

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

By Christopher T. Baer

1869

June 2015 Edition

All data subject to correction and change

- Jan. 1, 1869 Camden & Amboy monopoly expires; although its legal sanction is lost, the C&A continues to fight any potential competitor through lobbying and the courts. (PL)
- Jan. 1, 1869 J. N. Gardner opens small grain elevator at Jacksons Wharf in Baltimore; first Northern Central/PRR grain elevator at Baltimore. (Wilson)
- Jan. 1, 1869 Wyoming Valley Canal Company property sold to Pennsylvania Canal Company, effective Jan. 18, 1869. (book says merger! approved 1/30/69! - C&C says date of merger agreement 1/2/69 - see below)
- Jan. 1, 1869 Pennsylvania Canal Company leases West Branch & Susquehanna Canal Company, Juniata Jct. to Farrandsville. (C&C)
- Jan. 1, 1869 Junction & Breakwater Railroad opens for revenue service between Milford and Georgetown.
- Jan. 1, 1869 Little Miami/Columbus & Xenia Railroads abrogate 1863 pooling contract with Cleveland, Columbus & Cincinnati Railroad after CC&C merges with Bellefontaine Railway without their consent. (Church)
- Jan. 1, 1869 National Dispatch Line begins operating between Chicago and Portland/Boston via Michigan Central and Grand Trunk Railway of Canada; reaches southern New England via Vermont Central, Boston & Lowell, etc., with cars with changeable-gauge trucks; generally undercuts the American Trunk Lines and acts as a destabilizing force. (USRR&MR, ARJ)
- Jan. 1, 1869 Virginia pays 2% semiannual interest on Sterling bonds and 1% on Dollar bonds. (ARJ)

- Jan. 1, 1869 Lake Superior & Mississippi Railroad issues \$4.5 million in new First Mortgage bonds, of which \$800,000 are to be used to retire the Stirling bonds of 1866 and the rest sold for cash. (ICC)
- Jan. 1, 1869 Charles Francis Adams, Jr. (1835-1915), publishes “Railroad Inflation” in the *North American Review* making the traditional case against “watered stock,” this traditional view holds that the par value of a stock alone, and not its market value, is its true worth, that par value should represent the actual money paid for construction, not the depreciated or book worth, and that dividends are really “interest on capital” invested (legally somewhere between 6% and 10%) and not a division of actual profit; modern practice is exactly the opposite, and modern stocks have no par value and are really only transferrable rights to vote for management and share in profits or growth in value; Adams is the first reformer to attack the Credit Mobilier of America for grossly inflated costs and bribing politicians. (Stiles, Klein)
- Jan. 1, 1869 Dunleith & Dubuque Bridge over the Mississippi River opens; leased by the Illinois Central Railroad. (ICC - verify)
- Jan. 1, 1869 Lewis & Co. established by Samuel Lewis, William McConway (1842-) and John J. Torley (1831-1880) at Pittsburgh to manufacture saddlery, hardware and malleable iron castings; it later becomes McConway, Torley & Co., principle manufacturers of the Janney knuckle coupler. (StdHistPitts)
- Jan. 2, 1869 Martinsburg & Potomac Railroad organized at Martinsburg; Jacob Ropp, Pres. (Val, C&C)
- Jan. 2, 1869 New suspension bridge opens at Niagara Falls. (NYT)
- Jan. 4, 1869 New Columbia Bridge opens for road traffic, replacing one burned in Gettysburg campaign; is 5,390-foot, 27-span covered Howe truss. (USRR&MR, Wilson - C&C has 29 spans)
- Jan. 5, 1869 Roads between New York and Washington meet at New York to devise plan to eliminate use of horse-drawn transfer through the streets of Baltimore. (USRR&MR)
- Jan. 6, 1869 Jay Gould and cronies from the Erie Railway control the Cleveland & Pittsburgh Railroad election; Gould has acquired 64,000 shares; Gould, Jim Fisk, William M. Tweed and Peter B. Sweeney elected directors, with only J.N. McCullough, James F. Clarke and B.F. Jones remaining from old board; John H. Devereux is among those voted off; the new Board then meets and prevents the Secretary from attending; elects an Executive Committee of New Yorkers, names Erie Railway counsel Frederick A. Lane of New York as financial agent to hold all securities without having to post

a bond and gives him \$500,000 for “legal fees ... to be used as he might deem expedient,” authorizes a 15% scrip dividend, a 2% cash dividend, \$900,000 in new stock, and an issue of \$1 million in bonds; annuls all previous bylaws and gives the Executive Committee the power to write new ones. (MB only shows old Board being reelected, new secretary took all the papers to New York without entering them; minutes show Gould Board being seated Feb. 16 and rescinding actions of Jan. 6 meeting); Gould wants access to Cleveland Union Station and lines leading west, and the Cleveland & Mahoning stockholders are rebelling at having their lease transferred to the Erie. (ARJ, NYT, USRR&MR, Maybee, Grodinsky)

- Jan. 1869 Jay Gould makes a play to control Pittsburgh, Fort Wayne & Chicago; secures proxies to control annual meeting set for March 17.
- Jan. 1869 Dissident stockholders and creditors of GR&I file for receivership and liquidation over debt of \$30,000; debts is paid before hearing date. (AR)
- Jan .7, 1869 Ashtabula & New Lisbon Railroad stockholders authorize a sale of the property to any railroad or individuals who can complete the railroad. (MB)
- Jan. 8, 1869 Inspection train makes first run over Columbia & Port Deposit Railroad from Port Deposit to Octoraro and up Philadelphia & Baltimore Central to Rowlandsville. (CCHS, USRR&MR)
- Jan. 9, 1869 *United States Railroad & Mining Register* announces that the Erie Railway has leased the CC&IC Railway, which is to be approved by the latter’s stockholders on Jan. 29. (USRR&MR)
- Jan. 10, 1869 Kent County Railroad Board decides to build the railroad on the ridge. (Usilton)
- Jan. 11, 1869 PRR Board hold a special meeting devoted to the threat to its western connections; although the minutes state that the matter was simply “discussed without formal action,” the Board gives Thomson carte blanche. (MB)
- Jan. 11, 1868 J. Edgar Thomson elected Pres. of the Columbia & Port Deposit Railroad, replacing Christian Kauffman; Tom Scott and William J. Howard added to Board. (MB)
- Jan. 11, 1869 Southern Railroad Association incorporated in Tenn. for purpose of leasing and completing the Mississippi Central Railroad. (Digest)
- Jan. 11, 1869 Atlantic & Great Western Railway signs a 50-year lease of the Cincinnati, Hamilton & Dayton system, including the Dayton & Michigan and Cincinnati, Richmond & Chicago, effective Mar. 31; the lease is guaranteed

by the Erie Railway; however, the CH&D eventually refuse to execute it. (ARJ, USRR&MR)

- Jan. 12, 1869 Erie men elected directors of Buffalo, Corry & Pittsburgh Railroad, with Jay Gould as Pres.; James Fisk, Frederick A. Lane and Thomas Struthers among directors. (USRR&MR, ARJ)
- Jan. 12, 1869 Old directors and stockholders of Cleveland & Pittsburgh, led by ex-Pres. Jacob N. McCullough, secure an injunction against the pro-Erie Board and appointment of Reuben F. Smith as Receiver for 40 days. (USRR&MR, Maybee)
- Jan. 12, 1869 Toledo, Peoria & Warsaw Railway inaugurates through Pullman cars between Chicago and Peoria via Illinois Central Railroad at Gilman. (Stringham)
- Jan. 12, 1869 St. Louis, Vandalia & Terre Haute Railroad Board guarantees Terre Haute & Indianapolis 70% of gross receipts as rent, with any deficiency to be made up by StLV&TH. (Church)
- Jan. 13, 1869 Baltimore & Potomac Railroad Pres. Oden Bowie inaugurated as Democratic Governor of Maryland. (Sobel)
- Jan. 13, 1869 PC&StL Railway Board authorizes purchasing two-thirds of the bonds of the Cincinnati & Zanesville Railroad at 85. (MB)
- Jan. 14, 1869 T. Jones Yorke calls on Richard D. Wood to help negotiate a \$100,000 loan for the West Jersey Railroad to aid John C. Bullitt build the Stockton Hotel at Cape May. (Wood)
- Jan. 14, 1869 Alexandria & Fredericksburg Railway Board declares Albert G. Bodfish, John A. Mills and Hugh Rice to be directors no longer because they don't attend meetings, and cancels the contract to Bodfish, Mills & Co. (MB)
- Jan. 14, 1869 Albany & Susquehanna Railroad opens for regular revenue service over its whole length as a 6'-0" gauge road running from the Erie Railway at Binghamton to Albany; it later becomes part of the Delaware & Hudson system and an important link between the PRR and northern New England and Canada. (Val, CntryofPrgrss)
- Jan. 15, 1869 Messrs. Irvin & Heckert withdraw their offer to build the Kent County Railroad. (MB)
- Jan. 15, 1869 Horace Greeley of the New York *Tribune* picks up the attacks on the Credit Mobilier of America begun by Charles Francis Adams. (Klein)

- Jan. 15, 1869 Sen. John Sherman introduces a resolution calling for the War Dept. to report on the amounts paid to the B&O between 1861 and 1866; the idea is to show that the head tax on passengers using the Washington Branch is an exorbitant rate; Sen. Cameron says that he has heard that the B&O received 30% more than the rates agreed to by the other railroads at the start of the war; no vote is taken on the resolution. (CongGlobe)
- Jan.? 1869 Monongahela Valley Railroad organized; T. W. Briggs, Pres. (ARJ - verify C&C)
- Jan. 1869 In the brief interlude in which Jay Gould controls the Cleveland & Pittsburgh Railroad and is primed to control the CC&IC railway, the Erie Railway carries more traffic to New York than the NYC and PRR combined. (Grodinsky)
- Jan. 1869 Henry Harley becomes Pres. of the Allegheny Transportation Company, a pipeline controlled by Jay Gould; Gould begins a campaign of rate cuts and drawbacks in the oil trade that he ultimately loses. (Maybe, Grodinsky)
- Jan. 1869 Mexican Pres. Benito Juarez grants a concession to U.S. investors for a railroad from El Paso to Guaymas on the Gulf of California. (ARJ)
- Jan. 16, 1869 PFW&C management publishes a warning to stockholders to hold on to their proxies, noting that an attempt will be made [by Jay Gould] to buy proxies to control the next election. (NYTrib)
- Jan. 17, 1869 J. Edgar Thomson writes to William Jackson Palmer again refusing to take charge of the Union Pacific Railway Company, Eastern Division, citing his health and the press of business in PRR territory; he says he has determined not to extend the PRR's control of railroads west of Chicago and St. Louis. (Ward)
- Jan. 17, 1869 Jay Gould and party pass through Louisville viewing western roads. (USRR&MR)
- Jan. 18, 1869 Ashbel Welch reads paper to Joint Board of United Companies on restrictive effects of transit duty, which prevent companies from making low rates to attract through traffic; Board agrees to ask state to lift transit duty. (MB)
- Jan. 18, 1869 Wyoming Valley Canal Company merged into Pennsylvania Canal Company. (PaState)
- Jan. 18, 1869 North Carolina Board of Education orders the state's railroad stocks to be sold whenever it proves profitable. (Brown)

- Jan. 19, 1869 Grand Rapids & Indiana Railroad enters friendly receivership on suit brought by First Mortgage bondholders; Jesse L. Williams (1807-1886) named Receiver in Mich. and Chief Engineer. (Church, AR)
- Jan. 19, 1869 CC&IC Railway, Toledo, Peoria & Warsaw Railway, Des Moines Valley Railroad and Toledo, Wabash & Western Railway sign agreement for construction and joint use of Keokuk & Hamilton Bridge: each party becomes liable for guarantee of one quarter of any deficiency of interest on \$1 million bonds should income fall below \$80,000 per year; Andrew Carnegie Pres. of Keokuk & Hamilton Bridge Company. (Church)
- Jan. 19, 1869 Sen. Joseph C. Abbott (1825-1881) of N.C. introduces a bill (S-801) to grant additional subsidy to Union Pacific Railway Company, Eastern Division, the Atlantic & Pacific Railroad, the Southern Transcontinental and the Southern Pacific; is referred to the Committee on the Pacific Railroad, where it is killed; Sen. Elihu Washburne of Illinois delivers an attack on all Pacific railroad subsidies and the UPED in particular, calling for economy in government. (CongGlobe, Petrowski)
- Jan. 20, 1869 PFW&C Board meets at office of Winslow, Lanier & Co. in New York; in move to block Gould, appoints a committee of Samuel J. Tilden, Louis H. Meyer and J. Edgar Thomson to report on possibility of changing time of annual meeting. (MB)
- Jan. 20, 1869 Senate begins debating Sen. John Sherman's bill (S-554) to promote commerce among the states by chartering three railroads leading from Washington; Sen. William Pinkney White (1824-1908) of Maryland make the major speech against it, citing the old States Rights arguments and protection of Maryland's interests. (CongGlobe)
- Jan. 20, 1869 Anthracite coal miners' strike in the Schuylkill, Mahanoy, Hazleton and Wilkes-Barre Fields ends. (Roberts)
- Jan. 20, 1869 Columbus & Hocking Valley Railroad opens for revenue service between Columbus and Lancaster. (Miller)
- Jan. 20, 1869 Edgemoor Iron Company incorporated in Delaware by Philadelphia mechanical engineer William Sellers (1824-1905); located on the Delaware River north of Wilmington to manufacture and erect structural iron and steel. (PL, Scharf)
- Jan. 21, 1869 Arsonist destroys the frame freight car repair shop at Altoona. (altoonaworks.info)
- Jan. 21, 1869 Senate debate on S-554 continues; Sen. George Vickers (1801-1879) of Maryland speaks in opposition; provisions for railroads to Pittsburgh and

Cincinnati are dropped, leaving only a new line between New York and Washington, of which the Baltimore & Potomac Railroad is to form the Washington-Baltimore leg; Sen. Waitman T. Willey (1811-1900) of W.Va. fails in an attempt to amend the bill to provide for a route to the west by chartering a railroad to intersect the Chesapeake & Ohio Railroad east of Staunton, Va. (CongGlobe)

- Jan. 22, 1869 Senate debate on S-554 continues; Sen. Samuel C. Pomeroy (1816-1891) of Kansas demands a railroad from Washington to the Northwest, saying another one to New York is not needed; further consideration of the bill is postponed and not resumed during the session. (CongGlobe)
- Jan. 22, 1869 Columbus, Chicago & Indiana Central Railway leased to PC&StL, effective Feb. 1, after Thomson makes a higher offer than the Erie Railway before the CC&IC Board can meet to ratify the lease to the Erie; rent is 30% of gross earnings less taxes, but no more than interest on \$22 million debt; any surplus beyond interest to be paid as dividend on stock; PRR guarantees performance of PC&StL; extends direct PRR influence to Indianapolis and Chicago via Columbus; by giving PRR an independent route to Chicago, also forces PFW&C to deal, where before were only willing to concede a traffic contract; PRR also assumes CC&IC's obligations to Indianapolis & Vincennes; CC&IC is broken down and requires large expenditure to put in good working order. (Church)
- Jan. 22, 1869 Muskegon & Ferrysburg Railroad incorporated in Michigan to build from Ferrysburg to Muskegon Harbor; articles drawn up on Apr. 21, 1868 and filed Jan. 22, 1869. (Church)
- Jan. 22, 1869 Sen. Jacob M. Howard introduces a joint resolution (SR-202) to withhold payment of bonds to certain branches of the Union Pacific Railroad pending an investigation of their condition; Sen. Charles D. Drake of Missouri introduces a resolution demanding that no government bonds be issued to railroads if they are not entitled to them by law, but it is not passed. (CongGlobe)
- Jan. 23, 1869 Jesse L. Williams appointed Receiver of Grand Rapids & Indiana Railroad in Indiana. (Church)
- Jan. 23, 1869 Coal Association of Schuylkill County issues circulars complaining that their wages are 30% higher than in the Pittston-Scranton-Carbondale area of the Northern Anthracite Field. (Roberts)
- Jan. 23, 1869 New election on the Little Rock & Fort Smith Railroad places full control in the hands of contractor Warren Fisher, Jr., of Boston; the local stockholders are left with only their original shares on which only one-sixth has been paid in. (Thompson)

- Jan. 25, 1869 United New Jersey Canal & Railroad Companies put conductors in military-type uniform. (USRR&MR)
- Jan. 25, 1869 Pittston Railroad & Coal Company acquires the old Lee Mines on the south side of the Susquehanna River near Nanticoke Dam southwest of Wilkes-Barre. (WBRcrd)
- Jan. 25, 1869 Buffalo Creek Railroad incorporated in N.Y. under control of the Pennsylvania & New York Canal & Railroad Company; to serve as the Buffalo terminal for the Lehigh Valley system. (Baird)
- Jan. 27, 1869 Robert W. Latham writes to Thomas C. Durant that John D. Perry and Collis P. Huntington contemplating connecting the Union Pacific Railway Company, Eastern Division, with the Central Pacific Railroad somewhere near Salt Lake City and running the traffic to St. Louis instead of Omaha and Chicago. (Petrowski)
- Jan. 27, 1869 Stockholders of the Cleveland & Mahoning Railroad refuse to endorse the transfer of their lease from the Atlantic & Great Western Railway to the Erie Railway. (NYT)
- Jan. 28, 1869 Junction & Breakwater Railroad appoints a committee to settle with James S. Gibson. (MB)
- Jan. 29, 1869 CC&IC stockholders meet at Columbus; AG&W lease defeated by vote of 94,549 to 0; rival proposal by PRR and PC&StL read before vote and approved by vote of 99,645 to 0; James Roosevelt and W.D. Judson control largest blocks of stock, or about 54,000 shares. (MB)
- Jan. 29, 1869 Michigan Legislature calls for investigation of GR&I by Attorney General. (AR)
- Jan. 29, 1869 Sen. Harlan introduces a bill (S-853) to grant a right-of-way but no land grant to the Memphis, El Paso & Pacific Railroad in New Mexico and Arizona Territories and giving a government guarantee of its bonds at the rate of \$30,000 per mile; referred to the Committee on the Pacific Railroad. (CongGlobe)
- Jan. 29, 1869 Senate Committee on the District of Columbia reports the bill for a National Junction Railway with amendments. (CongGlobe)
- Jan. 31, 1869 Delaware Railroad director Charles I. du Pont (1797-1869) dies at the family home on the Brandywine near Wilmington. (Riggs)
- Feb. 1, 1869 PC&StL Railway stockholders approve the lease of the CC&IC Railway;

- begins operation of the CC&IC under the lease of Jan. 22, 1869. (MB)
- Feb. 1, 1869 Tyrone & Clearfield Railway opens between Philipsburg and Clearfield, Pa., opening the Clearfield coal region. (Aldrich - USRR&MR has open portion to Blue Ball summer 1868 - Val has 1/69 from MB - Sell notes was completed but not open in 1868)
- Feb. 1, 1869 Crawfordsville & Rockville Railroad incorporated in Indiana under articles dated Jan. 14, 1869; no work done. (Church, C&C)
- Feb. 1, 1869 Lake Superior & Mississippi Railroad names Jay Cooke & Co. and E.W. Clark & Co. its fiscal agents for the sale of \$3,558,823 in unnegotiated First Mortgage bonds at 85; for each bond sold they are to receive a pro-rata share of \$841,666 in stock out of the stock issuable to J. Edgar Thomson under the agreement of 1867; Cooke begins selling Lake Superior & Mississippi Railroad bonds through newspapers, as he once sold Civil War bonds. (ICC, Oberholtzer)
- Feb. 1, 1869 North Carolina act authorizes the merger of the North Carolina Railroad and the Atlantic & North Carolina Railroad in the interest of the latter; ex-Gov. John M. Morehead has a grand and impractical dream of a trunk line running east-west from a North Carolina port (Morehead City) into Tennessee, despite the fact that the A&NC's territory is an impoverished backwater; this also puts him at odds with the Richmond & Danville Railroad group, which sees the North Carolina as part of a great north-south line between Richmond and Atlanta. (Brown)
- Feb. 2, 1869 Dissident GR&I bondholders residing in Allegan and Grand Rapids, including ex-President Joseph Lomax and others favoring the Kalamazoo, Allegan & Grand Rapids Railroad, file in state courts for receiver; are planning to form a new company called the Michigan Northern Railroad to take the GR&I's land grant. (AR, Baxter)
- Feb. 2, 1869 Bill introduced in Senate to authorize the Union Pacific Railway Company, Eastern Division, to extend to Denver and contract with the Denver Pacific Railway & Telegraph Company to build its extension from Denver to Cheyenne; UPED's land grant between Denver and Cheyenne to be transferred to the DP; same as 1868 Senate bill but without additional \$800,000 subsidy to the UPED. (Petrowski)
- Feb. 3, 1869 Tom Scott has a bill rammed through Pennsylvania Legislature in 34 minutes amending PFW&C charter to have only one fifth of the directors stand for election in each year, meaning that Gould must win three elections in a row to reach a majority. (Church, ARJ, Mott)
- Feb. 3, 1869 House Committee on Roads & Canals finally reports the bill (HR-621) for

the National Railway Company with amendments changing name to New York & Washington Railway Company; incorporators include John McManus, J. Donald Cameron, Henry S. McComb and William T. Walters; is to be uniform gauge; maximum time for first class passenger trains of six hours. (CongGlobe)

- Feb. 3, 1869 Union Steamboat Company organized as Great Lakes boat subsidiary of the Erie Railway; the Erie carries all its eastbound traffic. (Barnett, Mott)
- Feb. 4, 1869 Sen. Howard from the Committee on the Pacific Railroad reports a bill (S-871) to transfer a portion of the land grant from the Union Pacific Railway Company, Eastern Division, to the Denver Pacific Railway & Telegraph Company and expedite the completion of the railroads to Denver. (CongGlobe)
- Feb. 1869 Gould agrees to refrain from carrying out Cleveland & Pittsburgh resolutions of Jan. 6 in return for Erie retaining seats on Board. (pre 2/5 - USRR&MR)
- Feb. 1869 Pres. Ashbel Welch petitions New Jersey Legislature, noting that the 15 cent Camden-South Amboy and 27 cent Philadelphia-New York transit duties prevent the United Companies from offering competitive low rates on through traffic from PRR and PW&B; urges either equalizing the South Amboy and New York duties and reducing to 2 to 5 cents or abolishing the transit duty and replacing it with a different tax; notes over a quarter of the livestock arriving at New York uses the Allentown Route. (USRR&MR)
- Feb.? 1869 Columbia & Port Deposit Railroad buys property of old Proprietors of the Susquehanna Canal on east bank north of Port Deposit for \$13,000. (USRR&MR)
- Feb. 6, 1869 Sen. Jacob M. Howard (1806-1871) of Michigan, Chairman of the Committee on Pacific Railroads, introduces a bill (S-899) to promote separate Pacific railroads on northern and southern routes by guaranteeing the bonds of the Northern Pacific Railroad, the Oregon Branch Railroad, the Union Pacific Railway Company, Eastern Division, the Atlantic & Pacific Railroad, and the Little Rock, Arkansas Valley & Fort Smith Railroad at \$30,000 per mile, a log-rolling measure by all the opponents of the Union Pacific-Central Pacific route; the UPED, the Atlantic & Pacific are to unite in New Mexico and continue on the 35th parallel route; the projected Texas Pacific is to build from Marshall, Texas, to meet the A&P in Indian Territory. (Petrowski, CongGlobe)
- Feb. 8, 1869 Ashbel Welch presents plan for development of Harsimus Cove to Joint Board of United Companies; Board accepts offer of E.W. Clark & Co. and S. & W. Welsh to take \$1.5 million in 6% Sterling bonds. (MB)

- Feb. 8, 1869 PRR begins purchasing stock of Pittston Railroad & Coal Company; prior to this time, Gen. Isaac Jones Wistar has advised Pres. J. Edgar Thomson to push for state laws banning the ownership of coal lands by railroads, but by now the DL&W, D&H, Pennsylvania Coal Company and others are buying so much land in the Northern Anthracite Field, while the Lehigh Valley and LC&N interests have built into the region from the south; Wistar therefore urges the PRR to join the scramble before all the land is taken by other railroads; supported by its large general traffic, the PRR generally carries a larger share of the anthracite trade than its presence in the coal fields warrants; it remain aloof from most attempts to create pools or combinations and tries to keep its mines running in its own interest. (MB, Wistar, Roberts)
- Feb. 8, 1869 Sen. Jacob M. Howard reports adversely on requests for aid from Union Pacific Railway Company, Eastern Division, Northern Pacific Railroad, et al.; Senate Committee on the Pacific Railroad is discharged from considering bills S-176 and S-515 to aid the UPED; in the House, Rep. George W. Julian of Indiana introduces a bill to grant right of way to Pacific to Memphis, El Paso & Pacific Railroad; referred to Committee on Public Lands. (NYT, CongGlobe)
- Feb. 9, 1869 Stockton Hotel & Improvement Company incorporated in interest of West Jersey Railroad to build and operate a resort hotel at Cape May. (MB)
- Feb. 9, 1869 Commonwealth of Pa. vacates part of old canal basin at Erie. (E&W MB)
- Feb. 9, 1869 Ambrose E. Burnside conveys former roadbed of Louisville, New Albany & Chicago Railroad between Gosport and Indianapolis to Indianapolis & Vincennes Railroad; portion between Martinsville and Gosport becomes part of I&V main line. (Church)
- Feb. 9, 1869 Sens. Henry Wilson of Mass., John Sherman of Ohio, James Harlan of Iowa, Jacob M. Howard of Mich. and Edwin D. Morgan of New York submit minority report on the omnibus Pacific Railroad Bill; nothing else is done. (CongGlobe)
- Feb. 9, 1869 New York & Washington Railway bill debated in House with Dennis McCarthy of New York in favor; Darwin Phelps of Kittanning, Pa., speaks against, noting Baltimore & Potomac Railroad will break B&O monopoly soon and bill overrides state legislatures and courts; William D. Kelley (1814-1890) of Philadelphia notes will not be an air line and can run through Philadelphia at 40 MPH; running time extended from six to seven hours. (CongGlobe)
- Feb. 9, 1869 Boston, Hartford & Erie Railroad leases the Norwich & Worcester

Railroad; includes a part interest in the Norwich & New York Transportation Company; Norwich-Boston train service can now run on a shorter route onto the BH&E at Daysville, Conn., instead of via Worcester; the BH&E resumes operation between East Thompson and Mechanicsville. (NHCorp, Dunbaugh)

- Feb. 10, 1869 Sea View Hotel Company incorporated to build hotel and excursion house at Atlantic City; owned by Camden & Atlantic Railroad. (Digest)
- Feb. 10, 1869 Republican Sen. Thomas J. Robertson (1823-1897) of S.C. introduces a bill to grant Memphis, El Paso & Pacific Railroad a right of way from El Paso to the Pacific Ocean; there is some question as to whether the MEP&P still has a valid charter, and it has sold its bonds in Paris on the assumption that it has a federal grant of right of way. (CongGlobe)
- Feb. 11, 1869 Michigan Attorney General reports that GR&I is insolvent and recommends dissolution. (AR)
- Feb. 11, 1869 Pittston Railroad & Coal Company organized with Board consisting of PRR officers and coal merchant/operator Joseph Stickney; Isaac J. Wistar elected Pres.; to hold the 1,500 acre Washington Lee coal tract in Newport Township, Pa., purchased by PRR for \$1 million; the company is floated almost entirely on credit with very little cash outlay and accumulates its own capital out of earnings. (MB, Wistar)
- Feb. 11, 1869 Benjamin E. Smith is elected Pres. of the Columbus & Hocking Valley Railroad, replacing Peter Hayden. (Miller)
- Feb. 12, 1869 Frankfort & Crawfordsville Railroad incorporated in Indiana under articles dated Jan. 23; no work done. (Church, C&C)
- Feb. 12, 1869 Republican Sen. Joseph C. Abbott (1825-1881) of N.C. introduces a bill (S-928) to incorporate the Texas Pacific Railroad, which is referred to the Committee on the Pacific Railroad without further action this session. (CongGlobe)
- Feb. 12, 1869 House passes New York & Washington Railway bill (HR-621), 99-54; the Senate refuses to take it up. (CongGlobe)
- Feb. 13, 1869 *U.S. Railroad & Mining Register* reports that Jay Gould has enough proxies to control the upcoming PFW&C election. (USRR&MR)
- Feb. 13, 1869 Central Ohio Railroad leases Sandusky, Mansfield & Newark Railroad, giving B&O its first outlet to Lake Erie at Sandusky; the lease is made to the Central Ohio, although guaranteed by the B&O because state law prohibits a foreign railroad from leasing an Ohio railroad. (B&O AR,

Peeke, NNHill/Licking - see below)

- Feb. 13, 1869 Future Lines West Chief Engineer Thomas Rodd (1949-1929) resigns as a midshipman at the Naval Academy at Annapolis. (NvlAcadmyReg)
- Feb. 13, 1869 DL&W leases the Oswego & Syracuse Railroad, which is to be converted to 6'-0" gauge; this will give it an outlet on Lake Ontario for shipping coal to the Lake ports and Canada; the Lehigh Valley Railroad and PRR will develop their own coal piers on Lake Ontario in Wayne County. (DL&WCorps, Bogen)
- Feb. 15, 1869 Sen. Simon Cameron introduces a supplement (S-936) to the bill permitting the Baltimore & Potomac Railroad to build into the District of Columbia, specifying three possible routes: along Maryland Avenue from Boundary Street to 7th Street S.W.; from Boundary Street down North Carolina Avenue, D Street South, and Virginia Avenue to the corner of 9th & C Streets, S.W.; and third, from the Anacostia River between L & M Streets to L Street & Virginia Avenue and via Virginia Avenue, South K Street, 4th Street, the Canal, and Virginia Avenue to 9th & C Streets S.W. (CongGlobe)
- Feb. 15, 1869 Mason L. Weems buys all but Jacob Tome's interest in the Baltimore & Virginia Steamship Company. (Holly)
- Feb. 1869 PRR is building a grain warehouse at 30th & Market Streets in West Philadelphia; measures 555 x 125 feet. (USRR&MR)
- Feb. 1869 Bill introduced in Michigan Legislature to give GR&I land grant to the Michigan Northern Railroad. (AR)
- Feb. 1869 After the United States Express Company refuses the demand of Erie Railway Pres. Jay Gould to pay the Erie \$500,000 a year, Gould cancels the express contract and announces he will form a new express company; at the news, the United Express Company stock falls from 60 to 16, at which Gould and Jim Fisk buy the express company stock, sign the new Erie contract, and then sell the stock for a profit of \$3 million once it rebounds. (Grodinsky)
- Feb. 1869 Vanderbilt group begins buying Michigan Southern & Northern Indiana to keep it out of the hands of Jay Gould.
- Feb. 1869 Renovo Machine Shops enlarged.
- Feb. 1869 Construction begins on the Georgia Air-Line Railroad at Atlanta. (Nelson)
- Feb. 1869 Petroleum Producers' Association formed in the Pennsylvania Oil Regions to combat falling prices. (Johnson)

- Feb. 16, 1869 Joseph Stickney (1840-1903) transfers 200 shares of Pittston Railroad & Coal Company to Pennsylvania Canal Company; Charles Parrish (1826-1896) transfers 1,664 shares. (MB)
- Feb. 16, 1868 Cleveland & Pittsburgh Railroad holds special election; Jay Gould, Jim Fisk, A.S. Diven, John H. Devereux, L.D. Rucker, C.H. Andrews, George W. Cass and Samuel J. Tilden elected to a compromise Board, with Jacob N. McCullough the only holdover; Gould is appointed Treasurer and actions taken at meeting of Jan. 6 rescinded. (MB)
- Feb. 16, 1869 Michigan Lake Shore Railroad incorporated in Michigan to build from Ferrysburg through Grand Haven to Holland. (Church)
- Feb. 16, 1869 Senate passes bill allowing Union Pacific Railway Company, Eastern Division, to extend to Denver. (Petrowski)
- Feb. 16, 1869 DL&W purchases the stock of the Syracuse, Binghamton & New York Railroad as part of its outlet to Upstate New York and the Great Lakes. (DL&WCorps)
- Feb. 17, 1869 Camden & Atlantic Railroad Board authorizes building a turntable at Hammonton and running the seasonal accommodation train that far starting in the spring. (MB)
- Feb. 17, 1869 Kent County Railroad makes a construction contract with J.A. Hayden & Co., which is not carried out. (MB)
- Feb. 17, 1869 PFW&C Board rules that only stock that has been transferred at least 60 days in advance of election will be eligible to vote. (MB)
- Feb. 18, 1869 Marietta & Pittsburgh Railroad contracts the construction of its line from Marietta to Caldwell to A. J. Warner and James McArthur at \$17,000 per mile. (Andrews)
- Feb. 18, 1869 Cincinnati, Hamilton & Dayton Railroad Company leases Cincinnati, Richmond & Chicago Railroad and Richmond & Miami Railway between Richmond and Neels; Cincinnati, Richmond & Chicago Railroad ends operation of Richmond & Miami Railway between Richmond and Neels. (Church, C&C)
- Feb. 18, 1869 Cincinnati, Hamilton & Dayton Railroad stockholders approve lease to Erie Railway; is not carried out when new information comes to light. (AR/ARJ)
- Feb. 19, 1869 Sen. Jacob M. Howard of the Committee on the Pacific Railroad reports a bill to aid the Memphis, El Paso & Pacific Railroad without

recommendation and asking to be discharged from further consideration, killing the bill. (CongGlobe)

- Feb. 19, 1869 Senate Committee on Pacific Railroad issues divided report on scheme to guarantee bonds of additional railroads on the northern and southern routes; majority of six reports in favor; minority of five stresses economy and states land grants already made should cover the cost of construction; because of this, no further action is taken on the bill. (CongGlobe, Petrowski)
- Feb. 20, 1869 A new Cleveland & Pittsburgh Railroad Board dominated by Jay Gould meets in New York; adopts new bylaws granting unlimited power to an Executive Committee of Gould, Samuel J. Tilden and Jacob N. McCullough; Gould appointed to joint Executive Committee with PFW&C; S.J. Tilden appointed General Counsel. (MB)
- Feb. 20, 1869 Joseph D. Potts elected Pres. of Erie & Western Transportation Company, replacing James S. Swartz, resigned; original dummy stockholders, who were mostly clerks of Empire Line, transfer stock to actual owners. (MB)
- Feb. 22, 1869 PFW&C leases Lawrence Railroad for 99 years. (Church)
- Feb. 22, 1869 Senate passes supplement to Baltimore & Potomac Railroad bill allowing it to build into the District of Columbia by any of three routes, but the House takes no action this Congress; Senate debates the bill for the National Junction Railway, which is build a belt line around Washington and a union station, crossing the Potomac at the Aqueduct Bridge; Sen. Cameron speaks in favor; Senate adjourns without bringing it to a vote. (CongGlobe)
- Feb. 22, 1869 Erie & Pittsburgh Railroad Executive Committee authorizes a subscription to \$15,000 bonds of the Shenango & Allegheny Railroad. (MB)
- Feb. 22, 1869 House resolution (HR-465) grants Memphis, El Paso & Pacific Railroad right of way west of El Paso on 32nd parallel route, but no land or subsidy; resolution is unable to pass the Senate before the end of the session. (NYT, CongGlobe, Taylor)
- Feb. 23, 1869 Joint Board of United Companies sets temporary limit to expenditures on Harsimus Cove at \$1.6 million; approves each of the three companies issuing \$3 million in new stock. (MB)
- Feb. 23, 1869 Senate passes bill for National Junction Railway. (CongGlobe)
- Feb. 24, 1869 PRR Board authorizes Pres. Thomson to address the Philadelphia City Council re postponing the removal of the railroad track in Broad Street until July 4, 1869; authorizes issue of 136,000 new shares of stock. (MB)

- Feb. 24, 1869 Baltimore & Potomac Railroad appoints Oden Bowie, J. Donald Cameron and J.C. Clark a committee to go to Washington to obtain the right to enter the District of Columbia. (MB)
- Feb. 24, 1869 Pittston Railroad & Coal Company renamed Susquehanna Coal Company. (PL)
- Feb. 24, 1869 N.J. Gov. Theodore Fitz Randolph (1826-1883) in his message to the Legislature recommends the repeal of the Camden & Amboy transit duties and their replacement by a general tax on railroads. (USRR&MR)
- Feb. 24, 1869 Jackson & Sharp Company incorporated in Del., superseding the partnership of Jackson & Sharp; builder of wooden ships and railroad cars at Wilmington. (PL)
- Feb. 1869 John C. Fremont employs additional agents in France to spin exaggerated claims for the Memphis, El Paso & Pacific Railroad and to push the sale of bonds; includes claim that the company controls the entire line from Norfolk to Little Rock and that the bonds west of Memphis are guaranteed by the federal government; Emanuel Lissignol, a French consulting engineer, draws up plans for rails and locomotives which are to be manufactured in France; the French military hopes to develop an export trade in "high-tech" equipment like locomotives and rails to make French industry competitive with Britain and Belgium; all of the plotters, including the French manufacturers, are getting their cuts and commissions. (Taylor)
- Feb. 25, 1869 J. N. Du Barry promoted from General Superintendent of the Northern Central Railway to VP. (MB, AR)
- Feb. 25, 1869 Senate Committee on Commerce is discharged from consideration of a bill to incorporate the Southern Express Company; Senate refers House joint resolution allowing the Memphis, El Paso & Pacific Railroad to extend to the Pacific Ocean to the Committee on the Pacific Railroad, ending further action for this session. (CongGlobe)
- Feb. 27, 1869 New double-track iron truss bridge over Conemaugh River opens at Johnstown.
- Feb. 27, 1869 Ten-day rate war between Erie and NYC ends with NYC the victor. (USRR&MR)
- Feb. 27, 1869 Senate indefinitely postpones consideration of Sen. Howard's joint resolution (SR-202) for withholding payments of bonds to branches of the Pacific railroad pending and investigation of their condition. (CongGlobe)
- Mar. 1, 1869 Alfred R. Fiske (1820-1886), Superintendent of the Shamokin Division

named General Superintendent of the Northern Central Railway replacing J. N. Du Barry, promoted. (USRR&MR, AR - MB has date of appt. 2/25)

- Mar. 1, 1869 New Columbia Bridge partially opens for rail traffic. (Wilson - USRR&MR has reopen for pass. service 3/9!!)
- Mar. 1, 1869 Charter supplement to Pan Handle Railroad authorizes extension down the south bank of Ohio River to Kentucky state line. (Church, C&C)
- Mar. 1, 1869 Kalamazoo, Allegan & Grand Rapids Railroad ("Allegan Road") opens from Allegan to Grand Rapids, completing the line in competition with GR&I; it runs a locomotive and flat car to meet the construction deadline; backed by Michigan Central Railroad in the hope of obtaining the Grand Rapids & Indiana Railroad's land grant. (GR&I, MC ARs, Durant, Baxter)
- Mar. 1, 1869 Peoria, Atlanta & Decatur Railroad incorporated in Illinois to build from Peoria to Decatur via Atlanta; little work done, and Paris & Decatur soon acquires control. (Church)
- Mar. 1, 1869 Joint resolution of Congress allows the Northern Pacific Railroad to issue mortgage bonds. (CongGlobe)
- Mar. 1, 1869 New exchange built by the Philadelphia Chamber of Commerce opens on 2nd Street; it is destroyed by fire on Dec. 7, 1869, and rebuilt on Dec. 20, 1870. (Scharf)
- Mar. 2, 1869 Little Miami Railroad Board approves the lease of the Columbus & Xenia Railroad; approves Pres. Hugh J. Jewett (1817-1898) being elected Pres. of the PC&StL Railway. (MB)
- Mar. 2, 1869 City of Richmond, Ind., authorizes subscription of \$120,000 to Cincinnati, Richmond & Fort Wayne Railroad. (Church)
- Mar. 2, 1869 Louisville, Cincinnati & Lexington Railroad incorporated in Ky. for the purpose of merging the Louisville & Frankfort Railroad and Lexington & Frankfort Railroad. (ICC)
- Mar. 3, 1869 PRR Board approves purchase of Wrightsville, York & Gettysburg from Northern Central Railway and operation of through local service between Lancaster and York. (check C&C)
- Mar. 3, 1869 N.J. act abolishes the transit duties and imposes a ½% tax on cost on the Joint Companies, pending a new uniform state tax on railroads. (USRR&MR)
- Mar. 3, 1869 Monongahela Valley Railroad appoints Sigismund Loew Chief Engineer.

(ARJ)

- Mar. 3, 1869 Erie & Western Transportation Company purchases Erie dock property of 12.78 acres and 100,000-bushel grain elevator from R.D. Barclay for \$212,000 cash and \$1.2 million in stock. (MB)
- Mar. 3, 1869 Congress passes joint resolution approving Newport & Cincinnati Bridge providing it has 400 foot clear spans over main channel, but with provision it may alter terms in future if bridge proves to be an obstacle to navigation. (CongGlobe, Church)
- Mar. 3, 1869 Pres. Andrew Johnson signs the act authorizing the Union Pacific Railway Company, Eastern Division, to extend to Denver and contract with the Denver Pacific Railway & Telegraph Company to build from Denver to Cheyenne; both companies given a land grant and allowed to issue bonds; also signs a joint resolution permitting the UPED to change its name to the Kansas Pacific Railway. (ICC, CongGlobe, Petrowski)
- Mar. 3, 1869 Act of Congress extends time for the completion of the street railroad lines of the Metropolitan Railroad authorized in 1864 and 1865 to Mar. 3, 1874. (CongGlobe)
- Mar. 3, 1869 Joint resolution of Congress extends time for completing the first 20 miles of the Cairo & Fulton Railroad by one year to Apr. 28, 1870. (CongGlobe)
- Mar. 3, 1869 Through the influence of House Speaker James G. Blaine, the terms of the land grant to the Little Rock & Fort Smith Railroad are altered, extending the time for the completion of the first 20 miles from July 28, 1868 to Apr. 28, 1870. (Thompson)
- Mar. 3, 1869 N.Y. Assembly committee holds private hearings at the Fifth Avenue Hotel in New York on the NYC 80% stock dividend; Edwin Worcester, Horace F. Clark and Cornelius Vanderbilt testify. (Stiles)
- Mar. 3, 1869 Lima Machine Works opens at Lima, Ohio, by the partnership of Carnes, Harper & Co. to manufacturer sawmill equipment and agricultural machinery; ancestor of the Lima Locomotive Works. (Hirsimaki)
- Mar. 4, 1869 New Jersey law repeals transit duties and replaces with a ½% tax on cost of railroads formerly paying transit duties (i.e., Joint Companies) pending adoption of a uniform state tax on railroads. (MB)
- Mar. 4, 1869 In the evening, the Erie Railway blocks the passage of Northern Central Railway trains over its tracks through Elmira, N.Y.; switches are spiked, cutting the NC into two disconnected halves; it is thought that this may be in retaliation for Jay Gould's struggle with the PRR over the PFW&C; the

Erie also ceases paying the rent to the Chemung Railroad, forcing the Northern Central to make the payments or risk losing the use of the line. (NYT, AR)

- Mar. 4, 1869 New Congress convenes; John Scott (1824-1896) takes his seat as the new Republican Senator from Pennsylvania; Scott acts as the major Congressional advocate of the PRR's projects, particularly its western ventures, not surprising given that he is Tom Scott's second cousin; in contrast, Simon Cameron's activities are limited to things that benefit his Northern Central Railway holdings. (CongBio, CongGlobe)
- Mar. 4, 1869 Spuyten Duyvil & Port Morris Railroad files articles of incorporation in N.Y. to build a connecting link from the Hudson River Railroad at Spuyten Duyvil to Port Morris (Mott Haven Jct.) on the New York & Harlem Railroad, to allow main line trains to run into the new Grand Central Depot. (NYState, GrnBk)
- Mar. 4, 1869 Commissioners of the Maryland Central Railroad meet at Baltimore; is to be the portion of the Philadelphia & Baltimore Central Railroad south of the Susquehanna River. (ARJ)
- Mar. 4, 1869 Representatives of the anthracite railroads meet at the Lehigh Coal & Navigation Company office at 80 Broadway in New York to devise a plan of allotting tonnages. (RickerDiary/RREmply, Roberts)
- Mar. 4, 1869 Valley Railroad incorporated in N.Y. by the DL&W to build a connection from its terminus at Great Bend to Binghamton and a connection with its newly-purchased line from Binghamton to Oswego on Lake Ontario. (DL&WCorps)
- Mar. 5, 1869 Northern Central Railway secures an injunction against the Erie Railway's refusing to allow its trains through Elmira; however, a train from Washington with 400 passengers is blocked, and passengers have to transfer to an Erie train to reach Chemung Jct. (NYT)
- Mar. 6, 1869 Senate passes Sen. Cameron's bill allowing the Baltimore & Potomac Railroad to extend into the District of Columbia on any one of three routes. (CongGlobe)
- Mar. 1869 PRR begins issuing premiums to train crews for economy in use of lubricating oil.
- Mar. 9, 1869 Sen. James W. Patterson of N.H. introduces a bill to incorporate the National Junction Railway, which had died in the House last session; Sen. Oliver P. Morton of Indiana introduces a joint resolution granting the Memphis, El Paso & Pacific Railroad a right of way from El Paso to the

Pacific Ocean. (CongGlobe)

- Mar. 9, 1869 City of Cape Island, N.J., renamed Cape May. (PL)
- Mar. 10, 1869 Delaware & Chester County Railroad renamed Wilmington & Western Railroad. (B&O Val)
- Mar. 10, 1869 New York Senate committee investigating last year's Erie Railway bill report that large amounts of money were spent to influence the vote but they have no actual hard evidence of bribery. (Mott)
- Mar. 10, 1869 Virginia Radicals take control of Republican nominating convention and nominate Gov. H.H. Wells; moderates sabotage the ticket by nominating J.D. Harris, a black physician, for Lieutenant-Governor; moderate Republicans nominate Gilbert C. Walker (1832-1885) on a separate "True Republican" ticket. (Lowe)
- Mar. 11, 1869 Joint Board of United Companies agrees to endorse \$100,000 bonds of Farmingdale & Squan Village Railroad. (MB)
- Mar. 11, 1869 Jeffersonville, Madison & Indianapolis Railroad accepts the proposition of the Louisville Bridge Company to take \$150,000 of its bonds at 90. (MB)
- Mar. 12, 1869 Supplement to charter of Philadelphia & Erie permits extension of Low Grade Line to Ohio state line. (PL)
- Mar. 12, 1869 Cincinnati, Lebanon & Xenia Railroad sold at foreclosure a second time to Robert Boake, et al., trustees; is graded without rail between Lebanon and Mason, Ohio. (Church - this is date of court order for sale)
- Mar. 13, 1869 St. Louis & Illinois Bridge Company and Illinois & St. Louis Bridge Company consolidated. (Church)
- Mar. 13, 1869 James Guthrie (1792-1869), former Senator, cabinet officer and railroad executive, dies at Louisville, Ky. (CongBio)
- Mar. 15, 1869 PRR transfers 18 shares of Susquehanna Coal Company to Pennsylvania Canal Company; certificate is then issued to Pennsylvania Canal Company for 4,000 shares in return for \$400,000 in canal bonds; \$150,000 of the bonds are sold for \$120,000 cash; company purchases the 1,500 acres of Washington Lee coal lands at Nanticoke for \$100,000 cash, \$200,000 in canal bonds and a mortgage of \$700,000; Susquehanna Coal Company also buys Wilkes-Barre Coal & Iron Company's leasehold in premises for \$50,000. (MB)
- Mar. 15, 1869 After Congressional defeat of the "three transcontinentals" scheme and

\$800,000 subsidy scheme, John D. Perry, Pres. of Union Pacific Railway Company, Eastern Division, writes to William Jackson Palmer that they must now extend to Denver and to pressure PRR men for aid; also to see Collis P. Huntington in New York and arrange to build west through the Royal Gorge of the Arkansas River to meet the Central Pacific in return for his support. (Petrowski)

- Mar. 15, 1869 Rep. William H. Kelsey of N.Y. introduces a new bill for a military and post railroad between New York and Washington; Rep. John P.C. Shanks of Indiana introduces a joint resolution granting the Memphis, El Paso & Pacific Railroad a right of way from El Paso to the Pacific Ocean; House passes the supplement to the Baltimore & Potomac act. (CongGlobe)
- Mar.? 1869 New Jersey act permits United Companies to fill tidelands at Harsimus Cove for \$20,000, instead of \$500,000 in 1868 law. (MB - check)
- Mar. 1869 PRR builds a new connection with the Northern Central Railway at Wrightsville; is to relay the old line between York and Wrightsville. (ARJ)
- Mar. 1869 Baltimore commission merchants Luther B. Cox & Co. order 1,000 bu. of wheat at Chicago, which is transported in four and a half days in three Empire Line cars; first western grain brought directly to Baltimore via the Northern Central Railway. (Wilson)
- Mar. 1869 Newport & Cincinnati Bridge Company begins construction. (Church)
- Mar. 1869 Michigan courts deny GR&I's dissident bondholders plea for a receiver friendly to their interests. (AR)
- Mar. 1869 Keokuk & Hamilton Bridge Company floats a bond issue with a 50% bonus in stock; J. Edgar Thomson, Tom Scott and Andrew Carnegie take \$600,000 at 85 and pay for them with the interest they receive on the bonds without a cash outlay; they also invest in the Iowa Contracting Company and the Missouri, Iowa & Nebraska Railroad. (Ward)
- Mar. 16, 1869 Kent County Railroad makes a contract with Jeremiah Mahoney, who is to build section one from Masseys to Kennedyville first, and then Kennedyville to Belle Air. (MB)
- Mar. 17, 1869 New Egypt & Farmingdale Railroad incorporated in New Jersey; to build between New Egypt and Farmingdale forming a shorter line between New Jersey Southern Railroad and Camden & Amboy system. (PL)
- Mar. 17, 1869 Pennsylvania act allows all railroads to buy the stocks and bonds and guarantee the bonds of other railroads. (PL)

- Mar. 17, 1869 PFW&C annual meeting approves plan of dividing directors into four classes; John Sherman is added to Board (check), but no Gould representatives. (MB)
- Mar. 17, 1869 Little Miami Railroad stockholders approve the Columbus & Xenia Railroad lease and dissolve the joint operating contract; joint property, including rolling stock, is assigned to the Little Miami Railroad. (MB)
- Mar. 17, 1869 Michigan Gov. Henry P. Baldwin (1814-1892) signs law confirming land grant along first 20 miles of Grand Rapids & Indiana Railroad but forcing GR&I to forfeit the rest of the land grant unless it competes an additional 20 miles north of Grand Rapids by July 1, 1869, and 100 miles by Jan. 1, 1873, after fight between GR&I and Michigan Northern partisans in Legislature; old act of Feb. 12, 1867, counted work done south of Grand Rapids in mileage requirements; GR&I finds that Michigan Northern Railroad has been organized by only 23 people, instead of the 25 required by law. (AR, Church)
- Mar. 17, 1869 Osceola County, Mich., fully organized and detached from Mecosta County; county seat at Hersey; moved to Reed City in the early 20th century. (Long)
- Mar. 17, 1869 Delegates from the new county-wide anthracite coal miners' unions meet at Hazleton and form the General Council of the Workingmen's Associations of the Anthracite Coal Fields of Pennsylvania; however, it remains a coordinating body. (Roberts, Aurand)
- Mar. 18, 1869 William Hasell Wilson, acting for PRR, buys the last of seven tracts on the relocated line of Philadelphia Division near Whitehall Station; land is subdivided as an exclusive commuter suburb called Bryn Mawr; total of 280 acres covers area bounded by PRR, Gulph Road and Merion Avenue, plus the future campus of Bryn Mawr College; name "Bryn Mawr", Welsh for "beautiful hill," is taken from the name of the nearby former estate of original settler Rowland Ellis (1650-1731). (Brief of Title)
- Mar. 18, 1869 Act of Congress specifies routes of Baltimore & Potomac Railroad within District of Columbia as either down Anacostia River or North Carolina Avenue and then via Virginia Avenue to 9th & C Streets, N.W.; the northern route, which would have crossed the B&O and come around the north side of the city, is dropped after a conference between Pres. Garrett and Bowie. (Digest, CongGlobe)
- Mar. 18, 1869 Little Miami Railroad leases Columbus & Xenia and its subsidiaries, retroactive to Nov. 30, 1868; joint operation of both roads ends. (Church)
- Mar. 18, 1869 Second meeting of the anthracite railroads in New York; agree to abandon

auction sales and agree to fixed prices and rates; DL&W and Lehigh Valley Railroad opposed. (RickerDiary/RREmply)

- Mar. 18, 1869 Sen. William P. Kellogg of Louisiana introduces a bill for the construction of a Pacific railroad on the 32nd parallel. (CongGlobe)
- Mar. 19, 1869 Ohio amends its General Railroad Law to permit railroads within state to aid or lease one another; out-of-state companies may lease Ohio railroads subject to Ohio laws and taxes; this makes lessor companies responsible for debts incurred by lessees on their lines. (USRR&MR)
- Mar. 19, 1869 Directors effect the merger of the Cleveland & Toledo Railroad into the Lake Shore Railway under an agreement of Feb. 11, 1869; bringing line between Erie and Toledo under one management; John H. Devereux is elected Pres.; agreement is not filed with the state of Ohio until Apr. 6 and Pa. until Aug. 26, 1871. (Rozman/MB, GrnBk)
- Mar. 20, 1869 Little Rock & Fort Smith Railroad begins construction at Argenta (North Little Rock). (encycofark)
- Mar. 22, 1869 Illinois passes bill classifying directors of PFW&C, same as Pennsylvania. (PFWC)
- Mar. 22, 1868 Illinois & St. Louis Bridge Company Board resolves to begin construction, having raised \$3 million in stock sales. (Jackson)
- Mar. 22, 1869 Senate debates the National Junction Railway bill; Sen. George Vickers of Maryland amends the bill to require a bridge to cross over or under the B&O before the bill is passed. (CongGlobe)
- Mar. 22, 1869 House passes a second joint resolution granting the Memphis, El Paso & Pacific Railroad a right of way west of El Paso but no land grant or subsidy; unable to pass Senate this session. (CongGlobe)
- Mar. 22, 1869 Rep. Daniel J. Morrell of Johnstown, Pa., introduces a bill for a direct railroad from Washington to Erie or Cleveland. (CongGlobe)
- Mar. 22, 1869 Western Oil & Pipe Company incorporated in Pa. (Maybee)
- Mar 23, 1869 Senate tables the joint resolution on the Memphis, El Paso & Pacific Railroad. (CongGlobe)
- Mar. 24, 1869 House debates the National Junction Railway bill and passes it with amendments pushed by Thomas Swann of Maryland. (CongGlobe)
- Mar. 24, 1869 Philadelphia Councils order removal of City Railroad tracks on Broad

Street postponed from Apr. 1 to July 1, 1869. (Digest)

- Mar. 25, 1869 CC&IC discharges committee to consider joint operation with Little Miami; rescinds contract for 20 locomotives and 700 freight cars. (MB)
- Mar. 25, 1869 N.J. act authorizes the Passaic Valley & Peapack Railroad to bridge the Delaware River near Milford and connect with railroads in Pennsylvania; the Lehigh Valley Railroad hopes to use it to gain its own line across New Jersey. (Baird, Taber)
- Mar. 25, 1869 Freehold, N.J., incorporated as a town. (wiki)
- Mar. 26, 1869 Philadelphia Councils order the tracks of the City Railroad to be removed from Market Street east of 15th Street by Apr. 1, 1872. (USRR&MR)
- Mar. 26, 1869 CC&IC committee reports has done nothing about the lease of the Cairo & Vincennes; on motion of William Dennison, moves to transfer these rights to PC&StL. (MB)
- Mar. 26, 1869 Paris & Danville Railroad incorporated in Illinois to build on the old north-south state railroad grade of the 1830s from Paris on the St. Louis, Alton & Terre Haute Railroad to Danville. (GrnBk, Harlow)
- Mar. 27, 1869 Erie Railway contracts with the Union Steamboat Company for a line of at least 18 propellers on the Great Lakes. (HepburnRept)
- Mar. 29, 1869 Pittsburgh ordinance forbids operation of locomotives in streets closer than outer depots unless operate at maximum of 4 MPH and burn anthracite coal to eliminate smoke; PRR use of track in Liberty Street south of PFW&C intersection is limited to between 3:00 PM and 10:00 AM. (Church)
- Mar. 29, 1869 Pan Handle Railroad organized at Wellsburg; Adam Kuhn Pres. (MB, Church)
- Mar. 29, 1869 Pres. Grant signs charter of the National Junction Railway. (CongGlobe)
- Mar. 29, 1869 Kalamazoo, Allegan & Grand Rapids Railroad begins regular revenue passenger service between Grand Rapids and Kalamazoo; freight service has begun on Mar. 22. (Baxter)
- Mar. 30, 1869 Pa. act authorizes Allegheny Valley Railroad to issue \$10 million in bonds to build Low Grade Line and \$3.5 million in Second Mortgage bonds to be substituted for original bonds given by the Sunbury & Erie to the state to pay for the branch canals; new bonds are to be endorsed by the PRR, P&E and Northern Central Railway; plan was to have the debt to the state payable out of the more promising revenues of the Low Grade Line rather

than the dismal ones of the P&E. (Digest)

- Mar. 30, 1869 N.J. act authorizes NY&LB to bridge Raritan River and connect with Perth Amboy & Woodbridge Railroad or other railroad at Perth Amboy; United Companies, and later PRR, refuse to back the project. (PL)
- Mar. 30, 1869 Perth Amboy & Elizabethport Railroad incorporated in N.J. to build from CNJ main line at Elizabethport to the NY&LB Raritan River bridge. (ICC, PL, MB)
- Mar. 30, 1869 National Storage Company authorized to build a railroad. (LV)
- Mar. 30, 1869 In Senate, Sen. Oliver H.P.T. Morton (1823-1877) of Indiana tries to bring out a bill to grant right of way to the Memphis, El Paso & Pacific Railroad, but is blocked by Sen. Roscoe Conkling of New York and others. (CongGlobe)
- Mar. 30, 1869 Sea Girt Land Improvement Company incorporated in N.J. to develop the former summer estate of Robert F. Stockton as a summer resort. (NJCorps)
- Mar. 30, 1869 Benzie County, Mich., fully organized with county seat at Frankfort; Missaukee and Wexford Counties detached from Manistee County and organized with a county seat at Sherman. (Long)
- Mar. 31, 1869 New Jersey act approves the bulkhead and pierhead lines along the Hudson River and Kill von Kull as laid out in the report of the Riparian Commissioners of Feb. 1, 1865, and the Morris Canal basins as per act of May 14, 1867; establishes rules for making grants of riparian land to corporations. (PL)
- Mar. 31, 1869 New Jersey act authorizes the United Companies to hold riparian land on the Kill von Kull and elsewhere (Harsimus Cove); have recently purchased riparian rights from the state for \$500,000. (PL)
- Mar. 31, 1869 Barnegat Railroad renamed Manchester & Barnegat Bay Railway; John Rutherford allies with Dr. Theophilus Townsend Price (1828-1908) and Archelaus Ridgeway Pharo (1814-1886), two leading citizens of Tuckerton. (PL, Brinckmann)
- Mar. 31, 1869 Western Improvement Company incorporated in Pa.; the second of the "Tom Scott" companies; Scott's confidential secretary Richard D. Barclay, his lobbyist friend Samuel S. Moon, and C. Grinnell act as dummy incorporators, as they will do for most of these companies. (PL)
- Mar. 31, 1869 Rural Despatch Company incorporated in Pa. to operate pipelines in the Oil Region. (Maybee)

- Mar. 31, 1869 Michigan Air Line Railroad incorporated in Michigan. (GrnBk)
- Mar. 31, 1869 Pres. Grant removes Gen. George Stoneman as Military Gov. of District No. 1 (Virginia) after he arrests Gov. Wells; replaces him with Gen. Edward R.S. Canby (1817-1873), another moderate. (Lowe)
- Apr. 1, 1869 Charter supplement to New York & Long Branch Railroad requires the draw span of the Raritan River Bridge to be 100 feet clear on each side. (PL)
- Apr. 1, 1869 Tyrone & Clearfield and Bald Eagle Valley Railroads become Bald Eagle & Clearfield Division. (see 1/1)
- Apr. 1, 1869 Breaker No. 1 of the Susquehanna Coal Company placed in service at Nanticoke mining from the Lee Seam from No. 1 slope and No. 1 tunnel; first 462 tons of coal sent to Havre-de-Grace via the Pennsylvania Canal; G.T. Morgan is Inside Superintendent; Owen Richards Outside Superintendent; Joseph Stickney (1840-1903) General Superintendent. (WBRcrd)
- Apr. 1, 1869 *New York Times* charges Credit Mobilier of America with making enormous profit of \$30 million. (Klein)
- Apr. 1, 1869 Ground broken for the Poughkeepsie & Eastern Railroad. (Smith/Dutchess)
- Apr. 1, 1869 Former PRR director and industrialist Richard D. Wood (1799-1869) dies at Philadelphia following a long bout with pneumonia. (Wood)
- Apr. 1, 1869 Future PRR Assistant Secretary Harry Talmage Wilkins (1869-1955) born at Brooklyn, N.Y. (PRRBio)
- Apr. 2, 1869 N.J. act grants New Jersey Trust Company, incorporated Apr. 16, 1868, power to build warehouses and terminals in Hudson County; had come under control of Delos E. Culver (1831-1902), a local railroad promoter; this company is later acquired by the National Railway interests hoping to build a new line between Philadelphia and New York. (Rdg)
- Apr. 2, 1869 Maryland & Delaware Railroad Board authorizes Pres. Tench Tilghman to go to New York and Boston and hypothecate \$30,000 in First Mortgage bonds in addition to the \$50,000 already hypothecated. (MB)
- Apr. 2, 1869 George B. Roberts resigns as VP of the PC&StL Railway in favor of Hugh J. Jewett; David S. Gray (1829-1921) of Columbus, formerly General Superintendent of the Star Union Line, named General Manager & Second VP; Benjamin E. Smith and Robert H. Nugen resign as directors in favor of

Hugh J. Jewett and D.S. Gray. (MB)

- Apr. 2, 1869 Charlevoix County re-created from parts of Emmet, Antrim and Otsego Counties with county seat at Charlevoix; county seat of Emmet County moved from Charlevoix to Harbor Springs. (Long)
- Apr. 3, 1869 An incapacitated Samuel M. Felton resigns as Pres. of Philadelphia & Baltimore Central Railroad; succeeded by Henry Wood as Pres. & General Superintendent. (MB)
- Apr. 3, 1869 “Workingmen’s Benevolent Association of Schuylkill County, Pennsylvania” incorporated by the County Orphan’s Court, subsuming the earlier WBA of St. Clair. (PaCorps)
- Apr. 5, 1869 LIRR Board approves contract for a branch from Manor to Sag Harbor; report a settlement with the Hicksville & Cold Spring Branch Railroad. (MB)
- Apr. 5, 1869 Erie & Western Transportation Company purchases *Salina*, first vessel of its fleet; operates under trade name of Anchor Line. (USRR&MR implies that Erie-Duluth line may not start until July 1869)
- Apr. 5, 1869 Union Pacific Railway Company, Eastern Division, renamed Kansas Pacific Railway; William Jackson Palmer elected a director; he agrees to construct the line to Denver. (Anderson, Fisher)
- Apr.? 1869 Philadelphia & Erie Railroad has purchased 43,000 shares of the Oil Creek & Allegheny River Railway for P&E bonds at 40. (ARJ)
- Apr. 5, 1869 Memphis, El Paso & Pacific Railroad’s French agent Henry Probst urges the French government to admit its bonds to trading on the Paris Bourse (Stock Exchange) as soon as possible, as the bonds are to be delivered to French contractors for construction materials and rolling stock; as the government demands more information, he suggests they consult with the Baron Gauldrée Boilleau, late French consul in New York; Boilleau is John C. Fremont’s brother-in-law, but his testimony is sufficient to win government approval for listing the bonds. (CongGlobe)
- Apr. 6, 1869 Suit begun in Supreme Court of Pennsylvania to foreclose Consolidated Mortgage of Atlantic & Great Western Railway. (Minor)
- Apr. 6, 1869 Philadelphia passes resolution notifying all customers that it will abandon the City Railroad on Broad Street between Willow and Washington Streets on July 1, 1869. (Digest)
- Apr. 6, 1869 Cleveland & Toledo Railroad merged into the Lake Shore Railway under an

agreement of Feb. 11, 1869; bringing line between Erie and Toledo under one management under control of LeGrand Lockwood. (GrnBk filing date,)

- Apr. 6, 1869 John H. Devereux of the Lake Shore Railway and Elijah B. Phillips (1819-1905) of the Michigan Southern & Northern Indiana Railroad execute a merger agreement. (Rozman/MB, GrnBk)
- Apr. 6, 1869 Jay Gould and W. Archdall O'Doherty named receivers of Atlantic & Great Western Railway by Judge George G. Barnard. (Mott)
- Apr. 7, 1869 Kent County Railroad contracts with J. Mahoney of Wilmington to complete railroad. (ARJ)
- Apr. 7, 1869 New York legislative committee approves conversion of NYC 80% scrip dividend into stock; many legislators have bought NYC stock in anticipation of a rise if the bill becomes law. (USRR&MR, Harlow)
- Apr. 7, 1869 Suit begins in Summit County, Ohio, Court of Common Pleas for foreclosure of Atlantic & Great Western Railway Consolidated mortgage. (Minor)
- Apr. 7, 1869 Baltimore banker and former PW&B officer Jacob I. Cohen, Jr. (1789-1869) dies at Baltimore. (Scharf)
- Apr. 1869 Cincinnati, Hamilton & Dayton Railroad refuses to accept the \$500,000 security deposit for the lease to the Atlantic & Great Western Railway; new Ohio law makes the CH&D responsible for debts incurred by A&GW, whose history of reckless finance leaves CH&D directors feeling they will be left holding the bag. (USRR&MR, ARJ - verify law in PL)
- Apr. 8, 1869 City of Philadelphia tears up City Railroad track on Broad Street between Vine and Olive Streets after a bill forbidding its removal is stalled in the Pa. House; is in line with plans to develop Broad Street as the city's major Boulevard; coal dealers and other industries on Broad Street had appealed to Legislature to keep tracks, so city acts before Legislature can vote. (Digest, USRR&MR)
- Apr. 8, 1869 Mayor Daniel M. Fox (1809-) vetoes Council resolution ordering the removal of the City Railroad between 15th & Market and Dock Street on Apr. 1, 1872. (USRR&MR)
- Apr. 8, 1869 New York act authorizes Flushing & North Side Railroad to purchase the stock of the Flushing & Woodside Railroad and a portion of the New York & Flushing Railroad. (CorpHist)
- Apr. 8, 1869 As of this date, the Flushing & North Side Railroad purchases the entire

stock of the Flushing & Woodside Railroad. (NYState - or is this simply date of enabling act - verify PL)

- Apr. 8, 1869 Delaware act for taxing railroads and canals imposes a tax of $\frac{1}{4}\%$ on the actual cash value of railroad stock, to be figured at the same proportion of the total as Delaware mileage is to total mileage and of 3% on the similar proportion of net earnings; also \$100 annually on any locomotive used in Delaware at any time during the year, \$25 on every passenger car, and \$10 on every freight car. (justitia.com)
- Apr. 8, 1869 Jim Fisk of the Erie advertises for contractors to extend Atlantic & Great Western Railway from Dayton to Cincinnati to replace the use of the Cincinnati, Hamilton & Dayton Railroad. (USRR&MR)
- Apr. 8, 1869 Corn Exchange Association of Philadelphia changes its name to the Commercial Exchange of Philadelphia in the hope of attracting other classes of merchants, but it remains primarily a grain exchange. (Scharf)
- Apr. 8, 1869 Jackson, Fort Wayne & Cincinnati Railroad (Mich.) merged into the Fort Wayne, Jackson & Saginaw Railroad; will form a through line from Fort Wayne to Jackson and points north. (GrnBk)
- Apr. 9, 1869 Cressona, Pa., incorporated as a borough. (PL)
- Apr. 9, 1869 Republican Rep. George W. Julian (1817-1899) of Indiana attempts to attach the provision of a right of way for the Memphis, El Paso & Pacific Railroad to a bill to extend the time for building the first 20 miles of the Little Rock & Fort Smith Railroad but is defeated, killing action on the Memphis, El Paso & Pacific Railroad for the session. (CongGlobe)
- Apr. 9, 1869 Northern Pacific Railroad Chief Engineer Edwin F. Johnson (1803-1872) (ex Erie Canal) sends reports to Jay Cooke; says total cost will be \$120 million, or \$85 million deducting profits from the land grant; says it will serve a much more favorable territory than the Union Pacific Railroad. (Oberholtzer)
- Apr. 9, 1869 Cowanesque Valley Railroad incorporated in Pa. (GrnBk)
- Apr. 10, 1869 Congress adjourns. (CongGlobe)
- Apr. 10?, 1869 South Side Railroad of Long Island opens between Sayville and Patchogue. (Seyfreid - Val has 3/69? - may be error)
- Apr. 10, 1869 *American Railroad Journal* reports that the Philadelphia & Erie Railroad has purchased 43,000 shares of the Oil Creek & Allegheny River Railway, previously divided among the PRR, Erie Railway, LS&MS and local

interests, at 40. (ARJ)

- Apr. 10, 1869 General Council of the Workingmen's Associations of the Anthracite Coal Fields of Pennsylvania sends delegates to organize the DL&W miners at Scranton.
- Apr. 10, 1869 North Carolina act recognizes the incorporation of the Dan River & Coalfield Railroad by the 1868 Constitutional Convention; is to build from Danville, Va., to Statesville, N.C., where it would connect with the Atlantic, Tennessee & Ohio Railroad with a charter to build from Statesville to Charlotte, thus allowing the Richmond & Danville Railroad interests to parallel the North Carolina Railroad if they are unable to control it; however, a clause requires that the gauge be the same as the North Carolina Railroad. (PL, Brown)
- Apr. 10, 1869 Arkansas Legislature passes a bond bill to provide for the payment of interest on the bonds issued to railroad companies. (Thompson)
- Apr. 11, 1869 Erie Railway and Atlantic & Great Western Railway divert their Cincinnati freight from the Cincinnati, Hamilton & Dayton Railroad to the Little Miami route. (NYT, USRR&MR)
- Apr. 12, 1869 Philadelphia & Baltimore Central Railroad and Columbia & Port Deposit Railroad open for revenue service between Rising Sun and Port Deposit, forming second connection with the PW&B; C&PD is operated by PW&B under agreements of June 18, 1867 and Mar. 27, 1869. (CCHS, Val, USRR&MR)
- Apr. 12, 1869 Chester Creek Railroad opens between Baltimore Jct. (Lenni) and Lamokin; operated by P&BC under agreement of Jan. 13, 1868; Philadelphia & Baltimore Central changes connection east of Baltimore Jct. from West Chester & Philadelphia to Chester Creek Railroad and PW&B. (CCHS, Val)
- Apr. 12, 1869 PRR runs excursion to Bryn Mawr so that prospective buyers may view lots. (USRR&MR)
- Apr. 12, 1869 PRR, Northern Central Railway, Philadelphia & Erie Railroad and Allegheny Valley Railroad sign an agreement to construct the Low Grade Line for slow freight service from Emporium on the P&E to Red Bank on the Allegheny Valley Railroad. (MB)
- Apr. 12, 1869 Arkansas act recognizes the name change of the Little Rock & Fort Smith Railroad from Little Rock & Fort Smith Branch of the Cairo & Fulton Railroad and renews the land grant of 1855, subject to the Congressional act of July 28, 1866. (PL, Thompson)

- Apr. 12, 1869 Pennsylvania passes its first mine safety law sponsored by the Workingmen's Benevolent Association; it applies only to Schuylkill County. (PL, Aurand)
- Apr. 13, 1869 New Silver Palace sleeping car No. 85 *Empire* placed on train No. 4 on the Allentown Line. (RickerDiary/RREmply)
- Apr. 13, 1869 George Westinghouse receives patent No. 88,929 for a railroad air brake; founds Westinghouse Air Brake Company later in the year. (Prout, WABCO)
- Apr. 13, 1869 George Westinghouse stages first air brake test on a Pittsburgh-Steubenville local provided by Pan Handle Railway; an emergency application is made just after emerging from the Grants Hill Tunnel to avoid striking a wagon stuck at a grade crossing. (HistPitts, RRH, Trains - USRR&MR has 2/69 - NO - this happened earlier - the line would have been the PC&StL in 1869)
- Apr. 13, 1869 Cincinnati & Indiana Railroad deeds its half interest in the bonds of the Cincinnati Street Connection Railway to the Little Miami Railroad. (C&C)
- Apr. 13, 1869 St. Joseph Valley Railroad incorporated in Indiana to build from South Bend to the Michigan state line in connection with the Michigan Air Line Railroad; City of South Bend subscribes \$25,000. (GrnBk, HistStJosCo)
- Apr. 14, 1869 PRR guarantees bonds of Allegheny Valley Railroad; to be extended northward to oil regions and connected to the Philadelphia & Erie by a new low-grade line between Red Bank and Driftwood. (date of agreement is 4/12 approved by Board 4/14)
- Apr. 14, 1869 PRR Board appoints a seven-man committee to confer with the owners of the Bryn Mawr property regarding restrictions to be put in deeds; Pres. Thomson informs the Board that Gen. Burnside is preparing to build the Cairo & Vincennes Railroad, much of which is already graded, and which is to be leased to the PC&StL. (MB)
- Apr. 14, 1869 At the B&O Board meeting, Pres. John W. Garrett proposes to float New York-Washington cars between Locust Point and Canton with tugs and barges as they have done across the Ohio River for two years to eliminate complaints of delays and congestion on the street tracks. (ARJ)
- Apr. 14, 1869 Kalamazoo & South Haven Railroad incorporated in Mich. (Durant - verify GrnBk)
- Apr. 15, 1869 Supplement to the charter of the Erie & Western Transportation Company gives it all the powers of the Pennsylvania Insurance & Transportation

Company. (PL)

- Apr. 15, 1869 Security, Trust & Improvement Company, another “Tom Scott” company, incorporated in Pa. with a capital of \$1 million; Richard D. Barclay, Samuel S. Moon and C. Grinnell are dummy incorporators; may buy and sell railroad stocks and bonds, advance money to railroad companies, and receive real estate, securities and other property in trust. (PL)
- Apr. 15, 1869 Fiscal Agency & Improvement Company of Pennsylvania incorporated; another “Tom Scott” company with a capital of \$1 million and I.V. Elwell, Bayard Butler, Morris C. Sailer, George Taber, Joseph R. Lagee and Albert Hewson as dummy incorporators in the interest of the PRR; powers are similar to the Security, Trust & Improvement Company, except that it is to be based in Pittsburgh. (PL)
- Apr. 15, 1869 Union Improvement Company incorporated in Pa.; another “Tom Scott” company with a capital of \$100,000 and Richard D. Barclay, Samuel S. Moon and C. Grinnell as dummy incorporators; powers equal to those of the Continental Improvement Company; apparently renamed Union Contract Company, because of another Union Improvement Company in the anthracite fields. (PL)
- Apr. 15, 1869 Kankakee & Illinois River Railroad incorporated in Illinois as part of a line running from Fort Wayne to a junction with the Chicago & Rock Island Railroad passing south of Chicago. (GrnBk)
- Apr. 15, 1869 Pa. act permits railroads and canal companies to aid mining and lumber companies by purchasing their stocks and guaranteeing their bonds; exempts companies with mining or manufacturing privileges in Schuylkill County. (PL, EJones)
- Apr. 15, 1869 Upon completion, the Valley Railroad (Great Bend to Binghamton) is leased to the DL&W, creating a direct line from the anthracite mines around Scranton to Oswego on Lake Ontario. (DL&WCorps)
- Apr. 15, 1869 The Philadelphia Trust, Safe Deposit & Insurance Company incorporated with a capital of \$500,000; Lewis R. Ashhurst, Pres. (Barnes)
- Apr. 1869 Drexel & Co. (2/3) and J.S. Morgan & Co. (1/3) join to float \$2 million 6% loan of the United Companies. (Carosso - verify C&C)
- Apr.? 1869 J. L. McKnight (-1869), director of the Camden & Amboy Railroad and West Jersey Railroad, dies. (MB)
- Apr. 1869 Local passengers are now carried on all the United Companies’ 14 trains between New York and Philadelphia, including the 8:40 PM overnight train

to Washington, from which they had been excluded. (ARJ)

- Apr. 1869 Adams Express Company buys the Hope Express Company operating on the CNJ. (RREmply)
- Apr. 1869 John Mifflin Hood appointed Superintendent & Engineer of Philadelphia & Baltimore Central Railroad. (Memoir)
- Apr. 1869 Baltimore & Potomac Railroad contracts grading from the crossing of the Annapolis & Elk Ridge Railroad to the Patapsco River. (MB)
- Apr. 1869 James B. Eads returns to St. Louis from Europe and revises his bridge design, having examined bridge-building, steelmaking and caisson techniques in France and Britain. (Jackson)
- Apr. 1869 Stonington Line and Fall River Line of steamboats agree to discontinue the Narragansett Steamship Company's line to Bristol, abrogate the contract with the Providence, Warren & Bristol Railroad and transfer the boats to the Fall River Line; the Stonington Steamboat Company and New York, Providence & Boston Railroad will thus get all the traffic from the Boston & Providence Railroad. (ARJ)
- Apr. 1869 Cincinnati, Hamilton & Dayton Railroad Board refuses to sign the lease to the Erie Railway on the basis of new information; the Erie turns to the Cleveland, Columbus & Cincinnati Railroad and the Little Miami Railroad to carry its freight to Cincinnati. (ARJ)
- Apr. 17, 1869 Erie & Pittsburgh Railroad Executive Committee authorizes an extension of the Dock Branch from its present terminus at Sassafras Street; the company is attempting to build its own line between Dock Jct. and Girard; authorizes an agreement with the LS&MS Railway to extend the Jamestown & Franklin Railroad from Franklin to Oil City. (MB)
- Apr. 17, 1869 Portion of unfinished Ashtabula & New Lisbon Railroad between Niles and New Lisbon, leased to the New Lisbon Railway since 1864, is sold at foreclosure to Jay Gould, et al., for Erie Railway; passes into the Erie system; the unfinished part of the Ashtabula & New Lisbon Railroad north of Niles eventually becomes part of the PRR system. (MB, Minor, Church)
- Apr. 17, 1869 Future LIRR officer John Richard Savage (1869-1922) born at Philadelphia. (PRRBio)
- Apr. 19, 1869 Glen Cove Branch Railroad opens between Glen Cove and Locust Valley; controlled by LIRR. (Seyfried)
- Apr. 19, 1869 Joint Board of United Companies authorizes negotiations to bring New

- Jersey Midland Railroad into Exchange Place terminal; authorizes surrendering all of Newark Turnpike within Jersey City; authorizes committee to study request of NY&LB to make connection at Perth Amboy. (MB)
- Apr. 19, 1869 Junction & Breakwater Railroad Board accepts the proposition of a Mr. Hambly of Philadelphia to build the extension from Georgetown to Lewes. (MB)
- Apr. 19, 1869 St. Louis, Vandalia & Terre Haute opens between Greenville (?) and Vandalia, Ill. (USRR&MR)
- Apr. 19, 1869 William Thomson Walters (1820-1894), a wealthy former Confederate sympathizer from Baltimore, purchases 4,000 shares of Wilmington & Weldon Railroad at 37 from the North Carolina State Board of Education, and the Southern Railway Project Syndicate purchases 2,000 shares of Wilmington & Manchester Railroad at 5, under agreements dated Mar. 31, 1869 and special act of the legislature of Apr. 12; former Confederate Congressman Robert Rufus Bridgers (1819-1888) remains as Pres. and also becomes Pres. of the Wilmington & Manchester. (Hoffman)
- Apr. 19, 1869 Kankakee & Indiana Railroad incorporated in Illinois to build from St. Anne to Kankakee on the Illinois Central Railroad. (GrnBk)
- Apr. 20, 1869 New Jersey Railroad & Transportation Company agrees to provide terminal facilities for Midland Railroad Companies (New Jersey Midland and New York & Oswego Midland). at Jersey City.
- Apr. 20, 1869 Workingmen's Benevolent Association Executive Committee meeting at Pottsville orders a suspension of anthracite mining to support prices and wages effective May 10. (Pinkowski)
- Apr. 1869 General Council of the Workingmen's Associations calls for an industry-wide anthracite coal strike beginning May 10 until excess coal stocks are drawn down; however, the miners of the DL&W postpone their strike, and the remainder of the Northern Field then refuses to join also. (Aurand)
- Apr. 21, 1869 Committee of the Valley Railroad, headed by Robert E. Lee, now the Pres. of Washington College in Lexington, Va., arrives in Baltimore to seek financial aid to build the railroad from the City Council. (Kean)
- Apr. 22, 1869 L. Leow elected Chief Engineer of the Monongahela Valley Railroad. (C&C)
- Apr. 1869 First standard Class B (D2) 4-4-0, No. 136, built at Altoona.

- Apr. 23, 1869 West Jersey Railroad Board authorizes a further advance of \$40,000 to the Stockton Hotel & Improvement Company for furnishing the hotel. (MB)
- Apr. 24, 1869 Niles & New Lisbon Railway incorporated in Ohio as the reorganization of the New Lisbon Railway, part of the Erie system. (C&C)
- Apr. 27, 1869 Chicago Stock Exchange organized. (CHTaylor)
- Apr. 28, 1869 PRR Board accepts lease of Cairo & Vincennes Railroad. (MB)
- Apr. 28, 1869 Special Committee on Bryn Mawr bars construction of hotels, saloons, slaughterhouses, fire houses, workshops, livery stables, etc.; requires 50-foot setbacks; minimum value of buildings to be \$8,000 on Montgomery Ave. and \$5,000 on other streets; purchasers of lots must begin construction in two years; noted Philadelphia architect Addison Hutton (1834-1916) receives commissions for a number of houses in Bryn Mawr. (MB, BdFile)
- Apr. 28, 1869 Franklin Benjamin Gowen (1836-1889), a lawyer and brilliant orator but a reckless businessman, is elected Pres. pro-tem of Philadelphia & Reading Railroad Company on recommendation of Pres. Charles E. Smith, who takes a leave of absence for his health and goes on a European vacation; ironically, Smith (1820-1900), who soon develops a fierce antipathy to Gowen, lives to metaphorically dance on his grave. (Schlegel)
- Apr. 28, 1869 Virginia conservatives agree to withdraw their ticket and unite with the True Republicans against the Radicals. (Lowe)
- Apr. 28, 1869 Little Rock & Fort Smith Railroad receives \$1.5 million in state bonds. (Thompson)
- Apr. 30, 1869 Caledonia Iron, Land & Railroad Company renamed Southern Pennsylvania Iron & Railroad Company; buys 5,000 acres and iron furnace at Mount Pleasant on Tuscarora Mountain in Franklin County; was to build two furnaces and branch railroad. (Digest, Val, Watts)
- Apr. 30, 1869 First Mortgage bondholders bring foreclosure proceedings against Cincinnati & Zanesville Railroad. (Church)
- May 1, 1869 New PRR organization: Engineering Dept. now reports directly to Fourth V.P. George B. Roberts; Philadelphia & Erie Railroad given its own General Superintendent, Alfred L. Tyler; office of Controller separated from Second V.P. (H.J. Lombaert) and Samuel G. Lewis appointed; Henry W. Gwinner's title changed from General Ticket Agent to General Passenger & Ticket Agent; J. McClintock Creighton appointed to new post of General Agent at Pittsburgh.

- May 1, 1869 Through Silver Palace sleeping cars established between Jersey City and Jeffersonville, Ind., via Philadelphia, Pittsburgh, Columbus, Shelbyville and Cambridge City, Ind.; connects with through train between Louisville and New Orleans. (Watkins)
- May 1, 1869 Continental Improvement Company contracts to complete the Grand Rapids & Indiana Railroad between Fort Wayne and Little Traverse Bay (Petoskey); in return acquires all unissued GR&I stock at \$20,000 per mile, \$8 million in First Mortgage bonds, all unissued stock and entire land grant of 850,960 acres in payment; G.W. Cass is President of Continental Improvement Company, with Tom Scott and allies as major stockholders; Continental Improvement Company supplies equipment, and three construction trains placed on line north of Cedar Springs. (Church, AR)
- May 1, 1869 Flushing & North Side Railroad purchases main portion of New York & Flushing Railroad between Winfield and Main Street, Flushing and its lease of the North Shore Railroad under an act of Apr. 8, 1869; New York & Flushing Railroad leases line between Hunters Point and N.Y. & Flushing Jct. to South Side Railroad of Long Island; abandons N.Y. & Flushing Jct. to Winfield (Val, NYState, C&C) (later used by South Side). (corp. hist. - see 11/15/69!) (Val say date of lease to South Side is 6/10/70! - C&C says Hunters Pt.-Winfield abandoned until the part Hunters Pt.-NY&Flushing Jct. leased to South Side 6/10/70; NY&Flushing Jct.-Winfield abnd permanently)
- May 1, 1869 PFW&C and Cleveland, Columbus, Cincinnati & Indianapolis Railway agree for Indianapolis & St Louis Railroad to have operating rights over CCC&I between Crestline and Indianapolis, forming PFW&C's route to St. Louis. (Church)
- May 1, 1869 Having refused to sign the lease to the Erie Railway, the Cincinnati, Hamilton & Dayton Railroad Board makes a new service contract with the Erie Railway and Atlantic & Great Western Railway to provide 6'-0" gauge tracks between Dayton and Cincinnati for 10 years at \$180,000 per year. (AR/ARJ)
- May 1, 1869 *American Railroad Journal* notes the arrival in Boston of a new type of refrigerator car from Detroit with 17,000 lbs. of beef; consumed only 2,500 lbs. of ice en route instead of 8-10 tons. (ARJ)
- May 1, 1869 General Council of the Workingmen's Associations of the Anthracite Coal Fields of Pennsylvania orders a general suspension for May 10. (Broehl - see above)
- May 1869 Flushing & North Side Railroad completed between Woodside and Winfield. (Val - see 11/15/69)

- May 3, 1869 Legal Dept. made a formal department with a General Solicitor as department head; William J. Howard (1827?-1898) named General Solicitor. (MB)
- May 3, 1869 Edmund Smith (1829-1895) elected Third VP and director; George B. Roberts Fourth VP and director; Joseph Lesley (1831-1889), brother of geologist J. Peter Lesley (1819-1903), named Secretary, replacing Smith; William J. Howard named Solicitor. (MB - verify Howard)
- May 3, 1869 Miramar Iron Company incorporated in Pa. by Daniel Ahl and others, includes authorization for a railroad from __ to Bridgeport (Lemoyne). (Watts)
- May 4, 1869 Ohio law permits first class cities to build railroads, lease and operate them; aimed specifically at Cincinnati, which fears it is being outflanked by Louisville and the Louisville & Nashville Railroad; it is also used by Toledo to build a connection with the PRR. (Church, ICC)
- May 4, 1869 John C. Fremont, through his agent, a Mr. Warren, publishes a prospectus in the *Journal Officiel* in Paris for the “Transcontinental Pacific Railway,” actually the Memphis, El Paso & Pacific Railroad; claims falsely to have charter rights for a continuous line from Washington and Norfolk through Chattanooga and Memphis and across the 32nd parallel route, and that the U.S. has guaranteed 6% on its construction bonds; after failure to get a land grant or guarantee in Washington, Fremont was trying to raise capital in France. (NYT)
- May 5, 1869 United Companies file acceptance of Act of Mar. 4 abolishing transit duties. (NJCorp)
- May 5, 1869 Little Miami Railroad Board appoints a committee to confer with the PRR on jointly obtaining control of the Indianapolis & Cincinnati Railroad. (MB)
- May 5, 1869 A leading French financial newspaper, the *Eclairneur Financier*, begins a series of attacks on the Memphis, El Paso & Pacific Railroad bonds and warning investors to beware of them; M. Paradis responds in his own journal, the *Moniteur des Tirages Financiers*, in June that all of the documents and French translations are available at the syndicate office. (CongGlobe)
- May 5, 1869 E.S. Hubbard writes to Jay Cooke seeking aid for the Atlantic & Pacific Railroad. (Oberholtzer)
- May 5, 1869 A meeting of the so-called “Hyde Park men,” the DL&W’s conservative, skilled Welsh miners who live in the Hyde Park section, agrees to work

with the miners' union.

- May 6, 1869 Ohio act authorizes any connecting railroads to merge. (PL)
- May 7, 1869 Columbus, Springfield & Cincinnati Railroad incorporated in Ohio as reorganization of Springfield & Columbus Railroad. (GrnBk)
- May 7, 1869 Geologist J. Peter Lesley becomes the editor of *United States Railroad and Mining Register*, replacing Thomas S. Fernon, retired; gives it an increased emphasis on mineral industries. (USRR&MR)
- May 8, 1869 PRR holds public viewing of Bryn Mawr lots for prospective buyers.
- May 1869 Notices are posted "all over Paris" that subscriptions for the Memphis, El Paso & Pacific Railroad bonds are to be opened on the Paris Bourse (Stock Exchange) on May 15-18. (CongGlobe)
- May 10, 1869 Golden Spike ceremony at Promontory, Utah, marks the completion of the first transcontinental railroad (Union Pacific/Central Pacific) between Omaha, Neb., and Sacramento, Calif.; travel time from Chicago to San Francisco will now be under 6 days; fare is \$220. (Bain, CHTaylor)
- May 10, 1869 Henry M. Hamilton presides over meeting for National Railway at Trenton. (StGaz)
- May 10, 1869 General Council of the Workingmen's Benevolent Association begins a strike in the Schuylkill and Lehigh Regions in order to suspend production and raise the price of coal; the DL&W, Delaware & Hudson Canal Company and Pennsylvania Coal Company in the Wyoming and Lackawanna Regions remain working. (Schlegel, Aurand, Evans)
- May 10, 1869 Erie Railway eliminates one of three brakemen on freight trains on Eastern Division; leads to a strike. (Mott)
- May 10, 1869 Charter supplement authorizes the Hudson River Bridge Company at Albany to construct a second bridge at Maiden Lane south of the first to better serve the NYC station near the business center of town. (GnrBk)
- May 10, 1869 Klansmen murder Radical Georgia State Senator Joseph Adkins (1815-1869). (Duncan)
- May 11, 1869 Delaware Railroad Board authorizes a temporary loan of \$50,000 to the Dorchester & Delaware Railroad to finish their road. (MB)
- May 11, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad incorporated in Ohio to build from Orrville to London via Columbus. (Church)

- May 12, 1869 Charter supplement to South Side Railroad Company of Long Island authorizes extension westward from Jamaica to Newtown Creek with permission to operate steam dummies in Brooklyn on all streets now operated with horse power. (CorpHist)
- May 12, 1869 General Council of the Workingmen's Associations of the Anthracite Coal Fields of Pennsylvania orders the Wyoming men out; the "Hyde Park men" say they will settle on their own basis.
- May 12, 1869 Chicago, Rock Island & Pacific Railroad holds an opening excursion to Council Bluffs, Iowa, completing the line from Chicago; although it started from the east first, it is the second road into Council Bluffs, behind the Cedar Rapids & Missouri River Railroad, later a part of the Chicago & North Western system. (Hayes)
- May 13, 1869 PFW&C Board appoints committee to confer with local residents on extending the Akron Branch to Mount Vernon; approves through traffic contract with Cleveland, Columbus, Cincinnati & Indianapolis Railway. (MB)
- May 13, 1869 Logansport, Camden & Frankfort Railroad incorporated in Indiana under articles dated May 11 to build railroad from Logansport to Frankfort; no work done. (Church, C&C)
- May 13, 1869 New York & Erie Railroad rescinds job cuts and strike ends. (Mott - or does this mean 1859??!!)
- May 13, 1869 Only the Pennsylvania Coal Company miners and the DL&W at Scranton are still working.
- May 14, 1869 Queenstown & Harrington Railroad meets at Ridgely, Md.; two Pennsylvania capitalists (J.M. Barry & Co.) undertake to build the road. (ARJ)
- May 14, 1869 All anthracite coal mines in the Wyoming Field south of Pittston are closed by the strike; the Hyde Park men refuse to strike by a 39-vote margin. (RickerDiary/RREmply,)
- May 14, 1869 Pres. Grant sets July 6 for a referendum on Virginia's Underwood Constitution and permits a separate ratifying vote for the clauses on disenfranchisement and test oaths for whites but denies a separate vote on the clause creating the township form of local government and free public schools. (Lowe)
- May 15, 1869 Indiana passes act classifying directors of PFW&C.

- May 15, 1869 At 5:00 PM, the Hyde Park miners of the DL&W join the strike. (RickerDiary/RREmply)
- May 15, 1869 Subscriptions for the Memphis, El Paso & Pacific Railroad bonds open on the Paris Bourse; a full-page article appears in the paper *La Liberté* puffing the project and claiming it is to run from Norfolk and Charleston, S.C., through Chattanooga, Huntsville, Decatur, Memphis and Little Rock to California and Guaymas, Mexico, and that Congress has sanctioned a merger of the lines east and west of the Mississippi and guaranteed 6% interest on its construction bonds. (CongGlobe)
- May 1869 PRR begins operating through service between Jersey City and Jeffersonville, Ind. via Cambridge City and Madison instead of via Indianapolis in 36:00; the service is short-lived. (C&C, Sulzer)
- May 1869 First standard Class E (G2) 4-6-0, No. 123, Built at Altoona.
- May 1869 Tracks of Camden & Amboy Railroad and West Jersey Railroad being connected at Camden. (StGaz)
- May 1869 Chief Engineer Sigismund Loew reports to the Monongahela Valley Railroad Board on the survey to Williamsburg and a branch up Becks Run to the coal mines; the Board orders continuing the survey to Brownsville. (ARJ)
- May 1869 J. R. Straughn, Chief Engineer, reports to the Tiffin and Toledo Railroad Committees on a survey for a railroad from Crestline to Toledo via Woodville and Tiffin; Tiffin has subscribed \$100,000 and other communities smaller amounts, but the project requires a \$200,000 subscription from Toledo. (HistSenecaCo)
- May 1869 John P. Green is recalled from managing the California Petroleum Company and Philadelphia & California Petroleum Company to be Tom Scott's private secretary for railroad affairs, leaving a stillborn daughter buried in Ventura County; Thomas R. Bard remains in California as Real Estate Agent for both companies. (Hutchinson)
- May 1869 Two French newspapers, *La Réforme* and *La Presse Libre*, begin an exposé of the frauds being perpetrated by the promoters of Memphis, El Paso & Pacific Railroad bonds. (Taylor)
- May 1869 New Haven & Northampton Company abandons its branch between Simsbury and Tariffville, Conn. (NHCorps)
- May 1869 After arching the 23 tunnels on the North Western Virginia Railroad, the

B&O establishes a Baltimore-Cincinnati train running through in 23:30 or 2:50 faster than the PRR. (ARJ)

- May 1869 British stockholders of the Erie Railway form a London Protective Committee in an attempt to use their votes to oust Jay Gould and his cronies from the management. (Grodinsky)
- May 16, 1869 Jay Cooke signs a preliminary agreement with the Northern Pacific Railroad to serve as its banker and place \$100 million in bonds if his investigation of the property is satisfactory. (Larson)
- May 1869 Jay Cooke engages engineer W. Milnor Roberts to make an preliminary reconnaissance for the Northern Pacific Railroad, working from west to east. (Larson, Lubetkin)
- May 17, 1869 Brooke County, W.Va., subscribes \$60,000 to Pan Handle Railroad. (MB)
- May 17, 1869 Elihu Washburne, Minister to France, responds to John C. Fremont's prospectus by asking the Interior Dept. to investigate his assertions. (NYT)
- May 18, 1869 Boston, Hartford & Erie Railroad takes possession of the Dutchess & Columbia Railroad, and a directors' special leaves Fishkill Landing for a trip over the whole line. (NYT)
- May 18, 1869 Central Ohio Railroad approves lease of Sandusky, Mansfield & Newark Railroad; gives the B&O system a roundabout route to Lake Erie. (USRR&MR - ARJ has eff. 5/1 - see also 7/1)
- May 19, 1869 Reading leases East Pennsylvania Railroad (Allentown-Reading), retroactive to May 1. (Rdg, ICC)
- May 19, 1869 City of Logansport agrees with PC&StL Railway to subscribe \$50,000 to build shops on east side of town. (Church)
- May 19, 1869 John C. Fremont, B.H. Epperson, William Schmoele, and James Daniel contract to build the Memphis, El Paso & Pacific Railroad and divide all profits from construction. (Taylor)
- May 20, 1869 Queen Annes & Kent Railroad orders contractors Stearns & Rutter to lay track to Sudlersville by July 25 and to negotiate with PW&B for operating during peach season.
- May 20, 1869 Northern Pacific Railroad Association signs a preliminary underwriting agreement with Jay Cooke & Co. as its exclusive financial agent, pending an examination of the property; Association issues 6 extra shares to Cooke and allows him to name 2 of 13 directors and 2 members of the Executive

Committee; the holders of the 18 Association shares are to subscribe for \$4,444,500 each in stock, \$124,500 at once and \$54,000 to be paid on the completion of each 25 miles; the remaining \$19,999,000 of the stock is to go to Cooke as a bonus at the rate of \$200 in stock for each bond sold; Cooke is to take the \$100 million in First Mortgage bonds at 88; Cooke is to provide \$500,000 for construction up front; the bonds are also to be used to retire the old \$600,000 stock at 50; in fact, most of the stock is issued without receipt of payment. (Oberholtzer, Splawn)

- May 20, 1869 New York act legalizes the NYC 80% stock dividend and the conversion of the scrip issued in 1868 to regular stock; a second act authorizes the merger of the NYC and the Hudson River Railroad; NYC stock advances to 189 on the news. (Stiles, Harlow)
- May 20, 1869 New York act authorizes the New York & Harlem Railroad to build the first Grand Central Depot between 42nd & 45th Streets. (Stokes, Stiles)
- May 20, 1869 New York Legislature passes Erie Classification Act, which Gould had copied from Tom Scott's act for the PFW&C; limits the number of directors that are elected in any one year, making it extremely difficult to unseat Gould. (Hicks)
- May 21, 1869 PRR Board appoints a five-man committee to negotiate a lease of the Pittsburgh, Fort Wayne & Chicago Railway. (MB)
- May 21, 1869 New York & Boston Railroad incorporated in N.Y. to build from the mouth of the Harlem River at New York City to Brewsters via the Saw Mill River Valley. (NYState)
- May 21, 1869 Commercial convention opens at Memphis; to promote improvement of the navigation of the Mississippi River and a southern Pacific railroad; John C. Fremont sends a telegram stating that the Memphis, El Paso & Pacific Railroad bonds are selling for 79 in gold on the Paris Bourse. (NYT)
- May 22, 1869 William H. Gatzmer elected a director of the West Jersey Railroad, replacing J. L. McKnight, deceased; Board authorizes taking \$25,000 in bonds for the purpose of enlarging the Congress Hall Hotel at Cape May. (MB)
- May 22, 1869 PFW&C begins operation of Lawrence Railroad under lease of same date. (C&C)
- May 22, 1869 Massillon & Cleveland Railroad opens between Massillon Jct. and Clinton (Chippewa), Ohio, serving a coal region; leased to Pittsburgh, Fort Wayne & Chicago; causes the economic decline of Canal Fulton as a shipping center. (NB: this is date PFW&C approves lease! - Church says merely

open in 1869, Heald)

- May 24, 1869 Death threats posted at Wyoming Valley coal mines; causes the DL&W to close its mines, leaving only the Pennsylvania Coal Company working.
- May 25, 1869 Little Miami Railroad Pres. Hugh J. Jewett reports on negotiations for the PRR to purchase a majority of the Indianapolis, Cincinnati & Lafayette Railway. (MB)
- May 25, 1869 Continental Improvement Company receives letters patent; stockholders include J. Edgar Thomson, Tom Scott, H.H. Houston, William Thaw, George W. Cass, J.N. McCullough, et al. (Maybee)
- May 25, 1869 Henry S. McComb dropped from Union Pacific Railroad Board, along with Josiah Bardwell, John J. Cisco, R.H. Macy and other supporters of Thomas C. Durant, who resigned as VP and director the day before; the new Board is dominated by the Bostonians, but both Durant and McComb remain as trustees, where they will cause further mischief. (Klein)
- May 25, 1869 Louisville, New Albany & Chicago Railroad sold at foreclosure to the bondholders and is reorganized as the Louisville, New Albany & Chicago Railway under the control of New York financial interest led by John Jacob Astor (1822-1890); the sale is contested by junior bondholders, who have the reorganization overturned by the U.S. District Court on Nov. 29, 1870. (Hilton)
- May 26, 1869 Hopkinton Branch Railroad incorporated in Massachusetts to build from Hopkinton to Ashland. (NHCORPS)
- May 27, 1869 PRR Board approves lease of PFW&C. (MB)
- May 27, 1869 A new Silver Palace car built at the Fort Wayne Shops arrives at Pittsburgh; is intended to run on the Central Pacific Railroad; a similar car leaves Chicago for California the same day. (ARJ)
- May 28, 1869 Dutchess & Columbia Railroad transfers its lease to the Connecticut Western Railroad; Oliver W. Barnes is Chief Engineer. (ARJ - does not seem to be correct - verify Poors - says leased to BH&E!!)
- May 28, 1869 William S. Rosecrans, having been removed as Minister to Mexico by his old enemy Pres. Grant, writes to Mexican Pres. Benito Juarez promising increased American investment in railroads and American immigration if Mexico removes the popular impression of anti-Americanism. (Pletcher)
- May 29, 1869 Baltimore ordinance authorizes Baltimore & Potomac Railroad to occupy streets and build double-track tunnel to connect with Northern Central

Railway, providing gives trackage rights to Western Maryland Railroad and Union Railroad of Baltimore. (Digest, MB)

- May 29, 1869 PRR loans \$300,000 to the Louisville, Lexington & Cincinnati Railroad to complete its Cincinnati Short Line from Covington, opposite Cincinnati, to its Louisville-Lexington main line at LaGrange. (MB, Klein)
- May 29, 1869 William T. Walters sells over 2,700 shares of the Wilmington & Western Railroad to the Southern Railway Project Syndicate, keeping 2,700 for himself; Walters, Benjamin F. Newcomer and Samuel M. Shoemaker of Baltimore then replace three North Carolinians on the Board. (Hoffman)
- May 29, 1869 N.Y. act sought by Jay Gould permits the Erie Railway to classify directors to serve terms of varying lengths, with only one-fifth of the directors to be up for election each year; in this way, insurgents would not be able to oust Gould and his cronies without winning several successive elections. (ARJ, Guide)
- Spring 1869 Louisville, Cincinnati & Lexington Railroad completes its Cincinnati Short Line, linking Covington, opposite Cincinnati, and Louisville; the City of Louisville delays a physical connection with the Louisville & Nashville Railroad, even though both are 5'-0" gauge. (Klein)
- June 1, 1869 Worcester Railroad organized at Snow Hill, Md.; George S. Richardson elected Pres. (ARJ)
- June 1, 1869 Jay Cooke & Co. requests engineer W. Milnor Roberts to make an examination for the Northern Pacific Railroad, particularly between Montana and Puget Sound. (Rept)
- June 2, 1869 Lake Shore Railway and Michigan Southern & Northern Indiana Railroad merge to form Lake Shore & Michigan Southern Railway (LS&MS) under an agreement of Apr. 6, 1869; brings the entire line from Erie to Chicago via Toledo under one management controlled by Treasurer LeGrand Lockwood and Henry Keep of New York; Elijah B. Phillips of the MS&NI elected Pres.; the merger isolates the PFW&C which previously shipped to the East over the Lake Shore via Crestline and Cleveland. (Rozman/MB, LS&MS AR, GrnBk - last filing date in 2/22/77 in Indiana - LS&MS AR has 5/8 - 6/2 is date of first election)
- June 2, 1869 At the first directors' meeting of the Lake Shore & Michigan Southern Railway, LeGrand Lockwood defeats a move by Horace F. Clark of the Vanderbilt interests to control the election of a Pres., and the neutral Elijah B. Phillips (1819-1905) is elected with Lockwood as Treasurer and John H. Devereux as VP; Clark and James H. Banker are elected to the Executive Committee. (Stiles/MB, LS&MS AR)

- June 2, 1869 Evansville, Terre Haute & Chicago Railway incorporated in Indiana by Chauncy Rose, William Riley McKeen, Dr. John Collett, et al., to build from a point on the state line near Danville, Ill., to Otter Creek Jct. in Vigo County, Ill.; it becomes part of the Chicago & Eastern Illinois Railroad in 1899. (Lyford)
- June 3, 1869 Philadelphia & Baltimore Central Railroad Board authorizes operating a Sunday train for milk, etc. (MB)
- June 3, 1869 Representatives of the Delaware Railroad and Queen Anne's & Kent Railroad meet at Millington; the branch from Townsend to Masseys is to be done by June 15, and the QA&K to Sudlersville by July 25. (ARJ)
- June 3, 1869 Lake Shore & Michigan Southern Railway appoints a committee, including VP John H. Devereux, to negotiate a merger with the Toledo, Wabash & Western Railway; the merger is to be a friendly one between LeGrand Lockwood of the LS&MS and Jay Gould, who is buying into the Wabash, that will give the Erie Railway a through line to Chicago and St. Louis. (Rozman/MB, Klein)
- June 4, 1869 PFW&C Board approves lease to PRR presented by Samuel J. Tilden, head of its negotiating committee. (MB)
- June 4, 1869 Denver Pacific Railway & Telegraph Company contracts with its former Pres. John Evans to build its road in return for all its securities and assets; Union Pacific Railroad is unable to carry out its 1868 contract to iron the Denver Pacific Railway & Telegraph Company's line because of temporary financial problems; Evans then begins negotiating with the Kansas Pacific Railway. (ICC, Petrowski)
- June 4, 1869 U.S. minister to France Elihu B. Washburne (1816-1887) writes to Secretary of State Hamilton Fish (1808-1893) complaining of the fraudulent publications being issued in support of the Memphis, El Paso & Pacific Railroad, called the "Transcontinental Memphis Pacific Railway," noting that bonds totaling 15 million francs have been sold, and asking for correct information from the U.S. (CongGlobe)
- June 4, 1869 City resolution declares it is imperative that Cincinnati control an independent railroad to Chattanooga. (ICC)
- June 4, 1869 First Central Transportation Company "Silver Palace" sleeping cars delivered to Sacramento for use on the Central Pacific Railroad; the CP contracts for "Silver Palaces" while the Union Pacific Railroad contracts with Pullman. (cpr.org)

- June 4, 1869 Schuylkill anthracite coal operators offer a “basis” wage ranging from \$11 per week for outside labor to \$14 per week for miners when coal sells at \$3.00 per ton at Port Carbon; wages to increase on a sliding scale as the price of coal rises above \$3.00 per ton. (CmssrLabor AR)
- June 1869 Anthracite miners of the DL&W vote to join the General Council of Workingmen’s Associations and its strike; however, the unions have practically no leverage over the large mining and transporting companies of the Northern Field who already control the entire movement of coal from the mine to the consumer, unlike Schuylkill County, where smaller operators welcome the cooperation of the unions in keeping up prices. (Aurand)
- June 5, 1869 First through passenger train reaches Council Bluffs from Chicago via the Chicago & Rock Island Railroad system. (Ystrdy&Tdy)
- June 6, 1869 Brakemen on Erie Railway strike for wage increase. (Mott)
- June 7, 1869 PRR leases Pittsburgh, Fort Wayne & Chicago Railway and controlled lines at 7% on the stock; however, the PFW&C issues a stock dividend to make the rate equal 12% on the original stock, the lease is effective July 1, giving the PRR a direct line to Chicago and via C&P to Cleveland; PFW&C owns half of stock of the Indianapolis & St. Louis, which in turn leases Terre Haute, Alton & St. Louis., and also 22,000 shares of Cleveland, Mt. Vernon & Delaware Railroad. (Church, Grodinsky)
- June 7, 1869 Toledo City Council passes resolution calling for construction of city-owned railroad from the northern state line of Ohio to Woodville under act of May 4, 1869. (Church, Waggoner)
- June 7, 1869 Sarah Brinton Roberts (1846-1869), first wife of future PRR Pres. George B. Roberts (1833-1897), dies at Pencoyd Farm after giving birth to a son, George Brinton Roberts (1869-1945), later a prominent coal operator. (ancestry.com, findagrave, MnLnTms)
- June 8, 1869 Erie Railway grants demands and brakemen's strike ends. (Mott)
- June 9, 1869 Buffalo & Washington Railway makes a new construction contract for the section between Aurora, N.Y., and Port Allegheny, Pa. (Ellis/Cattaraugus)
- June 9, 1869 Cincinnati, Richmond & Fort Wayne Railroad accepts municipal subscription of \$120,000 from City of Richmond, Ind., and agrees to locate shops there. (Church)
- June 9, 1869 NYC approves the merger with the Hudson River Railroad. (Stiles/MB)

- June 9, 1869 Executive Committee of the Workingmen's Benevolent Association meeting at Mahanoy City authorizes all branches that can agree with employers on a basis and working conditions to resume work on or after June 16. (Munsell/Sch, CmsrLabor AR)
- June 9, 1869 Collis P. Huntington, A.A. Low, William H. Aspinwall, Harvey Fisk, A.S. Hatch, et al., propose to market \$15 million in new bonds to complete the Chesapeake & Ohio Railroad (C&O), taking \$1 million themselves, in exchange for a majority of the \$8 million stock and the \$2 million stock in the Blue Ridge Railroad. (Bias)
- June 9, 1869 Pres. Grant leaves Washington to attend the Boston Peace Jubilee on the 9:00 PM overnight train; the train strikes a cow and derails at Annapolis Jct.; fortunately, the presidential car at the end of the train remains on the rails; Grant arrives at Jersey City at 2:30 PM instead of 6:30 AM next day and proceeds to West Point to review the graduating class. (NYT)
- June 10, 1869 The *Eclairneur Financier* again presses M. Paradis to publish the documents pertaining to the Memphis, El Paso & Pacific Railroad with proofs of their authenticity. (CongGlobe)
- June 10, 1869 Anthracite coal operators resume in Schuylkill County; the Northern Field rejects the basis system and remains on strike. (CmsrLabor AR)
- June 11, 1869 Lehigh Valley Railroad Board approves a traffic contract with the CNJ and Morris & Essex Railroad, Ashbel Welch of the Belvidere Delaware Railroad voting no; authorizes purchasing a one-third interest in the Union Central Coal, Iron & Railroad Company, which is to form a direct outlet from Schuylkill County to New York, for \$17,994. (MB)
- June 11, 1869 Hudson River Railroad approves the merger with the NYC. (Stiles/MB)
- June 12, 1869 Capt. Robert Irwin of Baltimore begin survey of Worcester Railroad on the Eastern Shore. (ARJ)
- June 12, 1869 Holyoke & Westfield Railroad incorporated in Massachusetts. (NHCorps)
- June 12, 1869 Atlantic & Lake Erie Railway incorporated in Ohio to build from Toledo to Pomeroy in the coal fields; first section of the Toledo & Ohio Central Railway. (GrnBk, Miller)
- June 14, 1869 Ashbel Welch reports to Joint Board of United Companies that they have placed all of \$1.5 million Sterling bonds in London; Welch presents proposal of Martins Creek Railroad to build from Belvidere Delaware Railroad into slate region of Northampton County, Pa.; Board approves lease of Connecting Railway. (MB)

- June 15, 1869 Massachusetts establishes a three-member state Railroad Commission with broad investigative powers but no enforcement mechanism beyond mobilizing public opinion; on July 4, Gov. William Claflin (1818-1905) appoints Charles Francis Adams, Jr. (1835-1915) the grandson of Pres. John Quincy Adams, who has been writing extensively on railroad subjects in the *North American Review*. (Kirkland)
- June 15, 1869 First parlor cars placed in service between New York and Boston via the Springfield route. (RRH)
- June 15, 1869 Pres. Grant leaves New York to travel overnight to the Boston Peace Jubilee on the Narragansett Steamship Company's (Fall River Line's) *Providence*, escorted personally by Jim Fisk in his admiral's uniform and VP Jay Gould; Fisk acquires the nickname "Jubilee Jim"; they take the opportunity to push their rationale for their proposed gold corner; that if gold is kept dear, the farmers will enjoy high prices, traffic on the railroads and foreign exchange will be stimulated, and everyone will benefit; Grant is non-committal. (NYT, Dunbaugh, Swanberg)
- June 15, 1869 Boston Peace Jubilee opens; festivities include Verdi's "Anvil Chorus" from *Il Trovatore* performed with the banging of 100 anvils and similar Victorian musical extravaganzas. (NYT)
- June 1869 Economy crests; eighteen month downturn begins. (NBER)
- June 1869 First standard Class C (D3) 4-4-0, No. 106, with straight boiler, built at Altoona.
- June 1869 Rumors PRR is negotiating to lease CNJ as a New York outlet. (StGaz)
- June 1869 Queenstown & Harrington Railroad completes its survey across the Delmarva Peninsula, crossing the Maryland & Delaware Railroad between Ridgely and Greensboro; at Harrington, it will connect with the Junction & Breakwater Railroad for Lewes. (ARJ)
- June 1869 Chief Engineer Sigismund Loew completes the preliminary survey of the Monongahela Valley Railroad to the W.Va. state line. (ARJ)
- June 1869? The Union Central Coal, Iron & Railroad Company, a joint project of the CNJ, Lehigh Valley Railroad and Morris & Essex Railroad, proposes to build from Lehigh on the LV through St. Clair, Mt. Laffee, and Forestville to Tremont, penetrating the heart of the Schuylkill Coal Field previously monopolized by the Reading and the Schuylkill Canal; Ario Pardee of Hazleton is Pres. (USRR&MR MOVE TO 1868)

- June 1869 While John C. Fremont is still in New York preparing to leave for Paris, a notice appears in the New York French-language paper *Messenger* erroneously stating that Congress has granted a right of way to the Memphis, El Paso & Pacific Railroad. (CongGlobe)
- June 1869 Future Lines West traffic officer Henry Monett (1853-1888) joins the PC&StL Railway as a messenger boy and ticket agent at his native Columbus. (RyW, RyRegister)
- June 1869 Jim Fisk's Narragansett Steamship Company buys out the Boston, Newport & New York Steamship Company (Bristol Line), and agrees to switch the Boston train connection from the Boston & Providence Railroad at Bristol to the Old Colony & Newport Railroad at Fall River, with a stop at Newport. (Dunbaugh - see above)
- June 1869 The financial-troubled Lehigh Coal & Navigation Company sells its Wilkes-Barre Coal & Iron Company stock acquired in 1867, in exchange for 2,800 acres of coal land in Hanover Township, Luzerne County; it also buys 3,580 acres of undeveloped coal land further down the valley in Newport Township, later Wanamie. (AR)
- June 1869 Confederate Army veteran and future Southern Railway Pres. Samuel Spencer (1847-1906) receives a degree in civil engineering from the University of Virginia; he spends the years 1869-1872 in the Engineering Dept. of the Savannah & Memphis Railroad. (DAB)
- June 16, 1869 NY&LB holds organization meeting at Matawan; Henry Stafford Little (1823-1904), a leading Democratic politician, elected Pres. (MB)
- June 16, 1869 The Harlan & Hollingsworth group operating steamboats between Baltimore and the lower Eastern Shore incorporates their operation as the Eastern Shore Steamboat Company of Baltimore City; Samuel Harlan is Pres. and J. Taylor Gause VP; *Sue* runs twice a week to Crisfield, Boggs in Pungoteague Creek, Taylors in Hungar Creek and Cherrystone Creeks in Va.; *Maggie* runs twice a week to Crisfield and up the Pocomoke River to Snow Hill and to Finneys on Onancock Creek, Va. (Scharf, Burgess - see 1868??)
- June 16, 1869 Schuylkill and Mahanoy coal miners return to work, the suspension having drawn down reserve stocks; miners accept a sliding scale of wages based on price of coal at the shipping point at Port Carbon; the basis is \$3.00 a ton at Port Carbon; for every advance of 25 cents, wages are to advance 50 cents; the Northern Field miners remain out. (Roberts, Evans, Aurand)
- June 16, 1869 William R. Shelby (1842-1930), Secretary-Treasurer of the Continental Improvement Company, marries Mary Cass, daughter of company Pres.

George W. Cass. (WwasW, Baxter)

- June 16, 1869 Cornelius Vanderbilt travels between Cleveland and Chicago making an inspection trip over the Lake Shore & Michigan Southern Railway in the company of Pres. Elijah B. Phillips (1819-1905), his first recorded trip to Chicago. (NYT, Stiles)
- June 17, 1869 Camden & Amboy Railroad inaugurates through summer service between Camden and Long Branch via Jamesburg and Farmingdale and the connection with the Raritan & Delaware Bay Railroad. (StGaz, ARJ)
- June 17, 1869 John C. Fremont and Memphis, El Paso & Pacific Railroad Chief Engineer James M. Daniel sail for France to assist in selling bonds; Daniel, who actually wishes to build the road, becomes disgusted with the operations of Fremont and his agents, who have realized about \$4.6 million from the sale of bonds, of which \$3 million is in the Bank of France credited to Henry Probst; almost nothing has been sent to the railroad. (Taylor)
- June 18, 1869 Camden & Atlantic Railroad Board authorizes a release claim on the Batsto Branch, making it the property of S.W. & W.A. Torrey; H.H. Boody, one of two Raritan & Delaware Bay Railroad representatives, resigns from the Board. (MB)
- June 18, 1869 St. Louis, Vandalia & Terre Haute Railroad makes telegraph contract with Pacific & Atlantic Telegraph Company of the United States for line between Terre Haute and St. Louis. (Church)
- June 18, 1869 Pres. Grant returns to New York, where he stays with his brother-in-law Abel Rathbone Corbin, who has been engaged by Gould and Fisk to pressure him into withholding gold from the market; Corbin talks Grant into appointing Gen. Daniel Butterfield, a person who can be suborned by Gould, as Assistant Treasurer. (Swanberg)
- June 19, 1869 Secretary of the Interior Jacob D. Cox informs Secretary of State Hamilton Fish that there is no company called the "Transcontinental Memphis, El Paso & Pacific Railroad" authorized by Congress; Fish passes the information to Ambassador Elihu Washburne. (CongGlobe)
- June 19, 1869 Harris C. Fahnestock informs his partner Jay Cooke that Gen. William T. Sherman is of the opinion that the territory along the route of the Northern Pacific Railroad between Fort Abercrombie and Fort Stevenson, about 500 miles wide, is as bad as any in the world. (Oberholtzer)
- June 20, 1869 Northern Central Railway opens second track between Clarks Ferry and Halifax, Pa. (USRR&MR)

- June 21, 1869 Large meeting held at Jersey City to protest the CNJ's filling land with horse manure and garbage from New York; 60 acres have been filled since 1864; CNJ representatives promise to build stone retaining walls, cover loads with clean earth, and in hot summer weather dump fill on Black Tom Island, originally little more than a reef with a single boulder above low water; by 1873, a small island has been created, which becomes the site of the terminal of the National Storage Company, a PRR affiliate; despite these promises, filling and complaints continue into 1875. (USRR&MR, NwkDAd, ElzDJrnl)
- June 21, 1869 Sea View Hotel Company opens Sea View Excursion House at the southwest corner of Missouri & Pacific Avenues in Atlantic City; the rest of the block to Mississippi Avenue is rented to operators of concessions and amusements; its beach is the first section to be protected by lifeguards. (Butler)
- June 21, 1869 Last rail laid on second 20 miles of Grand Rapids & Indiana between Cedar Springs and Morley, beating deadline imposed by Legislature; opens for revenue service by fall; operated by Continental Improvement Company. (AR)
- June 21, 1869 First train operates over the first division of the Dutchess & Columbia Railroad between Fishkill Landing and Pine Plains. (ARJ - or Hopewell Jct?)
- June 21, 1869 Wilmington & Reading Railroad begins laying track south from PRR at Coatesville. (AR)
- June 22, 1869 First transcontinental ticket (to San Francisco) sold at Washington, D.C., for \$176; via Northern Central/PRR route. (USRR&MR)
- June 22, 1869 Massillon & Cleveland Railroad accepted from contractors; stockholders approve a lease to the PFW&C; is to form a continuous line between Massillon and Hudson via Clinton. (MB, C&C)
- June 22, 1869 Massachusetts act grants a further \$2 million in aid to the Boston, Hartford & Erie Railroad, to match private funds 50-50, with the state receiving the Berdell bonds as collateral. (PL, Kirkland)
- June 22, 1869 Atlantic & Lake Erie Railroad breaks ground at New Lexington, Ohio; only completes 6.9 miles between New Lexington and Moxahala. (Miller)
- June 22, 1869 Wheeling Iron & Nail Company incorporated in W.Va. to acquire the old Top Mill on the north side of Wheeling. (Scott)
- June 23, 1869 Watertown & Waterbury Railroad incorporated in Connecticut to build a

branch off the Naugatuck Railroad. (NHCorps)

- June 23, 1869 Receiver of the New Castle & Danville Railroad conveys the right of way between Crawfordsville and Covington, Ind., to the Indianapolis, Crawfordsville & Danville Railroad. (GrnBk)
- June 23, 1869 Massachusetts act authorizes the Boston, Hartford & Erie Railroad to issue \$12,000 in bonds to pay for the South Boston flats purchased from the Boston Wharf Company. (PL)
- June 24, 1869 Stockton House opens at Cape May, located between Gurney Street & Columbia Avenue; accommodations for over 475 guests; built by John C. Bullitt and William J. Sewell and owned by the West Jersey Railroad. (capemay.com)
- June 24, 1869 Townsend Branch of Delaware Railroad completed between Townsend and Masseys Crossroads; apparently no revenue service until Quenn Annes & Kent Railroad opened. (newspaper)
- June 24, 1869 PFW&C stockholders vote to exchange original capital stock for 7% guaranteed stock; stockholders and bondholders approve lease to PRR; lease payments are to be made at the New York office of Winslow, Lanier & Co. (MB)
- June 25, 1869 Maryland & Delaware Railroad Board recommends replacing the locomotive *Gen. Tilghman* with one of less weight more suited to the road; authorize negotiations with the PW&B and Delaware Railroad to furnish cars for the annual peach traffic. (MB)
- June 25, 1869 PFW&C appoints an Executive Committee consisting of Pres. George W. Cass, Louis H. Meyer, Samuel J. Tilden and J.F.D. Lanier, who assume most of the oversight of the PRR's operation under the lease. (MB)
- June 25, 1869 Brooklyn, Flatbush & Coney Island Railroad incorporated in N.Y. (ARJ - verify)
- June 25, 1869 Mifflin Paul (1814-), associated with the Hoboken Land & Improvement Company and building the Long Branch & Seashore Railroad, buys a strip of land on the barrier beach south of Sandy Hook for the purpose of developing the resort of Sea Bright, N.J.; Samuel Bayard Dod of Princeton and William W. Shippen of New York become partners on July 1. (Ellis, Moss)
- June 25, 1869 First railroad bridge opens across the Missouri River at Kansas City; built by Octave Chanute (1832-1910) Chief Engineer; gives the CB&Q system access to the Kansas City gateway. (Overton)

- June 25, 1869 Northern Pacific Railroad expedition, including W. Milnor Roberts and William G. Moorhead, arrive at San Francisco via the Central Pacific Railroad. (ARJ)
- June 27, 1869 Tracklaying begins on Swedesboro Railroad in N.J. (WdbryCnstn)
- June 28, 1869 Northern Pacific Railroad expedition leaves San Francisco overland for Olympia, Wash.; they plan to examine the Pacific harbors and then move east to the North Bend of the Missouri River near Fort Clark, where they will meet the party working west from Lake Superior. (ARJ)
- June 28, 1869 Georgia Gov. Rufus B. Bullock farms out the operation of the state penitentiary system to railroad contractors Grant, Alexander & Co. for two years, although Bullock tries to see that prisoners are treated humanely; John Thomas Grant (1813-1887) and his partners have been leasing individual convicts to build the Macon & Brunswick Railroad and other lines; because Southern judges and juries imprison African American men for even minor infractions, the Southern convict system becomes a continuation of the pre-war slave labor system in all but name. (Duncan)
- June 28, 1869 Brooklyn Bridge engineer John A. Roebling (1806-1869) has his foot crushed by a docking ferry boat striking the pilings on which he was standing while planning for the bridge. (Schuyler)
- June 29, 1869 South Fork Coal & Iron Company incorporated in Pa. by Jacob C. Stineman, George B. Stineman, Samuel Paul, Joseph Croyle and Richard J. Hughes; opens the first coal mines on the South Fork in Cambria County. (PaCorps, Storey)
- June 30, 1869 CNJ officials stage private excursion over Newark & New York Railroad from Communipaw to Newark and back. (NwkDlyAd)
- June 30, 1869 PFW&C operation of Lawrence Railroad, New Castle & Beaver Valley Railroad and Massillon & Cleveland Railroad ends; operation transferred to the PRR under its lease of the PFW&C. (C&C)
- June 30, 1869 PFW&C guarantees bonds of Grand Rapids & Indiana and stock control vested in PRR.
- June 30, 1869 Wilmington & Western Railroad organized at Wilmington, Del. (B&O Val)
- June 30, 1869 Marietta & Pittsburgh Railroad issues a \$1.5 million mortgage to finance construction between Marietta to Dennison. (Andrews)
- June 30, 1869 Superior Court of Cincinnati appoints a Board of Trustees to build and

operate the city-owned Cincinnati Southern Railway, which is not a private corporation, from Cincinnati to Chattanooga. (ICC)

- July 1, 1869 United Companies and Raritan & Delaware Bay inaugurate through, summer-only, service between Camden and Long Branch via Jamesburg and Farmingdale. (Mon. Dem. says 6/17! - by 7/8 are two through trains)
- July 1, 1869 PFW&C begins operation of Massillon & Cleveland Railroad under 99-year lease of May 22, 1869. (MB)
- July 1, 1869 John P. Green returns to PRR from Milwaukee & Minnesota Railroad as private secretary to Tom Scott. (Wilson)
- July 1, 1869 As the first payment of the ¼% Delaware tax on railroad stocks becomes due, the PW&B files a statement of its capital stock and a protest that the tax is illegal. (justitia.com)
- July 1, 1869 Townsend Branch of Delaware Railroad completed between Townsend, Del. and Massey, Md.; apparently no service until Queen Annes & Kent Railroad opened in following month. (MtownTrnsript - see above)
- July 1, 1869 Philadelphia & Erie issues \$20 million in 6%, 51-year Gold bonds.
- July 1, 1869 Jacob N. McCullough promoted from General Superintendent to General Manager of PFW&C and Cleveland & Pittsburgh Railroad. (MB, AR)
- July 1, 1869 PFW&C assigns lease of New Castle & Beaver Valley Railroad to PRR.
- July 1, 1869 Anthracite coal miners of the Lehigh Region resume work with a sliding scale of wages based on a \$5 per ton selling price at Elizabethport, N.J.; the three northern companies remain out. (Roberts)
- July 1, 1869 The New Haven's lease of the New Haven & Northampton Company expires, and the NH&N begins operation of its lines between New Haven and Granby and between Fairington and Collinsville. (NHCORPS)
- July 1, 1869 Work begins on extending the Jamestown & Franklin Railroad from Franklin to Oil City. (DerrickHndbk)
- July 1, 1869 B&O begins operating Sandusky, Mansfield & Newark Railroad, Newark to Sandusky, as its Lake Erie Division; lease is to the Central Ohio Railroad as Reorganized with guarantee from B&O. (AR)
- July 1, 1869 Chesapeake & Ohio Railroad opens between Covington and White Sulphur Springs, utilizing the right of way begun by the Covington & Ohio Railroad before the war and a temporary track over the Alleghany Mountain until the

Lewis Tunnel is completed in 1873. (Dixon - ARJ has 6/30)

- July 1, 1869 Railway Mail Service organized as a distinct unit in the Post Office Dept. with six divisions and George B. Armstrong as General Superintendent. (Long/Dennis)
- July 2, 1869 John Evans of the Denver Pacific Railway & Telegraph Company makes agreement with John D. Perry, William Jackson Palmer, Tom Scott, J. Edgar Thomson and others; Evans is to have control of the DP for five years, after which it is to pass to the Pennsylvania-Ohio-St. Louis group that controls the Kansas Pacific Railway; Robert E. Carr of St. Louis and other KP men are to have a half-interest in the DP construction contract; both roads are to pool receipts on the 106 miles on each line nearest to Denver; Evans then agrees to build the DP and Palmer the KP extension to Denver. (Petrowski)
- July 2, 1869 A Northern Pacific Railroad sightseeing and exploration party under Pres. J. Gregory Smith leaves the East; they travel as far west as the Sioux country west of the Red River by the end of the month. (Oberholtzer)
- July 1869 John C. Fremont's arrival in France is heralded in a pamphlet published over the name of Dr. O. Tamin-Despalles, but probably paid for by Fremont, that is fulsome in its praise of the former "Pathfinder"; states that 2,000 laborers are at work in Texas, that work is progressing at San Diego, and that making a double track doubles the amount of the land grant. (CongGlobe)
- July 4, 1869 First railroad bridge over the Missouri River opens at Kansas City. (AAR)
- July 5, 1869 Officers of Central Transportation Company arrive in Columbus with two new Silver Palace cars for the New York-Louisville line; PC&StL/CC&IC now operate Silver Palace lines Chicago-Indianapolis, Chicago-Cincinnati, and Chicago-Columbus. (USRR&MR)
- July 5, 1869 Banker J. Pierpont Morgan and family depart Jersey City for Chicago and a trip on the Pacific Railroad; they are the guests of John Crerar of Chicago, an officer of Pullman's Palace Car Company; it is his first trip to the West and the first extensive one over the railroad network that his firm will be financing. (Strouse)
- July 6, 1869 Lehigh Coal & Navigation Company's mines reopen with wages on a sliding scale based on a basis of \$5 per ton at Elizabethport; this makes the shipping rate a factor in wages; other Lehigh and lower Wyoming operators follow on the same terms; however, after a few weeks, the operators around Hazleton, but not the LC&N, inform the miners that they cannot pay, precipitating a second strike. (AR,)

- July 6, 1869 Voters of Toledo, in special election, approve creation of a municipal railroad to Woodville by vote of 3350 to 56. (Church)
- July 6, 1869 Conservative-True Republican coalition sweeps Virginia elections; Gilbert C. Walker (1832-1885), a northern-born banker of Norfolk, defeats Radical Henry H. Wells for Governor of Virginia; Wells carries 17 of the 18 counties with black majorities; voters ratify the Underwood Constitution recognizing the Thirteenth and Fourteenth Amendments but without controversial provisions for test oaths and disenfranchisement of all ex-Confederate officials and soldiers; Virginia thus avoids Radical Reconstruction; Walker is sympathetic to urban business interests and has the backing of William Mahone. (Lowe, Foner, Pearson)
- July 7, 1869 PRR Board confirms July 1 appointments on Pittsburgh, Fort Wayne & Chicago Railway: Jacob Nessly McCullough promoted from General Superintendent to General Manager; Thomas D. Messler, Controller; J.P. Farley Auditor; approves plan for new General Office Building in Philadelphia. (MB)
- July 7, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad organized; Rollin C. Hurd, Pres. (C&C)
- July 8, 1869 Charlotte & South Carolina Railroad and Columbia & Augusta Railroad merge to form the Charlotte, Columbia & Augusta Railroad. (ICC)
- July 9, 1870 At annual meeting, North Carolina Railroad Pres. W.A. Smith attacks Republican Party for giving too much to other railroads. (Trelease)
- July 9, 1869 Northern Pacific Railroad surveying party arrives at Seattle, having traveled to the West Coast via the Union Pacific Railroad, and prepared to survey a line working eastwards; includes W. Milnor Roberts, W.E.C. Moorhead, the son of William G. Moorhead, Secretary Samuel Wilkeson, Thomas H. Canfield and engineer William S. Johnson. (Oberholtzer)
- July 10, 1869 Pres. J. Edgar Thomson, Benjamin E. Smith, Thomas L. Jewett, et al., arrive in Chicago via Logansport and Keokuk on tour of their western projects. (USRR&MR)
- July 11, 1869 Illinois & St. Louis Bridge Company officials travel to Pittsburgh to confer with Andrew Carnegie; Carnegie, Thomson and Scott hope to take bridge contract at a 10% markup, taking Bridge Company stock, and subcontract the work to the Keystone Bridge Company. (Jackson)
- July 12 ,1869 Ashtabula & New Lisbon Railroad Board appoints civil engineer Abner D. Strong to examine the work on the Southern Division between Leetonia and

the Cleveland & Mahoning Railroad at Niles. (MB)

- July 13, 1869 Pres. Thomson and party leave Chicago for the East via Cleveland and Erie. (USRR&MR)
- July 14, 1869 Abner D. Strong reports on the Ashtabula & New Lisbon Railroad; work had begun at Canfield and is only half completed up to the intersection with the Mineral Ridge Railroad, and the grade is too steep; then uses the Mineral Ridge Railroad for some distance; from there to Niles, the grading is barely commenced, and the track is laid haphazardly on the ground with not enough spikes; passage of the first train would destroy the track. (MB)
- July 14, 1869 W. Milnor Robert's Northern Pacific exploring party leaves Seattle. (Lubetkin)
- July 15, 1869 Long Branch & Sea Shore Railroad requests the War Dept. grant it permission to extend from Spermaceti Cove to the Horseshoe Cove on Sandy Hook, because shoaling of the water at the former location. (Moss)
- July 1869 Philadelphia & Baltimore Central rolling stock attached on judgement obtained by PW&B; PW&B has been unable to get remaining independent bondholders to sell out at a reasonable price, so is hoping to get control through foreclosure. (USRR&MR - wk of 7/19-21)
- July 1869 PW&B builds two 6-compartment cars for New York-Washington service. (USRR&MR)
- July 1869 Queenstown & Harrington Railroad breaks ground on the east bank of the Choptank River 4 miles above Denton. (ARJ)
- July 1869 John Pitcairn appointed General Manager of the Oil Creek & Allegheny River Railway. (ARJ)
- c. July 1869 Lawrence Railroad completed. (AR)
- July 1869 Kansas Pacific Railway Company settles all claims of Ross, Steele & Co. on 1862 construction contract for \$100,000, ending their lawsuit and opening the way for the sale of KP Denver Extension bonds in New York. (Petrowski)
- July 1869? J. Edgar Thomson, Matthew Baird and John McManus each subscribe \$40,000 to the Denver Pacific Railway & Telegraph Company; other Pennsylvania parties subscribe \$130,000. (Ward)
- July 1869 Minister Elihu Washburne makes a report to the French press that the Memphis, El Paso & Pacific Railroad does not have a national charter, land

grant or federal guarantee as claimed, thus torpedoing any attempt to raise more funds and starting a wave of investigations and prosecutions; Washburne had been a member of a House committee that had found John C. Fremont guilty of incompetence and corruption when he was in command of the Department of the West in the Civil War; Washburne has first shown his evidence to one M. Malespine, who is being prosecuted for misrepresentation, prompting Fremont to charge that a vendetta is being mounted against him by his old enemy Washburne and the Union Pacific and Central Pacific companies. (Taylor, CongGlobe)

- July 1869 Jay Cooke and William G. Moorhead have become the owners of 40,000 acres at Duluth, which is starting to boom. (Oberholtzer)
- July 1869 Charles Francis Adams, Jr. (1835-1915), publishes "A Chapter of Erie" in the *North American Review*, in which he reviews the Erie War and notes that railroads and the men who control them have moved beyond the control of the state, meaning, not coincidentally, of members of the old political class like himself; it is later reprinted with articles by his brother Henry Adams (1838-1918) as *Chapters of Erie*. (Stiles)
- July 1869 Heavy speculations in the Vanderbilt stocks on Wall Street: NYC advances to a new high of 217-7/8. (Clews)
- July 17, 1869 *American Railroad Journal* reports that the CNJ, Lehigh Valley Railroad and Morris & Essex Railroad (the Union Central Coal, Iron & Railroad Company) are joining to build a line from Lehighon to Tremont in the heart of the Southern Anthracite Coal Field now monopolized by the Reading; the is supposed to be planning to extend the Lykens Valley Railroad east to meet it at Tremont. (ARJ)
- July 17, 1869 Pullman sleeping car *Wahsatch* leaves Sacramento for New York on its first transcontinental trip. (NYT, Buder)
- July 17, 1869 After a stopover in Chicago, J. Pierpont Morgan and family depart for the west in the chartered Pullman *Minnesota* over the CB&Q; they make a side trip to Salt Lake City and meet Brigham Young, before proceeding to San Francisco. (Strouse)
- July 19, 1869 Joint Board of United Companies discusses proposal of NY&LB for joint car ferry between Perth Amboy and South Amboy; Pres. Welch recommends United Companies control it for own use; Board appoints committee to negotiate with South Side Railroad of Northampton County, Pa.; endorses \$75,000 bonds of Mount Holly, Lumberton & Medford Railroad; grants President General Ashbel Welch permission to go abroad for health and to study foreign railroads. (MB)

- July 20, 1869 Talbot County Commissioners subscribe \$50,000 to Maryland & Delaware Railroad to allow construction to continue.
- July 20, 1869 Carroll County voters approve a 1% tax on property to subscribe to the Logansport, Camden & Frankfort Railroad. (Helm/Carroll)
- July 22, 1869 Civil engineer John A. Roebling (1806-1869) dies of tetanus in Brooklyn, three weeks after his foot was crushed by a ferry boat while observing construction of the Brooklyn Bridge; he leaves an estate of about \$1.2 million; his son, Washington A. Roebling (1837-1926) takes charge of the work and the family wire rope business. (DAB, Schuyler, Zink)
- July 22, 1869 European & North American Railway opens to Lincoln, 50 miles from Bangor. (ARJ)
- July 22, 1869 Kansas Pacific Railway contracts first 18 miles west of Sheridan. (Anderson)
- July 22, 1869 John C. Fremont and James M. Daniel of the Memphis, El Paso & Pacific Railroad leave Paris for London to escape being called in a case brought against the company; they return on July 23. (Taylor)
- July 22, 1869 Hearing in France on suit against M. Malespine of *Reforme* and Mr. Warren, author of the Memphis, El Paso & Pacific Railroad prospectus for making false statements begins but is postponed, pending arrival of documents from the U.S. (NYT, Taylor)
- July 23, 1869 Newark & New York Railroad opens for revenue service on an air line from Broad Street, Newark to CNJ's Communipaw depot in Jersey City; has few grade crossings, being built on an embankment through the eastern parts of Newark; free trips all day draw huge crowds; regular service begins Aug. 2 with 29 round trips; N&NY provides stiff competition for New Jersey Railroad and later PRR until building of Hudson & Manhattan Tubes. (NwkDlyAd, RREmply)
- July 23, 1869 Kent County Railroad opens to Kennedyville. (Hayman - verify)
- July 23, 1869 Lewisburg, Centre & Spruce Creek Railroad opens between Montandon Jct. and Lewisburg, Pa.; operated by PRR under lease; does not include Susquehanna River bridge, which is owned by Lewisburg Bridge Company; PRR had secured control of the company after the failure of the Atlantic & Great Western scheme. (Val,)
- July 23, 1869 Striking anthracite coal miners of the Pennsylvania Coal Company and other operators in the Pittston area settle for a raise of \$1 per car, but without a basis. (Aurand, CmssrLabor AR)

- July 24, 1869 Grading begins on the Mount Holly, Lumberton & Medford Railroad. (Wodward)
- July 24, 1869 Pullman sleeping car *Wahsatch* arrives in New York at 8:00 AM having traveled from Sacramento, Calif., in one week via the Union Pacific, Chicago & North Western, Michigan Central, Great Western Railway of Canada. and NYC. (NYT, Buder)
- July 26, 1869 Shamokin & Trevorton Railroad opens connecting the coal mines at Trevorton to the Reading system at Shamokin and diverting traffic from the Northern Central Railway. (Rdg AR)
- July 26, 1869 Pennsylvania & New York Canal & Railroad opens between Tunkhannock and Laceyville, Pa. (AR)
- July 27, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad organized at Orrville; Rollin G. Hurd of Mt. Vernon, Pres., and Thomas D. Messler a director; stockholders authorize increasing the capital stock to \$1.5 million and buying the railroad of the Springfield, Mt. Vernon & Pittsburgh Railroad Company east of Delaware, Ohio, and of the Cleveland, Zanesville & Cincinnati Railroad between Hudson and Oxford. (MB, Church, ARJ)
- July 29, 1869 Far Rockaway Branch Railroad of Queens County, New York opens branch between Valley Stream and Far Rockaway (Mott Avenue); controlled by South Side Railroad Company of Long Island. (Seyfried)
- July 29, 1869 Erie & Western Transportation Company buys eight outshore lots at Erie, totaling 2.58 acres. (MB)
- July 30, 1869 Secretary of War John A. Rawlins approves the extension of the Long Branch & Sea Shore Railroad to Horseshoe Cove on Sandy Hook. (Moss)
- July 30, 1869 Henry Keep (1819-1869), now Pres. of Chicago & North Western Railway, dies at New York of heart disease. (DAB)
- July 31, 1869 First prayer meeting held at Ocean Grove, N.J., by Rev. William B. Osborn (-1902) of Farmingdale, Rev. R. J. Andrews of Vineland, Rev. Ellwood H. Stokes (-1897) of Red Bank and others who camp there with the idea of founding a Methodist resort; at first it is a tent community. (Gibbons)
- July 31, 1869 Work resumes across the Northern Anthracite Field. (CmsrLabor AR)
- Summer 1869 Cornelius Vanderbilt begins buying controlling interest in the Michigan Central Railroad.

- Summer 1869 South Mountain Iron Company completes railroad from Carlisle, Pa., on the Cumberland Valley Railroad., to Pine Grove Furnace.
- Summer 1869 Speaker of the House James G. Blaine agrees to sell the bonds of the Little Rock & Fort Smith Railroad that had been acquired by Boston capitalists; Blaine is to get \$130,000 in 7% currency land bonds and \$32,500 in 6% First Mortgage bonds for selling bonds and stock for \$130,000. (Larson)
- Summer 1869 Erie Railway builds a large oil depot on Penhorn Creek in the Meadowlands (later the site of Croxton Yard) with a direct pipeline to the company's docks at Weehawken. (Maybee)
- Summer 1869 Oil boom begins at Parkers Landing on the Allegheny River near the Armstrong-Butler County border, bringing the usual wild speculation and lawlessness. (Smith/Armstrong)
- Aug. 1, 1869 Virginia pays 1% on Dollar bonds, bringing interest payments on state debt up to date as of Jan. 1, 1869. (ARJ)
- Aug. 2, 1869 South Side Railroad Company of Long Island begins using steam dummies instead of horses between Williamsburg and Bushwick. (Seyfried)
- Aug. 2, 1869 Flushing & North Side Railroad runs a first officers' inspection train from Long Island City to College Point. (NYT)
- Aug. 2, 1869 Newark & New York Railroad opens for regular service with 29 round trips, vs. 26 locals on New Jersey Railroad; hourly service in daytime and 20-minute headway in rush hours, including non-stop service; fare is 20 cents one-way and 35 cents for a round trip excursion ticket; also available in packages of 100 for \$15; NJRR cuts fares to match. (NwkDlyAd)
- Aug. 2, 1869 Maryland & Delaware Railroad tracks reach Woodenhawks Bridge and people from Easton take an excursion to Clayton and back. (Preston)
- Aug. 2, 1869 Jay Cooke & Co. reports that 50 miles of the Lake Superior & Mississippi Railroad are completed and ready for running trains. (Oberholtzer)
- Aug. 2, 1869 Shamokin & Trevorton Railroad begins running through cars between Herndon and Shamokin. (Bell/Numbrlnd)
- Aug. 3, 1869 Proceedings begun in Supreme Court of New York to foreclose First & Second Mortgages of Atlantic & Great Western Railway. (Minor)
- Aug. 3, 1869 Contractor Josiah Caldwell, the agent of Boston capitalists, and his attorney C. W. Huntington, arrive in Little Rock to examine the Little Rock & Fort Smith Railroad. (ARJ)

- Aug. 4, 1869 First train runs over Queen Annes & Kent Railroad to Millington. (USRR&MR, ARJ)
- Aug. 4, 1869 Union & Titusville Railroad (incomplete) sold at foreclosure to Ezra Cooper and Joseph C. Frisbee. (Val, C&C)
- Aug. 4, 1869 Ten brick stores on east side of Front north of Lombard Streets owned by former PRR Pres. William C. Patterson and used as bonded liquor warehouses destroyed by fire; loss over \$2 million. (Walther, Watkins)
- Aug. 5, 1869 Queen Annes & Kent Railroad opens between Masseys and Millington, Md. for revenue mixed train service; also first service on Townsend Branch of Delaware Railroad. (MidTranscript)
- Aug. 5, 1869 James M. Daniel of the Memphis, El Paso & Pacific Railroad leaves Paris for the U.S.; by now, \$5.214 million in bonds have been sold, but John C. Fremont controls the money. (Taylor)
- Aug. 6, 1869 Future Superintendent Spencer Meade (1850-1911) joins the PRR as a rodman on the Low Grade Line. (ATO)
- Aug. 7, 1869 Dr. Jonathan Pitney (1797-1869), popularly, if somewhat incorrectly, claimed as the founder of the Camden & Atlantic Railroad and Atlantic City, dies of tuberculosis. (genealogytrails, MB)
- Aug. 7, 1869 Whitley County, Ind., votes 1,458-788 to raise \$85,000 for the Detroit, Eel River & Illinois Railroad. (Goodspeed)
- Aug. 7, 1869 U.S. State Dept. sends Elihu Washburne, Minister to France, documents regarding the status of the Memphis, El Paso & Pacific Railroad, including the history of bills in the 40th and 41st Congresses. (NYT - Taylor places this before 7/17)
- Aug. 9, 1869 Reading begins operating "Park Accommodation Trains" between 17th Street and Belmont over its main line, formerly the old Philadelphia & Columbia Railroad, for workmen and visitors to Fairmount Park. (AR)
- Aug. 9, 1869 Pequest & Walkill Railroad organized. (Snell/Warren)
- Aug. 9, 1869 Montgomery County, Ind., voters approve a \$125,000 subscription to the Crawfordsville & Rockville Railroad. (Beckwith)
- Aug. 10, 1869 Writing from Paris, John C. Fremont orders B. H. Epperson to buy the Memphis & Little Rock Railroad and create some activity at San Diego. (Taylor)

- Aug. 10, 1869 Buffalo & Erie Railroad merged into LS&MS Railway, creating a single company from Buffalo to Chicago. (LS&MS AR)
- Aug. 11, 1869 Delaware & Raritan Canal agrees with Delaware Coal & Transportation Company for it to establish a line of tugs and barges between Wilmington and New York through the end of 1874.
- Aug. 11, 1868 West Jersey Railroad Board authorizes a \$25,000 subscription to the Congress Hall hotel at Cape May. (MB, AR)
- Aug. 11, 1869 Because of drought, the City of Philadelphia insists on drawing water from the Fairmount Pool for the Water Works, that it stops navigation from passing the outlet locks of the Schuylkill Canal; navigation is finally resumed on Sep. 7. (AR)
- Aug. 11, 1869 Meeting held at Youngstown for Ashtabula, Youngstown & Pittsburgh Railway to replace Ashtabula & New Lisbon project suspended since 1860; northern part of old grading to be completed to Bristol and then through Vienna and Liberty to Youngstown. (ARJ)
- Aug. 12, 1869 A large party of Philadelphians travel over the Lake Superior & Mississippi Railroad from St. Paul 52 miles to Rush City, the end of track; include VP Samuel M. Felton, Isaac Hinckley, George Burnham, Robert H. Lamborn, Sr. S. Weir Mitchell, Dr. William H. Pancoast, and Pres. William L. Browning.; from there they travel overland by coaches and wagons to the St. Louis River and Fond du Lac, and then by steamboat down to Duluth. (Oberholtzer)
- Aug. 14, 1869 Flushing & North Side Railroad begins revenue service between Flushing (Whitestone Jct.) and College Point. (Seyfried - Val has 11/69)
- Aug. 14, 1869 Track of the Maryland & Delaware Railroad reaches Chapel Road on the outskirts of Easton. (Preston)
- Aug. 14, 1869 Buffalo Express of the Northern Central Railway, running on the Schuylkill & Susquehanna Railroad near Dauphin, strikes a 1,500-lb. boulder that has fallen from the mountain onto the track; the locomotive and the first three cars, carrying mostly peaches, derail and tumble across a road and into the canal, killing the crew. (NYT)
- Aug. 14, 1869 St. Joseph Valley Railroad merged into the Schoolcraft & Three Rivers Railroad in Michigan. (GrnBk)
- Aug.? 1869 Gonder & Son begin work on the Frederick & Pennsylvania Line Railroad. (C&C)

- Aug. 1869 GR&I builds a station at Howard City, Mich. (michiganrailroads)
- Aug. 1869 Jay Gould has secured about 12,000 shares of the Toledo, Wabash & Western Railway, and the Lake Shore crowd (Amasa Stone, Horace F. Clark, H. B. Payne, et al.) another 15,000 shares, giving them 36% of the total; Gould is elected to the Wabash Board early in Aug. (Grodinsky)
- Aug.? 1869 To bolster the earnings of the Toledo, Wabash & Western Railway, LS&MS and Erie Railway, Jay Gould conceives a bold plan of speculation to encourage export sales of wheat by raising the price of gold in greenbacks, since international sales are in gold and domestic settlements in greenbacks; he proposes to do this by creating a temporary shortage of gold; currently, the price of gold is 135 and falling, and merchants are selling off their gold. (Grodinsky - Gould probably began buying in early July?)
- Aug. 1869 Schuylkill Region miners demand a 20% advance. (Roberts)
- Aug. 16, 1869 Perth Amboy & Elizabethport Railroad opens books at Woodbridge; Alfred W. Jones (-), a former Confederate colonel from Virginia who is escaping from Reconstruction in solidly Democratic New Jersey, subscribes \$9,000; Benjamin Williamson, Cortlandt Parker and Ashbel Green take \$2,000 each, and David P. Carpenter \$1,000. (MB)
- Aug. 16, 1869 Buffalo & Erie Railroad merged into the Lake Shore & Michigan Southern Railway (LS&MS) under an agreement of June 22, completing control of line between Buffalo and Chicago by one company. (AR, GrnBk - first filing date is 8/13)
- Aug. 16, 1869 After other meetings earlier in the summer, Jay Gould and LeGrand Lockwood hold a secret meeting at West Point and agree to an alliance between the Erie Railway and the Lake Shore & Michigan Southern Railway; the LS&MS is to route its eastern traffic over the Erie, and the Erie is to lay a third rail for Ohio-gauge or compromise gauge LS&MS trains with \$5 million in bonds on which the LS&MS is to guarantee interest; in return, Gould agrees to abandon his attempts to build a broad-gauge line to Chicago; buoyed by this arrangement, Lockwood begins buying \$1.25 million in LS&MS stock on credit. (Stiles/MB)
- Aug. 16, 1869 Gen. Isaac R. Trimble begins the survey for the Maryland Central Railroad between Towsontown and Gunpowder Falls. (ARJ)
- Aug. 17, 1869 West Jersey Railroad leases Swedesboro Railroad. (Val)
- Aug. 17, 1869 Harrowing accident on Buffalo, Corry & Pittsburgh Railroad; at night, a mixed train under engineer John Davison containing two coaches, six oil

cars and a box car containing two valuable trotting horses is standing at Mayville Summit, when one of the oil cars catches fire; the oil cars are cut out, but the brakes are not properly set, and the oil cars, now all ablaze, run away down the 80 foot per mile grade to Brocton with Davison frantically trying to outrun them; the flaming oil cars are visible for miles and occasionally bump the box car containing the horses, who are mad with fear; at Brocton, Davison runs onto the LS&MS, where he narrowly misses colliding with two LS&MS trains about to meet there; the oil cars coast to a stop without further harm; Davison is killed in a wreck on a western railroad in 1879. (NYT - this was written down after the fact and may be a yarn)

- Aug. 19, 1869 War Dept. grants the Long Branch & Sea Shore Railroad a right of way to Horseshoe Cove on Sandy Hook. (Moss)
- Aug. 19, 1869 Lake Shore & Michigan Southern Railway Board approves the Erie traffic contract over the objections of the Vanderbilt members. (Stiles/MB)
- Aug. 1869 Pullman establishes through sleepers between Chicago and New York via Michigan Central and Great Western of Canada to compete with PRR. (USRR&MR)
- Aug. 1869 Indianapolis & Vincennes Railroad opens between Spencer and Worthington, Ind. (Val, Greene/Sullivan)
- Aug. 20, 1869 Junction & Breakwater Railroad declares Mr. Hambly's for completing the road to Lewes void because he did not have all the piles for the Lewes pier driven by July 31. (MB)
- Aug. 20, 1869 Lake Shore & Michigan Southern Railway begins advertising its eastern connections as the Toledo, Wabash & Western Railway and the Erie Railway instead of the Vanderbilt Lines. (McLellan/Warrick)
- Aug. 21, 1869 Cornelius Vanderbilt, 75, marries his second cousin Frances "Frank" Armstrong Crawford (1837?-1885) in a private ceremony in London, Ont.; she receives \$500,000 in Hudson River Railroad First Mortgage bonds as a prenuptial agreement. (Stiles, Trager)
- Aug. 21, 1869 J. Pierpont Morgan and family depart Sacramento for the East after side trips to Yosemite and the Napa Valley; they will have logged 6,000 miles by rail. (Strouse)
- Aug. 23, 1869 Edward Buchanan Cassatt (1869-1922) born at Altoona; eldest son of A. J. Cassatt and Lois Buchanan Cassatt; later Haverford College '87 and West Point '93, and a career army officer. (HvrfdClgBios)

- Aug. 25, 1869 PRR Board declines for the present to accept Gen. Burnside's proposition regarding the Cairo & Vincennes. (MB)
- Aug. 25, 1869 Junction & Breakwater Railroad makes a new contract to complete the road to Lewes to John A. Sheaff (-1877) of Lancaster and John M. Barry (1836?-1886). (MB)
- Aug. 26, 1869 John C. Fremont sends B.H. Epperson of the Memphis, El Paso & Pacific Railroad \$200,000 with instructions to buy the Southern Pacific Railroad between Shreveport and Marshall, Texas; the purchase cannot be completed before Sep. 1869, because the SP stockholders demand \$340,000. (Taylor)
- Aug. 1869 In order to protect his gold speculation by ensuring that the government does not sell gold when the price rises too high, Jay Gould approaches Abel Rathbone Corbin, a relative of Julia Dent Grant, the President's wife; they sell the scheme to Grant as a way of raising farm prices and farmers' income; Gould also brings Jim Fisk into the plan to get more funds to buy gold. (Grodinsky)
- Aug. 28, 1869 Toledo, Logansport & Northern Indiana Railroad sold at foreclosure to Edward W. Fosdick for \$1,000 after a small amount of work done. (Church)
- Aug. 28, 1869 Wilmington & Weldon Railroad opens a bridge across the Cape Fear River at Wilmington, N.C.; the connection with the Wilmington & Manchester Railroad is to be finished in about 10 days. (NYT)
- Aug. 28, 1869 Columbus & Hocking Valley Railroad extends revenue service from Lexington to Logan. (Miller)
- Aug. 29, 1869 PRR running time between New York and Chicago cut to 29:30 and Philadelphia-Chicago time to 27:30 for the summer only by eliminating intermediate stops; NYC matches the time via both the Lake Shore and Michigan Central routes, although the trains leave New York at 11:00 AM and arrive at Chicago at 4:00 PM, leaving too early and arriving too late to conduct business. (USRR&MR, Guide)
- Aug. 29, 1869 Through service established between St. Louis and Chicago via Effingham by Terre Haute & Indianapolis Railroad and Illinois Central Railroad. (Guide, PassDept)
- Aug. 29, 1869 All DL&W miners return to work; the Scranton companies grant an increase but refuse a sliding scale as they own the railroads and can control their own production.
- Aug. 30, 1869 PFW&C inaugurates Chicago-Valparaiso Accommodation ("Valpo Local" or "Dummies"); beginning of Chicago suburban service lasting 122 years.

(Guide, tt - may have been started earlier)

- Aug. 30, 1869 Josiah C. Reiff urges William Jackson Palmer to reassure J. Edgar Thomson of the feasibility of the Kansas Pacific Railway's route to Denver; Reiff notes that Thomson is reluctant to join in any new fund-raising scheme or enter new enterprises, and has "a slight attack of the blues." (Petrowski, Ward)
- Aug. 30, 1869 Henry S. McComb, as Union Pacific Railroad trustee, tries to steamroller the Mormons out of \$300,000 owed them for construction work. (Klein)
- Aug. 31, 1869 Fire consumes two blocks of Cape May, N.J., destroying the United States Hotel, the New Atlantic Hall, and the American House. (Alexander)
- Aug. 31, 1869 Maryland & Delaware Railroad opens for freight service between Hillsboro and Easton, Md.; locomotive *Easton* takes the first train of peaches to New York; extra peach train begins running from Easton. (SmyrnaTimes, Preston)
- Aug. 31, 1869 Having examined several crossings of the Continental Divide, the W. Milnor Roberts Northern Pacific reconnaissance party leaves Fort Ellis, Mont. by stage for Omaha and the East. (Lubetkin)
- Aug. 31, 1869 Anthracite coal miners in the rest of the Northern Field return to work with a wage increase but without the sliding scale that ties wage increases to increases in the price of coal. (Aurand)
- Sep. 1, 1869 PC&StL Railway makes agreement with the Western Union Telegraph Company. (Digest)
- Sep. 1, 1869 First stone of Grand Central Depot laid in New York City. (Stokes)
- Sep. 1, 1869 "Board of Trustees of the Toledo & Woodville Railroad" organized; an unincorporated railroad owned by the City of Toledo as approved in July election; plan is to form link to Sandusky, Mansfield & Newark Railroad to south and Ann Arbor to north. (Church, C&C)
- Sep. 1, 1869 Gov. Henry P. Baldwin (1814-1892) certifies that GR&I has met deadline for completing 40 miles to Morley and confirms its possession of the 57,000-acre land grant. (AR)
- Sep. 1, 1869 DL&W, Delaware & Hudson Canal Company and the Pennsylvania Coal Company settle with their striking coal miners by agreeing to good terms but without a sliding scale; they continue to pay their miners by the car instead of the ton for the rest of the century. (Roberts)

- Sep. 1, 1869 J. Pierpont Morgan returns to New York and is immediately drawn into the war between Pres. Joseph H. Ramsey and Jim Fisk and the Erie for control of the Albany & Susquehanna Railroad, running between Binghamton and Albany. (Strouse)
- Sep. 1869 4:00 PM Allentown Route Silver Palace sleeping car to Chicago runs through in 29 hours (USRR&MR)
- Sep. 1869 J. Edgar Thomson announces that he wants to withdraw from the Denver Pacific Railway & Telegraph Company. (Ward)
- Sep. 1869 PRR loans \$150,000 to Toledo, Peoria & Warsaw Railway.
- Sep. 1869 Jay Gould and Jim Fisk greatly accelerate their gold-buying program until the market is short of gold by \$200 million, while there is only \$20 million in gold in New York. (Grodinsky)
- Sep. 2, 1869 Far Rockaway Branch Railroad of Queens County opens from Far Rockaway to the "South Side Pavilion" near Beach 30th Street and the Boardwalk. (Seyfried)
- Sep. 2, 1869 Baltimore & Potomac Railroad reports that there has been major opposition in both Washington and Baltimore against entering those cities, but that Baltimore had granted a tunnel franchise. (MB/AR)
- Sep. 2, 1869 DL&W miners return to work. (RickerDiary/RREmply)
- Sep. 2, 1869 Yielding to constant pressure from his brother-in-law Abel R. Corbin, Pres. Grant orders Secretary of the Treasury George S. Boutwell not to force down the price of gold, giving Jay Gould and Jim Fisk the room they need to attempt to corner the gold market; Corbin promptly informs Gould, who promises to buy \$1.5 million in gold for his account; to finance his gold operation, Gould borrows money from the Union Bank of New York, using his 64,000 Cleveland & Pittsburgh Railroad shares and 11,900 Toledo, Wabash & Western Railway share as collateral. (Hicks, Grodinsky, Swanberg - JSmith has this letter 9/12)
- Sep. 2, 1869 Lake Shore & Michigan Southern Railway Board accepts merger terms with the Toledo, Wabash & Western Railway; arranged with Jay Gould to give the Erie Railway an outlet to Chicago and St. Louis. (Roazman/MB)
- Sep. 2, 1869 Future Superintendent Lewis K. Marr (1869-1936) born at Philadelphia. (PRRBio)
- Sep. 3, 1869 Trains of New York & Oswego Midland Railway begin using New Jersey Railroad's Jersey City Terminal. (?? or NJ Midland?)

- Sep. 3, 1869 New York & Oswego Midland Railway announces it has secured the use of the PRR's Jersey City Terminal; has advanced \$600,000 in New Jersey Western Railroad, which will build to Unionville, N.Y., through Sussex County. (Lucas)
- Sep. 3, 1869 Northern Pacific Railroad expedition leaves Bozeman for the east. (ARJ)
- Sep. 4, 1869 *American Railroad Journal* reports that Chief Engineer Sigismund Loew has located the Monongahela Valley Railroad from Birmingham (South Side, Pittsburgh) to the W.Va. state line. (ARJ)
- Sep. 4, 1869 Property of former Springfield & Columbus Railroad, Springfield to London, conveyed to Columbus, Springfield & Cincinnati Railroad; operated by Cincinnati, Sandusky & Cleveland Railroad. (GrnBk)
- Sep. 4, 1869 Chicago, Cincinnati & Louisville Railroad opens for revenue service between Plymouth and Peru, Ind. (Rehor)
- Sep. 4, 1869 Norfolk & Great Western Railroad concludes two days of meeting at Richmond, Va.; the railroad is to arrange for the sale of 50,000 acres of land to the Virginia International Land Company, which is to advertise for emigrants in Europe; Gen. John D. Imboden has been negotiating the sale to New York capitalists for about two months; Gen. John D. Imboden and Gen. Thomas Stanhope Flournoy (1811-1883) will begin canvassing along the line for subscriptions; the company also meets with William Schmoele, Treasurer of the Memphis, El Paso & Pacific Railroad and agrees to be its eastern connection; the N&GW appoints a committee of Gen. Henry Taylor Blow (1817-1875), ___ Hale and ___ Read to negotiate a merger with the Memphis, El Paso & Pacific Railroad. (NYT)
- Sep. 5, 1869 An influential French newspaper, *La Phare de la Loire*, publishes an attack on the Memphis, El Paso & Pacific Railroad bond issue. (CongGlobe)
- Sep. 6, 1869 Avondale Mine Disaster at an anthracite coal mine southwest of Wilkes-Barre; the breaker, which is located directly over the shaft, takes fire, and as there is no other exit, 110 men and boys are suffocated; the scale of the disaster leads to calls for more stringent mine safety and inspection laws. (Aurand)
- Sep. 6, 1869 Oceanic Steam Navigation Company, Limited, incorporated in Great Britain to operate a transatlantic service; it acquires the old trade name of the White Star Line, previously used by sailing ships. (Moody's,)
- Sep. 7, 1869 Perth Amboy & Elizabethport Railroad organized at Woodbridge. (MB)

- Sep. 7, 1869 J. Pierpont Morgan presides over the Albany & Susquehanna Railroad annual meeting which elects a board supporting Pres. Joseph H. Ramsey; Morgan becomes a director and VP; a rival meeting of the Fisk-Gould faction elects its own slate, and the case goes to the courts. (Strouse)
- Sep. 8, 1869 J. Edgar Thomson tells Robert H. Lamborn that on no circumstances will he go into another outside affair, supposedly on a promise he has made his wife; however, he does invest in William Jackson Palmer's Denver & Rio Grande Railroad. (Ward)
- Sep. 8, 1869 Josiah Caldwell sells the Maryland & Delaware Railroad locomotive *Gen. Tilghman* to the Vermont Central Railroad for \$6,500 and secures the *Easton* outright and the *Talbot* on trial; if the latter proves unsuccessful, Caldwell is to return it to the Vermont Central. (MB)
- Sep. 8, 1869 Former Indiana Central Railway officer Samuel Hannah (1789-1869) dies at Indianapolis. (Sulgrove)
- Sep. 8, 1869 Atlantic & Lake Erie Railway organized. (GrnBk)
- Sep. 9, 1869 Indianapolis, Bloomington & Western Railway incorporated by the merger of the Indianapolis, Crawfordsville & Indiana Railroad and the Danville, Urbana, Bloomington & Pekin Railroad; the road is partly completed and partly under construction from Indianapolis, Ind., to Pekin, Ill. (GrnBk - verify construction in Poors or ARJ - filed in Ind. 9/11)
- Sep. 10, 1869 Cleveland & Pittsburgh Railroad Board authorizes a \$945,048 (15%) stock dividend; consents to Erie Railway using Cleveland Union Passenger Depot. (MB, ARJ)
- Sep. 10, 1869 Erie Railway Executive Committee authorizes the issue of bonds to build a third rail for Ohio or compromise gauge cars to allow through movements from the LS&MS to the Erie at Dunkirk. (Grodinsky)
- Sep. 10, 1869 Pres. Grant again arrives in New York to stay with the Corbins for three days, where he is subjected to more pressure to keep gold high. (Swanberg)
- Sep. 11, 1869 Last spike driven on Swedesboro Railroad between Woodbury and Swedesboro, N.J. (WdbryCnstn, WJ AR)
- Sep. 11, 1869 Oil Creek & Allegheny River Railway declares a 2% quarterly dividend. (DerrickHndbk)
- Sep. 13, 1869 With the money market tight as funds are traditionally withdrawn to move the fall harvest, Cornelius Vanderbilt dumps all of his Lake Shore & Michigan Southern Railway stock on the market over three days, forcing

the price down from 107 to 75 in a successful attempt to ruin his rival LeGrand Lockwood. (Stiles)

- Sep. 13, 1869 Department store magnate Alexander T. Stewart buys 7,170 acres of the Hempstead Plains on Long Island at \$55 per acre, part of which will become the planned community of Garden City, laid out by architect John Kellum (-1871). (Munsell/Queens)
- Sep. 13, 1869 Professional gambler John F. Chamberlain and J. McB. Davison buy 128 acres near Oceanport, west of Long Branch, N.J., for \$32,500 and lay out a one-mile racecourse; the object is to provide racetrack gambling for visitors to Long Branch. (Ellis)
- Sep. 14, 1869 Raritan & Delaware Bay Railroad sold at foreclosure at Manchester (Lakehurst) to the bondholders. (PL, ICC)
- Sep. 14, 1869 S.W. & W.A. Torrey and Camden & Atlantic Railroad convey the Camden & Atlantic's Batsto Branch (Atsion-Atco), which the Camden & Atlantic Railroad had refused to accept, to the Raritan & Delaware Bay Railroad; eventually passes to the CNJ system. (Val, CNJVal)
- Sep. 14, 1869 Maryland & Delaware Railroad Board authorizes the issue to Benjamin E. Bates of \$25,000 in stock in settlement for building the road. (MB)
- Sep. 14, 1869 Pennsylvania & New York Canal & Railroad Company opens for passenger service to Laceyville; freight service begins Sep. 20. (MB)
- Sep. 14, 1869 Robert H. Lamborn, writing to William Jackson Palmer, notes that Northern Pacific Railroad bonds are "very pretty," and that Jay Cooke has sold \$50,000 to Chief Justice Salmon P. Chase. (Ward)
- Sep. 15, 1869 New York merchant and capitalist Adrian Iselin (1818-1905) elected director of CC&IC, replacing James Alexander, resigned. (MB)
- Sep. 1869 Western Pennsylvania Railroad places its Butler Branch under contract. (HistButlerCo)
- Sep. 1869 Wilmington & Reading Railroad begins laying track north from Wilmington. (Rdg)
- Sep. 1869 City of Baltimore subscribes \$1 million to the Valley Railroad in Virginia, matching a subscription made by the B&O. (Stover)
- Sep. 1869 Memphis & Little Rock Railroad opens to the L'Anguille River 12 miles west of Madison. (ARJ)

- Sep. 1869 Memphis, El Paso & Pacific Railroad begins clearing the old grading made before the Civil War. (Taylor)
- Sep. 1869 San Diego & Gila Railroad breaks ground; to be the western end of the Southern Transcontinental route. (ARJ)
- Sep. 1869 Miners' strike on the Delaware & Hudson Canal Company ends. (CntryofPrgrss)
- Sep. 16, 1869 Twelve-car excursion train from Camden opens Swedesboro Railroad between Woodbury and Swedesboro, N.J. (WdbryCnstn)
- Sep. 17, 1869 National Railway incorporated in Pa. to serve as portion of Henry M. Hamilton's New Line between New York and Philadelphia. (Rdg)
- Sep. 17, 1869 Camden & Atlantic Railroad Board reports that they have settled with the Torreys and have received a letter that the Joint Companies' suits are to be withdrawn; agree to take Second Mortgage bonds of the Sea View Hotel Company, proprietors of the Excursion House, in settlement of debts. (MB)
- Sep. 17, 1869 LS&MS promises to call off negotiations with the Erie Railway after bear raid on its stock by Vanderbilt.
- Sep. 17, 1869 Air-brake equipped train of six cars, usually run on Walls Accommodation, run from Pittsburgh to Altoona for Railway Master Mechanics Association; demonstrated on steepest part of Eastern Slope; stops in 420 feet while running east down Horseshoe Curve at 30 MPH. (Sipes, RRH)
- Sep. 17, 1869 Columbus & Hocking Valley Railroad extends revenue passenger service from Logan to Nelsonville. (Miller)
- Sep. 18, 1869 PRR begins air brake experiments; applied to locomotive No. 360 of Pittsburgh Division; not successful.
- Sep. 18, 1869 Raritan & Delaware Bay Railroad (1869) incorporated as reorganization of Raritan & Delaware Bay Railroad. (PL, ICC)
- Sep. 18, 1869 John C. Fremont issues a letter from Paris pushing the Memphis, El Paso & Pacific Railroad project and stressing the soundness of the Land Grant bonds. (CongGlobe)
- Sep. 18, 1869 Partner Harris C. Fahnestock writes to Jay Cooke urging that he reconsider proceeding with the Northern Pacific Railroad as the project is too large. (Oberholtzer)
- Sep. 18, 1869 John James Houston (1818-1869), older brother of Henry Howard Houston,

dies at Philadelphia. (rootsweb)

- Sep. 20, 1869 Pennsylvania & New York Canal & Railroad opens for revenue service between Laceyville and Towanda, completing the line from Wilkes-Barre to a connection with the Erie Railway at Waverly, N.Y. (AR)
- Sep. 21, 1869 LS&MS Railway leases Kalamazoo, Allegan & Grand Rapids Railroad, breaking its ties to the Michigan Central Railroad, which had helped finance it. (GrnBk, MC AR)
- Sep. 21, 1869 After his election defeat, Virginia Gov. Henry H. Wells resigns; Gen. Canby names newly-elected Gov. Gilbert C. Walker as Provisional Gov. pending his formal inauguration. (Sobel)
- Sep. 22, 1869 PRR Board approves sale of Stony Creek Dam and Feeder of Western Division Canal and part of Old Portage Railroad bed near Johnstown to Cambria Iron Company. (MB)
- Sep. 22, 1869 Pres. J. Edgar Thomson presents the PRR Board with a plan to extend the Akron Branch from Millersburg to Mount Vernon and Delaware, Ohio; to take over a portion of the old Springfield, Mt. Vernon & Pittsburgh Railroad east of Delaware; vest the entire property in the Pittsburgh, Mount Vernon, Columbus & London Railroad, which is to be renamed the Cleveland, Mt. Vernon & Delaware Railroad; the new company is to have \$1.5 million stock, of which \$1.1 million will be given to the PRR for the Akron Branch, \$50,000 to the owners of the Springfield, Mt. Vernon & Pittsburgh Railroad east of Delaware, and \$350,000 to local stockholders; also \$1.5 million bonds, of which \$1.2 million are to go to the PRR and \$300,000 to the contractors; the lease of the Massillon & Cleveland Railroad is to be assigned to the new company, and the PRR is to furnish rolling stock during construction. (MB)
- Sep. 22, 1869 Catawissa Railroad signs a new traffic contract with the Empire Transportation Company to carry all its New York traffic to and from points west of Driftwood. (Rdg)
- Sep. 22, 1869 CC&IC Pres. Benjamin E. Smith and Thomas L. Jewett issue a statement to dispel rumors that the lease of the CC&IC is not successful. (ARJ)
- Sep. 22, 1869 Gold rises \$4 to \$141 netting Jay Gould and Jim Fisk a profit of \$1.75 million; in the evening, Gould calls on Grant's brother-in-law Abel Rathbone Corbin, who has been warned by Pres. Grant to stop speculating in gold and shows Gould a letter to that effect; Gould realizes that the government will soon sell gold to break the corner; in order to get out, Gould instructs Jim Fisk to keep buying gold as if they were going to spring the corner trap, while Gould proceeds to appear to keep buying gold but is

actually selling and getting his money back. (Grodinsky, JSmith)

- Sep. 22, 1869 NYC drops 25 points in a bear raid staged by Jay Gould and Jim Fisk. (Clews, Swanberg)
- Sep. 23, 1869 First inspection train runs over Danville, Hazleton & Wilkesbarre Railroad from Sunbury to South Danville. (USRR&MR)
- Sep. 23, 1869 A party of 200 pioneer "Forty-Niners" arrives in New York from Sacramento, having traveled through in a special Pullman train to demonstrate the advances in transcontinental travel in only 20 years. (NYT)
- Sep. 23, 1869 Jay Gould begins selling off his gold holdings, while Jim Fisk continues to buy gold, bidding the price up to \$144.50; Pres. Grant returns to Washington from vacation in the morning; in the evening, he meets with Treasury Secretary George S. Boutwell and orders him to sell gold at the first sign of a panic. (JSmith)
- Sep. 24, 1869 "Black Friday" panic in New York touched off by the collapse of Jay Gould and Jim Fisk's attempt to corner the gold market; when it becomes known that the Treasury will sell \$4 million in gold, the price drops from 162 to 133 in 15 minutes; Gould makes \$11 million; Fisk is bankrupt on paper, but escapes his creditors by claiming he was buying for William Belden, who fails for \$50 million; many other brokerages fail; LeGrand Lockwood fails (Oct. 1) and Cornelius Vanderbilt begins buying a major interest in the Lake Shore & Michigan Southern Railway in the wake of the panic; thus Gould's activity in touching off the Black Friday Panic torpedoes his own attempt to build an alliance with the Lake Shore, which passes irretrievably into the Vanderbilt orbit; the prices of Gould's stocks, such as Cleveland & Pittsburgh Railroad and Toledo, Wabash & Western Railway, also break; Gould shifts some of his stocks and loans from his personal account to that of the Erie Railway and uses his bought judges to block his stock market creditors from selling his collateral; Judge Albert J. Cardozo (1828-1885) issues injunctions against the Gold Exchange buying or selling gold for the account of Smith, Gould, Martin & Co., thus protecting Gould from his gold market creditors. (Sobel, Oberholtzer, Grodinsky, Swanberg - get from Sobel, Klein - McLellan has Lockwood failing on 9/24)
- Sep. 24, 1869 In the Black Friday Panic, LeGrand Lockwood sells 25,000 shares of LS&MS for \$2 million, but is unable to deliver. (Grodinsky)
- Sep. 1869 After the failure of the Gold corner, Jay Gould apparently transfers his loans secured by Cleveland & Pittsburgh Railroad and Toledo, Wabash & Western Railway stock to the Erie Railway. (Grodinsky)
- Sep. 24, 1869 NYC Board signs the final merger agreement with the Hudson River

Railroad; Cornelius Vanderbilt hurriedly returns to New York to prop up the price of NYC stock, which is caught up in the collapse of Black Friday, falling from 200 to 145; Vanderbilt takes out a \$10 million short-term loan from Baring Brothers, secured by an equal amount of NYC stock at par; although he is unable to keep NYC from falling below 200, he manages to buy back all his own Lake Shore & Michigan Southern Railway stock and all of LeGrand Lockwood's at much lower prices. (Stiles, Harlow)

- Sep. 24, 1869 Northern Central Railway Board appoints a committee of 3 to meet with the PRR on securing the completion of the Baltimore & Potomac Railroad. (MB)
- Sep. 24, 1869 Kalamazoo & White Pigeon Railroad incorporated in Michigan by the merger of the Kalamazoo & Schoolcraft Railroad and the Schoolcraft & Three Rivers Railroad. (GrnBk)
- Sep. 24, 1869 Large explosive blast detonated to remove the Halletts Point Reef in Hell Gate at New York City; creates a 26-foot deep clear channel, eliminating a major obstacle to navigation between New York City and Long Island Sound points. (Munsell/Queens)
- Sep. 25, 1869 W. Milnor Roberts presents his report on the Northern Pacific Railroad to Jay Cooke at his country estate "Ogontz" north of Philadelphia, estimating it can be built for \$85.3 million; ironically the time spent in exploring the territory means that the financing occurs in a changed, post-panic environment. (Oberholtzer, Rept, Lubetkin)
- Sep. 25, 1869 Lehigh Coal & Navigation Company completes the rebuilding of its three Ashley Planes. (AR)
- Sep. 1869 Delaware Railroad builds depot at Masseys Crossroads, Md. (SmyrnaTimes)
- Sep. 1869 PRR has Westinghouse air brake installed on a Pittsburgh-Walls local; so successful that adopts it as its passenger train standard. (RRH)
- Sep. 26, 1869 Major flood in the Schuylkill River watershed. (W&R AR - see below)
- Sep. 27, 1869 John C. Fremont issues a *exposé* of the Memphis, El Paso & Pacific Railroad in Paris, claiming it is a true transcontinental project and that it has a 1,000-acre terminal tract at Norfolk; Dr. William Schmoele (1811-1887), from whom this tract was supposedly bought, later denies having sold it or received any money for it; Fremont admits that so far they have been unsuccessful in obtaining Congressional grants but that they will be successful in the near future. (CongGlobe)

- Sep. 28, 1869 Henry M. Hamilton transfers the stock of the Millstone & Trenton Railroad to the National Railway Company of Pennsylvania. (MB)
- Sep. 28, 1869 Westinghouse Air Brake Company incorporated in Pa. by George Westinghouse (1846-1914), Ralph Bagaley (1846-1915), A. J. Cassatt, Edward H. Williams, George D. Whitcomb (Purchasing Agent of the PC&StL Railway), W.W. Card (Superintendent of the PC&StL Railway) and Robert Pitcairn. (PaCorps, Prout, RRH)
- Sep. 29, 1869 Grand Rapids, Wabash & Cincinnati Railroad incorporated in Indiana. (GrnBk)
- Sep. 29, 1869 Future PRR __ Nettleton Neff (1869-) born in Ohio; son of James Moore Neff (1847-) and Lucille Grace Nettleton (1848-1914). (ancestry.com)
- Sep. 30, 1869 PFW&C contracts with Grand Rapids & Indiana Railroad to guarantee half its new \$8 million issue of First Mortgage bonds in return for an exclusive traffic contract; majority of stock to be delivered to trustees named by PRR. (Church, AR)
- Oct. 1, 1869 Wilmington & Reading Railroad begins running a passenger car on construction train between Coatesville and Embreeville. (AR)
- Oct. 1, 1869 William D. Judson (1813?-1894) resigns as Assistant Pres. of CC&IC and is appointed agent; Adrian Iselin named to Finance Committee. (MB)
- Oct. 1, 1869 Grand Rapids & Indiana Railroad and Continental Improvement Company issue new \$8 million 7% First Mortgage bonds to G.W. Cass and J. Edgar Thomson, Trustees. (Church)
- Oct. 1, 1869 Pittsburgh area coal miners strike.
- Oct. 1, 1869 PRR's Mifflin (Pa.) Shops closed (also called Patterson Shops), and the machinery moved to Altoona. (AR)
- Oct. 1, 1869 Lockwood & Co. (LeGrand Lockwood) declares bankruptcy in the wake of the Black Friday Panic; it owes the LS&MS over \$1 million. (Stiles, Grodinsky)
- Oct. 1, 1869? Cornelius Vanderbilt borrows \$10 million from Baring Brothers & Co. and uses part of it to buy 70,000 shares of LS&MS from LeGrand Lockwood. (Grodinsky - see NYTrib of 10/1)
- Oct. 1, 1869 LS&MS Railway leases the Kalamazoo & White Pigeon Railroad. (GrnBk)
- Oct. 2, 1869 New Jersey Railroad begins car-floating all freight to New York rather than

carry freight wagons on ferryboats; probable beginning of pier-station car floats. (NwkDlyAd - CNJ began earlier?)

- Oct. 2, 1869 Swedesboro Railroad opens for revenue service between Woodbury and Swedesboro, N.J.; operated by West Jersey Railroad under lease of Aug. 17, 1869. (WdbryCnstn, MB, Val)
- Oct. 2, 1869 Josiah Caldwell seeks a modification of the Maryland & Delaware Railroad construction contract; Charles B. Dungan's payment was limited to \$500,000 in stock and \$850,000 in bonds; now seek Benjamin E. Bates's permission to increase to \$700,000 stock and \$1 million in bonds; Caldwell is to deliver the locomotive *Easton* and one passenger car for \$12,000 in stock; Caldwell agrees to accept \$70,500 in Second Mortgage bonds as collateral for what he is owed on the extension to Oxford, accept \$119,000 in First Mortgage bonds and \$50,000 cash; in return, the company is to pay Benjamin E. Bates \$79,500 in Second Mortgage bonds and \$106,000 in cash on his contract, and Caldwell is to surrender \$80,000 in First Mortgage bonds held as prior collateral on the Oxford Extension. (MB)
- Oct. 2, 1869 A hurricane moving up the coast offshore collides with a cold front moving west over land and begins dumping record rains on the headwaters of the Schuylkill, Delaware and other rivers north of the Carolinas, causing severe flooding starting on Oct. 4; Schuylkill River crests at 23 feet at Reading, the highest since 1850; Lehigh and Delaware Division Canals sustain heavy damage. (LC&N AR, Schwartz, Montgomery)
- Oct. 2, 1869 A San Francisco paper reports that Pres. B. H. Epperson of the Memphis, El Paso & Pacific Railroad has ratified the merger contract with the San Diego & Gila Railroad and that MEP&P engineers have begun operations at San Diego. (ARJ)
- Oct. 4, 1869 Heavy flooding on the Lehigh River washes out parts of the Lehigh Valley Railroad. (AR)
- Oct. 4, 1869 During heavy flood on Schuylkill and Delaware Rivers, on the Schuylkill, the flood is higher than that of 1850; dykes break flooding the Darby Meadows for 70 hours and cutting main line of PW&B; trains detoured via West Chester & Philadelphia Railroad to Wawa and Chester Creek Railroad to Lamokin. (AR, Montgomery, Schwartz)
- Oct. 4, 1869 LeGrand Lockwood resigns as Treasurer of the Lake Shore & Michigan Southern Railway and is replaced by Vanderbilt underling James H. Banker. (Stiles/MB)
- Oct. 5, 1869 Maryland & Delaware Railroad Board accepts Josiah Caldwell's proposition with modifications. (MB)

- Oct. 5, 1869 LeGrand Lockwood resigns as a director of the Lake Shore & Michigan Southern Railway and is replaced by Alanson Robinson. (AR, Stiles/MB)
- Oct. 5, 1869 Lexington & Frankfort Railroad and Louisville & Frankfort Railroad merge to form the Louisville, Cincinnati & Lexington Railroad under the act of Mar. 2. (ICC)
- Oct. 5, 1869 South Pacific Railroad opens between Arlington and Lebanon, Mo. (Miner)
- Oct. 7, 1869 Kent County Railroad Board orders appointing someone to look after the company's wharf at Chestertown. (MB)
- Oct. 8, 1870 Virginia Legislature ratifies the Fourteenth and Fifteenth Amendments, the only action it is allowed to take until Virginia is readmitted to the Union. (NYT, Lowe, Thorpe)
- Oct. 10, 1869 Davenport & St. Paul Railroad begins construction from Dubuque to Maquoketa, Iowa. (Poors)
- Oct. 11, 1869 Baltimore & Potomac Railroad contracts with Charles County to obtain \$175,000 from its grant from the Maryland Board of Public Works instead of the Southern Maryland Railroad. (MB)
- Oct. 11, 1869 Alfred W. Jones elected Pres. of the Perth Amboy & Elizabethport Railroad. (MB)
- Oct. 11, 1869 William G. Moorhead informs his partner Jay Cooke that the Rothschilds have rejected his proposal that he and they each put \$5 million into the Northern Pacific Railroad. (Oberholtzer)
- Oct. 12, 1869 Erie Railway annual meeting accepts the act of May 29, 1869, calling for the classification of directors to serve terms of varying length; Jay Gould, Jim Fisk, William M. Tweed and Frederick A. Lane are elected to serve to 1874. (ARJ)
- Oct. 12, 1869 A national commercial convention at St. Louis endorses the plan for a "Central Water Line" by finishing the canal of the James River & Kanawha Company across the Appalachian Mountains. (Dunaway)
- Oct. 12, 1869 Incumbent Pennsylvanian Republican Gov. John White Geary defeats Democratic challenger Asa Packer, Pres. of the Lehigh Valley Railroad. (NYT, Sobel)
- Oct. 12, 1869 Southern Commercial Convention held in Louisville. (NC MB)

- Oct. 13, 1869 Allegan & Holland Railroad and Muskegon & Ferrysburg Railroad merged into Michigan Lake Shore Railroad under agreement of Sep. 29. (Church)
- Oct. 14, 1869 Augustus Schell is elected a director of the Lake Shore & Michigan Southern Railway, replacing Jerome W. Wetmore, increasing the Vanderbilt presence in the management. (AR)
- Oct. 15, 1869 Silver Palace excursion from Wilmington and Philadelphia arrives in Sacramento via Transcontinental Railroad. (probably aimed at placing Silver Palace cars on line) (USRR&MR)
- Oct. 15, 1869 Special stockholders meeting of Cleveland & Pittsburgh Railroad approves \$945,048 increase of stock as stock dividend. (MB)
- Oct. 15, 1869 Erie & Western Transportation Company appoints Addison Leech (1824-1899), youngest son of David Leech, as Elevator Manager at Erie and cancels elevator contract with McCarter, Noble, Shannon & Brown. (MB)
- Oct. 15, 1869 William G. Moorhead informs his partner Jay Cooke that he wants nothing to do with the Northern Pacific Railroad. (Oberholtzer)
- Oct. 15, 1869 Raleigh & Gaston Railroad proposes to lease the North Carolina Railroad for 20 years at 6% or \$240,000 a year; the offer is accepted by the NCRR directors, but runs into heavy opposition in the local press. (Brown, Nelson)
- Oct. 15, 1869 Commercial convention opens at Louisville with delegates from across the South and Mississippi Valley; Gen. John Titcomb Sprague (1810-1878) of New York speaks at length of the proposed "Southern Pacific" Railroad on the 32nd parallel route; the convention resolved to memorialize Congress for a land grant and subsidy for a railroad from San Diego through El Paso to the Brazos River, from which branches are to be built to Leavenworth, St. Louis, Kansas City, Vicksburg, Memphis, New Orleans and Galveston; members of the committee include William Schmoele of New Jersey. (NYT, ARJ)
- Oct. 1869 Alexandria Canal, Railroad & Bridge Company appoints Berkeley Ward of the Orange & Alexandria Railroad as its Chief Engineer and plans to begin construction. (ARJ)
- Oct. 1869 Lehigh Valley begins dumping coal from its trains into the broad-gauge cars of the Erie Railway at Waverly, N.Y., for shipment to Buffalo and other upstate New York points; in order to obtain terminal space at Buffalo, the LV subscribes for a majority of stock in the Buffalo Creek Railroad. (AR)
- Oct. 1869 Davenport & St. Paul Railroad advertises for grading the first 22 miles from Davenport to De Witt. (ARJ)

- Oct. 1869 LS&MS Board meets and elects two Vanderbilt representatives but approves the Toledo, Wabash & Western Railway merger. (Grodinsky - verify early 10/69)
- Oct. 1869 Asa P. Robinson (1822-1898), a Connecticut-born civil engineer who has last worked for the Missouri, Kansas & Texas Railroad, is placed in charge of the construction of the Little Rock & Fort Smith Railroad by contractor Warren Fisher, Jr., and Boston financier Josiah Caldwell; he largely ignores the company's local Chief Engineer Joseph H. Haney; his first step is to discontinue the use of local African American labor and import Danes and Irish from Chicago. (Thompson)
- Oct. 1869 American Central Railway completes the portion of its line between Galva and New Boston, Ill., on the Mississippi River; this portion eventually becomes part of the CB&Q; the partially-completed grade from Galva east to Wyoming, Ill., is sold to the Peoria & Rock Island Railroad and become part of the Rock Island system; the line east of Wyoming is abandoned. (ICC)
- Oct. 1869 Lehigh Coal & Navigation Company creates a second equipment trust, the Lehigh Equipment Trust, with a capital of \$1 million, for the purpose of buying 10 locomotives, 150 flat cars and 2,000 coal cars. (AR)
- Oct. 17, 1869 PC&StL Railway grants trackage rights to Cincinnati & Indianapolis Jct. Railroad between New Castle and FWC&L Jct., Ind. (Church)
- Oct. 18, 1869 Joint Board of United Companies accepts offer of Hoboken Land & Improvement Company for land adjoining Hoboken Shops for \$61,900. (MB)
- Oct. 18, 1869 West Jersey Railroad leases branch to Maurice River at Millville built by R.D. Wood & Co. (MB)
- Oct. 18, 1869 Caisson for eastern pier of Eads Bridge towed into place. (Jackson)
- Oct. 20, 1869 B&O begins construction of a rail rolling mill at Cumberland with a capacity of 25,000 tons per year; part of Pres. John W. Garrett's plan of self-sufficiency. (AR)
- Oct. 20, 1869 North Carolina Gov. William W. Holden declares Lenoir, Jones, Orange and Chatham Counties to be in a state of insurrection because of Klan violence. (Nelson)
- Oct. 25, 1869 Hamilton Fish resigns as VP of United Companies and office abolished; committee reports to Joint Board that the South Side Railroad of

Northampton County, Augustus Wolle (1821-1878), Pres., wants a guarantee on \$200,000 bonds to enable it to build from Martins Creek to the lands of the Pennsylvania Slate Company; United Companies fear traffic will go to DL&W but want to limit guarantee to \$150,000 and have road extended to Wind Gap, Pa.; order continued negotiations. (MB)

- Oct. 25, 1869 First masonry placed for east pier of Eads Bridge with public ceremony. (Jackson)
- Oct. 27, 1869 PRR Board refuses request of residents to change name of Bryn Mawr to West Haverford. (MB)
- Oct. 27, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad Board reports that then have \$171,250 in bona fide subscriptions for extending the road from Millersburg to Mount Vernon; moves projected western terminus from London to Delaware, Ohio; Gershon A. Jones appointed Superintendent and John N. Lewis Chief Engineer. (MB, Church)
- Oct. 28, 1869 Camden & Amboy Railroad agrees with the Raritan & Delaware Bay Railroad. (PL)
- Oct. 28, 1869 Samuel G. Wheeler, the last representative of the Raritan & Delaware Bay Railroad, leaves the Camden & Atlantic Railroad Board; having made peace with the Joint Companies, the R&DB severs most of its ties to the Camden & Atlantic. (MB)
- Oct. 29, 1869 William F. Leech (1818-1869), second son of David Leech, formerly of Harris & Leech and Leech & Co. and Treasurer of Empire Line and Anchor Line, dies at Philadelphia. (USRR&MR)
- Oct. 30, 1869 *American Railroad Journal* reports that the Norfolk & Great Western Railroad has concluded negotiations with John C. Fremont's Memphis, El Paso & Pacific Railroad to be the easternmost part of the Southern Transcontinental Railroad. (ARJ)
- Fall 1869 New York & New Haven Railroad purchases the financially troubled Harlem River & Port Chester Railroad to prevent it from building a parallel line to New Haven after the failure of its primary stockholder LeGrand Lockwood. (AR, NYT)
- Nov. 1, 1869 Indianapolis & Vincennes Railroad opens between Spencer and Vincennes, Ind., completing line from Indianapolis. (Val has 10/1869)
- Nov. 1, 1869 New York Central Railroad (1853) and Hudson River Railroad consolidated to form New York Central & Hudson River Railroad Company (NYC&HR) under control of Cornelius Vanderbilt; merger plan was kept secret from

regular stockholders until the vote was taken; combined company has total of \$45 million stock and \$45 million scrip or “consolidation certificates”; NYC stockholders receive a 27% bonus and Hudson River Railroad stockholders a whopping 85% bonus; total capitalization is now \$89.5 million. (GrnBk, USRR&MR, Harlow)

- Nov. 1, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad purchases the partially built portion of the former Springfield, Mt. Vernon & Pittsburgh Railroad between Delaware and Loudonville, Ohio, from G.A. Jones, trustee, for \$50,000 in stock. (Church)
- Nov. 1, 1869 Wilmington & Weldon and Wilmington & Manchester Railroads open bridge across the Cape Fear River at Wilmington, N.C.; creates an unbroken rail line from Aquia Creek to Charleston, S.C., but with change of gauge from 4'-8½" north of Wilmington to 5'-0" south of Wilmington; a truck-changing pit is built at Wilmington for through cars. (Hoffman)
- Nov. 2, 1869 Democrats take control of the New York Legislature for the first time in 20 years, allowing New York City “Boss” William M. Tweed full and uncurbed access to state power free of checks by upstate Republicans; Tweed’s cronies A. Oakey Hall (1826-1898) and John T. Hoffman (1828-1888) have been elected Mayor and Gov., respectively, in 1868; Tweed maintains peace between the city’s factions by spreading graft and favors broadly among different groups, particularly by the manipulation of contracts; the money thus doled out comes mostly from borrowing, and the bankers are given good commissions for placing the city’s bonds, while persons unlucky enough to buy the bonds will be left holding the bag. (Mandelbaum)
- Nov. 1869 George Westinghouse equips a 10-car PRR train with his air brake at Pittsburgh and runs to Philadelphia for demonstrations to PRR directors; one guest, George L. Dunlop of the C&NW, agrees to sponsor a demonstration at Chicago if PRR will send the train. (Prout, Watkins, RRH)
- Nov. 3, 1869 Mount Holly, Lumberton & Medford Railroad begins laying track. (Woodward)
- Nov. 3, 1869 William J. Palmer and Adna Anderson arrive in Denver to plan entrance of Kansas Pacific Railway to the city; Palmer and the Pennsylvanians want to go south to Pueblo and then north to Denver so as to secure access to the Royal Gorge of the Arkansas River. (Anderson)
- Nov. 4, 1869 Kent County Railroad Board authorizes purchasing the locomotive *Clayton* from the PW&B. (MB)
- Nov. 4, 1869 Danville, Hazleton & Wilkesbarre Railroad holds formal opening between

Sunbury and South Danville. (MB, USRR&MR/AR, ARJ)

- Nov. 4, 1869 PFW&C sells former Cleveland, Zanesville & Cincinnati line from Hudson to 3.5 miles south of Millersburg to Pittsburgh, Mt. Vernon, Columbus & London Railroad Company for \$1.1 million in stock, subject to prior mortgages. (Church) (PFWC AR says by end of year is open to Mt. Vernon - C&C, Perrin says open 1872!)
- Nov. 4, 1869 PRR and PFW&C deeds the property of the former Cleveland, Zanesville & Cincinnati Railroad between Hudson and a point __ miles south of Millersburg, Ohio, to the Pittsburgh, Mt. Vernon, Columbus & London Railroad for \$1.5 million; counties have subscribed \$165,000 to complete to Columbus. (C&C, USRR&MR - see 11/4)
- Nov. 4, 1869 Coal miners' strike in Pittsburgh area ends.
- Nov. 4, 1869 Expatriate American banker George Peabody (1795-1869) dies in London; his partner Junius S. Morgan (1813-1890) has succeeded to the business in 1864; Peabody, revered on both sides of the Atlantic for his philanthropies, is given a state funeral in Westminster Abbey and his body returned to the U.S. on *H.M.S. Monarch*. (DAB, Strouse)
- Nov. 5, 1869 Maryland & Delaware Railroad Board authorizes a new \$150,000 issue of Second Mortgage bonds to Ebenezer F. Farrington and Warren Fisher, Jr., trustees, and increasing the stock to \$700,000. (MB)
- Nov. 5, 1869 Logansport, Crawfordsville & South Western Railway organized as merger of Crawfordsville & Rockville Railroad, Frankfort & Crawfordsville Railroad, and Logansport, Camden & Frankfort Railroad; articles of merger not filed until Feb. 2, 1871. (Church)
- Nov. 6, 1869 Boston, Hartford & Erie Railroad accepts the third section of the Dutchess & Columbia Railroad (Moors Mills-Millbrook); leases a half interest in the line between Hopewell Jct. and Wicopee Jct. (NHCorp, USRR&MR)
- Nov. 7, 1869 Col. George Earl Church secures a modified concession from the Bolivian government substituting a railroad for a canal to bypass the falls on the Madeira River; on Nov. 22 the government agrees to guarantee a loan of £2 million for construction; however, the railroad will lie in Brazil, so a concession from that country is required. (Craig)
- Nov. 8, 1869 Dorchester & Delaware Railroad opens between Delaware state line, and Cambridge, Md.; Dorchester Branch of Delaware Railroad opens between Seaford and D&DRR. (Val, Hayman)
- Nov. 8, 1869 Erie Railway brakemen on Eastern Division strike of discharge of others

supposedly for involvement in strike of May 1869. (Mott)

- Nov. 8, 1869 Swarthmore College opens adjacent to the West Chester & Philadelphia Railroad. (Jordan/DelCo)
- Nov. 8, 1869 West Laurel Hill Cemetery incorporated; located on a bluff over the Schuylkill River in Lower Merion Township opposite Manayunk and just west of Pencoyd; not associated with the older Laurel Hill Cemetery in the city; is later served by the PRR's Schuylkill Division's Barmouth station. (Scharf)
- Nov. 9, 1869 A. J. Cassatt hosts dignitaries including Henry C. Carey at demonstration of Westinghouse air brake between West Philadelphia and Paoli; another train operates Pittsburgh-Philadelphia. (USRR&MR)
- Nov. 9, 1869 City of Atlantic City buys \$1,000 worth of stock in the Pleasantville & Atlantic Turnpike or Plank Road Company. (Butler)
- Nov. 10, 1869 The "Vanderbilt Bronze" a large sculpted pediment celebrating Cornelius Vanderbilt's career is unveiled at 1:00 PM in a special ceremony at the St. John's Park Freight Station in lower Manhattan; the pediment costs \$500,000 and is designed by one of Vanderbilt's captains, Albert De Groot (1813-1884) and executed by Ernst Plassman (1822-1877) with money raised by De Groot from Vanderbilt's friends; it stretches 150 feet and features a 4-ton, 12-foot statue of the Commodore, now at Grand Central Terminal, in a central niche, flanked by scenes in relief of his maritime career to his left and his railroad career to his right; aside from the Vanderbilt statue, which itself is rather stiff, the artistry leaves much to be desired, and the Knickerbocker aristocracy easily dismisses it as ostentatious vulgarity. (Stiles, Stokes, GTStrong, NYT 2006)
- Nov. 10, 1869 Detroit, Logansport & St. Louis Railroad incorporated in Indiana under articles dated Nov. 4 as the reorganization of the Toledo, Logansport & Northern Indiana Railroad; to build from Logansport to the Ohio state line in the direction of Detroit. (Church, C&C)
- Nov. 10, 1869 Sen. James G. Blaine offers Jay Cooke the chance to place \$75 million in bonds of the Little Rock & Fort Smith Railroad, promoted as part of the Southern transcontinental line. (Oberholtzer)
- Nov. 10, 1869 Swarthmore College is officially dedicated; Quaker feminist Lucretia Mott, one of the founders, plants two oak trees. (Ashmead)
- Nov. 11, 1869 At the North Carolina Railroad annual meeting, Alexander K. McClure, as a PRR agent, offers to lease it for \$265,000 a year, vs. the Raleigh & Gaston Railroad's offer of \$240,000; on instructions of Gov. Holden and state's

proxy Richard G. Badger, the question is postponed indefinitely; A.S. Buford is threatening to build a parallel line between Greensboro and Charlotte. (Brown, Trelease, Nelson)

- Nov. 12, 1869 Massillon & Cleveland Railroad Board approves the purchase of 500 tons of rails from Springer Harbaugh. (MB)
- Nov. 12, 1869 Former Postmaster General and telegraph entrepreneur Amos Kendall (1789-1869) dies at Washington, D.C. (WwasW)
- Nov. 13, 1869 *American Railroad Journal* reports that the B&O is to endorse the bonds of the National Junction Railway and take \$200,000 of the stock, while the Berme Bank Railroad is to take \$125,000 of the stock; the road is to be built from Georgetown to the Alexandria, Loudon & Hampshire Railroad at Four Mile Run, making a connection between the B&O and the Orange & Alexandria Railroad. (ARJ)
- Nov. 13, 1869 Brooks Locomotive Company organized at New York by Horatio G. Brooks (1828-1887) and others, to operate the former Erie Shops at Dunkirk, N.Y. as an independent locomotive and car works; Brooks has been Superintendent of Motive Power & Machinery for the Erie and is determined to preserve employment in the town after Jay Gould moves the shops to a more central location at Hornell. (Young/Chautauqua, Steinbrenner)
- Nov. 1869 First successful trial of Westinghouse air brake on Locomotive No. 45 and six passenger cars between Pittsburgh and Altoona; same equipment used in December for demonstrations Pittsburgh-Chicago and to other Lines West points. (Watkins) Westinghouse pressure air brake made standard for passenger trains in 1870.
- Nov. 1869 Henry M. Hamilton completes his collection of small railroad charters covering a route across New Jersey to compete with Camden & Amboy.
- Nov. 1869 First standard Class F (B1) 0-6-0, No. 129, built at Altoona.
- Nov. 1869 Altoona Shops turn out 25 new coaches with modern-type clerestories, gas lighting and Westinghouse air brakes for New York-Chicago service. (USRR&MR)
- Nov. 1869 Fire destroys the planing mill at Altoona. (altoonaworks.info)
- Nov. 1869 Contractors Stearns & Rutter suspend work on the Queen Anne's & Kent Railroad; Jennings Hood appointed temporary engineer. (Emory)
- Nov. 1869 Work on Queenstown & Harrington Railroad abandoned.

- Nov. 1869 Alexandria Canal Company confirms the contract made by its lessees with the National Junction Railway to build a railroad on the berm bank of the canal. (ARJ)
- Nov. 1869 Jay Cooke declines James G. Blaine's offer to take the bonds of the Little Rock & Fort Smith Railroad. (Larson)
- Nov. 13, 1869 George Westinghouse writes to PRR General Superintendent Edward H. Williams asking that the PRR order enough air brakes to equip 100 cars and a proportionate number of locomotives; the brake has been in use for over two months and is a complete success; Westinghouse now proposes to manufacture it on a large scale. (BdF BF-61)
- Nov. 13, 1869 Turnbull Murdoch (1869-1927), future Pres. of Baltimore, Chesapeake & Atlantic Railway, born at Baltimore. (MB - see 11/30)
- Nov. 14, 1869 American Express Company founder John Butterfield (1801-1869) dies at Utica, N.Y. (NAF)
- Nov. 15, 1869 Flushing & North Side Railroad begins using new line running along north side of LIRR between Winfield and Long Island City and discontinues use of old Flushing Railroad line between those points via Haberman; opens new station at Long Island City north of LIRR; old line is then leased (or sold?) to South Side Railroad. (Seyfried says "in a few days") (see 5/1/69 - this does not match corp. hist. data which has open Flushing-Whitestone in 11/69)
- Nov. 15, 1869 Maryland & Delaware Railroad opens for passenger service between Hillsboro, and Easton, Md. (Preston, USRR&MR has rev. 11/22??)
- Nov. 15, 1869 Lehigh Canal reopens after flood damage. (AR)
- Nov. 15, 1869 Col. James M. Smith (1823-1869), Superintendent of Motive Power & Machinery of the PC&StL Railway, dies at Dayton as the result of physical damage caused by exposure and typhoid fever during the Fort Donelson campaign; Assistant General Manager Daniel W. Caldwell takes over his duties in addition to his own. (Guide)
- Nov. 1869 Future General Agent William J. Latta (1852-1938) joins PRR as telegraph operator at Parkesburg. (Wilson)
- Nov. 1869 North Carolina Railroad Pres. W.A. Smith advocates private ownership for the company as it will never be profitable under party rule. (Trelease, Nelson)

- Nov. 1869 Memphis, El Paso & Pacific Railroad completes purchase of 10,100 shares of Memphis & Little Rock Railroad stock for \$250,000 and 20,400 shares of MEP&P. (Taylor)
- Nov. 1869 Second, two-month, coal strike in the Hazleton area ends. (LC&N AR)
- Nov. 1869 Joseph H. Ramsey of the Albany & Susquehanna Railroad strikes back at Jay Gould by buying some Erie Railway securities and bringing suit as a disgruntled stockholder to oust the Erie Board; he applies to Supreme Court Judge William Murray, Jr. (1820-1887) in Delaware County, who issues an injunction suspending Gould, Jim Fisk, Frederick A. Lane and others from the Board and stopping Gould from trading stocks or having access to the books; Gould manages to elude the process servers to the extent of having his bodyguards restrain them while he escapes. (Grodinsky)
- Nov. 1869 Lake Huron & Michigan Rail__ (later part of the Grand Trunk Western), opens between Port Huron and Emmet, Mich. (Durant - verify)
- Nov. 16, 1869 West Jersey Railroad begins relocating the main line between Coopers Hill and Barnesboro through Mantua. (AR)
- Nov. 16, 1869 George Opdyke (1805-1880), Roswell G. Ralston, William Walter Phelps (1839-1894) and George E. Magouin of New York and Oliver W. Peabody and Joseph S. Fay of Boston elected directors of Indianapolis & Vincennes Railroad, replacing local interests. (MB)
- Nov. 16, 1869 Collis P. Huntington (1821-1900), the financial leader of the "Big Four" who are behind the Central Pacific and Southern Pacific Railroads, agrees to complete the Chesapeake & Ohio Railroad to the Ohio River. (C&O)
- Nov. 17, 1869 Hempstead & Rockaway Railroad incorporated in N.Y. to build between Hempstead and Valley Stream. (NYState)
- Nov. 17, 1869 CNJ officials meet and suggest abandoning the Allentown Route unless the PRR agrees to give it and the Camden & Amboy Route each two through trains. (RickerDiary/RREmply)
- Nov. 17, 1869 Jeffersonville, Madison & Indianapolis Railroad agrees to carry the trains of the Louisville, New Albany & Chicago Railroad between New Albany and Louisville. (MB)
- Nov. 17, 1869 Caisson of east pier of Eads Bridge hits river bottom at 34 feet; begin sinking through mud to bedrock. (Jackson)
- Nov. 18, 1869 Danville, Hazleton & Wilkesbarre Railroad opens for regular revenue service between Sunbury and South Danville. (USRR&MR/AR)

- Nov. 19, 1869 CNJ Superintendent Robert E. Ricker, General Passenger Agent H.P. Baldwin and Reading General Superintendent Gustavus A. Nichols (1817-1886) meet in Philadelphia to discuss participation in the Allentown Route; then go to see PRR VP Tom Scott. (RickerDiary/RREmply)
- Nov. 19, 1869 Anthracite Board of Trade organized by the Schuylkill Region operators led by William Kendrick as a bargaining agency; the merger of three local associations; one of its objectives is to rein in wages. (Munsell/Sch, Yearley)
- Nov. 1869 Five local operators associations in the Southern Anthracite Field merge to form the Anthracite Board of Trade. (Cornell - or Schuylkill County?)
- Nov. 19, 1869 Jesse L. Williams resigns as government director of Union Pacific Railroad in order to devote full time to the GR&I. (Klein, ARJ)
- Nov. 19, 1869 Thomas D. Messler, representing the PRR and PFW&C meets the directors of the Pittsburgh, Mount Vernon, Columbus & London Railroad at the Doncaster House in Orrville and delivers the deed to the portion of the Cleveland, Zanesville & Cincinnati Railroad between Hudson and Millersburg; Knox, Holmes and Wayne Counties have subscribed \$165,000 to extend the line from Millersburg to Columbus. (ARJ)
- Nov. 20, 1869 *American Railroad Journal* reports that the Memphis, El Paso & Pacific Railroad surveyors have passed the summit between San Diego and Fort Yuma. (ARJ)
- Nov. 22, 1869 Camden & Amboy leases Rocky Hill Railroad & Transportation Company, effective June 1, 1870. (Val, C&C)
- Nov. 22, 1869 William H. Brown appointed Resident Engineer on staff of General Superintendent. (Watkins - verify)
- Nov. 22, 1869 Lockwood & Co. reaches an adjustment of its accounts with the LS&MS. (NYT)
- Nov. 24, 1869 Western Pennsylvania Division created; Bald Eagle & Clearfield Division renamed Tyrone Division. (see 1/1/68!)
- Nov. 25, 1869 Gilead Smith of London, who has been assigned 50,000 acres by Jay Cooke, has organized an emigrant company and writes to William Jackson Palmer that J. Edgar Thomson has furnished him with emigrant tickets from Castle Garden to the Plains and promised the cooperation of the PRR's ticket agents. (Ward)

- Nov. 26, 1869 East Tennessee, Virginia & Georgia Railroad formed by merger of East Tennessee & Virginia Railroad and East Tennessee & Georgia Railroad; Thomas H. Callaway, Pres. (ICC, BDavis)
- Nov. 27, 1869 Flushing & North Side Railroad opens between College Point and Whitestone; new line to Hunters Point runs north of LIRR. (Seyfried gives both 11/27 and 11/15 as opening dates!! - NYT, ARJ 11/27 is celebration)
- Nov. 27, 1869 Reuben Hitchcock (1806-1883) of Cleveland named Receiver of Atlantic & Great Western Railway in Ohio, replacing Jay Gould and W. Archdall O'Doherty. (Mott)
- Nov. 27, 1869 Collis P. Huntington of Central Pacific Railroad elected Pres. of Chesapeake & Ohio Railroad (C&O), replacing Virginian Williams C. Wickham, who remains VP until his death in 1888. (Nelson)
- Nov. 29, 1869 Cherokee Nation agrees to the Atlantic & Pacific Railroad crossing its land in Indian Territory (present Oklahoma) but refuses to assent to a Congressional land grant to the A&P, which violates earlier treaties; without land to sell, the A&P is starved for capital once it leaves Missouri. (Miner)
- Nov. 30, 1869 Junction & Breakwater Railroad terminates Joseph Hyde's contract for operating the road. (MB)
- Nov. 30, 1869 Turnbull Murdoch (1869-1927), later Pres. of the Baltimore, Chesapeake & Atlantic Railway, born at Baltimore. (PRRBio)
- Nov. 30, 1869 Strike of Erie Railway brakemen broken after Jim Fisk sends in strikebreakers and Bowery toughs. (Mott)
- Nov. 30, 1869 Richmond & Petersburg Railroad stockholders approve the use of its James River Bridge by the Richmond, Fredericksburg & Potomac Railroad and the Richmond & Danville Railroad to effect a connection between the two lines at Richmond. (ARJ)
- Late 1869 Cleveland & Pittsburgh Railroad begins running local passenger trains between Steubenville and Bellaire. (AR)
- Dec. 1, 1869 Cincinnati & Zanesville Railroad sold at foreclosure to Thomas L. Jewett acting for bondholders for \$1,004,000; of First Mortgage bonds, PRR owns \$807,000, Charles Moran \$483,000, and E.J. Henry \$10,000, each receiving stock in new Cincinnati & Muskingum Valley Railway in proportion. (Church)
- Dec. 1, 1869 Eastern Shore Railroad resumes operation of its own line (Delmar-Crisfield)

from the PW&B. (C&C)

- Dec. 1, 1869 Gen. Goshorn A. Jones of Mount Vernon appointed Superintendent of the Pittsburgh, Mt. Vernon, Columbus & London Railroad, replacing Simon Perkins, retired. (Perrin, ARJ)
- Dec. 1, 1869 PC&StL Railway begins operating the Little Miami Railroad, the Cincinnati Street Track Connection, the Columbus & Xenia Railroad, the Dayton, Xenia & Belpre Railroad and the Dayton & Western Railroad under a lease of the Little Miami system dated Feb. 23, 1870. (C&C)
- Dec. 1, 1869 PC&StL assumes operation of the Cincinnati & Richmond Railroad and Richmond & Miami Railway (New Paris-Richmond Jct.) under its lease of Little Miami Railroad; assumes sole operation of Cincinnati Street Connection track. (C&C)
- Dec. 1, 1869 European & North American Railway opens between the St. John and St. Croix Rivers in New Brunswick. (ARJ)
- Dec. 1, 1869 American Contract Company incorporated in Pa. with H.D. Little, L.C. Evans, Alexander Knight and C. Grinnell as dummy incorporators in the PRR interest; given the power to buy, build and manage any public or private work; it becomes the construction company for the Evansville, Henderson & Nashville Railroad. (PL, Guide)
- Dec. 1, 1869 New Haven, Shore Line Railroad and New York, Providence & Boston Railroad agree with John N. A. Griswold for the Wickford Railroad Corporation to build a railroad from the NYP&B and North Kingston to Wickford (Narragansett Pier) with a ferry steamer to Newport, allowing New York vacationers to reach Newport without having to round Point Judith by sea. (NHCorps)
- Dec. 1, 1869 Judge Thomas Mellon (1813-1908) retires from the Allegheny County bench, having not stood for reelection, and founds the private bank of T. Mellon & Sons in Pittsburgh with the idea of bequeathing the business to his younger sons Andrew W. Mellon (1855-1937) and Richard B. Mellon (1858-1933). (Mellon, Cannadine)
- Dec. 1, 1869 Peninsular Railway opens for revenue service between Battle Creek and Bellevue, Mich. (ARJ)
- Dec. 2, 1869 Kent County Railroad Board authorizes building a turntable and engine house at Kennedyville. (MB)
- Dec. 3, 1869 Tennessee Court of Chancery releases old Board of Memphis & Little Rock Railroad jailed for contempt. (NYT)

- Dec. 3, 1869 Texas voters ratify a new Constitution allowing persons with genuine land warrants to take up railroad land grant lands forfeited for *non user*. (CongGlobe, Thorpe)
- Dec. 3, 1869 Future PRR engineer and contractor Frank Brown (1869-1937) born at Altoona; son of future Chief Engineer William Henry Brown (1836-1910) and Sarah Rimmel Brown (1846-1923). (CInl&RevFmlsPa)
- Dec. 4, 1869 *American Railroad Journal* reports that the Norfolk & Great Western Railroad has completed the survey of its Eastern Division between Norfolk and Bristol. (ARJ)
- Dec. 5, 1869 Future PRR traffic officer Robert Clinton Wright (1869-1924) born in Rio de Janeiro, Brazil; grandson of Robert Clinton Wright (1816?-1879), former Pres. of Baltimore & Susquehanna Railroad. (Wilson, PRRBio)
- Dec. 7, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad executes a \$1.5 million mortgage to J. Edgar Thomson and George W. Cass, trustees. (MB)
- Dec. 7, 1869 Floods dash a flatboat into the Louisville Bridge, demolishing the falsework of the last span under construction near the Indiana shore; delays completion of the bridge. (AR)
- Dec. 8, 1869 Marietta & Pittsburgh Railroad Pres. William P. Cutler reports that the company has been unable to sell its securities in foreign markets has failed, but it is constructing the section between Marietta and Caldwell with local subscriptions. (HistNbleCo)
- Dec. 10, 1869 Having failed to serve his papers on Jay Gould and the other Erie Railway directors, N.Y. Supreme Court Judge William Murray calls a hearing to make his injunctions permanent and serving the papers merely by leaving them at the defendants homes; Gould secures counter-injunctions from Judge George G. Barnard and ties Ramsey up in litigation for 14 months. (Grodinsky)
- Dec. 13, 1869 Sen. John Sherman of Ohio introduces a bill supplemental to the charter of the National Junction Railway; Rep. Martin Welker of Ohio introduces a similar bill in the House. (CongGlobe)
- Dec. 14, 1869 Lehigh Valley Railroad Board approves purchasing an interest in the Buffalo Creek Railroad. (MB)
- Dec. 14, 1869 Herman Haupt begins the purchase of the 108,000-acre Chambers Survey in Giles County, Va., trading his Youghiogheny coal property, Chestnut Hill land, and Virginia farms; at its highest point is Mountain Lake, a small

resort; he plans to divide the property and sell it for farms. (Ward)

- Dec. 14, 1869 First VP John H. Devereux learns that the stockholders will defeat the Lake Shore & Michigan Southern-Toledo, Wabash & Western merger at the vote set for Dec. 29, as Cornelius Vanderbilt has sufficient shares to deny the road to Jay Gould. (Rozman)
- Dec. 14, 1869 Officials of Michigan Central and Great Western Railway of Canada meet in Boston to negotiate consolidation or lease. (USRR&MR)
- Dec. 1869 Philadelphia ordinance requires Reading to remove the old Philadelphia & Columbia Railroad track on Broad Street north of Vine Street before Apr. 1, 1870. (Rdg)
- Dec. 1869 Wicomico & Pocomoke Railroad completes grading for an extension to the Wicomico River at Salisbury, Md. (ARJ)
- Dec. 1869 J. Edgar Thomson and other officials tour the route of the proposed South Mountain Railroad from the South Mountain Iron Company's mines west of Carlisle to Pine Grove. (USRR&MR)
- Dec. 1869 Herman Haupt buys 108,000 acres around Mountain Lake in Giles County, Va. along route of proposed Shenandoah Valley Railroad; after the PRR interest lapses, the railroad is actually built a substantial distance to the east. (Ward)
- Dec. 1869 Westinghouse air brakes removed from 10-car train and placed on new 6-car train, which is run from Pittsburgh to Chicago and on C&NW, returning to Pittsburgh via Indianapolis. (Watkins, RRH)
- Dec. 1869 Jay Cooke declares he will take the agency to sell Northern Pacific Railroad bonds. (Oberholtzer)
- Dec. 1869 McKean & Elk Land & Improvement Company builds a 4-storey resort hotel with a 600-acre park at Kane, Pa., on the Philadelphia & Erie Railroad (McKean/Elk, Leeson)
- Dec. 1869 Peninsular Railway opens between Lansing and Battle Creek. (Durant - verify GTW)
- Dec. 16, 1869 Baltimore & Potomac Railroad locates a line from Upper Marlboro to the Charles County line. (AR/BaltAm)
- Dec. 18, 1869 PRR General Superintendent Edward H. Williams writes to J. Edgar Thomson forwarding George Westinghouse's request for an air brake order; notes it has been used on a Pittsburgh Division local the past year and also

elsewhere on the system; it is clearly superior to the Loughbridge brake and can be used for all regular stops, eliminating the need for one brakeman; the Michigan Central Railroad and Chicago & North Western Railway have already adopted it; recommends the PRR do the same, starting with branch and local passenger trains that make frequent stops. (BdF BF-61)

- Dec. 18, 1869 Illinois & St. Louis Bridge Company executes memorandum of agreement with Andrew Carnegie and his associates, giving Carnegie until Mar. 20, 1870, to negotiate sale of bridge bonds with a bonus of 20% in stock (\$800,000); if the Bridge Company can place the bonds itself before Jan. 20, 1870, Carnegie's stock bonus will be reduced to 10%. (Jackson)
- Dec. 19, 1869 General Superintendent Edward H. Williams makes report on Westinghouse air brakes to PRR Board. (MB - verify BdF?)
- Dec. 20, 1869 Mount Holly, Lumberton & Medford Railroad opens between Mount Holly and Medford, N.J.; operated by Camden & Amboy under agreement of May 14, 1869. (Val, StGaz)
- Dec. 20, 1869 LIRR branch opens between Manor and Good Ground (Hampton Bays). (Seyfried)
- Dec. 20, 1869 CNJ and Reading withdraw No. 9, the eastbound *Cincinnati Express*, No. 1 and No. 4 from the Allentown Route. (RickerDiary/RREmply)
- Dec. 20, 1869 Michigan Central Railroad names Superintendent of Great Western Railway of Canada and begins joint operation. (USRR&MR)
- Dec. 21, 1869 Junction & Breakwater Railroad Board accepts the road from the contractors John M. Barry & Co. as completed with one or two exceptions. (MB)
- Dec. 21, 1869 Southern Central Railroad sells that part of the former Lake Ontario, Auburn & New York Railroad south of Auburn to Charles P. Wood. (Baird)
- Dec. 22, 1869 Report of special committee to PRR Board on complaints of Pittsburgh grain dealers; agree to charge through rates on western grain transshipped at Pittsburgh providing not held there over 30 days; if grain is milled at Pittsburgh en route, is to pay pro rata of through rate on grain and flour. (MB)
- Dec. 22, 1869 Pittsburgh, Mt. Vernon, Columbus & London Railroad Company renamed Cleveland, Mt. Vernon & Delaware Railroad Company under a decree of the Court of Common Pleas of Knox County dated Dec. 20. (MB, Church)
- Dec. 22, 1869 Ocean Grove Camp Meeting Association of the Methodist Episcopal

Church organized by 13 ministers and 13 laymen at the Trenton M.E. Church for the purpose of developing a Christian summer resort on the New Jersey shore south of Long Branch. (Ellis)

- Dec. 24, 1869 Pres. Grant signs Reorganization Act recalling the 1868 Georgia Legislature purged of those who can't take a test oath, reseating African American members and mandating ratification of the Fifteenth Amendment; Republicans needed the votes of Georgia to secure passage of the Fifteenth Amendment; Gov. Rufus B. Bullock has lobbied for such legislation for over a year; Pres. Grant appoints Gen. Alfred H. Terry (1827-1890), sympathetic to the Radicals, to supervise Reconstruction; Terry disqualifies 24 former Confederate legislators; Georgia whites are outraged and heap abuse on Bullock, whose real "corruption" is a belief in the right of blacks to vote and hold office. (Duncan, Nelson)
- Dec. 24, 1869 Charter supplement changes the name of the Erie & Niagara Extension Railway Company to The Canada Southern Railway Company and permits up to half the directors to be citizens of the U.S. (GrnBk, Tennant)
- Dec. 25, 1869 Future PRR Superintendent Noel W. Smith (1869-) born at Williamsport, Pa., where he later joins the PRR as a student telegrapher; the origin of his first name is obvious. (PRRBio, Info)
- Dec. 27, 1869 Ashbel Welch presents a paper to the Executive Committee of the United Companies recommending the adoption of the British system of mechanical interlocking of switches, which he had examined on a recent trip to England; Committee recommends installation of an interlocking machine at Trenton. (Anderson)
- Dec. 27, 1869 First through freight, three passenger cars, shipped over Wilmington & Reading Railroad after track closed on Dec. 24. (AR)
- Dec. 27, 1869 Pres. Pierre G. T. Beauregard of New Orleans, Jackson & Great Northern Railroad writes to Baron Emile d'Erlanger of Paris seeking financial assistance and noting that Henry S. McComb is attempting to get control. (Stover)
- Dec. 28, 1869 GR&I Board approves bond guarantee contract with PFW&C dated Sep. 30, 1869. (AR)
- Dec. 28, 1869 A small group of Philadelphia garment cutters, led by Uriah S. Stephens (1821-1882), founds the Noble & Holy Order of the Knights of Labor; in its initial phase, the Knights are mostly white, native-born Protestant artisans; Stephens creates the Knights as a secret society with rituals modeled on the Freemasons and Odd Fellows, to which many members also belong; their aim is to create a universal brotherhood of the "producing" classes,

somewhat broadly defined. (Lindsey)

- Dec. 29, 1869 Pennsylvania Legislature passes law permitting any corporation to increase its stock from time to time up to 50% of the former total, but with pro rata increase of all state taxes that apply to existing stock. (PL)
- Dec. 29, 1869 Andrew Carnegie writes to the Philadelphia banking house of E.W. Clark & Co. offering to give the contract for Eads Bridge steel to Wm. Butcher Steel Works in Philadelphia in return for short term loans to the Illinois & St. Louis Bridge Company. (Jackson)
- Dec. 29, 1869 Reuben Hitchcock named Receiver of Atlantic & Great Western Railway in New York. (Minor)
- Dec. 29, 1869 LS&MS stockholders reject the Toledo, Wabash & Western Railway consolidation, ending Jay Gould's attempt to merge the two lines. (Grodinsky)
- Dec. 29, 1869 John C. Fremont files suit vs. Kansas Pacific Railway to recover \$40,000 due him. (NYT)
- Dec. 29, 1869 Anthracite Board of Trade publishes a new wage scale for Schuylkill County with a basis fixed when coal sells at \$2.00 a ton at Port Carbon; it is rejected by the union, which strikes. (CmsrLabor AR)
- Dec. 30, 1869 Ohio & Mississippi opens Louisville Branch between North Vernon, Ind., and Jeffersonville, giving the B&O system access to Louisville. (Smith - Hungerford says Apr. under charter of the Fort Wayne & Southern - verify)
- 1869 Total combined freight tonnage of the NYC&HR and Erie Railway exceeds the tonnage of the Erie Canal for the first time. (Ellis/NYHist)
- 1869 General Superintendent George B. Armstrong of the Railway Mail Services introduces cranes for picking up mail "on the fly." (Long/Dennis)
- 1869 New Jersey Railroad & Transportation Company purchases 70 acres of underwater land at Harsimus Cove north of its Jersey City terminal for freight yards. (Watkins - may be earlier)
- 1869 Camden & Amboy steamer *Joseph Belknap* used between Bordentown and Philadelphia, converted to barge. (Stanton)
- 1869 West Jersey Railroad runs surveys to reduce the grade between Camden and Glassboro from a maximum of 62 feet per mile to 30 feet per mile. (AR)
- 1869 PRR sends a "photographers train" to record all major structures on the

PRR. (WHWilson)

- 1869?? Greenwich Branch of the Delaware Extension opened to the Delaware River in Philadelphia, running south of built-up portions of city.
- 1869 PRR completes double track between Mapleton and Bridgeport, completing second track between Philadelphia and Pittsburgh except for Susquehanna, Manayunk and Mount Union bridges. (AR)
- 1869 PRR begins line relocation between Athenville (Ardmore) and Downingtown, Pa., to eliminate many curves and meanders of the old Philadelphia & Columbia Railroad. (AR)
- 1869 PRR opens new station at Coatesville. (AR)
- 1869 PRR builds platform for transfer of anthracite coal between PRR and Northern Central at Marysville, Pa. (AR)
- 1869 Northern Central Railway completes double track between Dauphin and Millersburg. (AR)
- 1869 Northern Central Railway switches from shipping coal to the New York State canal system at Watkins to sending it by rail to Canandaigua and distributing it over the NYC. (MB)
- 1869 A new complex, the Altoona Car Shops, is built on new land purchased along Chestnut Avenue below 7th Street; old shop buildings on 12th Street become Altoona Machine Shops for locomotive construction and repair; rationalization of facilities had been planned by A. J. Cassatt. (AR, Loeb)
- 1869 Philadelphia & Erie Railroad builds the Renovo House adjacent to the passenger station at Renovo, Pa. (clintoncogensociety)
- 1869 PRR grants ___ Joseph M. Wilson and his assistant Henry Pettit (1842-1921) special leave to tour Europe for six months to study engineering works. (RyW)
- 1869 Class B (later D2) and Class C (later D3) 4-4-0, Class E (later G2) 4-6-0, Class F (later B1) 0-6-0T, and Class H (later B2) 0-6-0 introduced.
- 1869 South Mountain Iron Company railroad opens between Pine Grove Furnace and Carlisle, Pa. (Watts - verify, ca. 8-9/69 - see Rdg)
- 1869 P&E begins construction of stock yards at Erie.
- 1869 Railroad fast freight lines begin to capture grain trade between Midwest and

Plains states and Eastern ports formerly dominated by Erie Canal.

- 1869 Moshannon Branch of Tyrone & Clearfield Railway extended from Moshannon to Sterling (1.0 mile) and coal lands owned by Dr. Daniel Houtz of Alexandria, Pa. (Val, C&C, Aldrich)
- 1869 Tracks at the summit of the Tyrone & Clearfield Railway cut down by 6.5 feet to ease the transition from an ascending to a descending grade. (C&C)
- 1869 Houtzdale, Pa., laid out by L.G. Lingle for Dr. Daniel Houtz (-). (Aldrich)
- 1869 Decatur Branch of Tyrone & Clearfield Railway abandoned. (Val)
- 1869 James E. Brown and James Mosgrove of Pine Creek Furnace in Armstrong County, Pa., build the 3'-0" foot gauge Pine Creek & Dayton Railroad to run from the furnace 4 miles to the Allegheny Valley Railroad at the mouth of the creek .(Smith/Armstrong)
- c. 1869 Oil Creek & Allegheny Valley Railway abandons former Reno, Oil Creek & Pithole Railway branch between Rouseville and north of Plumer, Pa. (Val)
- 1869 Second track extended as far west as Beaver Hill summit on the PFW&C, except for the Beaver River Bridge at New Brighton. (C&C)
- 1869 Cleveland & Pittsburgh Railroad enlarges its Wellsville Shops. (C&C)
- 1869 Cleveland freight station destroyed by fire; replaced in 1870. (C&C)
- 1869 E. A. Wheeler of Sharon, Pa., and Rapalye & Gulick of New York open coal mines at the east end of Midway, Pa., on the Pittsburgh, Cincinnati & St. Louis Railway, later the Pittsburgh & Walnut Hill Coal Company. (Crumrine)
- 1869 Brier Hill Coal Company opens mines at McDonald on the PC&StL Railway. (Crumrine)
- 1869 Track gauge on Lines West changed from 4'-10" to 4'-9½" to facilitate running through cars to Lines East; later changed to 4'-9" equal to Lines East. (Watkins)
- 1869 Terre Haute & Indianapolis Railroad begins building branches from Brazil into nearby coalfields; eventually about 43.4 miles of such branches. (Church)
- 1869 Brazil North Branch (5.0 miles) opens on the Terre Haute & Indianapolis

- Railroad, and five new shaft mines opened during the year. (C&C)
- 1869 Terre Haute & Indianapolis Railroad builds a new roundhouse and car shed at Terre Haute; the old roundhouse is converted to an erecting shop. (Bradsby/Vigo, C&C)
- 1869 St. Louis, Vandalia & Terre Haute Railroad opens between Greenville and Effingham, Ill. (check RRGaz?)
- 1869 Another Indiana Legislative committee is appointed to investigate the profits of the Terre Haute & Indianapolis Railroad; it is charged that the company distributes \$10,000 in bribes to prevent any action. (Dunn)
- 1869 Future Lines West VP Joseph Wood (1846-1922) is appointed Resident Engineer on the Northern Central Railway. (ASCE obit)
- 1869 Samuel P. Langley (1834-1906), then director of Allegheny Observatory begins the first systematic service for coordinating clocks against a standard clock; seconds marked on a standard clock are transmitted telegraphically; PRR becomes first organization to adopt uniform timekeeping (ca. 1869-70) by establishing a link to its standard clock in Altoona; uniform time also transmitted to standard clocks in Philadelphia and Columbus, Ohio.
- 1869 Samuel Wood (-1878) establishes the resort of Woodsburgh (later Woodmere) on the Rockaway peninsula and builds the Woodsburgh Pavilion Hotel. (Bellot)
- 1869 Newbold Lawrence, Alfred N. Lawrence and George N. Lawrence lay out the resort of Lawrence, Long Island, on the line of the Far Rockaway Branch Railroad. (Bellot)
- 1869 United Companies establish ferry between Perth Amboy and South Amboy, N.J., using a tugboat; regular ferry boat placed on run in 1872.
- 1869 William Minot, Jr. (1849-1900) (or Sr.??) a Boston stockholder of the PW&B writes to Pres. Hinckley protesting the Delaware state railroad tax as illegal and urging the company to protect his interest as a stockholder; the Board protests the tax but refuses to contest it in the courts; Minot then sues in the U.S. Circuit Court to seek an injunction against the collection of the tax, citing tax limitations in the charters of the predecessor companies, that few shares are held in Delaware, and that the percentage of the company's capital assets in Delaware is far less than the percentage of its mileage. (justitia.com)
- 1869 PW&B sells steamboat *Fulton* used as an auxiliary ferry between Perryville and Havre-de-Grace before Susquehanna River Bridge was built. (AR)

- 1869 In 1869, Baltimore enjoys differential on eastbound grain of 10¢ per cwt.; is source of 1869 rate war, in settlement of which Baltimore differential is cut to 5¢ per cwt, (from 1882 off. rept. on differentials - verify -ok NYT)
- 1869 Future Engineer of Maintenance of Way Joseph T. Richards joins PRR.
- 1869 Boston, Providence & New York RPO established. (Kay)
- 1869 Boston, Hartford & Erie Railroad opens an extension, 1.7 miles, from Mechanicsville to Putnam, Conn. (NY&NE AR)
- 1869 George Clinton Gardner (1834-1904), a civil engineer with experience on the Mexican and Northwest Boundary surveys, named Assistant Engineer of Philadelphia & Erie Railroad at Erie. (Wilson)
- 1869 Peter Wright & Sons fits *Charles* with 59 iron tanks for shipping crude oil to Europe. (Flayhart)
- 1869 Mitchell, Miltenberger & Tansey purchase the Madison County Ferry Company, which with their East St. Louis Transfer Company operate in competition with the Wiggins Ferry Company and the St. Louis Transfer Company. (Wallace)
- 1869 Madison County Ferry Company introduces the ferrying of railroad cars across the Mississippi River between Venice and St. Louis. (Wallace)
- 1869 Wiggins Ferry Company and Madison County Ferry Company begin carrying railroad cars across the Mississippi at St. Louis by train ferry. (verify - Wiggins maybe not until 7/72? Wallace)
- 1869 J. Edgar Thomson subscribes \$40,000 to Lake Superior & Mississippi Railroad to build between Duluth and St. Paul; is to act as link from Anchor Line boats to Northern Pacific Railroad; financed by Jay Cooke; large amounts of bonds sold in Philadelphia, many to persons interested in PRR. (Grodinsky - see also 1868)
- 1869 Daniel W. Caldwell, formerly Chief Engineer of Central Ohio Railroad, named Assistant General Manager of PC&StL Railway. (RRGaz)
- 1869 Southern Pacific Railroad (Texas) extended 23 miles westward from Marshall, Texas, to Longview, Texas. (ICC)
- 1869 Southern Pacific Railroad (Texas) sold at foreclosure to R.B. Hall of a Louisville syndicate; Texas and Louisiana portions reunited under Southern Pacific Railroad name. (Grodinsky, ICC, Watson/Brown)

- 1869? John C. Fremont issues about \$500,000 of Memphis, El Paso & Pacific Railroad certificates of indebtedness, each \$1,000 to be redeemable for 50 acres of agricultural land from the Texas land grant. (CongGlobe)
- 1869 William Jackson Palmer publishes his *Report of Surveys across the Continent in 1867-68*, covering 4,464 miles surveyed for the Union Pacific Railway Company, Eastern Division; Palmer favors the 35th Parallel route, crossing the Sierras via the Tehachapi Pass and running down the Central Valley to San Francisco, with a branch to San Diego; he also recommends the route up the Arkansas River into the silver country of Colorado and on into Utah as later built by the Denver & Rio Grande Western, and a line from Albuquerque to El Paso and then on to Mexico City, which becomes the germ of his Mexican National Railway project. (Fisher)
- 1869 CNJ, Morris & Essex Railroad, and Lehigh Valley Railroad jointly purchase the Union Central Coal, Iron & Railroad Company for the purpose of building a line into the heart of the Schuylkill Coal Field and diverting New York-bound coal from the Reading; some grading is done, but the road is never finished; this attack pushes the Reading into trying to secure control of the all the coal lands tributary to it. (Baird, Schlegel - move up or to 1868)
- 1869 Delaware & Hudson Canal Company contracts with the Northern Central Railway to carry coal from Wilkes-Barre to Baltimore. (CLJones)
- 1869 In the Shamokin Anthracite Coal Region, J. Langdon & Co. and Alexander Fulton open the Hickory Ridge Colliery using machinery from the old Lancaster Colliery; John Gable builds a new colliery on the Shamokin Coal Company land near the old Lancaster Colliery; other new collieries include the Ben Franklin in Doutyville, the Margie Franklin near Excelsior, the Frank Gowen near Shamokin, and one on the site of the later Nelson Shaft. (HistCameronColl)
- 1869 Charles F. Berwind (1846-1890) forms the firm of Berwind & Bradley with John C. Bradley; it becomes the sales agency for the Powelton Coal & Iron Company; Berwind repairs relations with the PRR, where Robert Hare Powel has been very antagonistic; Berwind soon establishes preferred-shipper status that Powel claimed he had been denied. (HistBerwind)
- 1869 Harlan & Hollingsworth builds the steamboat *Maggie* on its own account for use by the Eastern Shore Steamboat Company of Baltimore City. (BethStl)
- 1869 LS&MS Railway purchases the Kalamazoo & White Pigeon Railroad. (AR)

- 1869 Henry C. Lord's Indianapolis, Cincinnati & Lafayette Railroad makes a new mortgage for \$2 million to J. Edgar Thomson, William A. Booth and Thomas A. Hendricks, trustees, pledging its stock in the Cincinnati & Indiana Railroad as collateral. (Harlow)
- 1869 New York investment banking house of L.P. Morton & Co. becomes Morton, Bliss & Co. with the addition of fellow Yankee George Bliss (1816-1896); Morton, Rose & Co. established as its London correspondent with former Canadian Finance Minister John Rose as senior partner. (Greenberg)
- 1869 Hall Drawbridge & Signal Company of Stamford, Conn., founded by Thomas S. Hall (1827-1880), produces the first Hall "banjo" signal. (WwasW)
- 1869 Alexander T. Stewart builds a \$3 million marble mansion at the northwest corner of 34th Street & 5th Avenue; it will stand for only 32 years. (Trager)
- 1869 Alexander T. Stewart lays out Garden City, Long Island, as a planned community on the Hempstead Plains. (Trager)
- 1869 Coal tonnage of the Reading first exceeds 3 million tons a year. (AR)
- 1869 Charles Parrish of the Wilkes-Barre Coal & Iron Company establishes the first regular relief fund in the anthracite coal industry, the company donating one days product a year and the men one days wages to a fund for injury and death benefits. (Aurand)
- 1869 John Georg Brill (1817-1888), a native of Germany, establishes a car-building business in Philadelphia, specializing in streetcars. (Moody, RyW)
- 1869 North Carolina Railroad sells \$100,000 in bonds of the Charlotte, Columbia & Augusta Railroad that it had purchased in 1868 at a discount of \$15,500. (Brown)
- 1869 Coal traffic of the Monongahela Navigation first exceeds 2 million tons. (Eavenson)
- 1869 Joseph Campbell and Abram A. Anderson establishing a canning and packing plant at 41 North 2nd Street, Camden; it grows into the Campbell Soup Company, a major processor of southern New Jersey produce, especially tomatoes. (Boyer)
- 1869 Henry John Heinz (1844-1919) begins a pickling business at Sharpsburg, near Pittsburgh, in one room of a two-storey building, bottling horseradish,

which he grows on 0.75 acre. (StdHistPitts)

- 1869 Gen. Charles Miller of the Galena Oil Works at Franklin, Pa., first begins producing lubricating oil by compounding refined petroleum with lead and other lubricants; at this time, railroad lubricants are limited to tallow, lard and other animal fats; Miller's partners sell to the Standard Oil Company in 1878, and it becomes the Galena Oil Works, Limited, specializing in railroad lubricants and signal oils. (Babcock)
- 1869 Cleveland surpasses Pittsburgh as a petroleum refining center. (Maybee)
- 1869 Amount of U.S. iron smelted with bituminous coal first exceeds that smelted with charcoal, which it thereafter surpasses by a large margin; in this year, bituminous-smelted iron is a little over half that smelted with anthracite. (Swank)
- 1869 Freedom Iron Company near Lewistown, Pa., fails; Bessemer machinery is dismantled and most of it taken to Joliet, Ill., to be used by the Joliet Steel Company in its new mill. (Swank)
- 1869 DL&W leases the Syracuse, Binghamton & New York Railroad and Syracuse & Oswego Railroad and builds a connection, the Valley Railroad, from Great Bend to Binghamton, parallel to the Erie Railway to create an unbroken line from Hoboken to Oswego called the "Atlantic & Lake Ontario Line"; the DL&W can now ship large quantities of coal to the Lake ports and Canada. (Bogen)
- 1869 George H. Hammond (1838-1886), a Detroit meat packer, establishes a packing plant at what becomes Hammond, Ind. (HCHill)
- 1869 Botsford, Pope & Co. and H.O. Armour & Co. open packing houses in Chicago. (CHTaylor)