

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

**By Christopher T. Baer**

**1859**

**June 2015 Edition**

**All data subject to correction and change**

- Jan. 1, 1859 PFW&C begins regular revenue service Pittsburgh to Chicago; adopts first organization manual along PRR lines; split for operating purposes at Crestline into Eastern Division (HQ at Crestline) and Western Division (HQ at Fort Wayne); opening of PRR-PFW&C line forces other Midwestern lines to work more closely with the other three Trunk Lines and cut rates. (USRR&MR, MC AR - note divisions est. in 1858 or 1857)
- Jan. 1, 1859 MofW Dept. placed under William Hasell Wilson as sole Resident Engineer based at Altoona; Wilson sells his farm near Downingtown. (MB, Wilson)
- Jan. 1, 1859 Thomas Seabrook named Chief Engineer of the Western Transportation Company. (RRGaz - verify)
- Jan. 1, 1859 Canal Dept. reorganized under Thomas T. Wierman (1813-1887), Resident Engineer & General Superintendent, following T. Haskins Du Puy's resignation to become Acting President of PFW&C. (MB)
- Jan. 1, 1859 Philadelphia Councils pass resolution ordering immediate removal of track at Front & Chatham Streets connecting Frankford & Southwark Passenger Railway with depot of Philadelphia & Trenton Railroad and also connection with PW&B at 5th & 6th Streets & Washington Street. (Digest)
- Jan. 1, 1859 New York & Erie Railroad executes new 20 year lease of Chemung Railroad and of the company to be organized from the Canandaigua & Elmira Railroad; rent is to be \$30,000 per year for the Chemung Railroad and \$25,000 for the Elmira & Canandaigua. (Val, HepburnRept)

- Jan. 1, 1859 Property of former Canandaigua & Elmira Railroad conveyed to Charles Congdon and Robert B. Potter. (Val)
- Jan. 1, 1859 Columbus & Xenia Railroad begins operating Dayton, Xenia & Belpre Railroad, opened between Dayton and Xenia in 1858, under lease of Dec. 11, 1858. (Church, MB)
- Jan. 1, 1859 Reading replaces Philadelphia, Germantown & Norristown Railroad as lessee of the Chester Valley Railroad, bringing it into competition with the PRR at Downingtown. (CorpHist)
- Jan. 1, 1859 Partnership of Wood, Marsh & Hayward replaces Wood, Bacon & Co.; Richard D. Wood becomes a silent partner and is replaced by his eldest son Richard Wood (1833-1910). (Wood)
- Jan.? 1859 Isaac R. Trimble reports on a survey of the Baltimore & Potomac Railroad from Baltimore to Port Tobacco. (USRR&MR)
- Jan. 3, 1859 N.Y. Supreme Court in Kings County rules that the New York & Harlem Railroad's steam operation south of 42<sup>nd</sup> Street constitutes a public nuisance and gives the NY&H 18 months to build a new machine shop at 42<sup>nd</sup> Street; in the interim, locomotives may operate light only to reach the present shop at 32<sup>nd</sup> Street; grants a permanent injunction against the Mayor and City Council repealing the ordinance of 1854 or permitting steam operation. (NYT)
- Jan. 4, 1859 PRR charter supplement authorizes construction of branch from Rockville to Dauphin to connect with any railroad there or may buy track of Dauphin & Susquehanna Coal Company between those points. (PL)
- Jan. 4, 1859 Jeremiah B. Haines elected Pres. of the Washington & Maryland Line Railroad, replacing John Block; Thomas Baumgardner and Jacob Tome dropped from Board. (MB)
- Jan. 4, 1859 Robert Neil again elected Pres. of Columbus & Xenia Railroad, replacing William Dennison, retired; Board appoints committee to visit Pittsburgh re Pittsburgh & Steubenville Railroad and Steubenville Bridge. (MB)
- Jan. 5, 1859 PRR Board declares Allegheny County ineligible to elect special directors as it has distributed its PRR stock pro-rata to holders of county bonds; George W. Cass of Pittsburgh elected a director to replace the one elected by Allegheny County; PRR Board refuses to accept preferred stock in settlement of its loan to the Huntingdon & Broad Top Mountain Railroad & Coal Company. (MB)
- Jan. 6, 1859 Jacob Nessley McCullough (1821-1891) elected Pres. & Superintendent of

- Cleveland & Pittsburgh Railroad, replacing Jesse Farmer. (MB)
- Jan. 6, 1859 Ashtabula & New Lisbon Railroad Board appoints a committee to relet the contract between the PFW&C and Washingtonville, surrendered in 1857. (MB)
- Jan. 6, 1859 Indiana Central Railway refuses to ratify the decisions of the Cleveland railroad convention of Nov. 1858. (MB)
- Jan. 6, 1859 Albemarle & Chesapeake Canal opens between the Elizabeth River and Currituck Sound; it runs east of the Dismal Swamp Canal and has large locks 220 x 40 for passing coasting vessels and small steamboats, thus completing a large, intracoastal waterway between Albemarle Sound and New York waters. (Brown - see below)
- Jan. 6, 1859 Meeting in Columbus protests any sale of Ohio state canals. (ARJ)
- Jan. 7, 1859 Bill introduced in the N.Y. Senate on a petition of five property owners on Atlantic Avenue, Brooklyn, to seal the LIRR tunnel in return for paying \$125,000 in damages to the LIRR; N.Y. legislators have little sympathy for the LIRR because it is controlled by Philadelphians. (NYT)
- Jan. 7, 1859 Henry Hubbard elected Pres. of the Ashtabula & New Lisbon Railroad, replacing Eben Newton. (MB)
- Jan. 8, 1859 New York City resolution authorizes A. M. Allerton, Jr. & Co. to lay a track on 42<sup>nd</sup> Street from the Hudson River Railroad in 11<sup>th</sup> Avenue to the Hudson River to be used for the conveyance of livestock for slaughter. (Valentine)
- Jan. 9, 1859 Albemarle & Chesapeake Canal opens as a ship canal between the North River near Norfolk and Albemarle Sound, permitting an improved trade between coastal North Carolina and the port of Norfolk and, with the Chesapeake & Delaware and Delaware & Raritan Canals, forming a protected intercoastal waterway from North Carolina to Long Island Sound and the Hudson River. (Wertenbaker)
- Jan. 10, 1859 New Jersey Railroad Board approves a new settlement with the New York & Erie Railroad; orders a committee to proceed with establishing a ferry to Debrosses Street; directs a protest to the Legislature against the CNJ's extension to Jersey City via a Newark Bay Bridge. (MB)
- Jan. 10, 1859 A.R. McHenry elected Pres. of West Chester & Philadelphia Railroad, replacing Paschall Morris. (MB)
- Jan. 11, 1859 Facing a \$15,000 shortfall, the Shamokin Valley & Pottsville Railroad

- Board authorizes the sale of 1,600 shares of new stock to pay its Feb. 1 interest. (MB)
- Jan. 11, 1859 Little Miami Railroad Board votes to lease the hotel at Xenia. (MB)
- Jan. 11, 1859 Sen. William Gwin of California calls up the Pacific Railroad Bill, postponed from the long session. (CongGlobe)
- Jan. 12, 1859 Charter supplement authorizes Cincinnati, Wilmington & Zanesville Railroad to issue preferred stock to extend from Morrow to Cincinnati; none issued. (Church)
- Jan. 13, 1859 Joint Companies' Board declares a 6% semi-annual dividend and votes to apply surplus to building direct line between Deans Pond and Trenton and double-tracking between New Brunswick and Trenton. (MB)
- Jan. 13, 1859 Col. John S. Sellman of Ann Arundel elected Pres. of Baltimore & Potomac Railroad. (MB)
- Jan. 13, 1859 Washington, D.C., City Council notes that the Alexandria & Washington Railroad has defaulted, requiring the city to pay the interest on the bonds it has guaranteed. (Bryan)
- Jan. 14, 1859 Philadelphia & Trenton Railroad authorizes application to Legislature for authority to build extension to 3rd & Willow Streets running via Elm Street, Howard Street, School Street, Cites (?) Street, Hope Street, then private right of way crossing the North Pennsylvania Railroad at New Market Street, then to Water Street and Willow Street. (MB)
- Jan. 1859? Northern Central Railway's Canton Branch opens between PW&B and Canton; coal traffic run to Canton via NC's City Track and PW&B. (AR)
- Jan. 1859 New York & Erie Railroad stock is selling at 5½. (Harlow)
- Jan. 1859 First horse car line in Chicago opens on State Street. (CHTaylor)
- Jan. 18, 1859 Residents of Sewickley and other river towns petition PFW&C Board for a local train between Pittsburgh and Seminary Station. (MB)
- Jan. 18, 1859 A new Board is elected for the Pittsburgh & Steubenville Railroad, and William Phillips is elected Pres., replacing Isaac Jones; the stockholders resolve to refuse to recognize any contract or act of the late Board and Pres. until the present Board investigates. (MB)
- Jan. 19, 1859 PRR Board approves report of committee on Delaware River terminus and orders immediate construction; report notes that livestock bound for New

York must be driven from a drove yard on the PRR at Hestonville (52nd Street) through city streets to the Camden & Amboy ferries. (MB)

- Jan. 19, 1859 PFW&C appoints John J. Houston (1818-1869), brother of H.H. Houston, as General Freight & Passenger Agent; Joseph H. Moore Superintendent of Eastern Division; Joseph N. Du Barry Superintendent of the Western Division (may be retroactive to Apr. 1, 1858?); Isaac Dripps is appointed Master of Machinery of the Eastern Division; Board reestablishes a New York financial agency through M.K. Jesup & Co. (MB)
- Jan. 20, 1859 LIRR Pres. William E. Morris reports to Board that he has signed an amended contract with Electus B. Litchfield for a new line east of Jamaica. (MB)
- Jan. 20, 1859 Northern Central Railway Board authorizes issuing “discount tickets” for local travel at the rate of 2 cents per mile, as well as annual and semi-annual tickets, the first mention of commutation fares; orders the Canton Extension to remain suspended, as the company is making arrangements to ship coal to Canton via its street tracks and the PW&B. (MB)
- Jan. 20, 1859 PFW&C Board adopts a revised contract with the Cincinnati, Peru & Chicago Rail\_\_, which is to keep its gauge equal to that of the Michigan Southern & Northern Indiana Railroad; authorizes the purchase of land for a Union Passenger Depot in Chicago. (MB)
- Jan. 20, 1859 Sen. Jefferson Davis (1808-1889) of Mississippi moves a substitute for the Gwin Pacific Railroad Bill, with a \$10 million loan and 10 sections of land per mile, instead of \$35 million, and makes a major push for the 32<sup>nd</sup> parallel route. (CongGlobe)
- Jan. 21, 1859 Martin L. Bundy elected Pres. of the Cincinnati & Chicago Railroad, replacing Solomon Meredith. (MB)
- Jan. 21, 1859 T.W. Kennard publishes in London a glowing prospectus for the Atlantic & Great Western Railroad. (Felton)
- Jan. 23, 1859 Trunk lines meeting at New York agree to continue rate agreements in force until next meeting on Mar. 16 at Buffalo.
- Jan. 24, 1859 PW&B adopts new schedule of through rates; \$49 for Philadelphia-New Orleans and \$50 for New York-New Orleans. (ARJ)
- Jan. 25, 1859 Sen. Henry Wilson (1812-1875) of Mass. moves to substitute a new Pacific Railroad Bill in place of Jefferson Davis’s; the Pres. is to appoint a board of 5 civil engineers who are to select one line between the 34<sup>th</sup> and 43<sup>rd</sup> parallels, the eastern terminus to be on the Missouri River between

the mouth of the Big Sioux River and the Kansas River; also includes land grants for a northern route from Lake Superior to Puget Sound and a southern route from El Paso to San Pedro or San Diego; to receive 25 sections on each side. (CongGlobe)

- Jan. 26, 1859      Pennsylvania abolishes Board of Canal Commissioners and office of State Engineer; last meeting held Jan. 25. (CC)
- Jan. 26, 1859      Senate defeats Jefferson Davis's Pacific Railroad Bill, 18-33, and Henry Wilson's, 13-32; also reject an amendment of George E. Pugh (1822-1876) of Ohio for a central route only, 28-26, one of Trusten Polk (1811-1876) of Missouri for a line between the 34<sup>th</sup> & 42<sup>nd</sup> parallels, 18-33, also one of John Bell (1796-1869) of Tenn. for 3 roads, 16-26, also one of Henry M. Rice (1816-1894) of Minnesota for 3 roads, exclusive of the portion in Texas, 14-29. (CongGlobe)
- Jan. 27, 1859      Erastus Corning of the NYC, J. Edgar Thomson of the PRR, Charles Moran of the New York & Erie and John W. Garrett of the B&O meet at Washington, D.C., to try to establish uniform rates. (NYT)
- Jan. 27, 1859      Edward M. Clymer (1822-1883) of the East Pennsylvania Railroad asks the Lehigh Valley Railroad for a connection at Allentown; the point will become known as East Penn Jct. (MB)
- Jan. 27, 1859      Sen. James R. Doolittle (1815-1897) of Wisconsin proposes a substitute Pacific Railroad Bill for a northern and southern route only, which passes, 29-18; then James F. Simmons (1795-1864) of Rhode Island, proposes a further amendment restoring the central route, which passes, 38-20. (CongGlobe)
- Jan. 28, 1859      Delaware passes an "Act for the Encouragement of Internal Improvements in the State of Delaware"; \$720,000 to be raised by lottery contracted to be operated by Richard France; proceeds to be distributed to Delaware Railroad (\$106,000), Maryland & Delaware (\$114,000), Mispillion & Choptank (\$74,000), Frederica Railroad (\$48,000), Junction & Breakwater (\$276,000), and an assortment of river improvements, local schools, and a new court house at New Castle; the proceeds of the lottery are to be paid over to the state at the rate of \$36,000 per year. (PL)
- Jan. 28, 1859      Senate Committee on the District of Columbia reports a bill (S-538) authorizing the Alexandria, Loudoun & Hampshire Railroad to extend into the City of Georgetown; no further action until next session. (CongGlobe)
- Jan. 28, 1859      Trunk line conference in Washington fails to produce any rate agreements (Harlow)

- Jan. 29, 1859 Philadelphia & Baltimore Central Railroad Board authorizes cancelling the old mortgage and issuing new bonds up to \$1 million. (MB)
- Jan. 29, 1859 William Phillips resigns as Pres. of the Pittsburgh & Steubenville Railroad citing the press of other business; E. P. Jones elected Pres.; stockholders' committee reports 2 to 1 in favor of approving the Western Transportation Company contract with the modification that the 40% of gross earnings go first to pay off King & Thompson and the previous contractors and not for dividends. (MB)
- Jan. 29, 1859 Great Western Railway Company of 1859 incorporated in Illinois as a reorganization of the Great Western Railway. (ICC)
- Feb. 1, 1859 PW&B establishes through ticketing between Philadelphia and New Orleans and Memphis via "Great Southern Mail Route." (USRR&MR)
- Feb. 1, 1859 Meeting held at Princess Anne, Md., in support of Eastern Shore Railroad; still 408 shares short of 2,000 shares needed to organize. (ARJ)
- Feb. 1, 1859 Fremont & Indiana Railroad opens for revenue service between Fremont and Fostoria, connecting with steamboats between Fremont and Sandusky; 4'-9 $\frac{1}{4}$ " gauge is a compromise between Ohio and standard gauge; uses rolling stock leased from Cleveland & Toledo Railroad. (Rehor)
- Feb. 1, 1859 House passes the Homestead Bill, 120-76. (Nichols)
- Feb. 2, 1859 John S. Gittings (1798-1879) elected Pres. of the Northern Central Railway, replacing Zenas Barnum, resigned; Anthony B. Warford elected Chief Engineer & General Superintendent, reflecting the increased Cameron family ownership. (MB)
- 1859? Simon Cameron, Jacob S. Haldeman and William Cameron elected directors of the Northern Central Railway, replacing Baltimore residents. (AR)
- Feb. 2, 1859 Pa. act changes name of Chambersburg, Greencastle & Hagerstown Railroad to Franklin Railroad to match name given in Maryland charter. (Digest)
- Feb. 3, 1859 Bedford Railroad incorporated in Pa. for purpose of building a railroad from Hopewell to Mount Dallas. (ICC)
- Feb. 4, 1859 Richard D. Wood is informed that the Camden & Amboy Railroad is opposing his effort to get a charter for the Millville & Glassboro Railroad. (Wood)

- Feb. 4, 1859 James Brooks resigns as Pres. of the New Albany & Salem Railroad and is replaced by David A. Noble; Robert E. Ricker (1828-1894), later with the PRR and CNJ, is Superintendent. (Hilton)
- Feb. 4, 1859 Muskegon County, Mich., created from part of Ottawa County with county seat at Muskegon. (Long)
- Feb. 5, 1859 New Jersey Railroad Board approves a contract with Cooper & Hewitt for rails for second track between Rahway and New Brunswick; considers requests of the New York & Erie Railroad for improvements at Jersey City; urges taking all actions to oppose the CNJ bill for an extension to Jersey City in the Legislature. (MB)
- Feb. 5, 1859 Jeffersonville Railroad Board authorizes negotiating a traffic contract with the New Albany & Salem Railroad and establishing joint offices in Louisville; Pres. Dillard Ricketts reports that business is improving, and the company can pay its debts if the bondholders agree to fund one year's interest. (MB)
- Feb. 1859 Simon Cameron approaches the Reading with a proposal to create a through line between New York and Washington via Allentown and Harrisburg and his Northern Central Railway. (Kamm)
- Feb. 7, 1859 PRR stockholders' meeting approves the plan for the Delaware Extension. (MB)
- Feb. 8, 1859 Pacific Railroad convention at Memphis adjourns after recommending a Memphis-Little Rock-Fulton-El Paso-San Diego route. (NYT)
- Feb. 9, 1859 Philadelphia & Baltimore Central Railroad Board authorizes borrowing up to \$800,000. (MB)
- Feb. 9, 1859 The new Franklin Railroad Company receives letters patent; A. J. Jones, Pres.; William Woods, Chief Engineer; A. N. Dull, Superintendent of Construction. (C&C)
- Feb. 9, 1859 Andrew J. Jones and James J. Dull transfer property of former Chambersburg, Greencastle & Hagerstown Railroad in Pennsylvania and Maryland to new Franklin Railroad; the new company is financed by Jay Cooke and E.W. Clark & Co., who receive much of the stock for selling the bonds. (Digest, Larson)
- Feb. 9, 1859 Pittsburgh & Steubenville Railroad stockholders finally break the deadlock and approve the contract with the Western Transportation Company. (MB)



- Feb. 9, 1859 Carroll County Railroad (Oneida-Carrollton, Ohio) sold at foreclosure; reorganized as the Carrollton & Oneida Railroad; reverts to using mules until 1866. (Rehor, Eckley)
- Feb. 10, 1859 Pennsylvania act extends time for completion of Pittsburgh & Erie Railroad to Apr. 20, 1864. (Church)
- Feb. 11, 1859 Senator John P. Kennedy (1795-1870) of Maryland presents memorial to Congress asking that B&O be authorized to extend its tracks either across the Long Bridge or to a point on the east bank of the Potomac opposite Alexandria, including a tunnel under Capitol Hill, in order to improve connections with southern railroads. (USRR&MR)
- Feb. 11, 1859 Mecosta County, Mich., fully organized with county seat at Leonard. (Long)
- Feb. 12, 1859 New Jersey Railroad Board agrees to new terms with the Morris & Essex Railroad for a lease of that road; the M&E then breaks off negotiations before a lease can be signed. (MB, AR)
- Feb. 12, 1859 Junction & Breakwater Railroad Board authorizes petitioning the Legislature to increase its capital to \$1 million; authorizes a survey to Georgetown. (MB)
- Feb. 12, 1859 Mississippi & Wabash Railroad opens extension from Hamilton to Carthage-Hamilton Road, Ill.
- Feb. 14, 1859 Michigan act authorizes Grand Rapids & Indiana Railroad to sell 120 sections rather than 60 sections upon completion of every 20 miles of railroad. (Church)
- Feb. 14, 1859 Hannibal & St. Joseph Railroad (later part of the CB&Q) becomes the first railroad to reach the Missouri River. (AAR)
- Feb. 14, 1859 Oregon admitted as a free state. (wiki)
- Feb. 15, 1859 Purchasers of the Canandaigua & Elmira Railroad hold their first meeting at the office of Clarkson N. Potter in Wall Street; includes Robert Bayard, John T. Rathbun, Harrison Gray Otis, George W. Quintard (1822-1913), et al. (MB)
- Feb. 15, 1859 Edward F. Gay, late State Engineer of Pennsylvania, named to new post of VP of Sunbury & Erie Railroad. (USRR&MR)
- Feb. 15, 1859 Little Miami Railroad refuses to advance money to change the gauge of the Indiana Central Railway and Dayton & Western Railroad to 4'-10".

(MB)

- Feb. 1859 Highland & St. Louis Railroad incorporated in Illinois by the local supporters of the Mississippi & Atlantic Railroad who are tired of the foot-dragging by the Eastern investors; it is bitterly opposed by partisans of the Ohio & Mississippi Railroad, and no work is done before the Civil War intervenes. (Perrin - verify PL)
- Feb. 1859 Long Dock Company relets the contract for the Bergen Hill Tunnel to A.B. Seymour. (USRR&MR)
- Feb. 16, 1859 Sen. John P. Kennedy of Maryland from the Committee on the District of Columbia introduces a bill (S-583) authorizing the B&O to extend from its current depot to a point on the Potomac River between 3<sup>rd</sup> & 7<sup>th</sup> Streets to make connection with the steamboat lines and also down the east bank to a point opposite Alexandria; no further action this session. (CongGlobe)
- Feb. 16, 1859 Purchasers of the Canandaigua & Elmira Railroad sign articles admitting Morris Ketchum to a share in the purchase; authorize requesting a lease by the New York & Erie Railroad; want the Erie to agree with the Williamsport & Elmira Railroad on terms for a third rail through Elmira. (MB)
- Feb. 16, 1859 PFW&C makes telegraph contract with Western Union Telegraph Company, superseding earlier contracts made with J.H. Wade and Thomas T. Eckert. (Church)
- Feb. 16, 1859 Anti-tax convention held at Lafayette Hall in Pittsburgh; leaders include Thomas Mellon, James S. Negley, Dr. Richard Beatty, et al.; the City of Pittsburgh and Allegheny County are bankrupt with \$26 million in debts on the bonds issued to build railroads; the meeting resolves against any tax increase to pay off the bonds and to resist any court ruling that forces debt repayment. (Mellon)
- Feb. 1859 Anti-tax convention held in Pittsburgh to push for repudiating the tax needed to pay the guaranteed interest on defaulted railroad bonds held by the city and county; the main speaker is Thomas Williams (1806-1872), who will also lead the drive to retain the Tonnage Tax; the convention denounces the recent Supreme Court decision ordering the city and county to honor their guarantee. (StdHistPitts)
- Feb. 17, 1859 LIRR Board authorizes transferring its Brooklyn & Jamaica Railroad stock to Pres. William E. Morris in trust. (MB)
- Feb. 17, 1859 PW&B Board reports has introduced new through tickets to Memphis and New Orleans via Virginia & Tennessee Railroad route. (MB)

- Feb. 17, 1859 Chambersburg, Greencastle & Hagerstown Railroad and John N. Hutchinson sign quit claim deeds surrendering any rights in portion of old Franklin Railroad in Pa. and Md. to new Franklin Railroad. (Digest - Val says this date Franklin Railroad taken out of service. which is probably not correct)
- Feb. 18, 1859 Philadelphia Councils resolve to build an additional track for City Railroad in Dock Street to accommodate increase in PRR freight. (Digest)
- Feb. 18, 1859 Elmira, Jefferson & Canandaigua Railroad incorporated in New York as reorganization of the Canandaigua & Elmira Railroad; operation assumed by New York & Erie Railroad under 20 year lease retroactive to Jan. 1, 1859; Robert Bayard elected Pres. and Clarkson N. Potter Treasurer. (MB, NYState, Digest, Val, C&C, Poor)
- Feb. 19, 1859 J. Edgar Thomson writes to John W. Garrett of the B&O, "we neither stoop to get trade by unfair means, or poach upon our neighbors grounds." (Ward)
- Feb. 19, 1859 Bedford Railroad organized. (ICC)
- Feb. 19, 1859 Charles Congdon and Robert B. Potter of the purchasing committee deed the property and rights of the former Elmira, Canandiagua & Niagara Falls Railroad to the Elmira, Jefferson & Canandaigua Railroad. (C&C)
- Feb. 19, 1859 Erie, Pa., entrepreneur William L. Scott elected a director of the Erie & Pittsburgh Railroad. (MB)
- Feb. 19, 1859 Town of Illinoistown incorporated in Illinois. (Scharf)
- Feb. 21, 1859 Western Air Line Railroad (Ill.) renamed American Central Railway; projected as a air line from Fort Wayne to Council Bluffs, bypassing Chicago. (ICC)
- Feb. 22, 1859 Eastern Shore Railroad organized at Princess Anne; John W. Crisfield (1806-1897) elected Pres. (C&C)
- Feb. 22, 1859 Hannibal & St. Joseph Railroad opens between Hannibal and St. Joseph, Mo., making the first connection of the Chicago system of railroads to the Missouri River; stagecoaches run from St. Joseph and Leavenworth to the Pikes Peak gold rush. (Riegel, CHTaylor)
- Feb. 23, 1859 Bill for the Winslow & Millville Railroad passes the N.J. Senate. (Wood)
- Feb. 23, 1859 Public meeting at the Philadelphia Court House denounces excessive

speculation in street railways, including pressure to reduce fares to 3 cents. (Scharf)

- Feb. 24, 1859 Delaware act returns to Delaware Railroad all dividends on \$130,000 of state's stock. (Digest)
- Feb. 24, 1859 Terre Haute & Richmond Railroad makes telegraph contract with Western Union Telegraph Company. (Church)
- Feb. 24, 1859 Springfield & Peoria Railroad renamed Peoria & Springfield Railroad. (Church)
- Feb. 24, 1859 Pres. James Buchanan rewards the Southern Democrats who elected him by vetoing the Land Grant College Bill; Buchanan's supporters claim it is because the bill has been pushed by Rep. John Covode of Pa. as a cover for a western land grant for a railroad company he is interested in; Covode responds by mounting a House investigation of corruption in the administration. (Klein, McPherson)
- Feb. 25, 1859 Delaware act declares it to be unlawful, effective May 1, for the PW&B to "carry any Negro or mulatto" in the cars of the Delaware Railroad used for white passengers except at the request of a white person traveling with a slave or servant. (PL, DRR AR)
- Feb. 25, 1859 Little Miami Railroad and Columbus & Xenia Railroad sign an agreement for changing the gauge of the Dayton & Western Railroad and Indiana Central Railway to 4'-10". (MB)
- Feb. 28, 1859 John Dale resigns as Chief Engineer of the Junction & Breakwater Railroad. (MB)
- Feb. 28, 1859 Senate Democrats refuse to take up the Homestead Bill providing free land to actual settlers after it passes the House; VP John C. Breckinridge casts the tie-breaking vote. (NYT, McPherson)
- Early 1859 Camden & Amboy orchestrates defeat of charter amendment permitting New Jersey Railroad to lease the Morris & Essex Railroad; residents of Newark are also opposed to giving the NJRR a monopoly of the city's railroads. (Taber)
- Mar. 1, 1859 Newark Plank Road & Ferry Company renamed Newark Plank Road Company. (Digest)
- Mar. 1, 1859 Dauphin & Susquehanna Coal Company sold at foreclosure for \$370,000 at the Merchants Exchange in Philadelphia; has sunk \$4 million in developing its property, but the coal seams were badly folded and crushed

and difficult to mine; includes 41,801 acres of land, most of which is red shale and contains no coal. (USRR&MR, Hare, Heydinger/RRH 105)

- Mar. 1, 1859 PW&B agrees for through rates for coal from Reading Railroad to points between Chester and North East, Md. (Rdg)
- Mar. 1, 1859 Manassas Gap Railroad opens to Mount Jackson, Va.; the Civil War prevents completion of the portion between Mount Jackson and Harrisonburg; no further work will be done on the Loudoun Branch and Alexandria Extension that have been suspended since the Panic of 1857; the latter unfinished grade will play a part in the Second Battle of Bull Run. (VaPBW)
- Mar. 1, 1859 The Philadelphia Bank buys the unfinished new building of the defunct Bank of Pennsylvania for half its cost; it is now second in size to the Farmers & Mechanics Bank. (Wainwright)
- Mar. 2, 1859 Lykens Valley Railroad now relaid with H-rail. (USRR&MR)
- Mar. 2, 1859 Junction & Breakwater Railroad appoints Tench F. Tilghman (1833-1867) Chief Engineer. (MB)
- Mar. 2, 1859 Future Superintendent Robert Thomas Morrow (1859-1934) born at Oswego, N.Y. (PRRBio)
- Mar. 2, 1859 Mississippi Central & Tennessee Railroad (Grand Jct.-Jackson) merged into Mississippi Central Railroad. (ICC, Corliss)
- Mar. 3, 1859 Philadelphia ordinance authorizes West Philadelphia Passenger Railway to lay track on Market Street Bridge, reversing ban of 1857. (SEPTA)
- Mar. 3, 1859 A national Machinists & Blacksmiths Union is formed in Philadelphia. (PMiddleton)
- Mar. 4, 1859 New York & Erie Pres. Charles Moran issues letter charging NYC with violating Trunk Line agreement, dissolving the agreement as of Mar. 20, and calling for new meeting. (verify in NYTrib); touches off a new Trunk Line war. (USRR&MR - or 2/20?)
- Mar. 4, 1859 Thirty-sixth Congress convenes with the Democratic lead in the Senate reduced to a slim majority and Republicans in control of the House, but with swing voters from the upper South holding the balance of power. (wiki, McPherson)
- Mar. 4, 1859 Ironton Railroad incorporated in Pa. to build from a point on the Lehigh Valley Railroad near Coplay to the iron mines at Ironton; projected by

Tinsley Jeter (1827- ) of Philadelphia; Eli J. Saeger, Pres.  
(Mathews/Hngrfrd - RRs in LV has 6/3?)

- Mar. 5, 1859 New Jersey Railroad Board request VP John P. Jackson to report on sleeping cars; orders opposing the Morris & Essex Railroad supplement to extend to Hoboken by a separate company in the Legislature. (MB)
- Mar. 5, 1859 Baltimore & Potomac Railroad begins surveys on south side of Patapsco River opposite Baltimore. (Poor)
- Mar. 5, 1859 Indiana Central Railway Board makes Coffin's Station a passenger flag stop. (MB)
- Mar. 5, 1859 Indiana act authorizes Jeffersonville Railroad to buy Clark County Central Plank Road, running from Jeffersonville to New Albany, Ind.
- Mar. 7, 1859 U.S. Supreme Court in *Ableman v. Booth* declares that the Fugitive Slave Law is constitutional, further inflaming Northern public opinion. (WwasW)
- Mar. 8, 1859 Little Miami Railroad Board authorizes building new depots at Loveland and Linwood; approves the contract of Feb. 25 for changing the gauge of the Indiana Central Railway and Dayton & Western Railroad. (MB)
- Mar. 8, 1859 Lehigh Valley Railroad appoints Asa Packer and Robert H. Sayre a committee to meet with the CNJ and Belvidere Delaware Railroad on drawbacks. (MB)
- Mar. 9, 1859 Trenton Horse Railroad incorporated in N.J. to build from Camden & Amboy Station on Clinton Street and State Street to Prospect Street near the State House. (Digest)
- Mar. 9, 1859 Millville & Glassboro Railroad incorporated in N.J. over opposition of Camden & Amboy; backed by Richard D. Wood, proprietor of the iron works and new cotton mill at Millville. (Val, Wood)
- Mar. 9, 1859 Pennsylvania Senate passes a new version of the Union Railroad Company of Philadelphia bill. (USSRR&MR)
- Mar. 1859 Work of relaying Franklin Railroad with T-rail begins; banker Jay Cooke has charge of the purchase of rails and other materials; in this capacity he meets Harris C. Fahnestock (1835-1914), then a teller of the Bank of Harrisburg and Treasurer of the Franklin Railroad; Fahnestock later becomes Cooke's partner. (Valley Spirit)
- Mar. 10, 1859 Council Ridge & White Haven Railroad incorporated in Pa. to build from

the Lehigh-Luzerne Railroad east of Hazleton to White Haven on the Lehigh & Susquehanna Railroad. (PL)

- Mar. 11, 1859 Camden & Atlantic Railroad Board authorizes building a depot at Jackson. (MB)
- Mar. 11, 1859 Richard D. Wood meets with J. Edgar Thomson, who recommends George B. Roberts as engineer for the Millville & Glassboro Railroad. (Wood)
- Mar. 11, 1859 David Homer Bates (1843-1926) joins PRR as telegrapher at Pittsburgh. (NYT obit - check date - see 1858)
- Mar. 11, 1859 Columbus & Xenia Railroad authorizes lease of the eating house and hotel at Xenia. (MB)
- Mar. 12, 1859 New Jersey Railroad Board notifies the Stevens family's Hoboken Land & Improvement Company that it will terminate the contract of Mar. 24, 1843 effective June 15, 1859, ceasing annual payments for loss of business it diverts from Hoboken ferry; begins open warfare between the New Jersey Railroad and the Joint Companies and Stevens interests. (MB)
- Mar. 12, 1859 Charter supplement permits the Delaware & Hudson Canal Company to extend its railroad south towards Carbondale and increase its holdings of coal lands to 8,000 acres. (PL)
- Mar. 13, 1859 Joint Companies' Executive Committee authorizes building coal facilities as needed at South Amboy this year. (MB)
- Mar. 14, 1859 Richard D. Wood meets with J. L. McKnight of the Camden & Amboy Railroad and tells him what he wants the West Jersey Railroad to do in relation to his Millville & Glassboro Railroad. (Wood)
- Mar. 14, 1859 Pennsylvania Supreme Court annuls Lawrence County subscription to North Western Railroad. (USRR&MR)
- Mar. 14, 1859 Steubenville & Indiana Railroad authorizes negotiations with Western Union Telegraph Company for separate wire for railroad use. (MB)
- Mar. 15, 1859 Jersey City & Bergen Railroad Company incorporated in N.J. to build street railroads from Bergen Point to Newark Avenue in Jersey City with branches to the several ferries south of Hoboken; eventually a system of 22 miles; incorporators are Dudley S. Gregory, Jacob M. Merseles, Matthew Armstrong, Peter Bentley, and John H. Cornelison; stock later owned by Associates of the Jersey Company. (PL, Digest)

- Mar. 15, 1859 Orange & Newark Horse Car Railroad incorporated in N.J. to build from Newark to Orange; later controlled by New Jersey Railroad as feeder line. (Digest)
- Mar. 15, 1859 Richard D. Wood meets with William H. Gatzmer of the Joint Companies on the Millville & Glassboro Railroad; Wood suspects they are not serious about completing a railroad to Millville. (Wood)
- Mar. 15, 1859 Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad incorporated in N.J. by Barclay Haines (1810-1881), et al. (Val, PL)
- Mar. 15, 1859 Kaighn's Point & Philadelphia Ferry Company incorporated in N.J. for the purpose of reorganizing the South Camden Ferry Company, operating between Kaighn's Point, Camden, and South Street, Philadelphia; Zophar C. Howell, Pres. (PL, NJCorp, MB, Boyer)
- Mar. 15, 1859 Newry Railroad incorporated in Pa. to build from Duncansville to Newry using part of the right of way of the New Portage Railroad. (PL)
- Mar. 15, 1859 Cincinnati, Wilmington & Zanesville Railroad Board authorizes placing the extension from Morrow to Glendale under contract. (MB)
- Mar. 15, 1859 Tiffin & Fort Wayne Railroad (Ohio & Ind.) renamed American Central Railway; it is to extend the Illinois company of the same name eastward. (ICC)
- Mar. 1859 PFW&C Railroad has issued \$10 million in Mortgage bonds to refund \$3.5 million Construction bonds of 1857 and \$6.5 million Redemption bonds of 1857. (ARJ)
- Mar. 1859 Wabash & Erie Canal Company, composed of Hugh McCulloch, Pliny Hoagland, Ochmig Bird and other Fort Wayne investors, take a four-year lease of the Wabash & Erie Canal between the Ohio state line and Terre Haute; the portion from Terre Haute and Port Commerce is leased for two years to Chauncey Rose, William P. Griswold, James H. Turner, et al. (Fatout)
- Mar. 16, 1859 Tumultuous three-day Trunk Line convention begins at Buffalo with representatives of 50 railroads; 1858 agreement dissolved; pretext was Hudson River Railroad's refusal to schedule a morning train to the West at 8:00 AM instead of 6:00 AM; after other parties withdraw, NYC and connections agree to 37:00 time between New York and Chicago, or 1:40 faster than in 1858; actually, New York lines had discovered that differential (lower) rates granted PRR and B&O to Baltimore (30 cents per ton) and Philadelphia (20 cents per ton) were diverting their traffic, causing complaints from New York merchants, who face \$3-6 higher



charges on westbound goods; these differentials become the point of contention in rate wars for the next 20 years; PRR's earnings had increased by \$234,000 during life of pact, while NYC falls \$412,000 and Erie \$458,000; New York & Erie then cuts Buffalo fare from \$8.00 to \$6.50; NYC and its western allies follow suit; Thomson blames both New York roads and cuts PRR rates to maintain differential. (USRR&MR, ARJ)

- Mar. 16, 1859 West Jersey Central Railroad incorporated in N.J. to build from Woodbury to Cape May via Glassboro and Millville. (PL)
- Mar. 17, 1859 LIRR Board authorizes a line of cars between Jamaica and East New York to connect there with the streetcars of the Broadway Railroad; authorizes arrangements for running a Boston line this season. (MB)
- Mar. 17, 1859 PW&B Board reports that it to put on four sleepers dedicated to Philadelphia-Washington service, with B&O to supply two more; to carry 50 cent extra fare. (MB)
- Mar. 17, 1859 Northern Central Railway Board orders the construction of stations at New Cumberland, Bridgeport (Lemoyne), Fairview, Marysville, Dauphin, Halifax, Lykens Valley Jct.. Millersburg (old station to be moved to Lykens Valley Jct.), Buchanan, Georgetown, Trevorton Jct. and Sunbury. (MB)
- Mar. 18, 1859 Joint Companies' Executive Committee orders Ashbel Welch to investigate on what terms they can obtain charter of Belvidere & Delaware Water Gap Railroad charter. (MB)
- Mar. 19, 1859 John P. Jackson reports to the New Jersey Railroad Board on his conferences with Robert F. Stockton regarding the NJRR's actions against the Hoboken Land & Improvement Company; Stockton assures him that it won't affect the NJRR's relations with the Joint Companies. (MB)
- Mar. 19, 1859 Northern Central Railway contracts with A.C. Goell for a telegraph line between Baltimore and Harrisburg. (MB)
- Mar. 1859 PRR completes deepening old Eastern Division Canal between Columbia and Duncans Island to five feet.
- Mar. 1859 William Jackson Palmer begins experiments on PRR to obtain cleaner burning of local Pittsburgh Vein soft coals; installs Gill & Company's patent firebox on No. 166, No. 206, and No. 207 and Leonard Phleger's firebox on No. 210; test runs made between Altoona and Gallitzin. (USRR&MR says tests involve 1 Winans and 1 BLW loco, unmodified; 1 BLW modified by Alex. McCausland to prevent smoke; 1 with F.P. Dimpfel's firebox; 1 Phleger; and 1 BLW modified by Gill & Co.; 206 is

BLW c/n 688 4-6-0; 207 is BLW c/n 640 4-6-0 both built for Portage RR; Lovell)

- Mar. 21, 1859 Charter supplement to Lewisburg, Centre & Spruce Creek Railroad authorizes change of western terminus from Tyrone to Bellefonte or Milesburg, turning it from a purely local into a potential east-west route. (PL)
- Mar. 22, 1859 New York & Flushing Railroad incorporated in N.Y. under articles dated Mar. 21 as the successor to the Flushing Railroad under the control of the Cooper-Hewitt and Havemeyer interests; Oliver Charlick, Edward J.C. Atterbury of Trenton and J.W. Allen of Bordentown among largest stockholders; Charlick sells his interests in New York City horse railroads and begins investing in steam railroads. (Val, CorpHist, C&C, Seyfried, Munsell/Queens)
- Mar. 22, 1859 Charter supplement to Quakake Railroad authorizes extension into the Mahanoy Valley. (PL)
- Mar. 22, 1859 Johnstown & Ashtola Tramroad & Railroad Company incorporated in Pa. to build from Johnstown up Stony Creek to Ashtola and the confluence of Beaver Dam and Stony Creeks. (PL)
- Mar. 22, 1859 Buffalo & Pittsburgh Railroad (N.Y.) merged with the Buffalo & Bradford Railroad (Pa.) to form the Buffalo, Bradford & Pittsburgh Railroad under an agreement of Feb. 26; no part is yet open. (NYState, Minor)
- Mar. 23, 1859 Union Railroad Company incorporated in Pa.; commissioners are to be officers of the existing railroads, including J. Edgar Thomson, William H. Gatzmer, Samuel M. Felton, Robert F. Stockton, Coffin Colket, Robert D. Cullen, et al.; is to carry out Solomon K. Hoxsie's plan of a terminal railroad crossing the Schuylkill River between Chestnut & Girard Streets, a tunnel between 22<sup>nd</sup> & Front Streets with a Union Passenger Depot on Broad Street and a freight terminal on the Delaware River; capital of \$2-3 million. (PL)
- Mar. 23, 1859 Delaware Railroad Board meets at Laurel to consider extending the line further south. (MB)
- Mar. 23, 1859 B&O, PRR and their western connections meet at Columbus; establish new rates and schedules for points between New York and Cincinnati; trains to leave New York via New Jersey Railroad at 7:00 AM & 6:00 PM, arriving in Cincinnati at 8:00 AM & 11:30 PM; John W. Garrett wins resolution against running trains faster than 25 MPH and charging \$1 less than New York lines on trains running to Cincinnati in 30:00 and Chicago in 40:00. (ARJ, USRR&MR)

- Mar. 23, 1859 Despite previous reservations, Little Miami Railroad and Columbus & Xenia Railroad sign memorandum of agreement for changing the gauge of Indiana Central Railway and Dayton & Western Railroad to 4'-10"; Columbus & Xenia is to pay \$17,500 in installments. (MB)
- Mar. 23, 1859 American Telegraph Company incorporated in New Jersey. (verify NJCorps)
- Mar. 24, 1859 New York & Flushing Railroad organized at New York; Abram S. Hewitt deeds to it the property of former Flushing Railroad; Oliver Charlick (1813-1875), manager of 8th and 9th Avenue street railroads in Manhattan, is made Pres.; Charlick is the son of a politically-connected Manhattan liquor dealer; he had been a protégé of steamboat operator George Law and active in ward politics; has close ties with William F. Havemeyer, who remains a lifelong friend, but otherwise, Charlick seems unaware of conventional notions of loyalty and fellowship; "owing to his peculiarities of character, he possessed few friends, and by a large number of persons he was extremely disliked; he never sought to conciliate anyone"; Charlick buys land at Hunters Point once he realizes LIRR will relocate there; Charlick becomes the dominant figure in Long Island railroading, and because of his miserly policies and brusque demeanor, extremely unpopular, inviting competition that will see three rival systems on the island. (Val, CorpHist, NYTrib, RRGaz)
- Mar. 24, 1859 PRR and Reading sign new agreement fixing rates between Philadelphia and Harrisburg. (Rdg)
- Mar. 24, 1859 Allegheny & Bald Eagle Railroad, Coal & Iron Company renamed Bellefonte & Snow Shoe Railroad. (Val)
- Mar. 24, 1859 Steubenville & Indiana Railroad makes telegraph contract with Western Union Telegraph Company for line between Steubenville and Columbus. (Church)
- Mar. 25, 1859 Columbus, Piqua & Indiana Railroad completed between Piqua and Union City; revenue service begins on Apr. 11 (Marvin)
- Mar. 26, 1859 Several contractors on the Wabash & Erie Canal form the Southern Canal Company and contract to operate the 95 miles of canal south of Newberry; the Southern Indiana Canal Company leases the line from Port Commerce to Evansville for four years. (Clark, Fatout)
- Mar. 27, 1859 Joint Companies' Executive Committee votes to establish three new "lines" via Tacony and an "Owl Line" leaving Camden at 11:00 PM for Jersey City, for which New Jersey Railroad and Camden & Amboy

Railroad are to consider the matter of sleeping car berths; names two new towboats *Hoboken* and *Bordentown*. (MB)

- Mar. 28, 1859 Delaware Railroad Board appoints a committee to accept proposals for extending the road south to the Maryland state line using rail removed from the NC&F and stored at Delaware Jct.; appoint Edmund Quincy Sewall (1828-1908) Chief Engineer; authorizes \$1,500 to procure a boat line between Seaford and Norfolk via the Nanticoke River. (MB)
- Mar. 28, 1859 John B. Anderson (1818?-1897) of PRR named General Superintendent of PFW&C. (MB)
- Mar. 28, 1859 Columbus & Xenia Railroad approves the Feb. 25 agreement for changing the gauge of the Dayton & Western Railroad and Indiana Central Railway. (MB)
- Mar. 29, 1859 Charter supplement to Philadelphia & Trenton Railroad permits extension to 3rd & Willow Streets. (MB)
- Mar. 29, 1859 Richard D. Wood meets with Commodore Robert F. Stockton and Chief Engineer William Cook about the Millville & Glassboro Railroad. (Wood)
- Mar. 29, 1859 Indiana Central Railway Board authorizes Charles Parry & Co. to change the gauge of the Indiana Central Railway and Dayton & Western Railroad to 4'-10". (MB)
- Mar. 29, 1859 Mahanoy & Broad Mountain Railroad incorporated in Pa. in the interest of the Philadelphia & Reading Railroad to build from near Frackville over Broad Mountain and into Mahanoy or Butler Townships in the Mahanoy Valley; runs roughly parallel to the Eastern Division of the old Danville & Pottsville Railroad and descends the north slope of Broad Mountain by means of the Mahanoy Plane. (PL, Hare)
- Mar. 30, 1859 Ebensburg & Cresson Railroad incorporated in Pa. to build branch from PRR to Ebensburg. (PL)
- Mar. 30, 1859 T. Haskins Du Puy's title changed from Pres. Pro-Tem to Acting Pres. of PFW&C. (MB)
- Mar. 30, 1859 Solomon White Roberts reports to the Council Ridge & White Haven Railroad on his survey from near Hazleton to White Haven. (Rept)
- Mar. 31, 1859 Freight Rate Committee of Western railroads meets at Dayton. (ARJ)
- Mar. 31, 1859 Local directors of the Indianapolis, Pittsburgh & Cleveland Railroad led by David Kilgore seek to make the company neutral as to favoring its

eastward connections at Union City and ending its reliance on the Bellefontaine & Indiana Railroad at that point; the completion of the Columbus, Piqua & Indiana Railroad now opens routes to the PRR and B&O via Columbus, in competition with the existing route via Cleveland. (Olson/MB)

- Mar. 31, 1859 Shermans Valley & Broad Top Railroad renamed Pennsylvania Pacific Railway and authorized to extend to Maryland or Virginia (W.Va.) state lines. (PL, MB)
- Mar. 31, 1859 Saucona Iron Company renamed the Bethlehem Rolling Mills & Iron Company by the addition of Robert H. Sayre of the Lehigh Valley Railroad and Charles B. Daniel, a Bethlehem merchant; the plan is to roll rails for the LV and other railroads. (PL, BethStl)
- Spring 1859 Crop failures occur over large areas of Midwest. (Van Vleck, Jeff RR AR)
- Apr. 1, 1859 Essex & Middlesex Turnpike Company surrenders its road from one half mile south of Metuchen to 0.2 miles north of Raritan River to the Commissioners of Piscataway Township; because the company reserves sections at each end, the Township Commissioners refuse to accept the surrender until 1888, when the railroad agrees to surrender the entire road. (UNJ MB)
- Apr. 1, 1859 PRR begins operating West Chester Railroad under five-year lease dated Mar. 31; abandons West Chester depot at 18th & Market in favor of PRR depot at 11th & Market. (MB, Val)
- Apr. 1, 1859 Northern Central Railway completes telegraph line between Bridgeport and Sunbury. (AR)
- Apr. 1, 1859 Schuylkill & Susquehanna Railroad incorporated as successor to Dauphin & Susquehanna Coal Company's railroad. (PL)
- Apr. 1, 1859 David McCargo (1835-1902), formerly an operator for the Atlantic & Ohio Telegraph Company at Pittsburgh, named PRR's first Superintendent of Telegraph Lines. (WBWilson)
- Apr. 1, 1859 Western Division of the Troy & Greenfield Railroad opens from the Vermont state line to North Adams at the west end of the Hoosac Tunnel completing the line from Troy in connection with the Troy & Boston Railroad. (Poor)
- Apr. 2, 1859 New Jersey Railroad Board authorizes surrendering the Essex & Middlesex Turnpike to the townships. (MB)

- Apr. 4, 1859 NYC and its feeder lines establish separate through service agreement. (USRR&MR)
- Apr. 5, 1859 Baltimore & Potomac Railroad appoints Isaac R. Trimble Chief Engineer; orders survey to Port Tobacco; authorizes corresponding with Virginia Central Railroad and Richmond, Fredericksburg & Potomac Railroad on connections south of the Potomac River. (MB)
- Apr. 5, 1859 Philadelphia Ocean Steamship Company incorporated in Pa. but fails to get financial backing. (PL, Moyer/Keystone)
- Apr. 5, 1859 Massachusetts act authorizes a \$2 million state loan to the Troy & Greenfield Railroad. (PL)
- Apr. 6, 1859 PRR Road Committee votes to keep the westbound rate to Pittsburgh 5 cents per cwt. below river rate to Cincinnati; maximum rate Philadelphia to Pittsburgh is 70 cents. (MB)
- Apr. 6, 1859 Richard D. Wood meets with Thomas H. Whitney at Glassboro, who is also very anxious for a railroad to his works. (Wood)
- Apr. 6, 1859 Shamokin Valley & Pottsville Railroad Board reports a new lease of the Lancaster Colliery to John L Hammer; have settled the coal land boundary dispute between the 2,932 acres purchased from William L. Helfenstein and the Green Ridge Improvement Company by an exchange of land. (MB)
- Apr. 6, 1859 Ohio's Democratic Legislature passes a bill for the lease of the state public works on Aug. 15; divided into three sections: the Miami & Erie Canal; the Ohio Canal with the Muskingum, Hocking Valley and Walhonding Canals; and the Western Reserve & Maumee Road; no bidders. (PL, Mould)
- Apr. 7, 1859 Fall Brook Coal Company incorporated in Pa. to operate in the Blossburg Coal Field, including building a railroad. (Robinson)
- Spring 1859 New Jersey Railroad asks Camden & Amboy for greater division of through fares.
- Apr. 9, 1858 Philadelphia & Sunbury Railroad conveyed to Shamokin Valley & Pottsville Railroad Company.
- Apr. 9, 1859 Pa. Act authorizes Reading to build its own connection from Harrisburg to the Northern Central Railway at Dauphin. (PL, Hare)
- Apr. 9, 1859 Washington & Maryland Line Railroad authorizes the purchase of right of

way. (MB)

- Apr. 9, 1859 Mont Alto Iron Company incorporated in Pa. to take over the Mont Alto Iron Works in Franklin County. (PL - see 1864 - verify AI&SI?)
- Apr. 10, 1859 Future General Superintendent of Motive Power Richard Newton Durborow (1859-1911) born at Philadelphia; the name is apparently pronounced with the accent on the first syllable, "DUR-bur-row," as it is often erroneously rendered "Devereux." (ATO, CommIndRel)
- Apr. 11, 1859 PRR Board orders construction of a branch from Rockville to Dauphin, Pa. (construction begins by June, but does not appear to have been completed until 1882) (MB, USRR&MR)
- Apr. 11, 1859 New Jersey Railroad establishes a new timetable with new routes to Philadelphia. (MB)
- Apr. 11, 1859 Joint Companies' Executive Committee authorizes tunnel for direct Camden & Amboy Railroad line under Delaware & Raritan Canal at Trenton on plan of John G. Stevens if Edwin A. Stevens approves; appoints Albert B. Dod Assistant Engineer. (MB)
- Apr. 11, 1859 West Chester Railroad becomes part of Philadelphia Division; PRR assumes operation.
- Apr. 11, 1859 PRR charter supplement authorizes \$400,000 subscription to Fayette & Westmoreland Railroad, which is never built. (PL)
- Apr. 11, 1859 Pennsylvania act authorizes Chartiers Valley Railroad and Hempfield Railroad to lease their roads to other companies. (Digest)
- Apr. 11, 1859 Columbus, Piqua & Indiana Railroad opens for revenue service between Piqua and Union City, completing the line from Columbus to the Indiana state line. (OhioStJrnl - ChampaignCo/Beers has first through train Columbus-Indianapolis as 4/4!! - first may be off by one week)
- Apr. 11, 1859 Douglas County, Illinois, created from part of Coles County with county seat at Camargo. (Long)
- Apr. 12, 1859 LIRR Board rejects running the road on the contract system; reports have made a memorandum of contract with the Glen Cove Branch Railroad. (MB)
- Apr. 12, 1859 Richard D. Wood again meets with Robert F. Stockton at Camden and discusses the Millville & Glassboro Railroad, which Wood thinks Stockton now supports. (Wood)

- Apr. 12, 1859 Charter supplement to the Union Railroad Company adds Solomon K. Hoxsie, William B. Foster, Morton McMichael of the *North American*, Samuel Megargee and Theodore Cuyler to the commissioners. (PL)
- Apr. 12, 1859 Philadelphia & Baltimore Central Railroad Board appoints a committee to negotiate with the West Chester & Philadelphia Railroad to have it operate the P&BC. (MB)
- Apr. 12, 1859 Lehigh Valley Railroad Board reports that they have fixed the toll on coal to Elizabethport at \$1.90 per ton with the LV getting \$0.75 and to Trenton for \$1.50 with the LV also getting \$0.75. (MB)
- Apr. 12, 1859 Plymouth & Wilkes-Barre Railroad & Bridge Company incorporated in Pa. to build a connection from the Lehigh & Susquehanna Railroad across the Susquehanna River to Plymouth to reach additional coal mines. (Val, CntryofPrgrss)
- Apr. 12, 1859 Pa. Legislature passes the bill to incorporate the Pennsylvania Fiscal Agency, which is to have the power to deal in railroad securities and make advances of money and credit to railroad and construction companies in connection with Duff Green's projected trunk line between New Orleans and Mazatlan, Mexico; in addition to Green, the incorporators include ex-Gov. David R. Porter, Oliver W. Barnes, Charles M. Hall, Samuel R. Brooks and William Halsted; Gov. William F. Packer refuses to sign the bill, which is opposed by the Sunbury & Erie Railroad group that Packer has aided by the questionable transfer of state reserve funds. (Green)
- Apr. 13, 1859 John P. Kennedy signs a guarantee to the PW&B against loss on the transportation of "Negro women" from Baltimore. (PRRColExpo)
- Apr. 13, 1859 Tench F. Tilghman (1833-1867) reports on the survey of the Junction & Breakwater Railroad between Milford and Georgetown. (MB)
- Apr. 13, 1859 Norwich & Worcester Railroad obtains trackage rights over the New London Northern Railroad between Allyns Point and New London. (Farnham)
- Apr. 14, 1859 First Mortgage bondholders of the Jeffersonville Railroad agree to an extension of the Mar. 1, 1861 maturity date, providing the company creates a sinking fund of \$30,000 a year starting in 1861 and to pay interest in arrears by July 1, 1859. (MB)
- Apr. 14, 1859 Second Mortgage bondholders of Jeffersonville Railroad agree to fund interest in arrears (3 coupons) into Capitalized Interest bonds at 105 in return for naming one-third of the directors. (MB, Church)



- Apr. 15, 1859 Richard D. Wood meets with George B. Roberts, who is to be Chief Engineer of the Millville & Glassboro Railroad. (Wood)
- Apr. 15, 1859 Wilkes-Barre & Pittston Railroad incorporated for purpose of building between Pittston Jct. and Danville or Sunbury along the east bank of the Susquehanna River; no work done under this name. (Val)
- Apr. 1859 Market sheds removed from center of Market Street between 15th & 17th Streets. (Walther)
- Apr. 1859 East Mahanoy Railroad begins construction; is to tunnel Broad Mountain into the Mahanoy Valley coal basin in the interest of the Little Schuylkill Navigation, Railroad & Coal Company. (Poor)
- Apr. 1859 Ashtabula & New Lisbon Railroad resolves to resume work between Canfield, Ohio, and the PFW&C; Henry Hubbard (1803- ) elected Pres. (ARJ, Trumbull/Mahoning)
- Apr. 16, 1859 New York act authorizes New York & Harlem Railroad to lay a double track street railroad from 4<sup>th</sup> (Park) Avenue & 42<sup>nd</sup> Street to Madison Avenue and up Madison to 79<sup>th</sup> Street; may use steam locomotives on 4<sup>th</sup> Avenue north of 42<sup>nd</sup> Street for 30 years, but only horses south of that point; this ends the controversy over steam operation to 31<sup>st</sup> Street. (PL)
- Apr. 18, 1859 LIRR charter supplement authorizes LIRR to lease or purchase stocks and bonds of any connecting lines on Long Island; may operate lighters and steamboats between Hunters Point (Long Island City) and New York City; may use 50-lb. rail instead of the 56-lb. rail made standard on other New York railroads. (PL, CorpHist)
- Apr. 18, 1859 NYC cuts first class rates from \$60 per ton to \$40; blames on rate cutting by New York & Erie Railroad. (ARJ)
- Apr. 19, 1859 N.Y. act authorizes the City of Brooklyn to close the Atlantic Avenue tunnel, regrade the street and ban steam locomotives within the city limits upon an application of property owners to the Supreme Court; LIRR is required to operate horse cars from South Ferry to the city line, connecting with its steam trains to Jamaica; city is to pay LIRR \$125,000 in damages from an assessment on property owners. (PL)
- Apr. 19, 1859 Brooklyn ordinance orders negotiations with LIRR to close Atlantic Avenue tunnel and regrade the street and to bar use of locomotives within city limits.
- Apr. 19, 1859 Camden & Atlantic Railroad Board authorizes free tickets to medical

doctors and professors of medicine in New York, Philadelphia, Wilmington and Baltimore in the hope that they will promote therapeutic stays at Atlantic City to their patients. (MB)

- Apr. 19, 1859      PRR Road Committee resolves is inexpedient to build Newry Railroad until Tonnage Tax is repealed. (MB)
- Apr. 19, 1859      Western Market opens at 16th & Market Streets, Philadelphia to replace the shed removed from the middle of Market Street; the site is later covered by Broad Street Station. (Walther)
- Apr. 20, 1859      East River Ferry Company establishes a ferry between Long Island City and 34th Street in Manhattan. (Seyfried has A.W. Winans - when ferry co. inc.? - 1860!!)
- Apr. 20, 1859      PRR Board postpones consideration of lengthening canal locks. (MB)
- Apr. 20, 1859      Last spike driven on the East Pennsylvania Railroad. (Montgomery)
- Apr. 21, 1859      PW&B authorizes the extension of the Delaware Railroad south to the Maryland state line. (MB)
- Apr. 21, 1859      New Castle & Frenchtown Board approves sale of rail removed from old line between Rodney, Del., and Frenchtown, Md. in 1857; proceeds to be invested in stock of Delaware Railroad. (MB)
- Apr. 21, 1859      East Pennsylvania Railroad opens with excursion from Reading to Allentown, where they are met by a party from New York; this completes the so-called "Allentown Route" of unbroken standard gauge between Elizabethport in New York Harbor and the PRR via Allentown. (USRR&MR)
- Apr. 22, 1859      Joint Companies' Executive Committee reports threat of rumored alliance between New Jersey Railroad and Morris & Essex Railroad, which will permit NJRR to extend influence over through traffic on the Camden & Amboy Railroad. (MB)
- Apr. 22, 1859      Cleveland, Zanesville & Cincinnati Railroad Board now admits that it is unable to comply with the terms of the May 2, 1854 agreement whereby the City of Cleveland gave it Cleveland, Painesville & Ashtabula Railroad stock to finance its completion from Millersburg to Zanesville, and it releases the stock. (MB)
- Apr. 23, 1859      New Jersey Railroad Board authorized completing the second track between Rahway and New Brunswick; discusses the question of aid to the Jersey City & Bergen Railroad. (MB)

- Apr. 25, 1859 U.S. Circuit Court issues decree of foreclosure against Cincinnati, Wilmington & Zanesville Railroad, but is to be suspended until Oct. 21, 1862, providing company pays 7% interest on First Mortgage bonds through April 20, 1862, and 3½% thereafter. (Church, ARJ)
- Apr. 26, 1859 Gen. William Robinson brings charges against PFW&C Acting Pres. T. Haskins Du Puy at Board meeting; Pres. Thomson and the old Board had agreed all would stand for reelection to avoid divisions in the financial crisis; Robinson presents evidence that Du Puy had drawn up an alternate ballot dropping four directors, presumably including Robinson, and replacing them with PRR men; Du Puy, William Jackson Palmer and others voted for this ticket, even as proscribed directors were voting for Du Puy on the old ticket; notes that ballots and tally had been burned after Mar. 30 election to cover tracks, but were not able to destroy proxies; calls Du Puy an incompetent engineer and manager and calls upon Thomson to dismiss him; this resolution is read at the meeting with Du Puy in the chair. (MB)
- Apr. 26, 1859 Daniel Drew writes to NYC Pres. Erastus Corning that the New York & Erie Railroad Board has just agreed not to cut rates further. (Harlow)
- Apr. 27, 1859 NYC cuts 3<sup>rd</sup> class rates from \$30 per ton to \$25. (ARJ)
- Apr. 27, 1859 Delaware Railroad contracts the extension to the Maryland state line to George A. Parker. (MB)
- Apr. 27, 1859 Joseph Judson Brooks (1845-1914) named PFW&C solicitor for second district. (MB)
- Apr. 27, 1859 Central Ohio Railroad enters receivership. (B&O Val)
- Apr. 29, 1859 Joint Companies' Executive Committee votes that Camden & Amboy Railroad should control the Morris & Essex Railroad with the power to extend it east to the Hudson River and west to Easton; authorizes a committee to buy control of up to 50% of new Morris & Essex stock and guarantee the other half. (MB)
- Apr. 29, 1859 Lykens Valley Railroad & Canal Company Board authorizes purchasing enough iron to complete relaying the road with T-rail. (MB)
- Apr. 30, 1859 New Jersey Railroad Board authorizes a subscription to one-third of the stock of the Jersey City & Bergen Railroad and also of the Orange & Newark Horse-Car Railroad on the recommendation of the Associates of the Jersey Company. (MB)

- Apr. 30, 1859 Pres. J. Kennedy Moorhead of the Chartiers Valley Railroad asks Jay Cooke to organize a company to finish the railroad in return for bonds and preferred stock, but Cooke refuses; however, Cooke does make contact with W. Milnor Roberts, who becomes his adviser on railroad engineering and later Chief Engineer of the Northern Pacific Railroad. (Larson)
- May 1, 1859 Lewis L. Houpt (1826-1898), brother of Herman Haupt, becomes PRR's General Ticket Agent.
- May 1, 1859 New Delaware law effective this date bans PW&B from carrying African Americans or mulattoes in "white" cars on the Delaware Railroad unless they are slaves or servants accompanying their masters. (Digest)
- May 1, 1859 William Key Bond appointed Receiver of Cincinnati, Wilmington & Zanesville Railroad, replacing Erasmus Gest, resigned. (Church)
- May 1, 1859 Hugh J. Jewett named receiver of Central Ohio Railroad. (Marvin)
- May 2, 1859 City of Cleveland demands that the Cleveland, Zanesville & Cincinnati Railroad return the Cleveland, Painesville & Ashtabula Railroad stock loaned to them; this causes the CZ&C stock issued to contractors and the Income bonds used as collateral to depreciate greatly; the CZ&C appoints a committee to arrange the release of the CP&A stock, which has the effect of paralyzing work. (MB)
- May 3, 1859 West Jersey Railroad agrees to meet with a committee of the Millville & Glassboro Railroad interest with a view to making an operating agreement. (Wood, MB)
- May 4, 1859 Former Congressman and New Jersey Railroad Pres. J. Phillips Phoenix (1788-1859) dies at New York. (CongBio)
- May 5, 1859 Morris & Essex Railroad Board resolves to build its own line from Newark to the Hudson River to become independent of New Jersey Railroad. (NJJrnl)
- May 5, 1859 Ebensburg & Cresson Railroad receives letters patent. (C&C)
- May 7, 1859 New Jersey Railroad has signed a contract to carry CNJ passenger cars through between Elizabeth and Jersey City. (MB)
- May 7, 1859 Charles Moran of the New York & Erie Railroad writes that competition between the NYC and the [Buffalo & Corning] led to rate cuts without his consent. (ARJ)
- May 7, 1859 Northern Central Railway contracts with the PRR for the interchange of

through traffic on condition the rates to and from Baltimore will not be lower than to and from Philadelphia. (MB)

- May 1859 Tracklaying begins on Western Division of Sunbury & Erie at Erie. ( , AR)
- May 1859 New Jersey Railroad begins double-tracking between Rahway and New Brunswick. (NJJrnl)
- May 9, 1859 Joint Companies Executive Committee authorizes selling the steamboats *Nimrod*, *Swan*, *Keystone* and *Rainbow* and repairing the ferry *Washington*; authorizes buying two passenger and two freight locomotives. (MB)
- May 10, 1859 Philadelphia & Baltimore Central Railroad opens between Baltimore Jct. (Wawa) on West Chester & Philadelphia and Concord, Pa.; the company has purchased the locomotive *Brandywine* from Baldwin; Concord has no turntable, so the locomotive returns backwards (AR)
- May 11, 1859 Joint committee of West Jersey Railroad and Millville & Glassboro Railroad meets; both roads to be extended to a junction at Glassboro. (Wood)
- May 11, 1859 East Pennsylvania Railroad opens for regular revenue service between Allentown (East Penn Jct.) and Reading, Pa. with two round trips; last link in an unbroken, standard-gauge rail line between Jersey City and Pittsburgh via Easton and Allentown. (ARJ, Hare)
- May 13, 1859 Altoona Gas & Water Company incorporated, controlled by PRR; builds a reservoir on Pottsgrove Run; William Hasell Wilson, Pres. (PaSecyState, Loeb - Africa has 4/9 - verify Beitel)
- May 1859 Total capitalization of the Trunk Lines stands at: NYC, \$38.6 million; Erie, \$38.58 million; PRR, \$29.8 million; B&O, \$29.4 million. (USRR&MR)
- May 1859 Isaac R. Trimble begins location of the Baltimore & Potomac Railroad on the south side of the Patapsco River below Baltimore. (ARJ)
- May 1859 Pennsylvania coal and iron carried by the Williamsport & Elmira Railroad is dumped from trestlework at Elmira into 6'-0" gauge cars of the Buffalo, New York & Erie Railroad for western New York. (AR)
- May 16, 1859 PRR Board orders General Superintendent Tom Scott to draw up the organization for a PRR Beneficial Society to provide sick and death benefits for workers. (MB)

- May 16, 1859 Charter supplement gives Frankford & Southwark Philadelphia City Passenger Railroad the right to cross Front Street and enter Kensington depot of Philadelphia & Trenton Railroad. (PL)
- May 16, 1859 Cincinnati & Chicago Railroad Board reports they are unable to compromise the bondholders' suit. (MB)
- May 18, 1859 Joint Companies' Executive Committee reports on Morris & Essex Railroad and authorizes establishing a \$1.00 through fare between New York and Easton. (MB)
- May 18, 1859 Strickland Kneass issues a new report on the PRR's Delaware Extension; examines three routes; the northern route, which would leave the main line at Hestonville, cross the Schuylkill at Girard Avenue and run straight to the Delaware River is rejected as too expensive and requiring construction in a built-up area; the second is to build a bridge connecting to the PW&B line in Washington Street; the third, favored by Kneass, is to cross the Schuylkill at the Blockley Almshouse and run south to Oregon Avenue before turning east to the Delaware at Greenwich Point, with a branch south to League Island; in fact, the second is built as a stop-gap measure, and the third only later. (Rept)
- May 18, 1859 Logansport ordinance grants Toledo, Logansport & Burlington Railroad and Chicago & Cincinnati Railroad right of way along Durett and Canal Streets from the mouth of the Eel River to the depot of the Toledo, Wabash & Western Railroad. (Church)
- May 18, 1859 Atlantic & Great Western Railroad Company in New York incorporated with William Reynolds of Meadville, Pa., as Pres.; controlled by the Pennsylvania faction that wants a direct line from the New York & Erie Railroad to Pennsylvania, bypassing Jamestown, N.Y., in opposition to the Atlantic & Great Western Railroad Company of New York, controlled by the Ohio faction. (Minor, NYState, Felton)
- May 19, 1859 Electus B. Litchfield informs the LIRR Board that he is unable to carry out the Hunters Point agreement and asks for renegotiation; asks to be able to run horse cars east of the Brooklyn Tunnel; Norwich & Worcester Railroad agrees to start a Boston train on June 1; Board agrees to hold meetings alternately in Brooklyn and Philadelphia; however, there is often no quorum at Brooklyn, and most business is done at Philadelphia. (MB)
- May 19, 1859 PW&B Board reports that new engine house and shop in Baltimore has been burned. (MB)
- May 19, 1859 Special excursion run from New York to Reading via Allentown for New York backers of East Pennsylvania Railroad. (EastonArgus)

- May 19, 1859 Sunbury & Erie Board finally chooses its route between Ridgway and Sheffield with a summit at Kane; decision made in deference to McKean & Elk Land & Improvement Company, which has made a large subscription to the S&E and established the town of Kane in 1859. (Rosenberger)
- May 19, 1859 Cincinnati, Wilmington & Zanesville Railroad stockholders repudiate the contract with the Dayton & Cincinnati Railroad (tunnel company) and the \$500,000 in shares owned by the D&C is barred from voting. (MB)
- May 19, 1859 Abandoned Martinsville & Franklin Railroad sold at foreclosure to Franklin Nichols. (GrnBk)
- May 21, 1859 New Jersey Railroad Board authorizes obtaining control of the Orange & Newark Horse-Car Railroad; authorizes opening the main ferry slip at Jersey City for the use of passengers on the New York & Erie Railroad, Morris & Essex Railroad and Philadelphia expresses; a separate boat is used connecting with the eastbound morning express trains, with vehicles and local passengers and commuters excluded. (MB, AR)
- May 21, 1859 Edmund Q. Sewall, Jr., Chief Engineer, reports to Jacob Tome and J. J. Heckert of Port Deposit on a survey for a connection from the Washington & Maryland Line Railroad through Elkton and over to the old roadbed of the NC&F, thence to New Castle, where an ice-free coal depot is to be established for coal from the Wyoming Valley. (Rept)
- May 23, 1859 Pres. J. Edgar Thomson forwards Strickland Kneass's report on the Delaware Extension to the Board. (Rept)
- May 23, 1859 In a letter to NYC Pres. Erastus Corning, J. Edgar Thomson notes that the NYC is the road making the greatest effort to attract long-distance business by rate-cutting and asks him to consider whether such cutthroat competition is wise, as it destabilizes the entire railroad interest. (Harlow)
- May 24, 1859 Erastus Corning denies Charles Moran's charge that the NYC was the first to break rates; says [Buffalo & Corning] was first to cut rates on passengers and cattle. (ARJ)
- May 24, 1859 Richard D. Wood and George B. Roberts meet with a committee of the Millville & Glassboro Railroad at Glassboro; Wood subscribes for 800 shares of the Millville & Glassboro Railroad. (Wood)
- May 25, 1859 Philadelphia *Public Ledger* prints an article urging the PRR to adopt the Callowhill Street Tunnel as its route to the Delaware River; the scheme is backward-looking in that is geared to exporting flour and other

agricultural staples from the West, a trade that Philadelphia is already in the process of losing, and also in its assumptions that a 3-track cut-and-cover tunnel under Callowhill Street sized for 1860-era equipment (and with no mention of ventilation) will provide “capacity for the largest tonnage ever hoped for at this port”; it cannot conceive of the large array of coal piers and grain elevators that will be needed in less than 20 years. (PubLdgr, Pam)

- May 25, 1859 Philadelphia & Baltimore Central Railroad opens for revenue service between Concord and Painters Crossroads with four round trips. (AR)
- May 25, 1859 Court rules that I. L. Kinzer’s mortgage on the Alexandria & Washington Railroad is not a first lien and that First and Second Mortgage bondholders have priority. (Harrison)
- May 26, 1859 Trains of Northern Railroad of New Jersey (New York & Erie Railroad subsidiary) begin operating into a new covered platform on the north side of New Jersey Railroad's Jersey City Terminal. (date of opening excursion, Jersey City to Piermont; Poor & annual report gives 10/1/59! - may be P&HR station) (ARJ, AR)
- May 26, 1859 S. K. Hoxsie ( - ), projector of the Callowhill Street Tunnel, publishes an open letter to the PRR in the Philadelphia *Daily News* in support of his plan; its real aim is to artificially support the existing but moribund old warehouse district fronting the Delaware and raise property values there; Hoxsie ignores the city’s manufacturing interests entirely; he also wants a marginal railroad along the Schuylkill south of Market Street and sees this as a location for coal wharves, as it was before the Reading’s construction of Port Richmond; it does not envision modern coal piers or grain elevators, just old-fashioned flour warehouses; the proposed site for a Union Passenger Depot at Broad & Callowhill is too far from the current business centers; Hoxsie estimates the 2-mile tunnel to cost \$500,000 and the whole project \$900,000. (Pam)
- May 26, 1859 Jeffersonville Railroad Board appoints a committee to negotiate to operate the portion of the Madison & Indianapolis south of Columbus, including branches. (MB)
- May 26, 1859 John Letcher (1813-1884), a Douglas Democrat and native of Lexington, is elected Gov. of Virginia on the strength of voters west of the Blue Ridge and against the secessionist tendencies of the eastern part of the state. (Ambler, Sobel)
- May 28, 1859 Cleveland, Columbus & Cincinnati Railroad Pres. L. M. Hubby threatens to form alternate western connections if the Indianapolis, Pittsburgh & Cleveland Railroad persists in its plan to divide its business between the



Bellefontaine & Indiana Railroad and Columbus, Piqua & Indiana Railroad at Union City. (Olson/MB)

- May 30, 1859 Seat of Douglas County, Illinois, changed from Camargo to Tuscola. (Long)
- June 1, 1859 LIRR resumes through service to Boston with a steamboat between Greenport and New London and connection with the Norwich & Worcester Railroad. (MB)
- June 1, 1859 New Jersey Railroad ferry *John S. Darcy* destroyed by fire, along with the east end of the new Jersey City depot at 3:00 AM; \$28,000 in damages. (MB)
- June 1, 1859 Shamokin Valley & Pottsville Railroad Board refers the question of compromising claims on the unfinished Eastern Division to Pres. James S. Biddle. (MB)
- June 1, 1859 Supporters of Tyrone & Lock Haven Railroad meet at Bellefonte; Richard B. Osborne and John H. Osborne propose to build from Lock Haven to Julian Furnace; Catawissa, Williamsport & Erie Railroad has leased T&LH as a western extension. (USRR&MR)
- June 1, 1859 Dayton & Michigan Railroad opens to junction with PFW&C at Lima; with CH&D, opens new route between Cincinnati and Chicago. (ARJ - CHTaylor has open 6/15??)
- June. 1, 1859 Dr. Edward H. Williams, later General Superintendent of PRR, named Assistant General Superintendent of Galena & Chicago Union Railroad. (Ystrydy&Tdy)
- June 2, 1859 LIRR Pres. William E. Morris reports to Board that they are unable to buy the Flushing Railroad and must change the plan from a two-track railroad from Jamaica to Winfield to a single track from Jamaica to Hunters Point. (MB)
- June 1859 Former Superintendent Charles Minot proposes to lease the New York & Erie Railroad for 10 years. (ARJ)
- June 3, 1859 Ford County, Illinois, created from non-county area with county seat at Paxton. (Long)
- June 4, 1859 S.L.M. Barlow (1826-1889) proposes basis for a new Trunk Line agreement to J. Edgar Thomson; will cover only New York rates, sidestepping the differential question; will lengthen running time from Buffalo to New York from 15 to 16 hours; PRR's losses in the period of

cutthroat competition were lower than those of the other Trunk Lines, which lost more than \$462,000. (USRR&MR)

- June 4, 1859 New Jersey Railroad annual meeting; are now 70 trains between Jersey City and Newark, 32 between Jersey City and Elizabeth; 24 to Rahway and 18 to New Brunswick; resolves to operate the Perth Amboy & Woodbridge Railroad if local residents build it. (MB)
- June 4, 1859 Lawyer Vincent L. Bradford (1808-1884) elected Pres. of Philadelphia & Trenton Railroad by the Stockton and Stevens interest, replacing Richard F. Loper; he spends his first year perfecting legal titles to the right of way. (MB, Dwight)
- June 4, 1859 Junction Railroad (Ohio), later part of the Cincinnati, Hamilton & Dayton Railroad system, opens between Hamilton and Oxford. (Bartlow, ARJ)
- June 5, 1859 First through freight from Harrisburg arrives at Elizabethport, N.J., via Allentown Route; 40 cars include 500 beef cattle. (NJJrnl)
- June 5, 1859 Freak frost kills crops over wide arc of New York, Ohio, Indiana and Illinois. (Van Vleck)
- June 6, 1859 Brooklyn City Council advertises for bids to build a street railway in Atlantic Avenue from South Ferry to Boerum Place over the tunnel. (BrklnEgle)
- June 6, 1859 S. K. Hoxsie places his maps and models for his proposed Callowhill Street Tunnel on public display at Jayne's Hall; he also orchestrates a barrage of favorable comments and letters in the city's newspapers. (Pam)
- June 6, 1859 W. B. Hubbard elected Pres. of Columbus & Xenia Railroad, replacing Robert Neil, resigned. (MB)
- June 6, 1859 Indiana Central Railway and Dayton & Western Railroad make telegraph contract with Western Union Telegraph Company covering line between Indianapolis and Dayton. (Church)
- June 7, 1859 PRR cuts westbound passenger rates, New York-Chicago from \$23 to \$12; New York-Columbus from \$17 to \$10; New York-Cincinnati from \$20 to \$13.25; New York-St. Louis from \$30 to \$23.25. (ARJ)
- June 7, 1859 Eaton & Hamilton Railroad Board approves a settlement of the suit brought by Joseph B. Varnum of New York, George Carlisle and J. P. Reznor, trustees; the Richmond & Miami Railroad bondholders are to name one director, another is to be elected by the City of Cincinnati, two by the Second Mortgage bondholders, one by the Third Mortgage

bondholders and eight by the stockholders; five of the present directors are to resign; the floating debt is to be paid from earnings by July 1, 1860; interest payments on the First, Second and Third Mortgage bonds are to be deferred until Jan. 1, 1861, unless earned from the surplus. (MB)

- June 7, 1859 William B. Ogden elected Pres. of Chicago & North Western Railway. (Ystry&Tday)
- June 8, 1859 At the B&O Board meeting, Pres. John W. Garrett charges NYC with mounting a crusade against the City of Baltimore with its demand that rates to and from all ports should be the same; Garrett is firm for differential rates that recognize the shorter haul to Baltimore and demands no trains operated over 25 MPH. (ARJ)
- June 8, 1859 Bedford Railroad contracts construction between Hopewell and Mt. Dallas, Pa., to Collins, Dull & Co. but soon suspends for lack of money. (Val, ARJ)
- June 8, 1859 Little Miami Railroad Board authorizes building double track in the 17<sup>th</sup> Ward of Cincinnati. (MB)
- June 1859 A. J. Cassatt graduates from Rensselaer Institute with degree in mechanical engineering; his thesis is a review of Collins, Gilbert & Company's pressure turbines; the 14 other graduates include Russell Sage II, nephew of the financier. (RPI, Rezneck)
- June 1859 Railroads meet in Washington and offer Post Office Dept. to carry mail between New York and New Orleans in sealed chests, guaranteeing 21-day delivery, for \$200,000 per year; PW&B is to receive \$10,000; sign contract dated May 28 forming "Great Atlantic Trunk Line" between New York and New Orleans. (MB)
- June 11, 1859 J. Edgar Thomson and Erastus Corning of NYC sign a new Trunk Line agreement and force the New York & Erie Railroad and B&O to accept terms; permits the PRR and B&O to charge any rate they want to Philadelphia and Baltimore, but New York is treated as a common point with equal rates by all lines, so the agreement counts as a partial victory for New York merchants. (USRR&MR)
- June 11, 1859 New Jersey Railroad Board authorize rebuilding the ferry *John S. Darcy*; authorizes building a 6'-0" gauge track between Elizabeth and Newark for DL&W coal cars. (MB)
- June 11, 1859 *American Railroad Journal* reports that the New York & Erie Railroad has lost \$500,000 in income over the last 7 months; blames Pres. Charles Moran, who is a banker without railroad experience and takes little outside

advice, yet makes \$25,000 a year, two-and-a-half times the next highest-paid railroad president. (ARJ)

- June 12, 1859 Millville & Glassboro Railroad organized at Malaga; directors include Thomas H. Whitney of Whitney Bros. of Glassboro, Richard D. Wood, proprietor of iron works and cotton mill at Millville, and Robert F. Stockton. (MB)
- June 12, 1859 Hanover Branch Railroad ceases operating the Gettysburg Railroad and Littlestown Railroad; the Gettysburg Railroad is then operated by its own organization and also operates the Littlestown Railroad. (Poor, Williams)
- June 13, 1859 New York & Erie Pres. Charles Moran assents to new Trunk Line agreement, but with protest over NYC's low rates on eastbound flour. (ARJ, USRR&MR)
- June 13, 1859 Joint Companies Executive Committee authorizes buying 856 shares of the Burlington & Mount Holly Railroad & Transportation Company from Edwin A Stevens and the Robert L. Stevens Estate for \$21,400; appoints committees to settle the question of through rates with the B&O and to meet with the CNJ; authorizes issuing through tickets between New York and New Orleans via Raleigh and Columbia as well as via Wilmington, N.C., as at present. (MB)
- June 13, 1859 Millville & Glassboro Railroad elects Thomas H. Whitney of the Glassboro glass works Pres. pro-tem. (MB)
- June 13, 1859 John S. Gittings elected Pres. of the Wrightsville, York & Gettysburg Railroad, replacing Zenas Barnum, resigned. (MB)
- June 14, 1859 Joint Companies Executive Committee authorizes subscribing to an additional 1,600 shares of the Burlington & Mount Holly Railroad & Transportation Company for the purpose of extending it. (MB)
- June 15, 1859 Board approves organization of Altoona Beneficial Association to cover sickness and injuries; to take effect July 1; company to make initial donation of \$300 and thereafter to contribute \$2 per year for each paid-up member; does not appear to have been implemented and relief granted on a case-by-case basis until 1886. (MB)
- June 15, 1859 PRR Board approves construction of new station at Lancaster. (MB)
- June 15, 1859 First train runs over Sunbury & Erie Railroad from Williamsport to Bald Eagle Bridge (?) with Gov. William F. Packer, Pres. \_\_ and Chief Engineer \_\_. (ARJ - same as Lock Haven - see 6/17)

- June 15, 1859 William Underwood, Pres. of Tyrone & Lock Haven and Central Bank of Hollidaysburg arrives in New York to place \$200,000 in railroad bonds; with New York jobber Allen Schenck, exchanges them for worthless bills of the failed Southern Bank of Georgia; Underwood apparently hoped to give the bank notes to unsuspecting contractors, who would have been unable to redeem them; fraud is exposed in the New York papers and subsequent lawsuit. (USRR&MR)
- June 1859 Mass meeting held at Pittsburgh which resolves to order the County Commissioners not to levy a tax to meet the interest on the defaulted railroad bonds; the total railroad indebtedness of the county and city is \$4.5 million, or over 17% of the total assessed valuation of taxable property; of the \$4.5 million debt, \$400,000 is owed by Allegheny City on the PFW&C, \$1.8 million by Pittsburgh on the PFW&C, Pittsburgh & Steubenville, Pittsburgh & Connellsville, Allegheny Valley and Chartiers Valley, and \$2.3 million by Allegheny County on the AV, P&C, P&S, CV and Cleveland & Pittsburgh. (StdHistPitts)
- June 1859 Meeting held in New York to revive the Allentown Railroad. (ARJ)
- June 1859 William Ball of Terre Haute named receiver of Cincinnati & Chicago Railroad. (ARJ)
- June 1859 New Board elected for the Terre Haute, Alton & St. Louis Railroad; W.D. Griswold of Terre Haute elected Pres.; he overhauls the road. (ARJ, Bradsby/Vigo)
- June 1859 Chicago, Iowa & Nebraska Railroad opens between Clinton and Cedar Rapids. (CHTaylor)
- June 16, 1859 PRR Road Committee reads letter of Tom Scott regarding PRR Employees Beneficial Society; Scott notes that very few employees belong because PRR pays for time lost due to injuries; Road Committee resolves to cease paying for lost time effective July 1; to make immediate gift of \$300 to Society and pay \$2 per member every Jan. 1. (MB)
- June 17, 1859 Andrew Carnegie accompanies a test run of locomotive No. 156 up the Mountain burning wood as part of the PRR fuel tests; shortly thereafter, William Jackson Palmer brings the westbound *Fast Line* of 5 cars up the Mountain at 31 MPH with a consumption of 29.67 lbs. of coal per mile or 4 cents per mile, versus 5 cords of wood or 9.43 cents per mile. (Fisher)
- June 17, 1859 Track of Sunbury & Erie Railroad reaches Lock Haven. (USRR&MR)
- June 18, 1859 Oliver Charlick begins Sunday service on New York & Flushing, outraging pious residents of semi-rural Flushing who mount a boycott of

the line.

- June 18, 1859 New Jersey Railroad Board considers building an engine and car shops at East Newark; urges the Associates of the Jersey Company to get control of the charter of the Belleville Railroad & Transportation Company to increase the business of the Jersey City ferry. (MB)
- June 18, 1859 J. Edgar Thomson agrees to accept presidency of Southern Pacific Railroad of Texas, if and when the floating debt is paid off and outstanding lawsuits with Texas over the charter settled and \$250,000 raised in cash from a new stock issue; he has been offered the post at the high salary of \$25,000 by the current Pres. Jephtha Fowlkes. (ARJ, Ward)
- June 1859 Renewed rate wars between the NYC and Erie; PRR cuts Cleveland-New York fare to \$12, forcing NYC to follow suit. (rate war began with NYC cutting rate to Baltimore level - i.e. ending differential; Erie followed, then PRR; B&O than undercut; NYC finally gives up after heavy losses - need chron. of steps from ARJ)
- June 1859 First portion of Bellefonte & Snow Shoe Railroad opens. (C&C)
- June 1859 Shelbyville Lateral Branch Railroad between Edinburg and Shelbyville, Ind., abandoned.
- June 1859 John H. Barnes of Baltimore contracts to extend Cincinnati, Wilmington & Zanesville Railroad from Morrow to Glendale on CH&D. (ARJ pre 6/18)
- June 22, 1859 Committee reports to PFW&C Board on precarious financial condition; bank account is overdrawn by \$93,581; traffic has been light and rates low because of cutthroat competition; company will not be able to pay July 1 interest and any other interest before 1861; Pres. Thomson thinks he can raise money through a new loan. (MB)
- June 23, 1859 Junction & Breakwater Railroad Board sets the point of connection with the Delaware Railroad at a point above Harrington station. (MB)
- June 23, 1859 Gen. William Robinson, Jr. of PFW&C withdraws the motion of Apr. 26 censuring Acting Pres. T. Haskins Du Puy, which is crossed out of the minutes; Samuel Hanna offers a resolution to terminate the trackage rights contract with the Cleveland & Pittsburgh Railroad unless the PFW&C receives a bigger percentage, but it is tabled. (MB)
- June 23, 1859 Little Miami Railroad orders removal of engine house at Franklinton. (MB)

- June 24, 1859 In letter to *American Railroad Journal*, British bankers Hasseltine & Powell urge New York & Erie Railroad Pres. Charles Moran to reestablish confidence in the company, but if Erie is to be leased, suggest it be leased to the NYC or the NYC and PRR jointly to end ruinous competition. (ARJ)
- June 25, 1859 New Jersey Railroad Board recommends not abandoning any more of the Newark Turnpike in Jersey City or Hudson City; recommends abandoning the Essex & Middlesex Turnpike north of the station in Elizabeth, where it runs along the main line tracks. (MB)
- June 28, 1859 S. K. Hoxsie publishes a further defense of his Callowhill Street Tunnel plan in the *Public Ledger*; claims the only serious objection raised against his plan is cost, but that it can pay for itself out of the saving from dispensing with mule power through the streets; to the criticism that he is merely a builder and stone-cutter and not an engineer, he says “it requires no great engineering skill to construct an open cut tunnel for the railroad track, and no great amount of arithmetical calculation to determine whether the saving would warrant the cost.” (Pam)
- June 28, 1859 Edward Randolph Wood (1840-1932), son of Richard D. Wood, leaves school to join the engineer corps of the Millville & Glassboro Railroad. (Wood)
- June 30, 1859 Philadelphia City Councils pass resolution against taking up or altering City Railroad on Dock Street. (SEPTA)
- June 30, 1859 Eastern Shore Railroad contracts grading to Salisbury to George A. Parker. (C&C)
- June 30, 1859 Madison & Indianapolis Railroad appoints a committee to meet with the Jeffersonville Railroad on its request to operate the Columbus-Indianapolis line and branches. (MB)
- Summer 1859 Henry Keep (1819-1869), a Wall Street speculator, and LeGrand Lockwood (1820-1872) buy the controlling interest in Michigan Southern & Northern Indiana Railroad, which had fallen from 115 in 1856 to 6.
- July 1, 1859 City of Brooklyn contracts with Electus B. Litchfield to build a street railway in Atlantic Avenue from South Ferry to Boerum Place to replace the LIRR tunnel. (BrklnEgle)
- July 1, 1859 Sunbury & Erie Railroad opens between Williamsport and Lock Haven, Pa.; operated by the Northern Central Railway. ( , AR)
- July 1, 1859 PFW&C Railroad defaults on first mortgage bond interest. (ARJ)

- July 1, 1859 Athens County, Ohio, defaults on \$100,000 bonds issued to Marietta & Cincinnati Railroad. (ARJ)
- July 2, 1859 Franklin Railroad holds excursion for pupils of Rev. Reeves's Female Seminary over six miles of completed track between Chambersburg and Heagy's Woods. (Valley Spirit)
- July 2, 1859 Dayton & Cincinnati Railroad enters receivership; John E. Jones appointed receiver. (C&C)
- July 3, 1859 Camden & Atlantic Railroad begins Sunday excursions to Atlantic City; those certifiably sick or poor will be carried at half fare. (MB)
- July 4, 1859 Fayette County Railroad opens from Connellsville to Mount Braddock, Pa. (Poor)
- July 5, 1859 North Western Railroad sold at foreclosure to William L. Hirst; \$750,000 stock held by City of Philadelphia wiped out by sale. (Val, C&C, USRR&MR)
- July 5, 1859 Iron Molders International Union formed in Philadelphia. (PMiddleton)
- July 6, 1859 J. Edgar Thomson writes to John W. Garrett of the B&O, "The truth is that you are quite as much blinded to what is fair and right when it conflicts with your propensities to monopolize traffic as either of your presidential colaborers, and the sooner you thrust off the assumption of 'injured dignity' and meet for free and frank discussion without excitement, the better." (Ward)
- July 6, 1859 Shamokin Valley & Pottsville Railroad Board discusses trying to develop a coal market in Philadelphia and asks the Northern Central Railway to lower its rates. (MB)
- July 6, 1859 Rushville & Shelbyville Railroad sold at foreclosure on suit of bondholders to Frederick H. Smith for \$10,500. (Church)
- July 6, 1859 Gustavus Weems (1816-1859) of the Weems Line of steamboats at Baltimore dies. (Holly)
- July 7, 1859 Columbus & Xenia Railroad orders construction of eating house north of Columbus station. (MB)
- July 7, 1859 Indiana Central Railway accepts the change of gauge to 4'-10" as completed, although the axles of the freight cars have not yet been changed. (MB)



- July 7, 1859 Jeffersonville Railroad ends operation of Rushville & Shelbyville Railroad. (C&C)
- July 8, 1859 PRR Road Committee authorizes General Superintendent to contract for Loughbridge patent car brake. (MB)
- July 1859 Cleveland & Chattanooga Railroad opens between Chattanooga and Cleveland, Tenn.; forms a direct line for the Norfolk-Chattanooga trunk line to avoid the roundabout route via Dalton; Chattanooga, at the crossing of the Norfolk-Memphis and Charleston-Louisville axes, becomes the most important rail junction in the lower South. (ARJ - between 6/1 and 7/23 - see 8/3 - verify Harrison?)
- July 10, 1859 Gov. William F. Packer appoints former PRR engineer Hother Hagé a commissioner to examine the Sunbury & Erie Railroad between Erie and Warren. (CnlCrnts)
- July 12, 1859 First car placed on the City Passenger Railway on Broadway in Baltimore. (Scharf)
- July 13, 1859 Joint Board declares a regular 6% semiannual dividend. (MB)
- July 13, 1859 J. Edgar Thomson writes to B&O Pres. John W. Garrett, "I have but little faith in your high sounding expressions and promises." (Ward)
- July 13, 1859 Court decree in the suit brought by Joseph B. Varnun, George Carlisle and J.P. Reznor, trustees, versus the Eaton & Hamilton Railroad; David Barnet's Feb. 1858 appointment as receiver is rescinded, retroactive to July 1; T. Torrence, E.W. McGuire and D. McLaren named receivers of Eaton & Hamilton Railroad in Ohio, replacing David Barnet, in compromise arranging for payment of debts; company officers begin operating the company in Indiana subject to court oversight. (MB, Church)
- July 14, 1859 PW&B places Baldwin 4-4-0 locomotive *George Washington* (c/n 859) with Dimpfel boiler for burning coal in service. (AR, Lovell)
- July 1859 J. Edgar Thomson and family travel to Altoona in a special car to witness tests of a coal-burning locomotive by William Jackson Palmer; they ride to Cresson for dinner and games of tenpins, and then return; Thomson allows the ladies to ride the engine through the tunnel and around Horseshoe Curve for a better view; Thomson orders all passenger locomotives equipped with coal-burning fireboxes. (Ward, Clothier)
- July 1859 Pittsburgh & Connellsville Railroad places section between Turtle Creek and Pittsburgh under contract. (AR)

- July 1859 Springfield, Mount Vernon & Pittsburgh Railroad has contracted in England for iron to lay Delaware to Lakeville. (ARJ)
- July 1859 Grand Rapids & Indiana Railroad has settled with \_\_\_ Beckel, and he has surrendered the road to the company; Pres. Lomax has secured the money and iron. (ARJ)
- July 1859 Strike of coal miners on the Monongahela River and in Allegheny, Washington and Westmoreland Counties over irregular sizes of mine cars. (CmsrLabor AR)
- July 16, 1859 Editorial in *American Railroad Journal* notes that PRR has taken the lead in promoting its route with advertisements posted in stations all over the country. (ARJ)
- July 16, 1859 Toledo, Logansport & Burlington Railroad begins laying track. (USRR&MR)
- July 1859 Philadelphia stockholders sell \$800,000 in Cumberland Valley Railroad shares to PRR, giving it a controlling interest; suggested by Thomas A. Biddle & Co., the CV's financial agent; purchase is made as an investment of PRR's sinking fund for Second Mortgage bonds; blocks Reading's expansion west of Harrisburg. (week of July 17) (Franklin Repository, USRR&MR, HWest)
- July 18, 1859 New Jersey Railroad Board refuses to accept the Belvidere Delaware Railroad's cut rate of \$1 between Phillipsburg or Flemington and New York, must pay the old rate; approves a contract with the Northern Railroad Company of New Jersey; authorizes purchasing \$7,500 in stock of the Jersey City & Bergen Railroad from Jacob M. Merseles and also his rights to operate omnibuses over the Newark Turnpike. (MB)
- July 18, 1859 John Mifflin Hood (1843-1906) joins the engineer corps of the Delaware Railroad at age 16. (Memoir) (or Eastern Shore RR?)
- July 19, 1859 Western Maryland Railroad opens from Hollins to Green Spring over old Northern Central Green Springs Branch. (Van Horn)
- July 19, 1859 Former PRR engineer Hother Hagé resigns as Principal Engineer of the Union Canal Company of Pennsylvania. (CnlCrnts)
- July 20, 1859 William Jackson Palmer resumes tests of the "coal burner" on the Middle Division and on the Mountain; No. 156 is fitted with a new firebrick deflector and No. 114 with variable exhausts. (Fisher)
- July 21, 1859 Ashtabula & New Lisbon Railroad Board authorizes the sale of \$1 million

in bonds; negotiating for the use of the Cleveland & Mahoning Railroad between Warren and Niles. (MB)

- July 21, 1859 Thomas A. Morris replaces John Brough as Pres. of the Indianapolis, Pittsburgh & Cleveland Railroad; Brough remains as Pres. of the Bellefontaine & Indiana Railroad and Chairman of the joint Executive Committee and becomes General Superintendent of the combines "Bellefontaine Line." (AR)
- July 20, 1859 George B. Roberts reports on the progress of the survey for the Millville & Glassboro Railroad. (Wood)
- July 23, 1859 New York City authorizes the East River Ferry Company to switch its ferry from James Slip-South 7<sup>th</sup> Street to James Slip-Hunters Point. (Valentine)
- July 25, 1859 Work begins on LIRR's new line to Hunters Point at Jamaica. (ARJ)
- July 26, 1859 Baltimore City Passenger Railway opens the first streetcar line in Baltimore, running from the foot of Broadway to Baltimore Street and west on Baltimore Street to North Street (Guilford Ave.). (Nixon)
- July 26, 1859 Franklin Railroad holds excursion between Chambersburg and Greencastle; however, road is not yet ballasted and revenue service not begun until Feb. 1860. (Franklin Repository)
- July 28, 1859 Millville & Glassboro Railroad appoints George B. Roberts as Chief Engineer, and he reports on the survey; Richard D. Wood reports has been unable to meet Pres. Yorke of West Jersey Railroad to arrange a connection, but the company resolves to begin construction anyway. (MB, Wood)
- July 28, 1859 PFW&C committee reports that expenses are 72% of earnings and note large payments for livestock killed because road is unfenced; Board votes J. Edgar Thomson \$25,000 as total compensation for his service and advances made while Chief Engineer. (MB)
- July 29, 1859 Steubenville & Indiana Railroad Board orders arching 250 feet at west end of the tunnel near Brownsville. (MB)
- July 29, 1859 Ninth Avenue Railroad incorporated in N.Y. to build a street railroad from the Battery to the Harlem River. (NYState)
- July 31, 1859 John McD. Goldsborough of Goldsborough & Rice presents a proposal to build the Maryland & Delaware Railroad. (MB)

- July 31, 1859 Henry L. Pope, who is also Superintendent of the Dayton & Western Railroad, becomes Superintendent of the Indiana Central Railway, replacing James M. Smith, resigned. (MB)
- Summer 1859 Mine Hill & Schuylkill Haven Railroad surveys from Mount Carbon to Auburn where it would connect with the Auburn & Allentown (?) Railroad, giving it an independent outlet direct to New York, independent of the Reading or Schuylkill Navigation. (AR)
- Aug. 1, 1859 Sunbury & Erie Railroad opens between Lock Haven and Whetham, Pa.
- Aug. 1, 1859 PW&B rebuilds locomotive *Samson* as coal burner. (AR)
- Aug. 2, 1859 New York & Erie Railroad enters receivership on suit of Daniel Drew, James Brown and J.C.B. Davis; first bankruptcy of a Trunk Line; Nathaniel Marsh appointed receiver. (ARJ)
- Aug. 3, 1859 East Tennessee & Georgia Railroad opens direct line to Chattanooga. (Harrison)
- Aug. 1859 PRR makes first verbal agreement with Camden & Amboy for handling through traffic east of Philadelphia.
- Aug. 5, 1859 Western Maryland Railroad reopens ex-Northern Central Green Spring Branch between Relay (Hollins) and Owings Mills; formal excursion and celebration held Aug. 11. (Killough, Trains)
- Aug. 6, 1859 New York & Erie cuts Pres. Moran's salary from \$25,000 to \$8,000. (USRR&MR - may be 7/31)
- Aug. 6, 1859 Belleville Railroad & Transportation Company organized; controlled by New Jersey Railroad interests; John P. Jackson elected Pres.; the line is never built. (ARJ)
- Aug. 8, 1859 Joint Companies Executive Committee orders the sale of towboats heretofore ordered as Edwin A. Stevens sees fit; orders the steamboat *Richard Stockton* to New York, and the *John Neilson* to the Delaware River; the *Trenton* is to run between Philadelphia and Tacony. (MB)
- Aug. 8, 1859 Benjamin Franklin Greene (1817-1895) resigns as senior professor of Rensselaer Institute; the institution enters a period of drift. (Rezneck)
- Aug. 10, 1859 PRR Road Committee considers offer of Camden & Amboy to pro-rate through traffic on basis of 130 miles New York to Philadelphia and 360 miles Philadelphia-Pittsburgh. (MB)
- Aug. 10, 1859 *A Few Facts and Consideration for Business Men upon a Delaware*

*Terminus for the Pennsylvania Railroad* published in Philadelphia in support of S. K. Hoxsie's simple-minded and impractical plan for a single belt line far outside the built-up area of the city and the removal of all railroad tracks inside it except for a line running from West Philadelphia in a tunnel under Callowhill Street, with a union passenger terminal at Broad Street and a union freight station crammed into a confined space at Callowhill and the Delaware River, with marginal railroads the length of Delaware Avenue and along both banks of the Schuylkill south of Market; it is conceived under the old delusion that Philadelphia is competitive as a commercial port with well-supplied docks. (Pam)

- Aug. 11, 1859 Western Maryland Railroad opens to Owings Mills, Md., with an excursion from Baltimore. (Van Horn)
- Aug. 12, 1859 Camden & Atlantic Railroad Board grants reduced rates to any manufacturer building factories at Egg Harbor City. (MB)
- Aug. 13, 1859 In the ongoing telegraph war between the North American Telegraph Association and the Kendall-Smith companies, the Associated Press, allied with the former, notifies William M. Swain of the Philadelphia *Public Ledger*, a member of the latter, that they are cutting off his access to all foreign news sent over the Atlantic cable; the Kendall group responds with an ultimatum to end peace negotiations. (Thompson)
- Aug. 15, 1859 Philadelphia & Baltimore Central Railroad Board approves a contract with Stone, Quigley & Co. to build the line from Chadds Ford to Avondale. (MB)
- Aug. 1859 Peach traffic on Delaware Railroad is now sufficient to fill a daily train; Delaware Railroad sparks agricultural improvements along its line, including the planting of peach orchards to supply northern cities. (PWB AR)
- Aug. 1859 Lackawanna & Bloomsburg Railroad opens to Danville, Pa. (USRR&MR)
- Aug. 16, 1859 Junction & Breakwater Railroad Pres. Causey reports contracting with the Mount Savage Iron Company for 700 tons of T-rail at \$51 a ton, FOB Alexandria. (MB)
- Aug. 16, 1859 Edwin A. Stevens agrees to build an extension of the Morris & Essex Railroad between Newark and Hoboken, eliminating the need to use the parallel line of the New Jersey Railroad & Transportation Company; Stevens pays \$116,550 for the perpetual use of the New York & Erie Railroad's Bergen Hill Tunnel. (DL&WCorps, Taber)
- Aug. 16, 1859 New York & Erie Railroad enters receivership on a suit by the Fourth

- Mortgage bondholders; Secretary Nathaniel Marsh (1815-1864) is appointed receiver. (Mott)
- Aug. 18, 1859 LIRR Board reports that Flushing Railroad has served notice that it will locate on land at Hunters Point contracted for by LIRR. (MB)
- Aug. 18, 1859 PW&B Board reports that through freight arrangements with B&O require a new freight house in Southwark; approves agreement for running Eastern Shore Railroad. (MB)
- Aug. 18, 1859 Erie & Pittsburgh Railroad Board authorizes placing the road under contract between Girard and Jamestown. (MB)
- Aug. 18, 1859 Dayton & Michigan Railroad formally opens from Dayton to Toledo. (ARJ, Waggoner)
- Aug. 19, 1859 New York & Erie Railroad receiver Nathaniel Marsh cuts the \$25,000 salary of Pres. Charles Moran. (Mott)
- Aug. 22, 1859 Junction & Breakwater Railroad makes a contract with the PW&B to operate it, effective Sep. 5, 1859. (MB)
- Aug. 25, 1859 Millville & Glassboro Railroad Board approves location and construction contracts. (MB)
- Aug. 25, 1859 Alarmed by Columbus & Xenia Railroad's aid to Steubenville & Indiana Railroad, Cleveland, Columbus & Cincinnati Railroad Board agrees to form alternate through route to Cincinnati via Springfield, Mt. Vernon & Pittsburgh Railroad (Delaware-Springfield), Sandusky, Dayton & Cincinnati Railroad and Cincinnati, Hamilton & Dayton Railroad. (Marvin)
- Aug. 26, 1859 George Brown (1787-1859), head of the Baltimore branch of Brown Brothers & Co. and one of the principal founders of the B&O, dies at his country house near Baltimore. (Scharf)
- Aug. 27, 1859 Charles Moran resigns as Pres. of New York & Erie Railroad after his salary is cut; Samuel Marsh (1786-1872) is elected Pres.; although external financial conditions are partly to blame, the price of NY&E shares has fallen from 33-1/3 to 8 during Moran's tenure; Moran will play a role in the history of several companies on PRR Lines West. (Mott, USRR&MR)
- Aug. 27, 1859 New York & Erie reorganization committee reports. (ARJ)
- Aug. 29, 1859 Council Ridge Tunnel of Lehigh Luzerne Railroad opens, creating a

regular railroad to the Harleigh Colliery with a branch to Fillmore (Eckley), eliminating the switchbacks over the hill; no revenue service until Oct. 20. (Baird, USRR&MR)

- Aug. 29, 1859 Col. Edwin L. Drake (1819-1881) brings in the first modern U.S. oil well on Oil Creek in northern Venango County near Titusville, Pa., for the Pennsylvania Rock-Oil Company, starting an oil boom in the northwestern part of state. (McLaurin, HistPitts - HistCrawfrdCo says 8/28 at 69.5 ft. for Seneca Oil Co. - breaks through cap rock into oil sand - Martens notes this one of the only places where oil can be reached by such a shallow well - Babcock and plaque has 8/27 - Henry notes hit pocket on Sat. 8/27 but drill not withdrawn to notice oil til Sunday 8/28)
- Aug. 30, 1859 West Jersey Railroad Board authorizes the construction of a branch from Woodbury to Bridgeton. (MB)
- Aug. 30, 1859 Last rail laid on Junction & Breakwater Railroad between Harrington and Milford, Del. (ARJ - has 8/28)
- Aug. 31, 1859 Brooklyn Central Railroad incorporated by Electus B. Litchfield to operate street railroads in Brooklyn including over the old Brooklyn & Jamaica Railroad line; also and extension on Furman Street from Atlantic Avenue to the Wall Street Ferry at Montague Street; through 3<sup>rd</sup> Avenue, Flatbush Avenue, Lafayette Avenue, Bedford Avenue and Gates Avenue to Division Street; also down 5<sup>th</sup> Avenue to the city line and from 5<sup>th</sup> Avenue through 3<sup>rd</sup> Street to the city line; later in the year, it builds tracks over the roof of the Brooklyn & Jamaica tunnel at the foot of Atlantic Avenue; the Brooklyn & Jamaica line is used jointly with the LIRR until it moves to Long Island City. (NYState, Poor)
- Aug. 31, 1859 New Jersey Railroad Board approves a \$15,000 loan to the East Pennsylvania Railroad. (MB)
- Sep. 1, 1859 Western railroads meet at Columbus to act on propositions of Trunk Lines drawn up at their recent meeting at Buffalo. (ARJ)
- Sep. 1, 1859 George M. Pullman places his first sleeping car, No. 9, a converted coach, in service on the St. Louis, Alton & Chicago Railroad between Bloomington and Chicago. (AAR)
- Sep. 1, 1859 Norfolk & Petersburg Railroad opens for revenue service between Norfolk and Petersburg; later becomes part of the main line of the Norfolk & Western Railway; between Suffolk and Petersburg, the road is laid out as a continuous straight line by its Chief Engineer, William Mahone (1826-1895). (AR)

- Sep. 1, 1859 Dayton & Michigan Railroad opens to Toledo, completing the line. (Drury)
- Sep. 2, 1859 Steubenville & Indiana Railroad enters receivership; Pres. Thomas L. Jewett appointed receiver by Harrison County Court of Common Pleas on suit of Robert Garrett & Sons. (MB, Church, ARJ)
- Sep. 2, 1859 Little Miami Railroad, Columbus & Xenia Railroad and Cincinnati, Hamilton & Dayton Railroad sign agreement for joint operation and profit sharing for a period of 20 years effective Sep. 15. (MB)
- Sep. 3, 1859 New York & Jamaica Railroad incorporated in interest of LIRR to build line from Jamaica to Hunters Point to meet ban on steam locomotives operating in Brooklyn. (Val, NYState)
- Sep. 4, 1859 Solomon Davies Warfield (1859-1927), who will oversee the extension of the Seaboard Air Line Railway into southern Florida, born at Mount Washington, Baltimore County, Md.; son of Henry M. Warfield, a Democrat who will be imprisoned briefly for being a member of the 1861 state legislature. (BaltSun)
- Sep. 5, 1859 Philadelphia & Baltimore Central Railroad opens between Painters Crossroads and Chadds Ford, Pa. (CCHS - AR has 10/13)
- Sep. 5, 1859 Name of the county seat of Effingham County, Illinois, changed from Ewington to Effingham. (Long)
- Sep. 6, 1859 Little Miami Railroad Board authorizes moving the Deerfield station to a new location called "South Lebanon." (MB)
- Sep. 6, 1859 Samuel B. Ruggles appointed receiver of the Buffalo & New York City Railroad on suit of mortgage trustees. (Minor)
- Sep. 7, 1859 PRR adopts new through ticket agreement with Joint Companies; at their insistence, Camden & Amboy receives percentage based on New York-Philadelphia distance of 130 miles instead of actual distance of 90 miles, while PRR's share is based on actual distance. (MB)
- Sep. 7, 1859 Junction & Breakwater Railroad holds opening excursion between Milford Jct. (Harrington) and Milford, Del.; operated by PW&B under agreement of Aug. 22, 1859. (newspaper, MB, ARJ)
- Sep. 7, 1859 Charles Minot appointed General Superintendent of the New York & Erie Railroad. (ARJ)
- Sep. 7, 1859 A committee of the North American Telegraph Association reaches a



settlement with the Kendall-Smith group, including an end to news embargoes. (Thompson)

- Sep. 9, 1859 Erie & Pittsburgh Railroad issues \$40,000 worth of stock to Erie & North East Railroad for construction work. (Church)
- Sep. 9, 1859 Dining hall opens along the north side of the Columbus Union Depot; operated by S. E. Ogden. (HistofColumbus)
- Sep. 10, 1859 Thomas J. Brereton, J. Thomas Johnston, H. Brady Wilkins and Charles H. Shattuck, as Brereton, Johnston & Co., buy a tract in Armstrong County on which they build the Aladdin Oil Works to distill illuminating oil from cannel coal; it is later converted to a petroleum refinery and is eventually acquired by the Standard Oil Company. (Smith/Armstrong)
- Sep. 12, 1859 Erie city ordinance authorizes Sunbury & Erie Railroad to lay tracks in Front Street from State Street eastwardly and build terminal buildings on Front Street between State and French Streets. (Digest)
- Sep. 12, 1859 Henry L. Pope appointed Superintendent of the Dayton & Western Railroad, replacing James M. Smith, resigned. (MB)
- Sep. 15, 1859 LIRR Pres. William E. Morris reports to Board that he has subscribed \$5,000 to the Glen Cove Branch Railroad. (MB)
- Sep. 15, 1859 PW&B Board reports that sleeping cars are ready to be put on, and New York-Washington baggage to be carried through in locked crates; all trains connecting for New York are to be run to Southwark depot; two long coaches were rebuilt into sleeping cars for Philadelphia-Washington service; by end of year are carried through on Susquehanna ferry. (MB)
- Sep. 15, 1859 Philadelphia & Baltimore Central Railroad makes a through traffic contract with the West Chester & Philadelphia Railroad. (MB)
- Sep. 15, 1859 Striking laborers on the New York & Erie Railroad's Long Dock Tunnel blockade the line and demand back pay owed them. (McLean)
- Sep. 15, 1859 Lackawanna & Bloomsburg Railroad opens between Bloomsburg and Danville, Pa. (Poor, Taber)
- Sep. 15, 1859 Union Railroad (Marietta & Cincinnati) opens to within four miles of Belpre. (ARJ)
- Sep. 1859 Board of Engineers of Belleville Railroad & Transportation Company presents surveys for different routes between Belleville and Newark; company is unable to raise enough money. (ARJ)

- Sep. 1859 Camden & Amboy begins construction of a link between its two parallel lines, Monmouth Jct. to Jamesburg, to permit anthracite coal to be shipped to South Amboy; not completed until 1866 because of war and threats to monopoly status. (USRR&MR)
- Sep. 1859 Philadelphia & Crescent Navigation Company incorporated to develop Philadelphia-Liverpool steamship line; directors include J. Edgar Thomson, Matthias W. Baldwin, Charles Macalester, and S. Morris Waln. (Scharf gives this date for org. - see other yr and verify Beitel)
- Sep. 1859 Baltimore & Potomac Railroad proposed to change its southern terminus from opposite Aquia Creek and the Richmond, Fredericksburg & Potomac Railroad to Popes Creek, to which the Virginia Central Railroad is to be extended. (ARJ)
- Sep. 1859 Western Division of Sunbury & Erie Railroad opens between Erie and Union Mills. (ARJ)
- Sep. 1859 Oelrichs & Co. of New York has obtained a judgement against the City of Pittsburgh for unpaid coupons on the Pittsburgh & Steubenville Railroad and Chartiers Valley Railroad, which the City had guaranteed. (ARJ)
- Sep. 1859 Erie & Pittsburgh Railroad has contracted 40 miles between Girard and Jamestown to Asa B. Wood of Buffalo. (ARJ)
- Sep. 1859 J. Edgar Thomson sends William Jackson Palmer to St. Louis and Chicago, particularly to look after the bottom land Thomson owns near St. Louis in the angle formed by the Missouri and Mississippi Rivers; Palmer also views the potential crossings of the Mississippi River at Keokuk and Hamilton, where Thomson will invest in railroad bridges after the Civil War. (Fisher)
- Sep. 16, 1859 Richard D. Wood meets with Morton McMichael of the Philadelphia *North American* to publish articles on the necessity of extending the West Jersey Railroad to Cape May. (Wood)
- Sep. 16, 1859 Richard H. Winslow of Winslow, Lanier & Co. resigns as director of PFW&C. (MB)
- Sep. 17, 1859 Williamsport & Elmira Railroad enters receivership; Charles Macalester appointed receiver. (USRR&MR)
- Sep. 17, 1859 Mississippi & Wabash Railroad opens from Carthage-Hamilton Road to Carthage, Ill., via Elvaston; portion between Elvaston and Carthage later sold to Wabash system.

- Sep. 1859 Mississippi & Wabash Railroad opens between Warsaw and Elvaston, Ill. (Church)
- Sep. 18, 1859 Militia breaks the blockade erected across the New York & Erie Railroad at West End (Jersey City) and arrests strikers. (McLean)
- Sep. 19, 1859 PRR Road Committee postpones offer of North Western Railroad to sell to PRR. (MB)
- Sep. 21, 1859 New York & Harlem Railroad eliminates the last passenger train, a single White Plains commuter local, running south of the terminal at 26<sup>th</sup> Street to Centre Street. (NYPost)
- Sep. 21, 1859 Catawissa, Williamsport & Erie Railroad enters receivership; ends its ambition to extend westward via Tyrone & Lock Haven Railroad; William D. Lewis (1792-1881) appointed receiver. (USRR&MR)
- Sep. 21, 1859 Bondholders of the Terre Haute, Alton & St. Louis Railroad meet at New York and appoint a committee of eight to investigate the company's affairs. (ARJ)
- Sep. 30, 1859 New Jersey Railroad Board authorizes completing the purchase of the gravel pit at Bonhamtown. (MB)
- Sep. 30, 1859 Shelby & Rush Railroad incorporated in Indiana as the reorganization of the Rushville & Shelbyville Railroad; Madison & Indianapolis Railroad Company begins operating Shelby & Rush Railroad without agreement. (Church, C&C)
- Oct. 1, 1859 Future VP Charles E. Pugh (1841-1913) enters PRR service as station agent at Newport, Pa. (Wilson)
- Oct. 1, 1859 Northern Central Railway begins operating Wrightsville, York & Gettysburg Railroad under operating agreement dated Sep. 12, 1859. (AR, C&C)
- Oct. 1, 1859 Little Schuylkill Navigation, Railroad & Coal Company contracts the operation of its railroad for coal and local freight to H. Clayton of Tamaqua; through freight is handled by the Catawissa, Williamsport & Erie Railroad. (Poor)
- Oct. 1, 1859 New York & New Haven Railroad surrenders the lease of the Hampshire & Hamden Railroad, which along with the Northampton & Westfield Railroad, is leased to the New York & Northampton Company but operated by the New York & New Haven Railroad. (NHCorp)

- Oct. 3, 1859 PRR officers and directors leave Philadelphia at 11:50 AM on a great circle tour of western lines and connections; route is Pittsburgh-Chicago-St. Louis-Cincinnati-Wheeling and east via B&O and Baltimore; includes William B. Foster, Jr., H.H. Houston, W.H. Wilson, Thomas T. Firth, George W. Cass, et al. (Watkins)
- Oct. 4, 1859 John Carlisle and John C. Wright elected to the Board of the Eaton & Hamilton Railroad to represent the Second Mortgage bondholders. (MB)
- Oct. 5, 1859 Cleveland & Pittsburgh Railroad Board orders company to sell any interest in lake propellers for \$50,000. (MB)
- Oct. 5, 1859 Shelby & Rush Railroad Company organized; Frederick H. Smith, Pres.; new company relays line with T-rail. (MB, Church)
- Oct. 5, 1859 Covington & Lexington Railroad sold at foreclosure; not reorganized as the Kentucky Central Railroad until 1871. (ICC)
- Oct. 6, 1859 PRR official party arrives in Chicago. (Watkins)
- Oct. 6, 1859 Indiana Central Railway Board authorizes the Western Union Telegraph Company to build along its line. (MB)
- Oct. 6, 1859 David Cooper Wood (1781-1859), former proprietor of Millville, N.J., drops dead in the street in Philadelphia. (Wood)
- Oct. 8, 1859 PRR official party travels from Chicago to St. Louis. (Watkins)
- Oct. 8, 1859 Richmond & York River Railroad opens between Richmond and White House on the Pamunkey River. (RRs&Cnls)
- Oct. 9, 1859 Lawyer and entrepreneur Anthony Dey (1777-1859), one of the founders of the Associates of the Jersey Company and of Jersey City, dies. (ancestry.com)
- Oct. 11, 1859 PRR official party travels from St. Louis to Cincinnati. (Watkins)
- Oct. 11, 1859 In an off-year election, Republicans take control of the Pa. State Senate from the Democrats, 21-12, and increase their lead in the House; the Republicans gain majority-party status that is not seriously threatened until the 1930s. (Coleman)
- Oct. 11, 1859 Lawyer Thomas Mellon, founder of the family fortune, is elected to a 10-year term as Associate Judge of the Allegheny Court of Common Pleas by the Republican Party faction opposed to taxes to pay the railroad debts;

although lacking political skills, Mellon is recognized as possessing a first-rate legal mind and an inbred aversion to high taxes. (Mellon)

- Oct. 11, 1859 Republican William Dennison (1815-1882) elected Gov. of Ohio, defeating Democrat Judge Rufus P. Raney. (Sobel)
- Oct. 12, 1859 American Telegraph Company purchases all the stocks and patent rights of F. O. J. Smith for \$301,108; the North American Telegraph Association companies also buy all the unsold rights of Samuel F. B. Morse, Amos Kendall and their associates for \$107,000 and agree to a rearrangement of exclusive territories assigned under the 1857 Six Party Contract. (Thompson)
- Oct. 12, 1859 American Telegraph Company reorganized under the laws of N.J. with a capital of \$2 million as a merger of the old American Telegraph Company (N.Y.), the New York & Washington Printing Telegraph Company, and the House rights for the East and South. (Thompson)
- Oct. 12, 1859 Magnetic Telegraph Company, owing line between New York and Philadelphia and points south, agrees to merge into the American Telegraph Company, which has a parallel line between New York and Washington and south to Knoxville and Atlanta. (VaBPW)
- Oct. 13, 1859 Philadelphia & Baltimore Central Railroad opens between Painters Crossroads and Chadds Ford, Pa.; service cut from four to three round trips. (AR)
- Oct. 14, 1859 PRR official party travels from Cincinnati to Wheeling. (Watkins)
- Oct. 14, 1859 All railroads entering Cincinnati and Trunk Lines agree on rates. (USRR&MR)
- Oct. 15, 1859 PRR official party travels over B&O from Wheeling to Cumberland. (Watkins)
- Oct. 15, 1859 Little Miami Railroad Board votes to petition the City of Cincinnati for a connecting track between it and the Ohio & Mississippi Railroad; votes to ask the Cleveland, Columbus & Cincinnati Railroad if it means to continue the traffic contract of 1852 and to explain recent rumors and reports to the contrary. (MB)
- Oct. 1859 Rebuilt New Jersey Railroad ferry boat *John S. Darcy* returns to service. (AR)
- Oct. 1859 Camden & Amboy Railroad places ferry *Washington* in service at Camden. (Boyer)

- Oct. 1859 Civil engineers George B. Roberts and M. Evelyn Lyons leave to explore the route for Southern Pacific Railroad (Texas). (USRR&MR)
- Oct. 1859 Southern Pacific Railroad (Texas) still has not complied with J. Edgar Thomson's terms for settling state lawsuits. (ARJ)
- Oct. 1859 Philadelphia & Baltimore Central Railroad contracts grading to Oxford to Andrew Crumlish. (AR)
- Oct. 1859 Jeffersonville Railroad makes a three-year agreement with the New Albany & Salem Railroad to pool passenger traffic, except the NA&S's "Cincinnati Line" to Michigan City, and to establish a joint office in Louisville. (MB)
- Oct. 1859 Committee of the Terre Haute, Alton & St. Louis Railroad reports; urges the immediate surrender to the Trustees of the Second Mortgage, followed by a sale and reorganization. (ARJ)
- Oct. 16, 1859 John Brown (1800-1859) and 18 followers seize the Harpers Ferry Arsenal at 10:30 PM in a abortive attempt to arm the slaves and foment a slave uprising in the South; since Harpers Ferry is vulnerable from the surrounding heights, it is unclear whether Brown only intended to become a martyr; ironically, the first fatality is a black baggageman from the B&O station shot down by Brown's guards. (Coleman, Manakee, McPherson)
- Oct. 16, 1859 Future PRR Treasurer James Frederick Fahnestock (1859-1924) born at Gettysburg, Pa.; son of James F. Fahnestock and Sarah Gates Lord, a descendant of Mayflower Pilgrim William Brewster (1567-1644). (PR, PRRBio)
- Oct. 17, 1859 At 1:25 AM, John Brown detains an eastbound B&O train; it is finally released at 6:30 AM, allowing the crew to spread the alarm by telegraph once it reaches Monocacy; by noon, the local militia forces Brown's party to take cover in the fire engine house, killing seven of the raiders in the process. (Manakee, Stover)
- Oct. 17, 1859 PRR official party leaves Cumberland; detained at Martinsburg, Va., Oct. 17-18 by John Brown's raid at Harpers Ferry. (Watkins)
- Oct. 17, 1859 Millville & Glassboro Railroad Board resolves if it can receive no confirmation of when the West Jersey Railroad will open to Glassboro, it will seek its own charter to extend to Woodbury. (MB)
- Oct. 17, 1859 Delaware Railroad opens between Seaford and Laurel, Del.

- Oct. 17, 1859 Richmond & York River Railroad opens between Richmond and White House on the Pamunkey River, connecting with steamboats for Norfolk; after the Civil War, it will become the nucleus of a system of railroads assembled by the Clyde steamship interests of Philadelphia and subsequently of the Southern Railway. (Prince)
- Oct. 18, 1859 U.S. Marines under Col. Robert E. Lee (1807-1870) storm the fire engine house at Harpers Ferry and take John Brown and six of his followers prisoner; total killed: one marine, five townspeople and ten raiders, including two of Brown's sons; two other raiders are later captured across the border in Franklin County, Pa., while others are conveyed to safety on the Underground Railroad. (Manakee, Coleman, wiki - check number of raiders killed??)
- Oct. 18, 1859 PRR official party arrives in Baltimore at 3:00 PM. (Watkins)
- Oct. 19, 1859 PRR official party returns to Philadelphia. (Watkins)
- Oct. 18, 1859 PW&B places new Baldwin 4-4-0 locomotive *John E. Thayer* (c/n 884) with Dimpfel boiler for burning coal in service. (AR, Lovell)
- Oct. 1859 PRR begins routing Broad Top coal over Philadelphia & Reading Railroad between Harrisburg and its Port Richmond coal piers in Philadelphia; Port Richmond is one of world's major coal depots and PRR as yet has no coal piers in Philadelphia (its only waterfront terminal is at Dock Street on the City Railroad); 10,650 tons carried in 1859, 159,021 tons in 1861. (Rdg AR - 1862 says anthracite black and Broad Top yellow)
- Oct. 20, 1859 Northern Central Railway Board orders removing 75-lb. rail and ties from the portion of the Canton Branch north of the PW&B for reuse elsewhere; with coal being able to reach Canton via street running and the PW&B, the expensive part of the Canton Extension and its tunnel are abandoned; the Union Railroad Company of Baltimore will finally construct a tunnel on a similar alignment in 1873. (MB)
- Oct. 20, 1859 Council Ridge Tunnel of Lehigh-Luzerne Railroad opens for revenue service, granting access to the coal basin in the Black Creek Valley northeast of Hazleton, eliminating the use of a switchback over the mountain; Algernon S. Roberts, Pres. (ARJ, USRR&MR, AR)
- Oct. 22, 1859 Washington & Maryland Line Railroad appoints John A. Sheaff ( -1877) of Lancaster Chief Engineer to make a survey. (MB)
- Oct. 22, 1859 Foreclosure agreement signed for New York & Erie Railroad. (ICC)
- Oct. 24, 1859 Jersey City & Bergen Point Plank Road Company grants a right of way to

- the Jersey City & Bergen Railroad between Grove Street, Jersey City, to Peter Waterville's house, following the line of Grand Street. (MB)
- Oct. 24, 1859 New Albany & Salem Railroad renamed Louisville, New Albany & Chicago Railroad; core of the future Monon system. (C&C, ICC)
- Oct. 26, 1859 John Ferguson of New York City elected director of PFW&C replacing Richard H. Winslow but declines to serve. (MB)
- Oct. 27, 1859 First Mortgage bondholders of former Richmond & Miami Railroad sue to foreclose the portion of the Eaton & Hamilton Railroad in Indiana through their representative Oliver P. Morton. (Church, MB)
- Oct. 27, 1859 New York City merchants and financiers, led by August Belmont, William B. Astor, Moses Taylor, William F. Havemeyer and attorney Samuel J. Tilden, organize the Democratic Vigilant Association at a mass meeting in Cooper Union; its aim is to counter Republican Party organizing and convince the South that New York City merchants will side with them. (NYT, Burrows/Wallace)
- Oct. 27, 1859 City Passenger Railway in Baltimore opens over its entire length. (Scharf)
- Oct. 29, 1859 New Jersey Railroad Board authorizes beginning laying a 6'-0" gauge track between Elizabeth and Newark for DL&W coal cars. (MB)
- Oct. 29, 1859 Future Lines West traffic officer William Hodgdon (1859-1928) born at St. Louis. (PRRBio)
- Oct. 31, 1859 Louisville & Nashville Railroad opens between Louisville and Nashville; completes through line of uniform 5'-0" gauge between the Ohio River at Louisville and the Atlantic at Charleston, S.C.; only rail line between the Southeastern seaboard and the Ohio River prior to the Civil War. (Klein)
- Oct. 31, 1859 Clinton Furnace of Graff, Bennett & Co. blown in; it is the first blast furnace built in Allegheny County since 1794; since then, Pittsburgh has imported all its iron for rolling and working; Clinton Furnace tries to use coke made from local Pittsburgh Seam coal, but it proves inferior, and coke from Connellsville Coal is substituted with great success; this leads to the proliferation of coke furnaces until Pittsburgh and Allegheny County form the greatest pig-iron making district in the U.S. (Swank)
- Fall 1859 Steamboat *Venango* carries the first cargo of petroleum, 50 bbl., from Oil City to Pittsburgh down the Allegheny River. (McKnight)
- Nov. 1, 1859 Brooklyn Central Railroad opens books to increase stock from \$300,000 to \$500,000 to enable it to buy the Brooklyn & Jamaica Railroad.



(BrklnEgle)

- Nov. 1, 1859 Morris & Essex Railroad agrees with the Long Dock Company for the use of its tunnel through Bergen Hill, obviating the need to dig one of its own. (DL&WCorps)
- Nov. 1, 1859 After considerable lobbying and pressure from the Calhounite politician and entrepreneur Duff Green (1791-1875), then living in Georgia, Gov. William F. Packer finally signs the bill incorporating the Pennsylvania Fiscal Agency to deal in railroad securities and construct railroads in the South and West; the company later becomes infamous as the Credit Mobilier of America, the construction company for the Union Pacific Railroad. (PL, Green, Klein)
- Nov. 1, 1859 Michigan Southern & Northern Indiana Railroad defaults on interest. (ARJ)
- Nov. 3, 1859 J. Edgar Thomson elected a director of Southern Pacific Railroad of Texas. (USRR&MR)
- Nov. 4, 1859 LIRR Board votes to sell the steamboat *Island Belle*; it is destroyed by fire at Essex, Conn., later in the month. (MB)
- Nov. 5, 1859 Stone, Quigley & Co. begins work on Philadelphia & Baltimore Central Railroad from Brandywine Creek (Chadds Ford) to Avondale. (AR)
- Nov. 5, 1859 Pennsylvania Fiscal Agency organized; 84% of the stock is subscribed by Duff Green; Green is elected Pres., Oliver W. Barnes, Secretary and William Halsted Treasurer; some preliminary steps are taken to finance Green's New Orleans-Mazatlan trunk line, but the Civil War intervenes, leaving Green in the Confederacy and his associates in Pennsylvania, where they can seize the company. (Green)
- Nov. 7, 1859 Future Lines West VP Alfred McGill Schoyer (1859-1924) born at Allegheny, Pa.; son of Abraham Schoyer and Amelia McGill Schoyer, whose ancestors settled in Pittsburgh in the late 18<sup>th</sup> century. (PRRBio)
- Nov. 8, 1859 Charles S. Olden (1799-1876) is elected the first Republican Gov. of New Jersey. (Sobel)
- Nov. 8, 1859 Seat of Alexander County, Illinois, changed from Thebes to Cairo. (Long)
- Nov. 9, 1859 Bellefonte & Snow Shoe Railroad opens between Snow Shoe mines and Snow Shoe Intersection on Tyrone & Lock Haven; B&SS also begins operation of Tyrone & Lock Haven Railroad, which opens between Snow Shoe Intersection and Bellefonte via Milesburg, under agreement of Aug.

1858; links coal field with Pennsylvania canal system at Bellefonte; the B&SS requires four switchbacks to cross the summit at Rhodes, rising 275 feet in a distance of 2.5 miles with a maximum grade of 2.1%. (Val, C&C)

- Fall 1859 Bellefonte & Snow Shoe Railroad completed between Snow Shoe Intersection and Snow Shoe, Pa. (C&C)
- Nov. 1859 Logansport & Peoria Railroad completed between Logansport and Peoria. (ARJ - verify)
- Nov. 9, 1859 Pres. William G. Moorhead of Sunbury & Erie sails for Liverpool to place bonds in England; attempts to market them to holders of the Reading on grounds will be a feeder to the Reading; unable to sell bonds either in U.S. or England except at very heavy discount, primarily because the \$3.5 million in bonds given to state in return for canals constitute a prior lien. (USRR&MR, Rosenberger)
- Nov. 9, 1859 William Larned of New York, a major holder of Cincinnati, Wilmington & Zanesville Railroad bonds writes to John W. Garrett seeking aid from the B&O. (Mould)
- Nov. 10, 1859 Philadelphia & Baltimore Central Railroad cuts service from three to one round trip. (AR)
- Nov. 10, 1859 Philadelphia & Baltimore Central Railroad Board resolves that any money subscribed in Maryland is to be spent there; adopts Isaac R. Trimble's old survey between the Susquehanna River and Lutherville. (MB)
- Nov. 11, 1859 Camden & Atlantic Railroad Board accepts Richard Boyse Osborne's proposal to settle his claim by taking \$5,000 in cash and \$15,000 in preferred stock instead of \$20,000 in First Mortgage bonds and the rest in cash. (MB)
- Nov. 11, 1859 Northern Central Railway completes telegraph line between Baltimore and Harrisburg, connecting with the Bridgeport-Sunbury section completed earlier in the year. (AR)
- Nov. 12, 1859 New Jersey Railroad Board authorizes employing counsel for arguing the Newark Dock Bridge case before the U.S. Supreme Court; authorizes a new contract with the CNJ for running through freight and passenger cars to Jersey City. (MB)
- Nov. 14, 1859 Joint Companies Executive Committee approves a settlement with the B&O over through rates; makes the City Bank of New York, headed by director Moses Taylor, its principal depository in New York City. (MB)

- Nov. 14, 1859 PRR Road Committee authorizes construction of 200 coal cars; indefinitely postpones pleas of Bedford Railroad for aid. (MB)
- Nov. 14, 1859 Madison & Indianapolis Railroad reports that the Shelby & Rush Railroad is making attempts to rebuild with T-rail; M&I offers to make available the earnings from the Shelby & Rush Railroad and to advance money for the rebuilding. (MB)
- Nov. 15, 1859 Former LIRR steamboat *Island Belle* destroyed by fire at Essex, Conn., probably by arson. (BrklynEgle)
- Nov. 15, 1859 Little Miami and Columbus & Xenia Railroads begin operation of a local passenger train. (MB)
- Nov. 15, 1859 Future Treasurer of Lines West Thomas Harlan Baird McKnight (1859-1935) born at Pittsburgh. (PRRBio, findagrave)
- Nov. 1859 Maryland & Delaware Railroad is graded from Smyrna Jct. (Clayton) to Greensboro. (USRR&MR, ARJ)
- Nov. 1859 Erie & Pittsburgh Railroad opens between Erie and Conneautville. (ARJ)
- Nov. 1859 Western Pennsylvania coal strike ends. (CmssrLabor AR)
- Nov. 16, 1859 Brooklyn Central Railroad begins issuing commutation tickets between South Ferry and Bedford. (BrklnEgle)
- Nov. 16, 1859 Cincinnati ordinance calls for a single common connecting track of 4'-9<sup>3</sup>/<sub>4</sub>" gauge through the city to be operated with horse power only. (MB)
- Nov. 17, 1859 Philadelphia ordinance gives passenger, mail and baggage cars priority in moving over City Railroad. (Digest)
- Nov. 17, 1859 PW&B Board authorizes \$4,000 in aid to build line between Marietta & Cincinnati Railroad and Belpre; reports new through traffic arrangement with B&O; reports bids for carrying Great Southern Mail via B&O, via Lynchburg, Chattanooga and Grand Jct., or via Fernandina and Cedar Key, Fla. (MB); Great Southern Mail switched to this route to Memphis, Mobile and New Orleans from old route running on east side of mountains. ( , Trelease - mail was switched earlier)
- Nov. 17, 1859 Allegheny Valley Railroad extended south from Butler & Carson (20th?) Streets via Butler, Etna & Pike Streets to new terminal at Pike & Canal Streets in Pittsburgh (0.69 mile), running in Pike Street south of Mechanic Street; operated with horse power. (AR)

- Nov. 18, 1859 Pres. J. Edgar Thomson offers a reorganization plan for the PFW&C; published on Nov. 25. (MB)
- Nov. 18, 1859 Brooklyn Central Railroad holds a public excursion, the first time a horse car runs all the way through to Jamaica; includes Pres. Edwin C. Litchfield, Electus B. Litchfield, and Dr. R.H. Thompson; has now obtained running rights on the Brooklyn & Jamaica Railroad for \$3,000 per month; plans to build two branches, one to Greenwood on 5<sup>th</sup> Avenue, and one from Lafayette Avenue and Bedford Avenue to Broadway. (BrklnEgle)
- Nov. 19, 1859 Chief Engineer Tench F. Tilghman reports on the survey for the extension of the Junction & Breakwater Railroad from Milford to Georgetown. (MB)
- Nov. 21, 1859 New Jersey Railroad Board accepts the offer of the New Brunswick committee to celebrate the completion of the double track with an excursion to New York with a coal-burning locomotive; approves a new two-year contract with the CNJ; tables consideration of a consolidation scheme proposed by Edwin A Stevens and Cornelius Vanderbilt. (MB)
- Nov. 21, 1859 City of Philadelphia begins demolition of market sheds in middle of Market Street between Front & 8th Streets. (Walther)
- Nov. 21, 1859 Grand Trunk Railway of Canada opens over its entire length from Portland, Me., to Sarnia, Ont., opposite Port Huron, Mich., and a ferry connection to the standard-gauge Chicago, Detroit & Canada Grand Trunk Junction Railway to Detroit; 5'-6" gauge is insisted upon by Portland to prevent the railroad from serving another U.S. port; the road is poorly built by the contracting firm of Peto, Brassey, Jackson & Betts, but can act as a rate-cutter in competition with the U.S. Trunk Lines. (Currie, GRStevens, CHTaylor, RRH 147)
- Nov. 22, 1859 Erie & Pittsburgh Railroad Board appoints a committee to negotiate with the Cleveland, Painesville & Ashtabula Railroad for trackage rights between Erie and Girard. (MB)
- Nov. 22, 1859 Meeting of coal operators at Pottsville in favor of a direct railroad to Allentown, connecting with the Lehigh Valley Railroad for New York. (USRR&MR)
- Nov. 1859 PRR opens double track between Greensburg and Irwin, completing double track between Lockport and Pittsburgh and between Johnstown and Barea. (AR)
- Nov. 1859 Tyrone & Lock Haven Railroad opens between Snow Shoe Intersection

and Bellefonte via Milesburg; operated by Bellefonte & Snow Shoe Railroad under agreement of Aug. 1858.

- Nov. 1859 Erie & Pittsburgh Railroad opens between Albion and Conneautville, Pa. (ARJ - week pre 11/22/59)
- Nov. 24, 1859 Future Boston railroad financier Frederick Henry Prince (1859-1953) born at Winchester, Mass. (NCAB)
- Nov. 25, 1859 LIRR Pres. William E. Morris reports to Board on conversations with Abram S. Hewitt and Edward Crane re operating a Boston line via the Norfolk County Railroad. (MB)
- Nov. 28, 1859 The Brooklyn City Railroad having failed to build according to its franchise, the Brooklyn City Council grants the Brooklyn & Jamaica Railroad or its assignee a franchise for a street railway in Furman Street along the waterfront from Atlantic Avenue (South Ferry) to Fulton Street, serving the Wall Street ferry at Montague Street and the Fulton Ferry; however, the Brooklyn City Railroad may use the track if it shares the cost; Brooklyn & Jamaica Railroad assigns its rights to the Brooklyn Central Railroad. (BrklnEgle, NYState)
- Nov. 28, 1859 Town of Illinoistown, Ill., platted on lands of Samuel L. Barlow, Henry Chauncey, William H. Aspinwall and Samuel W. Comstock. (Scharf)
- Nov. 1859 New Jersey Railroad opens double track from Rahway to New Brunswick, completing double track between Jersey City and New Brunswick. (NJJrnl)
- Nov. 29, 1859 Celebration of the completion of double track on the New Jersey Railroad to its junction with the Camden & Amboy Railroad below New Brunswick (present "COUNTY" Interlocking). (USRR&MR)
- Nov. 30, 1859 Andrew Carnegie, 24, appointed Superintendent of Western Division, replacing Joseph D. Potts, resigned. (MB)
- Late 1859 Union Railroad is completed from Scotts Landing to Belpre, opposite Parkersburg. (B&O AR)
- Dec. 1, 1859 CNJ agrees with New Jersey Railroad to run its trains from Elizabeth to Jersey City Terminal over the NJRR; CNJ to have own ticket agent and office at Cortlandt Street. (HudCoHS)
- Dec. 1, 1859 Camden & Amboy appoints Robert F. Stockton and Edwin A. Stevens a committee to meet with John Taylor Johnston and Cornelius Vanderbilt of CNJ re forming a connection between the two lines. (MB)

- Dec. 1, 1859 Andrew Crumlish begins grading Philadelphia & Baltimore Central Railroad to Oxford. (AR)
- Dec. 1, 1859 Trevorton Coal & Railroad Company defaults on interest. (Hare)
- Dec. 1, 1859 William E. Bowen ( -1861) retires as the active partner of the Philadelphia banking house of Browns & Bowen; the business is continued as Brown Brothers & Co. as the Philadelphia agency of the New York house of the same name. (Brown)
- Dec.? 1859 B&O puts on improved sleeping cars between Philadelphia and Washington; cars are to be carried over the Susquehanna River on the train ferry *Maryland*; baggage and mail are carried through between New York and Washington in special crates that can be loaded on flat cars. (B&O AR)
- Dec. 2, 1859 Alfred Kelley (1789-1859), former Pres. of Columbus & Xenia Railroad, dies at Columbus. (NCAB)
- Dec. 2, 1859 John Brown is hanged at Charles Town, Va., for treason for leading the Harpers Ferry raid; the sympathetic outpouring across the upper North at the moment of execution, including tolling bells, cannon salutes and sermons, enrages the South even more than the raid. (Coleman, McPherson)
- Dec. 2, 1859 In the morning, Philadelphia abolitionists led by James Mott and his wife Lucretia Mott (1793-1880) hold a meeting in support of John Brown at National Hall; police have to be called to protect them from the pro-Southern element; African Americans hold a “sympathy prayer meeting” at Shiloh Baptist Church. (Scharf)
- Dec. 3, 1859 John Brown's body arrives at Philadelphia over PW&B en route to burial in upstate New York, escorted by Philadelphia abolitionist James Miller McKim (1810-1874); a large crowd of African Americans and abolitionists gathers at the PW&B depot to pay respects, while anti-abolitionists mass around the Philadelphia & Trenton depot in Kensington; PW&B Master of Transportation Henry F. Kenney sends a decoy coffin by wagon to Kensington, while shipping the real coffin via ferry to Camden; McKim, the father of Penn Station architect Charles F. McKim (1847-1909), accompanies the body and Brown’s widow to the burial site. (Kenny obit, wiki, Moore)
- Dec. 3, 1859 St. Louis, Alton & Chicago Railroad enters receivership. (ICC)
- Dec. 4, 1859 Eaton & Hamilton Railroad’s office and warehouse at Eaton destroyed by

fire. (MB)

- Dec. 5, 1859 First full session of the 36<sup>th</sup> Congress convenes. (wiki, Nichols)
- Dec. 5, 1859 Subscription books for the Penn Haven & White Haven Railroad open at the office of E.A. Packer & Co. in Mauch Chunk. (USRR&MR)
- Dec. 6, 1859 PFW&C VP Joseph K. Edgerton summoned to Cleveland to meet with Louis H. Meyer (1815?-1892) of New York City, a leading PFW&C bondholder; Meyer is accompanied by former Erie Pres. Charles Moran and Louis A. Von Hoffman; informs Edgerton that the New York bondholders have rejected Pres. Thomson's reorganization plan and have come to apply to Ohio courts for a receiver; Meyer proposes as a friendly gesture that Edgerton be the receiver, but if he refuses will turn to an outside party. (MB)
- Dec. 6, 1859 Fernando Wood (1812-1881), who has broken with Tammany Hall and formed an independent Democratic organization called Mozart Hall, is elected to a second, non-consecutive term as Mayor of New York; Tammany Hall has yielded to pressure from the business community and nominated William F. Havemeyer; the Republicans are unable to unite with Tammany, thus dividing the anti-Wood vote; Wood gets the working class vote and campaigns on the observation that "the South is our best customer." (NYT, Burrows/Wallace)
- Dec. 7, 1859 Track of Sunbury & Erie Railroad reaches Warren from Erie. (USRR&MR)
- Dec. 7, 1859 PFW&C Railroad enters receivership; Circuit Court for Northern Ohio names Joseph K. Edgerton as receiver. (AR)
- Dec. 7, 1859 With many Philadelphia merchants dependent upon Southern trade, Joseph R. Ingersoll (1786-1868) chairs a mass meeting at Jayne's Hall, largely led by Democrats, for "preserving the Union," and to reassure Southerners in the wake of the John Brown raid. (Scharf)
- Dec. 8, 1859 Committee of Brooklyn City Railroad and Brooklyn Central Railroad meet; agree that the track in Furman Street will be built by the Brooklyn City Railroad with BC&J having the use of it by paying 6% per year on the cost. (BrklnEgle)
- Dec. 8, 1859 LIRR Board hears offer of Edward Crane to deliver all the stock of the Flushing Railroad for \$56,500 paid in Norfolk County Railroad bonds and 2,000 shares of LIRR stock. (MB)
- Dec. 8, 1859 Williamsport & Elmira Railroad bondholders meet at Philadelphia to draw

- up debt reduction plan. (ARJ)
- Dec. 8, 1859 Joseph K. Edgerton resigns as PFW&C VP and office abolished. (MB)
- Dec. 9, 1859 District Court of Allegheny County names T. Haskins Du Puy as sequestrator of PFW&C in Pennsylvania only on suit of local creditors. (AR)
- Dec. 10, 1859 New Jersey Railroad Board approves new arrangements for the New York & Erie Railroad and Northern Railroad of New Jersey at Jersey City. (MB)
- Dec. 10, 1859 Western Division of the Sunbury & Erie Railroad reaches Warren from Erie. (Schenck)
- Dec. 10, 1859 T. Haskins Du Puy resigns as Acting Pres. of PFW&C and office abolished; John B. Anderson resigns as General Superintendent effective Jan. 1, and George W Cass appointed; Board appoints committee to meet with bondholders to try to lift the receivership. (MB)
- Dec. 10, 1859 *American Railroad Journal* reports that the Indiana Central Railway and Jeffersonville Railroad propose to unite in rebuilding the Knightstown & Shelbyville Railroad as a cutoff to Louisville, bypassing Indianapolis. (ARJ)
- Dec. 12, 1859 Joint Companies' Executive Committee authorizes renting Walnut Street ferry slip from City of Philadelphia; authorizes Superintendent to build an upper deck on one of the towboats to carry freight. (MB)
- Dec. 12, 1859 Thirteenth & Fifteenth Passenger Railway Company of the City of Philadelphia opens for revenue service between Columbia Avenue and Carpenter Street. (Cox)
- Dec. 12, 1859 Maryland & Delaware Railroad annual report notes that a Baltimore firm has subscribed \$10,000; crop failures over the last two years have hindered subscriptions in rural areas. (MB, AR)
- Dec. 12, 1859 First through passenger service via Shore Line begins between New York and Boston; ferries over Thames and Connecticut Rivers. (RRH, Barrett - NB line was finished in 12/58 - see 1/59)
- Dec. 12, 1859 George W. Cass elected President Pro-Tem of PFW&C as well as General Superintendent, replacing J. Edgar Thomson. (MB)
- Dec. 12, 1859 Terre Haute, Alton & St. Louis Railroad placed in hands of Azariah C. Flagg and John Wilkinson as trustees of Second Mortgages of predecessor



companies following default. (Church, ARJ, Harlow)

- Dec. 12, 1859      Dubuque & Pacific Railroad opens to Independence, Iowa. (Corliss)
- Dec. 12, 1859      Lehigh Valley Railroad Board authorizes an extension to Tamaqua via the Mahoning Valley; awards Robert H. Sayre a gold watch for his services. (MB)
- Dec. 14, 1859      PRR Board confirms appointments of James H. Place as Traveling Agent in New England to replace G. L. Bean, resigned, and Moses Potter as Agent at Boston in lieu of James H. Place. (MB)
- Dec. 14, 1859      Future PRR Comptroller Edward Alexander Stockton (1859-1927) born in California. (PRRBio)
- Dec. 14, 1859      P. Chouteau, Jr., & Co. deeds all rolling stock and personal property purchased at foreclosure of Dauphin & Susquehanna Coal Company to Frederick Schuchardt; later conveyed to Reading in Aug. 1861. (Rdg)
- Dec. 14, 1859      U.S. makes a treaty with the Mexican government of Benito Juarez (1806-1872), obtaining a perpetual right-of-way for a railroad across the Isthmus of Tehuantepec from Matamoros to Mazatlan and from Nogales to Guaymas on the Gulf of California in return for \$4 million and U.S. backing to assist Juarez in exercising his authority over all Mexico; the treaty is rejected by the Senate in May 1860. (Russel)
- Dec. 15, 1859      Opening celebration held for the western section of Sunbury & Erie Railroad at Warren, Pa. (Celeb, Schenck. - date of ceremony - earlier opened to Irvine)
- Dec. 15, 1859      Gas and water system goes into operation in the City of Altoona. (Sipes)
- Dec. 15, 1859      Gas light and running water installed at Altoona Shops.
- Dec. 15, 1859      Near riot as abolitionist George William Curtis (1824-1892) gives a public lecture at National Hall on the south side of Market Street between 12th & 13th; the lecture had been arranged by William Jackson Palmer (1836-1909) of the PRR and his friend, Isaac H. Clothier (1837-1921) of the Quaker department store family prior to John Brown's raid, but takes place at a time of increased tensions; 600 police guard the building, which is attacked within and without by the mob; those taken prisoner inside are locked in freight cars in the flour warehouse below to prevent their comrades outside from setting fire to the building. (Clothier, Scharf)
- Dec. 15, 1859      Washington & Maryland Line Railroad appoints John A. Sheaff engineer to locate the line between Columbia and Turkey Hill. (MB)

- Dec. 1859 Ohio Supreme Court remands Columbus, Piqua & Indiana Railroad foreclosure back to the lower court. (Church)
- Dec. 1859 American Transportation Company, a big Great Lakes shipping combination, fails; James Carey Evans suffers large losses, as he has made himself individually liable for many of the company's debts; the creditor banks allow his son, Edwin T. Evans (1837-1909) to purchase some of the company's canal boats and freight propellers and rebuild the business. (Evans - verify NYT?ChiTrib?)
- Dec.? 1859 In an open letter to the Southern Pacific Railroad (Texas), J. Edgar Thomson touts the southern transcontinental route as the best and truly natural route. (ARJ)
- Dec. 1859 St. Louis, Alton & Chicago Railroad enters receivership; James Robb appointed receiver. (ARJ)
- Dec. 1859 Virginia Gov. Henry A. Wise calls for Southern students to leave Philadelphia medical colleges and continue their studies in Richmond; many do so. (Scharf)
- Dec. 17, 1859 New Jersey Railroad Board refuses to make changes in the Philadelphia trains asked for by the Joint Companies; authorizes suing David Naar, editor of the Trenton *True American*, for libel for \$15,000; approves rooms for the CNJ at the Cortlandt Street ferry house. (MB)
- Dec. 17, 1859 Edwin A. Stevens writes to New Jersey Railroad concerning their abrogation of contract of Mar. 24, 1843; Stevens will make arrangements to build a branch from Hoboken to Hackensack River using Erie's Bergen Hill Tunnel; wants New Jersey Railroad to run half its trains to Hoboken; wants to know the NJRR's terms for the use of its tracks between the west side of the Hackensack River to Newark. (MB, RRConflict)
- Dec. 17, 1859 PRR Road Committee discusses contract for Allentown Route without conclusion. (MB)
- Dec. 17, 1859 Philadelphia City Councils pass resolution authorizing a connection between street railways and PW&B depot at Broad & Prime Streets. (SEPTA)
- Dec. 17, 1859 Philadelphia & Baltimore Central Railroad opens for revenue service between Chadds Ford and Kennett Square, Pa., and increases service to two round trips. (AR)
- Dec. 19, 1859 CNJ (Elizabeth-Phillipsburg) begins running trains over New Jersey Railroad between Elizabeth and Jersey City; third rail installed on NJRR

between Elizabeth and Newark for handling 6'-0"-gauge DL&W coal cars running over CNJ from Hampton. (NJJrnl)

- Dec. 19, 1859 George B. Roberts, Chief Engineer of the Millville & Glassboro Railroad, meets with Richard D. Wood and reports on an unsuccessful meeting with Robert F. Stockton and William Cook of the West Jersey Railroad; they agree to a conference committee to settle differences; F. L. Mulford of the M&G meets with Edwin A. Stevens at Hoboken, also on the connection between the M&G and West Jersey Railroad. (Wood)
- Dec. 19, 1859 Mass meeting of New York City businessmen at the Academy of Music denounces the John Brown Raid in an attempt to placate the South; traveling salesmen from New York are already being expelled from some Southern states, and Southern firms are cancelling northern orders. (Burrows/Wallace)
- Dec. 20, 1859 Jersey City ordinance gives the Jersey City & Bergen Railroad the power to build up Montgomery Street from the ferry to Newark Avenue and thence to the western line of the city; also in Grove Street from Newark Avenue to Montgomery Street; in Montgomery Street from Grove Street to Gregory Street to York Street and in York to Hudson Street; also in Hudson Street to Montgomery Street; in Washington Street to Grand Street, and up Grand Street to the city line. (Digest)
- Dec. 20, 1859 Delaware Railroad completed to Delmar, using rails removed from the abandoned portion of the New Castle & Frenchtown. (Hayman - or 12/19!!)
- Dec. 20, 1859 Columbus & Xenia Railroad appoints committee on paying floating debt and creating a funded debt with sinking fund. (MB)
- Dec. 20, 1859 Franklin & Martinsville Railroad incorporated in Indiana as reorganization of Martinsville & Franklin Railroad; remains unoperated and deteriorating until 1866. (GrnBk - check ICC)
- Dec. 21, 1859 Western Division of the Sunbury & Erie Railroad opens for revenue service to Warren. (Schenck)
- Dec. 23, 1859 PRR Road Committee tables discussion of Allentown Route contract, as CNJ has withdrawn from negotiations; passes resolution calling on City of Philadelphia to improve terminus on Delaware River to prevent diversion of traffic to other cities; Pres. Thomson to confer with Camden & Amboy over more equitable division of rates via Philadelphia. (MB)
- Dec. 23, 1859 CNJ sends its first coal train to Newark from Elizabeth over New Jersey Railroad. (StGaz)

- Dec. 24, 1859 John S. Darcy of New Jersey Railroad writes to Edwin A. Stevens asking to run two or three locals between Trenton and Jersey City at a cheap fare for way traffic only; wants to renegotiate through service contract; accuses Camden & Amboy of running more trains than called for by contract via South Amboy, particularly its cut-rate line between Trenton and New York via Bordentown and South Amboy; the NJRR also states that it will grant the Hoboken Land & Improvement Company the use of its tracks between the Hackensack River and Newark, but it must pay part of the expense of bridges, tracks across the Meadows, etc. (MB, C&A, RRCnflct)
- Dec. 24, 1859 Reading opens new large passenger depot at Broad & Callowhill Streets in Philadelphia, replacing the old depot at Broad & Cherry Streets. (AR)
- Dec. 24, 1859 Toledo, Logansport & Burlington Railroad opens between Logansport and State Line (Effner), Ind.; part of proposed direct route to the West, bypassing Chicago; operated as through line with Logansport, Peoria & Burlington Railroad. (Church, , ARJ has first train 12/26 when a train runs Logansport to Burlington)
- Dec. 26, 1859 Fremont & Indiana Railroad opens for revenue service between Fostoria and Findlay, Ohio, with stage connection to Lima. (Rehor)
- Dec. 27, 1859 Meeting held at South Oyster Bay, N.Y., in favor of the South Side Railroad Company of Long Island. (ARJ)
- Dec. 27, 1859 New Jersey Railroad replies to Edwin A. Stevens; cannot offer reduced toll between Hoboken and Newark. (RRCnflct)
- Dec. 27, 1859 William H. Clement elected Pres. of Little Miami Railroad, replacing Nathaniel Wright; returns from Ohio & Mississippi Railroad. (Memo)
- Dec. 27, 1859 Excursion held to open Peoria & Oquawka Railroad and Toledo, Logansport & Burlington Railroad between Logansport and Peoria.
- Dec. 28, 1859 PRR Board tables consideration of agreement to forward traffic to and from New York via the Allentown Route formed by the CNJ, Lehigh Valley, East Penn, and Lebanon Valley Railroads, as CNJ has withdrawn; authorizes Pres. Thomson to confer with Joint Companies for a more equitable division of rates. (MB)
- Dec. 28, 1859 PRR Board approves route of Delaware Extension crossing the Schuylkill River at the Arsenal and running down Washington Avenue to the Delaware; also approves the use of existing tracks of West Chester & Philadelphia and PW&B to minimize new construction. (MB)

- Dec. 28, 1859 Gilead A. Smith of New York elected director of PFW&C, replacing Robert H. Winslow. (MB)
- Dec. 29, 1859 Committees of West Jersey Railroad and Millville & Glassboro Railroad meet to arrange connection. (MB)
- Dec. 29, 1859 Tench F. Tilghman reports to Samuel M. Harrington, et al., on the survey for a railroad from Harrington to Denton on the Choptank River, connecting with steamboats for Baltimore; by extending the line from Denton to Queenstown and connecting with the Junction & Breakwater Railroad, it can form part of a through railroad and steamboat line between Baltimore and Cape May; since the New Castle & Frenchtown has removed the western part of its railroad, the trip by a roundabout route now takes 7:30. (Rept)
- Dec. 29, 1859 PFW&C Board committee appointed to meet with bondholders recommends that William B. Ogden be appointed receiver for entire line as a choice acceptable to all parties; the German and New York bondholders support Joseph K. Edgerton as receiver, but he is opposed by the PRR interests. (MB, VillyUpprMaumee)
- Dec. 29, 1859 New York, Providence & Boston Railroad leases the portion of the New Haven, New London & Stonington Railroad between Stonington and Groton, Conn., retroactive to Nov. 1 (NHCorp)
- Dec. 30, 1859 Philadelphia & Baltimore Central Railroad accepts proposition of Stone, Quigley & Co. to finish the line between Avondale and Oxford. (AR)
- Dec. 31, 1859 Maryland & Delaware Railroad Board makes a contract for constructing the entire line to David Mitchell, Jr., and William R. Maffet. (MB)
- Dec. 31, 1859 Eastern extension of Peoria & Oquawka Railroad opens between State Line (Effner) and Gilman, Ill., completing a through route between Logansport and East Burlington via Peoria bypassing Chicago. (conn. with what was later main line of Burlington to Council Bluffs?) (Stringham has 12/27!! - Church has 12/31)
- Dec. 31, 1859 With the expiration of the 10-year 1849 lease of the block bounded by West, Canal & Hoboken Streets to the Hudson River Railroad for a passenger depot, a New York City resolution directs that the building be removed and the open space used as a farmer's market. (Valentine)
- 1859 PRR resumes 3% annual dividend and establishes sinking fund for Second Mortgage bonds; proceeds of sinking fund invested in majority of stock of Cumberland Valley Railroad. (AR - check MB)

- 1859 PRR carries 14,359 emigrants, of whom 7,620 come via New York City; most are bound for Kansas and Iowa. (ARJ)
- 1859 Based on this year's harvest, Illinois, in fifth place in 1849, is now the first-ranked state for wheat production with 23.84 million bushels; Indiana, formerly number six is second with 16.85 million; Wisconsin, formerly number nine is third with 15.66 million; Ohio, formerly number two, is fourth with 15.12 million; Virginia is fifth; Pennsylvania, formerly in first place with 15.37 million is now sixth with 13.04 million; New York, formerly third, is now seventh with 8.6 million; the wheat belt has moved irrevocably into the far Midwest, with Ohio stagnant and the Mid-Atlantic States declining in production as their agriculture becomes more diversified. (Census)
- 1859 Illinois passes Ohio to be first in corn production; Ohio is \_\_ and Indiana is fourth in corn; Illinois is first in wheat, Indiana is second in wheat and first in hogs. (FactsStates)
- ca. 1859 Hicksville & Cold Spring Harbor Branch Railroad begins grading beyond Syosset towards Cold Spring; abandoned ca. 1862 without any part being completed. (Hinsdale)
- 1859 New Jersey Railroad completes double track between Rahway and New Brunswick. (Freeman)
- 1859 New Jersey Railroad buys a gravel pit at Bonhamton near Metuchen and builds a 1.75 mile branch to it. (Freeman)
- 1859 Camden & Amboy builds new car house, 146 x 46, at Camden for extra cars needed for increased business. (AR)
- 1859 Philadelphia, Germantown & Norristown Railroad has over 600 regular commuters from Germantown. (AR)
- 1859 PW&B has filled 2,154 square feet at Southwark dock and has 110 x 55 freight station and cattle pens under construction; Camden & Amboy freight boats run there regularly. (AR)
- 1859 PW&B begins conducting comparisons of wood and coal-burning locomotives; coal-burning locomotives with Dimpfel boilers are *Daniel Webster*, *Henry Clay*, *George Washington* and *John E. Thayer*; wood-burning locomotive *Christiana* altered by New Castle Manufacturing Company; another New Castle locomotive *Morris* is rebuilt on Bullock's plan. (AR)

- 1859 PW&B sells steamboat *Pioneer* of NC&F. (AR)
- 1859 PW&B completes settling land damages for Port Deposit Branch. (AR)
- 1859 Maryland & Delaware Railroad discontinues work, having graded as far as Greensboro, Md. (Hayman)
- 1859 PRR builds new stations at Athensville (Ardmore), Reesville (Berwyn) and West Chester Int. (Malvern). (AR)
- 1859 Oliver W. Barnes runs surveys for the East Brandywine & Waynesburg Railroad. (ARJ)
- 1859 Northern Central Railway builds a wye at the PRR connection at Marysville; builds a siding at Dauphin for loading coal from the canal to the railroad. (AR)
- 1859 Owners of the Shamokin Furnace complete a large rolling mill. (SV&P AR)
- 1859 Breaker No. 1 built at Nanticoke; later owned by the Susquehanna Coal Company. (Harvey - verify)
- 1859 Coal operators build three new breakers near Shamokin. (SV&P AR)
- 1859 George Mears ( -1879) from Luzerne County comes to Broad Top City and opens the Broad Top Colliery. (Africa)
- 1859 Branch of the Huntingdon & Broad Top Mountain Railroad & Coal Company graded from near Dudley to Broad Top City; graded by the Broad Top Improvement Company. (Baughman - verify PaState?)
- 1859 PRR completes double track between Spruce Creek and Tyrone Lower Forge. (AR)
- 1859 PRR begins enlarging the locks on the lower Juniata Division Canal. (AR)
- 1859 PRR builds three-storey brick double house for General Superintendent and Chief Engineer at Altoona on 11<sup>th</sup> Avenue between 12<sup>th</sup> & 13<sup>th</sup> Streets. (Loeb)
- 1859 Northern Central Railway sells the first Baltimore & Susquehanna locomotive *Herald* for scrap in return for a new locomotive. (AR)
- 1859 J.A. Sheaff, Chief Engineer, reports on survey for the Washington & Maryland Line Railroad; plan is to develop a route for Pennsylvania coal

to a port at New Castle, Del.; nothing done until after the Civil War.  
(Rept)

- 1859 Isaac L. Dripps (1810-1892), formerly with the Camden & Amboy Railroad and then the Trenton Locomotive & Machine Works, is named Master Mechanic of the Fort Wayne Shops of the PFW&C. (WwasW)
- 1859 Gauge of Indiana Central Railway changed from standard to 4'-10".
- 1859 Madison & Indianapolis Railroad leases operation of Martinsville & Franklin Railroad.
- 1859 Jeffersonville Railroad is beginning to benefit from the opening of the Louisville & Nashville Railroad across the Ohio River. (AR)
- 1859 Jeffersonville Railroad builds one sleeping car and creates another out of a coach. (MB)
- 1859 Terre Haute & Richmond Railroad and Louisville, New Albany & Chicago Railroad build joint freight and passenger stations at Greencastle, Ind. (C&C)
- 1859 Illinois River Railroad opens between Virginia and Pekin, Ill.; partly constructed bridge over Illinois River and graded roadbed to connection with Peoria & Hannibal Railroad at Hollis. (Church)
- 1859 Ohio & Mississippi Railroad takes over Valentine Freight Express Company and renames it the Ohio & Mississippi Transfer Company. (Jackson - verify)
- 1859 Hazleton Coal Company builds a second two-track inclined plane from the mountain top at Penn Haven to a direct connection with the Beaver Meadow Railroad. (Heydinger/RRH 109)
- 1859 Village of Penn laid out by J. H. Oliver on the PRR main line 6 miles west of Greensburg in Westmoreland County. (Albert)
- 1859 B&O has fitted up two cars purchased from the Hempfield Railroad and two "Thoroughfare" cars for the Washington Branch as sleeping cars. (AR)
- 1859 J. Edgar Thomson elected Pres. of Dubuque & Pacific Railroad; financed by Morris K. Jesup. (Corliss)
- 1859 New York Canal Commissioners report that the NYC carries 348,079 tons of through freight at an average of \$5.73 per ton; the PRR carries 221,210



tons at \$8.06; competition with the PRR and B&O has driven the average receipts per ton on the NYC down from \$8.60 in 1857. (Sweet)

- 1859 Coal tonnage of the Schuylkill Canal peaks at 1,373,109 tons. (CLJones)
- 1859 Downstream Mississippi River commerce of New Orleans peaks at 2,187,560 tons, but most of it now comes from no further north than the Red River, railroads having diverted an increasing share of the commerce of the country further upriver. (Lemly/BHR 39:1)
- 1859 The freight traffic of the James River & Kanawha Company canal is 206,762 tons, compared with 64,177 tons for the Virginia Central Railroad, 59,479 tons for the Petersburg Railroad, and 376,693 tons for all 10 railroads in the state; however, the canal's revenues have peaked in 1854, and the railroads are draining high-value freight. (Dunaway)
- 1859 Covington & Lexington Railroad opens in Kentucky; an attempt by Cincinnati interests to have a southern link in competition with the Louisville & Nashville Railroad, which has diverted traffic from Cincinnati to Louisville. (Klein - eventually part of L&N)
- 1859 Daniel Webster Caldwell, later Lines West official and Pres. of Nickel Plate and LS&MS, appointed Superintendent of Central Ohio Railroad. (Marvin)
- 1859 Philadelphia & Crescent Navigation Company issues prospectus proposing to operate line between Philadelphia and Southampton in connection with PRR as "Philadelphia & European Steamship Company"; directors are J. Edgar Thomson, Matthias W. Baldwin, George H. Stewart, Charles Macalester and S. Morris Waln; ships are to be on design of Capt. Henry Randall, 480 x 56, 8,000 tons; to have relatively shallow, flat-bottomed hulls like river steamers; two sets of sidewheels, and seven watertight compartments so that they "cannot sink" in light of the Collins Line disasters; sides of hulls are to be braced with curving iron lattice trusses and hog frames; are to carry 1,500 immigrants as well as cabin passengers; each ship projected to cost \$500,000, plus \$514,800 per year to operate and earn \$1.55 million. Capt. James West, late of the Collins liner *Adriatic* is to be first captain; are to establish weekly service to Southampton and then expand to California trade; plan is abandoned with the coming of the Civil War. (Pam)
- 1859 Valentine Express Company which carries goods across the Mississippi River on the Wiggins ferry, is purchased by the officers of the Ohio & Mississippi River and named the Ohio & Mississippi Transfer Company. (Wallace)

- 1859 John H. Dialogue (1828-1898) moves his machine shop and foundry to a new site at Kaighns Point in Camden. (Prowell)
- 1859 Thomas Reaney, who has broken with Jacob G. Neafie, moves from Philadelphia to Chester and establishes an iron works and iron shipbuilding yard under the partnership of Reaney & Son. (Tyler)
- 1859 Pencoyd Iron Works (A. & P. Roberts & Co.) add a bridge department and begin the manufacture of wrought and cast-iron bridges, which will become their main product line; they buy the patent rights to the Whipple truss. (Bean)
- 1859 William Kelly (1811-1888) installs his first experimental converter for making soft steel at the Cambria Iron Company works at Johnstown; Kelly disputes the priority of invention of what becomes known as the Bessemer process with Sir Henry Bessemer. (WwasW - check)
- 1859 Orizaba Iron Works at New Castle, Pa., fails and closes. (Durant)
- 1859 Spaulding, Woodward & Co. of Wheeling buy the shuttered nail works of Frazier, Kilgore & Co. at Steubenville, Ohio, and reopen it as the Jefferson Iron Works. (Scott)
- 1859 Iron Moulders Union, predecessor of the later Moulders & Foundry Workers Union (AFL), established at Philadelphia. (BurLabStats)