Vernon & Delaware Railroad under agreement of Jan. 22, 1870. (C&C)
- May 2, 1870** Kent County Railroad begins full service between Masseys and Kennedyville, Md.
- May 2, 1870** PRR takes possession of Erie & Pittsburgh Railroad. (RRG)
- May 4, 1870** Horace F. Clark, son-in-law of Cornelius Vanderbilt, elected Pres. of Lake Shore & Michigan Southern, bringing that road more firmly into

the Vanderbilt camp.

- May 9, 1870** LIRR extension opens between Bridgehampton and Sag Harbor.
- May 9, 1870** Frankford & Holmesburg Railroad opens between Holmesburg Jct. and Bustleton, Pa. (C&C)
- May 13, 1870** GR&I, Fort Wayne, Muncie & Cincinnati Railroad and Fort Wayne, Jackson & Saginaw Railroad contract for connecting their tracks in Fort Wayne. (Church)
- May 20, 1870** Mansfield, Coldwater & Lake Michigan Railway incorporated in Ohio to build from Mansfield to Michigan state line near Amboy. (Church)
- May 21, 1870** Ohio & Michigan Railway incorporated in Michigan to build from Ohio state line near Amboy to Allegan. (Church)
- May 24, 1870** Erie & Western Transportation Company contracts with Lake Superior & Mississippi Railroad, controlled by friends and officers of PRR, to establish a line of six propellers to Duluth; LS&M to provide through service between Duluth and St. Paul; contract is later opposed by minority LS&M stockholders and tied up in courts through mid-1870s. (MB)
- May 25, 1870** PRR authorizes contract with Chicago, Pekin & Southwestern Railroad for trackage rights over PFW&C between Rock Island Jct. and bridge over Chicago River. (MB)
- May 26, 1870** Cincinnati & Muskingum Valley Railway organized; Hugh J. Jewett, Pres. (Church, C&C)
- May 28, 1870** First freight car with feather key on axle permitting wheel gauge to be adjusted en route invented by William B. Snow leave Jersey City on Erie Railway; arrives at Chicago on June 3 en route to West Coast.
- May 30, 1870** Washington City Council approves route of Baltimore & Potomac Railroad on Virginia Avenue, K Street, 3rd Street and Virginia Avenue. (Moore)
- May 31, 1870** City of Baltimore passes ordinance repealing Union Railroad Company of Baltimore's right to build west of the city line, which is given to the Western Maryland Railroad; city-guaranteed bonds will only cover portion east of Belvidere. (Digest)
- May 31, 1870** Washington ordinance authorizes Baltimore & Potomac Railroad to build tunnel between L & K Streets. (Digest)

- June 1, 1870** **Pennsylvania Company organized; all stock subscribed by William Thaw, H.H. Houston, George B. Edwards, William H. Barnes and George B. Bonnell; Thaw elected Pres. (MB)**
- June 1, 1870** **Camden & Amboy Railroad begins operating Rocky Hill Railroad & Transportation Company under lease of Nov. 22, 1869. (Val)**
- June 1, 1870** **New Jersey Railroad guarantees bonds of Belleville & Newark Horse-Car Railroad. (Digest)**
- June 1, 1870** **Boston excursion arrives in San Francisco via San Jose Railroad.**
- June 2, 1870** **Pa. act authorizes Pennsylvania Canal Company to abandon any parts of West Branch Canal or Juniata Canal west of Huntingdon. (Digest)**
- June 4, 1870** **NY&LB committee reports that William H. Gatzmer and Ashbel Welch of United Companies have rejected their proposal for a bridge across the mouth of the Raritan River at Perth Amboy but will approve a partial bridge and cable ferry. (MB)**
- June 4, 1870** **Virginia passes act restoring Alexandria & Fredericksburg Railway from expiration for failing to start work within original time limit; authorized to extend north to Long Bridge and to connect with RF&P at southern end. (Digest)**
- June 6, 1870** **South Side Railroad Company of Long Island Board authorizes lease of Hunters Point & South Side Railroad. (Val)**
- June 8, 1870** **Columbus, Tiffin & Toledo Railroad renamed Baltimore & Ohio, Toledo & Michigan Railroad; route changed to run from Lexington, Ohio, through Crestline and Toledo to Michigan state line. (Church)**
- June 8, 1870** **J. Edwin Conant contracts to build Toledo & Woodville Railroad for \$425,000 in city bonds; also to extend south to Mansfield and north to Ann Arbor; given up after spending \$15,000. (Church)**
- June 8, 1870** **Excursion train of eight cars carrying 400 guests opens Vandalia Line between Indianapolis and East St. Louis. (AR,)**
- June 9, 1870** **Smithtown & Port Jefferson Railroad incorporated in New York to build from Northport to Port Jefferson. (CorpHist)**
- June 10, 1870** **South Side Railroad of Long Island contracts to operate over unused portion of New York & Flushing Railroad between Long Island City and New York & Flushing Jct. (Haberman); South Side also leases the Far**

Rockaway Branch Railroad of Queens County, N.Y., retroactive to Sep. 1869. (prob. 7/29/69, opening date) (Val, - in another place says this date South Side surrenders lease)

- June 11, 1870** George B. Roberts elected Pres. of Alexandria & Fredericksburg Railway and Tom Scott, Albert Hewson and John P. Green elected directors. (MB)
- June 12, 1870** Best New York-Chicago running time cut to 27 hours and 24 hours from Philadelphia for summer timetable; express trains cut to five stops between Philadelphia and Pittsburgh. (Watkins)
- June 12, 1870** Revenue service begins over Vandalia Line between Indianapolis and St. Louis. (AR)
- June 14, 1870** Indianapolis & Vincennes Railroad agrees for new First Mortgage bonds guaranteed by PRR to be substituted for those guaranteed by PC&StL Railway, CC&IC Railway and Indianapolis, Cincinnati & Lafayette Railroad; issues \$1.45 million Second Mortgage bonds to be issued to Ambrose E. Burnside for purpose of finishing road. (Church)
- June 1870** Grand Rapids & Indiana Railroad opens between Fort Wayne and Sturgis. (Church - not in accord with AR)
- June 16, 1870** Wilmington & Reading Railroad opens between Wilmington and Birdsboro, Pa.
- June 17, 1870** Erie Railway cuts New York-Cincinnati fare from \$18.35 to \$17 and Louisville fare to \$21.
- June 17, 1870** Virginia passes new act providing for merger of Norfolk & Petersburg, South Side and Virginia & Tennessee Railroads into Atlantic, Mississippi & Ohio Railroad; Board of Public Works is to sell all stock in these companies, plus the unfinished Virginia & Kentucky Railroad to the AM&O in return for Second Mortgage bonds; Richmond *Enquirer* had been main opposition to bill, along with B&O and Orange & Alexandria Railroads. (Blake)
- June 18, 1870** Oil Creek Extension of Lake Shore & Michigan Southern completed to Oil City and connection with Oil Creek Railroad.
- June 19, 1870** Through Pullman Palace sleeping cars established between Jersey City and St. Louis via Philadelphia and Vandalia Line.
- June 21, 1870** Act of Congress gives Baltimore & Potomac (PRR) right to extend down Maryland Avenue and over Long Bridge; grants perpetual control of the

Long Bridge at Washington, providing it maintains a public roadway; B&P is to build new connection at north end of bridge; act secured through influence of Simon Cameron; blocks B&O expansion south of Washington; old A&W bridge is simple pile trestle with four Howe truss spans at south end; bridge is entirely replaced by B&P with 18 Howe truss spans on stone piers with draw spans at north and south ends. (Digest, Wilson)

- June. 21, 1870** Property and franchises of Wrightsville, York & Gettysburg Railroad deeded to PRR; operation by Northern Central Railway ends. (Val)
- June 24, 1870** Portion of Philadelphia & Baltimore Central Railroad in Pennsylvania assigned to Samuel M. Felton, trustee. (Val)
- July 27, 1870** PRR and Erie make further cut in New York-Cincinnati fares from \$17 to \$14.
- June 28, 1870** Delaware & New York Steamship Company begins steamboat service with *Washington* between New York and Lewes, Del.; Junction & Breakwater Railroad opens 1,600-foot wooden pier at Lewes for transferring produce to steamers.
- June 29, 1870** Ashtabula, Youngstown & Pittsburgh Railroad organized; William McCreery, Pres.; Felician Slataper Chief Engineer. (Church, C&C)
- June 29, 1870** Virginia deeds state-owned Blue Ridge Railroad to Chesapeake & Ohio Railroad. (C&O)
- 1870** PRR attempt to ally with Anchor Line of Glasgow (Handysides & Henderson) fails when Capt. Thomas Henderson refuses to consent to moving headquarters from Scotland to Philadelphia as well as move its U.S. terminal from New York to Philadelphia in return for PRR capital. (Flayhart)
- June 30, 1870** Yet another report of PRR Committee on Steamships now recommends the formation of a company in Pennsylvania capitalized at \$2 million, of which PRR to take 60%. (MB)
- June 30, 1870** Ferry Committee of United Companies presents report on leasing Pier No. 39, N.R., adjoining Debrosses Street ferry as freight station; Ashbel Welch presents draft agreement with National Storage Company for railroad from Point of Rocks (near later "WALDO" Tower) to Communipaw in Jersey City to obviate use of CNJ; authorizes purchase of right of way for Mercer & Somerset Railroad between Millstone and Pennington. (MB)

- July 1, 1870** PRR begins operation of Wrightsville, York & Gettysburg Railroad as part of Philadelphia Division and begins operation of through cars between Philadelphia and York. (AR)
- July 1, 1870** Michigan Lake Shore Railroad opens between Allegan and Muskegon. (Church - some parts may be open in 1869)
- July 1, 1870** St. Louis, Vandalia & Terre Haute Railroad accepted from contractors; Terre Haute & Indianapolis Railroad begins operating St. Louis, Vandalia & Terre Haute Railroad under lease of Feb. 10, 1868; contractors receive \$169 million in First Mortgage bonds, \$2.3 million in Second Mortgage bonds and \$1.8 million in stock; Indianapolis-Terre Haute becomes Indianapolis Division, John E. Simpson, Superintendent; Terre Haute-St. Louis becomes Vandalia Division, John W. Conologue, Superintendent. (Church, AR)
- July 2, 1870** PW&B summer-only, tri-weekly excursion service Philadelphia-New Castle-Cape May resumes with steamer *Arrowsmith* replacing *Lady of the Lake* used in 1868 and 1869 seasons. (BaltAm)
- July 2, 1870** Ambrose E. Burnside agrees to finish and equip Indianapolis & Vincennes Railroad in return for \$1.45 million Second Mortgage bonds. (Church, MB)
- July 2, 1870** PRR agrees with Pres. Ambrose E. Burnside to assume his contract to complete Indianapolis & Vincennes Railroad and make arrangements for control of Cairo & Vincennes; PRR agrees to guarantee I&V First Mortgage bonds and \$1.45 million Second Mortgage bonds delivered to PRR by Gen. Burnside; all I&V stock transferred to PRR and replaced with non-guaranteed stock; 1868 lease to Indianapolis, Cincinnati & Lafayette Railroad, CC&IC Railway and PC&StL Railway is cancelled; PRR planned to make main southwestern gateway for Texas and New Orleans at Cairo. (Church)
- July 2, 1870** Purchasers of Union & Titusville Railroad meet at Meadville and organize new Union & Titusville Railroad (1870). (Val)
- July 4, 1870** Pemberton & New York Railroad completed between Pemberton Jct. and Whitings, N.J.; United Companies and New Jersey Southern Railroad (former Raritan & Delaware Bay) begin through service between Camden and New York via Whitings, Long Branch and Sandy Hook. (SG)
- July 4, 1870** Indianapolis & St. Louis Railroad opens between Indianapolis and Terre Haute; I&StL also begins operating St. Louis, Alton & Terre Haute, giving the NYC and PRR interests each a line under their complete

control between Indianapolis and St. Louis; PFW&C retains a half interest in the Indianapolis & St. Louis Railroad; however, the existence of two roads between Indianapolis and St. Louis, where there was barely traffic for one, means St. Louis, Alton & Terre Haute Railroad fails to earn minimum \$450,000 called for in lease to Indianapolis & St. Louis Railroad, so guarantors, including PFW&C, must make up difference. (Church - St. Louis Sta. book says I&StL opens 7/1!! - RRG says last rail laid 7/5!! near Greencastle)

- July 7, 1870** Judge George G. Barnard (1829-1879) of New York, generally believed to be in Jay Gould's pocket, issues desist order against Lake Shore & Michigan Southern preferentially routing traffic to NYC rather than Erie.
- July 8, 1870** Charter supplement authorizes Shenandoah Valley Railroad to extend southwards to the Tennessee state line. (CorpHist)
- July 9, 1870** Separate Martinsburg & Potomac Railroad incorporated in Virginia. (Digest)
- July 10, 1870** Indianapolis & St. Louis Railroad opens for revenue service; Bee Line ends exchange of business with Terre Haute & Indianapolis Railroad. (AR)
- July 1870** NYC&HR places first track pan for scooping water on the fly in use at Montrose south of Poughkeepsie; first such installation in U.S. based on British invention; designed by Master Mechanic William Buchanan.
- July 1870** Cincinnati, Richmond & Fort Wayne Railroad opens between Richmond and Winchester, Ind.; financed by PRR. (Church)
- July 14, 1870** Internal Revenue act phases out income tax in 1872 and abolishes Civil War excise taxes.
- July 15, 1870** Georgia becomes last Confederate state readmitted to Congress.
- July 18, 1870** Stockholders of New Jersey Railroad petition Joint Board for more complete consolidation of the United Companies; Joint Board notes that rumors that the PRR will lease the United Companies have appeared, although no negotiations have been authorized. (MB)
- July 18, 1870** Executive Committee of United Companies appoints special committee on relations with New Jersey Southern Railroad. (MB)
- July 19, 1870** New York, West Shore & Chicago Railroad Company incorporated in New York to build from Weehawken to Buffalo along the west bank of

- the Hudson parallel to the NYC.
- July 20, 1870** Philadelphia & Erie stockholders approve modification of PRR lease dated Jan. 1, 1870, changing basis of rental from 30% of gross receipts to net receipts after deducting expenses and depreciation. (Feron)
- July 20, 1870** A.K. McClure, counsel of Central Improvement Company (a Penna. company controlled by PRR men), concludes negotiations to build Shenandoah Valley Railroad Company from Hagerstown, Md. to Salem (Roanoke), Va.; to connect with railroads to deep South via Chattanooga.
- July 22, 1870** Union & Titusville Railroad (1870) incorporated as reorganization of Union & Titusville Railroad Company of 1866. (Val)
- July 23, 1870** George C. Franciscus (1818-1870), PRR General Agent at Philadelphia, dies in sleep at Cresson at age 52.
- July 23, 1870** All-PRR Board elected by Indianapolis & Vincennes Railroad. (MB)
- July 27, 1870** Continental Improvement Company contracts with receiver to continue operation of Grand Rapids & Indiana Railroad. (Church)
- Aug. 1, 1870** Indianapolis & Vincennes Railroad cancels operating contracts with Indianapolis, Cincinnati & Lafayette Railroad and Columbus, Chicago & Indianapolis Central Railway. (MB)
- Aug. 1, 1870** Pittsburgh, Chicago & St. Louis Railway begins operating Indianapolis & Vincennes Railroad without agreement in return for net income. (MB)
- Aug. 1, 1870** PRR names Charles E. Pugh General Agent at Philadelphia, replacing George C. Franciscus, deceased. (MB)
- Aug. 1, 1870** Lake Superior & Mississippi River Railroad opens between Duluth and Thomson, 23 miles; Robert H. Lamborn, Secy.-Treas, formerly of PRR.
- Aug. 3, 1870** Bedford & Bridgeport Railroad organized at Bedford; John Cessna (1821-1893), Pres. (Val, C&C)
- Aug. 3, 1870** New York & New Haven Railroad and Hartford & New Haven Railroad agree to merge under Joint Board. (AR)
- Aug. 5, 1870** George B. Roberts elected Pres. of Indianapolis & Vincennes Railroad. (MB)
- Aug. 6, 1870** Debrosses Street ferry terminal reopens after two-week rebuilding to prevent foot passengers and vehicles from interfering with each other while boarding. (HC)

- Aug. 6, 1870** South Side Railroad of Long Island begins operating steam dummy service over portion of old New York & Flushing between Flushing Jct. and Winfield; soon abandoned.
- Aug. 6, 1870** Property of Cincinnati & Zanesville Railroad conveyed to Cincinnati & Muskingum Valley Railway by Charles Moran, trustee. (Church)
- Aug. 8, 1870** NY&LB abandons original route through Holmdel, N.J., because of heavy cutting. (MB)
- Aug. 9, 1870** Doe Run & White Clay Creek Railroad renamed Pennsylvania & Delaware Railroad.
- Aug. 10, 1870** Meeting of Jay Gould with PRR and Vanderbilt officials at Saratoga to end rate war.
- Aug. 15, 1870** Mansfield, Coldwater & Lake Michigan Railway organized; Willard S. Hickox Pres. (C&C)
- Aug. 15, 1870** Kansas Pacific Railroad opens to Denver. (); Edward Miller, as member of Shoemaker, Miller & Co., is contractor for Eastern Division; along with other PRR men had also invested in KP. (Wilson)
- Aug. 1870** Grand Rapids & Indiana Railroad opens between Sturgis and Kalamazoo. (Church - not in accord with AR)
- Aug. 1870** Grand Rapids & Indiana Railroad opens Paris to Morley. (Church - not in accord with AR)
- Aug. 1870** Paris & Decatur Railroad makes new contract with R.G. Hervey & Co. (Church)
- Aug. 18, 1870** Former PRR Pres. Samuel Vaughan Merrick (1801-1870) dies at age 69. (DAB)
- Aug. 1870** Six new Pullman coaches put on New York-St. Louis run via Vandalia Line. (week of 8/29).
- Aug. 1870** Attempts made to consolidate Baltimore & Ohio, Toledo & Michigan Railroad with Toledo, Ann Arbor & Northern Railroad; plan not carried out. (Church)
- Aug. 1870** Wiggins Ferry Company begins transferring cars directly by car float between the union terminal at East St. Louis and St. Louis. (week of 8/29)

- Sep. 8, 1870** Trunk Lines advance westbound rates by 25%.
- Dep. 8, 1870** On motion of Jay Gould, Cleveland & Pittsburgh Railroad Board authorizes disposition of Massillon & Cleveland Railroad stock. (MB)
- Sep. 8, 1870** Groundbreaking ceremony for Shenandoah Valley Railroad held near Front Royal, Va.; Herman Haupt, Chief Engineer.
- Sep. 12, 1870** Executive Committee of United Companies authorizes new locomotive for Princeton Branch; reviews request of "West Side Railroad" (New Jersey West Line Railroad) to carry its passengers between Jersey City and Newark; reports on boiler explosion on tug *Red Jacket* at Perth Amboy; authorize negotiations to cede parts of Essex & Middlesex Turnpike to Elizabeth and New Brunswick Bridge towards Metuchen and vacate the rest within city limits. (MB)
- Sep. 13, 1870** Excursion opens Indianapolis, Bloomington & Western Railroad between Indianapolis and Peoria.
- Sep. 16, 1870** Trunk Line meeting at St. Nicholas Hotel concludes without being able to advance rates as much as desired because of competition of National Dispatch Line from Boston via Grand Trunk of Canada, which operates at 25% below New York rate.
- Sep. 19, 1870** Joint Board of United Companies appoints committee to negotiate with stockholders of New Jersey Railroad on full merger of the three companies; authorizes construction of Mercer & Somerset Railroad east of Pennington; authorizes New Jersey Railroad to guarantee \$200,000 in bonds of the Belleville & Newark Horse Car Railroad. (MB)
- Sep. 20, 1870** Titusville & Petroleum Centre Railroad Company incorporated in Pa. to build between Titusville and Petroleum Centre. (Val)
- Sep. 22, 1870** Flushing & North Side Railroad agrees to operate North Shore Railroad. (Val)
- Sep. 24, 1870** Future PRR VP Elisha Lee (1870-1933) born at Chicago; family soon moves to Trinidad, where his father runs a shipping line and where he lives until 1883. (NYT)
- Sep. 27, 1870** George B. Roberts, J.A. Partridge and William J. Howard elected directors of Washington & Alexandria Turnpike Company, and Roberts elected Pres.; PRR interests acquire company to eliminate interference with railroad. (MB)
- Sep. 30, 1870** Virginia authorizes Alexandria & Fredericksburg Railway to extend

from Alexandria to Long Bridge and condemn Washington & Alexandria Turnpike.

- ca. Fall 1870** **Buffalo & Washington Railway opens between East Aurora and South Wales, N.Y. (Val)**

- Oct. 1, 1870** **Grand Rapids & Indiana Railroad opens between Mendon and Grand Rapids and between Morley and Paris, Mich., completing line between Fort Wayne and Paris. (AR)**

- Oct. 1870** **Grand Rapids & Indiana Railroad opens between Kalamazoo and Grand Rapids. (Church - not in accord with AR)**

- Oct. 3, 1870** **PRR Board orders establishment of a suburban station at Elm (Narberth), Pa.; Pres. Thomson resumes attending Board meetings. (MB)**

- Oct. 3, 1870** **Philadelphia Councils order removal of remaining track of City Railroad in Market Street between 8th & 13th Street on Oct. 3, 1873. (Digest)**

- Oct. 10, 1870** **Executive Committee of United Companies declines to endorse \$100,000 bonds of Manchester & Barnegat Bay (later Tuckerton) Railroad; orders establishment of station at Piscataway. (MB)**

- Oct. 11, 1870** **Residents of Athensville, Pa., (Ardmore) petition for improved station facilities; leads to construction of first large suburban depot by PRR. (MB)**

- Oct. 11, 1870** **Philadelphia voters chose to locate new City Hall at Penn Square (Broad & Market) over Washington Square. (Walther)**

- Oct. 12, 1870** **NYC group elected to control of Board of Western Union Telegraph Company.**

- Oct. 13, 1870** **PRR Committee on Steamships urges that vessels be Pennsylvania-made and operated, finally rejecting various offers from British operators; has solicited bids for 2 to 4 vessels, for which William Cramp & Sons of Philadelphia are low bidders at \$495,000 per ship; ships designed by Barnabas H. Bartol. (MB)**

- Oct. 17, 1870** **Joint Board of United Companies approves agreement to act as outlet for New Jersey West Line Railroad between Newark and Jersey City; approves 50-year lease of Mercer & Somerset Railroad; agrees with Erie Railway for construction of long slip or canal between their respective portions of the Harsimus Cove Tract; renews Cunard lease through Jan. 1, 1877; declines to endorse bonds of Manchester & Barnegat Bay Railroad. (MB)**

- Oct. 20, 1870** Allegheny Valley Railroad connected to PRR at 28th Street, Pittsburgh, and AV trains run into PRR Union Passenger Depot; old AVRR station at 11th & Pike Streets abandoned.
- Oct. 20, 1870** Allegheny Valley Railroad places new Pullman sleepers *Westfield* and *Brocton* in service on night trains between Pittsburgh and Brocton; formerly used Silver Palace cars. (PittsGaz)
- Oct. 22, 1870** Erie & Western Transportation Company purchases 10 waterfront lots at Erie for \$30,000. (MB)
- Oct. 25, 1870** Maryland Jockey Club holds first races at Pimlico Race Track north of Baltimore. (Vexler)
- Oct. 26, 1870** Philadelphia appropriates \$12,000 to reimburse Southwark Railroad for removal of tracks on Broad Street from Washington Avenue to South Street; tracks to be removed immediately. (Digest)
- Oct. 27, 1870** LS&MS sues and obtains temporary injunction to prevent Ashtabula & New Lisbon Railroad from transferring to Ashtabula, Youngstown & Pittsburgh Railroad the east half of the LS&MS right of way between Center Street and the west side of the river near Ashtabula Harbor (3.0 miles) originally granted to A&NL for joint use in 1864. (Church)
- Oct. 27, 1870** Denver & Rio Grande Railway incorporated by Gen. William Jackson Palmer, et al., to build from Denver to Mexican border; secures backing from PRR group. (RRH)
- Oct. 28, 1870** Committee on merger of United Companies meets at New Jersey Railroad offices in New York. (MB)
- Nov. 1, 1870** William L. Scott completes purchase of outstanding judgements against Erie Canal Company from Gen. ___ Reed; then presents for payment to force foreclosure of canal. (Spence)
- Nov. 5, 1870** Va. act legalizes Page County subscription to Shenandoah Valley Railroad; authorizes other counties or towns to subscribe. (CorpHist)
- Nov. 12, 1870** Atlantic, Mississippi & Ohio Railroad organized; William Mahone, Pres. (Blake)
- Nov. 13, 1870** Louisville Bridge Company opens footwalk on east side of bridge. (AR)
- Nov. 14, 1870** Executive Committee of United Companies agrees to endorse \$25,000 bonds of Farmingdale & Squan Village Railroad, as New Jersey Southern

Railroad has just refused to build it; bans sale of all but newspapers and magazines on trains; W.H. Gatzmer reports on possibility of running trains from old Camden-South Amboy line to Jersey City via Monmouth Jct. and discontinuing South Amboy steamboats during winter; Ashbel Welch urges less handling of freight at South Amboy and running to Jersey City via Monmouth Jct. and via car float to New York. (MB)

- Nov. 14, 1870** Ashtabula, Youngstown & Pittsburgh Railroad purchases unfinished railroad of Ashtabula & New Lisbon Railroad between Ashtabula and Niles for \$10,905, excluding the three miles of joint right of way owned with the LS&MS between Ashtabula and Ashtabula Harbor; remainder of A&NL had been sold and eventually became part of the Erie system. (Church)
- Nov. 15, 1870** Erie & Western Transportation Company opens new 225,000-bushel grain elevator "B" at Erie. (MB)
- Nov. 16, 1870** PRR approves endorsing \$2 million bonds of Susquehanna Coal Company to permit it to buy and develop coal lands near Nanticoke, Pa. (MB)
- Nov. 1870** First standard Class G (later D5) 4-4-0, No. 89, built at Altoona.
- Nov. 1870** First PRR tank troughs for scooping water on the fly installed at Sang Hollow and Derry on Pittsburgh Division; following first U.S. installation on New York Central & Hudson River earlier in year.
- Nov. 1870** Globe Line established; fast freight line between Baltimore and Chicago via B&O and LS&MS.
- Nov. 18, 1870** NY&LB appoints William S. Sneden Superintendent. (MB)
- Nov. 23, 1870** PRR adopts report of Committee on Steamships calling for the formation of the American Steamship Company of Philadelphia to operate between Philadelphia and Liverpool; PRR agrees to take \$400,000 of \$700,000 stock and endorse \$1.5 million bonds. (MB)
- Nov. 23, 1870** PRR Board declines to aid Shenandoah Valley Railroad, building south from Hagerstown into Virginia; however, PRR eventually advances \$280,000 to Central Improvement Company, secured by SV bonds as collateral. (Lambie)
- Nov. 25, 1870** NY&LB meeting at Red Bank; William S. Sneden appointed Chief Engineer. (SG)
- Nov. 28, 1870** Trunk Lines establish higher fares; New York-Chicago raised from \$18

to \$22.

- Nov. 28, 1870** Canton Company of Baltimore buys all stock of Union Railroad Company of Baltimore.
- Nov. 29, 1870** Erie Canal Company (Pa.) sold at foreclosure to William L. Scott; PRR purchases to protect traffic of Erie & Pittsburgh; PRR had acquired stock, bonds and judgments against canal to total amount of \$1.2 million for \$350,000 in E&P Equipment bonds, then initiated foreclosure. (Church, C&C, Val)
- Nov. 30, 1870** PRR agrees with CC&IC to take \$1,258,000 of its Second Mortgage bonds in payment of debts. (Church)
- Dec. 1, 1870** Andrew Carnegie, Thomas M. Carnegie, Henry Phipps and Andrew Kloman form Carnegie, Kloman & Company; take over and enlarge Upper Union Mills of Cyclops Iron Company. (StdHistPitts)
- Dec. 2, 1870** Cleveland & Pittsburgh Railroad Board authorizes increasing two slips at Cleveland by 700 feet. (MB)
- Dec. 3, 1870** Meeting at Philadelphia Merchants Exchange to establish a Philadelphia-Liverpool steamship line breaks up without any subscriptions.
- Dec. 7, 1870** PRR Board agrees to increase PRR stock from \$35 million to \$52.5 million under Pa. law of 1869; appoints committee to see if PRR can buy or permanently lease the City Railroad on Market Street and Market Street Bridge. (MB)
- Dec. 7, 1870** City of Philadelphia sells 5,000 shares of PRR to New Yorkers in order to raise cash to pay a debt, raising storm of protest.
- Dec. 7, 1870** Camden & Amboy Railroad places first interlocking plant in America in service "Top-of-the-Hill", Trenton, N.J., the connection between the Bordentown Branch and the new line through Clinton Street Station; was No. 905 imported from Saxby & Farmer of London; was originally designed for junction at east end of Delaware River Bridge with unbuilt link of Belvidere-Delaware along river; machine was removed soon after PRR lease in 1871. (Anderson)
- Dec. 8, 1870** United Companies cede portion of Essex & Middlesex Turnpike in Elizabeth lying south of Albany Street Bridge to city and vacate the rest, which runs along railroad (check loc. of bridge - Albany St is in New Brunswick - not mentioned this date). (MB)
- Dec. 1870** Camden & Amboy winter schedule drops one round trip of South Amboy

steamboats and one rail round trip between Bordentown and Philadelphia and between Hightstown and Monmouth Jct. (MB - check newspaper)

- Dec. 10, 1870** Courts rule that state "head tax" on traffic on B&O's Washington Branch is unconstitutional; B&O reduces local fares by \$0.30; continues to charge tax on through tickets until Jan. 29, 1871.
- Dec. 12, 1870** Executive Committee of United Companies declines to aid Pequest & Walkill Valley Railroad (later Lehigh & Hudson River Railway); refuses New Jersey Southern's request for own agents in Philadelphia and own express line between New York and Philadelphia; authorizes Philadelphia & Trenton Railroad to take stock of Frankford & Holmesburg Railroad at par; considers request of Adams Express Company for use of wharf at New York and right to send express by car float. (MB)
- Dec. 15, 1870** Columbus, Kinkora & Springfield Railroad organized.
- Dec. 16, 1870** "United Companies" leases Pemberton & Hightstown Railroad.
- Dec. 1870** Economy bottoms out; boom begins lasting into 1873. (NBER)
- Dec. 1870** C.F. Dowd of Saratoga, N.Y., proposes "National Railroad Time"; country to be divided into four time zones one hour apart; individual railroad stations are to observe local solar time but with sign posted to show deviation from zone standard, permitting travelers to compute time anywhere.
- Dec. 19, 1870** At Executive Committee meeting of United Companies, Gen. Stockton reads letter from J. Edgar Thomson offering to lease companies; calls meeting of Joint Board for Dec. 24 to consider; committee recommends against leasing Freehold & Jamesburg Agricultural Railroad, as it can be more remunerative to stockholders under own management; declines proposal of Clyde & Baird, operators on Delaware & Raritan Canal, to run outside line at canal rates when canal is closed for winter. (MB)
- Dec. 24, 1870** Joint Board of United Companies authorizes \$2.5 million loan to pay floating debt; Ashbel Welch reads letter from J. Edgar Thomson proposing lease; offer grew out of meetings to coordinate work at Harsimus Cove; Joint Board resolves that minimum acceptable terms are assumption of all debts and payment of 10% annual dividend on stock. (MB)
- Dec. 24, 1870** Chartiers Railway opens between Mansfield (Carnegie) and Canonsburg, Pa. (Church)

- Dec. 27, 1870** Frankfort & Kokomo Railroad incorporated. (Church)
- Dec. 28, 1870** PRR refuses to aid Pennsylvania & Delaware Railroad, proposed to run from PRR main line near Parkesburg to a new "ice-free" port being developed at Delaware City by John M. Pomeroy's Delaware City Land & Improvement Company; approves construction of Pier No. 3 at Greenwich. (MB)
- Dec. 28, 1870** Mansfield, Coldwater & Lake Michigan Railroad incorporated. (filed 5/23/71)
- Dec. 29, 1870** Cape Cod Railroad extended from Orleans to Wellfleet. (NH)
- Dec. 30, 1870** NY&LB adopts route via Middletown, N.J. (MB)
- Dec. 30, 1870** New York & Rockaway Railroad incorporated to build from Rockaway Jct. (Hillside) on LIRR to Rockaway. (Val)
- Dec. 31, 1870** Property and franchise of Hicksville & Cold Spring Branch Railroad sold to LIRR. (Val)
- Dec. 31, 1870** Alexander T. Stewart makes agreement with Flushing & North Side Railroad to be eastern connection with Central Railroad of Long Island.
- 1870** United Companies purchase riparian rights at Harsimus Cove from New Jersey Riparian Commissioners for \$500,000. (NYT - verify from 1870)
- 1870** New stations built at Elm (Narberth), Wynnewood, Haverford, Bryn Mawr and Columbia. (AR)
- 1870** City of Baltimore passes ordinance changing the western terminus of the Union Railroad Company of Baltimore from Owings Mills to northwest city limits, thus shutting Western Maryland out of access to Canton terminal. (verify MB?)
- 1870?** PRR gains control of Monongahela Valley Railroad Co.; reorganized as Pittsburgh, Virginia & Charleston.
- 1870** Park Avenue Railroad completes horsecar line between Fulton Ferry and 9th Avenue & 20th Street in Brooklyn. (inc. 2/9/70)
- 1870** Logansport, Crawfordsville & South Western Railway opens between Frankfort and Colfax, Ind. (Church)
- 1870** Through (?) service begins between Chicago and East St. Louis via

Illinois Central and St. Louis, Vandalia & Terre Haute. (check IC history?)

- 1870** Track of Southwark Railroad removed from Broad Street, Philadelphia, between South Street and Washington Avenue. (C&C)
- 1870** PW&B installs its first steel rails. (AR)
- 1870** Joint Companies install manual block system on Connecting Railway, completing installation between Jersey City and Mantua Jct.
- 1870** First normally open track circuit with track instruments installed at Kinzua, Pa., on ____ by Robinson & Pope.
- 1870** PRR acquires Lykens Valley Coal Company.
- 1870?** Alexandria & Fredericksburg Railway executes construction contract with R.D. Barclay. (MB - by 11/1871)
- 1870** Tyrone & Clearfield Railway extends Philipsburg Branch 0.88 mile northward to Morrisdale. (Val based on Watkins - may have been b. in sections differently)
- 1870** Tyrone & Clearfield Railway opens Mapleton Branch No. 1 (2.21 miles). (C&C)
- 1870** Erie & Pittsburgh Railroad extends its Dock Branch along the Erie waterfront to a connection with the Philadelphia & Erie Railroad at its old station on lower State Street. (Spence)
- 1870** William L. Scott leases the Reed Dock on the west side of the canal basin at Erie for the Erie & Pittsburgh Railroad. (Spence)
- 1870** Jamestown & Franklin Railroad opens between __ and Oil City, enabling Lake Shore & Michigan Southern to become a serious player in the oil trade.
- 1870** Terre Haute & Indianapolis Railroad opens branch from Brazil 4.5 miles to Ormsby's Coal Mines. (AR)
- 1870** Terre Haute & Indianapolis Railroad builds 18-stall roundhouse at Indianapolis and 24-stall roundhouse at Terre Haute; old Terre Haute engine house converted to shops and enlarged. (AR)
- 1870** St. Louis, Vandalia & Terre Haute Railroad builds shops at East St. Louis and engine terminal at Effingham. (AR)

1870 **Inman Line (Philadelphia, New York & Liverpool Steam Ship Company) is largest operator on North Atlantic by virtue of its heavy steerage traffic, almost three times that of Cunard. (Flayhart)**

1870 **U.S. railroad route mileage tops 50,000. (AAR)**