

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

**By Christopher T. Baer**

**1860**

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**All data subject to correction and change**

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| Jan. 1, 1860 | George W. Cass becomes General Superintendent of PFW&C, replacing John B. Anderson, resigned. (MB)   |
| Jan. 2, 1860 | Grand Rapids & Indiana Railroad issues \$5 million 7% First Mortgage bonds; of these, \$432,000 sold for cash and \$1,571,000 hypothecated to cover debts. (Church)  |
| Jan. 2, 1860 | Fayette County Railroad opens for revenue service between Mount Braddock and Uniontown, completing the line from Connellsville; operated by the Pittsburgh & Connellsville Railroad. (Poor)  |
| Jan. 2, 1860 | American Telegraph Company stockholders elect a Board with representatives of the former merged companies; Zenas Barnum of Baltimore, formerly Pres. of the old Magnetic Telegraph Company, elected Pres.; the new company dominates the territory along the coast from Newfoundland to New Orleans; it soon engages in a struggle with Hiram Sibley's Western Union Telegraph Company, which dominates the Midwest; the American supports the Atlantic cable, which will increase its business, while Sibley pushes for extending his reach to California. (Thompson) |
| Jan. 1860    | PRR first approached by operators of a steamship line between Liverpool and Montreal asking for aid to extend service to Philadelphia.   |
| Jan. 1860    | St. Louis Transfer Company organized by Cincinnati capitalists; combines all former companies into one firm controlling the transshipment of passengers and freight from railroads at East St. Louis to any point in city.   |
| Jan. 1860    | Erie & Pittsburgh Railroad completed between Linesville and Jamestown,   |

Pa.

- Jan. 6, 1860 Ashtabula & New Lisbon Railroad Board authorizes the sale of \$1 million bonds in New York at 75 or above. (MB)
- Jan. 7, 1860 New Jersey Railroad Board approves petitions to the Legislature against the various bills pending in the interest of the CNJ, Hoboken Land & Improvement Company, Camden & Amboy and others. (MB)
- Jan. 9, 1860 PRR opens a new alignment of the branch between Altoona and Hollidaysburg, eliminating the deep cut at the west end of Altoona.
- Jan. 9, 1860 Marshall B. Hickman elected Pres. of West Chester & Philadelphia Railroad, replacing A.R. McHenry. (MB)
- Jan. 9, 1860 Josiah Phillips elected Pres. of the Philadelphia & Baltimore Central Railroad, replacing Isaac Watkins. (MB)
- Jan. 9, 1860 Hon. John W. Houston (1814-1896), a Georgetown, Del., lawyer, elected Pres. of the Junction & Breakwater Railroad, replacing Peter F. Causey (1801-1871), who does not stand for reelection. (MB)
- Jan. 9, 1860 Isaac Jones again elected Pres. of the Pittsburgh & Steubenville Railroad, replacing E. P. Jones. (MB)
- Jan. 10, 1860 PRR Road Committee orders survey of Delaware Extension; Pres. Thomson to confer with PW&B for joint use. (MB)
- Jan. 10, 1860 New York State Engineer & Surveyor Van Rensselaer Richmond reports on the proposed Chenango Canal Extension from Binghamton to the Pa. state line at Athens; estimated at \$829,488; it is never built, as the railroads have taken the coal trade. (Sweet)
- Jan. 11, 1860 Edwin A. Stevens agrees to meet the New Jersey Railroad committee. (RR Conflict)
- Jan. 11, 1860 Cleveland, Columbus & Cincinnati Railroad Board criticizes the Columbus & Xenia Railroad for its aid to Steubenville & Indiana Railroad and the development of an alternate route to the East. (Marvin)
- Jan. 11, 1860 Peoria & Oquawka Railroad opens for revenue service between State Line (Effner) and Peoria.
- Jan. 12, 1860 Rep. Albert G. Brown (1813-1880) of Mississippi reports a bill (S-64), authorizing the Alexandria, Loudoun & Hampshire Railroad to extend across the river into Georgetown. (CongGlobe)

- Jan. 14, 1860 Richard D. Wood meets with Thomas H. Whitney; they consider extending the Millville & Glassboro Railroad to Woodbury, if the West Jersey Railroad will not build south to Glassboro. (Wood)
- Jan. 14, 1860 Orange & Alexandria Railroad opens from Charlottesville to the north bank of the James River opposite Lynchburg. (VaBPW)
- Jan. 15, 1860 J. Edgar Thomson accepts offer of Presidency of Southern Pacific Railroad (Texas); prefigures later PRR interest in its successor, the Texas & Pacific. (Kamm - date may not be exact)
- Jan. 1860 Survey made for extending the Huntingdon & Broad Top Railroad & Mining Company's railroad under John Fulton; young Thomas R. Bard (1841-1915) of Chambersburg gets his first job away from home; he also meets Joseph Lesley (1831-1889), future aide to Tom Scott and PRR Secretary. (Hutchinson)
- Jan. 1860 Ohio & Mississippi Transfer Company renamed St. Louis Transfer Company; has monopoly of handling freight and passengers on St. Louis side from Wiggins Ferry Company. (Jackson, USRR&MR)
- Jan. 17, 1860 William B. Ogden of Chicago made sole receiver of PFW&C. (AR - C&C has 12/17/60 - after Edgerton resigns??)
- Jan. 18, 1860 James Parker, Chairman of Joint Board responds to New Jersey Railroad Pres. John S. Darcy denying that Joint Companies have broken the through traffic contract by selling tickets between Trenton and New York via South Amboy; promises not to retaliate if New Jersey Railroad listens to reason and does not ally with the Allentown Route; refuses New Jersey Railroad's request to run its trains over Camden & Amboy to Trenton; asks company for terms for lease or sale of New Jersey Railroad to Joint Companies. (RR Conflict, MB)
- Jan. 19, 1860 LIRR Board notes that the lease of its terminal property at the foot of Atlantic Avenue at South Ferry expired May 1; Edward Crane has proved unable to carry out his proposition to secure control of the New York & Flushing Railroad to the LIRR; appoint a committee to deal with Oliver Charlick's claim to the land at Hunters Point needed for the LIRR terminal. (MB)
- Jan. 19, 1860 Northern Central Railway Board asks the City of Baltimore to endorse \$500,000 in new bonds. (MB)
- Jan. 21, 1860 Edwin A. Stevens meets New Jersey Railroad committee at Merchants Exchange; NJRR proposes to carry Morris & Essex trains from East

Newark Jct. to Hoboken Land & Improvement Company at Hackensack River; Stevens wants rate concessions but urges consolidation of companies. (RR Conflict)

- Jan. 23, 1860 J. Edgar Thomson writes confidentially to S. M. L. Barlow of the Ohio & Mississippi Railroad that he has accepted the presidency of the Southern Pacific Railroad (Tex.), and that once launched he will give up the presidency of the PRR; Thomson is oblivious to the intensity of growing sectional tensions that will prevent these plans, which are contingent upon getting a federal subsidy, from being carried out. (Ward)
- Jan. 24, 1860 Robert H. Long of Philadelphia receives a patent for a small steam-powered “dummy” railcar with a vertical boiler and direct cog-wheel or cog-and-chain drive; he then forms a partnership with Joseph Grice, who has established a car-building business in Trenton in 1858; Grice & Long manufacture steam railcars throughout the 1860s; the Camden & Amboy Railroad and its affiliates are major customers. (Ptnt, White)
- Jan. 24, 1860 Theodore T. Woodruff receives patent No. 26,942 for an improved sleeping car with two tiers of berths. (Ptnt)
- Jan. 25, 1860 Notice given in New Jersey Legislature of intent to introduce bill for railroad from New Brunswick to Millburn or Orange on the Morris & Essex Railroad; with the Hoboken Land & Improvement Company railroad to Newark, this would enable the Camden & Amboy to completely bypass the NJRR. (RR Conflict)
- Jan. 25, 1860 Joint operating agreement signed between Pittsburgh, Fort Wayne & Chicago and Cleveland & Pittsburgh; C&P route between Rochester and Alliance via Wellsville becomes main freight route because of lower grades than PFW&C between same points. (C&C)
- Jan. 26, 1860 \_\_\_ Westcott of Hudson County gives notice in New Jersey Legislature of intent to introduce a supplement to the Hoboken Land & Improvement Company charter without stating that it will give it the power to build a railroad from Hoboken to Newark. (RR Conflict)
- Jan. 26, 1860 Cumberland Valley Railroad (1835) agrees to operate the new Franklin Railroad. (C&C)
- Jan. 28, 1860 John S. Darcy replies to Parker denying charges against the New Jersey Railroad and repeating the old ones against Camden & Amboy. (RR Conflict)
- Jan. 28, 1860 Joint Board authorizes proposing to the CNJ that referees be appointed to make a formal alliance and physical connection between the two lines.

(MB)

- Jan. 30, 1860 N.Y. act deprives the New York City Council of the power to grant railroad franchises in the city streets, such grants requiring an act of the Legislature; remains in force until Jan. 1, 1875. (NYState)
- Jan. 30, 1860 Mississippi Central Railroad opens between Goodman and Water Valley, completing the line between Canton and Grand Junction; the Great Southern Mail route to New Orleans is cut from 5 days to 4; uses a portion of the Mobile & Ohio Railroad between Jackson, Tenn., and Columbus, Ky., with a 21-mile ferry to Cairo. (ARJ, Corliss)
- Winter 1860 New Jersey Railroad completes new two-track drawbridge span over Hackensack River. (AR)
- Early 1860 Tom Scott writes to William Jackson Palmer on his and J. Edgar Thomson's plans for a transcontinental railroad on the southern route and notes that Charles Ellet is willing to join them in supporting Sen. Wigfall's bill for the 35<sup>th</sup> parallel route. (Fisher)
- Feb. 1, 1860 Edwin A. Stevens and Camden & Amboy interests introduce bill in N.J. Legislature to incorporate New Brunswick, Milburn & Orange Railroad, which will link C&A with Stevens-controlled Morris & Essex, allowing C&A to extort favors from the New Jersey Railroad. (RR Conflict)
- Feb. 1, 1860 Hoboken Horse Railroad (or Hoboken & Hudson City Railroad?) opens between the Hoboken Ferry and Five Corners (Newark & Summit Avenues) on Jersey City Heights. (ARJ - verify NJCorps)
- Feb. 2, 1860 Supplement to charter of Hoboken Land & Improvement Company introduced in the New Jersey Senate; text kept secret until second reading. (RR Conflict)
- Feb. 2, 1860 Camden & Amboy and CNJ officers meet and agree to combine against the New Jersey Railroad; the Camden & Amboy agrees to back the CNJ extension to Jersey City. (StGaz)
- Feb. 2, 1860 PFW&C Railroad discharges all officers and agents except those required by its articles of consolidation. (MB)
- Feb. 2, 1860 Bills sought by the Baltimore City Reform Association pass the Legislature, which assumes control of police and agrees to administer future city elections to prevent fraud and violence by the Know-Nothings; Mayor Thomas Swann at firsts resists; after the laws are upheld in the courts, the old police force is disbanded on May 7. (Scharf, Browne)

- Feb. 4, 1860 PRR Board authorizes 7% rebate on coal shipped from Allegheny and Broad Top Coal Fields, providing minimum shipment of 2,000 tons. (MB)
- Feb. 6, 1860 Cumberland Valley Railroad begins operating the Franklin Railroad under lease dated Jan. 26, 1860; Franklin Railroad reopens between Chambersburg and Greencastle with heavy rail and steam service replacing horse cars. (AR, C&C, Valley Spirit, USRR&MR)
- Feb. 6, 1860 PRR annual meeting; resolution of Moncure Robinson that Pres. J. Edgar Thomson should not be an officer or consultant to any other company is tabled. (MB implies passed resolution that he should devote all time to PRR?)
- Feb. 7, 1860 Camden & Amboy signs five-year agreement with CNJ to allow 25% of western traffic to go via Allentown Route; CNJ to operate only one through passenger train and one freight train and charge same rates; C&A to have 75% of business; CNJ to charge \$1.75 per passenger between Easton and New York, while C&A charges \$1.50 between Easton and Philadelphia; CNJ not to charge less for freight to New York than C&A does to Philadelphia; each road pledges to refrain from competing with the other or invading its territory; C&A agrees to end opposition to CNJ's extension of CNJ from Elizabethport to Jersey City.
- Feb. 7, 1860 Richard D. Wood travels to Trenton to seek a supplement to allow the Millville & Glassboro Railroad to extend to Woodbury, as the West Jersey Railroad is waffling on extending south to Glassboro; in the evening, he debates the matter with T. Jones Yorke and William Cook of the West Jersey Railroad; this threat pushes the WJRR into action. (Wood)
- Feb. 7, 1860 Shamokin Valley & Pottsville Railroad Board authorizes construction of a self-acting plane at the Lancaster Colliery. (MB)
- Feb. 8, 1860 PRR Board restores salaries of President, Vice President and Treasurer to 1857 levels. (MB)
- Feb. 8, 1860 Hoboken Land & Improvement Company supplement given second reading, and text becomes known; gives it the power to use the Long Dock Tunnel, obviating the need to dig another tunnel through Bergen Hill; the bill is sent back to the Committee on Corporations, and hearings are held in the afternoon; John P. Jackson appears for the New Jersey Railroad and Mercer Beasley for the Hoboken Land & Improvement Company. (RR Conflict)
- Feb. 10, 1860 Baltimore Mayor Swann refuses to turn over the police dept. to the new reform commissioners. (Vexler)

- Feb. 10, 1860 Genesee Valley Railroad sold at foreclosure; reorganized as the Avon, Geneseo & Mount Morris Railroad. (ICC - Erie)
- Feb. 11, 1860 George B. Roberts, Chief Engineer of the Millville & Glassboro Railroad, reports to Richard D. Wood that Commodore Robert F. Stockton is satisfied with the arrangement just made between the M&G and West Jersey Railroad. (Wood)
- Feb. 13, 1860 New Jersey Railroad issues protest to New Jersey Legislature regarding pending bill authorizing Hoboken Land & Improvement Company to build a railroad to Newark. (StGaz)
- Feb. 13, 1860 Joint Companies Executive Committee extends the 10 cents per ton drawback already granted to Westmoreland coal to Broad Top coal this season. (MB)
- Feb. 13, 1860 Erie & Pittsburgh Railroad begins regular revenue passenger service between Girard and Jamestown, Pa.
- Feb. 14, 1860 New Jersey Railroad presents petition against Hoboken Land & Improvement Company bill. (RR Conflict)
- Feb. 15, 1860 New Jersey Senate amends Hoboken Land & Improvement Company bill; drops power for it to use any other bridges but leaves provision for operating its trains over any other railroad. (RR Conflict)
- Feb. 1860 William Jackson Palmer reports on tests burning Pittsburgh and Broad Top coal in PRR locomotives. (Rept)
- Feb. 1860 Baldwin completes light steamcar *Novelty* (c/n 912) for use on PFW&C; probably 2-2-0 with integral coach body. (Lovell)
- Feb. 1860 New York & Flushing directors fire Pres. Oliver Charlick; new president ends Sunday service on August 1.
- Feb. 1860 Jersey City & Bergen Railroad begins construction of a street railway from the New Jersey Railroad's Jersey City ferry to Bergen Hill. (VanBuskirk)
- Feb. 1860 Barnsdall, Mead, Abbott & Rouse bring in the second well begun in the Pennsylvania Oil Region and the first in Crawford County at Titusville at 112 feet; William W. Barnsdall (1810- ) sells his one-third interest to William H. Abbott a few day before striking oil for \$10,000. (Henry, HistCrawfrdCo)
- Feb. 1860 Michigan Oil Company buys the land on the west side of the mouth of Oil Creek, which will become the Third Ward of Oil City. (Babcock)

- Feb. 1860 Ohio canal and railroad pioneer Alfred Kelley dies. (C&X MB - verify)
- Feb. 16, 1860 New Jersey Senate passes Hoboken Land & Improvement Company bill by 15-1. (RR Conflict, SenJrnl)
- Feb. 16, 1860 PW&B Board authorizes purchase of Burton's Wharf property in Philadelphia for \$40,000; lies between two company wharves at Southwark; reports have sold freight station at Broad & Locust Street to Adams Express Company for \$1,250. (MB)
- Feb. 16, 1860 Stephen Whitney ( -1860), old China merchant and director of the New Jersey Railroad, dies at New York; replaced by son William Whitney ( - ). (AR)
- Feb. 18, 1860 Following the terms of its merger with the Magnetic Telegraph Company, the American Telegraph Company notifies the New York Associated Press that it will terminate its special relationship on Mar. 1 and transmit all news on Amos Kendall's "first-come-first served" basis; a minority, headed by Cyrus W. Field and Abram S. Hewitt side with Associated Press, fearing that the press will then support new competitive telegraph lines; a pamphlet and press war follows. (Thompson)
- Feb. 20, 1860 New Jersey Railroad publishes *Address to the People of Newark*. (RR Conflict)
- Feb. 20, 1860 Penn Gas Coal Company incorporated in Pa. by Robert H. Gratz, a Philadelphia manufacturer of gas meters, John Lindsay, the city Treasurer, William Coleman, a former partner of Andrew Carnegie, and J. H. Robinson; it acquires drift mines between Manor and Penn on the PRR main line. (WCCo)
- Feb. 21, 1860 New Jersey House Committee on Corporations holds hearings on Hoboken Land & Improvement Company bill; John P. Jackson for New Jersey Railroad offers to drop its exclusive right to bridges, if Camden & Amboy will drop its monopoly. (RR Conflict)
- Feb. 21, 1860 Avon, Geneseo & Mount Morris Railroad incorporated in N.Y. as reorganization of the Genesee Valley Railroad; becomes part of the Erie System in 1872. (NYState, ICC)
- Feb. 22, 1860 Little Miami Railroad appoints committee to confer with Cincinnati, Wilmington & Zanesville Railroad. (MB)
- Feb. 22, 1860 Pa. Republican Convention convenes at Harrisburg; two factions center on presidential hopeful Simon Cameron, who is an ex-Democrat and primarily

interested in the tariff, and gubernatorial hopeful Andrew Gregg Curtin (1815-1894), an ex-Know Nothing who is primarily an anti-slavery advocate. (Coleman)

- Feb. 22, 1860 Allentown Rolling Mill Company incorporated in Pa. by renaming the Eastern Iron Company, incorporated in 1859 by Christian Pretz, Samuel A. Bridges, and John D. Stiles of Allentown and Benjamin Haywood of Pottsville for rolling iron T-rails; it receives letters patent on Mar. 8. (PL, PaSecyState, Mathews/Hngrfrd)
- Feb. 23, 1860 Brooklyn City Council approves a resolution over the mayor's veto permitting the New York & Flushing Railroad to extend into Brooklyn via North 2<sup>nd</sup>, Smith & Grand Streets to the Houston Street Ferry; to be operated by horse cars; no use is made of this franchise. (NYState)
- Feb. 23, 1860 N.J. Legislature passes bill authorizing CNJ to extend to Jersey City via a bridge across Newark Bay. (PL)
- Feb. 23, 1860 E. H. Owen elected a director of the Lykens Valley Railroad & Coal Company, replacing Lora Nash, deceased. (MB)
- Feb. 24, 1860 A new Marietta & Cincinnati Railroad incorporated in Ohio for the purpose of reorganizing the old company of the same name. (ICC)
- Feb. 25, 1860 Robert F. Stockton issues public letter, commissioned by Joint Companies, defending the rights of the Joint Companies against the New Jersey Railroad. (MB, Pam)
- Feb. 25, 1860 After approaching Congressmen on behalf of the Southern Pacific Railroad (Tex.), J. Edgar Thomson writes to Rep. John Covode advocating both the Northern and Southern routes for a Pacific Railroad as a means of maintaining sectional balance; he holds out the promise of big contracts for Pennsylvania ironmakers if the roads are built. (Ward)
- Feb. 25, 1860 Marietta & Cincinnati Railroad sold at foreclosure to Noah L. Wilson, et al., for \$200,000; reorganized under same name. (Church, ARJ - ICC has sold 6/5)
- Feb. 27, 1860 CNJ displays two Woodruff sleepers designed for New York-Pittsburgh service via the Allentown Route; have 48 seats and 3 tiers of berths; built by Kimball, Gorton's Car Works and lettered "New York & Pittsburgh." (USRR&MR)
- Feb. 27, 1860 West Jersey Railroad and Millville & Glassboro Railroad agree that West Jersey Railroad will open to a connection at Glassboro by Apr. 1, 1861. (MB)

- Feb. 27, 1860 Philadelphia & Baltimore Central Railroad opens between Kennett Square and Avondale.
- Feb. 27, 1860 Republican presidential aspirant Abraham Lincoln (1809-1865) of Illinois makes a major speech at Cooper Union in New York City, in which he proves to the city's intellectual and political elite that he is not just a folksy character from the prairies, but a serious political thinker and effective orator; the speech places him in the front rank of contenders for the party's nomination. (Smith - verify date NYT)
- Feb. 28, 1860 Edwin A. Stevens publishes a pamphlet refuting the New Jersey Railroad's charges; denies Camden & Amboy and Hoboken Land & Improvement Company are linked; says NJRR, unlike C&A, has not aided any local railroads. (Pam)
- Feb. 28, 1860 Maryland act calls for African Americans traveling on the B&O without passes within the state of Maryland to be arrested; permits the president of the company to appoint railroad police. (PL)
- Feb. 29, 1860 Hoboken Land & Improvement Company bill passes New Jersey House 36-22. (RR Conflict)
- Feb. 29, 1860 Franklin Railroad reopens with steam power between Greencastle and Hagerstown. (USRR&MR, CV AR - Franklin Repository has Aug. 1!!); with the reopening of the railroad, Thomas R. Bard joins the freight forwarding firm of Zeller & Co. based in Hagerstown. (Hutchinson)
- Early 1860 PRR moves Johnstown station west of the canal.
- Early 1860 Norwich & New London Steamboat Company, controlled by Daniel Drew and Jacob H. Vanderbilt, ceases operation between New York and Allyn's Point; boats are transferred to the New Jersey Steam Navigation Company or Stonington Line. (Dunbaugh)
- Mar. 1, 1860 New Jersey Senate passes House version of Hoboken Land & Improvement Company bill 14-7; Robert F. Stockton issues victory broadside denouncing New Jersey Railroad attorneys John P. Jackson and Abraham O. Zabriskie. (RR Conflict)
- Mar. 1, 1860 Millville & Glassboro Railroad Board approves agreement with West Jersey Railroad and directs its attorneys to withdraw application for an extension to Woodbury. (MB)
- Mar. 2, 1860 Cape Island City Passenger Railway incorporated in N.J. (PL)

- Mar. 2, 1860 State of Maryland appropriates \$847,235 left over from the \$1 million 1836 appropriation to the Eastern Shore Railroad for various railroads over a period of 8 years; includes: \$140, 357 to the Maryland & Delaware, \$101,531 to the Kent County, \$110,455 to the Queen Anne's & Kent; \$112,738 to the Eastern Shore Railroad; \$99,100 to the Worcester Railroad, \$13,000 to the Mispillion & Choptank, \$58,000 to the Elkton & Sassafras, \$25,000 to the Philadelphia & Baltimore Central, and \$70,000 to the Columbia & Port Deposit. (PL)
- Mar. 3, 1860 East Brandywine Railroad renamed East Brandywine & Waynesburg Railroad; PRR may subscribe or endorse bonds. (PL)
- Mar. 3, 1860 Machinists & Blacksmiths Union strikes the Baldwin Locomotive Works after Matthias W. Baldwin refuses to restore wage cuts made after the Panic of 1857; however, as orders are falling the men are simply let go, and the strike peters out after 4 months. (Dawson)
- Mar. 4, 1860 PRR VP William B. Foster, Jr., (1808?-1860) dies suddenly at his home at Philadelphia of a heart attack at age 52. (PubLdgr)
- Mar. 5, 1860 William D. Judson, George B. Ripley and Amos Tenney agree to place 2,501 shares of the reorganized Cincinnati & Chicago Air-Line Railroad in trust with Frederick Schuchardt, Frederick C. Gebhard and Uriel A. Murdock. (MB)
- Mar. 5, 1860 U.S. House creates a Select Committee on the Pacific Railroad. (CongGlobe)
- Mar. 6, 1860 Funeral of William B. Foster held at the home of his brother-in-law by marriage Pres. J. Edgar Thomson; the body is then moved to Pittsburgh in a specially draped funeral car, accompanied by a delegation of PRR officers, arriving on the 7<sup>th</sup> for burial in Allegheny Cemetery. (Wilson)
- Mar. 6, 1860 New Jersey Railroad responds to Commodore Stockton's attack. (RR Conflict)
- Mar. 6, 1860 The three County Commissioners of Allegheny County are jailed for refusing to pay the fines levied by the Pa. Supreme Court for refusing to raise taxes to pay overdue interest on the railroad bonds; the Court has fined each Commissioner \$1,000. (StdHistPitts)
- Mar. 6, 1860 Joseph R. Swan becomes Pres. of Columbus & Xenia Railroad, replacing W.B. Hubbard, resigned. (MB)
- Mar. 6, 1860 Philadelphia & Crescent Navigation Company renamed California, Philadelphia & European Steamship Company and capital increased from

\$500,000 to \$1 million; Capt. Henry Randall submits a plan for a ship of 8,000 tons displacement that would carry 3,000 passengers and 3,000 tons of cargo, using a system of dual sidewheels invented by himself and Isaac.P. Baldwin. (PL, Moyer/Keystone)

- Mar. 7, 1860 Shamokin Valley & Pottsville Railroad Board authorizes the sale of two lots at Mount Carbon, inherited from the old Danville & Pottsville Railroad, to the Reading. (MB)
- Mar. 7, 1860 Little Miami Railroad, Columbus & Xenia Railroad, and Cincinnati, Hamilton & Dayton Railroad sign 20-year pooling agreement, effective Apr. 2; LM/C&X and CH&D are to divide half their earnings equally; however, LM/C&X earnings are twice those of CH&D; J. Durand is Superintendent of LM/C&X; D. McLaren is Superintendent of CH&D. (MB)
- Mar. 8, 1860 Gov. Joel Parker of New Jersey signs bill permitting the Stevens family's Hoboken Land & Improvement Company to build a railroad between Hoboken and Newark parallel to the New Jersey Railroad; it may use the Erie's Bergen Hill Tunnel and may not be sold to the New Jersey Railroad. (PL, USRR&MR, Taber)
- Mar. 8, 1860 Junction & Breakwater Railroad adopts location between Milford and Georgetown, Del. (MB)
- Mar. 8, 1860 Maryland act allows B&O to subscribe for stock of the Baltimore & Potomac Railroad; majority of B&P directors must be local residents; fortunately, the B&O does nothing, permitting the B&P charter to be used by the PRR after the Civil War. (PL, Digest)
- Mar. 8, 1860 Warwick Valley Railroad incorporated in N.Y. to build from the New York & Erie Railroad at Greycourt to Warwick in a prosperous agricultural district; first element of the Lehigh & Hudson River Railway, later a bridge line between the PRR and the Poughkeepsie Bridge; Grinnell Burt (1822-1901) is the first Pres. (ICC, RRH 47)
- Mar. 9, 1860 PRR begins operating western stock trains to Jersey City via Allentown Route; fits 100 stock cars with broad tread wheels for this trade. (USRR&MR says Mon. 3/5 - ARJ gives this date for first train to pass over East Penn RR from Pittsburgh to New York)
- Mar. 9, 1860 U.S. House appoints a select committee on the Pacific Railroad, chaired by Rep. Samuel R. Curtis (1805-1866) of Iowa. (CongGlobe/Russel)
- Mar. 9, 1860 Consolidation Coal Company incorporated in Maryland for the purpose of merging several mining properties in the Cumberland Coal Field; because

of the disruptions caused by the Civil War, the merger does not take place until Apr. 1864. (PL, Consol)

- Mar. 12, 1860 LIRR charter supplement authorizes it to extend to Hunters Point and buy the New York & Jamaica Railroad then under construction. (PL, CorpHist)
- Mar. 12, 1860 Pa. act authorizes bondholders to reorganize Williamsport & Elmira Railroad as Elmira & Williamsport Railroad with old First Mortgage bondholders receiving \$1 million in new bonds, Second Mortgage bondholders and floating debt holders receiving preferred stock and old stockholders receiving common stock. If bondholders fail to approve, may reorganize as Williamsport & Niagara Railroad with bondholders receiving common stock and others nothing. (Digest)
- Mar. 12, 1860 Rep. Justin S. Morrill of Vermont reports a bill to revise the tariff upwards. (Magness)
- Mar. 1860 Erie & Pittsburgh Railroad opens between Conneautville and Jamestown, Pa.
- Mar. 14, 1860 Last rail laid on Union Railroad (Ohio) between Scotts Landing on Marietta & Cincinnati below Marietta and Belpre, opposite Parkersburg, improving boat connection with B&O. (ARJ)
- Mar. 14, 1860 Jeffersonville Railroad Board appoints a committee to consider aiding the Knightstown & Shelbyville Railroad in relaying its road with T-rail. (MB)
- Mar. 14, 1860 Maine act “to promote the safety of travel on railroads” bars any railroad lying west of the Grand Trunk Railway from changing to the Grand Trunk’s broad gauge or laying a third rail for it. (PL, Kirkland)
- Mar. 15, 1860 LIRR Board votes to seek charter rights between Jamaica and Hunters Point rather than rely on Electus B. Litchfield’s New York & Jamaica Railroad; authorizes a \$125,000 mortgage on this new line; authorizes contracting with the Brooklyn & Jamaica Railroad or the Brooklyn Central Railroad re closing the Atlantic Avenue Tunnel to protect its rights in the matter. (MB)
- Mar. 15, 1860 N.J. act authorizes Millville & Glassboro Railroad to extend to Cape May. (Val)
- Mar. 15, 1860 Belleville & Newark Horse-Car Railroad incorporated in N.J. to build from Morris & Essex depot in Newark to Belleville. (Digest)
- Mar. 1860 Stock in the Jersey City & Bergen Railroad taken by company lawyer Abraham O. Zabriskie (1807-1873), is transferred to the Associates of the Jersey Company. (MB)

- Mar. 1860 Camden & Amboy Railroad completes the tunnel under the Delaware & Raritan Canal in Trenton for the projected straight line between Deans Pond and the Delaware River. (Lee citing SG 3/17)
- Mar. 1860 Stephen B. Kingston (1824-1879) named PRR Freight Agent at Philadelphia, replacing E.J. Sneider, deceased.
- Mar. 1860 Steam dummy car tried on the Frankford & Southwark Philadelphia City Passenger Railroad [5<sup>th</sup> & 6<sup>th</sup> Street] running to Frankford. (Scharf)
- Mar. 1860 Mass meeting held in Pittsburgh to protest the Pa. Supreme Court decision that Allegheny County must pay the back interest on the bond guarantees extended to certain railroads; the meeting encourages the County Commissioner to resist the rulings of the Court. (StdHistPitts)
- Mar. 1860 Cincinnati, Wilmington & Zanesville Railroad contracts for use of Little Miami Railroad between Morrow and Cincinnati. (Church)
- Mar. 1860 Norwich & New York Transportation Company, backed by directors of the Norwich & Worcester Railroad and local businessmen, begins operations between New York and Allyn's Point. (Dunbaugh)
- Mar. 1860 Union Railroad opens between Scotts Landing on the Marietta & Cincinnati Railroad and Belpre opposite Parkersburg, shortening the ferry to the North Western Virginia Railroad. (Pixton)
- Mar. 17, 1860 Columbus & Xenia Railroad orders construction of joint freight station with Cleveland, Columbus & Cincinnati Railroad at Columbus. (MB)
- Mar. 19, 1860 City of Pittsburgh authorizes placing its railroad stocks in hands of Reuben Miller, Jr., Thomas Bakewell, John Holmes, John Bissel and Thomas Mellon as trustees for the benefit of holders of bonds issued by city to pay for railroad stocks; this plan was not carried out, and the stocks were later sold at marshal's sale in suit brought against the city. (Church)
- Mar. 19, 1860 Future Lines West Purchasing Agent Henry Orville Hukill (1844- ) joins the Steubenville & Indiana Railroad as a messenger boy. (MB obit)
- Mar. 19, 1860 Harrisburg, Pa., incorporated as a city. (PL)
- Mar. 21, 1860 Tom Scott named PRR Vice President, replacing William B. Foster, deceased; Enoch Lewis returns to the PRR to succeed Scott as General Superintendent, effective Apr. 1; Scott replaces Foster as PRR's political envoy and wirepuller, and PRR lobbying becomes much more aggressive. (MB)

- Mar. 21, 1860 N.Y. act authorizes opening and macadamizing Atlantic Avenue, Brooklyn, to a uniform width of 160 feet, instead of 120 feet, from Classon Avenue east to the city line by adding a 40-foot strip on the north side; the Brooklyn & Jamaica Railroad is to be put in a median strip; act is dependent upon the Brooklyn & Jamaica Railroad relinquishing the right to run steam trains west of East New York. (PL, NYState)
- Mar. 21, 1860 Broad Street Railroad incorporated in N.J. to build a street railroad from the Morris & Essex depot in Newark and Clinton Township with a branch to the New Jersey Railroad depot. (Digest)
- Mar. 21, 1860 Catawissa Railroad incorporated as reorganization of Catawissa, Williamsport & Erie Railroad. (PL, Rdg)
- Mar. 22, 1860 Last day of New Jersey legislative session; Assemblyman Wood of Somerset County introduces a resolution for the Attorney-General to proceed against the Camden & Amboy Railroad for failing to double track its main line as required by the supplement of Mar. 19, 1857; at 10:00 PM, two men leave the Assembly singing a song whose chorus is "We are all a bunch of robbers, we are all a bunch of robbers, from the Camden & Amboy State." (RR Conflict)
- Mar. 22, 1860 N.J. act revives charter of Rocky Hill Railroad & Transportation Company. (PL)
- Mar. 22, 1860 Belleville Horse Railway incorporated in N.J. (PL - not PRR?)
- Mar. 22, 1860 Western Pennsylvania Railroad Company incorporated for purpose of reorganizing North Western Railroad; may extend to Tyrone. (PL, Val)
- Mar. 22, 1860 Cincinnati & Chicago Railroad authorizes William D. Judson and Warren Murdock to receive notes and other collateral from holders of the hypothecated bonds as part of the reorganization compromise with the bondholders, pending the foreclosure sale; the Board does not meet again until 1867. (MB)
- Mar. 22, 1860 Dubuque & Pacific Railroad opens from Independence to Jesup, Iowa. (Corliss)
- Mar. 23, 1860 South Side Railroad Company of Long Island incorporated under articles dated Mar. 6 to build between Brooklyn and the Town of Islip in competition with LIRR. (Val, NYState, C&C)
- Mar. 23, 1860 City of Baltimore protests to the Northern Central Railway that Master of Machinery Caleb M. Lewis of Milton, Pa., has removed the company's

“best” mechanics and replaced them with residents of Pennsylvania; asks the company to furnish a list showing the percentage of stockholders who are Pennsylvanians. (MB)

- Mar. 23, 1860 At the urging of Gov. Henry A. Wise, the Virginia Legislature passes the “Conversion Act” cancelling the James River & Kanawha Company’s debts to the state and assuming the \$21,000 annuity to the holders of the old James River Company stock in return for 72,000 shares of a new stock issue, of which the state takes a total of 74,000 shares; the stock is increased to \$124 million; Gov. Wise wants the line extended and improved in the event of civil war and Virginia’s secession. (Dunaway)
- Mar. 24, 1860 William H. Dilworth appointed Chief Engineer of the Maryland & Delaware Railroad. (MB)
- Mar. 26, 1860 Brooklyn City Council authorizes Brooklyn & Jamaica Railroad to build an extension down Flatbush Avenue and 5<sup>th</sup> Avenue to 37<sup>th</sup> Street with a branch in 3<sup>rd</sup> Street to the city line at Prospect Park in return for ending steam operation on Atlantic Avenue west of Bedford within six months. (NYState)
- Mar. 26, 1860 Joint Companies Executive Committee authorizes advancing Moses Taylor sums totaling \$100,000 to purchase bonds coming due in 1863 in the open market. (MB)
- Mar. 26, 1860 PRR Road Committee grants Robert Hare Powel a 7% rebate on Broad Top coal, although his 1859 shipments of 47,145 tons fell short of the promised 50,000 tons, providing he makes up the difference in 1860; PRR declines to purchase the coal hoisting apparatus on the wharf at Christian Street and the Schuylkill River; to make report on proposal of Henry Randell for steamship line from Philadelphia to Europe and California. (MB)
- Mar. 26, 1860 First freight car, loaded with lard, leaves St. Louis for New York via Buffalo and NYC; arrives in New York on Mar. 31; is first car to run through without breaking bulk; Terre Haute & Richmond Railroad, NYC, and other railroads establish a line of freight cars with compromise (wide-tread) wheels for through freight to points east of Buffalo and Pittsburgh without transshipment between Ohio 4'-10" and standard gauges. (USRR&MR)
- Mar. 26, 1860 Ohio law limits amount to be spent annually on repairing canals at no more than \$200 per month over gross receipts.
- Mar. 27, 1860 Anthony B. Warford elected VP as well as Chief Engineer & General Superintendent of the Northern Central Railway; James C. Clarke is appointed Superintendent & Master of Transportation, reflecting increased

control by Pennsylvanians; Board agrees for the use of the Cumberland Valley Railroad's bridge at Harrisburg for passenger trains for 13 months. (MB)

- Mar. 27, 1860 PFFW&C Railroad annual meeting appoints a committee of 5 stockholders who are not directors to meet with the creditors; support J. Edgar Thomson's proposed reorganization plan of Nov. 18, 1859; Joseph K. Edgerton is defeated in reelection as director by the PRR interest, which aims to take control of the management from local investors. (MB, VlyUpprMaumee)
- Mar. 28, 1860 Survey of Junction & Breakwater Railroad from Milford to Georgetown, Del., completed by Tench F. Tilghman (1833-1867), Chief Engineer. (Hayman)
- Mar. 28, 1860 George W. Cass replaces T. Haskins Du Puy as Pres. of PFW&C and Tom Scott takes a seat on the Board, replacing J. Edgar Thomson; Samuel Hanna elected VP; Cass is selected on only a few hours notice; Du Puy becomes Pres. of the Catawissa Railroad. (MB, USRR&MR)
- Mar. 28, 1860 Trevorton Coal Company incorporated in Pa. for the reorganization of the Trevorton Coal & Railroad Company. (Hare)
- Mar. 29, 1860 Washington & Maryland Line Railroad renamed Columbia & Maryland Line Railroad and given the power to extend to Columbia, Pa. (PL, Val)
- Mar. 29, 1860 Cameron County, Pa., created from parts of Clinton, Elk, McKean and Potter Counties with county seat at Emporium. (Long)
- Mar. 30, 1860 PRR charter supplement allows it to take possession of the remainder of the Powelton Estate in West Philadelphia. (PL)
- Mar. 30, 1860 Hollidays Cove Railroad incorporated in Va. by Western Transportation Company to build across Pan Handle; stipulation that a railroad and bridge be built to Wheeling before road to Steubenville can be opened; this charter was only used to build the Steubenville Bridge and approach; the rest of the railroad across the Panhandle was created by rebuilding the private "Edgington & Wells Railroad". (PL, Church)
- Mar. 30, 1860 Wheeling Railroad & Bridge Company incorporated in Va. by Western Transportation Company as price of incorporating Hollidays Cove Railroad; is to build a railroad bridge at Wheeling; may lease it to any of the railroads entering Wheeling, including the Hempfield Railroad, but may not be used by the B&O until to drops discriminatory rates from local points in Virginia. (PL, Church)

- Mar. 31, 1860 New Jersey Railroad Board approves contract for a new ferry boat, the *John P. Jackson*, to Devine M. Burtis of Brooklyn; authorizes a second track between New Brunswick and Millstone Jct. (MB)
- Mar. 31, 1860 Pa. act provides for the reorganization of the PFW&C Railroad Company. (C&C)
- Mar. 31, 1860 Senate passes the bill (S-64) allowing the extension of the Alexandria, Loudoun & Hampshire Railroad into Georgetown. (CongGlobe)
- Mar. 31, 1860 Pennsylvania finally enacts a Free Banking Law. (StdHistPitts)
- Apr. 1, 1860 Enoch Lewis returns to PRR as General Superintendent, replacing Tom Scott. (Wilson)
- Apr. 1, 1860 Cincinnati, Hamilton & Dayton Railroad contracts with the Little Miami Railroad, Columbus & Xenia Railroad and Dayton, Xenia & Belpre Railroad for joint operation. (ARJ)
- Apr. 2, 1860 Pennsylvania act authorizes Williamsport & Elmira Railroad to build new route in Williamsport south of Hepburn Street to Park Basin on south side of Keystone Park grounds. (Digest)
- Apr. 2, 1860 Attleborough Railroad re-incorporated in Pa. to build branch line from Philadelphia & Trenton Railroad to Attleboro, Bucks County; controlled by Charles Macalester (1798-1873). (Rdg)
- Apr. 2, 1860 Pennsylvania act authorizes Wood, Morrell & Co., operating the Cambria Iron Company works, to extend a lateral railroad from the works across the Conemaugh River to connect with the PRR. (Storey)
- Apr. 2, 1860 Mahanoy & Broad Mountain Railroad organized; John P. Brock, Pres. (USRR&MR)
- Apr. 2, 1860 Mifflin & Centre County Railroad Company incorporated in Pa. to build line from Lewistown to Milesburg. (PL)
- Apr. 2, 1860 Philipsburg & Waterford Railroad incorporated in Pa. to build between Philipsburg and Waterford via Brookville; it will be used in a later attempt to build a rival line across the state of Pennsylvania in the interest of the Atlantic & Great Western Railway. (PL)
- Apr. 2, 1860 Oil Creek Railroad Company incorporated to build from at or near Garland station on Sunbury & Erie Railroad into Oil Region at Titusville with an extension to Franklin in Venango County and to connect with the Atlantic & Great Western Railroad. (Val, Corp Hist)

- Apr. 2, 1860 Joint pooling contract between Cincinnati, Hamilton & Dayton, Columbus & Xenia, and Little Miami Railroads extended for 20 years; to pool 50% of gross earnings; maintain joint executive committee and joint General Ticket Agent. (AR, MB)
- Apr. 2, 1860 Little Miami Railroad Board authorizes new freight station at Columbus. (MB)
- Apr. 2, 1860 Roberts Iron Company incorporated by George B. Roberts, Algernon Roberts, Edward Roberts, Sr., Ario Pardee, George B. Markle and William Lilly to build anthracite blast furnaces at Allentown, Pa. (PL, Mathews/Hngrfrd)
- Apr. 2, 1860 U.S. District Court in Iowa finds for the steamboat interests and orders the Rock Island bridge over the Mississippi River removed as a nuisance to navigation; the U.S. Supreme Court overturns the verdict on appeal. (Hayes)
- Apr. 3, 1860 Ashtabula & New Lisbon Railroad Board appoints a committee to negotiate for running over the Cleveland & Mahoning Railroad between Niles and Warren. (MB)
- Apr. 3, 1860 First Pony Express riders leave Sacramento and St. Joseph, Mo., making the trip in 10 days; service is founded by William H. Russell (1812-1872) and Alexander Majors (1814-1900), operators of a Kansas-to-California stagecoach and freighting business, to compete with the Butterfield stage line from Memphis that has received the mail contract on the basis of Southern votes; the service is launched as a publicity stunt in the hopes of getting the lucrative mail contract away from Butterfield. (DAB, John)
- Apr. 4, 1860 PRR Board approves sale of portion of land it had accumulated for a depot on the north side of Market Street between 11th Street and 12th Street to the Farmer's Market Company; ironically, the site the PRR has rejected later becomes the site of Reading Terminal, and the Market Company evolves into the famous Reading Terminal Market. (MB)
- Apr. 4, 1860 New York act authorizes reorganization of New York & Erie Railroad as Erie Railway. (PL)
- Apr. 4, 1860 Columbus & Xenia Railroad Board authorizes new joint freight station with Cleveland, Columbus & Cincinnati Railroad at Columbus; finished later in year. (MB, AR)
- Apr. 5, 1860 Joint Board limits dividends to 12% a year until the bonds are paid off; authorizes Robert F. Stockton to go to Europe and either get an extension of

maturity of the bonds to 1889 or fund them into a new \$6 million loan.  
(MB)

- Apr. 5, 1860 Millville & Glassboro Railroad Board authorizes extension to Cape May if residents will subscribe \$175,000. (MB)
- Apr. 5, 1860 A. B. Brinton appointed Superintendent of the Philadelphia & Baltimore Central Railroad. (MB)
- Apr. 5, 1860 Sen. John Pendleton Kennedy of Maryland introduces a new bill (S-377) to allow the B&O to extend across a trestle next to the Long Bridge and connect with railroads in Virginia, plus a branch to the Navy Yard. (CongGlobe)
- Apr. 5, 1860 Pennsylvania act authorizes PRR to remove its tracks from Liberty Street, Pittsburgh, and condemn a private right of way. (PL)
- Apr. 6, 1860 Joint Committee of Little Miami/Columbus & Xenia and Cincinnati, Hamilton & Dayton Railroad holds first meeting; William H. Clement for LM, Joseph R. Swan for C&X and S.S. L'Hommedieu for CH&D; P.W. Strader appointed joint General Ticket Agent. (MB)
- Apr. 6, 1860 Atlantic & Great Western Railroad Company in New York, controlled by the Pennsylvania faction, compromises with the rival Atlantic & Great Western Railroad of New York, controlled by the Ohio faction; the former agrees to adopt the line of the latter in place of an entirely independent route bypassing Jamestown and purchase 28 miles of the unfinished Erie & New York City Railroad. (ARJ, Foster/Felton, NYState)
- Apr. 7, 1860 In week ending today, Sunbury & Erie Railroad has carried 200 bbls. of crude petroleum from the Oil Regions to Erie. (USRR&MR)
- Apr. 7, 1860 Western Transportation Company Board (J. Edgar Thomson and Herman J. Lombaert) authorizes contracting with the Chartiers Valley Railroad and the Hempfield Railroad to put both roads in first class condition; authorizes subscribing for 500 shares of the Hollidays Cove Railroad and 1,800 shares of the Wheeling Railroad & Bridge Company, contracting to build their bridges and lease all of these railroads so as to form a link between Pittsburgh and Ohio. (MB)
- Apr. 9, 1860 Joint Companies Executive Committee refers a proposition of the PRR for through freight rates between Harrisburg and New York to Robert F. Stockton and Ashbel Welch. (MB)
- Apr. 9, 1860 Little Miami/Columbus & Xenia/CH&D Joint Committee orders all corn to come into Cincinnati via Dayton and the CH&D, as the latter runs closer to

the big Cincinnati distilleries. (MB)

- Apr. 9, 1860 Eastern Division of Ohio & Mississippi Railroad (Indiana) placed in the hands of New York banker Joseph W. Alsop as receiver. (ICC, ARJ, Smith)
- Apr. 9, 1860 Flood at Pittsburgh with 29 feet of water in the Allegheny River. (Schuyler)
- Apr. 9?, 1860 Floods wash out 0.75 mile of the Steubenville & Indiana Railroad in the Tuscarawas and Muskingum Valleys. (MB)
- Apr. 9?, 1860 Floods damage Ohio Canals beyond limits of law of March 26, 1860; increasing pressure for sale or lease.
- Apr. 10, 1860 William L. Hirst, trustee, deeds the assets of the former North Western Railroad to Western Pennsylvania Railroad; resumption of work delayed by Civil War. (Val)
- Apr. 10, 1860 Future PRR General Superintendent of Motive Power Richard Newton Durborow (1860-1911) born at Philadelphia; son of Charles B. and Elizabeth Durborow. (AltoMirror - see 1859 - ATO says b. 1859)
- Apr. 10, 1860 New York act authorizes the Erie & New York City Railroad to sell all or part of its unfinished railroad lying west of Little Valley (Salamanca) to the Atlantic & Great Western Railroad Company in New York. (PL)
- Apr. 13, 1860 Joint Companies Executive Committee authorizes converting the hull of the *John Stevens*, now at Bordentown, to a freight boat; accepts a report on the PRR's proposal for through freight rates. (MB)
- Apr. 13, 1860 Camden & Atlantic Railroad Board authorizes agreeing to operate the Cape May & Atlantic Railroad at 7% on cost. (MB)
- Apr. 13, 1860 Pennsylvania Legislature authorizes Sunbury & Erie to issue scrip; creates \$600,000 first lien for contractor for work done since Aug. 1, 1859; had earlier rejected S&E request for state aid and making \$3.5 million bonds secondary to the \$3.5 million to be issued to the public; as a result, S&E discontinues all construction. (Rosenberger)
- Apr. 13, 1860 House Committee on the Pacific Railroad reports a bill calling for a single line on the central route via Great Salt Lake with two branches at the east end, one from Missouri and one from Iowa; a minority report from Rep. Cyrus Aldrich (1808-1871) of Minnesota and Rep. Andrew Jackson Hamilton (1815-1875) of Texas calls for aid to the Southern Pacific Railroad of Texas to reach San Francisco. (Russel)
- Apr. 14, 1860 New York act authorizes the Flatbush Plank Road Company to allow the

- Brooklyn City Railroad to lay streetcar tracks on any part of its road. (PL)
- Apr. 14, 1860 Philadelphia & Baltimore Central Railroad contracts the laying of rail on its extension to Oxford to Stone, Quigley & Brinton. (MB)
- Apr. 15, 1860 Little Miami and Columbus & Xenia Railroad establish separate local trains. (MB)
- Apr. 1860 Allentown Railroad again postpones reletting contracts. (USRR&MR)
- Apr. 1860 Steamboat *Venango* is the first to carry oil from Oil City to Pittsburgh. (Martens)
- Apr. 16, 1860 New York act authorizes the Brooklyn & Jamaica Railroad to merge with the Brooklyn Central Railroad street car line as the Brooklyn Central & Jamaica Railroad; may build street railroads anywhere in Brooklyn; passed over opposition of Brooklyn City Railroad. (PL, BrklnEgle)
- Apr. 16, 1860 Foster Coal & Iron Company incorporated in Pa. to hold the coal lands in western Pennsylvania acquired by the late PRR VP William B. Foster; most of the land is near Saltsburg, away from the PRR, and is not developed; these lands are sold in 1882; the company acquires mines at Penn, Pa. in 1864 and 1867. (WCCo)
- Apr. 17, 1860 Elmira & Williamsport Railroad Company organized at Philadelphia for the purpose of taking over the Williamsport & Elmira Railroad; Thomas Kimber, Jr., Pres. (Val, C&C)
- Apr. 17, 1860 Western Pennsylvania Railroad organized by bondholders of defunct North Western Railroad at Philadelphia; William Maher, Pres.; George B. Roberts, Chief Engineer. (Val, C&C)
- Apr. 18, 1860 East Brandywine Railroad reincorporated as East Brandywine & Waynesburg Railroad under letters patent. (C&C)
- Apr. 18, 1860 Williamsport & Elmira Railroad sold at foreclosure to Edward S. Whelen representing the bondholders for \$100,000. (Digest, ARJ)
- Apr. 19, 1860 PW&B Board subscribes \$5,000 to Eastern Shore Railroad so subscription level qualifies it for air voted by state; authorizes taking \$5,000 bonds of Union Railroad Company of Ohio at 80. (MB)
- Apr. 20, 1860 First through freight car from St. Louis arrives in Philadelphia via PRR. (USRR&MR)
- Apr. 20, 1860 South Side Railroad Company of Long Island organized at Brooklyn;

Alexander J. Bergen, Pres. (Val, C&C)

- Apr. 1860 Sunbury & Erie Railroad begins handling regular shipments of petroleum to Erie, en route to Cleveland or New York; 200 barrels shipped in first week of April; increased to 2,341 barrels per month by Aug. 1860.
- Apr. 21, 1860 Tom Scott sends Simon Cameron free passes over the PRR for the entire 367-man Pa. Republican Party delegation to the national convention in Chicago; all are pledged to his friend Simon Cameron; beginnings of a sometimes-close association between the PRR and the Republican Party; in fact, future presidents A. J. Cassatt and Samuel Rea are lifelong Democrats. (Coleman, Kamm)
- Apr. 23, 1860 Camden & Atlantic Railroad agrees to the request of the Raritan & Delaware Bay Railroad that it carry through freight for a sum up to \$100,000, of which half is to be paid in R&DB stock. (MB)
- Apr. 23, 1860 Democratic National Convention meets at Charleston, S.C.; deadlocks over the nomination of Sen. Stephen A. Douglas and the South's demand for a national slave code permitting slavery anywhere in the territories; Douglas has a majority of the delegates, but not the two-thirds majority needed for nomination; members from Alabama and other slave states walk out, and the Convention adjourns after 10 days. (Coleman, McPherson)
- Apr. 24, 1860 Former Public Works and PRR engineer Hother Hagé (1800-1872) is elected City Engineer of Harrisburg. (CnlCrnts)
- Apr. 25, 1860 Brooklyn & Jamaica Railroad conveys all right of way between Rockaway Road and Beaver Street in Jamaica (0.21 mile) to LIRR. (C&C)
- Apr. 25, 1860 LIRR purchases property of New York & Jamaica Railroad, then under construction. (Val)
- Apr. 25, 1860 Pres. George W. Cass sends Simon Cameron free passes over the PFW&C for the entire Pa. Republican Party delegation to the national convention in Chicago. (Coleman)
- Apr. 25, 1860 Maryland & Delaware Railroad Board authorizes a new \$500,000 bond issue; the old issue, of which \$6,000 has been issued to John T. Davis & Co., is paid off and cancelled. (MB)
- Apr. 25, 1860 Michigan Southern & Northern Indiana Railroad elects new Board, including Henry Keep (1819-1869); Elisha M. Gilbert of Utica elected. Pres.; Keep and LeGrand Lockwood and friends have purchased control in the wake of the Panic of 1857, when the price of shares had fallen from 115 to 6. (ARJ, AR)

- Apr. 26, 1860 LIRR surrenders lease of Brooklyn & Jamaica Railroad and deeds its rights in the Atlantic Avenue tunnel to B&J, effective upon completion of the new line from Jamaica to Hunters Point; at which time the operation of steam locomotives within the City of Brooklyn is to cease; LIRR assigns to the B&J its lease from Milford Martin of the terminal property at South Ferry; LIRR assigns to the B&J all its interest in the \$125,000 damages to be paid by the City of Brooklyn. (NYState)
- Apr. 26, 1860 Atlantic & Great Western Railroad begins surveys. (ARJ)
- Apr. 28, 1860 LIRR and Brooklyn & Jamaica Railroad agree with the commissioners appointed to close the Atlantic Avenue tunnel and relinquish the right to use steam power within the City of Brooklyn as soon as the line to Hunters Point is completed. (NYState)
- Apr. 28, 1860 Property of Williamsport & Elmira Railroad conveyed to Edward S. Whelen, purchaser, who assumes operation. (Val)
- Apr. 28, 1860 Portion of Cincinnati & Chicago Railroad between Richmond and Logansport sold at foreclosure to Pierre Chouteau, Jr., Frederick C. Gebhard, Uriel A. Murdock, John H. Thompson and Henry Morgan, a committee of bondholders of the former Cincinnati, Logansport & Chicago Railway; leaves section from Wabash, Ind., to Ohio state line, on which \$500,000 spent without any part being completed; portion between Muncie and Connersville later sold to Fort Wayne & Southern Railroad and the Connersville & New Castle Junction Railroad and becomes part of Lake Erie & Western Railroad system; remainder between Marion-Muncie and Marion-Wabash left incomplete and abandoned; line is graded from Logansport to Valparaiso and to Cass County line. (MB, Church, C&C, ARJ)
- Spring 1860 Stock of Pittsburgh & Connellsville Railroad held by City of Pittsburgh and Allegheny County threatened with sale under judgements obtained by holders of county and municipal railroad bonds; City of Baltimore refuses Pres. Latrobe's plea to buy this stock, but he is able to get sale postponed.
- May 1, 1860 PRR Road Committee recommends Pres. Thomson confer with Reading to obtain permanent arrangement for joint transportation of all Broad Top and Allegheny coal, providing Reading concedes all business of Susquehanna Valley to PRR. (MB)
- May 1, 1860 Eastern Shore Railroad opens between Delmar and Salisbury, Md.; operated by PW&B under contract of June 29, 1859. (C&C - see 7/4?)
- May 1, 1860 General Augustus L. Roumfort (1796-1878) resigns as Superintendent of

Eastern Division; later President of Peoples Gas Company of Harrisburg and Mayor of Harrisburg.

- May 1, 1860 Atlantic & Great Western Railroad begins construction at Little Valley. (ARJ)
- May 2, 1860 Faced with the bitter presidential campaign of 1860, PRR Board reaffirms its policy is to abstain from all political contests and threatens dismissal to any employee attempting to influence the votes of others; although the PRR will soon become identified with the Republican Party, Thomson has many friends in the South from his long service in Georgia, and many officers remain loyal to the Jacksonian Democracy they were exposed to in their youth. (MB, Ward)
- May 2, 1860 Elmira & Williamsport Railroad files certificate of organization. (C&C)
- May 2, 1860 After financial difficulties and dissensions following the Panic of 1857, William Schmoele and Henry Schmoele are ousted from the Gloucester Farm & Town Association, which is developing Egg Harbor City, N.J., and replaced by a Board composed of prominent settlers; however, they prove unable to produce financial stability or complete the grand plan of development. (Hall)
- May 3, 1860 Altoona Mechanics Library and Reading Room Association incorporated; facilities maintained by PRR in one of its office buildings.
- May 3, 1860 Junction Railroad incorporated in Pa. to link PRR, Reading and PW&B in West Philadelphia. (PL)
- May 4, 1860 Joint Companies Executive Committee offers a loan of \$27,000 to any party building 100 canal boats to operate between White Haven and New York carrying Wyoming coal via the Lehigh Canal; authorizes contracting for two steamboats capable of carrying 400 tons of coal from the Belvidere Delaware Railroad at Coalport (Trenton) to New York; grants the Stevens family's Hoboken Land & Improvement Company a drawback of 14 cents a ton on Lehigh coal for the Hoboken ferry boats. (MB)
- May 4, 1860 Chief Engineer M.E. Lyons ( -1864) reports on the survey for the Reading & Columbia Railroad. (Rept)
- May 5, 1860 Steam-powered "dummy" railcar *Novelty* makes test run on Philadelphia, Germantown & Norristown Railroad at Philadelphia; 25-foot body built by Kimball & Gorton and power plant by Baldwin Locomotive Works; seats 38. (ARJ)
- May 7, 1860 A party of 350 Mormons, all thoroughly provisioned and armed, leaves

Philadelphia for Utah via the PRR; most are newly-arrived English emigrants. (Scharf)

- May 7, 1860 Old Baltimore Police Dept. disbanded and replaced by a state-sanctioned Police Board headed by Marshal George Proctor Kane (1817-1878). (Scharf)
- May 8, 1860 Future Superintendent John Kilgore Johnston (1860- ) born at Pleasant Unity, Westmoreland County, Pa. (PRRBio)
- May 9, 1860 East Brandywine & Waynesburg Railroad organized at Indiantown School House, Wallace Township, Pa.; John Cornog, Pres. (Val, C&C)
- May 9, 1860 PFW&C and Cleveland & Pittsburgh Railroad announce a \$1 round trip excursion fare from Pittsburgh for persons attending the Republican National Convention in Chicago; runs via Cleveland and the lake steamboats. (PubLdgr)
- May 9, 1860 Terre Haute & Richmond Railroad Board authorizes furnishing iron to extend the Evansville & Crawfordsville Railroad from Terre Haute to Rockville to be paid in bonds at 90; finished later in the year. (AR)
- May 9, 1860 Constitutional Union Party Convention, composed of Old-Line Whigs, former Know-Nothings, etc., convenes at Baltimore; nominates John Bell (1797-1869) of Tenn. for Pres. and “Cotton Whig” Edward Everett (1794-1865) of Mass. for VP. (Scharf, Coleman)
- May 10, 1860 Republican-controlled U.S. House passes Rep. Justin Morrill’s tariff bill, 105-64 on sectional and party lines, but it is then postponed in the Democratic-controlled Senate and becomes an issue in the fall elections. (Magness)
- May 10, 1860 Severe flooding in Bald Eagle Creek and at Tyrone, Pa. (PubLdgr)
- May 11, 1860 Edward S. Whelen conveys the property of the Williamsport & Elmira Railroad to the new Elmira & Williamsport Railroad Company; Charles Macalester remains as receiver. (Digest, Val)
- May 12, 1860 West Jersey Central Railroad Company organized at Cape May. (Andrew)
- May 12, 1860 Junction & Breakwater Railroad Board approves contract for line between Milford and Georgetown. (MB)
- May 12, 1860 Flood-related landslide blocks the PRR main line at Perryville in the Juniata Valley for a day, interfering with traffic bound for the Republican Convention in Chicago. (PubLdgr)

- May 13, 1860 Entire Pennsylvania Republican delegation travels to the Chicago convention on free PRR/PFW&C tickets procured by Sen. Simon Cameron; morning train from Philadelphia carries over 200 passengers; delegation is pledged to Cameron as a favorite son candidate. (PubLdgr, Smith)
- May 13, 1860 First official embassy sent to the U.S. by the Shogun of Japan (whose title has become Anglicized as “Tycoon,” later bestowed on any very rich and powerful person) arrives at Hampton Roads, having traveled via the Isthmus of Panama route; the party is welcomed by Capt. Samuel Francis Du Pont (1803-1865) of the U.S. Navy, who has made several voyages to the Far East and serves as their official guide; having been forced to admit American trade and seeing European imperialism at work in China, Japan’s rulers are divided on how to react; the embassy is one of many fact-finding missions to evaluate Western scientific, technical and organizational innovations. (NYT)
- May 14, 1860 Train leaves Pittsburgh at 2:00 AM on the PFW&C with Republican Party delegates bound for Chicago; besides the actual delegates, each candidate brings a cheering section to pack the galleries and the streets outside the hall; Pennsylvania sends 1,500. (PubLdgr, Smith)
- May 14, 1860 Japanese embassy arrives in Washington by steamboat *Philadelphia* from Hampton Roads. (NYT)
- May 1860 Belvidere Delaware Railroad inaugurates omnibus connection between Belvidere and DL&W at Bridgeville, N.J. (Lee)
- May 1860 Books opened for Salem Railroad. (RRinSJersey)
- May 15, 1860 George B. Roberts contracts to work on the West Jersey Railroad from Glassboro north to Woodbury. (Wood)
- May 15, 1860 PRR Road Committee adopts William H. Wilson's survey and location of the Delaware Extension from West Chester & Philadelphia Railroad to PW&B and orders placed under contract; declines to guarantee bonds of East Brandywine & Waynesburg, but will accept its bonds in payment of through rates up to \$7,500 per mile; postpones discussion of Allentown Route in absence of George W. Cass. (MB)
- May 15, 1860 Supplement to the charter of the Junction Railroad allows it to use the tracks of the PRR and of the West Chester & Philadelphia Railroad and to issue bonds. (MB)
- May 15, 1860 Leonard Moore elected Secretary of the Dayton & Western Railroad, replacing W. F. Doggett, who has been declared insane. (MB)

- May 1860 Public meeting held in Centreville, Md., in support of the Queen Anne's & Kent Railroad, to run from Queenstown through Sudlersville to Millington; attempt to raise capital in Baltimore, the road being designed as a feeder to the Chesapeake Bay steamboats. (Emory)
- May 1860 Baltimore & Potomac Railroad is considering a branch from Marlboro to a point opposite Alexandria to tap the tobacco trade. (USRR&MR)
- May 1860 Buffalo, Bradford & Pittsburgh Railroad lets contract for line from the New York & Erie Railroad at Carrollton station up the valley of Tunangwant Creek to the coal fields of McKean County, Pa. (ARJ)
- May 1860 Allegheny Valley Railroad begins connecting steamboat between Kittanning and Franklin. (ARJ)
- May 1860 Joseph K. Edgerton resumes operation of that portion of the PFW&C in Pennsylvania from T. Haskins Du Puy, sequestrator appointed by the Allegheny County Court. (C&C)
- May 1860 Young George Westinghouse (1846-1914) begins working in his father's Schenectady machine shop at 50 cents a day. (Prout)
- May 16, 1860 Cape May & Atlantic Railroad organized (? or annual meeting?) at Tuckahoe. (Andrew)
- May 16 1860 Ashtabula & New Lisbon Railroad Board authorizes taking steps to complete the part of the road between the PFW&C and the Cleveland & Mahoning Railroad; adopts a location between Bristol and the Cleveland & Mahoning Railroad. (MB)
- May 16, 1860 Bellefontaine & Indiana Railroad and Indianapolis, Pittsburgh & Cleveland Railroad (together forming the "Bee Line") make their Mar. 1856 joint traffic contract permanent; the receiver of the Columbus, Piqua & Indiana Railroad then sues in the U.S. Circuit Court to have the 1856 contract set aside and one declared to be in force between the CP&I and the IP&C; by now, the Bee Line is interchanging more traffic with the Cleveland, Columbus & Cincinnati Railroad than with the PFW&C. (AR, ARJ)
- May 16, 1860 Marion & Mississinewa Valley Railroad, moribund since 1854, makes another attempt to raise \$100,000 by a stock subscription. (MB)
- May 16, 1860 Alexandria, Loudoun & Hampshire Railroad opens between Alexandria and Leesburg, Va.; is graded an additional 4 miles to Clarkes Gap; Alexandria terminal at Princess & Fairfax Streets. (VaBPW)

- May 16, 1860 Republican convention opens at The Wigwam in Chicago. (Coleman)
- May 17, 1860 East River Ferry Company incorporated in New York to operate between Hunters Point (Long Island City) and 34th Street, 8th Street, and James Slip on Manhattan. (Val, C&C)
- May 17, 1860 LIRR Board authorizes contracting for ferry boats to operate between Hunters Point and Manhattan; reports has contracted with American Telegraph Company for a line between Brooklyn and Greenport; reports inspecting a coal-burning locomotive on the Tioga Railroad, another line controlled by Sterns & Colket. (MB)
- May 17, 1860 Jeffersonville Railroad Board orders construction of a planing mill and wood car shop, which is completed during the summer; also installing gas light in depots and shops. (MB)
- May 17, 1860 Alexandria Canal Company authorizes Alexandria, Loudoun & Hampshire Railroad to build a railroad bridge to Georgetown on the piers of the canal aqueduct if the railroad will build a new aqueduct for the canal; diversion of traffic is opposed by Alexandria interests. (AWilliams)
- May 17, 1860 Future New England Freight Agent Charles F. Nye (1860- ) born at Franklin, Mass. (PRRBio)
- May 17, 1860 Japanese embassy is received by Pres. Buchanan at the White House. (NYT)
- May 18, 1860 On the first ballot, Simon Cameron trails William H. Seward (first) and Abraham Lincoln (second) for the Republican presidential nomination; the portion of the Pa. delegation led by Andrew Gregg Curtin and Alexander K. McClure have been working feverishly behind the scenes to deny the nomination to either Seward, whom they believe cannot carry Pennsylvania, or Cameron, whom they dislike on the basis of long acquaintance; that morning, Cameron's managers, knowing they cannot win, have agreed to give Cameron's votes to Lincoln on the second ballot in return for a cabinet post for Cameron; Pennsylvania's votes are enough to put Lincoln over the top on the third ballot; the animosity between Cameron and Curtin intensifies. (Coleman)
- May 19, 1860 Commissioners for Salem Railroad organize at Salem, N.J. (C&C?)
- May 19, 1860 Senate begins debate on the bill (S-377) to allow the B&O to extend to a trestle next to the Long Bridge; opposed by Georgetown, which objects to the blocking of the river and hopes to be the sole crossing point; Sen. Cameron claims the B&O will destroy the existing Alexandria & Washington Railroad. (CongGlobe)

- May 1860 PRR and Reading meet to arrange for joint stock of cars to be used for carrying coal from Broad Top and Allegheny Fields; as PRR has no coal terminal in Philadelphia and Reading's Port Richmond coal terminal is one of largest such facilities in world, arrange to run coal trains over the Reading east of Harrisburg. (had begun shipping in Reading cars ca. 1859!)
- May 1860 Joseph K. Edgerton named sole receiver of PFW&C. (C&C)
- May 21, 1860 Samuel D. Young (1820?-1866) named Superintendent of Eastern Division replacing Augustus L. Roumfort, resigned. (MB)
- May 23, 1860 PRR adopts location of Delaware Extension and orders construction to junction with PW&B east of river. (MB)
- May 23, 1860 Sheriff of Dauphin County attaches a number of PRR locomotives on writ of Attorney-General to recover \$300,000 arrears on Tonnage Tax; PRR posts bond to redeem equipment. (ARJ)
- May 23, 1860 Convention in favor of Shermans Valley & Broad Top Railroad held in Harrisburg. (USRR&MR)
- May 24, 1860 Gen. Newton Schluch (?) elected Pres. of the Cincinnati, Wilmington & Zanesville Railroad, replacing Charles Borland. (MB)
- May 24, 1860 Ironton Railroad opens from Hokendauqua to Ironton, Pa., to supply iron ore and limestone to the furnaces in the Lehigh Valley. (RRsinLV)
- May 26, 1860 Hollidays Cove Railroad organized; Thomas S. Clarke Pres.; J. T. Childs, Chief Engineer. (Church, C&C)
- May 27, 1860 Northern Central Railway begins operating its first separate commuter train between Baltimore and Cockeysville for the summer season; had previously operated a York local allowing a business day in Baltimore. (BaltAm)
- May 28, 1860 Through passenger trains begin operating between Jersey City and Harrisburg via Allentown Route; one round trip; first trip leaves N.Y. 6:40 AM; arrives Harrisburg 12.:40 PM; runs through in 6:40; serves particularly to distribute New York papers, which now arrive 8 hours earlier. (USRR&MR, NJJrnl)
- May 28, 1860 Corporators of the Junction Railroad order a survey between the Reading at Belmont and Mantua Jct. on the PRR; also examine the connection between the West Chester & Philadelphia Railroad and the PW&B at Grays Ferry; already much north-south freight is being transferred using the reverse move over the PRR's Arsenal Bridge. (MB)

- May 28, 1860 Western Transportation Company Board conducts its meeting by telegraph, with J. Edgar Thomson, H.H. Houston and Herman J. Lombaert in Philadelphia and Thomas S. Clarke and Joseph D. Potts in Pittsburgh; authorizes buying the subscriptions from existing Hollidays Cove Railroad subscribers. (MB)
- May 29, 1860 PRR Road Committee declines to participate with W.P. Williams in establishing a line of propellers between Philadelphia and New York; authorizes further negotiations for more equitable division of rates with Camden & Amboy. (MB)
- May 29, 1860 U.S. House votes to recommit the Pacific Railroad Bill, 101-87. (CongGlobe)
- May 30, 1860 PRR Board declines to make loan requested by W.P. Williams to extend his New York-Boston line of freight propeller steamers to Philadelphia; declines to make \$50,000 loan requested by Sunbury & Erie. (MB)
- May 30, 1860 Lackawanna & Bloomsburg Railroad opens between Danville and Northumberland, where it connects with the Sunbury & Erie Railroad, completing its line from Scranton; is 6'-0" from Scranton to Kingston and 4'-8½" from Kingston to Northumberland, the former to ship coal to New York over the DL&W and the latter to ship coal to the furnaces at Danville. (USRR&MR - ARJ has 5/24?)
- May 31, 1860 Philadelphia & Baltimore Central Railroad Board appoints a committee to visit Harford and Baltimore Counties. (MB)
- May 31, 1860 Junction & Breakwater Railroad contracts for an extension from Milton to Georgetown. (ARJ)
- Mar. 31, 1860 Senate rejects the 1859 treaty with Mexico that would have provided perpetual rights-of-way across the Isthmus of Tehuantepec and between Nogales and Guaymas; the Republicans fear the longstanding Southern preoccupation with expanding slave territory southward. (Russel - verify date!!!)
- June 1, 1860 William H. Barnes elected Pres. & General Superintendent of PFW&C; Joseph H. Moore from Superintendent of Eastern Division to General Agent at Chicago; Augustus Bradley to Superintendent of Eastern Division at Pittsburgh. (USRR&MR - verify from MB)
- June 1, 1860 Ezekiel W. Woodward replaces John Durand as Superintendent of Little Miami and Columbus & Xenia Railroads. (MB)

- June 1, 1860 Lehigh Valley Railroad adds a third round trip of a passenger train. (AR)
- June 2, 1860 Catawissa, Williamsport & Erie Railroad sold at foreclosure for \$149,500 to Samuel V. Merrick for the bondholders; includes 1,200 acres of coal land near Lindner's Gap near the junction with the Little Schuylkill Railroad. (USRR&MR - see 7/2)
- June 4, 1860 At the New Jersey Railroad annual meeting, a motion is made to appoint a committee of stockholders to meet with a committee of stockholders of the Joint Companies to ease tensions and end destructive competition, but it is tabled without being adopted. (MB)
- June 5, 1860 Former Secretary of the Treasury and Pres. of the Beaver Meadow Railroad Samuel D. Ingham (1779-1860) dies at Trenton, N.J. (BioEncycPa)
- June 6, 1860 Cincinnati ordinance requires Little Miami Railroad to relay its track in East Front Street between Pearl & Washington Streets with a flush street rail. (Church)
- June 6, 1860 PRR director George W. Carpenter (1802-1860) dies at Philadelphia. (Jordan)
- June 6, 1860 Western Transportation Company writes to the Pittsburgh & Steubenville Railroad noting that the lack of a charter for crossing Virginia and bridging the Ohio River has prevented them from making financial arrangements to build the railroad; as Virginia has now passed a law, they ask that the deadline for finishing the road be extended to Dec. 31, 1861, and that the construction account be kept open an additional 6 years for completely finishing the cuts and fills, etc. (MB)
- June 8, 1860 House Committee on the District of Columbia reports a bill to authorize the B&O to extend to Virginia and another to authorize the Alexandria & Washington Railroad to extend into the District, that is, to legalize the A&W as built, plus a branch down 7<sup>th</sup> Street to the canal, to be operated by horses. (CongGlobe)
- June 8, 1860 Maryland & Delaware Railroad Board accepts the election of three state directors, one from each county. (MB)
- June 8, 1860 Mortgage trustees take possession of Marietta & Cincinnati Railroad. (ARJ)
- June 8, 1860 Japanese embassy leaves Washington for Baltimore on a special train provided by the B&O. (NYT)
- June 9, 1860 New Jersey Railroad Board authorizes building a siding on the south side of the tracks between the Hackensack River and Marion Jct. for unloading

livestock trains received from the PRR via the CNJ and Allentown Route; authorizes rebuilding the pier at Cedar Street, N.Y. (MB)

- June 9, 1860 Perth Amboy & Woodbridge Railroad organized. (ARJ)
- June 9, 1860 Official Japanese embassy arrives in Philadelphia from Washington via the PW&B on a special train hauled by the locomotive *Daniel Webster* and is met by a huge crowd of the curious; one particularly dashing young Japanese man, whom the press has singled out and nicknamed “Tommy,” enjoys a cab ride and makes an elegant dismount as the train pulls to a stop; a parade then forms at 3:00 at the PW&B depot and escorts the embassy into the city; merchant Richard D. Wood takes his two young sons George and Randolph to see the parade and deems it a memorable event; the delegation spends about a week in the city, inspecting the factories, stores, and the Mint and attending numerous entertainments and banquets; they later make a gift of over \$3,000 to their Philadelphia police escorts. (NYT, Scharf, Wood)
- June 11, 1860 New Jersey Railroad implements its summer schedule, fares cut to 2 cents per mile or less; 8 morning rush hour trains run between 6:00 AM and 9:00 AM, 4 within 20 minutes of each other; ferry to run every 15 minutes; use of one-day cut-rate excursion tickets for commuters expanded, 30-cents from Newark during rush hour and 40 cents during the day. (AR)
- June 11, 1860 Joint Companies Executive Committee receives a letter from William Torrey of the Raritan & Delaware Bay Railroad regarding the question of through rates on passenger travel to Long Branch; appoints Edwin A. Stevens, Benjamin Fish and Robert F. Stockton, Jr., a committee to meet J. Edgar Thomson, Tom Scott and John Hulme of the PRR. (MB)
- June 11, 1860 West Chester Railroad tests steam dummy between Philadelphia and West Chester.
- June 12, 1860 East River Ferry Company establishes ferry between Long Island City and James Slip in Manhattan.
- June 12, 1860 Lehigh Valley Railroad grants Robert H. Sayre 4 months paid leave for his health; duties given to Cashier John P. Cox. (MB)
- June 13, 1860 Cleveland, Columbus & Cincinnati Railroad Board abandons contract for alternate route to Cincinnati via Delaware, Springfield and Dayton after Little Miami Railroad and Cincinnati, Hamilton & Dayton Railroad make peace and agree to pool earnings. (Marvin)
- June 14, 1860 Cleveland & Pittsburgh Railroad enters receivership on suit of Baldwin Locomotive Works, which is owed \$122,000 for locomotives. (ARJ, n.d.;

USRR&MR says Jacob N. McCullough appointed receiver 6/19! - Church, C&C says 14, AR says 13)

- June 14, 1860 Rep. Samuel R. Curtis reintroduces a Pacific Railroad Bill with the extra provision for a southern route; it is postponed to the short session the same day. (CongGlobe)
- June 14, 1860 Bethlehem Rolling Mills & Iron Company, formerly the Saucona Iron Company, is finally organized; Alfred Hunt of Philadelphia is Pres.; directors include Asa Packer, John Taylor Johnston, Joseph Wharton (1826-1909), Augustus Wolle ( - ), Charles W. Rauch, and John Knecht; Robert H. Sayre of the Lehigh Valley Railroad is Chief Engineer & General Manager; he wants the LV to have a reliable source of rails. (BethStl, Warren)
- June 15, 1860 PRR agrees to carry cars of Refrigerator Express Company between Pittsburgh and Philadelphia and to and from New York via Allentown Route. (Rdg)
- June 1860 Simon Cameron approaches J. Edgar Thomson to join him in purchasing control of the Northern Central Railway. (Ward)
- June 1860 West Jersey Railroad begins construction between Glassboro and Bridgeton. (C&C)
- June 1860 Population of Altoona is 3,591. (Census)
- June 1860 Springfield, Mount Vernon & Pittsburgh Railroad has ordered 3,000 tons of British rails for the section between Mount Vernon and Delaware. (ARJ)
- June 1860 U.S. Supreme Court upholds the validity of the Cleveland, Columbus & Cincinnati Railroad's endorsement of the bonds of the Columbus, Piqua & Indiana Railroad; the company has no money to pay the back interest. (ARJ - verify findlaw)
- June 1860 Rushville & Shelbyville Railroad begins making through connections for Indianapolis and Madison. (Gary)
- June 1860 Calvin Pardee (1841-1923) graduates from Rensselaer Polytechnic Institute and goes to work for the Glendon Iron Company near Easton, Pa., of which his father Ario Pardee (1810-1892) is the principal owner. (Foulke&Foulke)
- June 16, 1860 New Jersey Railroad Board authorizes getting the legal opinion of Chief Justice Parker of the Harvard Law School on the question of the Hoboken Land & Improvement Company vs. the NJRR's claim to a monopoly of bridging rights inherited from the Proprietors of the Bridges over the Rivers Passaic & Hackensack; protests the HL&I Company's beginning

construction of a bridge over the Hackensack River. (MB)

- June 16, 1860 Japanese embassy departs Philadelphia at 10:00 AM via the Camden & Amboy route; train of 3 coaches and a baggage car; met at South Amboy by the steamboat *Alida* of the Poughkeepsie Line, which takes the passengers to New York. (NYT)
- June 16, 1860 Springfield, Mt. Vernon & Pittsburgh Railroad enters receivership; John R. Hilliard appointed receiver; portion between Delaware and Springfield, Ohio, completed but not operated; portion between Delaware and a point four miles east of Loudonville remains unfinished. (Church, GrnBk; HistUnionCo)
- June 16, 1860 Congress passes the Pacific Telegraph Act for contractors to build from the western border of Missouri to San Francisco by any route. (Thompson, Russel)
- June 1860 PRR carries 570 barrels of petroleum from Pittsburgh to Philadelphia; had descended river from Oil City on rafts and arks. (USRR&MR)
- June 17, 1860 Washington Roebling (1837-1926) travels from Pittsburgh, where he is supervising the Allegheny River bridge, travels to New Brighton to visit the iron railroad car factory that the Roeblings have invested in; seven all-iron passenger cars are being completed, of which two are to be delivered for service in Pittsburgh. (Schuyler)
- June 18, 1860 Senate refuses to resume debate on the B&O bill. (CongGlobe)
- June 18, 1860 Raritan & Delaware Bay Railroad opens a branch from Eatontown to Long Branch; first railroad to reach the resort. (Ellis)
- June 18, 1860 Democratic National Convention reconvenes in Baltimore; on the fifth day, the Southern delegates bolt, and the northerners nominate Stephen A. Douglas. (Coleman)
- June 20, 1860 Gasoline engine pioneer Alexander Winton (1860-1932) born at Grangemouth, Scotland. (May)
- June 21, 1860 Meeting at Pottsville, Pa., to transfer subscriptions to the defunct Allentown Railroad to the Mahanoy & Broad Mountain Railroad. (USRR&MR)
- June 22, 1860 Pres. Buchanan vetoes the Homestead Bill, which had been drafted to provoke the veto, increasing Buchanan's unpopularity in the Midwest and Northeast; the Democratic Senate fails to override the veto. (Coleman)
- June 23, 1860 New Jersey Railroad Board agrees to carry a refrigerator car with a capacity

- of 17 tons of fresh meat from the Allentown Route between Elizabeth and Jersey City, drill and return the empty car for \$5 apiece; proposes an extension of the Millstone & New Brunswick Railroad to Flemington. (MB)
- June 23, 1860 J. Edgar Thomson, as Pres. of the Southern Pacific Railroad (Texas), makes a contract with DeGraff & Smith to lay 50 miles of track. (ARJ)
- June 23, 1860 U.S. House takes up the Alexandria & Washington Railroad bill, but its supporters are unable to bring it to a vote before adjournment. (CongGlobe)
- June 26, 1860 Tom Scott accepts an offer of alliance from Simon Cameron with the object of securing control of the Northern Central Railway. (Kamm)
- June 28, 1860 Tom Scott informs Simon Cameron that he has spoken with the “Old Chief” [Thomson] and needs to know how much Northern Central Railway stock Cameron now controls and how much more is needed; Cameron has enough to entice Thomson into buying on his own account; as of yet, the PRR has no charter right to buy the stocks of other railroads. (Ward)
- June 28, 1860 Junction & Breakwater Railroad begins construction between Milton and Georgetown. (ARJ)
- June 28, 1860 Southern Democrats meet at Charleston and nominate VP John C. Breckinridge (1821-1875) of Kentucky for Pres. on a platform calling for a national slave code for the territories. (WwasW, McPherson)
- June 28, 1860 Gen. Joseph E. Johnston (1807-1891) is named Quartermaster-General of the Army to succeed Thomas S. Jesup (1788-1860), who has held the post since 1818 and died on June 10. (DAB, MWilson)
- June 30, 1860 Associates of the Jersey Company approve obtaining control of Jersey City & Bergen Point Plank Road Company and Jersey City & Bergen Railroad. (MB)
- June 30, 1860 Philadelphia & Baltimore Central Railroad stockholders meet at Avondale, Pa.; hear proposal from Samuel M. Felton of PW&B to complete the road and lease it and buy \$300,000 of its bonds at 60 cents on the dollar, but postpone vote. (MB, ARJ)
- July 1, 1860 Sunbury & Erie Railroad begins providing locomotives between Sunbury and Whetham, replacing the Northern Central and Catawissa Railroads, which continue to supply cars; the Catawissa Railroad also continues to supply locomotives for its freight trains between Milton and Williamsport; Northern Central Railway continues to operate through to Lock Haven. (USRR&MR, )

- July 1, 1860 Japanese embassy departs New York for home on the *U.S.S. Niagara*, traveling around Cape Horn. (NYT)
- July 1, 1860 New York & Northampton Company begins operating its own lines with its own locomotives and New York & New Haven Railroad cars. (NHCorp)
- July 2, 1860 Catawissa, Williamsport & Erie Railroad sold at foreclosure at Merchants Exchange to Samuel V. Merrick representing bondholders for \$100,000. (ARJ, Rdg, USRR&MR)
- July 2, 1860 Northern Central Railway makes a new agreement with the Sunbury & Erie Railroad for the exchange of traffic. (MB)
- July 3, 1860 Camden & Atlantic Railroad Board approves the purchase of the small locomotive *Novelty* now owned by the PRR. (MB)
- July 4, 1860 Jersey City & Bergen Railroad opens from the New Jersey Railroad's Jersey City ferry at Exchange Place to Bergen Hill. (VanBuskirk - what route? prob. Newark Ave?)
- July 4, 1860 Millville & Glassboro Railroad operates special train between Millville and Forest Grove, N.J. (ARJ says op. spec. train Millville?-Forest Grove only!)
- July 4, 1860 Excursions held to open the Eastern Shore Railroad between Delmar and Salisbury, Md.; revenue service begins next day. (Truitt/Salisbury)
- July 5, 1860 John Fritz leaves Wood, Morrell & Co. (Cambria Iron Company) to be Chief Engineer of the Bethlehem Iron Company. (Storey)
- July 6, 1860 Shamokin Valley & Pottsville Railroad Board authorizes repossessing the Lancaster Colliery after the failure of lessee John L. Hammer to pay rent and tolls. (MB)
- July 6, 1860 Thomas L. Jewett of Steubenville & Indiana Railroad, Hugh J. Jewett of Central Ohio Railroad, Tom Scott of PRR and William H. Clement of Little Miami Railroad meet at Coshocton to arrange for a through line between Pittsburgh and Cincinnati. (ARJ)
- July 7, 1860 Stockholders of Philadelphia & Baltimore Central Railroad hold adjourned meeting at Avondale but again postpone vote on S.M. Felton's proposal to lease and buy \$300,000 of bonds at 60. (MB, ARJ, USRR&MR)
- July 7, 1860 At the urging of Robert H. Sayre, John Fritz (1822-1913) is appointed Superintendent & Manager of the Bethlehem Rolling Mills & Iron Company; Fritz is the technical genius who has organized the works of the Cambria Iron Company at Johnstown and brings his patent for the three-

high rolling mill. (Warren)

- July 9, 1860      Corporators of the Junction Railroad meet at the PRR office and adopt the report of survey by J. Dutton Steele of the Reading. (MB)
- July 9, 1860      Philadelphia & Baltimore Central Railroad opens between Avondale and West Grove, Pa. (newspaper)
- July 9, 1860      Cincinnati & Chicago Air-Line Railroad organized; William D. Judson, Pres. (C&C)
- July 9, 1860      The Pa. State Republican Committee meets at the Mountain House at Cresson; gubernatorial candidate Andrew Gregg Curtin and Alexander K. McClure arrange a convivial evening drinking and card party that lasts into the early hours; Curtin's men make a point of staying sober; when the business meeting convenes at 10:00 AM the next day, most of the Cameron men are passed out with hangovers, and Curtin and McClure can ram through all the business to their liking in 15 minutes. (Coleman)
- July 9, 1860      Cincinnati & Chicago Air-Line Railroad organized at Richmond, Ind., by Pierre Chouteau, Jr., Uriel A. Murdock, Frederick C. Gebhard, John H. Thompson, Henry Morgan, George B. Ripley, Amos Tenney and William D. Judson; runs from Richmond to Duret Street in Logansport; Gebhard and Murdock own all but the qualifying shares; Gebhard has two-thirds and Murdock one-third. (MB)
- July 1860          PRR places Baldwin "dummy" *Novelty* on Western Division; to be used for picnic parties, etc. (ARJ)
- July 10, 1860      Millville & Glassboro Railroad Board reports will new \$30,000 to finish and equip road and authorizes bond issue; road is all graded and 18 miles of track laid. (MB)
- July 10, 1860      Cincinnati & Chicago Air-Line Railroad incorporated in Indiana under articles dated July 9 as the reorganization of the part of Cincinnati & Chicago Railroad between Richmond and Logansport. (MB, Church, C&C)
- July 11, 1860      Portion of Cincinnati & Chicago Railroad between Richmond and the south bank of the Wabash River at Logansport, conveyed to Cincinnati & Chicago Air-Line Railroad; company later builds bridge across the Wabash River to connect with Chicago & Cincinnati Railroad. (Church)
- July 11, 1860      Norwich & New York Transportation Company (Norwich Line of steamboats) incorporated in Conn. as a subsidiary of the Norwich & Worcester Railroad. (NHCorp)

- July 12, 1860 Baltimore & Potomac Railroad elects Oden Bowie (1826-1894) "permanent Pres.", replacing Col. John S. Sellman, resigned; authorizes letting contracts for grading between crossing of Annapolis & Elk Ridge Railroad and Upper Marlboro; because of financial difficulties and Civil War, Board does not meet again until 1866; a small amount of grading is done in Upper Marlboro. (MB, Scharf)
- July 12, 1860 Reading agrees to purchase stock control of Schuylkill & Susquehanna Railroad and Allentown Railroad from Daniel Tyler and Gebhard & Schuchardt, ending the attempt to build an independent outlet from the PRR to New York; Reading buys 7,500 shares of Allentown Railroad on which \$20 had been paid in and stops work on the project. (Rdg, AR)
- July 12, 1860 Cleveland & Pittsburgh Railroad Board authorizes purchase of Bickwell property at Manchester; appoints committee on extension to Pittsburgh. (MB)
- July 14, 1860 Attleborough Railroad meets at Newtown, Bucks County, and hears reports of surveys. (USRR&MR)
- July 1860 Frank J. Firth (1842-1912) joins PRR as engineer for location of the East Brandywine & Waynesburg Railroad. (PRRMN)
- 1860? Felician Slataper (1828-1906) returns to the PRR as an assistant on the East Brandywine & Waynesburg Railroad. (ASCE obit)
- July 1860 Original stockholders of the East Pennsylvania Railroad sell most of their shares at half par to McCalmont Brothers & Co., the British bankers for the Reading. (USRR&MR)
- July 1860 George B. Roberts appointed Chief Engineer and surveys the route of the Mahanoy & Broad Mountain Railroad, which parallels the old Eastern Division of the Danville & Pottsville Railroad including the Mahanoy Plane from the top of Broad Mountain into the Mahanoy Valley. (USSRR&MR)
- July 1860 Cincinnati & Chicago Railroad track is laid from Valparaiso to the crossing of the New Albany & Salem Railroad, 11 miles. (ARJ)
- July 1860 Cincinnati, Peru & Chicago Railroad is open between Indianapolis and Peru and between LaPorte and Plymouth. (ARJ)
- July 1860 Because of the building Secession Crisis, the bonds of Southern states decline by 20-25% on Northern markets; these bonds have been widely used as deposits to back up the note issues of free banks in the Old Northwest, particularly in Illinois. (Shade)

- July 17, 1860 Shermans Valley & Broad Top Railroad Board accepts act of Mar. 15, 1859, changing name to Pennsylvania Pacific Railway; Thomas Shriver of New York takes an interest in the charter; Col. James Worrall (1812-1885) of New York makes the engineer's report; Worrall keeps the charter alive over the next 20 years; it eventually becomes the South Pennsylvania Railroad. (MB)
- July 18, 1860 Charles Macalester discharged as receiver of Elmira & Williamsport Railroad. (Val)
- July 18, 1860 Two-day meeting of Trunk Lines begins at St. Nicholas Hotel in New York; raise rates substantially effective Aug. 1; establish committee of Presidents of five Trunk Lines, including Grand Trunk Railway of Canada; urge establishment of union ticket offices in major cities and elimination of forwarding agents and traffic solicitors working on commission by Jan. 1, 1861. (USRR&MR)
- July 18, 1860 Ground broken for East Brandywine & Waynesburg Railroad.
- July 21, 1860 Stockholders of Philadelphia & Baltimore Central Railroad approve a plan to issue \$120,000 in new bonds to the stockholders and bondholders at 75; authorize appointing a committee of citizens from along the line to advise on Samuel M. Felton's proposal to lease the P&BC; Archibald Jarrett of Maryland speaks for the Maryland stockholders against the lease. (MB, ARJ)
- July 23, 1860 City of Baltimore passes ordinance guaranteeing interest on \$500,000 of Western Maryland Railroad bonds to permit it to extend to Hagerstown; marks beginning of heavy financing of WM by City of Baltimore as independent rival to B&O and PRR. (WM)
- July 25, 1860 James River & Kanawha Company stockholders approve a provisional agreement to sell their works to a French company, Bellot des Minieres, Brothers & Co. who intend to complete it on an enlarged scale in order to open 300,000 acres they own in western Virginia. (Dunaway)
- July 26, 1860 Portion of unfinished Pittsburgh & Erie Railroad lying between Jamestown and New Castle, and branch west to Ohio state line, sold at foreclosure to Samuel Goodwin and William Gibson for \$5,000. (USRR&MR, Spence)
- July 26, 1860 Cincinnati & Chicago Air-Line Railroad directors meet at New York; William D. Judson (1813?-1894) of New York elected Pres. and Henry Morgan elected VP; elects an Executive Committee of William D. Judson, Frederick C. Gebhard and Uriel A. Murdock; John Brandt, Jr., appointed Superintendent. (MB, Church)

- July 26, 1860 Former Pennsylvania Canal Commissioner Peter Livergood (1785-1860) dies at Johnstown. (ancestry.com)
- July 27, 1860 LIRR Board hears report that one locomotive has been converted to coal-burning. (MB)
- July 28, 1860 Trunk Lines meet at Saratoga, N.Y., and draw up new rate compact. (USRR&MR)
- July 30, 1860 New Jersey Court of Chancery upholds monopoly grant to Proprietors of Bridges over the Passaic and Hackensack in case brought by New Jersey Railroad to keep Hoboken Land & Improvement Company from building own bridge into Newark. (USRR&MR)
- July 31, 1860 Tom Scott writes to Simon Cameron from the Saratoga Railroad Convention with a plan for capturing the Northern Central Railway; Cameron, Scott and their allies begin buying Northern Central bonds, which are in default of 3 coupons, for 35 cents on the dollar; the stock is selling at 14. (Kamm, CongGlobe, AR)
- July 31, 1860 Work begins on Arsenal Bridge over Schuylkill River; iron to be fabricated at Altoona under J.H. Linville, Assistant Resident Engineer of Middle Division, soon to be a major bridge engineer.
- July 31, 1860 Marietta & Cincinnati Railroad reorganized under Ohio act of Feb. 24 as "Marietta & Cincinnati Railroad Company as Reorganized." (Church, Pixton)
- Summer 1860 Tom Scott begins a publicity campaign for repeal of the tonnage tax through newspapers and public meetings; contacts both Democratic and Republican candidates so that it does not become a partisan issue in the fall election; promises PRR aid to local railroads to win support.
- Aug. 1, 1860 Franklin Railroad reopens between Greencastle and \_\_\_ ; rebuilding financed by Jay Cooke & Co. and E.W. Clark & Co. of Philadelphia. (Rpblcn & Trnsrpt)
- Aug. 1, 1860 Robert Pitcairn, age 24, named Superintendent of Middle Division replacing S.D. Young promoted to Eastern Division. (MB)
- Aug. 1, 1860 Cincinnati & Chicago Air-Line Railroad issues \$1.6 million in Mortgage bonds to Matthew Morgan and Frederick Schuchardt of New York as trustees. (MB)
- Aug. 1, 1860 European & North American Railway opens from the Bay of Fundy to the Gulf of St. Lawrence. (ARJ)

- Aug. 1, 1860 Richmond & York River Railroad extended from White House on the Pamunkey River to deep water at West Point, where the Pamunkey and Mattaponi Rivers converge to form the York River. (Cnls&RRs)
- Aug. 1, 1860 Marietta & Cincinnati Railroad Company, as Reorganized, buys the Union Railroad for \$125,000 and the Hillsborough & Cincinnati Railroad. (ICC, Pixton)
- Aug. 1, 1860 Dubuque & Sioux City Railroad incorporated as reorganization of Dubuque & Pacific Railroad after Morris K. Jesup forces it into receivership. (Corliss)
- Aug. 2, 1860 The new New Jersey Railroad ferry *John P. Jackson* is launched at the Brooklyn shipyard of Devine M. Burtis. (Heyl)
- Aug. 2, 1860 Property of the old Marietta & Cincinnati Railroad conveyed to the reorganized company. (ICC)
- Aug. 4, 1860 New Jersey Railroad Board recommends that the Proprietors of the Bridges over the Rivers Passaic & Hackensack file an appeal from the decision of Chancellor Green denying an injunction against the Hoboken Land & Improvement Company bridge; authorizes securing control of charters for railroads between Newark and Morristown and between Newark and Springfield and beginning surveys. (MB)
- Aug. 4, 1860 Philadelphia & Baltimore Central Railroad stockholders hear report that company is unable to sell bonds and has no credit; Samuel M. Felton repeats offer to advance \$180,000 cash in return for \$300,000 bonds at 60 and lease to PW&B for 20 years; stockholders approve, but only if no other lessees can be found within 20 days; the Marylanders remain opposed to the lease; Henry Wood, who is also Superintendent of the West Chester & Philadelphia Railroad, replaces A. B. Brinton as Superintendent, who has resigned. (MB, USRR&MR, ARJ)
- Aug. 4, 1860 Catawissa Railroad organized as the reorganization of the Catawissa, Williamsport & Erie Railroad; T. Haskins Du Puy elected Pres.; directors include Samuel Vaughan Merrick, Charles Macalester, James S. Cox, et al. (MB, USRR&MR, ARJ)
- Aug. 6, 1860 Chicago Zouaves, organized by Col. Elmer E. Ellsworth (1837-1861), arrive in Pittsburgh from Baltimore on their way back West via the PRR; they give an exhibition drill at the Fair Grounds next day; Zouaves are military units patterned after the French forces used to hold its North African colonies, they wear baggy, Turkish-style uniforms, and their members stress macho feats of individual bravery; they will play a brief role

in the opening rounds of the Civil War before the grim realities of industrial-era warfare sink in. (StdHistPitts)

- Aug. 6, 1860 Erie & Pittsburgh Railroad appoints an Executive Committee including William L. Scott. (MB)
- Aug. 8, 1860 Brooklyn Central & Jamaica Railroad incorporated by the merger of the Brooklyn & Jamaica Railroad and the Brooklyn Central Railroad under act of Apr. 16, 1860; Dr. R.H. Thompson (1817?-1864), former health officer of port of New York and Park Commissioner of Brooklyn, elected Pres.; no part of the Brooklyn Central Railroad has been completed; the property consists of the line from South Ferry to Jamaica and a branch to 5<sup>th</sup> Avenue & 37<sup>th</sup> Street. (NYState, Seyfried)
- Aug. 10, 1860 Supposed birth date of future Wall Street whiz kid and railroad buccaneer Henry S. Ives (1860-1894), who will enjoy a certain fame in the late 1880s, but like most of his statements, the truth of this may be doubted. (NYT)
- Aug. 11, 1860 Richard D. Wood leaves Philadelphia for a visit to the Broad Top Coal Field to look after his investments there, and to inspect the Broad Top Improvement Company, whose lands are reputedly for sale. (Wood)
- Aug. 14, 1860 2,249 shares of the Green Ridge Improvement Company sold at 10 cents a share in Philadelphia. (USRR&MR)
- Aug. 15, 1860 PW&B Engineer reports that company needs a New York boat fitted as a train ferry to take place of *Maryland* while it is repaired. (MB)
- Aug. 1860 Charles Macalester subscribes \$105,000 to Attleborough Railroad for Camden & Amboy Railroad to keep the project shelved; is to run from Bristol to Newtown. (USRR&MR)
- Aug. 1860 PRR and Reading agree to build 300 8-wheel cars for the Broad Top coal trade; coal has been sent through to Port Richmond for about a year, but all in Reading cars; the fleet of "yellow" coal cars jointly owned by both roads eventually numbers 5,000; they are distinguished from the Reading's "black" cars, which are used for anthracite. (USRR&MR, Rdg AR)
- Aug. 1860 E. & J. McCreary of Middletown, Pa., operate a two-section boat, *Experiment*, of their design carrying 250 tons of coal from Lykens to Delaware City; can be taken apart for Eastern Division locks or pass joined through 180' locks of Susquehanna & Tide Water Canal. (USRR&MR)
- Aug. 1860 First documented use of undercover detectives by PRR exposes a conductors' and trainmen's ring pocketing fares and reselling tickets. (USRR&MR)

- Aug. 1860 This month, the Sunbury & Erie Railroad carries 2,341 bbls. of petroleum to Erie. (USRR&MR)
- Aug. 1860 J. Edgar Thomson, in London, works to dissuade investors and banking houses from backing Atlantic & Great Western Railroad as potential competitor of PRR and Philadelphia & Erie. (Felton - verify JET in Eng)
- Aug. 1860 Columbus & Xenia Railroad is building a large freight house at Columbus. (ARJ)
- Aug. 1860 Cleveland, Columbus & Cincinnati Railroad has paid off its endorsement of Columbus, Piqua & Indiana Railroad bonds at 7% interest or about \$450,000 after an adverse ruling by the U.S. Supreme Court; in return, the CP&I bondholders, mostly foreigners, will consent to cancelling the bonds. (ARJ)
- Aug. 1860 \_\_\_ Doolittle, contractor for the Atlantic & Great Western Railroad, dies. (ARJ)
- Aug. 1860 Western North Carolina Railroad is open from Salisbury to 13 miles east of Morgantown, N.C., where it is stopped by the Civil War. (Brown)
- Aug. 16, 1860 Atlantic & Great Western Railroad Company of New York dissolved because of the success of the rival Atlantic & Great Western Railroad Company in New York. (NYState)
- Aug. 17, 1860 Oil Creek Railroad receives letters patent. (C&C)
- Aug. 18, 1860 Chicago ordinance permits PFW&C to build one-year temporary connection to Chicago, St. Paul & Fond du Lac Railroad in Lake, Randolph & Madison Streets; PFW&C must begin to build a depot between Madison & Adams Streets. (Church)
- Aug. 22, 1860 Pres. Buchanan approves a treaty with the Delaware Nation to purchase the larger portion of its reserve along the north bank of the Kansas River in eastern Kansas; land thus falls to the Office of Indian Affairs and thus stays outside the federal Land Office; is to be sold to the Leavenworth, Pawnee & Western Railroad, providing it can complete its first 25 miles. (Petrowski).
- Aug. 23, 1860 In the week ending this date, the Sunbury & Erie Railroad carries 1,094 bbl. of oil. (USRR&MR)
- Aug. 24, 1860 J. K. Moorhead presides at a meeting in Washington, Pa., to support the Chartiers Valley Railroad and to raise \$100,000; a "Pennsylvania Transportation Company" has agreed to lease both the Chartiers Valley and

the Hempfield Railroad upon completion. (ARJ)

- Aug. 24, 1860 Col. James Worrall (1812-1885) begins the survey of the Shermans Valley & Broad Top Railroad. (USRR&MR)
- Aug. 25, 1860 Atlantic & Great Western Railroad Company in New York (?) opens between Little Valley (later renamed Salamanca), N.Y., and Jamestown, N.Y.; revenue service begins Sep. 11. (Reynolds, USRR&MR, Felton)
- Aug. 26, 1860 Future Lines West traffic officer Marion S. Connelly (1860- ) born in Newburgh, N.Y. (PRRBio)
- Aug. 28, 1860 Brooklyn Central & Jamaica Railroad opens branch from the intersection of Atlantic & Flatbush Avenues down 5<sup>th</sup> Avenue to 24<sup>th</sup> Street at Greenwood Cemetery; runs hourly service with horse cars. (BrklnEgle)
- Aug. 28, 1860 Philadelphia & Trenton Railroad appoints committee to arrange for extension to 3rd & Willow Street or for a connection to other railroads using horse car companies; appoints second committee to consider Attleborough Railroad, a branch in Bucks County. (MB)
- Aug. 28, 1860 John H. Thompson elected to the Cincinnati & Chicago Air-Line Railroad, replacing Uriel A. Murdock, resigned. (MB)
- Aug. 28, 1860 Ohio steamboat captain and former Little Miami Railroad Pres. Jacob Strader (1795-1860) dies at Cincinnati. (findagrave)
- Aug. 30, 1860 Philadelphia & Baltimore Central Railroad opens between West Grove and end of track (Kelton). (CCHS)
- Aug. 31, 1860 Brooklyn Central & Jamaica Railroad begins offering through transfers between Bedford and Greenwood Cemetery. (BrklnEgle)
- Sep. 1, 1860 Richard D. Wood, George B. Roberts and Thomas H. Whitney discuss the railroad situation south of Millville; agree that it is best for the Cape May parties to call on the Camden & Amboy and West Jersey Railroads for aid. (Wood)
- Sep. 3, 1860 Millville & Glassboro Railroad brings first through passengers to Philadelphia. (Wood)
- Sep. 5, 1860 PRR Board approves request of Pittsburgh Board of Trade that through rates apply to any freight coming from West that is bought and/or reworked in Pittsburgh prior to being reshipped to the East; gives Pittsburgh millers substantial advantages over those in Philadelphia. (MB)

- Sep. 5, 1860 Indiana Central Railway Board authorizes operating a Sunday train for the convenience of persons attending the Indiana Yearly Meeting of the Society of Friends at Richmond, but it must keep as quiet as possible. (MB)
- Sep. 6, 1860 PW&B Board accepts offer of City of Baltimore to sell it the block on which President Street Station sits for \$30,000. (MB)
- Sep. 6, 1860 Josiah Phillips resigns as Pres. of the Philadelphia & Baltimore Central Railroad and is replaced by Joseph P. Wilson. (MB)
- Sep. 8, 1860 New Jersey Railroad Board orders the Associates of the Jersey Company to indemnify director William Whitney (1816-1862) for purchasing the stock of the New York, Elizabeth & Morris Railroad. (MB)
- Sep. 8, 1860 Mississippi Central Railroad issues a penal bond for \$2,500 to the PW&B for the transportation of female slaves. (PRRColExpo)
- Sep. 10, 1860 Joint Companies' Executive Committee appoints Joseph P. Bradley, John R. Thomson, William Cook and John G. Stevens a committee to counteract lobbying and propaganda of the New Jersey Railroad; approves West Jersey Railroad's subscription of \$15,000 to Salem Railroad. (MB)
- Sep. 10, 1860 Oil Creek Railroad organized with Thomas Struthers (1803-1892) of Warren as Pres.; Dr. Worthy S. Streator (1816-1902) of Cleveland the principal investor. (USRR&MR, Maybee)
- Sep. 12, 1860 PRR Road Committee postpones consideration of proposition of Noah L. Wilson, agent for reorganizing Marietta & Cincinnati Railroad. (MB)
- Sep. 12, 1860 B&O Pres. John W. Garrett makes a presentation to the Board for a line of steamships between Baltimore and Europe; notes that a large percentage of Baltimore's imports come through New York and Boston. (AR)
- Sep. 14, 1860 Two-day Trunk Line convention at St. Nicholas Hotel ratifies Saratoga Agreement;. (check ARJ or NYTrib) broken within two weeks by the New York lines. (USRR&MR)
- Sep. 14, 1860 Philadelphia & Trenton Railroad acquires property between Walnut & Dock Streets. (MB)
- Sep. 15, 1860 New Jersey Railroad Board orders the construction of a paint shop and car shop at East Newark as soon as the land titles are cleared. (MB)
- Sep. 1860 Hoboken Land & Improvement Company contracts its Hoboken-East Newark railroad to Cole, Andrews, Osgood & Sergeant. (USRR&MR)

- Sep. 1860 PRR discovers a series of frauds by conductors, who were keeping up to 60% of the money they received, by using undercover agents in Columbus and Cincinnati; about a dozen conductors and a dozen ticket agents have been in league with their counterparts on western lines; tickets are not punched and returned to the agents for resale. (ARJ)
- Sep. 1860 J. Edgar Thomson resigns presidency of Southern Pacific Railroad (Texas) after PRR Board insists he devote full time to its interests. (recheck MB - USRR&MR say well before 9/15 but after 7/7/60 - ARJ mentions on 9/29)
- Sep. 1860 New Lancaster, Pa., station opens. (AR)
- Sep. 17, 1860 New York, Providence & Boston Railroad opens an extension westward from Stonington to Groton, Conn., and the steamboat terminal of the New Jersey Steam Navigation Company is moved from Stonington to Groton. (NHCorp, Dunbaugh)
- Sep. 18, 1860 New York Supreme Court orders cancellation of all bogus New York & New Haven Railroad stock issued by ex-Pres. Robert Schuyler. (RRH)
- Sep. 19, 1860 Joint Companies' Board orders West Jersey Railroad to assist Millville & Glassboro Railroad's extension to Cape May. (MB)
- Sep. 20, 1860 LIRR Board appoints a committee to locate a depot for the Brooklyn Central & Jamaica Railroad at Jamaica; orders printing 1,500 copies of a report on the "Wild Lands of Long Island" by Dr. Schnebly (?). (MB)
- Sep. 20, 1860 Corporators of the Junction Railroad meet; reports that the original act does not apply to the route chosen but simply calls for a railroad from Belmont to the PRR and PW&B; corporators authorize the PRR to build the line at a cost of \$100,000 and operate it, charging 3 cents per ton for motive power and trackage rights. (MB)
- Sep. 20, 1860 Secretary of the Treasury Howell Cobb (1815-1868) of Georgia awards the contract for the Pacific telegraph to Hiram Sibley of the Western Union Telegraph Company; it will be built from St. Joseph, Mo., and Omaha, where it will connect with Western Union; the American Telegraph Company wanted a southern route extending from its lines at New Orleans. (Thompson)
- Sep. 20, 1860 Albert Edward, Prince of Wales (later Edward VII) (1841-1910), who has been touring Canada, crosses over to Detroit to begin a state visit to the U.S., the first by a member of the British royal family, and the first official rapprochement since the Revolution; in the U.S., Edward travels as "Lord Renfrew", one of his minor titles. (NYT)

- Sep. 20, 1860 John W. Kirk elected Pres. of the Dayton & Western Railroad, replacing Jonathan Harshman. (MB)
- Sep. 22, 1860 Albert Edward, Prince of Wales, arrives at Chicago via the Michigan Central Railroad; he then travels slightly further west to view the prairies and shoot game birds. (NYT)
- Sep. 24, 1860 Joint Companies' Executive Committee authorizes securing a new York landing 1.5 miles north of Pier 1; authorizes installing floating dock and upper level at Pier 1; orders steamboat *John Neilson* put on Camden ferry; authorizes building marine railway at Hoboken; authorizes West Jersey Railroad to take \$75,000 of Millville & Glassboro Railroad bonds. (MB)
- Sep. 24, 1860 Millville & Glassboro Railroad opens for revenue service between Glassboro and Millville with two round trips; offers stage connection to West Jersey Railroad at Woodbury. (WdbryCnstn)
- Sep. 24, 1860 West Jersey Railroad Board hears a report on extending the Millville & Glassboro Railroad to Cape May. (MB)
- Sep. 24, 1860 Philadelphia & Baltimore Central Railroad opens between Kelton and Elkview, Pa. (CCHS)
- Sep. 25, 1860 Millville & Glassboro Railroad appoints Stephen A. Garrison as General Superintendent; appoints committee to negotiate with West Jersey Railroad on extension to Cape May. (MB)
- Sep. 25, 1860 B&O Chief Engineer reports to Pres. John W. Garrett on the status of the Pittsburgh & Connellsville Railroad. (B&O AR)
- Sep. 26, 1860 Albert Edward, Prince of Wales, arrives at St. Louis at 5:30 PM, by steamer from Alton. (NYT)
- Sep. 27, 1860 Salem Railroad organized at Salem, N.J. (RRinSJersey)
- Sep. 29, 1860 "Philadelphia & Elmira Freight Line" organized at the Philadelphia office of the Reading, including the Catawissa Railroad, Williamsport & Elmira Railroad, Northern Central Railway and Sunbury & Erie Railroad. (USRR&MR)
- Sep. 29, 1860 Pittsburgh & Steubenville Railroad agrees to extend the deadline for the Western Transportation Company to complete the road to Dec. 31, 1861. (MB)
- Sep. 30, 1860 Future PRR Secretary Lewis Neilson (1860-1952) born at Florence, N.J.; son of Thomas Neilson (1826-1910), onetime Pres. of the Elmira &

Williamsport Railroad, and Sarah Claypoole Lewis Neilson (-1919); grandson of merchant Robert Neilson (1780?-1867) who emigrated from Ireland via the West Indies in the 1830s, and on his mother's side, grandson of the prominent Philadelphia banker William D. Lewis. (UPenn alumni, RRGaz)

- Oct. 1, 1860 Trunk Lines discontinue use of outside freight and passenger solicitors under Saratoga Agreement; NYC refused to do so and notified others it intends to abrogate the agreement. (USRR&MR, Maybee)
- Oct. 1, 1860 Philadelphia & Baltimore Central Railroad Board settles accounts with Isaac R. Trimble. (MB)
- Oct. 1, 1860 Albert Edward, Prince of Wales, leaves Cincinnati at 7:00 AM via the Cincinnati, Hamilton & Dayton Railroad; arrives in Allegheny via PFW&C at 8:45 PM, from which the royal party is taken to the Monongahela House. (PubLdgr, NYT)
- Oct. 1, 1860 Chicago, Burlington & Quincy Railroad (CB&Q) begins operating the Peoria & Oquawka Railroad under lease, having finally bought out first lien held by contractors Moss Harding & Co. (RRH 82)
- Oct. 1, 1860 Michigan Central Railroad begins operating the passenger service of the bankrupt Louisville, New Albany & Chicago Railroad between Michigan City and Lafayette for two years. (Hilton)
- Oct. 1, 1860 Democrats win control of the Maryland Legislature. (Shalhope)
- Oct. 1, 1860 Mary Cassatt (1844-1926), younger sister of A. J. Cassatt and later famous as an Impressionist painter, begins studies at the Pennsylvania Academy of the Fine Arts in Philadelphia. (Mathews)
- Oct. 2, 1860 Prince of Wales departs Pittsburgh at 1:10 PM in a special PRR train drawn by No. 166, a coal-burner with a Gill firebox; west of Gallitzin, the Prince goes to the cab for a ride through the tunnel; rides around Horseshoe Curve on the pilot beam for better view; arrives Altoona at 5:40 for dinner at the Logan House; arrives at Harrisburg at 11:15 PM. Prince presents PRR Secretary Edmund Smith with a fancy scarf-pin. (USRR&MR)
- Oct. 2, 1860 Lancaster ordinance authorizes city to appoint special policemen to keep order at PRR depot, to be paid for by PRR. (Digest)
- Oct. 2, 1860 Erie & Pittsburgh Railroad Board authorizes offering through tickets between Erie and Meadville via Linesville. (MB)
- Oct. 2, 1860 James Guthrie (1792-1869) elected Pres. of the Louisville & Nashville

Railroad. (Klein)

- Oct. 3, 1860 Prince of Wales leaves Harrisburg for Baltimore in a special train of PRR cars at 10:00 AM over the Northern Central Railway; arrives at Baltimore 1:40, where he transfers to the B&O's Camden Station by carriage; arrives at Washington at 3:30, where he is entertained by Pres. Buchanan at the White House. (USRR&MR, MB)
- Oct. 4, 1860 Edward S. Whelen of the Shamokin Valley & Pottsville Railroad writes to McCalmont Brothers & Co., the British bankers controlling the Reading, about completing the Eastern Division to Pottsville. (MB)
- Oct. 4, 1860 Western Transportation Company Board agrees to making a contract with the Pittsburgh & Steubenville Railroad and extending the time for its completion to Dec. 31, 1861; also buying the existing subscriptions to the Wheeling Railroad & Bridge Company; all activity is then suspended during the first year of the Civil War. (MB)
- Oct. 6, 1860 Prince of Wales leaves Washington for Richmond via Richmond, Fredericksburg & Potomac Railroad. (PubLdgr)
- Oct. 6, 1860 George B. Roberts issues final report on Millville & Glassboro Railroad. (USRR&MR)
- Oct. 6, 1860 Lake Erie & Pacific Railroad incorporated in Indiana under articles dated June 22, 1860, to build from Union City on the unbuilt extension of the Fremont & Indiana Railroad to Rushville on the Jeffersonville Railroad; about \$100,000 is subscribed in Rush County; the coming of the Civil War causes work to be abandoned. (Church, C&C, Rehor, Gary)
- Oct. 7, 1860 Prince of Wales leaves Richmond for Baltimore. (PubLdgr)
- Oct. 9, 1860 Republicans sweep Pennsylvania elections, electing Andrew Gregg Curtin (1815-1894) governor and winning substantial majorities in Congress and both state houses; the results confirm that Lincoln will carry this critical state next month and with it the White House; the Republicans successfully exploit the tariff, Homestead Bill, and other economic issues, and make sufficient concessions to Pennsylvania nativism without alienating the anti-slavery Germans; the election establishes the Republicans as the majority party in Pennsylvania, although they are split into Cameron and Curtin factions. (Coleman, Sobel)
- Oct. 9, 1860 Republicans opposed to repeal of Tonnage Tax sweep elections in Allegheny County; Thomas Williams (1806-1872), a leading critic of the PRR is elected to the Assembly.

- Oct. 9, 1860 Prince of Wales arrives in Philadelphia via PW&B for two days of receptions and entertainment; however, he does not receive the outbursts of popular enthusiasm that greeted the Japanese delegation earlier in the year; from his hotel window, the Prince witnesses the huge torchlight “wide awake” parade celebrating the Republican victory as it passes up Chestnut Street after midnight. (PubLdgr, Scharf, Fisher)
- Oct. 10, 1860 PRR Road Committee appoints committee to consider consequences of locating PRR passenger station in West Philadelphia. (MB)
- Oct. 10, 1860 Reformer George William Brown (1812-1890) elected Mayor of Baltimore, replacing Know-Nothing Thomas Swann. (Browne)
- Oct. 11, 1860 Prince of Wales leaves Philadelphia for New York via old Camden & Amboy route; travels in the federal revenue cutter *Harriet Lane* from South Amboy to New York. (PubLdgr)
- Oct. 11, 1860 Maryland & Delaware Railroad Board authorizes selling enough bonds to complete the road to Greensboro; contractor David Mitchell, Jr., addresses the Board in a disrespectful manner on his plan to substitute red oak for white oak in ties, and concerning the delivery of iron; he is reprimanded next day and told to deal with the Board through another person; Mitchell and Maffet have purchased a timber tract with both white and red oak but more of the latter, creating a dispute that sabotages the contract. (MB)
- Oct. 11, 1860 U.S. Circuit Court dismisses a suit brought by dissident B&O stockholders to invalidate the 30% scrip dividend paid in 1856. (ARJ)
- Oct. 12, 1860 Camden & Atlantic Railroad Board authorizes leasing the proposed branch from its main line to Cape May to the Raritan & Delaware Bay Railroad at \$35,000 per year. (MB)
- Oct. 12, 1860 Pennsylvania Iron Company incorporated in Pa. by the five Grove brothers as a reorganization of the old Montour Iron Company at Danville, Pa. (PaSecyState, Paskoff ed)
- Oct. 13, 1860 New Jersey Railroad Board orders the Associates of the Jersey Company to secure a majority of the stock of the Orange & Newark & Horse Railroad; considers the improvement of the Market Street station at Newark. (MB)
- Oct. 1860 Daniel Drew brings Cornelius Vanderbilt into the New York & Erie Railroad as a director. (Mott - get election date NYT?)
- Oct. 15, 1860 Prince of Wales leaves New York by boat to West Point and Albany. (Stokes)

- Oct. 15, 1860 Henry Varnum Poor (1812-1905) publishes the first volume of *History of Railroads and Canals in the United States*, the first comprehensive look at the subject since Von Gerstner, although primarily financial and aimed at investors rather than technical; volume one covers New England and the Middle Atlantic States; publication of volumes two and three covering the Midwest and South, is cancelled because of the Civil War, although Poor publishes some of the material in his *American Railroad Journal*. (ARJ)
- Oct. 15, 1860 Delegation of the Philadelphia Board of Trade leaves on great circle tour of Midwestern cities to promote trade connections and divert traffic from New York; travel as far west as Iowa and as far south as St. Louis and Lexington, Ky.; party of 50 uses the same special coach used by the Prince of Wales; includes many Philadelphia merchants and manufacturers, among them James Magee, J. B. Lippincott, Edward C. Biddle, Richard Wood (1833-1910), Samuel T. Canby, Samuel F. Witmer and Thomas P. Stotesbury; Henry H. Houston acts as host for the PRR. (USRR&MR)
- Oct. 15, 1860 New York & Harlem Railroad begins issuing through tickets with NYC; establishes *Lightning Express* running between New York and Albany in 4:45; probably not successful or practical, as the best time in 1868 is about 6:00. (ARJ, Guide)
- Oct. 15, 1860 Future Lines West officer William C. Loree (1860-1936) born at Newark, N.J., son of William Mulford Loree (1825-1893) and Sarah Marsh Loree (1827-1893) and younger brother of Leonor Fresnel Loree (1858-1940). (ancestry.com)
- Oct. 1860 Mine Hill & Schuylkill Haven Railroad makes connection with Shamokin Valley & Pottsville Railroad at Locust Gap; permits Shamokin coal to be sent eastward to the Reading or Schuylkill Canal for the first time. (AR, USRR&MR)
- Oct. 1860 Oil Creek Railroad begins surveys between Titusville and Corry, on the Sunbury & Erie Railroad; however, it is planned as a 6'-0" gauge road to match the Atlantic & Great Western Railroad, already approaching from the east. (Maybee)
- Oct. 1860 Line of through freight cars with broad-tread "compromise" wheels begins operating between East St. Louis and Buffalo, Dunkirk Pittsburgh and Bellaire via Terre Haute, Alton & St. Louis, Terre Haute & Richmond, Indiana Central, Bee Line, Columbus & Xenia, and Central Ohio Railroads. (T&R AR)
- Oct. 1860 Vernon K. Stevenson (1812-1884) elected Pres. of the Southern Pacific Railroad (Texas) in place of J. Edgar Thomson, resigned. (ARJ)

- Oct.? 1860 Robert W. Russell, the American Telegraph Company's chief proponent of opposing all press associations for dividing the cost of dispatches, buys out the interest of Cyrus W. Field and Abram S. Hewitt and secures their replacement on the Board by Cambridge Livingston and Col. Edward S. Sanford of the Adams Express Company; however, they soon turn on Russell and vote him out. (Thompson - check NYT?)
- Oct. 16, 1860 Philadelphia & Baltimore Central Railroad Board authorizes an issue of two-year scrip to pay back interest. (MB)
- Oct. 16, 1860 Directors committee of the Northern Central Railway leave Baltimore on an inspection tour. (MB)
- Oct. 17, 1860 Board of Trade delegation travels over Cleveland & Pittsburgh to Cleveland in an iron passenger car built by Merrick, Hanna & Co. of New Brighton. (USRR&MR)
- Oct. 17, 1860 Citizens of 17<sup>th</sup> Ward of Cincinnati petition against operation of Little Miami Railroad locomotives on East Front Street. (MB)
- Oct. 18, 1860 LIRR Board hears report that the Union Ferry Company has declined to operate a ferry between Hunters Point and Manhattan. (MB)
- Oct. 18, 1860 Trunk Line meeting begins at St. Nicholas Hotel in New York; NYC has notified other lines that it will abrogate the Saratoga Compact. (USRR&MR)
- Oct. 18, 1860 First through train of 8 coaches runs from Philadelphia to Sunbury via the Mine Hill & Schuylkill Haven Railroad and the Shamokin Valley & Pottsville Railway, with a banquet and celebration at Sunbury; however, the SV&P soon refuses to carry through cars or make connections, and MH&SH passenger service ends at Ashland. (AR, USRR&MR)
- Oct. 19, 1860 Trunk Line meeting at St. Nicholas Hotel delays adopting new rates and regulations until NYC can confer with its western connections; no further Trunk Line meetings take place until after the Civil War. (USRR&MR, Maybee)
- Oct. 1860 John W. Garrett urges Reading to join him and use its influence to block PRR's move on the Northern Central Railway, which will allow PRR to compete with the B&O in its home city. (Kamm)
- Oct. 1860 Post-Panic of 1857 recovery peaks; economic contraction begins fueled by threat to the South posed by the candidacy of Lincoln, the standard-bearer of a purely Northern party opposed to the spread of slavery. (NBER)

- Oct. 20, 1860 Richard D. Wood agrees to take \$125,000 of Cape May & Millville Railroad bonds, or one-half of the issue. (Wood)
- Oct. 20, 1860 Meeting of creditors with Reorganization Committee of PFW&C at New York office of Winslow, Lanier & Co. approves reorganization plan calling for a foreclosure sale; Purchasing Committee appointed consisting of J.F.D. Lanier, Samuel J. Tilden and Louis H. Meyer of New York, Samuel Hanna of Fort Wayne, and J. Edgar Thomson; Tilden, a New York corporate lawyer, has been brought into the reorganization by William B. Ogden. (AR, VillyUpprMaumee)
- Oct. 20, 1860 Prince of Wales embarks at Portland, Maine. (Stokes)
- Oct. 23, 1860 PRR and Camden & Amboy officials meet in New York; agree to submit dispute over division of rates to arbitration and negotiate new 10-year contract.
- Oct. 23, 1860 S. M. Hubley and Jerry Nottingham of the Cleveland, Columbus & Cincinnati Railroad make a proposal to the PFW&C Railroad for a through freight line between Chicago and Cleveland via Crestline. (MB)
- Oct. 26, 1860 Brooklyn City Council appoints a committee to adjust the dispute between the Brooklyn City Railroad and the Brooklyn Central & Jamaica Railroad. (BrklnEgle)
- Oct. 27, 1860 Joint Board approves an agreement with Lewis Harrop Haslewood of London to refund the two sterling loans coming due in 1864 but disavows Haslewood's terms for a new loan; Edwin A. Stevens suggests arbitrating the question of through rates and fares with the PRR. (MB)
- Oct. 27, 1860 Excursion opens the Louisville & Nashville Railroad between Louisville and Nashville. (Klein)
- Oct. 29, 1860 Joint Companies Executive Committee accepts a proposal of Thomas Clyde and Capt. Wilmon Whilldin, Jr. (-1869) to run a line of propellers through the Delaware & Raritan Canal on the same terms as Richard F. Loper and William M. Baird, fearing that otherwise they will operate an outside line and start a rate war; authorizes contracting with the Lehigh Coal & Navigation Company and the Delaware Division Canal Company of Pennsylvania for the construction of 210 100-ton canal boats, the D&R to furnish 70, the LC&N 80 and the Delaware Division 60; authorizes starting to build the track through the tunnel under the Delaware & Raritan Canal at Trenton with a connection to the old line, and preparing plans for a new Trenton station at Clinton Avenue on the proposed straight line. (MB)
- Oct. 30, 1860 Philadelphia & Baltimore Central Railroad accepts the State of Maryland

subscription under the act of Mar. 2, 1860. (MB)

- Oct. 30, 1860 Directors' committee reports to the Northern Central Railway Board on their inspection trip; recommend building a station at Druid Hill and running shuttle trains between Calvert Station and Druid Hill Park; recommend building shops at Sunbury; suggest running a passenger train instead of a mixed train between York and Wrightsville. (MB)
- Oct. 30, 1860 Little Miami Railroad authorizes its Secretary to sign petition for extending tracks in East Front Street in the 17<sup>th</sup> Ward east of Washington Street. (MB)
- Oct. 31, 1860 Sunbury & Erie agrees to provide motive power for Catawissa Railroad trains over its line between Milton and Williamsport for 20 years, cancelling earlier contract with Catawissa, Williamsport & Erie Railroad. (Rdg)
- Nov. 1, 1860 Reading and PRR begin joint operation of the line between Harrisburg and Dauphin (Schuylkill & Susquehanna between Rockville and Dauphin); joint passenger service is operated between Harrisburg and Dauphin with cars of both railroads making connections with PRR, Cumberland Valley, S&S, but not Northern Central trains; PRR is to provide motive power and crews for the entire combined line between Dauphin and Harrisburg. (Rdg)
- Nov. 1, 1860 State of Maryland begins proceedings to foreclose Northern Central Railway unless it pays interest on state loan; company also has a large floating debt; impossible to borrow further as markets unsettled by election crisis; directors advance \$120,000 from own resources; (foreclosure was move by state and B&O to block PRR control); the company is rescued by a \$120,000 loan from Pres. John S. Gittings. (AR, Gunnarsson)
- Nov. 1, 1860 With the election of Abraham Lincoln practically assured, banks and individuals in the South begin draining specie from northern banks, trying to convert their notes to cash; northern creditors likewise try to convert their southern debts into cash. (Wainwright)
- Nov. 2, 1860 Brooklyn City Railroad begins operating on the track in Furman Street between the Fulton Street ferry and Atlantic Avenue; is to be extended south to Hamilton Avenue and Greenwood. (BrklnEgle)
- Nov. 3, 1860 Philadelphia Board of Trade delegation returns to the city over the PRR, having traveled as far west as St. Joseph, Mo. (Wood, USRR&MR)
- Nov. 5, 1860 Future PRR VP Richard Lincoln O'Donnel (1860-1920) born; the derivation of his middle name is obvious.
- Nov. 6, 1860 Republican Abraham Lincoln (1809-1865) elected Pres. and Hanibal

Hamlin (1809-1881) of Maine VP, as the Democrats split into northern and southern factions over the slavery issue; Lincoln wins over 60% of the vote of the upper or “Yankee” North above the 41<sup>st</sup> parallel and loses only New Jersey, California and Oregon among the free states; Lincoln loses New York City to a Democratic fusion slate, but carries the state; Northern Democrat Stephen A. Douglas, though second to Lincoln in the popular vote, carries only Missouri; Southern Democrat John C. Breckinridge carries Delaware and Maryland and the Deep South; Lincoln garners only 3% of the vote in Maryland; John Bell carries Virginia, Kentucky and Tennessee; the election of a purely Northern candidate committed to containing slavery sets Southern secession in motion. (Long, McPherson, Scharf, Burrows/Wallace)

- Nov. 7, 1860 Richard D. Wood engages A.P. Porter to run the Millville & Glassboro Railroad locomotive *T.H. Whitney* and take charge of all the machinery at \$70 per month. (Wood)
- Nov. 7, 1860 Contractor William R. Maffet addresses the Maryland & Delaware Railroad Board on the matter of substituting red oak for white oak ties; the Board accepts the written apology of David Mitchell, Jr., for his previous outburst; Maffet claims that the Delaware Railroad was to be the model for construction (which the Board denies) and that the Delaware Railroad uses both white and red oak; Mitchell & Maffet threaten to withdraw from the contract if the Board does not agree to accept red oak; the Board leaves the decision to Chief Engineer William H. Dilworth. (MB)
- Nov. 10, 1860 South Carolina calls a secession convention to meet Dec. 17. (Long)
- Nov. 11, 1860 Gen. William Cook begins survey for Salem Railroad. (RRinSJersey)
- Nov. 12, 1860 New York and Philadelphia financial markets drop in response the South Carolina's calling a secession convention; financial crisis in Baltimore deepens during the winter. (Long, Browne)
- Nov. 12, 1860 Joint Companies Executive Committee adopts the location of the new Trenton station on Clinton Avenue; authorizes a subscription of 650 shares of the Trenton Horse Railroad; committee reports on relations with the CNJ. (MB)
- Nov. 12, 1860 *J. Edgar Thomson*, a steam-powered canal boat capable of towing a barge invented by William McConkey of Wrightsville, leaves Wrightsville for Baltimore on Susquehanna & Tide Water Canal; capacity of boat and barge is 180 tons; can pass S&T locks together and navigate Chesapeake Bay; returns to Wrightsville on Nov. 18. (USRR&MR)
- Nov. 12, 1860 Orange & Alexandria Railroad opens for revenue service into the town of

Lynchburg after bridging both the James River and the James River & Kanawha Canal. (VaBPW)

- Nov. 13, 1860 PRR Road Committee refers papers on Marietta & Cincinnati Railroad to Pres. Thomson with power to act; approves resolution of Junction Railroad, providing rate set at 4 cents per ton-mile until bonds are paid off. (MB)
- Nov. 13, 1860 Philadelphia & Baltimore Central Railroad contracts grading from the Maryland state line to Rising Sun. (MB)
- Nov. 14, 1860 PRR agrees to exchange its mortgage on the Cresson property for stock in the Allegheny Mountain Health Institute; not done and mortgage eventually foreclosed. (MB)
- Nov. 14, 1860 Contractors Mitchell & Maffet appear before the Maryland & Delaware Railroad Board with their lawyer; maintain that Chief Engineer William H. Dilworth has previously sanctioned the use of the Delaware Railroad as a model before executing the contract, which Dilworth denies; notes delays in the delivery of iron and the fact that the company limited the size of their crews during the spring, and they now won't be able to complete the road to the state line by Jan. 15; Dilworth says they have kept their crews under 37, while he has permitted up to 75; the Board backs Dilworth. (MB)
- Nov. 15, 1860 Financial crisis in Baltimore affects the Northern Central Railway. (AR)
- Nov. 15, 1860 Bergen Hill Tunnel of Long Dock Company completed; 4,300 ft. long. (USRR&MR)
- Nov. 1860 First regular overnight train begins operating between New York and Boston via Springfield. (RRH)
- Nov. 1860 Iron steam railcar tested on the PFW&C. (ARJ)
- Nov. 1860 Steamboat *Arrow* placed on H.B. Slaughter's (?) Chester River line; Capt. E.S.L. Young. (Usilton - verify BaltAm - Burgess has "late 50s")
- Nov. 1860 City Council orders Pittsburgh Mayor George Wilson (1816-1902) to execute a \$1.5 million mortgage on all real estate belonging to the City to pay the interest due on the railroad bonds. (ARJ)
- Nov. 1860 Huge Anti-tax convention held in Pittsburgh in response to the knowledge that a tax of 8 mills on the dollar (0.8%) for county expenses and 7 mills additional to meet the overdue interest on the railroad bonds; the convention denounces the Pa. Supreme Court and demands that all the justices be removed. (StdHistPitts)

- Nov. 1860 Arrangements being made for a Union Depot in Terre Haute. (ARJ)
- Nov.? 1860 Col. Edward S. Sanford of the Adams Express Company is elected Pres. of the American Telegraph Company, with Cambridge Livingston as Secretary. (Thompson - verify NYT)
- Nov. 16, 1860 LIRR Board reports that it has secured the assent of the State Comptroller to extend the maturity of the 6% state stock loaned to the LIRR to Aug. 1, 1876. (MB)
- Nov. 17, 1860 Atlantic & Great Western Railroad Company in New York makes an operating agreement with the New York & Erie Railroad. (Felton)
- Nov. 20, 1860 Farmer's Bank of Virginia suspends because of Secession Crisis to prevent northern creditors from drawing off its specie reserves; suspension spreads to other Virginia banks and then across the South. (USRR&MR, Starnes)
- Nov. 20, 1860 Commercial paper in Philadelphia commands 1.25% per month, the highest since the Panic of 1857, because of the Secession Crisis. (Wood)
- Nov. 21, 1860 New York Clearing House orders pooling of reserves of member banks to prevent a banking panic in New York; all notes of banks south of Washington are being discounted 20-25% and banks of Illinois and Wisconsin at 15%. (Wicker, StdHistPitts)
- Nov. 21, 1860 Maryland officials call on Gov. Thomas Holliday Hicks (1798-1865) to call an emergency session of the General Assembly to deal with the Secession Crisis; legislative sessions are biennial, and the Legislature would not otherwise meet until 1862; southern sympathizers hope they can get the Assembly to pass a secession ordinance. (MdHistMag 108:1)
- Nov. 21, 1860 Banks of Richmond and Petersburg, Va., suspend. (Holdsworth)
- Nov. 21, 1860 Philadelphia & Montgomery County Railroad incorporated. (Rdg CorpHist)
- Nov. 22, 1860 City Council & Mayor of New York authorize the New York & Harlem Railroad to lay two side tracks of grooved rails in front of their station at Tryon Row. (Valentine)
- Nov. 22, 1860 At noon, the Philadelphia Clearing House Association hears a report that the banks have paid out \$300,000 in specie during the morning; votes 12-7 to suspend specie payments over the objections of the Bank of North America and the Farmers & Mechanics Bank; the latter continues to pay in specie, and many others continue to pay specie locally. (Wainwright)
- Nov. 22, 1860 Baltimore and Washington banks suspend because of the Secession Crisis.

(USRR&MR, Scharf)

- Nov. 23, 1860 New York Clearing House is forced to issue loan certificates for the first time to the amount of \$7.4 million to carry New York banks over the crisis, in lieu of a complete suspension. (Wyckoff)
- Nov. 23, 1860 Robert F. Stockton reports to the Joint Board after his return from Europe; Board approves an agreement with Lewis Harrop Haslewood to extend the maturity of the old sterling bonds by 20 years. (MB)
- Nov. 23, 1860 Pittsburgh banks, except for the Bank of Pittsburgh, suspend; Trenton, N.J., banks suspend. (StdHistPitts)
- Nov. 24, 1860 New Jersey Railroad Board considers extending the Jersey City & Bergen Railroad to Bergen Point (Bayonne). (MB)
- Nov. 24, 1860 Northern Central Railway's Baltimore-Cockeysville commuter train makes last trip of the season. (BaltAm)
- Nov. 26, 1860 Committee of Philadelphia Board of Trade makes report on its tour of the Midwest. (USRR&MR)
- Nov. 26, 1860 Two South Carolina "palmetto" state flags unfurled in Baltimore in support of secession. (Scharf)
- Nov. 26, 1860 All St. Louis banks except the Exchange Bank suspend. (Scharf)
- Nov. 27, 1860 Tyrone & Lock Haven Railroad sold at foreclosure at Philadelphia. (ARJ has Lock Haven & Tyrone, for \$51,000 see also 1/29/61)
- Nov. 27, 1860 Erie & Pittsburgh Railroad appoints S. W. Seymour Engineer & Superintendent. (MB)
- Nov. 27, 1860 Maryland Gov. Thomas H. Hicks, a conservative nativist Know-Nothing, refuses to call the General Assembly into special session, preferring to wait upon events. (MdHistMag 108:1)
- Nov. 28, 1860 New Jersey Railroad ferry *John P. Jackson* makes its first trial run. (Heyl)
- Nov. 28, 1860 All Pittsburgh banks except Bank of Pittsburgh suspend specie payments because of Secession Crisis. (HistPitts)
- Nov. 30, 1860 Last boat logged at Evansville on the Wabash & Erie Canal. (Clark)
- Dec. 1, 1860 *Monongahela* is probably the last canal boat to arrive at Johnstown over the Western Division Canal with a cargo of salt and grain from Livermore; at

this time, no repairs have been made, and there are no lock tenders. (Storey)

- Dec. 1, 1860 Future PRR counsel Augustus Phillips Burgwin (1860-1932) born at Pittsburgh; son of George William Bush Burgwin (1787-1854) of North Carolina and Maria Nash Burgwin (1786-1848). (rootsweb)
- Dec. 3, 1860 Joint Companies Executive Committee hears the report of referees in its arbitration with the PRR over through rates; Richard F. Loper protests the granting of equal rights to operate a propeller line to Thomas Clyde. (MB)
- Dec. 3, 1860 Chief Engineer F. Barr reports to the Philadelphia & Baltimore Central Railroad Board on surveys between the Susquehanna River and Baltimore made in Sep. and Oct. 1860. (MB)
- Dec. 3, 1860 Erie & Pittsburgh Railroad appoints D. B. Clayton Superintendent, replacing S. W. Seymour. (MB)
- Dec. 3, 1860 In his outgoing message to Congress, Pres. James Buchanan blames the Republicans for the growing crisis; he suggests that unless the North grants all its demands over slavery, the South will be justified in continuing resistance. (McPherson)
- Dec. 4, 1860 Financial markets decline sharply because of growing political crisis. (ARJ)
- Dec. 4, 1860 Meeting of holders of Allegheny County bonds held at the Philadelphia Exchange; appoint a committee to meet with a committee from Pittsburgh or Allegheny County to arrange a compromise. (NYT)
- Dec. 5, 1860 Judge Emott dissolves the injunction against the Brooklyn City Railroad crossing the Brooklyn Central & Jamaica Railroad at Furman Street & Atlantic Avenue. (BrklnEgle)
- Dec. 5, 1860 Shamokin Valley & Pottsville Railroad Board rejects offer of the Union Transportation Company to perform its entire freight business except for coal. (MB)
- Dec. 6, 1860 Brooklyn Central & Jamaica Railroad holds public test of Seeley's patented corrugated iron passenger car between Atlantic Avenue and Greenwood Cemetery on its 5<sup>th</sup> Avenue. (BrklnEgle)
- Dec. 8, 1860 Trevorton Coal & Railroad Company sold at foreclosure to the bondholders for \$100,000. (ICC, Hare)
- Dec. 8, 1860 Pres.-elect Lincoln offers the post of Secretary of State to William H. Seward of New York, his chief rival for the nomination. (Smith)

- Dec. 1860 PW&B President Samuel M. Felton writes to Gen. Winfield Scott, General-in-Chief of the Army noting that in event of secession, the only route for bringing troops to the relief of Washington is via Annapolis.
- Dec. 1860 John P. Jackson of the New Jersey Railroad issues an anti-Camden & Amboy pamphlet titled, *A General Railroad System for New Jersey by Free Legislation ...*; calls for a new, double-track railroad from Jersey City to Camden with frequent service and lower fares. (Pam, USRR&MR)
- Dec. 1860 John G. Jones appointed receiver of the Dayton & Cincinnati Railroad. (ARJ)
- Dec.? 1860 Evansville & Crawfordsville Railroad extended from Crawfordsville to Terre Haute. (ARJ)
- Dec. 10, 1860 Coney Island & Brooklyn Railroad incorporated in N.Y. to build from the Fulton Ferry to Coney Island. (NYState)
- Dec. 10, 1860 Pres. James Buchanan promises not to reinforce the small federal garrison in Charleston. S.C., and South Carolina pledges not to attack. (McPherson)
- Dec. 11, 1860 PFW&C Board authorizes the construction of a station building at Crestline; authorizes contracting with other companies for the use of the Union Depot at Chicago, but the PFW&C must retain ownership of the ground; Louis H. Meyer (1815-1892) of New York, representing the bondholders' purchasing committee, addresses the Board on the reorganization plan, which the Board approves. (MB)
- Dec. 12, 1860 Southern banks suspend specie payments. (Wyckoff)
- Dec. 12, 1860 Cleveland & Pittsburgh Railroad Board authorizes new bond issue to finance Pittsburgh Extension. (MB)
- Dec. 13, 1860 Philadelphia City Council orchestrates a public demonstration of friendship towards the South in Independence Square, with such representatives of the business community as Matthew Baird of the Baldwin Locomotive Works, Thomas T. Tasker, Samuel Vaughan Merrick, William Sellers, I.P. Morris, PRR attorney Theodore Cuyler, et al.; there is only one pro-Union speaker; Democratic Supreme Court Justice George W. Woodward (1809-1875) declares that slavery is divinely ordained. (NYT, Dawson)
- Dec. 15, 1860 Philadelphia ordinance authorizes PRR to repair City Railroad west of 11th Street and temporarily east of 11th Street until Delaware Extension is completed; cost of repairs to be deducted from tolls. (Digest)
- Dec. 15, 1860 New Jersey Railroad Board notes a lawsuit by Woodbridge Township to

- condemn the road of the Essex & Middlesex Turnpike Company. (MB)
- Dec. 15, 1860 Mitchell & Maffet suspend work on the Maryland & Delaware Railroad. (MB)
- Dec. 15, 1860 A convention of New York businessmen, including William B. Astor, John A. Dix, and Samuel J. Tilden, issues a call to the South not to be hasty and endorsing all the concessions that the South is demanding on slavery. (Nichols)
- Dec. 1860 Most of the New York & Jamaica Railroad track has been laid, but Electus B. Litchfield has been unable to complete the contract, and the work cannot be completed until the ground thaws. (NYT)
- ca. Dec. 1860 Thirteenth & Fifteenth Passenger Railway Company of the City of Philadelphia opens a branch from Carpenter Street down Broad Street to the PW&B depot. (Cox)
- Dec. 1860 Reorganization plan for the Steubenville & Indiana Railroad presented. (ARJ)
- Dec. 1860 Five miles of track are laid on the Maryland & Delaware Railroad to beyond Kenton. (ARJ)
- Dec. 1860 PFW&C extended from Van Buren Street to Madison Street, Chicago. (ARJ, Val)
- Dec. 1860 PFW&C and Chicago St. Paul & Fond du Lac Railroad (C&NW) construct joint track in West Water Street, Chicago, between Madison & \_\_\_ Streets and thence in Canal Street between Fulton and Kinzie Streets, permitting a run- through connection. (ARJ, Val, Church)
- Dec. 1860 First oil strikes in the Beaver County oil field around Ohioville and Slippery Rock. (Richard)
- Dec. 18, 1860 Millville & Glassboro Railroad contracts with Doughty, Westcott & Co. to operate stage connection between Glassboro and Woodbury. (MB)
- Dec. 18, 1860 State of Maryland obtains an injunction against the Northern Central Railway paying any debts contracted after Jan. 27, 1855 and paying only current expenses, on the grounds that its bonds constitute a prior lien. (MB)
- Dec. 18, 1860 Toledo, Logansport & Burlington Railroad and Logansport, Peoria & Burlington Railroad enter receivership; Roswell B. Mason appointed receiver of Toledo, Logansport & Burlington Railroad. (Church, )

- Dec. 18, 1860 Sen. John J. Crittenden (1787-1863) of Kentucky offers a compromise peace resolution recognizing slavery in any territories acquired south of the 36°-30' latitude Missouri Compromise line, forbidding the abolition of slavery on federal property within the South and in the District of Columbia without the consent of its residents as well as those of Virginia and Maryland, denying the federal government's power to ban the interstate commerce in slaves, and granting compensation to owners of slaves escaped to the North; the South is hoping to annex parts of Mexico, Latin America and Cuba, which would all become slave territory; the program is to be implemented by irrevocable amendments to the Constitution; it is rejected by Lincoln. (EAH, McPherson)
- Dec. 18, 1860 U.S. House resumes consideration of the Curtis Pacific Railroad Bill. (Russel)
- Dec. 20, 1860 South Carolina becomes first southern state to secede from the Union. (Long)
- Dec. 20, 1860 Philadelphia & Trenton Railroad Executive Committee considers operating hourly locals to Holmesburg with Grice & Long steam cars. (MB)
- Dec. 20, 1860 Ground broken for the Mahanoy & Broad Mountain Railroad at Ashland, Pa.; under contract from a point on the Mill Creek & Mine Hill Railroad near Frackville to Locustdale, descending from Frackville into the Mahanoy Valley by a single inclined plane; George B. Roberts, Chief Engineer. (USRR&MR)
- Dec. 20, 1860 U.S. House passes the Curtis Pacific Railroad Bill, 94-72, amended to fix the Missouri terminus at Kansas City and to provide a northern route between Lake Superior and Puget Sound; there is no support for the bill in the Senate. (Russel)
- Dec. 21, 1860 U.S. Senate passes bill authorizing the B&O to cross the city via 1<sup>st</sup> Street, a tunnel under Capitol Hill, and E Street and build a Potomac River bridge alongside the Long Bridge; also branches to the Navy Yard and the steamboat dock; bill is killed in the House next year. (ARJ, USRR&MR, PW&B AR)
- Dec. 22, 1860 Philadelphia ordinance authorizes Frankford & Southwark Passenger Railway (?) to make temporary connection with PW&B at 5th & 6th & Washington Streets. (Digest)
- Dec. 22, 1860 Philadelphia & Baltimore Central Railroad opens between Elkview and Oxford, Pa. (CCHS, ARJ)
- Dec. 22, 1860 Ezekiel McGuire appointed Receiver of Eaton & Hamilton Railroad in

Indiana on suit of First Mortgage bondholders of former Richmond & Miami Railroad. (MB, Church)

- Dec. 22, 1860 U.S. House passes a Pacific Railroad Bill; one route is to begin both in Nebraska and in Kansas/Missouri and converge 200 miles west of the Missouri River; the southern route is to begin at Fort Smith, Ark., and at the end of the Southern Pacific Railroad of Texas, converge, and run to San Diego; Erastus Corning, Samuel M. Felton and Samuel R. Curtis named commissioners for surveys. (ARJ)
- Dec. 22, 1860 John Carroll LeGrand (1814-1861) presides at the first true secession meeting at Baltimore; moderates resolve to maintain the Union, but that if it is broken, Maryland should go with the Slave States. (MdHistMag 108:1)
- Dec. 24, 1860 Future PRR lawyer J(ohn) Hampton Barnes (1860-1952) born at Pittsburgh; son of PRR engineer William Henry Barnes (1829-1918) and Eva Hampton Barnes (1832- ). (CInl&RevFmlsPa)
- Dec. 25, 1860 Protest meeting held in Pittsburgh to prevent local officers of the Allegheny Arsenal from carrying out the orders of Secretary of War John B. Floyd of Virginia to ship heavy ordnance made in Pittsburgh to forts in Louisiana and Texas; many small arms and ammunition have already been sent south; the commander of the Arsenal, Maj. John Symington, is a Marylander and suspected Southern sympathizer. (StdHistPitts)
- Dec. 26, 1860 Citizens' protests delay the shipment of heavy ordnance from Pittsburgh to the South, but Maj. Symington ships 30 crates of muskets and bayonets. (StdHistPitts)
- Dec. 26, 1860 Maj. Robert Anderson (1805-1871), commanding the small federal garrison in Charleston, S.C., successfully withdraws from Fort Moultrie on the mainland to the more defensible Fort Sumter on an island in Charleston Harbor. (McPherson)
- Dec. 27, 1860 Stockholders of the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad ratify the lease to the PRR by 12,035 to 550. (ARJ)
- Dec. 27, 1860 A second secession meeting is held at Barnum's Hotel in Baltimore. (MdHistMag 108:1)
- Dec. 27, 1860 A second protest meeting in Pittsburgh is controlled by Democrats, including J. Kennedy Moorhead, who adopt a policy of conciliation and non-interference with the shipments of the big guns; at the same time, news of Maj. Anderson's abandonment of Fort Moultrie reaches the city, alarming Republicans; the guns are gradually moved from the Arsenal to the wharf at the Point, but do not leave the city. (StdHistPitts)

- Dec. 28, 1860 Joint Companies' Executive Committee authorizes publishing a review of John P. Jackson's *A General Railroad System for New Jersey* by Joseph P. Bradley and John G. Stevens. (MB)
- Dec. 28, 1860 Allegheny Valley Railroad discontinues use of horses in Pike Street, Pittsburgh.
- Dec. 28, 1860 PRR Board declines the request of the American Railway Literary Union to place religious books and tracts in PRR passenger trains. (MB)
- Dec. 28, 1860 PRR and Reading agree to build 150 coal cars each for carrying Broad Top Coal to Port Richmond; to offer 7% rebate to persons shipping over 50,000 tons a year. (Rdg)
- Dec. 29, 1860 PRR executes 999-year lease of Harrisburg, Portsmouth, Mountjoy & Lancaster, effective Jan. 1, 1861, completing control of entire route between Philadelphia and Pittsburgh.
- Dec. 29, 1860 New Jersey Railroad Board orders buying land in Hudson County for the Belleville Railroad & Transportation Company, which is to begin at East Newark; the road is never built because of the Civil War. (MB)
- Dec. 29, 1860 Embattled Secretary of War John B. Floyd (1806-1865) resigns after Pres. Buchanan refuses to follow his advice and order Maj. Robert Anderson back to Fort Moultrie; Floyd is also becoming embroiled in scandals when military contractors to whom he had granted acceptances (IOU's) exchange them for \$870,000 in government bonds held in the Treasury without authority. (DNB, Nichols)
- Dec. 30, 1860 South Carolina completes seizure of all Federal property except Fort Sumter. (Long)
- Dec. 30, 1860 Mass Republican indignation meeting at Pittsburgh takes steps to prevent the shipment of substantial quantities of arms and munitions from the Pittsburgh Arsenal to New Orleans as ordered by ex-Secretary of War John B. Floyd. (StdHistPitts, HistAllghnyCo)
- Dec. 31, 1860 Public meeting at Cape May in support of the West Jersey Central Railroad being promoted by John Dougherty; urge the City of Cape Island to transfer its subscription from the Millville & Glassboro Railroad to the WJC. (Andrew)
- Dec. 31, 1860 Pres. Buchanan issues a statement that it is his duty to defend Fort Sumter. (DeRose)

- 1860 Ohio has vaulted into first place with 2,946 route-miles of railroad; Illinois is second with 2,790; New York State has 2,677 and Pennsylvania 2,662 (Census, Cnls&RRs)
- 1860 New Jersey Railroad builds a large covered platform at Market Street, Newark, station to shelter crowds. (AR)
- 1860 New Jersey Railroad opens a short branch to its new gravel pits, used for ballast, at Bonhamtown, near Metuchen. (AR)
- 1860 Ferry *Arasapha* built by Neafie & Levy for Coopers Point & Philadelphia Ferry Company; first iron ferry on the Delaware River. (Boyer)
- ca. 1860 West Jersey Ferry Company opens new ferry house at Camden after filling flats for about 150 feet to the west; first ferry house at Camden to be completely covered. (Boyer)
- 1860 PRR extends 13th & Market Street freight station in Philadelphia.
- 1860 PW&B converts two more passenger cars to sleeping cars. (AR)
- 1860 PRR builds a new station at Whitehall (Bryn Mawr), replacing facilities in the White Hall Hotel across the street. (AR)
- 1860 PRR builds stockyard at Harrisburg. (AR)
- 1860 PRR builds transfer station at Pittsburgh for moving freight between its cars and those of western lines. (AR)
- 1860 PRR completes double track between Barree and Petersburg. (AR)
- 1860 PRR continues experimenting with Gill & Co. type copper fireboxes to burn Pittsburgh coal; at William J. Palmer's suggestion also tries Gill's brick firebrick deflectors without combustion chambers, but these prove unsuitable for passenger service.
- 1860 PRR 4-6-0 *Lawrence* No. 35 (BLW c/n 490) rebuilt at Altoona as coal burner. (Lovell)
- 1860 PRR begins lighting passenger cars with gas. (1859 AR)
- 1860 John A. Wilson promoted to PRR Principal Assistant Engineer in charge of Construction. (RPI - verify)
- 1860 PRR begins doubling the length of locks on the Eastern Division Canal to increase capacity from 95 tons to 140 tons or 350 tons in double boats.

- 1860 Eastern Shore Steamboat Company places *Balloon* on the Chester River line. (Usilton - verify)
- 1860 Shamokin Valley & Pottsville Railroad carries 222,036 tons of anthracite coal, up from 155,805 tons in 1857. (AR)
- 1860 Sunbury & Erie Railroad, the sole railroad outlet from the Oil Region, carries only 22,119 barrels, most of it to New York. (Williamson/Daum)
- 1860 McCalmont Brothers & Co., the British banking firm that controls the Reading, purchases a majority of the East Pennsylvania Railroad at one-half par. (USRR&MR)
- 1860 George Hench of Perry County and Josiah Espy of Harrisburg commission Col. James Worrall (1812-1885) to survey the Sherman's Valley & Broad Top Railroad from Marysville to the Broad Top Coal Field. (Watts)
- 1860 Cleveland & Pittsburgh Railroad has built an engine house at Manchester, just west of Pittsburgh on the spur running from the PFW&C. (AR)
- 1860? Grain first begins moving from Chicago to Philadelphia via PRR without breaking bulk. (Taylor & Neu)
- 1860 A majority of Cincinnati's pork exports now move directly east by rail, not down-river to the South; although the pork-packing business has leveled off in the 1850s, some 20,000 head of cattle and 10,000 hogs are now sent east in stock cars; an increasing percentage of beef and whiskey exports also move east; flour exports and shipments of local manufactures to markets further west by rail are replacing the centrality of pork-packing in Cincinnati. (Scheiber)
- 1860 Columbus & Xenia Railroad constructs new 85 x 231 freight house at Columbus jointly with Cleveland, Columbus & Cincinnati Railroad. (AR)
- 1860 Lessees abandon the section of the Wabash & Erie Canal between Terre Haute and Newberry, isolating the southern section. (Fatout)
- 1860 Future PRR Pres. A. J. Cassatt obtains a rodman's job on East Tennessee & Georgia Railroad in Georgia; works on Dalton-Knoxville survey (this is later part of Sou. Ry.); returns to Philadelphia late in year because of the Secession Crisis. (Davis)
- 1860 PRR experiences a brief strike, the last until the Great Strike of 1877. (1877 Rept)

- 1860 Webster Wagner has four sleeping cars with three tiered bunks in service on the NYC. (Harlow)
- 1860 Michigan Central Railroad places three sleeping cars converted from coaches into service. (Sanders - verify)
- 1860 Future Lines West VP John E. Davidson (1837-1897) joins PFW&C as a clerk. (AR)
- 1860 James Carey Evans and his son Edwin T. Evans (1837-1909) establish the Evans Line of propellers on the Great Lakes through the partnership of J.C. & E.T. Evans. (Evans)
- 1860 New York State begins a lawsuit to recover \$5 million from the NYC, the amount supposedly lost to the Erie Canal since the law of 1851 allowed the railroads to compete for freight on equal terms. (Harlow)
- 1860 Lehigh Valley Railroad builds its repair shops at South Easton. (Mathews/Hngrfrd)
- 1860 Select Committee of the Virginia House of Delegates reports that it will take \$40 million to complete the state's internal improvement projects; recommends that the state sell its internal improvement company stocks as Pennsylvania did in the 1840s; notes that government management is more likely to stick with unprofitable projects than private management; the state's annual interest burden has ballooned to \$2.7 million with the surge of new projects since 1853, while income from improvement companies is only \$341,463; the state's total internal improvement debt is \$34.4 million. (Goodrich)
- 1860 Charleston & Savannah Railroad opens between Charleston, S.C., and Savannah, increasing the reach of the Southern connections of the PW&B. (AR)
- 1860 Alfred Jules Belpaire (1820-1893), Chief of Motive Power of the Belgian State Railways invents the squared-off locomotive firebox that bears his name and which later becomes the PRR standard; the result of a year's experiments trying to develop a firebox with a wide grate for burning coal. (RRGaz)
- 1860 B&O grants \$50,000 for establishing a line of ocean steamboats between Baltimore and Europe. (VaBPW)
- 1860 Town of Ironton, Pa., platted by Tinsley Jeter, projector of the Ironton Railroad. (Mathews/Hngrfrd)

- 1860 Hollidaysburg Rolling Mill is built by B. M. Johnston, Robert B. Johnston, John L. Hemphill and Hugh McNeal. (Africa)
- 1860 Graff, Bennett & Co., proprietors of the Clinton Furnace at Pittsburgh, are the first to use Connellsville coke continuously in a blast furnace. (Swank)
- 1860 Massillon Coal Field opened in Ohio; coal is shipped to Cleveland via the Ohio & Erie Canal. (Avery, Croly - Eavenson has earlier when canal opened)
- 1860 Exports of flour and grain at New Orleans are only 10% of their 1855 level; the trade has been diverted to the Great Lakes and the Trunk Line railroads, particularly since 1857. (Hunter)
- 1860 The U.S. has about 30,000 miles of railroad, more than the entire rest of the world combined; of this, only 35% is in the slave states, down from 44% in 1840; on a per-capita or per-square mile basis, the North has twice the amount of rail transportation as the South, and the amount of capital invested per mile of line is 30% higher in the free states. (McPherson)
- 1860 Indiana rail mileage has increased from 212 in 1850 to 2,163 in 1860. (FactsStates)
- 1860 Congress debates bill introduced by Rep. Samuel R. Curtis of Iowa that for the first time proposes to finance a transcontinental railroad by government bonds at rate of up to \$60,000 per mile secured by a first mortgage, in addition to a land grant. (Petrowski)
- 1860 Track pans for taking water on the fly, invented by John Ramsbottom (1814-1897) in 1859, are first installed at Mochdre on the Chester-Holyhead line of the London & North Eastern Railway in Britain. (Marshall)
- 1860 E. Spencer Miller and his wife Anna Emlen Hare Miller buy "Powelton House" and two acres of the old Powelton Estate in West Philadelphia; they live there until 1883. (Wood/PMHB 91)
- 1860 William Cramp & Sons abandon the building of wooden ships at their Kensington shipyard and become major iron and steel shipbuilders. (Scharf)