

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

By Christopher T. Baer

1867

June 2015 Edition

All data subject to correction and change

- Jan. 1, 1867 Pennsylvania Canal Company assumes operations of former Juniata and Eastern Division Canals, retroactive from Mar. 30. (AR)
- Jan. 1, 1867 Philadelphia & Trenton Railroad Company leases Connecting Railway Company; George B. Roberts is Chief Engineer of Connecting Railway. (, USRR&MR)
- Jan. 1, 1867 E. W. Woodward resigns as Superintendent of the Little Miami Railroad, but remains VP. (MB)
- Jan. 1, 1867 Third rail for standard gauge placed in service on Great Western Railway of Canada, opening continuous standard-gauge line from Chicago to New York with train ferry *Great Western* between Detroit and Windsor; through sleeping car service inaugurated between Suspension Bridge and Chicago; standard gauge U.S. cars are hauled by broad gauge GW locomotives until the track is narrowed between 1870 and 1873. (MC AR, Hilton, RRH 147 - ARJ/GW AR says 1/9!!)
- Jan. 1, 1867 Blue Line Transit Company, third cooperative fast freight line, begins operating between Boston/New York and western points via NYC, Great Western of Canada, Michigan Central and Chicago & North Western; has uniform line of standard gauge; like Red Line, carries mostly eastbound bulk goods; Blue Line also operates over Illinois Central; St. Louis, Alton & Chicago; CB&Q; NYC; Hudson River Railroad; Boston & Albany; Housatonic; Worcester & Nashua and Providence & Worcester railroads; has 402 cars in service by July. (MC AR, ARJ)
- Jan. 1, 1867 U.S European & North American Railway Company breaks ground at Bangor, Maine. (ARJ)

- Jan. 2, 1867 Chartiers Railway Company organized to take over property of Chartiers Valley Railroad; George B. Roberts, Pres. (Church, C&C)
- Jan. 3, 1867 New Jersey Railroad Board declares it is willing to unite with the Camden & Amboy Railroad, but on different terms than proposed by the C&A. (MB)
- Jan. 3, 1867 Jeffersonville, Madison & Indianapolis Railroad Board authorizes a \$300,000 subscription to the Louisville Bridge Company. (MB)
- Jan. 3, 1867 Shelby & Rush Railroad Board authorizes making arrangements with Jeffersonville, Madison & Indianapolis Railroad to operate road. (MB)
- Jan. 4, 1867 Southwest Pacific Railroad conveys its property to Atlantic & Pacific Railroad by exchange of stock. (ICC)
- Jan. 5, 1867 Locomotive builder William Norris (1802-1867) dies at Philadelphia. (AmScssflMen)
- Jan. 6, 1867 Report from Indianapolis says that the Indianapolis & Cincinnati Railroad has bought the Terre Haute & Indianapolis Railroad at a 50% premium; Chauncey Rose has been showing favoritism to the Indiana Central Railway, although its trains arrive in Indianapolis later than those of the Bee Line; parties that control the Bee Line are thus conspiring with Pres. E. J. Peck to purchase control from the New York stockholders. (ARJ, Bradsby/Vigo)
- Jan. 7, 1867 Washington & Alexandria Turnpike Company authorizes issuing 115 new shares of stock to pay for restoring its road. (MB)
- Jan. 7, 1867 In the escalating war between Henry Keep and the Vanderbilts, the NYC refuses to pay the Hudson River Railroad for terminal charges. (Stiles)
- Jan. 7, 1867 St. Louis & Iron Mountain Railroad sold by the state to three investors. (ICC, mopac.org - who?)
- Jan. 7, 1867 State of Missouri conveys the property of the Cairo & Fulton Railroad in that state to certain individuals; it is not reorganized until 1872. (ICC)
- Jan. 8, 1867 Erie & Pittsburgh Railroad Board authorizes \$200,000 in "Dock Bonds" to finance the completion of the docks at Erie. (MB)
- Jan. 8, 1867 Indianapolis & Cincinnati Railroad Pres. Henry C. Lord reports that he has agreed for the I&C to take over the Lafayette & Indianapolis Railroad and abandon the construction of a parallel line via Crawfordsville. (Harlow)

- Jan. 9, 1867 On recommendation of Herman J. Lombaert, PRR Board declines a proposal from Joseph Keyser, claiming to represent G. W. Howard, to buy their patent tank car for a royalty of 50 cents per barrel; Board also authorizes settlement with Steubenville & Indiana, with new \$6 million mortgage to pay old debts and raise money for iron and equipment; authorizes \$100,000 subscription to Columbia & Port Deposit Railroad. (MB)
- Jan. 9, 1867 Senate Committee on the District of Columbia reports a bill (HR-388) to authorize the Baltimore & Potomac Railroad to extend a branch into the District of Columbia, passed by the House in the last session. (CongGlobe)
- Jan. 9, 1867 Virginia Legislature, dominated by conservatives, rejects the Fourteenth Amendment, inviting intervention by the Radical Congress. (Lowe)
- Jan. 9, 1867 Eastern Division of the Ohio & Mississippi Railroad (Indiana) sold at foreclosure. (ICC)
- Jan. 9, 1867 Celebration at Hamilton, Ont. for completions of third rail for standard gauge on the Great Western Railway of Canada; 400 Blue Line freight cars run from Detroit to New York and Boston in the first four days. (ARJ)
- Jan. 10, 1867 Agreement of J. Gregory Smith, William B. Ogden and Thomas Canfield creates the Northern Pacific Railroad Association consisting of 12 shares of \$8,500 each, the resulting \$102,000 to go to reimburse J. Gregory Smith and his associates for their expenses in buying the charter from Perham and keeping it alive; distributed to J. Gregory Smith, 4-1/4 shares; William B. Ogden, 1-1/8 shares; and 1 each to Robert H. Berdell (1820-1896) of the Erie, Danford N. Barney (1808-1874), Ashbel.H. Barney (1816-1886), George W. Cass, J. Edgar Thomson and Edward Reilly, a friend of Thaddeus Stevens; they are to contribute up to \$12,500 per share to fund to secure financial aid from Congress; each subscriber is to be a director or name a representative to the Board; each is supposed to represent a different large railroad interest. (ICC, NYT, Winks, Renz)
- Jan. 11, 1867 Joseph P. Bradley of the Camden & Amboy Railroad writes to Hamilton Fish of the New Jersey Railroad that he cannot accept the terms of consolidation between the New Jersey Railroad and the Joint Companies, and refers it to the Joint Board. (MB)
- Jan. 11, 1867 Chester River Steamboat Company incorporated in Md. with a capital of \$50,000 to operate between Baltimore and points on Chester River on Eastern Shore. (PL) [by Col. Budd S. Ford (1838-1879) with the assistance of Capt. E.S.L. Young; buys the Slaughter Line steamboats *Chester* and *George Law* from the estate of H.B. Slaughter (Usilton, Burgess - Ford is

in Slaughter's SB Co., inc in 2/67)

- Jan. 11, 1867 Chicago & Great Eastern Railway Board authorizes \$2 million mortgage instead of \$1.5 million. (MB)
- Jan. 11, 1867 Freedom Iron Company near Lewistown, Pa., is reorganized and incorporated as the Freedom Iron & Steel Company with the object of making steel, rather than iron locomotive tires. (PL, HistJuniata/Susq)
- Jan. 12, 1867 St. Louis & Iron Mountain Railroad sold to Thomas Allen. (mopac.org)
- Jan. 1867 A&GW organizes Broad Gauge Transit Company for operating tank cars. (Williamson/Daum)
- Jan. 14, 1867 Junction & Breakwater Railroad Board declares contract to Gilbert & Robinson forfeited for not doing work; authorizes using state loan to buy back company bonds at the lowest possible price. (MB)
- Jan. 14, 1867 Ex-Gov. William Bigler calls on Richard D. Wood to ask him to use his influence with the PRR to have it build a branch to Clearfield. (Wood)
- Jan. 14, 1867 Lawrence Railroad stockholders approve moving the General Office to Pittsburgh. (MB)
- Jan. 14, 1867 William Phillips, Jr., elected Pres. of the Pittsburgh & Steubenville Railroad, replacing Isaac Jones. (MB)
- Jan. 14, 1867 After a NYC committee has failed to come to New York for a scheduled peace conference, the Boards of the Hudson River Railroad and the New York & Harlem Railroad vote to suspend all relations and interchange of traffic with the NYC at Albany, effective Jan. 17; Cornelius; Vanderbilt is counting on the fact that it is winter and the NYC has no alternative route east of Albany. (Stiles, Harlow)
- Jan. 15, 1867 NYC Board responds to Vanderbilt's threat with a call for a peace meeting, which Vanderbilt refuses, claiming he won't interrupt his games of whist. (Stiles)
- Jan. 1867 PRR is surveying between Steamboat Station and West Chester. (ARJ)
- Jan. 1867 Pennsylvania Steel Company hires Alexander Lyman Holley (1832-1882) as its Superintendent and Chief Engineer; Holley is connected with the U.S. syndicate that controls the Bessemer process. (BethSteel)
- Jan. 1867 In his annual message, Va. Gov. Francis H. Pierpont proposes to sell all the state's holdings of railroad stocks in two lots, one for all companies north of

the James River and one for all roads to the south. (ARJ - verify NYT?)

- Jan. 1867 The Union Coal Company is involved in financial difficulties, and the Delaware & Hudson Canal Company absorbs its property and that of the Baltimore Coal Company for \$2,650,000. (CLJones verify D&H AR - Roberts says the D&H paid \$1,575,000 for the Union Coal Company alone)
- Jan. 1867 First issue of the *Locomotive Engineers' Monthly Journal* published by the Brotherhood of Locomotive Engineers; the oldest American railroad labor union magazine. (ble-t)
- Jan. 16, 1867 William McCreery elected Pres. of the Lawrence Railroad. (MB)
- Jan. 17, 1867 William H. Gatzmer (1807-1895) elected Pres. of Camden & Amboy Railroad, replacing Edwin A. Stevens, resigned for to go abroad for his health and that of his daughter; in his letter of resignation, Stevens complains that the New Jersey Railroad is receiving too favorable terms in the 1867 consolidation; Joint Board appoints committee of three directors and three stockholders to conclude an agreement with the New Jersey Railroad; Ashbel Welch reports on the coal business and the Board approves completion of facilities at South Amboy. (MB)
- Jan. 17, 1867 James Buchanan Eads chairs meeting at St. Louis Merchants Exchange to address fears that St. Louis & Illinois Bridge Company will be sold to Chicago interests. (Jackson)
- Jan. 17, 1867 In the midst of a blizzard, the Hudson River Railroad stops through cars to and from NYC at Albany; passengers and freight are obliged to cross the Hudson with their baggage by whatever means they can and secure separate tickets at Greenbush; Cornelius Vanderbilt publishes notices ending all through ticketing and checked baggage and reminding travelers that the Erie Railway is the only route between New York and Buffalo without change; shippers divert freight to the other Trunk Lines; the NYC attempts to send freight east over the Boston & Albany and Housatonic Railroads with little success; NYC Pres. Henry Keep panics and sends a delegation to wait on Vanderbilt and sue for peace. (Stiles, Harlow)
- Jan. 18, 1867 LIRR leases portion of Brooklyn & Jamaica Railway east of Classon Avenue (Bedford) for steam operation, effective Feb. 1 through May 1, 1877 at \$10,000 per year; done to prevent lease to rival South Side Railroad; LIRR Pres. Charlick also buys all Brooklyn & Jamaica Railway steam rolling stock, effective Feb. 1. (MB, NYState, USRR&MR)
- Jan. 18, 1867 St. Louis, Vandalia & Terre Haute Railroad appoints E.C. Rice of Cincinnati as Chief Engineer at an annual salary of \$6,000 in stock; approves an issue of \$1.9 million First Mortgage bonds, dated Jan. 1, 1867;

Joseph P. Thomas, Trustee. (MB)

- Jan. 18, 1867 In response to the boycott at Albany, New York Assembly's Railroad Committee begins hearings to force railroads to provide through service without breaking bulk. (Stiles)
- Jan. 18, 1867 Brief panic on Wall Street. (Wyckoff)
- Jan. 19, 1867 NYC capitulates to Vanderbilt's demands for a greater share of NYC traffic; agrees to deliver as much competitive rate freight to the Hudson River Railroad as the Hudson delivers to it and to pay its share of New York City terminal charges. (Stiles)
- Jan. 19, 1867 Grand Trunk Railway of Michigan incorporated in Michigan to build from Ridgeway through Niles to the Indiana state line in the direction of Chicago. (GrnBk)
- Jan. 21, 1867 B&O signs contract with Norddeutscher Lloyd AG for a regular line of four steamers between Baltimore and Bremen, stopping at Southampton. (AR)
- Jan. 22, 1867 Excursion train between Pittsburgh and Youngstown runs over Lawrence Railroad from New Castle. (ARJ, Hazen)
- Jan. 22, 1867 Henry Keep, LeGrand Lockwood and their allies begin three days of dumping all their NYC shares on the market, driving the price down from 108½ to 99; Cornelius Vanderbilt and his friends begin buying them. (Neu, Stiles)
- Jan. 23, 1867 PRR Board approves aid to complete Tyrone & Clearfield from Phillipsburg to Clearfield if residents raise \$150,000 for grading and provide free right-of-way and ties; reopens question of Liverpool steamship line left dormant in the Civil War years. (MB)
- Jan. 24, 1867 Thirty-year monopoly of the Richmond, Fredericksburg & Potomac Railroad to sell all through tickets north and southbound from Richmond expires. (ARJ)
- Jan. 25, 1867 Northern Central Railway committee reports the purchase of Jacksons Wharf in Baltimore for \$52,000. (MB)
- Jan. 25, 1867 Rep. John A. Griswold of New York introduces a bill to aid the Southern Pacific Railroad; referred to the Committee on the Pacific Railroad. (CongGlobe)
- Jan. 26, 1867 U.S. Senate passes the Baltimore & Potomac Railroad bill with amendment at a time when both of Maryland's Senators are absent; Radical Ben Wade

of Ohio, who is managing the bill, ingenuously says, "I don't know if they take any interest in it." (CongGlobe)

- Jan. 28, 1867 Committees of the New Jersey Railroad & Transportation Company and the Joint Companies meet at the NJRR office in New York; the NJRR first proposed that its stock be increased by \$1.25 million, which is rejected by the C&A; Ashbel Welch then proposes combining the companies on the basis of par values; the NJRR is to issue \$500,000 as a stock dividend and sell \$750,000 for cash at par; this will give the NJRR a capital of \$7.5 million and the Joint Companies \$12 million, upon which dividends will be paid equally hereafter; the amalgamation is to be retroactive to Jan. 1. (MB)
- Jan. 28, 1867 New Jersey Railroad & Transportation Company informally amalgamated with Joint Companies as "United Canal and Railroad Companies of New Jersey," and equalizes dividends retroactive to Jan. 1; legislative approval secured by act of Feb. 27, 1867; press dubs agreement the "Treaty of Hoboken"; results in more freight being diverted from Camden & Amboy to New Jersey Railroad; New Jersey Railroad wins 1/3 of seats on Joint Board. (MB, NDA says signed 2/1 - date approved by C&A - not eff. til 3/11)
- Jan. 29, 1867 J. Edgar Thomson writes to John W. Garrett and offers him a monopoly of the lower Ohio Valley traffic if he will give up his plan to build to Pittsburgh. (Ward)
- Jan. 29, 1867 Evansville, Henderson & Nashville Railroad incorporated in Ky. for the purpose of reorganizing the Henderson & Nashville Railroad. (ICC)
- Jan. 30, 1867 Smyrna & Smyrna Station Railroad opens between Smyrna Station (renamed Clayton) on Delaware Railroad and Smyrna, Del.; track runs in the street and terminates in front of the factory of Hoffecker & Bro.; operated by a small "dummy" tank engine which pulls a single freight or passenger car. (SmyrnaTimes)
- Jan. 30, 1867 Dorchester & Delaware Railroad Company incorporated in Delaware. (Digest, C&C)
- Jan. 31, 1867 U.S. House concurs in the Senate amendment to the Baltimore & Potomac Railroad bill. (CongGlobe)
- Jan. 31, 1867 E.W. Woodward elected Pres. of Little Miami Railroad, replacing William H. Clement, resigned; J. W. Guppy elected General Superintendent, replacing Woodward. (MB, Memo, White)
- Jan. 31, 1867 Jim Fisk and Jay Gould purchase the steamboats *Bristol* and *Providence* at an auction of the properties of the bankrupt Merchants Steamship Company for \$350,000 vs. an original construction cost of \$1.25 million; the two

steamers, designed by William H. Webb (1816-1899) are the largest wooden-hull vessels ever built for Long Island Sound service and offer unprecedented luxury; Fisk and Gould form the Narragansett Steamship Company to operate between New York and Bristol. (Dunbaugh)

- Jan. 1867 Hope Navigation Company, chartered in Rhode Island in 1860, renamed Narragansett Steamship Company. (Morrison)
- 1867 F. Wolcott Jackson promoted from Superintendent of New Jersey Railroad & Transportation Company to General Superintendent of entire line between Jersey City and Philadelphia via Trenton. (prob. 3/11)
- Early 1867 House fails to pass a new Tariff Act passed by the Senate by the necessary two-thirds majority; a major setback for tariff reform. (Ratner - verify CongGlobe)
- Feb. 1, 1867 New Jersey Railroad & Transportation Company ratifies the plan of union with the Joint Companies. (MB)
- Feb. 1, 1867 Joint Board approves amalgamation agreement with New Jersey Railroad; authorizes guarantee of \$350,000 bonds of Camden & Burlington County Railroad and \$150,000 bonds of Pemberton & Hightstown Railroad. (MB)
- Feb. 1, 1867 Andrew Reasoner (1823-1900) appointed Superintendent of Chicago & Great Eastern Railway to put the road in good order. (MB)
- Feb. 1, 1867 Midland Railroad (Mass.) reopens the line from Boston (Sumner Street) to Islington via Readville, and abandons the line between Islington and Dedham. (NHCorp)
- Feb. 1, 1867 German-Jewish investment banking house of Kuhn, Loeb & Co., later bankers to the PRR and Harriman interests, founded in New York City by Abraham Kuhn (1819-1892), his brother-in-law Solomon Loeb (1828-1903) and Samuel Wolff (-) with a capital of \$500,000; Kuhn and Loeb have recently been clothing merchants in Cincinnati; Kuhn soon retires to Germany, leaving Loeb as senior partner. (KL&Co, Trager, Collins)
- Feb. 2, 1867 John W. Garrett rejects J. Edgar Thomson's offer to stay out of Pittsburgh; a new rate war begins that lasts the rest of the year; prompts the PRR to proceed with the Baltimore & Potomac Railroad line to Washington. (Ward)
- Feb. 2, 1867 Portion of former Tyrone & Clearfield Railroad between Tyrone and Vail conveyed to PRR. (Val)
- Feb. 2?, 1867 Illinois & St. Louis Bridge Company incorporated in Illinois. (Church)

- Feb. 4, 1867 LIRR appoints William F. Havemeyer to office of VP; Board authorizes an extension from Syosset to Huntington financed by an issue of \$125,000 in bonds. (MB)
- Feb. 4, 1867 Ice freshet on Potomac River carries away parts of old Long Bridge; new railroad Long Bridge survives until morning of Feb. 5, when the part near the Washington draw is carried away. (BaltSun)
- Feb. 4, 1867 Rep. Ignatius Donnelly of Minnesota introduces a bill to aid a railroad from the Missouri River to the Pacific; Rep. Sidney Clarke of Kansas introduces a bill for a railroad from Lawrence, Kan., to the Mexican border in the direction of Guaymas on the Gulf of California; both are referred to the Committee on the Pacific Railroad. (CongGlobe)
- Feb. 5, 1867 Delaware & Chester County Railroad incorporated in Del. to build from Wilmington northwest into Chester County. (ICC)
- Feb. 5, 1867 Act of Congress gives Baltimore & Potomac right to extend into District of Columbia within four years. (StatutesatLarge, Digest)
- Feb. 5, 1867 Col. R. C. Johnson presides over a meeting at Centreville, Md., which decides to seek a new charter for the Queen Anne's & Kent Railroad, the 1856 charter having expired. (Emory)
- Feb. 5, 1867 Erie & Western Transportation Company Board organized; James S. Swartz, Pres.; a subsidiary of the Empire Transportation Company intended to operate a fleet of steamers on the Great Lakes between Erie and Chicago. (MB)
- Feb. 5, 1867 William L. O'Brien appointed General Ticket Agent of Columbus & Xenia Railroad, replacing P.W. Strader, resigned; E.F. Fuller replaces J.W. Kinney, resigned, as General Freight Agent; William H. Clement resigns as VP. (MB)
- Feb. 5, 1867 Cornelius Vanderbilt testifies before the N.Y. Assembly Committee on Railroads regarding the stoppage of traffic with the NYC. (Stiles)
- Feb. 6, 1867 Pennsylvania Canal Company organized; J. Edgar Thomson Pres. (C&C)
- Feb. 6, 1867 Eastern Railroad Association formed by representatives of railroads north of Potomac River and east of Ohio; primarily to protect members from persons peddling invalid patents for railroad inventions. (date of its constitution)
- Feb. 6, 1867 Norfolk & Great Western Railroad incorporated in Va. by Gilbert C. Walker, et al., with a capital of \$10 million to build from Norfolk via

Clarksville and Danville to intersect the Virginia & Tennessee Railroad at a point west Glade Springs; through freight to Richmond and Petersburg is not to be charged a lower rate than to Norfolk; originally a local project which hopes to be the eastern end of Fremont's Southern Transcontinental Railroad, it becomes a pawn in the struggles of the PRR to extend its influence into the South. (PL, ARJ)

- Feb. 7, 1867 Passaic Valley & Peapack Railroad authorized to extend west from Peapack to the Delaware River between Milford and Frenchtown, converting it from a local to a cross-state line and thus attractive as an outlet for one of the anthracite railroads. (Baird, Taber)
- Feb. 8, 1867 Illinois act changes the eastern terminus of the St. Louis, Vandalia & Terre Haute Railroad from the Wabash River to a point on the Indiana state line west of Terre Haute. (C&C)
- Feb. 8, 1867 First through passenger train from Council Bluffs, Iowa, arrives in Chicago over Chicago & North Western Railway; first such through service to the Missouri River north of Missouri; regular service begins in Apr. 1867; by being the first to arrive at Council Bluffs, it becomes the official connection for the Union Pacific Railroad. (Ystry&Tdy - name is Cedar Rapids & Missouri River RR in Iowa and Galena & Chicago Union?? - Hayes)
- Feb. 9, 1867 Future Western Superintendent of the Empire Line Luther M. Souders (1867-) born near Lafayette, Ind. (PRRBio)
- Feb. 1867 Camden & Amboy Railroad begins routing more New York freight via New Jersey Railroad. (NJJrnl)
- Feb. 11, 1867 Norfolk County Railroad trustees finally lease their line to the Boston, Hartford & Erie Railroad; becomes main line of BH&E rather than old New York & Boston line; BH&E reopens line between Blackstone and Mechanicsville (closed since Mar. 1858) and a new branch from East Thompson to Southbridge. (NHCorp, Humphrey, ARJ)
- Feb. 12, 1867 Columbia & Port Deposit Railroad appoints a committee to buy a right-of-way or the entire property of the old Proprietors of the Susquehanna Canal. (MB)
- Feb. 12, 1867 Steubenville & Indiana Railroad stockholders authorize \$5 million in new 6% Mortgage bonds to retire old First Mortgage bonds and Columbus & Newark Division bonds and for new improvements; \$2.5 million in preferred stock to redeem old Second Mortgage bonds and the floating debt; Benjamin E. Smith is elected a director. (MB)
- Feb. 12, 1867 Little Miami and Columbus & Xenia Railroads contract with Columbus &

- Indianapolis Central Railway for through line and pooled earnings. (MB)
- Feb. 12, 1867 Michigan act extends time for completing first 20 miles of Grand Rapids & Indiana Railroad to Jan. 1, 1868, and second 20 miles to July 1, 1869 or will lose land grants. (Church)
- Feb. 12, 1867 St. Louis, Vandalia & Terre Haute Railroad accepts a \$100,000 subscription from Bond County. (MB)
- Feb. 12, 1867 George Westinghouse receives a patent for his cast-steel railroad frog. (Skrabec - verify Ptnt)
- Feb. 12, 1867 Otto Hermann Kahn (1867-1934), future partner in Kuhn, Loeb & Co., bankers to the PRR, born in Mannheim, Germany. (Collins)
- Feb. 13, 1867 Charter supplement authorizes the Jersey City & Bergen Railroad to double-track its lines, including the one in Pavonia Avenue to the Erie ferry. (Digest)
- Feb. 13, 1867 Baltimore & Potomac Board approves transfer of construction contract from Forney, Lloyd, et al., to Joseph D. Potts, George W. Cass, James B. Montgomery, Thomas A. Scott and J. Donald Cameron. (MB)
- Feb. 13, 1867 Senate passes a bill to grant privileges to the Alexandria, Washington & Georgetown Railroad with amendment. (CongGlobe)
- Feb. 13, 1867 Caledonia & South Mountain Railroad incorporated in Pa. by Isaac Waterman, George Wiestling, Daniel Ahl and Thaddeus Stevens to build from Stevens's destroyed Caledonia Iron Works to Carlisle; not built. (Watts)
- Feb. 13, 1867 B&O Pres. John W. Garrett announces he has signed an agreement with the North German Lloyd AG to establish a Baltimore-Bremen line; has contracted for two ships of 2,700 tons in Scotland. (ARJ)
- Feb. 13, 1867 Howard Coal & Iron Company merged into the Union Coal Company; its property consists of an unfinished railroad between Green Ridge and a point near Wilkes-Barre. (Val, CntryofPrgrss)
- Feb. 13, 1867 Sen. Samuel C. Pomeroy of Kansas introduces a bill to give a land grant to the railroad from Lawrence, Kan., towards Guaymas, Mexico, on the Gulf of California. (CongGlobe)
- Feb. 13, 1867 Ashland Iron Company incorporated in Maryland. (PL)
- Feb. 14, 1867 First car of flour arrives in Boston from St. Louis via Blue Line.

(USRR&MR)

- Feb. 14, 1867 Indianapolis, Cincinnati & Lafayette Railroad incorporated in Indiana by the merger of the Indianapolis & Cincinnati Railroad and the Lafayette & Indianapolis Railroad. (GrnBk)
- Feb. 14, 1867 Va. act authorizes merging the Orange & Alexandria Railroad and Manassas Gap Railroad; all state's interest in the MGRR is surrendered to the merged company. (ARJ)
- Feb. 14, 1867 Memphis, El Paso & Pacific Railroad issues \$5 million in Land Grant bonds, secured by the land grant on the first 150 miles from Jefferson to Paris, Texas, and \$2.4 million in Construction bonds secured by a mortgage on the railroad. (Taylor)
- Feb. 15, 1867 Lehigh Valley Railroad obtains trackage rights over Erie Railway between Waverley and Buffalo. (MB)
- Feb. 15, 1867 Thomas A. Mellon (1844-1899) and James Ross Mellon (1846-1934), the two older sons of Judge Thomas Mellon (1813-1908) acting as Mellon Brothers, file a plat to subdivide McFarland's Grove south of the PRR main line at East Liberty; the older Mellon brothers make their money through real estate development and construction around the Pittsburgh area. (Mellon)
- Feb. 1867 Tom Scott removes John B. Church as Pres. of the California Petroleum Company and replaces him with his confidante John P. Green. (Hutchinson)
- Feb. 1867 Michigan Southern & Northern Indiana Railroad agrees that if the Erie Railway and Atlantic & Great Western Railway extend their 6'-0" gauge system to Toledo, the MS&NI will lay a third rail to Chicago. (AR/ARJ)
- Feb. 16, 1867 PRR Board approves plan of financial reorganization to obtain better balance between stocks and bonds; to fund all prior bond issues into a new Consolidated Mortgage and to limit dividends to 8% maximum in cash, if earned, and 10% in stock. (MB)
- Feb. 16, 1867 Maryland & Delaware Railroad Pres. Tench Tilghman goes to New York to arrange with Henry M. Alexander for a supplemental mortgage. (MB)
- Feb. 16, 1867 Borough of Kittanning authorized to levy a special tax on receipts of professions and trades over \$500 in order to pay interest on bonds given to finance Allegheny Valley Railroad. (Digest)
- Feb. 16, 1867 James Buchanan Eads, fearing a Chicago plot against the St. Louis & Illinois Bridge Company, calls a meeting of members at St. Louis and

presents his plan for a railroad and road bridge; a second public meeting resolves to send representatives to Springfield to lobby against a move by Lucius B. Boomer to repeal Illinois charter of St. Louis & Illinois Bridge Company. (Jackson)

- Feb. 17, 1867 Louisville Bridge Company organized; at house of James Guthrie (1792-1869), a lawyer, railroad promoter and Pres. of the Louisville & Nashville Railroad; of the original stock, the Jeffersonville, Madison & Indianapolis Railroad and Louisville & Nashville Railroad subscribe for \$300,000 each, while local citizens subscribe for about \$322,000; Benjamin E. Smith of Columbus subscribes \$10,000. (AR, StkLdgr, C&C, Klein)
- Feb. 17, 1867 James B. Eads announces that his plan for a Mississippi River bridge will be a steel arch of three spans. (Jackson)
- Feb. 18, 1867 Slaughter's Steamboat Company incorporated in Md. to operate between Baltimore and points on Chester River on Eastern Shore by Col. Budd S. Ford (1838-1879), Joel C. Slaughter, et al. (PL) [with the assistance of Capt. E.S.L. Young]; buys the Slaughter Line steamboats *Chester* and *George Law* from the estate of H.B. Slaughter. (Usilton)
- Feb. 18, 1867 Rockefeller & Andrews and Wm. Rockefeller & Co. reconstituted as Rockefeller, Flagler & Co.; partnership of John D. Rockefeller (1839-1937), William Rockefeller (1841-1922) and Henry Morrison Flagler (1830-1913) (any others?); soon identified as "Standard & Excelsior Oil Works.
- Feb. 19, 1867 PRR annual meeting; Col. James Page finally secures appointment of 7-man committee to investigate the expediency of issuing more stocks and bonds, to examine abuses of discriminatory rates and free passes, and the PRR's relationship with Adams Express Company and the fast freight lines; J. Edgar Thomson defends western investments in his annual report read at the meeting; defends the charter supplement for increase of stock by saying that he wants the total value of stock to equal that of bonds; i.e. a debt/equity ratio of one-to-one; stock could not be sold to stockholders, because cities have since been prohibited from subscribing to companies; to get around this restriction, Thomson is planning to issue stock dividends at about 5% per year; in fact, Thomson has the votes to defeat Page's motion, but lets Page have his committee, knowing all other members will support him; Page will then have to issue a minority report, which will reveal his weakness. (MB, AR)
- Feb. 1867 Lawrence Railroad opens between Mahoningtown and junction with Cleveland & Mahoning Railroad at Lowell, two miles east of Youngstown; through cars run from Pittsburgh to Youngstown; operated by PFW&C; uses two miles of Cleveland & Mahoning Railroad to reach Youngstown. (Church, C&C - see above)

- Feb. 1867 Railroad Committee of Ohio Legislature investigates fast freight lines; endorses cooperative over private lines, but no practical result. (Gephart has Senate Committee - reports that railroads should not be “charities for the benefit of shippers remote from markets” and “it is wrong to give preference to regular over irregular shippers.” recommends no long-haul discrimination, publishes tariffs and no rebating, no preference between shipments [first come-first served] except livestock and perishables; discourage separate fast freight lines)
- 1867 Ohio act creates a Railroad Commissioner to collect statistics and investigate complaints; the first commissioner is conservative and rejects radical controls over rates except to set a high maximum rate. (Gephart - verify PL)
- Feb. 1867 Engine house No. 3 (Western Engine house) opens at Altoona; 44 stalls. (AR)
- Feb. 20, 1867 Jim Fisk buys the *Plymouth Rock*, the last vessel of the defunct Merchants Steamship Company for \$94,000 as a spare boat for his Narragansett Steamship Company. (Dunbaugh)
- Feb. 20, 1867 Richmond & Danville Railroad leases the Piedmont Railroad in North Carolina, extending its reach to Greensboro, N.C. (Harrison)
- Feb. 21, 1867 House Committee on the Pacific Railroad asks to be discharged from consideration of the numerous bills relating to the Atlantic & Pacific, Southern Pacific, Northern Pacific and other lines. (CongGlobe)
- Feb. 21, 1867 Potomac Railroad incorporated in Virginia in interest of Richmond, Fredericksburg & Potomac Railroad to build a line from Brooke Station near Aquia Creek to Alexandria. (Mordecai, ICC)
- Feb. 21, 1867 Illinois & St. Louis Bridge Company incorporated in Illinois by Chicago group opposed to Eads led by Lucius B. Boomer. (Church, Jackson)
- Feb. 22, 1867 Pullman’s Palace Car Company incorporated in Illinois to build and operate sleeping cars on George M. Pullman’s patents. (ICC)
- Feb. 22, 1867 Virginia act authorizes the Richmond & Danville Railroad to issue a new \$2 million mortgage to fund the old bonds and floating debt; to become a first lien ahead of the \$480,000 owed to the state. (ARJ)
- Feb. 23, 1867 New Jersey Railroad Board reports purchase of the bulkhead adjoining Debrosses Street from Garrett E. Winants; authorizes lengthening the ferry *J.S. Darcy*. (MB)

- Feb. 23, 1867 Maryland & Delaware Railroad Board agrees to Frederick W. Downer, Ashbel Green and Enoch Louis Lowe as substitute mortgage trustees. (MB)
- Feb. 23, 1867 Shenandoah Valley Railroad incorporated in Va. to build from Harpers Ferry on the Potomac River to a connection with the Virginia & Tennessee Railroad at Salem, Va.; also includes a branch across the Blue Ridge from Harrisonburg via Stannardsville to Gordonsville. (CorpHist, PL)
- Feb. 23, 1867 Western Transportation Company, formerly the Oil Creek Transportation Company, is renamed the Allegheny Transportation Company and allowed to build pipelines anywhere in Warren County. (PL)
- Feb. 23, 1867 Henderson & Nashville Railroad sold at foreclosure to E. G. Sebree. (ICC)
- Feb. 25, 1867 Joint Companies award lawyer Joseph P. Bradley a bonus of \$42,000 for his services in facing down various anti-Monopoly threats from 1850 to date. (MB)
- Feb. 26, 1867 W.B. Hamilton elected Pres. of Louisville Bridge Company; Albert Fink Chief Engineer. (AR)
- Feb. 27, 1867 New Jersey passes act validating the amalgamation of the "United Companies"; is to pay the state the same transit duty; will not extend the Monopoly grant beyond Jan. 1, 1869. (PL)
- Feb. 27, 1867 West Virginia act transfers the James River & Kanawha Turnpike to the counties through which it passes. (Dunaway)
- Feb. 28, 1867 Danville, Urbana, Bloomington & Pekin Railroad incorporated in Illinois to revive the project to build a railroad from Danville to Pekin. (GrnBk)
- Early 1867 PFW&C installs 300 tons of Bessemer steel rails between Pittsburgh and Allegheny Shops. (AR)
- Early 1867 Long Island Navigation Company organized by Capt. George C. Gibbs (1824-1899), operating overnight service between New York and Orient Point, Greenport and Sag Harbor on the eastern end of Long Island. (Dunbaugh)
- Early 1867 Joseph P. McCoy makes the first arrangements to ship Texas cattle to Chicago by driving them to Abilene on the Union Pacific Railway Company, Eastern Division. (Petrowski - McCoy says he scouted the territory after the UPED was opened to Salina)
- Mar. 1, 1867 William F. Lockhard (1825?-1889), who began as a locomotive engineer on

the Philadelphia & Columbia Railroad, named Superintendent of Philadelphia Division, replacing S.P. Darlington, resigned. (AR, RyW)

- Mar. 1, 1867 Atlantic & Great Western Railway defaults on interest payments. (verify)
- Mar. 1, 1867 Virginia act authorizes Virginia Central Railroad, South Side Railroad, Norfolk & Petersburg Railroad or any combination of them to contract with the commissioners of the state-owned Covington & Ohio Railroad to complete it to the Ohio River and to form a new company styled the Chesapeake & Ohio Railroad. (C&O)
- Mar. 1, 1867 Illinois & St. Louis Bridge Company organized. (Church)
- Mar. 1, 1867 Charter supplement to Valley Railroad authorizes it to extend northward from Harrisonburg, Va., to Winchester and to the B&O; B&O then invests \$1.02 million; B&O/Valley Railroad and PRR/Shenandoah Valley Railroad are soon locked in competition to build southward down the valley. (Hildebrand)
- Mar. 2, 1867 Internal Revenue Act further reduces taxes.
- Mar. 2, 1867 Act of Congress authorizes Washington, Alexandria & Georgetown Railroad to use steam locomotives over the new Long Bridge and on tracks in Maryland Avenue and 1st Street in Washington leading to B&O depot, in line with city ordinance of May 1866. (Digest)
- Mar. 2, 1867 Potomac & Alexandria Railroad incorporated in Virginia to build from Alexandria to a point opposite Georgetown. (PL)
- Mar. 2, 1867 In response to new southern laws aimed at restricting the freedom of ex-slaves and to acts of intimidation against them, Radical Republicans in Congress pass the First Reconstruction Act over Pres. Johnson's veto, dividing the former Confederacy, except Tennessee, into five military districts under military governors; state governments are made provisional; readmission to the Union is to be contingent upon states ratifying Fourteenth Amendment which stipulates equal civil rights for African Americans and prohibits civil and military officials of the Confederate governments from holding public office; Virginia becomes Military District No. 1; District No. 3 is composed of Georgia, Alabama and Florida. (EAH, Duncan, JSmith - according to Parks, the First act merely sets the terms for readmission - voters, excluding disenfranchised Confederates, must elect delegates to constitutional conventions; the constitutions must include black suffrage and the first legislatures pass the 14th amendment; congress must approve before southern delegations seated - the military districts are the supplemental or second act - not sure??)

- Mar. 4, 1867 Simon Cameron returns to a third non-consecutive term in the U.S. Senate with the support of Tom Scott; becomes a main prop in Scott's later expansion program in obtaining land grants, charters, and other favors. (CongBio)
- Mar. 4, 1867 Supplement to charter of Union Railroad Company of Baltimore to run from Owings Mills via Powhatan and Wetheredsville to Baltimore west of Charles Street and thence to Canton; work is to begin simultaneously at both ends; new route serves interest of Western Maryland Railroad. (Digest)
- Mar. 4, 1867 Gilman, Clinton & Springfield Railroad incorporated in Illinois to build from Gilman, on the Illinois Central and Toldeo Peoria & Warsaw, to Springfield; headed by Samuel H. Melvin and John T. Stuart of Springfield; the PRR group later becomes attracted to this road as a potential western connection. (ICC, Corliss)
- Mar. 4, 1867 Former Georgia Gov. Joseph E. Brown (1821-1894) speaks in Atlanta urging Georgians to accept the Reconstruction Act and black suffrage; Brown is a political opportunist who always gravitates to the most powerful side, and after a stint as a Republican, eventually becomes one of the chief leaders of the Democratic "Bourbon Restoration" in the post-Reconstruction decades; Brown rightly fears that provoking the North might invite large-scale confiscations and land redistribution. (Duncan, Parks)
- Mar. 6, 1867 John Hulme reports to PRR Board on the merits of Ruttan's patented passenger car heater & ventilator; is not yet perfected and thus unsuitable for the PRR in its present state; urges company to rely on its own mechanics to solve problems; employees should serve the company "which pays them so well for their time and attention to its interests." (MB)
- Mar. 6, 1867 Raritan & Delaware Bay Railroad declared bankrupt. (Baer/Coxey)
- Mar. 6, 1867 Supplement to Delaware Railroad charter authorizes branch from Townsend to Maryland state line to meet Kent County Railroad. (Digest)
- Mar. 6, 1867 Cairo & Vincennes Railroad incorporated in Illinois to form part of a through route from Indianapolis to the Southwest. (GrnBk)
- Mar. 6, 1867 The Harlan & Hollingsworth Company, builder of railroad cars and iron ships, incorporated in Del., superseding the partnership of Harlan, Hollingsworth & Co. following the death of Elijah Hollingsworth; Samuel Harlan, Pres., and J. Taylor Gause (1823-1898), VP. (PL, Tyler)
- Mar. 7, 1867 Elkton & Delaware Junction Railroad incorporated in Maryland by Jacob Tome, Columbus O'Donnell, Enoch Pratt, et al., to build from Elkton towards the New Castle & Frenchtown or Delaware Railroads. (PL)

- Mar. 7, 1867 Tuscola, Charleston & Vincennes Railroad incorporated in Illinois. (ICC, Church)
- Mar. 1867 Maye's Bridge on Middle Division double-tracked.
- Mar. 1867 CNJ builds oil shed at foot of Elizabeth Avenue, Elizabethport; handles 12-20 Empire Line cars per day; oil is boated to Williamsburg and Shooters Island refineries; each flatcar contains three vertical barrels of 25 bbls. each; Empire Line herald is large arrow with name. (NJJrnl)
- Mar. 8, 1867 Illinois act revives charter of American Bottom Lime, Marble & Coal Company. (Church)
- Mar. 8, 1867 Future Signal Engineer Alexander Holley Rudd (1867-1949) born at Lakeville, Conn. (PRRBio)
- Mar. 9, 1867 LIRR Board authorizes increasing stock to \$4 million. (MB)
- Mar. 10, 1867 Faced with growing dissatisfaction with the war at home and increasing American diplomatic pressure and covert aid to the republican guerillas led by Pres. Benito Juárez (1806-1872), Napoleon III withdraws his last troops from Mexico; the Emperor Maximilian decides to remain; with the French gone, his small native army is overwhelmed, and he is executed on June 19; the Empress Charlotte (Carlotta) has long since gone to Europe to beg for aid; when she is ignored, she suffers a breakdown and is hopelessly insane for the remaining 60 years of her life; the end of their civil war opens the potential for American investment in Mexico. (NYT, Bierman, Pletcher)
- Mar. 11, 1867 Joint meeting of the stockholders of the Joint Companies and the New Jersey Railroad held at Taylor's Hotel in Jersey City; both sets of stockholders pass the amalgamation by at least two-thirds; Joint Board of Joint Companies holds its last meeting; adopts testimonial to Edwin A. Stevens, then goes into New Jersey Railroad Board Room and organizes Joint Board of United Canal & Railroad Companies of New Jersey; Ashbel Welch elected President-General of Joint Board; Hamilton Fish VP; Joseph P. Bradley Secretary; new committees elected, with New Jersey Railroad given three of eight positions on the new Executive Committee; other officials are: Robert F. Stockton, Jr., Pres. of Delaware & Raritan Canal; John G. Stevens, Superintendent & Chief Engineer of D&R; Francis B. Stevens, Superintendent of Hoboken Shops; Robert S. Van Rensselaer, Superintendent of Camden & Amboy and Philadelphia & Trenton; William H. Gatzmer, Pres. of Camden & Amboy & General Agent at Philadelphia; Alfred L. Dennis, Pres. of New Jersey Railroad; F. Wolcott Jackson, Superintendent of New Jersey Railroad; Charles A. Woolsey, Superintendent of Jersey City Ferries. (MB)

- Mar. 11, 1867 Portion of Tyrone & Clearfield Railroad between Vail and Philipsburg conveyed to George B. Roberts, et al. (Val)
- Mar. 11, 1867 Sen. James Harlan of Iowa introduces a bill (S-36) for a national military and freight railroad from the Mississippi River to several East Coast ports; referred to the Committee on the Pacific Railroad; Rep. Sidney Clarke of Kansas introduces a bill for a railroad from Lawrence, Kan., to the Mexican border in the direction of Guaymas on the Gulf of California. (CongGlobe - see above)
- Mar. 11, 1867 Maryland & New York Steam Transportation Company incorporated in Maryland with a capital of \$300,000 to operate via the Chesapeake & Delaware Canal. (PL)
- Mar. 12, 1867 J. Edgar Thomson writes to Andrew Carnegie informing him that the steel-faced rails he has produced under the British Dodd patent have failed a hammer test; in a follow-up letter, Thomson refuses to buy any others and tells Carnegie the process is worthless; PRR had put up \$20,000 for the experiment. (Nasaw)
- Mar. 12, 1867 Worcester & Somerset Railroad Company incorporated in Maryland, to build south from the Eastern Shore Railroad to Newtown, now Pocomoke City. (Val)
- Mar. 13, 1867 Future General Superintendent Herbert MacKenzie Carson (1867-) born at Baltimore. (PRRBio)
- Mar. 13, 1867 Va. Gov. Francis H. Pierpont writes to William Mahone informing him that the B&O is planning to build down the Shenandoah Valley to reach the Virginia & Tennessee Railroad at Salem, near present-day Roanoke. (Blake)
- Mar. 13, 1867 Dunkirk, Warren & Pittsburgh Railroad incorporated in N.Y. by local interests to build between Dunkirk on Lake Erie and the Pa. state line in the direction of Warren on the Philadelphia & Erie Railroad. (GrnBk, Taber)
- Mar. 13, 1867 Maryland Central Railroad incorporated in Maryland to build from Baltimore towards Philadelphia on an inland route, crossing the Susquehanna River at Conowingo; it soon becomes dormant; it is the first predecessor of the Maryland & Pennsylvania Railroad. (ICC, Hilton)
- Mar. 13, 1867 Pres. Johnson appoints military commanders under the Reconstruction Act: Gen. John M. Schofield (1831-1906) for the First Military District, embracing Virginia; Gen. Daniel E. Sickles (1825-1914) for the Second District of North and South Carolina; Gen. John Pope (1822-1892) for the

Third District; Gen. Edward Ord (-) for the Fourth District; and Gen. Philip H. Sheridan (1831-1888) for the Fifth District covering Louisiana and Texas; 20,000 federal troops sent to occupy the South. (NYT)

- Mar. 14, 1867 Columbus & Indianapolis Central Railway Board approves Feb. 12 revenue pooling contract with Little Miami and Columbus & Indiana (?); accepts proposal of merger from Steubenville & Indiana Railroad.
- Mar. 14, 1867 Steubenville & Indiana Railroad Pres. Thomas L. Jewett recommends a consolidation with the Columbus & Indianapolis Central Railway, Union & Logansport Railroad, and the Toledo, Logansport & Burlington Railway; Board appoints a committee to consider it; authorizes an issue of \$2.5 million in preferred stock. (MB)
- Mar. 14, 1867 New Jersey act fixes the boundaries of the Morris Canal basins in Jersey City. (PL)
- Mar. 14, 1867 Vineland Railway Company incorporated in N.J. by Charles K. Landis (1833-1900), founder of Vineland and his friends in order to break the local monopoly of the West Jersey Railroad. (PL, ICC)
- Mar. 14, 1867 Dunkirk, Warren & Pittsburgh Railroad incorporated in N.Y. to build from Lake Erie into the Oil Region and points south. (GrnBk - see 3/13?)
- Mar. 15, 1867 Sen. Samuel C. Pomeroy of Kansas introduces a bill for a railroad from Lawrence, Kan., to the Mexican border in the direction of Guaymas on the Gulf of California. (CongGlobe - this is prob a Fremont bill)
- Mar. 15, 1867 Popular mine superintendent William Littlehales of the Glen Carbon Coal Company is killed on the road between Pottsville and Cass Township, Schuylkill County; another reputed "Molly Maguire" murder, although robbery was the likely motive. (Broehl, Riffenburgh, Kenny)
- Mar. 1867 Cornelius Vanderbilt buys St. John's Park, a square in a formerly fashionable residential district near the present Holland Tunnel, from the Parish of Trinity Church for use as a consolidated freight terminal. (Harlow)
- Mar. 1867 Season opens with very low anthracite coal prices; Lehigh Valley and other railroads cut their coal rates by 30%; the Lehigh Coal & Navigation Company and Delaware & Raritan Canal Company cut the joint toll on coal to New York from \$1.50 to \$0.90 per ton. (LC&N AR)
- Mar. 1867 Erie Railway is equipping its passenger cars with the Miller coupler and buffer. (ARJ)
- Mar. 16, 1867 Philadelphia Councils direct removal of south track of City Railroad on

Market Street between 8th and 11th Street. (Digest)

- Mar. 18, 1867 Maryland act revives the Worcester Railroad of 1853. (Val)
- Mar. 18, 1867 Montclair Railway incorporated in N.J. by Julius H. Pratt (1821-1909), Henry C. Spalding, et al., to build an independent line from Montclair to Jersey City. (PL, ICC)
- Mar. 18, 1867 Arkansas Legislature overrules Gov. Isaac Murphy's veto of an act to loan the credit of the state to railroad companies; when 40 miles are graded and ready for iron, the state will issue bonds at \$10,000 per mile; after this initial aid of \$400,000, additional bonds will be issued at the rate of \$10,000 per mile; a total of \$5,350,000 in state bonds is issued through 1870. (PL, Wood)
- Mar. 19, 1867 Frederick & Pennsylvania Line Railroad Company incorporated in Maryland to extend the Littlestown Railroad to Frederick. (PL, Val)
- Mar. 20, 1867 J. Edgar Thomson writes to Pres. John D. Perry of the Union Pacific Railway Company, Eastern Division, urging a number of changes to give PRR group more effective control, including making William Jackson Palmer VP. (Petrowski)
- Mar. 21, 1867 Charter of Queen Annes & Kent Railroad Company on Eastern Shore of Maryland revived; may build either to Elkton or to the Delaware state line to meet the Delaware Railroad; the state is to subscribe \$110,455 and Queen Anne's County \$60,000. (Val, Emory)
- Mar. 21, 1867 PFW&C Board meets with Pres. William Phillips of Allegheny Valley Railroad regarding extension of AVRR eastward to link up with Reading and form a new outlet across Pennsylvania. (MB)
- Mar. 21, 1867 Va. act provides for regular interest payments on the original state bonds but at the reduced rate of 4% until there is a settlement with West Virginia over division of the prewar debt. (ARJ)
- Mar. 22, 1867 Caledonia Iron, Land & Railroad Company incorporated in Pennsylvania by Thaddeus Stevens, Thomas A. Scott, J. Kennedy Moorhead, Daniel Ahl, et al.; original plan is to restore operations at Stevens's Caledonia Furnace, but instead, Ahl purchases over 5,000 acres of Mount Pleasant Iron Company near Fort Loudon; authorized to hold 16,000 acres and build feeder railroad. (Val, Digest, Watts)
- Mar. 22, 1867 Elizabeth & New Providence Railroad incorporated in N.J. to be part of Henry M. Hamilton's new New York-Philadelphia line. (PL, Rdg)

- Mar. 22, 1867 Maryland act authorizes the payment of the \$13,000 set aside for a subscription to the never-built Mispillion & Choptank Railroad under the act of 1860 to be divided equally between the Maryland & Delaware Railroad and Dorchester & Delaware Railroad on the basis of their construction in Caroline County. (PL)
- Mar. 22, 1867 Queenstown & Harrington Railway incorporated in Maryland to build from Queenstown towards Harrington, Del., with a ferry Queenstown to Annapolis or other point on the Western Shore; such a cross-peninsula route is later built by the Queen Anne's Railroad. (PL)
- Mar. 22, 1867 Pennsylvania finally passes a law allowing African Americans to ride inside streetcars; African American leader Prof. Octavius V. Catto (1839-1871) is a leader in the struggle. (PaHrtg, Dawson)
- Mar. 23, 1867 Northern Railroad & Navigation Company incorporated to build from New York state line on Allegheny River to southern line of Elk County with branches in McKean, Elk and Cameron Counties; no construction, but charter is later merged into Rochester, Nunda & Pennsylvania Railroad. (Corp Hist, Val)
- Mar. 23, 1867 St. Louis & Illinois Bridge Company names James Buchanan Eads Chief Engineer, although he has no engineering experience; Eads secures the services of Henry Flad (1824-1898), a German refugee of '48, who has both river and railroad experience. (Jackson)
- Mar. 23, 1867 As no Southern state has yet called a constitutional convention, Congress passes the First Supplementary Reconstruction Act over Pres. Johnson's veto guaranteeing African Americans the right to vote and requiring military governors to enroll them, particularly to vote for conventions that will write new southern constitutions; requires all ex-Confederates to take an amnesty oath; newly-registered black voters flood into the Republican Party giving it a majority in some areas. (EAH, Duncan, JSmith)
- Mar. 1867 Louisville Board of Trade issues a report against both the Louisville Bridge and the proposed railroad between Cincinnati and Louisville as threatening to turn the city into a mere way station. (Klein)
- Mar. 27, 1867 J. Edgar Thomson removed from PFW&C Finance Committee; now has no committee post; Thomas D. Messler appointed Assistant Pres., post of VP left vacant; PFW&C Board calls for report on sleeping car operations in 1866. (MB)
- Mar. 27, 1867 Erie Railway Executive Committee agrees to build an independent connection from Buffalo to Suspension Bridge in order to have a direct interchange with the Great Western Railway of Canada. (Grodinsky)

- Mar. 27, 1867 A treaty of friendship and commerce is signed between Bolivia and Brazil; the Bolivian government hopes to open the part of the landlocked country that is east of the Andes in the Amazon Basin via Brazil; it then sends an emissary to engage an American engineer to develop a plan for bypassing the falls of the Madeira River, a tributary of the Amazon; the falls are the primary obstacle that prevents steamboats from being able to ascend the river into Bolivia; thus is born the ill-fated Madeira & Mamoré Railway project, in which PRR and Reading personnel will play a primary role in the 1870s. (Craig)
- Mar. 28, 1867 Steubenville & Indiana Railroad Board approves contracts with the Union Transportation Company and Adams Express Company. (MB)
- Mar. 29, 1867 Columbia & Port Deposit Railroad stockholders approve increasing the capital stock to \$1 million and issuing \$2 million in bonds. (MB)
- Mar. 29, 1867 B&O Pres. John W. Garrett writes to Maryland Sen. Reverdy Johnson noting that the B&O does not check baggage to and from the Northern Central Railway at Baltimore because it is hostile; has offered to check baggage providing the NC and PRR give up their independent ticket agencies in Washington, which they refuse. (CongGlobe)
- Mar. 29, 1867 John C. Fremont engages Henry Probst, who had supplied the French army of occupation in Mexico, to market the bonds of the Memphis, El Paso & Pacific Railroad in Europe at a 6% commission; Fremont is awarded a 16% commission on all bonds sold; arranges the sale in France through his brother-in-law Baron Gauldrée Boilleau. (Taylor, CongGlobe)
- Mar. 30, 1867 PRR conveys Eastern and Juniata Division Canals to Pennsylvania Canal Company. (Val)
- Mar. 30, 1867 Sen. Simon Cameron introduces a resolution calling for the Secretary of War to investigate the wartime accounts and counterclaims between the B&O and the War Dept. for war service; Sen. Reverdy Johnson of Maryland amends it to include the same information relative to the PRR and Cameron's Northern Central Railway. (CongGlobe)
- Mar. 30, 1867 Hudson River Railroad stockholders approve Cornelius Vanderbilt's plan of a 100% stock dividend of \$6,963,900; the equivalent of a one-for-one stock split in the 20th century, it is denounced as "watering" by contemporaries who consider the par value and not the market value to be the real worth of a stock; Hudson River stockholders are required to pay 54% of par value, which is used to pay for St. John's Park; the remaining 46% represents bonds to be retired. (Stiles)

- Spring 1867 Henry Martyn Hamilton (1831-1907), an impecunious entrepreneur of Montclair, N.J., begins a plan to secure a charter for a competing railroad between New York and Philadelphia by stealth, piecing together short-line charters end to end. (HMH Papers)
- Apr. 1, 1867 Tyrone & Clearfield Railway organized at Philadelphia as the reorganization of that portion of Tyrone & Clearfield Railroad between Vail and Philipsburg; J. Edgar Thomson, Pres. (Val)
- Apr. 1, 1867 George C. Wilkins (1835-1916) named Superintendent & Resident Engineer of Tyrone & Clearfield Railway and Bald Eagle Valley Railroad, replacing James Lewis, resigned, and William Whitehead, transferred. (AR)
- Apr. 1, 1867 Future Lines West transportation officer Charles Watts (1845-1920), a native of England, joins the Camden & Amboy Railroad as a freight brakeman after service in the Union Army. (MB)
- Apr. 1, 1867 Atlantic & Great Western Railway enters receivership on suit brought by American security holders; Robert B. Potter of New York appointed receiver. (Felton, Mott)
- Apr. 1, 1867 Future Ohio Senator Marcus A. Hanna (1837-1904) joins the coal and iron business founded by his father-in-law Daniel P. Rhodes (1814-1875) in the 1840s; Daniel P. Rhodes and his old partner Jonathan F. Card retire and Rhodes, Card & Co. becomes Rhodes & Co., with George H. Warmington, M.A. Hanna and Robert H. Rhodes as partners; the firm mines coal in the Youngstown and Massillon districts, and owns an iron furnace and mines at Canal Dover; it sells coal, iron ore and pig iron and ships ore on the Great Lakes; it will develop close ties with the PRR in the 1870s following the lease of the Cleveland & Pittsburgh Railroad. (Croly)
- Apr. 1, 1867 Gen. John Pope is appointed commander of the Third Military District embracing Georgia, Alabama and Florida under the Reconstruction Acts; Pope is sympathetic to enforcing African American suffrage; he also develops a close relationship with former Gov. Joseph E. Brown. (Woolley, Parks)
- Apr. 1, 1867 Napoleon III opens the Exposition Universelle on the Champs de Mars in Paris which is designed to showcase the modernization undertaken under his rule and the luxury and loose living of the rebuilt capital; it is the most opulent world's fair yet staged, but only 703 of the over 50,000 exhibits are American; it is the first time that Japan participates in a world's fair, sparking a rage for Japanese art and design in Western Europe. (wiki, Bierman)
- Apr. 2, 1867 Renovo, Pa., incorporated as a borough. (PL)

- Apr. 3, 1867 Farmingdale & Squan Village Railroad Company incorporated in N.J. to give Joint Companies access to new resorts near Sea Girt, where Commodore Stockton had a summer home. (PL, Val, Ellis)
- Apr. 3, 1867 New Jersey charters Henry M. Hamilton's Hamilton Land Improvement Company with indefinite railroad privileges and the Millstone & Trenton Railroad Company, together covering one half of Henry M. Hamilton's route across New Jersey, under the nose of the United Companies. (PL)
- Apr. 3, 1867 Charter supplement authorizes Erie & Pittsburgh Railroad to extend from New Castle to Pittsburgh or Allegheny or make arrangements with other railroads over same route. (Church)
- Apr. 3, 1867 Directors of St. Louis, Vandalia & Terre Haute Railroad demand the resignation of Pres. J.P.M. Howard; when he refuses, he is removed and replaced by J.F. Alexander. (MB)
- Apr. 3, 1867 Altoona, Pa., incorporated as a city. (PL)
- Apr. 4, 1867 Ridgefield Park Railroad incorporated in N.J. to build local road in Bergen County from Ridgefield Park on (New Jersey Midland Railway predecessor) to N.Y. state line. (GrnBk)
- Apr. 4, 1867 Wellsboro & Lawrenceville Railroad incorporated in Pa. (GrnBk)
- Apr. 5, 1867 Monmouth County Agricultural Railroad incorporated in N.J. to build between Freehold and Keyport with a boat connection to New York in competition with the Freehold & Jamesburg Agricultural Railroad. (PL, ICC)
- Apr. 6, 1867 First Pullman "hotel car" *Western World* leaves Detroit for New York; features a small buffet kitchen and portable tables for use at sleeping sections. (Buder)
- Apr. 8, 1867 Special excursion departs Chicago for New York via the Michigan Central Railroad and Great Western Railway in the new Pullman hotel car *Western World*; Pullman operates the *Western World*, *Viceroy* and *President* in weekly service over the Michigan Central; the cars prove too heavy and expensive. (Harlow)
- Apr. 8, 1867 Special excursion train departs Chicago on first through run to New York over Michigan Central-Great Western of Canada-NYC route; is ferried across Detroit River; route is uniform standard gauge. (); through Pullman palace hotel car established between Chicago and Albany. (MC AR "in spring")

- Apr. 8, 1867 First recorded meeting of the Kent County Railroad; George Vickers (1801-1879) Pres. (MB)
- Apr. 8, 1867 Monongahela Valley Railroad incorporated in Pa. to build from Pittsburgh up the Monongahela River to Rices Landing and then to Waynesburg. (Val)
- Apr. 8, 1867 Charter supplement allows the Allegheny Transportation Company to reduce the number of directors to 5, including the Pres., and to build oil storage tanks as well as pipelines. (PL)
- Apr. 9, 1867 Junction & Breakwater Railroad Board authorizes buying the iron needed to lay track to Georgetown. (MB)
- Apr. 9, 1867 Bear Creek Railroad renamed Shenango & Allegheny Railroad to build from 2 miles south of Greenville to the mouth of Bear Creek near Harrisville, Butler County, in the interest of the Atlantic & Great Western Railway. (PL, Felton)
- Apr. 9, 1867 Keystone Telegraph Company incorporated in Pa. by Andrew Carnegie, J. Edgar Thomson and Tom Scott; secures the right to string wires along the PRR; within a few weeks, Carnegie merges it with the Pacific & Atlantic Telegraph Company. (PL, Ward)
- Apr. 10, 1867 Samuel M. Felton writes to Isaac Hinckley stating his opinion that the Junction Railroad owns the whole line between Belmont and Grays Ferry. (MB)
- Apr. 10, 1867 Wilkesbarre & Pittston Railroad renamed Danville, Hazleton & Wilkesbarre Railroad by a Pennsylvania act of this date. (Val)
- Apr. 10, 1867 Pa. act increases authorized land holdings of Caledonia, Iron, Land & Railroad Company from 16,000 acres to 20,000 acres. (Digest)
- Apr. 11, 1867 National Storage Company incorporated in N.J. for purpose of operating a waterfront freight and oil storage terminal for the Empire Transportation Company in Jersey City, opposite New York. (PL, LVCorp)
- Apr. 11, 1867 Pittston Railroad & Coal Company incorporated in Pennsylvania by Charles Parrish, F.J. Leavenworth, E.A. Quintard, Frederick A. Lane, James P. Dennis, Joseph Stickney, et al.; to own 5,000 acres of coal land in Wyoming Field; may build a railroad to the Delaware & Hudson Canal at Hawley; charter is acquired by PRR later. (MB, PL)
- Apr. 11, 1867 Charter supplement authorizes Allegheny Valley Railroad to issue \$15 million in stock or bonds to build Low Grade Line from mouth of

- Mahoning Creek to Driftwood on Philadelphia & Erie Railroad. (Digest)
- Apr. 11, 1867 Vulcan Iron Works at Wilkes-Barre, Pa., operated as a proprietorship since 1849, is incorporated in Pa.; it becomes famous for its light industrial locomotives and hoists and similar machinery used in coal mines. (PL)
- Apr. 12, 1867 Charter supplement to South Side Railroad Company of Long Island authorizes extension from Islip to Easthampton (Patchogue). (CorpHist)
- Apr. 12, 1867 Charter supplement authorizes Jersey City & Bergen Railroad to use their Grice & Long “dummy” steamcars on that portion of their road from “The Junction” of Ocean & Communipaw Avenues in Jersey City to Bergen Point free of interference by municipal authorities, except that speeds in the Town of Bergen may be set between the limits of 6 and 10 MPH and cars may be prohibited from running south of the Newark Plank Road (Communipaw Avenue) on Sundays except for funerals at New York Bay Cemetery; whenever Ocean Avenue is paved between Communipaw & Myrtle Avenues, horses must be used instead of steam power. (Digest, VanBuskirk)
- Apr. 12, 1867 Columbia & Port Deposit Railroad Board authorizes issuing \$1.5 million in bonds. (MB)
- Apr. 13, 1867 Pres. John D. Perry of Union Pacific Railway Company, Eastern Division, replies to J. Edgar Thomson explaining that the annual meeting did not enact all of the reforms demanded by Thomson, including making William Jackson Palmer VP; leads to growing split between PRR and St. Louis interests. (Petrowski)
- Apr. 13, 1867 Maryland voters approve calling a new constitutional convention to roll back the Radical reforms of the war years. (Scharf)
- Apr. 14, 1867 Great Western excursion train from Chicago arrives in New York.
- Apr. 15, 1867 Joint Board of United Companies authorizes construction of new Hudson River ferry; may consider adding upper deck for railroad passengers only; also authorizes improving Debrosses Street ferry house; salary of President General & Engineer Ashbel Welsh set at \$10,000 per year and Counsel & Secretary Joseph P. Bradley at \$4,000. (MB)
- Apr. 15, 1867 PFW&C completes wrought-iron Pratt truss swing drawbridge over Chicago River.
- Apr. 1867 PRR carries more mail than any other U.S. railroad. (AR)
- Apr. 1867 Pittsburgh Locomotive & Car Works outshops its first locomotive,

Steubenville & Indiana Railroad No. 57. (Steinbrenner - Kirkland say No. 53)

- Apr. 16, 1867 New York Bridge Company incorporated with a capital of \$5 million to build the Brooklyn Bridge over the East River between New York and Brooklyn. (NYState)
- Apr. 16, 1867 New York & Long Island Bridge Company incorporated in N.Y. by the engineer and promoter Isaac D. Coleman; it is to be built over the East River further north than the Brooklyn Bridge. (Munsell/Queens)
- Apr. 17, 1867 PRR authorizes purchase of 200 tons of steel rails from the Pennsylvania Steel Company. (MB)
- Apr. 17, 1867 Virginia act authorizes Henry H. Wells, Philip Quigley and William W. Dungan, lessees of the Alexandria Canal Company, to rebuild the aqueduct at Georgetown and build a railroad along the canal between Georgetown and Alexandria, connecting with the other railroads there. (CongGlobe)
- Apr. 17, 1867 Agricultural Branch Railroad renamed Boston, Clinton & Fitchburg Railroad. (nhrhta.org - check)
- Apr. 18, 1867 Pittsburgh Transportation Company incorporated in Pa. by Samuel M. Kier, Charles Lockhart, William Phillips, B.F. Jones, et al., to ship petroleum and petroleum products over the Allegheny Valley Railroad and its eastern connections. (PL, Maybee)
- Apr. 18, 1867 Virginia act sought by William Mahone to consolidate the Norfolk & Petersburg Railroad, South Side Railroad and Virginia & Tennessee Railroad and Virginia & Kentucky Railroad as the Atlantic, Mississippi & Ohio Railroad if done by May 1, 1868; however, John S. Barbour of the Orange & Alexandria Railroad vies with Mahone to control the Virginia & Tennessee Railroad, the main route to the southwest. (PL, Blake, Lowe)
- Apr. 18, 1867 Massachusetts Legislative Committee on Railways and Canals reports in favor of a \$3 million loan of state scrip to the Boston, Hartford & Erie Railroad providing the Erie Railway and two anthracite coal companies supply \$6 million; the coal companies back out of the deal. (Grodinsky)
- Apr. 19, 1867 LIRR Board authorizes the purchase from Oliver Charlick, William F. Havemeyer, et al., of their subscriptions to the Flushing & Woodside Railroad; authorizes an issue of \$250,000 in 7% bonds secured by a mortgage on the Huntington Branch. (MB)
- Apr. 19, 1867 Camden & Atlantic Railroad Board orders no further payments be made to the cost of the suits with the Raritan & Delaware Bay Railroad; Parkland (?)

- station renamed Pomona. (MB)
- Apr. 19, 1867 Danville, Hazleton & Wilkes-Barre Railroad receives letters patent. (C&C)
- Apr. 19, 1867 Erie & Pittsburgh Railroad signs an agreement allowing it to use the Erie station of the Buffalo & Erie Railroad, later the NYC; remains in force to 1951. (MB)
- Apr. 20, 1867 Louisville Bridge Company awards masonry contract to Nash, Flanney & Co. (AR)
- Apr. 22, 1867 PRR Road Committee orders George B. Roberts to prepare a plan for improving the Greenwich property in South Philadelphia. (MB)
- Apr. 22, 1867 F.C. Arms begins surveys for the Danville, Hazleton & Wilkes-Barre Railroad. (Bell/Numbrlnd)
- Apr. 22, 1867 PFW&C Board meets at office of Winslow, Lanier & Co. in New York; authorizes subscription to 1/12 interest in Northern Pacific Railroad. (MB)
- Apr. 23, 1867 Eastern Shore Railroad Company incorporated in Virginia; plans extension south to Cherrystone Point; no organization under this charter, and charter rights later pass to the NYP&N. (Val)
- Apr. 23, 1867 PFW&C Board passes resolution offered by J.F.D. Lanier; citing PRR expansion west of Pittsburgh, particularly extension of line from Columbus towards Logansport and proposed extension of North Western Railroad to New Castle, it calls these hostile acts and raises the question if PFW&C should depend on PRR as sole outlet to East; calls PRR moves west of Pittsburgh improper; copy sent to J. Edgar Thomson and Cass and Tilden appointed to consult with PRR. (MB)
- Apr. 23, 1867 Harlem River & Port Chester Railroad incorporated in N.Y.; plan is to give the New Haven a freight outlet to New York harbor independent of the New York & Harlem Railroad. (NYState, Moodys)
- Apr. 23, 1867 Winchester & Strasburg Railroad incorporated in Va. to extend B&O influence further down the Shenandoah Valley. (B&O Val)
- Apr. 23, 1867 Valley Railroad, B&O's projected line down the Shenandoah Valley, organized. (ICC)
- Apr. 24, 1867 PFW&C Board appoints Louis H. Meyer and George W. Cass a committee to purchase a majority stock interest in or lease Erie & Pittsburgh Railroad. (MB)

- Apr. 24, 1869 Spuyten Duyvil & Port Morris Railroad organized in N.Y. for the purpose of building a connection between the Hudson River Railroad and the New York & Harlem Railroad running north of Manhattan and allow running main line trains into the new Grand Central Depot; the organization at first has dummy directors to keep it secret and does not file until Mar. 4, 1869. (Harlow, GrnBk)
- Apr. 25, 1867 Kent County Railroad Board resolves to procure the services of an engineer to survey from Masseys Cross Roads to I.U. Road (Worton) and Chestertown; then from Chestertown to the Bay and to Belle Air and Rock Hall. (MB)
- Apr. 25, 1867 Orange, Alexandria & Manassas Railroad formed by merger of Orange & Alexandria Railroad and Manassas Gap Railroad. (ICC)
- Apr. 26, 1867 Philadelphia ordinance calls for no new siding connections to the City Railroad on Broad Street, and all existing sidings to be revocable on short notice in preparation for abandoning the City Railroad. (SEPTA)
- Apr. 26, 1867 Tyrone & Clearfield Railway incorporated in Pa. under articles dated Apr. 25 as the reorganization of the Tyrone & Clearfield Railroad. (C&C)
- Apr. 27, 1867 PW&B Pres. Isaac Hinckley elected Pres. of Junction Railroad, replacing J. Edgar Thomson. (Casebook)
- Apr. 27, 1867 John G. Stevens is appointed Chief Engineer of the West Jersey Railroad, replacing William Cook, deceased. (MB)
- Apr. 27, 1867 PFW&C Board issues protest to PRR noting PRR's \$5 million interest in the rival Panhandle system which it is extending towards Chicago via Logansport (already at Chi.); protests any PRR control of lines west of Pittsburgh.
- Apr. 28, 1867 Huntingdon & Broad Top Mountain Railroad & Coal Company assigns its property to Rathmell Wilson, S. Morris Waln and J. Gillingham Fell, trustees. (Baughman)
- Apr. 29, 1867 Union Pacific Railway Company, Eastern Division, opens to Salina, Kan. (Anderson)
- Apr. 30, 1867 Special meeting of PRR stockholders to hear the report of the Page Committee; the other 6 members present a majority report endorsing the management; find no discrimination in rates; suggest only that free passes should not be issued to state and city politicians; support private express companies and the increase of stock; note that fast freight line average haul is 1,000 miles; and the Union and Empire Lines are essential to secure

traffic that would be lost to other railroads and neither Thomson nor Scott are directors of either; Page refuses to sign report and issues a minority report that is not printed; stockholders approve an issue of 300,000 new shares and \$35 million Consolidated Mortgage bonds by 127,630 to 2,319; dividends are to be semi-annual up to 8% a year plus 5% stock dividend if advisable; reject resolution of John Hulme that six months notice be given to terminate Union Line and Empire Line contracts. (MB, AR, Rept)

- Spring 1867 Joseph G. McCoy (1837-1915), an Illinois-born cattle dealer, scouts the Union Pacific Railway, Eastern Division for a site from which to ship Texas cattle eastwards; landowners at Junction City want too much for land on which to build a stock yard; the Missouri Pacific also fails to take him seriously, but he quickly gets a good rate from the Hannibal & St. Joseph Railroad from the Missouri River to Chicago, ensuring that the latter place, and not St. Louis, will be the major market for Texas cattle. (McCoy)
- May 1, 1867 A. J. Cassatt transferred to other duties and office of Superintendent of Motive Power of the Philadelphia & Erie Railroad is abolished. (AR)
- May 1, 1867 Ashbel Welch appointed Engineer of Philadelphia & Trenton Railroad, replacing William Cook, deceased. (MB)
- May 1, 1867 Cincinnati & Zanesville Railroad defaults on bonds.
- May 1, 1867 St. Louis & Illinois Bridge Company (Eads Bridge) organized with a Board dominated by Eads and including William Taussig and Tom Scott; Scott probably introduces Eads to Andrew Carnegie; J. Edgar Thomson also invests. (Church, Jackson)
- May 1, 1867 Richmond, Fredericksburg & Potomac & Richmond & Petersburg Railroad Connection Company opens a link between the Richmond, Fredericksburg & Potomac and Richmond & Petersburg Railroads at Richmond via a tunnel under Gamble's Hill and along Belvidere Street to the RF&P at Broad & Pine Streets; operated by RF&P under lease of Apr. 9, 1867. (Harrison, AR)
- May 4, 1867 Edward C. Knight is sole PRR director to vote against a 5% stock dividend as unwarranted in a time of inflated currency. (MB)
- May 4, 1867 Danville, Hazleton & Wilkesbarre Railroad organized at Danville; Simon P. Kase (1814-1900), Pres. (Val, C&C)
- May 7, 1867 National Storage Company organized by F.W. Green & Co., who are New York oil and lighterage agents of the Union Line and Empire Line; F. W. Green elected Pres. (MB)
- May 7, 1867 Books opened for the Queen Anne's & Kent Railroad at Centreville, Md.

(Emory)

- May 7, 1867 Worcester Railroad Company organized at Snow Hill, Md.; Ephraim K Wilson, Pres. (Val, C&C)
- May 7, 1867 Jeffersonville, Madison & Indianapolis Railroad Board appoints a committee to consider leasing the old Madison & Indianapolis Railroad line south of Columbus, Ind. (MB)
- May 8, 1867 National Railroad Convention convenes at the St. Nicholas Hotel in New York; J. Edgar Thomson, Pres.; hears reports on mail service. (ARJ)
- May 8, 1867 Union Pacific Railway Company, Eastern Division, reaches Salina, Kan., 30 miles west of Fort Riley. (Petrowski - see 4/29)
- May 9, 1867 Maryland & Delaware Railroad Board authorizes locating the road to Oxford, Md.; authorizes locating a depot (Ridgely) between Greensboro and Hillsboro. (MB)
- May 9, 1867 Gen. Ambrose E. Burnside elected Pres. of Indianapolis & Vincennes Railroad; new Board elected including Burnside, William Cutting (1832-1897) and R.B. Potter of New York, and R.H. Goodard of Providence; William M. Franklin to VP; J.P. Harper appointed Chief Engineer; 1866 contract with Calvin Fletcher cancelled, and new contract made with Burnside to build the road for all the capital stock, which is turned over to Burnside by Aug. (MB)
- May 9, 1867 Representatives of railroads and steamboat companies meet at Cleveland in attempt to restore rates. (ARJ)
- May 9, 1867 B&O proposes to the Central Ohio Railroad as Reorganized that it waive its rights to terminate the lease at the end of five years. (AR)
- May 9, 1867 Hopkinton & Milford Railroad incorporated in Mass. (NHCorp)
- May 10, 1867 Frederick & Pennsylvania Line Railroad begins surveys at Littlestown. (ARJ)
- May 14, 1867 Pa. Senate Committee begins hearings into "alleged extortionate charges" by railroads. (Nevins)
- May 15, 1867 PRR Board appoints a special committee to confer with the Joint Companies concerning an early completion of the Connecting Railway and execution of joint traffic contracts; approves a \$20,000 subscription to Philadelphia & Southern Steamship Company. (MB)

- May 15, 1867 PRR sells Western Division Canal bed between Lockport and Freeport to the Western Pennsylvania Railroad. (C&C, Val)
- May 15, 1867 Dorchester & Delaware Railroad Board adopts route between Cambridge and Federalsburg, Md.; east of there are undecided between Seaford or Bridgeville. (ARJ)
- May 15, 1867 Preliminary meeting of railroad car masters at Springfield, Mass., to establish a national organization; adjourn to meet at Altoona on Sep. 18. (ARJ)
- May 1867 Northern Pacific Railroad orders Chief Engineer Edwin F. Johnson to begin surveys from Lake Superior to the Red River of the North and from Portland toward Lake Pend Oreille. (Renz, ICC)
- May 16, 1867 Glen Cove Branch Railroad opens between Glen Head and Glen Cove; controlled by LIRR. (Seyfried)
- May 16, 1867 At a meeting at Boston, J. Edgar Thomson, George W. Cass, William G. Fargo, William B. Ogden, Robert H. Berdell of the Erie, T.H. Canfield of Burlington, Vt., John Gregory Smith (1818-1891), Pres. of the Vermont Central, and Onslow Stearns (1810-1878) of the Old Colony Railroad all elected directors of the Northern Pacific Railroad; Smith, Canfield and Stearns are holdovers from the old Board. (ARJ, Renz)
- May 16, 1867 Tom Scott's California agent Thomas R. Bard recommends that Scott sell his lands for agriculture to recoup his investment, retaining the oil rights where necessary. (Hutchinson)
- May 16, 1867 At the New York & New Haven Railroad annual meeting, an opposition slate of one representative each from Norwalk, Bridgeport and New Haven and two from Stamford is defeated, and the old Board is reelected. (NYT)
- May 17, 1867 Camden & Atlantic Railroad Board accepts the offer of the residents of Haddonfield to build a new station. (MB)
- May 17, 1867 St. Louis, Alton & Terre Haute Railroad leased to Terre Haute & Indianapolis Railroad for 99 years from June 1, 1867, for purpose of forming a through line from Indianapolis to East St. Louis. (Church)
- May 17, 1867 PFW&C, Cleveland, Painesville & Ashtabula Railroad, Cleveland, Columbus & Cincinnati Railroad, Bellefontaine Railway, and Indianapolis, Cincinnati & Lafayette Railroad enter agreement to guarantee the lease of the St. Louis, Alton & Terre Haute Railroad to the Terre Haute & Indianapolis Railroad, in order to provide the PRR with a through line to St. Louis; if the contracting parties prove unable to secure stock control of the

TH&I, they are to collectively construct their own railroad between Indianapolis and Terre Haute; the Terre Haute interests controlling the TH&I refuse to cooperate, and the later option is followed by building the Indianapolis & St. Louis Railroad. (Church, Wallis)

- May 18, 1867 Swedesboro Railroad organized at Swedesboro; Joshua S. Thomson, Pres. (Val, C&C)
- May 1867 South Side Railroad of Long Island begins negotiating for the use of the New York & Flushing terminal at Long Island City as an alternative to street running at Williamsburg.
- May 1867 Rumor Camden & Amboy Railroad intends to build a railroad bridge between Perth Amboy and South Amboy and discontinue New York-South Amboy boats. (StGaz)
- May 1867 Blue Line introduces a refrigerator car cooled with blocks of ice for shipping dressed beef; is painted white to reflect sun and has insulated sides. (USRR&MR, MC AR)
- May 1867 James B. Eads goes to Philadelphia to present rough designs for an arch bridge to Jacob H. Linville, who decides they are impractical. (Jackson)
- May 1867 Virginia Central Railroad takes contract to complete Covington & Ohio Railroad to Ohio River. (Bias)
- May 20, 1867 Frederick & Pennsylvania Line Railroad opens books; have chosen Joseph S. Gitt (1816?-1901), formerly of the Western Maryland Railroad, as Chief Engineer. (ARJ)
- May 21, 1867 Richard D. Wood declines Herman J. Lombaert's invitation to go on an excursion to Ft. Riley over the Union Pacific Railway Company, Eastern Division. (Wood)
- May 23, 1867 Northern Pacific Railroad Association assumes control of the Northern Pacific Railroad; the old single-entry books of the Railroad Company are closed and new double-entry books opened. (ICC)
- May 23, 1867 Cornelius Vanderbilt makes his grandson and namesake Cornelius Vanderbilt, Jr. (1843-1899), the member of the third generation with the greatest managerial ability, Treasurer of the New York & Harlem Railroad. (Stiles/MB)
- May 23, 1867 New York Bridge Company names John A. Roebling (1806-1869) Chief Engineer of the Brooklyn Bridge. (Schuyler)

- May 24, 1867 Virginia Central Railroad and Covington & Ohio Railroad agree to merge to form the Chesapeake & Ohio Railroad (C&O). (Bias)
- May 25, 1867 PFW&C Board sets limit to aid to Northern Pacific Railroad at \$10,000 for organization and survey; stockholders approve issue of 15,000 shares. (MB)
- May 25, 1867 Commonwealth of Massachusetts makes a settlement with Herman Haupt; the state drops its judgement and makes a payment of \$22,000 in return for Haupt dropping his suits. (Ward)
- May 25, 1867 First blow of Bessemer converters at Pennsylvania Steel Company. (BethSteel, Egle)
- May 26, 1867 Pennsylvania Steel Company casts its first Bessemer steel ingots; rolled into rails at Cambria Iron Company as its own rolling mill is not yet finished. (BethStl, Egle)
- May 27, 1867 Buffalo & Oil Creek Cross Cut Railroad opens between Brocton and Mayville; controlled by NYC; William G. Fargo President; road was built at insistence of Dean Richmond, who induces towns to issue \$170,000 in bonds for subscriptions. (USRR&MR, NYT - C&C has 6/17)
- May 27, 1867 Massachusetts act calls for issuing \$3 million in state scrip to the Boston, Hartford & Erie Railroad, for which the road is to give \$4 million of the Berdell bonds as security; the scrip is to be issued in installments of \$100,000 as the company spends \$200,000 of its own money; much of the scrip is sold in London. (PL, NY&NE AR, Kirkland)
- May 28, 1867 Gen. Isaac Jones Wistar (1827-1905) replaces J. Edgar Thomson as Pres. of the Pennsylvania Canal Company; eventually becomes Pres. of all PRR canal and anthracite coal companies in Pennsylvania. (AR)
- May 28, 1867 Little Miami Railroad Board appoints a committee to purchase the stocks and bonds of the Springfield & Columbus Railroad; approves a revised contract with the Columbus & Indianapolis changing the division of earnings; approves the purchase of Dayton & Western Railroad bonds; accepts the resignations of J. W. Guppy as General Superintendent and of Pres. E. W. Woodward for health. (MB)
- May 28, 1867 Jeffersonville, Madison & Indianapolis Railroad contracts with the Indianapolis, Cincinnati & Lafayette Railway, the Louisville, New Albany & Chicago Railroad, and the Michigan Central Railroad to operate a through line between Louisville/Jeffersonville and Chicago via Lafayette and Michigan City for two years starting June 10; to run two round trips with a dedicated freight car pool. (MB)

- May 1867 Michigan Central Railroad agrees with the Louisville, New Albany & Chicago Railroad, Indianapolis, Cincinnati & Lafayette Railway and Jeffersonville, Madison & Indianapolis Railroad to operate Chicago-Louisville and Chicago-Cincinnati through services. (AR)
- May 29, 1867 Directors excursion over Buffalo & Oil Creek Cross Cut Railroad to Corry. (USRR&MR - NY line-Corry portion is leased Cross Cut RR leased on 10/1/66)
- May 29, 1867 PRR Board approves plan of freight terminal and piers at Greenwich Point in South Philadelphia. (MB)
- May 29, 1867 Lehigh Valley Railroad opens between White Haven and Wilkes-Barre, Pa., with an excursion. (ARJ)
- May 29, 1867 California Petroleum Company Well No. 6 finally hits a gusher, but California crude is too heavy to make a marketable kerosene, a goal that will not be reached until 1907; it will be a few decades before California crude is refined to make heating and boiler fuel, lubricants and asphaltum. (Hutchinson, Hidy&Hidy)
- May 31, 1867 PRR Board approves new \$35 million mortgage (Consols - check Schotter)
- May 31, 1867 Richard D. Wood introduces Pres. John S. Barbour of the Orange & Alexandria Railroad to Jay Cooke & Co. (Wood)
- June 1, 1867 Joint Board of United Companies approves supplemental agreement with PRR. (MB)
- June 1, 1867 New West Chester & Philadelphia station opens at 31st & Chestnut Street in West Philadelphia.
- June 1, 1867 Leech & Company's transfer station at Washington Avenue Wharf discontinued; PRR takes over operations. (Wilson)
- June 1, 1867 J. Durand appointed General Superintendent of Little Miami and Columbus & Xenia Railroads, replacing J.W. Guppy, resigned. (MB)
- June 1, 1867 Terre Haute & Indianapolis Railroad refuses to consummate lease of St. Louis, Alton & Terre Haute Railroad, having entered into negotiations with PRR for construction of its own line to St. Louis via Vandalia; the St. Louis, Alton & Terre Haute Railroad is then surrendered to the chain of railroads that were parties to the agreement of May 17, 1867. (Church)
- June 1, 1867 *Titusville Herald* report that in the first five months of 1867, the Oil Creek Railroad and Farmers Railroad have shipped from Petroleum Centre

453,214 bbls., of which 187,727 bbls. were sent to New York and 137,958 bbls. to Cleveland. (DerrickHndbk)

- June 1, 1867 Great Western Railway of Canada begins direct interchange of cars with Michigan Central Railroad at Detroit. (Hilton)
- June 2, 1867 Connecting Railway opens in Philadelphia, connecting PRR at Mantua (Zoo) Jct. with Philadelphia & Trenton at Frankford; leased to Philadelphia & Trenton; cost \$2,278,295; route is only 12 miles longer to New York than the Allentown Route. (MB, Val, Wilson)
- June 2, 1867 Gen. Pierre G. T. Beauregard writes that there is little capital in the South to rebuild the New Orleans, Jackson & Great Northern Railroad, of which he is Pres., and that the money must come from the North, a development he will soon come to regret. (Stover)
- June 3, 1867 Revenue service over Connecting Railway begins; separate "New York Depot" opens at 31st & Market Streets in West Philadelphia for New York trains via Connecting Railway; brick station with frame shed; two round trips run to Jersey City; soon all express trains run from 31st & Market, while only locals and Belvidere Delaware Branch trains run from Kensington. (AR, USRR&MR)
- June 3, 1867 Camden & Amboy Railroad begins revenue passenger service over connecting line between Monmouth Jct. and Jamesburg, N.J., using a Grice & Long steamcar. (MonDem)
- June 3, 1867 Caledonia Iron, Land & Railroad Company receives letters patent. (C&C)
- June 3, 1867 James B. Eads sends Jacob H. Linville further sketches of his design for an arch bridge; Linville responds with a truss design. (Jackson)
- June 3, 1867 Dunleith & Dubuque Bridge Company incorporated in Iowa to match the Illinois company. (ICC)
- June 4, 1867 Chartiers Railway incorporated in Pa. under articles dated Jan. 25, 1867; conveyance of property of former Chartiers Valley Railroad not completed until Sep. 19, 1876. (Church, C&C)
- June 5, 1867 Robert Lenox Kennedy and Henry F. Vail of the Bank of Commerce of New York become stockholders of St. Louis & Illinois Bridge Company. (Jackson)
- June 5, 1867 Erie Railway agrees to guarantee \$4 million in bonds of the Boston, Hartford & Erie Railroad. (Mott)

- June 5, 1867 Mineral Railroad breaks ground at Columbus. (Miller)
- c. June 1867 John P. Green, private secretary to Tom Scott, named Secretary-Treasurer of Milwaukee & Minnesota Railroad. (see 1/66)
- June 6, 1867 Maryland & Delaware Railroad Board reports that they have located the Ridgely depot, which is to be built by the proprietors of the town; authorize a Second Mortgage of \$150,000. (MB)
- June 6, 1867 Jeffersonville, Madison & Indianapolis Railroad committee reports to the Board that it is inexpedient to lease the old Madison & Indianapolis Railroad line between Madison and Columbus. (MB)
- June 7, 1867 Union Pacific Railway Company, Eastern Division, sends out a surveying expedition by wagon train from the railhead at Salina, Kansas, bound for the Pacific, including Engineer William W. Wright, Dr. John le Conte, the geologist, Dr. C. C. Parry the botanist, and the engineers L. H. Eicholtz, John Runk, and J. Imbrie Miller; William A. Bell, an Englishman accompanies the party as physician and later publishes a detailed account of the trip and the country traversed; the presence of troops protecting the Union Pacific Railroad crews has driven the Plains tribes southward, and the various tribes have combined to resist further white encroachment, so the survey teams encounter ongoing attacks and harassment. (Fisher, Bell)
- June 8, 1867 Chicago & Great Eastern Railway appoints a committee to hear the proposal of Henry C. Lord, Pres. of the Indianapolis, Cincinnati & Lafayette Railway and White Water Valley Railroad for the use of its tracks to reach Cincinnati. (MB)
- June 11, 1867 Joint Board of United Companies approves supplemental agreement with PRR, deeds for new straight line and Passaic River Bridge at Newark. (MB)
- June 11, 1867 City of Baltimore passes ordinance to guarantee the bonds of Union Railroad Company of Baltimore; the City endorses \$117,000 of the \$500,000 First Mortgage bonds of July 30, 1867, but when subscriptions lag, the City is compelled to pay the interest until a new management is installed in 1870. (Digest, MB)
- June 11, 1867 Terre Haute & Indianapolis Railroad Board hears report that certain parties, including Pres. E. J. Peck, are now in New York to induce the New York stockholders to sell out cheap by misrepresenting the state of the company in order to get control; appoint director William Riley McKeen to go to New York; he is to stop at Cincinnati en route and demand the resignation of Pres. Peck. (MB)
- June 11, 1867 Waverly & State Line Railroad incorporated in N.Y. to build a link from the

Pennsylvania & New York Canal & Railroad Company at the New York state line to the Erie Railway at Waverly, N.Y. (ICC)

- June 12, 1867 PRR Board approves supplemental contract with Joint Companies for New York traffic. (MB)
- June 12, 1867 Supplemental contract between United Companies and PRR signed; provided for terminal charge allowances and fast freight lines; New Jersey Railroad to provide facilities for livestock east of Hackensack River. (P&T MB)
- June 1867 Six more Silver Palace cars under construction at Fort Wayne for Chicago service via Allentown Route. (USRR&MR)
- June? 1867 James F. Joy (1810-1896) of Detroit named Pres. of Michigan Central Railroad, replacing John W. Brooks (1819-1881) of Boston.
- June 1867 Pullman Palace Car Company begins running line of Palace Hotel cars between Albany and Chicago via NYC and Michigan Central as an experiment. (MC AR)
- June 1867 After the competition from the Merchants Union Express Company turns its fat profits into losses, the American Express Company appoints a committee of Johnston Livingston, John Butterfield and William G. Fargo to approach the Adams Express Company and the United States Express Company looking to a consolidation of their interests. (PrmsestoPay)
- June 15, 1867 Louisville Bridge Company adopts location leaving L&N yard near 10th Street via Maple Street to Portland Avenue, then crossing over to High Street in direction of 14th Street and curving to river; on north side, one branch turns to left to join Jeffersonville & New Albany Railroad and one to left into 9th Street to connect with Jeffersonville, Madison & Indianapolis Railroad. (AR)
- June 15, 1867 In New York, William R. McKean of the Terre Haute & Indianapolis Railroad gets the New York stockholders to sell 5,869 shares back to the company at 181; includes 1,075 shares from Frederic Bronson, 1,737 from John Ferguson, 1,300 from George Hall, 406 each from Robert Goelet and Peter Goelet, 400 from J.T. Jones and 217 from Roosevelt & Son; this keeps full control of the company in local Terre Haute hands. (MB)
- June 15, 1867 The Union Pacific Railway Company, Eastern Division survey party leaves Fort Hayes and first encounters buffalo herds; William A. Bell kills one but only after 5 shots. (Bell)
- June 1867 Jersey City & Bergen Railroad owns 40 streetcars, 160 horses, 4 stage

coaches, 11 sleighs and 6 Grice & Long “dummy” steamcars. (VanBuskirk)

- June 1867 At the request of J. Edgar Thomson, Gen. Isaac Jones Wistar meets in his office with Tom Scott, Simon Cameron, William F. Packer, Allison White, A. K. Cumming, John A. Gamble, et al.; Wistar is asked what he knows about the West Branch & Susquehanna Canal and is ordered to make a report on it; on the basis of the report, the PRR buys the West Branch & Susquehanna Canal Company and merges it with the Pennsylvania Canal Company. (Wistar)
- June 17, 1867 Cross Cut Railroad (Pa.) and Buffalo & Oil Creek Cross Cut Railroad (N.Y.) complete line from Brocton, N.Y., to Corry, Pa.; diverts traffic between the Oil Region and the NYC at Buffalo from Philadelphia & Erie Railroad between Corry and Erie. (Val, AR - from NYS Rept gives Brocton to Pa. line - Val has no mo. for Pa. portion but PRR AR say 6/67 - C&C has 6/17 for whole line - USRR&MR has Mayville-Corry 6/8)
- June 17, 1867 E. J. Peck resigns as Pres. of the Terre Haute & Indianapolis Railroad, although he says he is innocent and the charges against him are unjust. (MB)
- June 17, 1867 Lehigh Valley Railroad opens for regular revenue service between White Haven and Wilkes-Barre. (AR)
- June 17, 1867 Narragansett Steamship Company inaugurates service between New York and Bristol, R.I. with the sailing of the *Bristol* from New York; competes with the existing Newport and Norwich lines to Boston; Pres. Jim Fisk takes to greeting passengers and presiding over sailings dressed in a replica of an admiral’s uniform. (Dunbaugh)
- June 17, 1867 Surveys begun for the Dunkirk, Warren & Pittsburgh Railroad. (Young/Chautauqua)
- June 18, 1867 William R. McKean elected Pres. of the Terre Haute & Indianapolis Railroad, replacing E. J. Peck, forced out. (MB)
- June 18, 1867 Merchants Union Express Company of Cleveland inaugurates “People’s Dispatch” fast freight line to western points via NYC; first to use St. John’s Park Freight Station. (ARJ)
- June 18, 1867 William Butcher Steel Works of Philadelphia incorporated in Pa.; William Butcher, Jr. (-) has emigrated from Sheffield, the capital of British steel-making; it eventually becomes the famous Midvale Steel Company. (PaSecyState, BethStl)
- June 18, 1867 Kalamazoo & Allegan Railroad incorporated in Michigan. (GrnBk)

- June 19, 1867 Annual meeting of Morris & Essex Railroad; much grumbling over the failure of the Atlantic & Great Western Railway lease and poor earnings; a group of stockholders wants to throw Edwin A. Stevens off the Board. (NwkDlyAd)
- June 19, 1867 First running of the Belmont Stakes at Jerome Park in the Bronx, named for financier August Belmont, Sr. (1816-1890). (NYT)
- June 21, 1867 Camden & Atlantic Railroad changes the name of Longacoming station to Dayton. (MB)
- June 22, 1867 Richard D. Wood meets with William H. Gatzmer to ask the Camden & Amboy Railroad to build a branch to his new foundry on the Delaware River at Florence, N.J. (Wood)
- June 22, 1867 New York City Council resolution authorizes Hudson River Railroad to operate by steam into its passenger station at 30th Street for the life of its charter and to operate steam “dummy” locomotives for freight and passengers south of that point. (NYState)
- June 24, 1867 Delaware Railroad Board authorizes a branch from Seaford to meet the Dorchester & Delaware Railroad at the Maryland state line and arranging a lease of the Dorchester & Delaware. (MB)
- June 24, 1867 Frederick Schuchardt resigns as a director of the Chicago & Great Eastern Railway. (MB)
- June 24, 1867 Union Pacific Railway Company, Eastern Division, survey party reaches Fort Wallace, where 8 men have been killed in an Indian attack a few days earlier; the party waits there until the Army escort can be augmented with 50 African American “buffalo soldiers.” (Fisher)
- June 24, 1867 Lehigh Coal & Navigation Company begins regular passenger service over the Lehigh & Susquehanna Railroad between Mauch Chunk and Green Ridge, north of Scranton. (AR)
- June 25, 1867 PW&B begins operating Columbia & Port Deposit Railroad under lease of June 18, 1867. (Val, AR)
- June 26, 1867 Erie Railway Executive Committee begins considering the acquisition of railroads in the Pennsylvania Oil Region; though the Erie’s oil business is increasing, actual revenue is falling because of James McHenry’s rate-cutting on the Atlantic & Great Western Railway. (Grodinsky)
- June 26, 1867 Mineral Railroad renamed Columbus & Hocking Valley Railroad. (ICC)

- June 27, 1867 Pres. Andrew Johnson bypasses New York and goes directly by a New Haven Line steamboat to the Jersey City ferry, where he stays at Taylor's Hotel; he leaves the next morning by train for Baltimore, where he attends a reception. (NYT)
- June 27, 1867 Allegheny Valley Railroad opens between Mahoning and Brady's Bend, Pa. (Val, ARJ)
- June 27, 1867 Jamestown & Franklin Railroad formally opens for revenue service; originally associated with Erie & Pittsburgh Railroad but later becomes part of NYC System. (ARJ, USRR&MR)
- June 27, 1867 State of Missouri seizes Southwest Pacific Railroad because of failure of John C. Fremont or company to pay balance of purchase price; placed under management of Clinton Bowen Fisk. (ICC, Miner)
- June 28, 1867 Erie & North East and Buffalo & State Line Railroads merge to form the Buffalo & Erie Railroad under an agreement dated May 15, 1867. (ICC, GrnBk)
- June 28, 1867 Henry C. Lord, Stillman Witt, Amasa Stone and Thomas A. Morris, the Bee Line interests, meet with the Terre Haute & Indianapolis Railroad Board to present an offer to purchase a controlling interest, which the Board refuses; they then plan to build a parallel line. (MB, Wallis, Bradsby/Vigo)
- June 28, 1867 Lehigh Valley Railroad agrees with the Lackawanna & Bloomsburg Railroad and the Pennsylvania & New York Canal & Railroad Company for moving coal cars from the Plymouth Bridge to mines south of Pittston. (MB)
- June 29, 1867 GR&I Pres. Joseph K. Edgerton writes to PFW&C asking for aid; notes City of Fort Wayne has subscribed \$100,000. (MB)
- June 29, 1867 Columbus & Indianapolis Central Railway Board authorizes merger with Union & Logansport Railroad and Toledo, Logansport & Burlington Railway. (MB)
- June 30, 1867 N.C. Gov. Jonathan Worth removes Nathaniel Boyden and Robert Strange as state directors of the North Carolina Railroad on grounds they have not attended enough meetings; new Board elects Josiah Turner as Pres. (Trelease)
- July 1, 1867 General Freight Agent Henry H. Houston retires for health; remains active in Union and Empire Lines and various associated companies and later goes on to develop Chestnut Hill; replaced by Stephen B. Kingston, Jr. (1824-

1879), formerly Freight Agent at Philadelphia. (MB)

- July 1, 1867 G.W. Webb named Chief Engineer of Baltimore & Potomac Railroad, replacing Isaac R. Trimble, resigned.
- July 1, 1867 City of New Albany, Ind., authorizes Jeffersonville, Madison & Indianapolis Railroad to extend from State & Water Streets down Water Street to Lower 2nd Street. (Church, MB)
- July 1, 1867 Shamokin Coal Company issues mortgage bonds for \$100,000, all of which are later bought by the PRR. (MB)
- July 1, 1867 Lease of the St. Louis, Alton & Terre Haute Railroad to the Indianapolis, Cincinnati & Lafayette Railway, PFW&C, Cleveland, Columbus & Cincinnati Railroad, Bellefontaine Railway, and the Cleveland, Painesville & Ashtabula Railroad goes into effect, the PRR and Terre Haute & Indianapolis Railroad refusing to sign; the guarantors now have to build their own railroad between Indianapolis and Terre Haute. (Wallis)
- July 1, 1867 B&O leases Winchester & Potomac Railroad running between Harpers Ferry and Winchester, Va. (B&O Val, ARJ)
- July 1, 1867 Cayuga Lake Railroad incorporated in N.Y. to build along Cayuga Lake from Ithaca to the village of Cayuga; later part of the Lehigh Valley Railroad system. (Baird)
- July 1, 1867 Joseph G. McCoy finally selects Abilene, Kan., then a settlement of about a dozen huts, as the site for his stockyard for Texas cattle on the Union Pacific Railway, Eastern Division; the cattle drives up the Chisholm Trail to the railheads last less than a decade until railroads are built into western Texas, but they become enshrined in the lore of the West through countless dime novels and movies. (McCoy)
- July 2, 1867 Gen. Isaac Jones Wistar (1827-1905) elected Pres. of Pennsylvania Canal Company and also of the West Branch & Susquehanna Canal Company, which the PRR has just purchased. (ARJ - see above)
- July 3, 1867 Terre Haute & Indianapolis Railroad Board declares a 6% semiannual dividend; then authorizes laying off all unnecessary personnel. (MB)
- July 4, 1867 Lake Erie & Louisville Railroad opens between Cambridge City and Rushville, Ind., with aid from Jeffersonville, Madison & Indianapolis Railroad and Columbus & Indianapolis Central Railway; operated by JM&I under agreement of Aug. 28, 1866; completes a short cut between Richmond and Louisville via Madison; the portion of the LE&L between Cambridge City and Union City is never completed, and the detached

portion in Ohio eventually becomes part of the Lake Erie & Western system. (Young, Church, Sulzer, C&C)

- July 5, 1867 PRR Board agrees to furnish rails for a branch from Greensburg to Connellsville in return for \$150,000 in bonds. (MB)
- July 5, 1867 Allegheny Valley Railroad runs official excursion from Pittsburgh to Bradys Bend. (ARJ)
- July 6, 1867 Dunleith & Dubuque Bridge Company of Iowa and The Dunleith & Dubuque Bridge Company of Illinois sign articles of merger, which are filed on Aug. 23, 1868. (ICC)
- July 8, 1867 Lawrence Railroad Board authorizes placing the line under the General Superintendent of the PFW&C. (MB)
- July 8, 1867 Three survey parties of engineers organized by William Jackson Palmer and under the command of Gen. William W. Wright finally leave Fort Wallace, Kan., on the Union Pacific Railway Company, Eastern Division, to survey the 35th and 32nd parallel routes to the Pacific; the first leg runs to Trinidad at the foot of Raton Pass. (Bell, Palmer, Anderson)
- July 10, 1867 Lewisburg, Centre & Spruce Creek Railroad agrees to use the Lewisburg Bridge Company's bridge over the West Branch of the Susquehanna River on a per-ton basis. (C&C)
- July 11, 1867 Property of the Lake Ontario, Auburn & New York Railroad in Cayuga County sold at foreclosure to the Southern Central Railroad. (Baird - date of deed, not sale)
- July 13, 1867 Oliver Charlick secures control of New York & Flushing Railroad for LIRR; acts to deny South Side a terminal in Long Island City and prevent extension of NY&F to Huntington; NY&F route abandoned between Long Island City and Winfield Jct. in favor of LIRR route; work on Woodside & Flushing suspended. (Seyfried - check C&C or Corp Hist if lease?)
- July 13, 1867 St. Louis & Illinois Bridge Company Board drops Jacob H. Linville as Consulting Engineer and supports Eads's design. (Jackson)
- July 15, 1867 Union Railroad Company of Baltimore organized; H.L. Brooks, Pres. (MB- or earlier? - C&C says no earlier record)
- July 15, 1867 *Titusville Herald* reports that the experiment to use oil as a locomotive fuel on the Warren & Franklin Railroad at Irvineton has been a success. (DerrickHndbk)

- July 1867 Through freight cars begin running between Jersey City and Pittsburgh via Connecting Railway. (AR - Wilson says 7/1)
- July 1867 PRR's Greenwich Point freight branch at South Philadelphia is open. (USRR&MR)
- July 1867 Buffalo & Washington Railway begins construction between Buffalo and Emporium; contracted to DeGraff & Smith. (C&C)
- July 1867 Baltimore & Potomac Railroad resurveyed on a more direct line to Washington. (USRR&MR)
- July 1867 Riot of laborers on the Chicago & Great Eastern Railway at Logansport. (MB)
- July 1867 PRR raises the rate on crude oil from Pittsburgh to Philadelphia from \$2.16 to \$2.60. (Granitz)
- July 1867 Committee of the American Express Company reports that the Adams Express Company is in favor of pooling earnings and expenses, but the United States Express Company believes any such attempt will inflame public opinion. (PrmsestoPay)
- July 1867 Norwich & New York Transportation Company places the new *City of Lawrence* in service; the first iron-hull steamboat built for Long Island Sound service, built by Harlan & Hollingsworth of Wilmington, Del. (Dunbaugh)
- July 17, 1867 Stockholders of Grand Rapids & Indiana Railroad approve plan for adjustment of stock, bonds and floating debt; only a small numbers of creditors sign it, and it is not carried out. (Church)
- July 17, 1867 Little Miami Railroad grants trackage rights between Cincinnati and Columbus Curve in Spencer Twp., Hamilton County, to Storrs Township, New Richmond & Central Union Depot Junction Railroad. (MB)
- July 18, 1867 National Convention of railroad presidents, superintendents and engineers reconvenes at the Logan House in Altoona; signs organization as National Railway Association of the United States; movement is premature, and it is many years before a national trade association is formed. (ARJ, USRR&MR)
- July 19, 1867 Union Railroad Company of Baltimore authorizes calling for proposals for grading. (MB)
- July 19, 1867 Congress passes Second Supplementary Reconstruction Act over Pres.

Johnson's veto, enlarging the powers of military commanders; because southern Democrats have been boycotting elections, Congress rules that a simple majority of those voting, not those registered, is sufficient to pass new Reconstruction constitutions; state governments are made subordinate to the military commanders, and voter registration boards are instructed to be strict in rejecting those who perjure themselves concerning their allegiance to the Confederacy. (Clements, JSmith - Lowe says this act has an oath that disqualifies from office anyone who aided the Southern war effort, which encompassed almost the entire white population of Va.)

- July 20, 1867 American Bottom Lime, Marble & Coal Company organized as railroad rather than mining company; construction delayed by lawsuit over legality of subscription by East St. Louis. (Church)
- July 20, 1867 Norfolk & Great Western Railroad opens books at Norfolk; Col. B. M. Jones, Chief Engineer & General Agent. (ARJ)
- July 21, 1867 James B. Eads first publishes his design for a three-arch bridge over the Mississippi River in the *St. Louis Democrat*. (Jackson)
- July 22, 1867 Press excursion staged by CNJ Pres. John Taylor Johnston leaves New York via the Allentown Route to Chicago to publicize the new Silver Palace sleeping cars and overshadow the opening of the Connecting Railway; six Silver Palace sleepers, including *Chicago*, smoker and provision car run out of Jersey City; pick up PRR's directors car with directors of the Central Transportation Company at Bethlehem from the North Pennsylvania Railroad and two more sleepers at Harrisburg; Silver Palace sleeping cars cost \$20,000 each; Central Transportation Company now has 26 cars assigned to the Allentown Route. (NJJrnl, USRR&MR, NYT)
- July 22, 1867 Frequency of through Silver Palace cars to Chicago via the Allentown Route increased from twice a week to daily. (NYT)
- July 23, 1867 Public meeting held in Vineland, N.J., to promote a railroad direct to New York, citing the huge profits of the West Jersey and Millville & Glassboro Railroads. (Andrew)
- July 23, 1867 Silver Palace excursion train passes Fort Wayne with 11 cars and 285 guests; arrives at Chicago around midnight. (NYT)
- July 24, 1867 Silver Palace banquet held at the Sherman House in Chicago; most toasts ignore or put down Philadelphia. (NJJrnl, USRR&MR, NYT)
- July 24, 1867 New Haven, Middletown & Willimantic Railroad incorporated in Connecticut to use a portion of the right-of-way of the defunct New York & Boston Railroad. (NHCorp)

- July 25, 1867 Union Railroad Company of Baltimore authorizes location of 0.5 mile near Owings Mills, 0.5 mile at the junction at the western end of the city, and 0.25 mile at Canton. (MB)
- July 25, 1867 Return trip of Silver Palace excursion leaves Chicago at 8:00 PM. (NYT)
- July 25, 1867 Henry Keep resigns as Pres. of NYC; H. Henry Baxter (1818-1884) is elected after William G. Fargo refuses the job; the directors vote to reconsider their relations with the Hudson River Railroad and Daniel Drew's People's Line. (USRR&MR, Stiles/MB)
- July 25, 1867 Manassas Gap Railroad merged into Orange & Alexandria Railroad to form Orange, Alexandria, & Manassas Railroad under agreement of Apr. 25, 1867; (Harrison)
- July 26, 1867 Silver Palace excursion returns to Jersey City at 10:30 PM. (NYT)
- July 26, 1867 Kent County Railroad Board adopts a location from the Delaware state line near Masseys Crossroads following the May 1867 survey through Kennedyville and I.U. Road (Worton) with a U-shaped detour to Chestertown and back to Belle Air. (MB)
- July 27, 1867 Union Railroad Company of Baltimore awards contract to John Clark of Philadelphia for a double-track tunnel at \$110 per foot and a single track railroad at \$40,000 per mile. (MB, C&C)
- July 29, 1867 St. Louis & Iron Mountain Railroad incorporated in Missouri as a reorganization of the old 1851 company of the same name. (ICC)
- July 31, 1867 Virginia Central Railroad opens to Covington, Va., where it meets the unfinished grade of the Covington & Ohio Railroad. (Bias)
- July 31, 1867 Northern Pacific Railroad Association modified its agreement to limit the amount assessed on each share to \$12,500 unless there is unanimous consent; shares are now redistributed as follows: J. Gregory Smith, 4-2/3 shares, William B. Ogden, 1-1/3 share, Robert H. Berdell, 1 share, D.N. Barney and B.P. Cheney, 1 share jointly, A.H. Barney and W.G. Fargo, 1 share jointly, G.W. Cass, 1 share, J. Edgar Thomson and associates, 1 share, Edward Reilly, 1 share. (Renz)
- Summer 1867 Vanderbilt and Boston, Hartford & Erie Railroad interests, led by John S. Eldridge, maneuver to control the October Erie Railway election. (Grodinsky)
- Aug. 1, 1867 Middle Creek Railroad begins grading between Sunbury and Lewistown. (USRR&MR)

- Aug. 1, 1867 Columbus & Xenia Railroad Board refers question of sleeping cars between Cincinnati and Cleveland and Cincinnati and New York to Pres. Swan. (MB)
- Aug. 1, 1867 First stone laid for Louisville Bridge in pier no. 11; work done by Nash, Flannery & Co. (AR, C&C)
- Aug. 1, 1867 Loughridge Car Brake Company holds a demonstration of its steam brake on the CNJ. (ARJ)
- Aug. 2, 1867 Union Railroad Company of Baltimore Board authorizes issuing bonds equal to stock to the amount of \$112,000, guaranteed by the City of Baltimore. (MB)
- Aug. 3, 1867 Trevorton Coal Company sold at foreclosure to John B. Packer and William I. Greenough. (Hare)
- Aug. 5, 1867 Grand Rapids & Indiana Railroad contracts section from Fort Wayne to the Michigan state line to Hugh McKee & Co. (AR)
- Aug. 6, 1867 Robert H. Lamborn writes to William Jackson Palmer that J. Edgar Thomson, Tom Scott, Samuel M. Felton, London financier Gilead Smith and others have come up with a scheme to build the Lake Superior & Mississippi Railroad; Philadelphians proceed to subscribe almost \$500,000, Thomson putting in between \$20,000 and \$100,000 of his own money. (Ward)
- Aug. 6, 1867 Peninsular Railway begins surveying from Battle Creek, Mich., to the Indiana state line. (ARJ)
- Aug. 7, 1867 William Jackson Palmer and his secretary Capt. W. F. Colton catch up to the Union Pacific Railway Company, Eastern Division, surveying party at the Raton Mountains; Palmer is to assume charge of the party at the Rio Grande, while William W. Wright returns east to report to the directors; the party surveys the passes of the Raton Mountains, then descends to the Red River Valley and visits the huge Maxwell Land Grant, then proceeds to Fort Union. (Fisher, Bell)
- Aug. 8, 1867 Little Miami Railroad orders track laid on Eggleston Avenue in Cincinnati; orders a through passenger car run between Cincinnati and New York to meet competition of Atlantic & Great Western Railway. (MB)
- Aug. 1867 Construction of Indianapolis & Vincennes Railroad begins at Martinsville, Ind.

- Aug. 1867 Oliver Charlick resells New York & Flushing Railroad to a group of Flushing businessmen. (see Aug. 1868!! - must be 1868)
- Aug. 1867 Union Railroad Company of Baltimore, controlled by Canton Company of Baltimore, issues construction contract to John Clark.
- Aug. 12, 1867 Pres. Johnson “suspends” Secretary of War Edwin M. Stanton while Congress is in recess and appoints Gen. U.S. Grant his “temporary” replacement. (JSmith)
- Aug. 13, 1867 Jeffersonville, Madison & Indianapolis assumes operation of Shelby & Rush Railroad; agrees to operate at least one mixed train daily; S&R Board authorizes new rail and ballasting. (MB, Church)
- Aug. 14, 1867 Indianapolis & Vincennes Railroad authorizes issuing bonds at \$20,000 per mile. (MB)
- Aug. 15, 1867 Philipsburg Coal, Iron & Oil Company deeds its 2.61-mile railroad to the Tyrone & Clearfield Railway for \$40,000 in stock; runs north from Philipsburg towards Morrisdale; becomes the Philipsburg Branch of the T&C. (Val)
- Aug. 1867 RPO cars put on the day mail of the Washington & New York RPO; at this time, the system of catching and throwing off local mails on the fly is implemented between Washington and Baltimore. (HistRyMail)
- Aug. 1867 PRR cuts the rate on crude oil between Pittsburgh and Philadelphia to \$1.44 per bbl. in competition with the Atlantic & Great Western Railway and the Philadelphia & Erie Railroad; the ensuing brief rate war helps the Philadelphia refineries. (Granitz)
- Aug. 1867 Cambria Iron Company rolls the first commercial Bessemer steel railroad rails made in the U.S. from ingots made by the Pennsylvania Steel Company at Baldwin (Steelton); sold to PRR; these are the first U.S. steel rails made on order. (Swank, BethSteel)
- ca. Aug. 1867 Delaware & Hudson Canal Company buys the property of the Baltimore Coal Company of 1829, consisting of 1,000 acres at Wilkes-Barre, moving south from its traditional mining area between Carbondale and Scranton; deprives the Lehigh Coal & Navigation Company’s railroads and canals of the eastbound coal tonnage that did not descend the North Branch Canal; there is now a scramble by the big transporting companies to secure the tonnage from the hitherto isolated or undeveloped coal tracts in the lower end of the Wyoming Valley below Pittston, which will soon draw in the PRR. (LC&N AR)

- Aug. 16, 1867 Josiah C. Reiff writes to William Jackson Palmer informing him that Robert C. Carr and Robert M. Shoemaker are opposed to giving Palmer greater powers on the Union Pacific Railway Company, Eastern Division; Palmer is advised to seek help from Edward Miller. (Petrowski)
- Aug. 19, 1867 James B. Eads hires German-trained Charles Pfeifer as Assistant Engineer of St. Louis & Illinois Bridge Company. (Jackson)
- Aug. 20, 1867 James B. Eads begins work on the cofferdam of the west abutment of the Eads Bridge at St. Louis, beginning construction of the bridge. (Jackson)
- Aug. 20, 1867 Bridge opens across Appomattox River at Petersburg, connecting the Richmond & Petersburg Railroad and Petersburg Railroad; creates an unbroken standard gauge railroad from Aquia Creek to Wilmington, N.C.; through service begins between Aquia Creek and Weldon, N.C. (Hoffman, ARJ)
- Aug. 21, 1867 First through sleeping cars operate between Chicago and Jersey City via Connecting Railway. (USRR&MR - yes - NJCourier has 8/29? - check Ldgr- apparently reg. sched. not until 10/7)
- Aug. 21, 1867 Columbus, Tiffin & Toledo Railroad incorporated in Ohio under articles dated Aug. 15 to build a railroad from Columbus to Toledo. (Church, C&C)
- Aug. 21, 1867 Lucius B. Boomer holds convention of leading engineers chaired by William MacAlpine to discredit James B. Eads's plan for an arch bridge at St. Louis. (Jackson)
- Aug. 22, 1867 NYC Board decides to cut traffic ties with all Hudson River steamboats. (Stiles/MB)
- Aug. 1867 Pres. Andrew Johnson removes Gen. Philip Sheridan, who has rigorously enforced Reconstruction in Louisiana and Texas, and replaces him with Winfield Scott Hancock (1824-1886), a Democrat who is sympathetic to southern whites. (JSmith - verify DAB?)
- Aug. 24, 1867? Pres. Andrew Johnson removes Gen. Daniel Sickles, another strong supporter of Reconstruction, as commander in North and South Carolina and replaces him with Gen. Edward R.S. Canby (-). (JSmith)
- Aug. 26, 1867 Gen. Pres. Ashbel Welch makes a presentation to the Joint Board of the United Companies on negotiations to purchase property on Harsimus Cove north of Jersey City from Peter Bentley, A.O. Zabriskie, Moses Taylor, et al.; Executive Committee authorized to make purchase; chooses name *Hudson City* for the new ferry over *John P. Jackson*. (MB)

- Aug. 29, 1867 Chicago & Great Eastern Railway Board hears terms for merger with the Columbus & Indiana Central Railway. (MB)
- Aug. 29, 1867 Josiah C. Reiff notifies William Jackson Palmer that he has arranged with 29 Philadelphia newspapers to run favorable stories on the Union Pacific Railway Company, Eastern Division, (to counter propaganda of the rival Union Pacific Railroad) in return for 3,400 acres of land west of Fort Riley, Kan. (Petrowski)
- Aug. 29, 1867 Union Pacific Railway Company, Eastern Division, survey party leaves Fort Union for Las Vegas, N.M. (Fisher)
- Aug. 29, 1867 Josiah O. Stearns (1831-1867), Superintendent of the CNJ, director of the Lehigh Valley Railroad and former lessee of the LIRR, dies. (8 Green 414, LV MB)
- Aug. 29, 1867 Gen. Grant issues an order forbidding military commanders in the South from restoring civil officials deposed by their predecessors. (JSmith)
- Aug. 30, 1867 Samuel Sloan (1817-1907), formerly Pres. of the Hudson River Railroad, is elected Pres. of the DL&W, replacing John Brisbin (1818-1880); Sloan retains the post until 1899; in alliance with Moses Taylor of the National City Bank, who controls the stock, he makes the DL&W the most stable and prosperous of the anthracite roads; his management style is secretive and parsimonious, with minimal public reports and concentration on operating a conveyor belt for coal. (MB, Bogen)
- Aug. 31, 1867 Unfinished portion of Springfield, Mt. Vernon & Pittsburgh east of Delaware, Ohio, to within four miles of Loudonville sold at foreclosure of a separate 1853 mortgage to Goshorn A. Jones for \$1,338; Delaware-Springfield portion had been sold separately under a different mortgage in 1861 and eventually becomes part of the Big Four (NYC) system. (Church)
- Aug. 31, 1867 Indianapolis & St. Louis Railroad incorporated in Indiana to build a line from Indianapolis to the Illinois state line independent of the Terre Haute & Indianapolis Railroad; formed at request of Indianapolis, Cincinnati & La Fayette Railroad, Bellefontaine Railway, CC&C Railroad, Lake Shore Railroad, PFW&C and PRR; eventually becomes part of NYC system. (Church, GrnBk)
- Aug. 31, 1867 Lucius B. Boomer's panel of experts reports in favor of two main spans of 350 feet each for the Mississippi River bridge, versus Eads's plan for a 500-foot main span. (Jackson)
- Sep. 1, 1867 All maintenance-of-way work on the Philadelphia & Erie placed under division superintendents; William H. Brown named Engineer of P&E in

charge of buildings and bridges. (AR)

- Sep. 2, 1867 Camden & Atlantic Railroad agrees with Vineland Railway for through traffic. (MB)
- Sep. 3, 1867 Queen Anne's & Kent Railroad organized at Centreville, Md.; Lloyd Tilghman (-), Pres.; directors include John M. Robinson. (Emory)
- Sep. 4, 1867 Joseph D. Potts, George W. Cass, et al. convey contract to build the Baltimore & Potomac Railroad to J. Edgar Thomson and J. Donald Cameron as trustees for Northern Central for \$400,000; vest control directly in PRR. (MB)
- Sep. 4, 1867 Construction begins on the new combines road-rail bridge over the West Branch of the Susquehanna River at Lewisburg. (HistJuniata/Susq)
- Sep. 4, 1867 PRR Board urges private subscription of \$100,000 to provide new hotel at Cresson Springs, but refuses to provide own funds. (MB)
- Sep. 4, 1867 Douw D. Williamson, Trustee, conveys right-of-way of Louisville, New Albany & Chicago Railroad's unfinished Gosport-Indianapolis branch to Ambrose E. Burnside, Pres. of Indianapolis & Vincennes. (Church)
- Sep. 4, 1867 Boston & Worcester Railroad and Western Railroad Corporation merge to form the Boston & Albany Railroad. (GrnBk)
- Sep. 4, 1867 Carrollton & Oneida Railroad resumes service with locomotives between Carrollton and Oneida, Ohio; later becomes part of Wheeling & Lake Erie system instead of Cleveland & Pittsburgh Railroad. (Rehor)
- Sep. 5, 1867 Service on Washington, Georgetown & Alexandria Railroad suspended because of accident to the locomotive, which has to be taken to Baltimore for repairs. (BaltSun)
- Sep. 5, 1867 Grand Rapids & Indiana Railroad finishes its bridge over Indian Creek north of Grand Rapids. (Baxter)
- Sep. 5, 1867 Joseph G. McCoy dispatches the first shipment of 20 cars of Texas cattle over the Union Pacific Railway, Eastern Division from Abilene, Kan., to Chicago; he has completed a stockyard for 3,000 head of cattle and associated buildings with materials brought from further east; in the meantime, a rider has been sent south to tell all the Texas drovers that there is a good market for their herds at Abilene; although late in the season, 35,000 cattle are shipped in 1867; the trade of Abilene reaches 600,000 head in 1871; however, the UPED unilaterally cancels its contract with McCoy; according to McCoy, the UPED routinely demanded one quarter to

one half a town site as the price of establishing a station there; McCoy has a low opinion of the UPED managers, calling Superintendent Adna Anderson “cold, calculating and not over-scrupulous,” VP Adolphus Meier of St. Louis “a burly biped of teutonic extraction,” and Treasurer William Jackson Palmer “a soulless, conscienceless money lover”; the managers have little hope for the cattle trade and probably view McCoy as a yokel. (McCoy)

- Sep. 6, 1867 Cambria Iron Company buys iron ore lands near Radford, Va.; later organizes as the Radford Iron Company with Richard Wood (1833-1910), son of Richard D. Wood, as Pres. (Wood)
- Sep. 7, 1867 Future investment banker John Pierpont “Jack” Morgan, Jr. (1867-1943) born at Irvington, N.Y., the son of J. Pierpont Morgan (1837-1913), and Frances Tracy Morgan (-1924). (Strouse)
- Sep. 8, 1867 *Oil City Derrick* reports that freight charges on the Oil Creek Railroad have been reduced to \$7 per car to New York and \$10 per car to Cleveland. (DerrickHndbk)
- Sep. 1867 Philadelphia & Erie settles claim of PRR for \$1.07 million for capital improvements to June 1, 1867, by issuing 18,000 shares of P&E to PRR at par; the PRR also successfully demands that the P&E convert \$3 million in Third Mortgage bonds, now in default, to 8% preferred stock; of this, \$2.4 million are still in PRR hands and the remaining \$600,000 has been sold to enable the PRR to buy 31,636 shares of P&E common; as a result, the PRR achieves stock control and is in a position to dominate the 1868 annual election. (Feron)
- Sep. 9, 1867 Indianapolis & Vincennes Railroad issues \$1.7 million First Mortgage bonds secured by mortgage to Edward Pearce and William Goddard, trustees. (Church)
- Sep. 9, 1867 Chicago, Rock Island & Pacific Railroad finally reaches Des Moines. (Hayes)
- Sep. 10, 1867 G. Dawson Coleman, William Colder, James Duffy and Patrick McAvoy offer to build the Columbia & Port Deposit Railroad. (MB)
- Sep. 10, 1867 William L. Conyngham (1829-1907) elected a director of the Lehigh Valley Railroad, replacing Josiah O. Stearns, deceased; John Taylor Johnston reports on and interview with (W.L.?) Scott regarding the Cameron Coal Company; the PRR is ready to fix a through rate on bituminous coal from the Philadelphia & Erie Railroad to New York via Philadelphia, and asks the same rate via the LV-CNJ route through the Mount Carmel interchange. (MB)

- Sep. 11, 1867 Columbus & Indiana Central Railway Company incorporated by merger of Columbus & Indianapolis Central Railway, Union & Logansport Railroad, and the Toledo, Logansport & Burlington Railway under agreement of June 28, 1867; Benjamin E. Smith Pres.; C. R. Alton, Engineer. (MB, Church, C&C)
- Sep. 11, 1867 Indianapolis & St. Louis Railroad assumes lease of portions of St. Louis, Alton & Terre Haute Railroad between Terre Haute and Alton and between East Alton and East St. Louis under an agreement of June 1; lease is guaranteed in one-third interests by 1) Indianapolis, Cincinnati & Lafayette Railroad, 2) PFW&C, and 3) Bellefontaine Railway, Cleveland, Columbus & Cincinnati Railroad, and Cleveland, Painesville & Ashtabula Railroad; PRR is not a party to this agreement, having agreed to support the rival combination of the Terre Haute & Indianapolis Railroad and St. Louis, Vandalia & Terre Haute Railroad; PFW&C and Cleveland, Columbus, Cincinnati & Indianapolis Railway furnish money to build Indianapolis & St. Louis Railroad, and each takes 50% of the stock. (Church, GrnBk)
- Sep. 13, 1867 Warren & Franklin Railway begins operating Farmers Railroad (Oil City-Petroleum Centre) under lease. (C&C)
- Sep. 13, 1867 William Jackson Palmer, W. F. Colton and William A. Bell of the Union Pacific Railway Company, Eastern Division, survey party arrive at Santa Fe, N.M.; Palmer entertains the locals and pumps them for information on the 32nd and 35th Parallel routes, eventually deciding that both must be surveyed, even though earlier reports had rejected the 35th Parallel. (Fisher)
- Sep. 14, 1867 Future Northern Central Railway director and VP Waldo Newcomer (1867-1834) born at Baltimore; son of Atlantic Coast Line founder Benjamin F. Newcomer. (MB)
- Sep. 1867 Dissident former owners of Union Pacific Railway Company, Eastern Division, securities led by Edward Learned succeed in obtaining a House resolution calling for Judiciary Committee to investigate the company, although the resolution does not pass; at the same time, Ross, Steele & Co. sues in New York courts for damages under its cancelled 1862 contract; the bad publicity frustrates the company's fund-raising efforts. (Petrowski - Congress is not is session!!)
- Sep. 1867 Faced with the loss of Baltimore Coal Company tonnage, the Lehigh Coal & Navigation Company secures a slight majority of stock in the Wilkes-Barre Coal & Iron Company from New York parties by a share-for-share exchange of stock; the WBC&I owns 3,000 acres and leases another 2,500 acres, all in the area near the foot of the LC&N's Ashley Planes; however, the person in New York who negotiates the sale dies just before his LC&N stock is delivered, and his executors dump it on the market, driving down

the price and plunging the LC&N into crisis. (AR)

- Sep. 16, 1867 William Jackson Palmer of the Union Pacific Railway Company, Eastern Division, and Col. W. F. Colton arrive in Santa Fe, N.M., examining three routes from Fort Union to the Rio Grande. (ARJ)
- Sep. 18, 1867 PRR Board considers a request from A.R. McHenry & Co. to establish a Liverpool-Philadelphia steamship line in return for a \$100,000 annual subsidy from PRR; authorizes cancelling the lease of the Logan House to D.R. Miller & Co. because of poor service. (MB)
- Sep. 18, 1867 Maryland voters approve a new Constitution that removes the anti-Confederate penalties of the 1864 Constitution; also bans public subscriptions to railroads and canals but exempts St. Marys, Charles and Calvert Counties which have received none of the earlier subscriptions to be made by the Board of Public Works. (Thorpe, Sobel, RyW)
- Sep. 18, 1867 Master Car Builders Association formed at a meeting at Altoona to set standards for car construction to permit free interchange of cars among different railroads. (ARA, Loree, Karig)
- Sep. 19, 1867 Pres. Tench Tilghman reports to the Maryland & Delaware Railroad Board that he has given Charles Gould, a partner of Henry M. Alexander, a note for \$30,000, and he is to be credited with bonds at 50 for security, which in turn is to be deposited with a supplier as payment for railroad iron. (MB)
- Sep. 19, 1867 Plymouth & South Wilkes Barre Railroad & Bridge Company opens a connecting link between South Wilkes Barre on the Lehigh Valley and Lehigh & Susquehanna Railroads and the Lackawanna & Bloomsburg Railroad at Plymouth; allows anthracite coal from the north bank of the Susquehanna River to find an outlet via the Lehigh Valley as well as the DL&W. (LV AR, USRR&MR - CLJones says this co. acquired with a coal co at Plymouth by D&H - verify D&H AR)
- Sep. 21, 1867 William Jackson Palmer addresses a public meeting in Santa Fe, N.M., called to support extending the Union Pacific Railway Company, Eastern Division, through New Mexico to the Pacific. (ARJ)
- Sep. 22, 1867 Emile and Isaac Péreire and their supporters are forced to resign from the Board of the French Société Générale du Crédit Mobilier, which suffers a collapse of share value and is forced to seek an emergency advance of 75 million francs from the Bank of France; the Crédit Mobilier has made huge loans to the Compagnie Immobilière de Paris of 1858, which has \$60 million in Paris real estate, luxury hotels and apartment buildings and has overestimated the speed of the government's urban renewal efforts, resulting in a glut of unproductive properties and inability to pay its debts;

Crédit Mobilier stock, which sold for 1200 in the spring of 1864, is now at 250 and falling further, ruining thousands of small investors; the Crédit Mobilier holds on in much reduced circumstances until it is completely reorganized in 1871 after the fall of the Second Empire; the collapse prefigures the bursting of American securities bubbles that will come in 1873. (NYT)

- Sep. 23, 1867 Pennsylvania & New York Railroad & Canal Company opens for revenue service between Wilkes Barre and the Lackawanna & Bloomsburg Railroad at Pittston; in order to get through Pittston, the P&NY has been obliged to buy a 1.75-mile branch of the L&B. (AR, MB)
- Sep. 24, 1867 National Storage Company accepts offer of F.W. Green & Co. to transfer their entire oil, car floating and lighterage business in return for 500 shares; National Storage is to complete at Communipaw a 60,000 square foot brick warehouse for refined oil, a frame warehouse for crude oil in barrels, four iron tanks with a total capacity of 10,000 bbls., 2 first-class tugboats and 3 new car floats. (MB)
- Sep. 24, 1867 Indianapolis & Vincennes Railroad approves issue of new stock at \$15,000 per mile; approves agreement with Indianapolis, Cincinnati & Lafayette Railroad to operate that portion of I&V between Martinsville and Gosport. (MB)
- Sep. 25, 1867 Committees of the PRR and Columbia & Port Deposit Railroad (which the PRR already controls) meet to negotiate an agreement for the PRR to lease the C&PD upon completion at \$200,000 per year, the sum to be used as a credit to enable the C&PD to begin construction. (MB)
- Sep. 25, 1867 Indianapolis, Cincinnati & Lafayette Railway contracts to build and lease the Indianapolis & Vincennes Railroad between Indianapolis and Martinsville and between Martinsville and Gosport and to guarantee its stocks and bonds. (Church)
- Sep. 26, 1867 PFW&C Board declines offer of Douglass Flint and associates to purchase the Akron Branch. (MB)
- Sep. 26, 1867 Steubenville & Indiana Railroad Board approves contract with the Terre Haute & Indianapolis Railroad and Columbus & Indianapolis Central Railway for a through line between Pittsburgh and Terre Haute. (MB)
- Sep. 27, 1867 Northern Central Railway Board considers an offer of the purchasers of the defunct Trevorton Coal Company to sell their railroad (Trevorton-Herndon) to the NC and concentrate on the coal business. (MB)
- Sep. 27, 1867 PFW&C Pres. George W. Cass briefs the Board on negotiations to secure

control of the St. Louis, Vandalia & Terre Haute Railroad and presents the draft of an agreement; Board grants \$5,000 commission to Winslow, Lanier & Co. for managing the 12,000-share increase of stock. (MB)

- Sep. 1867 William Jackson Palmer and party leave Santa Fe for Albuquerque and down the Rio Grande to Fort Craig. (Fisher)
- Fall 1867 Renewed competition between the Atlantic & Great Western Railway and the PRR in the oil trade further forces down rates from \$2.60 per bbl. to \$1.44; at these rates, the A&GW is losing money. (Grodinsky)
- Fall 1867 Extreme drought in Midwest and low water in Ohio River impacts Trunk Line earnings.
- Fall 1867 Cornelius Vanderbilt and his lawyers prepare a request for an injunction to be filed under the name of Vanderbilt's racing crony and confidante Frank Work to bar Erie Railway Treasurer Daniel Drew from repeating his 1866 speculation in Erie stock. (Stiles)
- Oct. 1, 1867 Isaac D. Barton (1834?-1914) named Superintendent of LIRR, replacing Robert White; directs the upgrading of the property. (Seyfried)
- Oct. 1, 1867 New York & Flushing Railroad begins providing the South Side Railroad Company of Long Island with the use of its terminal at Hunters Point. (MB)
- Oct. 1, 1867 National Storage Company contracts for 10 years with Empire Transportation Company and Union R.R. & Transportation Company; National Storage is to purchase lands at Communipaw, Jersey City, recently bought by the Empire Transportation Company from the CNJ's American Dock & Improvement Company and held in the name of Joseph D. Potts; National Storage is to furnish tugboats, lighters and car floats to be used between the Jersey City terminals of the CNJ and New Jersey Railroad and the piers of the Empire and Union Lines in New York; all tugboats and car floats owned or contracted for by Empire and Union Lines are to be sold to National Storage. (MB)
- Oct. 1, 1867 Camden & Amboy Railroad begins running trains through from Monmouth Jct. to Freehold and eliminates Monmouth Jct.-Jamesburg shuttle using a Grice & Long steamcar. (MonDem)
- Oct. 1, 1867 PW&B assumes operation of an existing steamboat line between Wilmington and Philadelphia and places the new steamer *Samuel M. Felton* in service; tickets made interchangeable with the railroad. (verify - last used in Cape May service 8/30)
- Oct. 1, 1867 Camden & Burlington County Railroad opens between Mount Holly and

Camden (Pavonia) for two days of special service to Burlington County Agricultural Fair. (StGaz)

- Oct. 1, 1867 Columbia & Port Deposit Railroad disbands its engineer corps, as it does not intend to begin work soon. (MB)
- Oct. 1, 1867 Future Superintendent Arthur Besore Clark (1867-) born at Green Village, Pa. (PRRBio)
- Oct. 1, 1867 William Jackson Palmer assumes control of surveys for extending the Union Pacific Railway Company, Eastern Division, west of the Rio Grande on the 35th parallel route and the 32nd parallel route to the Pacific; Palmer favors the 35th parallel route via Raton Pass. (Anderson)
- Oct. 1?, 1867 The various Union Pacific Railway Company, Eastern Division, survey parties reunite at Fort Craig; one has come around the south end of the mountains from Las Vegas; one under J. Imbrie Miller has gone up the Arkansas and Huerfano Rivers and over the Sangre de Cristo Range and down the Rio Grande; William W. Wright leaves the party; Palmer splits the party into five sections, one each under Leonard H. Eicholtz and John Runk, Jr., are to explore the 32nd Parallel route to San Diego and San Francisco; Eicholtz is to go from the mouth of the San Pedro River in Arizona to San Diego and San Bernardino; Runk is to go via San Gorgonia Pass to the Los Angeles basin and thence via the Tehachipi Pass to meet the 35th parallel survey to San Francisco; three parties under Col. William H. Greenwood as Chief Engineer are to return to Albuquerque and go west along the 35th Parallel; the Division Engineers in charge of these parties are J. Imbrie Miller, H. R. Holbrook and Howard Schuyler; Palmer presses on as far as Prescott, Ariz. (Palmer, Fisher)
- Oct. 1, 1867 Philadelphia & Lancaster Turnpike Road Company surrenders the portion of its road between Market Street and 52nd Street, Philadelphia, to the city. (Landis)
- Oct. 2, 1867 PRR Board approves in principle a lease of the Columbia & Port Deposit Railroad, a portion of which is already leased to PW&B; authorizes new leases of hotels at Pittsburgh and Altoona and of Harrisburg Dining Saloon. (MB)
- Oct. 2, 1867 Richard D. Wood and associates buy the charter of the West Jersey Central Railroad in order to kill it and remove potential competition with the West Jersey Railroad. (Wood)
- Oct. 2, 1867 Tench F. Tilghman (1833-1867), Chief Engineer of the Maryland & Delaware Railroad and former Confederate officer, dies suddenly; G. N. May appointed Acting Chief Engineer. (SmyrnaTimes, MB)

- Oct. 1867 Jay Gould meets with Cornelius Vanderbilt at the Manhattan Club and informs him that he is part of a group led by Boston financier John S. Eldridge (1818-1876), Pres. of the Boston, Hartford & Erie Railroad, who plan to get control of the Erie Railway and oust Treasurer Daniel Drew; Gould gets a proxy for Vanderbilt's 10,000 shares, and Vanderbilt agrees to shelve his plan for an injunction against Drew; the state of Massachusetts has agreed to grant the BH&E \$3 million if it can place its bonds at 80; Eldridge hopes to have the Erie Railway pay 80 for his bonds; Vanderbilt hopes to end the disruption of financial markets caused by Drew's manipulations that affect his own stocks and his plan to buy control of the NYC; this arrangement leads to the so-called "Erie War" for control of the Erie. (Stiles)
- Oct. 3, 1867 James Clarke (1793-1867), former Pa. Canal Commissioner, dies at Saltsburg, Pa., at age 83. (USRR&MR, NAF)
- Oct. 3, 1867 Dunkirk, Warren & Pittsburgh Railroad contracts construction to T. M. Simpson and J. Condit Smith. (Young/Chautauqua)
- Oct. 3, 1867 Columbus & Xenia Railroad calls for a new Union Depot building at Columbus. (MB)
- Oct. 4, 1867 Gen. Pres. Ashbel Welch reports to the Joint Board of the United Companies that he has purchased land at Harsimus Cove; 801 lots or 72 acres for \$443,167; portion north of 2nd Street (255 lots) taken by Long Dock Company (Erie) for \$255,883; Joint Board approves purchase. (MB)
- Oct. 5, 1867 Meeting in Bridgeton, N.J., chaired by Charles K. Landis (1833-1900), founder of Vineland, N.J., to promote the Smyrna & Delaware Bay Railroad in the Delaware peach district with a ferry to Landis's Vineland Railway in New Jersey. (SmyrnaTimes)
- Oct. 5, 1867 Wicomico County, Maryland, created from parts of Somerset and Worcester Counties with county seat at Salisbury; previously, Salisbury straddled the line between Somerset and Worcester Counties, but its growth during the Civil War created the need for a separate county with it at the center. (Long, Truitt)
- Oct. 6, 1867 Daniel Drew visits Cornelius Vanderbilt and prevails upon him to consent to his remaining Erie Railway Treasurer; Vanderbilt then summons John S. Eldridge and Jay Gould to tell them of his change in plans and to make a new deal. (Stiles)
- Oct. 7, 1867 Two through passenger round trips between New York and Pittsburgh begin operating via Connecting Railway, pausing briefly at West Philadelphia;

Silver Palace sleeper inaugurated between New York and Cincinnati via Philadelphia, running through in 29:00. (this date from AR & Pass. Dept. - see 8/29/67! USRR&MR - NDA says Cin eff 2/20/68 - or is this via Allentown)

- Oct. 7, 1867 New Jersey Railroad places its first car float, *Dunderberg*, in service at New York; CNJ has had one float in operation for some time. (StGaz, USRR&MR - note the Dunderberg is later owned by the CNJ!!)
- Oct. 7, 1867 Richard D. Wood agrees with A.W. Markley to consolidate his Millville & Glassboro Railroad with the West Jersey Railroad. (Wood)
- Oct. 7, 1867 Zerbe Valley Railroad incorporated in Pa. as the reorganization of the Trevorton Coal Company. (ICC)
- Oct. 8, 1867 Boston, Hartford & Erie group secures control at Erie Railway election; Daniel Drew is ousted from the Board but remains as Treasurer; John S. Eldredge of BH&E elected Pres.; two young, relatively unknown brokers, Jay Gould (1836-1892) and James Fisk, Jr. (1835-1872), elected to the Board; Drew returns to the Board and treasury two days later (Klein has elect. 10/6 & Drew return 10/8? - may be right verify NYT); Drew then forms a pool with Vanderbilt cronies Richard Schell, Frank Work, James H. Banker and John Steward to boost Erie stock. (Stiles)
- Oct. 8, 1867 Daniel Drew is voted off the Erie Railway Board, and Frank Work (1819-1911) of the Vanderbilt interests is elected, as are lawyer Frederick A. Lane (check - may be 10/66) and two relatively unknown Wall Street operators, James Fisk, Jr., and Jay Gould; Boston, Hartford & Erie Railroad Pres. John S. Eldridge (1818-1876) is elected Pres. of the Erie Railway, replacing Robert H. Berdell, who opposed the alliance with the BH&E; the agreement guaranteeing the \$4 million BH&E bonds is signed at the same meeting; once elected, Eldridge switches his allegiance from Vanderbilt to Drew, and Drew is appointed Treasurer (and director?). (Mott has 10/6)
- Oct. 8, 1867 Erie Railway agrees to guarantee interest on \$4 million in Boston, Hartford & Erie Railroad bonds; the BH&E agrees to be in condition to carry 300,000 tons of Pennsylvania coal by Jan. 1870. (Grodinsky)
- Oct. 10, 1867 Danville, Hazleton & Wilkes-Barre Railroad lets construction contract to J.V. Cresswell and W.M. Wiley. (Bell/Numbrlnd)
- Oct. 10, 1867 Columbus & Xenia Railroads approves construction of grain elevator at Cincinnati by an independent company, with one-third money subscribed by Little Miami and Columbus & Xenia. (MB)
- Oct. 10, 1867 Union City & Logansport Railroad opens between ____ and Marion, Ind.

(see 10/19)

- Oct. 12, 1867 Millville & Glassboro Railroad and Cape May & Millville Railroad merged into West Jersey Railroad. (C&C)
- Oct. 12, 1867 Toledo, Peoria & Warsaw Railway opens between Elvaston and La Harpe, Ill. (Stringham)
- Oct. 12, 1867 Danville, Urbana, Bloomington & Pekin Railroad acquires the unfinished right of way of the Bloomington & Pekin Railroad, running eastwards from Pekin, Ill.; this time the counties and townships raise money through bonds (GrnBk, Harlow)
- Oct. 12, 1867 American Society of Civil Engineers, moribund since 1855, is revived and placed on a permanent basis. (DAB)
- Oct. 14, 1867 New Jersey Railroad Board authorizes the company to take title to the Harsimus Cove property from Moses Taylor and Peter Bentley, trustees, the Long Dock Company, Mary Bell, Stephen D. Harrison, Abraham S. Jewell, Charles G. Sisson and A.O. Zabriskie. (MB)
- Oct. 14, 1867 Ashbel Welch reports to Joint Board of United Companies that he has purchased 801 lots or 72 acres of Harsimus Cove for \$443,167 in bonds from Peter Bentley, A.O. Zabriskie and Moses Taylor; portion of Cove north of 2nd Street is purchased by Long Dock Company (Erie) at \$255,883 for 255 lots; Joint Board approves purchase; authorizes contract or lease of Cunard docks at Jersey City. (MB)
- Oct. 14, 1867 First New Jersey Railroad car float, *Dunderberg*, placed in service at New York; CNJ has used one for some time. (NJ Courier - prob 10/7 or 1 wk. earlier)
- Oct. 14, 1867 Union Pacific Railway Company, Eastern Division, opens for revenue service to Fort Hayes. (ARJ)
- Oct. 15, 1867 Robert E. Ricker resigns as PRR Superintendent of Motive Power & Machinery to become Superintendent of the CNJ, where he introduces PRR-style discipline. (AR)
- Oct. 15, 1867 Meeting of Delmarva peach growers at Dover protests high rates and regulations on Delaware Railroad that hinder access to profitable markets in New York and New England. (SmyrnaTimes)
- Oct. 15, 1867 Reno, Oil Creek & Pithole Railway (Rouseville-Plumer) sold at foreclosure at Philadelphia to Horace H. Baxter and Alexander S. Diven, agents of NYC and Erie Railway. (Val, C&C, ARJ)

- Oct. 15, 1867 Delaware & Hudson Canal Company purchases the Baltimore Coal Company near Wilkes-Barre, Pa. (CntryofPrgrss)
- Oct. 1867 CNJ takes charge of Newark & New York Railroad project. (NwkDIAd)
- Oct. 1867 Egbert & Brown have erected the largest oil storage tank in the country on the CNJ in the area behind Bedloes Island (Liberty Island); 80 feet in diameter by 23 feet high with a capacity of 24,000 bbls. (NYHrld - is this National Storage?)
- Oct. 1867 Northern Central Railway opens freight station at Jackson's Wharf, Baltimore.
- Oct. 1867 PW&B now carrying large numbers of cattle to Philadelphia from B&O. (USRR&MR)
- Oct. 1867 First rail laid on the Buffalo & Washington Railroad. (McKean/Elk)
- Oct. 1867 Lawrence Railroad is to be extended to Youngstown on the south side of the river. (ARJ)
- Oct. 1867 A. J. Cassatt is engaged to Maria Lois Buchanan (1847-1920), a niece of Pres. James Buchanan, whom he has met when she was visiting her brother, James Buchanan (-), a lawyer for oil companies at Tidioute; Lois, as she is known, agrees to the engagement in haste. (Mathews)
- Oct. 17, 1867 Peter Emslie appointed Chief Engineer of the Buffalo & Washington Railway, replacing William Wallace. (C&C)
- Oct. 18, 1867 Cross Cut Railroad (Pa.) and Buffalo & Oil Creek Cross Cut Railroad (N.Y.) merge to form Buffalo, Corry & Pittsburgh Railroad, under agreement dated Aug. 24, 1867; William G. Fargo, Pres. (Val, C&C)
- Oct. 18, 1867 CNJ directors host a press excursion between Jersey City and Easton to show off improvements. (ARJ)
- Oct. 19, 1867 Camden & Burlington County Railroad holds opening excursion between Camden and Mount Holly. (StGaz)
- Oct. 19, 1867 Pioneer transporting merchant Thomas Shields Clarke (1801-1867) dies at his home in Oakland, Pittsburgh. (HistAllghnyCo)
- Oct. 19, 1867 Columbus & Indiana Central Railway opens between Union City and Marion, Ind. (Val, C&C. HistGrantCo - see 10/10)

- Oct. 21, 1867 Camden & Burlington County Railroad opens for revenue service between Pavonia, near Camden, and Mount Holly, N.J., on a direct route; operated by Camden & Amboy under lease dated Apr. 24, 1868. (Val)
- Oct. 22, 1867 LIRR Board reports that it has surveyed the Huntington Branch as far as Northport; Oliver Charlick, as Pres. of the New York & Flushing Railroad, reports that the NY&F has contracted with the South Side Railroad Company of Long Island to furnish a terminal at Hunters Point, which is now approved by the LIRR; reports the settlement of dispute with the Hicksville & Cold Spring Branch Railroad and suits are to be withdrawn; H&CSB is to be paid for in LIRR bonds. (MB)
- Oct. 22, 1867 New York State law requiring uniforms on all train crews goes into effect. (ARJ)
- Oct. 22, 1867 In election for Virginia's constitutional convention, newly-enfranchised African Americans and their Radical Republican allies elect a majority of delegates; many white conservatives boycott the election. (Lowe)
- Oct. 23, 1867 Meeting to promote subscriptions to Smyrna & Delaware Bay Railroad held at Smyrna; Charles K. Landis, Hiram W. Bostwick, and William A. House of the Vineland Railway are present. (SmyrnaTimes)
- Oct. 23, 1867 Maryland & Delaware Railroad Board authorizes the Pres. and Treasurer to go to Annapolis and try to secure the \$13,000 reserved for the never-built Mispillion & Choptank Railroad from the Board of Public Works. (MB)
- Oct. 23, 1867 Ground broken for Dorchester & Delaware Railroad in Cambridge, Md., by Gov. Thomas Swann and Pres. W. Wilson Bryn. (SmyrnaTimes, ARJ)
- Oct. 23, 1867 Terre Haute & Indianapolis Railroad Board hears letter from George W. Cass of the PFW&C explaining his reasons for becoming a party to the lease of the St. Louis, Alton & Terre Haute Railroad; also a letter from John H. Bradley regarding a contract with J. Edgar Thomson, Thomas L. Jewett and Benjamin E. Smith for through service between New York and St. Louis; Board reserves its decision. (MB)
- Oct. 23, 1867 Lehigh & Susquehanna Railroad opens between Providence (Green Ridge north of Scranton) and Siegfried's Bridge (really just Mauch Chunk-Siegfrieds). (ARJ)
- Oct. 24, 1867 William Torrey replaces Samuel G. Wheeler as the second representative of the Raritan & Delaware Bay Railroad on the Camden & Atlantic Railroad Board. (MB)
- Oct. 25, 1867 Western Transportation Company Board authorizes a issue of \$1.2 million

in bonds. (MB)

- Oct. 26, 1867 Richard D. Wood takes possession of the West Jersey Central Railroad to prevent it from being built; Thomas H. Whitney elected Pres. (Wood)
- Oct. 26, 1867 The members of the Wilmington ship and car-building firm The Harlan & Hollingsworth Company begin a steamboat service called the Annamesic Steamboat Line between Baltimore and Crisfield, the Pocomoke River and points on the lower Eastern Shore of Maryland and Virginia with the *Maggie*; the line's ships are named for the women folk of the owners' families; incorporated as the Eastern Shore Steamboat Company of Baltimore in 1869. (Scharf, Tyler - Burgess says began with lease *Massachusetts* - Maggie built in 1869; Sue came out in 1867 - verify BaltAm, H&H hull list?)
- Oct. 28, 1867 South Side Railroad of Long Island begins regular service between Jamaica and Babylon via Valley Stream; formal celebration held Nov. 14. (Val, NYState, Seyfried)
- Oct. 29, 1867 Andrew Carnegie relays J. Edgar Thomson's and Tom Scott's pledge of support to James B. Eads. (Jackson)
- Oct. 29, 1867 *Titusville Herald* reports that Galusha A. Grow (-) has purchased the Reno, Oil Creek & Pithole Railroad for \$121,000 or about 10% of its cost. (DerrickHndbk)
- Oct. 29, 1867 Georgia conservatives, including Gov. Charles Jones Jenkins (1805-1883), boycott the state election; Republicans and moderates endorse call for a new constitutional convention. (Duncan, Woolley)
- Oct. 30, 1867 PRR Board authorizes \$50,000 subscription to Wilmington & Reading Railroad. (MB)
- Oct. 30, 1867 John Durand (-) accepts the appointment as General Superintendent of the Little Miami Railroad; Alphonso Taft (1810-1891) elected a director; Board approves a contract with the Cincinnati & Zanesville Railroad for the use of the LM between Cincinnati and Morrow; agrees to lease the old, unoccupied Marietta & Cincinnati Railroad depot grounds to the Cincinnati & Zanesville Railroad. (MB)
- Oct. 30, 1867 Future Lines West traffic officer John DuBois Couffer (1867-1923) born at Covington, Ohio. (PRRBio)
- Oct. 30, 1867 Carnegie's Keystone Bridge Company wins the contract for the bridge over the Missouri River at Kansas City. (Jackson)

- Oct. 31, 1867 First shipments of oil in tank cars over the Jamestown & Franklin Railroad delivered to the PFW&C at Pittsburgh. (DerrickHndbk)
- Oct. 31, 1867 Cleveland, Painesville & Ashtabula Railroad begins operation of Cleveland & Toledo Railroad under lease. (LS&MS AR)
- Oct. 31, 1867 Ground broken for Chester Creek Railroad. (URSS&MR)
- Oct. 31, 1867 The decline in its share value aborts an attempt by the Lehigh Coal & Navigation Company to float a \$5 million bond issue in London; the money is needed to pay for ongoing improvements and reduce the floating debt, threatening the company with bankruptcy. (AR)
- Fall 1867 United Companies introduce freight car floats between Jersey City and New York; first in harbor to do so; become the standard method of car interchange in New York; also used to ferry freight cars to pier freight stations where they are loaded and unloaded. (see 10/7)
- Fall 1867 Deprived of the charter of the Oil Creek Transportation Company, Henry Harley and William S. Abbott buy the charter of the Western Transportation Company, the only one with the power to pipe oil to railroad depots. (Maybee)
- Fall 1867 Robert Bridgers fails to place bonds of the Wilmington & Weldon Railroad in New York and Philadelphia; finally succeeds in placing \$580,000 with Baltimore bankers William T. Walters and Benjamin F. Newcomer. (Nelson, Hoffman)
- Fall 1867 Democrats carry Pennsylvania, Connecticut and New York and cut Republican majorities in Ohio, Maine and Massachusetts, largely because of a backlash against African American suffrage. (McJimsey - check dates of elections)
- Nov. 1, 1867 George W. McCook, contractor and of Steubenville Bridge, deeds the line from the west end of the Ohio River Bridge to the Steubenville depot on Washington Street to the Steubenville & Indiana Railroad; it was completed in 1865 by McCook as trustee for the Western Transportation Company. (Church)
- Nov. 1, 1867 Edward L. Du Barry (1843-1908), brother of Joseph N. Du Barry named Assistant General Superintendent of Northern Central Railway with office at Harrisburg. (ARJ or 7/68??)
- Nov. 2, 1867 J. Edgar Thomson and his associates agree to subscribe for the First Mortgage bonds of the Lake Superior & Mississippi Railroad, to run between Duluth and St. Paul, and are to receive \$4,166,666 in stock, to be

issued to then as each 10 miles is completed; William L. Banning and associates are to be reimbursed for their advances to the company through Aug. 1, 1867 at 90 cents on the dollar and receive and receive \$833,333 in stock. (ICC)

- Nov. 5, 1867 Baltimore & Potomac Railroad Pres. Oden Bowie (1826-1894) elected Governor of Maryland on the Conservative-Democratic ticket; because of the new constitution, he does not take office until Jan. 13, 1869. (Sobel)
- Nov. 5, 1867 Lehigh Valley Railroad agrees with the CNJ, the Hazleton Railroad and A. Pardee & Co. to contribute a pool of 560 coal cars. (MB)
- Nov. 5, 1867 Former PRR Chief Engineer Edward Miller, whose projects have almost always ended in financial failure since his early adventures on the New York & Erie Railroad, writes to William Jackson Palmer declining to invest in the Lake Superior & Mississippi Railroad, saying somewhat fatalistically, "I have concluded that if I were to turn hatter, men would be born without heads." (Ward)
- Nov. 5, 1867 New Constitutional Convention convenes at Montgomery, Alabama; it adopts a new Constitution granting all males the vote and disenfranchising certain Confederate officials and officers under the Reconstruction Acts. (Thorpe)
- Nov. 6, 1867 Pittsburgh & Steubenville Railroad sold at foreclosure to William J. Howard of the PRR for the First Mortgage bondholders for \$1.96 million; courts have ruled that the mortgage covers the portion of line in West Virginia. (Church)
- Nov. 1867 PRR places Silver Palace cars in service between Chicago and Jersey City via Philadelphia. (NDA 11/5/67 says "this week" - see 10/7)
- Nov. 1867 PRR completes second track between Manayunk (Baree) and Newtown Hamilton on Middle Division.
- Nov. 1867 Grain elevator at Erie opens. (AR)
- Nov. 11, 1867 Union Railroad Company of Baltimore appoints Charles P. Manning (1817-1886) consulting engineer. (MB)
- Nov. 11, 1867 Wood, Morrell & Co., operators of the Cambria Iron Company, discuss their subscribing to the Lake Superior & Mississippi Railroad. (Wood)
- Nov. 12, 1867 J. Edgar Thomson reports that the terms for leasing the Columbia & Port Deposit Railroad are too high and suggests that the C&PD pay for its own right-of-way, engineering and buildings, that the contract with G. Dawson

Coleman be \$2.5 million paid in bonds and preferred stock instead of \$2.75 million, and that the annual rental be \$125,000 instead of \$200,000; the C&PD is to issue \$1 million in stock to the PRR to pay for right-of-way at Columbia and to provide money for right-of-way and engineering. (MB)

- Nov. 12, 1867 A committee of NYC stockholders, including Edward Cunard, John Jacob Astor, Jr., et al., and claiming to represent \$13 million in stock, writes to Cornelius Vanderbilt offering their proxies for the next election and inviting him to assume control of the management; a rate war in the late summer has driven home the need for a unified management between New York and Buffalo and close ties with western connections to meet the rapid growth of the PRR system. (Harlow)
- Nov. 12, 1867 William Mahone elected Pres. of Virginia & Tennessee Railroad with the votes of all of the state's stock and a majority of the private stockholders after his supporters buy additional stock; old management is ousted, but Mahone's opponents are able to block the merger with the Norfolk & Petersburg and South Side Railroads for two and a half years. (Blake, ARJ)
- Nov. 12, 1867 Lehigh Valley Railroad Board reports the purchase of 2,000 shares of the Plymouth Coal Company to secure its tonnage. (MB)
- Nov. 13, 1867 Northern Central Railway contracts with J. Langdon & Co. of Elmira to ship coal north to Canandaigua, Buffalo, etc. (MB)
- Nov. 13, 1867 Illinois Central Railroad leases the yet-to-be-completed Dunleith & Dubuque Bridge Company. (ICC)
- Nov. 14, 1867 Brooklyn & Jamaica Railway leases the balance of its property west of Classon Avenue for 40 years to William Richardson, who relays with new rail and also buys all rolling stock and real estate. (NYState)
- Nov. 14, 1867 Columbus & Indiana Central Railway, Chicago & Great Eastern Railroad; Cincinnati & Indiana, Indianapolis, Cincinnati & Lafayette and White Water Valley Railroads sign contract for (what? through route between Chicago and Cincinnati?)
- Nov. 14, 1867 With the failure of John C. Fremont's arrangements, Dr. William Schmoele (1811-1887) of Philadelphia makes a contract to build the Memphis, El Paso & Pacific Railroad; Schmoele has been a pioneer organizer of building & loan associations in the 1840s and one of the founders of Egg Harbor City, N.J., in the 1850s. (Taylor, findagrave)
- Nov. 14, 1867 Future PRR official Charles M. South (1867-1939) born at Allegheny, Pa. (PRRBio)

- Nov. 14, 1867 Lehigh Coal & Navigation Company is in difficulties, unsettling Philadelphia markets. (Wood)
- Nov. 15, 1867 City of Cincinnati makes grant of Street Connection Track perpetual and admits Ohio & Mississippi Railway and Storrs Township, New Richmond & Central Union Depot Junction Railroad on equal terms; also authorizes extension of Street Connection Track to meet any railroad bridge over the Ohio River. (Church)
- Nov. 15, 1867 City of Cincinnati modifies the 1863 and 1865 grants to the Little Miami Railroad covering the Cincinnati Street Connection Railway; the Little Miami retains the right to operate with horse power in the daytime and with steam at certain hours of the night; also grants the same running rights on the Connection Railway to the Ohio & Mississippi Railroad and to the Storrs Township, New Richmond & Central Union Depot Junction Railroad; the Little Miami and the STNR&CUDJ are given permission to lay track in Eggleston Avenue from Pearl Street to Broadway; not built until 1876. (MB, Church)
- Nov. 1867 Cornelius Vanderbilt's negotiations to form a pool between his railroads and the Erie Railway to avoid a rate war collapse; the Erie contends Vanderbilt demands too much and offers too little; Vanderbilt begins buying Erie Railway stock to get control and eliminate its rate-cutting. (Grodinsky)
- Nov. 1867 Southern Transportation Company begins operating through sleeping cars between Aquia Creek and Weldon, N.C. (Mordecai)
- Nov. 1867 Indianapolis, Lafayette & Chicago Railway borrows \$250,000 from the PRR (?) at 7%, using \$150,000 of stock in the controlled Cincinnati & Indiana Railroad as security. (Harlow)
- Nov. 1867 Jim Fisk is introduced to Helen Josephine "Josie" Mansfield (1841?-1931), a would-be actress who has been forced by poverty into being a high-priced hooker; she becomes his mistress, while his wife Lucy Moore Fisk (1839?-1912) remains in wealthy seclusion in Boston. (Swanberg)
- Nov. 16, 1867 A. J. Cassatt appointed Superintendent of Motive Power & Machinery for PRR at Altoona, replacing Robert E. Ricker, resigned to become Superintendent of CNJ; Cassatt begins practice of giving bonuses to engine crews for minimum consumption of coal below a certain standard per car-mile; Cassatt's parents and siblings stay at Irvine because of Cassatt's engagement to Maria Lois Buchanan, with whom he plans to set up housekeeping at Altoona; however, she is having second thoughts and delays the marriage by a year. (AR, Mathews)

- Nov. 16, 1867 Little Miami Railroad Board notes the recent report of a City of Cincinnati committee in favor of a new railroad to the South. (MB)
- Nov. 17, 1867 Gloucester Farm & Town Association reorganized as the Egg Harbor Homestead & Vineyard Company; Egg Harbor City, N.J., has never realized the grandiose dreams of its founders. (Hall)
- Nov. 19, 1867 Denver Pacific Railway & Telegraph Company incorporated in Colorado to build south from the Union Pacific Railroad at Cheyenne to Denver; this takes the place of the western extension of the Union Pacific Railway Company, Eastern Division's extension beyond Denver. (ICC)
- Nov. 20, 1867 Pres. John P. Green telegrams Thomas R. Bard to stop all operations of the California Petroleum Company and end all further expenses; the California Petroleum Company has spent \$99,715 in gold for land and operations and \$31,760 in gold for equipment; the Philadelphia & California Petroleum Company has spent \$165,000 for land in Ventura County and in Humboldt County in northern California and \$75,000 for operations. (Hutchinson)
- Nov. 1867 PRR opens double track between Manayunk and Mapleton on Middle Division; completes double track between Philadelphia and Pittsburgh except for 1.5 mile gap. (AR)
- Nov. 1867 Construction begins on Swedesboro Railroad in N.J. (Val)
- Nov. 21, 1867 Columbia & Port Deposit Railroad Board votes to increase its bond issue from \$2 million to \$2.5 million to avoid the need for preferred stock and to increase the common stock by \$1 million; authorizes negotiating a lease to the PRR. (MB)
- Nov. 22, 1867 Northern Central Railway Board considers a request from the lessees of the Shamokin Coal Company to extend the Lancaster Colliery Branch eastwards to a new breaker they are building in the Hickory Swamp. (MB)
- Nov. 23, 1867 Little Miami Railroad agrees to subscribe \$30,000 to the Little Miami Elevator Company for the purpose of building a grain elevator at Cincinnati. (MB)
- Nov. 25, 1867 Explosion of nitroglycerine, then a novel high explosive, being used to blast the Newark & New York Railroad's cut through Bergen Hill near Ocean Avenue, Jersey City, kills 8 and demolishes a workshop and three houses; a foreman, supposed to have been drinking, tried to thaw frozen nitroglycerine with a hot poker and then chip it like ice with a railroad spike. (NwkDlyAd)
- Nov. 25, 1867 Lehigh & Susquehanna Railroad opens from Siegfried's Bridge to

Bethlehem, including a bridge over the Lehigh River, and the first coal train is delivered to the North Pennsylvania Railroad at South Bethlehem. (AR, ARJ)

- Nov. 25, 1867 Lucius B. Boomer resigns as Pres. and director of rival Illinois & St. Louis Bridge Company, and St. Louis men, including Charles P. Chouteau elected; Daniel R. Garrison, Pres. (Jackson)
- Nov. 26, 1867 Cleveland & Pittsburgh Railroad obtains trackage rights over Cleveland & Toledo Railroad's new bridge being built across the Cuyahoga River at Cleveland. (Church)
- Nov. 26, 1867 Little Miami Railroad Board stops construction of grain elevator at Cincinnati; plan was too grandiose and not properly subscribed. (MB)
- Nov. 26, 1867 Charles H. Kilgour, who has subscribed to 8,000 shares of the Storrs Township, New Richmond & Union Depot Junction Railroad, assigns them to the Little Miami Railroad. (MB)
- Nov. 26, 1867 Ohio & Mississippi Railway incorporated in Indiana and Ohio under articles dated Nov. 4, as a reorganization of the Eastern Division of the Ohio & Mississippi Railroad. (ICC)
- Nov. 26, 1867 First U.S. patent for a refrigerator car is issued to J.B. Sutherland, Master Car Builder of the Michigan Central Railroad, although unpatented versions have been in regular use since the mid-1850s. (White)
- Nov. 27, 1867 Millstone & Trenton Railroad organized at Pennington, N.J.; Andrew G.H. Stout elected Pres.; stock is placed in trust for Henry M. Hamilton. (MB)
- Nov. 27, 1867 Abraham J. Skillman and other stockholders agree to transfer the stock of the Millstone & Trenton Railroad to Henry M. Hamilton providing that he can obtain by July 4, 1868 the guarantee of either the CNJ, PRR, Reading, PFW&C or PW&B that the railroad be finished in the time allotted by its charter. (MB)
- Nov. 27, 1867 B&O contracts to operate and lease the Winchester & Potomac Railroad. (AR)
- Nov. 29, 1867 Isaac Hinckley writes to J. Edgar Thomson offering to concede to the PRR ownership of the section of the Junction Railroad between 35th Street and Market Street, providing it is under exclusive control of the Junction Railroad; tells Thomson that if he insists that the Junction Railroad is not entitled to run locomotives over the middle portion, further negotiations are useless. (MB)

- Nov. 29, 1867 Philadelphia banker Edward W. Clark elected Pres. of the Lehigh Coal & Navigation Company, displacing the Quaker Cox, White and Hazard family management that has controlled it since the 1820s; Clarence H. Clark, John Welsh and George F. Tyler also elected to the Board; they bring in Mendes Cohen (1831-1915) of Baltimore as expert to restructure the company's accounts and operations. (AR)
- Nov. 29, 1867 First locomotive and passenger car arrive at Easton on the Lehigh Coal & Navigation Company's Lehigh & Susquehanna Railroad, completing the line from Mauch Chunk and Bethlehem Jct.; the Delaware River bridge is not yet finished; there are now two parallel railroads between Easton and Wilkes-Barre/Pittston, each with its own tributary coal companies. (AR)
- Nov. 30, 1867 New Jersey Court of Errors & Appeals holds that Camden & Amboy Monopoly covers local as well as through traffic and bars operation of the Raritan & Delaware Bay Railroad south of Shamong (Chatsworth), N.J., including the line between Atsion and Atco. (Baer/Coxey)
- Nov. 30, 1867 J. Edgar Thomson replies to Isaac Hinckely that the PRR has paid for the middle section of the Junction Railroad and there is nothing to negotiate; Thomson would prefer that the Reading buy the section between Belmont and Mantua and the PW&B the section south of Market Street; if difficulties arise in the future, that will be the time to consider a connected railroad. (MB)
- Late 1867 PRR completes 38-stall roundhouse at 28th Street, Pittsburgh. (AR - or 26 St)
- Late 1867 Lehigh Iron Company incorporated in Pa. by William H. Ainey (1834-) to build two anthracite furnaces at Aineyville on the south bank of the Lehigh River just east of Allentown. (Mathews/Hngrfrd - verify PaCorps, Beitel)
- Dec. 1, 1867 Washington Country Railroad opens between Weverton and Hagerstown, Md.; operated by the B&O, creating competition with the Cumberland Valley Railroad. (B&O AR)
- Dec. 1, 1867 Lehigh & Lackawanna Railroad opens for revenue service between Bethlehem Jct. and Bath, Pa.; controlled by the Lehigh Coal & Navigation Company; track is extended to the quarries at Champan by the end of the month. (AR)
- Dec. 1, 1867 Hazard Manufacturing Company established; moves the Hazard wire rope factory from Mauch Chunk to Wilkes-Barre; Fisher Hazard, Pres. and E. B. Leisenring, Treasurer. (Munsell)
- Dec. 2, 1867 Former Gen. William S. Rosecrans (1819-1898) arrives in Mexico City as

U.S. Minister to Mexico; a devout Catholic, Rosecrans has a low opinion of the anti-clerical government of Pres. Benito Juarez and what he perceives as its anti-Americanism; Rosecrans will be one of the first Americans to engage in post-Civil War railroad promotion in Mexico and bring in PRR figures with whom he worked during the Chattanooga Campaign. (Pletcher)

- Dec. 3, 1867 City of Jeffersonville, Ind., authorizes Jeffersonville, Madison & Indianapolis Railroad to lay track in 9th Street from present terminus to western city line; to be operated at no more than 4 MPH. (MB, Church)
- Dec. 3, 1867 European & North American Railway (New Brunswick) appoints William G. Case of Columbia, Pa., as agent to negotiate the placement of £411,000 in First Mortgage bonds in England. (ARJ)
- Dec. 3, 1867 Brotherhood of Locomotive Engineers organizes the Locomotive Engineers Mutual Life & Accident Insurance Association. (Constit)
- Dec. 4, 1867 Raritan & Delaware Bay Railroad discontinues operation between Manchester (Lakehurst), N.J. and Atco, except one trip per week to Shamong (Chatsworth). (NwkDlyAd)
- Dec. 4, 1867 At the annual meeting of the Queen Anne's & Kent Railroad, it is reported that the road has been surveyed from Masseys through Millington and Sudlersville to Centreville and the Chester River. (Emory)
- Dec. 4, 1867 Louis H. Meyer added to PFW&C committee on extension of PRR interests west of Pittsburgh. (MB)
- Dec. 4, 1867 Little Miami Railroad Board debates the question of paying more to the Little Miami Elevator Company than the \$83,000 subscribed at the annual meeting. (MB)
- Dec. 4, 1867 Columbus & Indiana Central Railway Board approves merger with Chicago & Great Eastern Railway. (MB)
- Dec. 4, 1867 National Grange of Patrons of Husbandry, a secret farmers' organization, is established in Washington to oppose monopolies and work for "reasonable" railroad rates. (EAH)
- Dec. 1867 New Virginia Constitutional Convention convenes in Richmond with a two-to-one Radical majority. (Lowe)
- Dec. 5, 1867 LIRR appoints an Executive Committee of Oliver Charlick, William F. Havemeyer and a rotating third member. (MB)

- Dec. 5, 1867 Pres. Benjamin E. Smith of Columbus & Indiana Central Railway proposes joining Henry C. Lord (1825-1884) of Indianapolis, Cincinnati & Lafayette Railway in a lease of the Indianapolis & Vincennes Railroad.
- Dec. 5, 1867 Morris & Essex Railroad cancels its lease to the Atlantic & Great Western Railway. (DL&WCorp)
- Dec. 6, 1867 Bondholders of the Junction Railroad issue a circular stating that they consider the Junction Railroad to be continuous from Belmont to Grays Ferry. (MB)
- Dec. 6, 1867 Kent County Railroad Board selects Deep Landing as its western terminus; authorizes negotiations with the Delaware Railroad to build from Masseys to the Maryland state line. (MB)
- Dec. 6, 1867 Karl Bitter (1867-1915), the sculptor who will execute the terra cotta decorations of Broad Street Station, born at Vienna in the Austro-Hungarian Empire. (WwasW)
- Dec. 7, 1867 Junction Railroad Board orders bringing a suit against the PRR because of its claim to own the center section of the railroad. (MB)
- Dec. 7, 1867 First passenger train operates over Buffalo & Washington Railway between Buffalo (Seneca Street) and East Aurora, N.Y. (ARJ)
- Dec. 9, 1867 Sen. John B. Henderson (1826-1913) of Missouri introduces a bill (S-176) to aid the Union Pacific Railway Company, Eastern Division; referred to the Committee on the Pacific Railroad. (CongGlobe)
- Dec. 9, 1867 New Georgia Constitutional Convention elected under the Reconstruction Acts convenes at the call of Gen. Pope (Thorpe has Gen. Meade); electorate is about equally divided between whites and African Americans; the new constitution grants the vote to all male citizens, provides for public schools for all children and abolishes whipping as a punishment; the capital is to be moved from Milledgeville to Atlanta. (Thorpe, Woolley, Parks, Duncan)
- Dec. 11, 1867 Cornelius Vanderbilt elected Pres. of NYC without opposition, voting proxies for 180,000 shares and giving him control of the railroads between New York and Buffalo; Amasa Stone (1818-1883) of the Lake Shore, James F. Joy of the Michigan Central, and Chester W. Chapin (1798-1883) of the Boston & Albany Railroad join the Board, as do family members and allies William H. Vanderbilt, Augustus Schell (1812-1884) and Vanderbilt son-in-law Daniel Torrance (1815-1884); all others are from New York City, eliminating all directors from Upstate associated with the founding of the company. (ARJ, Stiles, Lane)

- Dec. 11, 1867 PRR Board approves construction of two more piers at Greenwich Point, including one coal pier. (MB)
- Dec. 11, 1867 Capt. E. L. F. Hardcastle elected Pres. of the Maryland & Delaware Railroad, defeating incumbent Tench Tilghman; Hardcastle sends a letter to the Board in which he says "I believe in actions, not words." (MB)
- Dec. 11, 1867 Boston & New York RPO inaugurated. (HistRyMail)
- Dec. 11, 1867 First through freight cars from Scranton arrive in Philadelphia via the Lehigh & Susquehanna Railroad and North Pennsylvania Railroad. (ARJ)
- Dec. 11, 1867 Responding to the Radical Republican victory in Oct., white supremacist Democrats, Whigs and Moderates in Virginia unite to form the Conservative Party. (Lowe)
- Dec. 14, 1867 Baltimore & Potomac Railroad lets grading contract for whole line. (ARJ)
- Dec. 14, 1867 Cleveland & Pittsburgh Railroad Board approves deeding part of property on Whiskey Island at Cleveland to Cleveland & Toledo Railroad and Cleveland, Painesville & Ashtabula Railroad and contracting for joint bridge over Cuyahoga River. (MB)
- Dec. 1867 Hudson River Railroad completes double-tracking between New York and Albany. (ARJ)
- Dec. 1867 Empire Transportation Company transfers its business to the Michigan Southern & Northern Indiana Railroad. (AR/ARJ)
- Dec. 1867 Economy bottoms out following the end of the war boom; expansion begins lasting until June 1869. (NBER)
- Dec. 1867 PRR completes second track between Mount Union and Mapleton on Middle Division.
- Dec. 1867 Wicomico & Pocomoke Railroad completed for 16 miles from Salisbury, Md. to Whaleysville. (USRR&MR)
- Dec. 1867 Camden & Amboy ends steamer service on Delaware River to Burlington and Bristol. (ETFrancis)
- Dec. 1867 PFW&C completes rebuilding of Allegheny River Bridge as 9-span wrought-iron Howe truss; designed by ex-Chief Engineer John B. Jervis and Felician Slataper; bridge was reconstructed under service over four years. (ARJ,)

- Dec. 1867 Indianapolis & Vincennes Railroad opens between Martinsville and Gosport on partly graded roadbed built by New Albany & Salem Railroad in 1852-1854; operated by D.C. Branham & Co., contractors. (Val, C&C)
- Dec. 1867 Michigan Central approves lease of Kalamazoo & Grand Rapids Railroad. (USRR&MR)
- Dec. 1867 Orange, Alexandria, & Manassas Railroad reopens to Front Royal, Va. (ARJ)
- Dec. 1867 Northern Pacific Railroad appoints and Executive Committee of J. Gregory Smith, William B. Ogden, J. Edgar Thomson, George W. Cass, William G. Fargo, R.D. Rice, and Onslow Stearns to seek an amendment from Congress authorizing a bond issue. (Renz)
- Dec. 1867 New York & Schuylkill Coal Company enters receivership, a victim of collapsing anthracite prices. (Hodas)
- Dec. 1867? William J. Palmer's survey party on the 35th Parallel route for the Union Pacific Railway Company, Eastern Division, arrives at the Needles on the Colorado River, then crosses the Mojave Desert to the Tehachapi Pass, where they meet William F. Colton from the 32nd Parallel survey, who had come up from San Diego. (Fisher)
- Dec. 1867 Dewey, Vance & Co. complete a major nail works at Wheeling, W.Va. (Paskoff ed)
- Dec. 16, 1867 Brooklyn City Council grants the South Side Railroad Company of Long Island the right to build and operate its road with steam power on Montrose Avenue from the city line to Bushwick Avenue and with horse power on Montrose Avenue from Bushwick Avenue to and across Union Avenue. (NYState)
- Dec. 18, 1867 Pres. William R. McKean meets with representatives of the PRR and the Pan Handle route at Columbus to discuss a direct Terre Haute-St. Louis line. (MB)
- Dec. 18, 1867 St. Louis, Vandalia & Terre Haute Railroad Board authorizes making arrangements for a depot at East St. Louis. (MB)
- Dec. 21, 1867 Future PRR civil engineer George Herbert Brown (1867-1938) born at Renovo; oldest son of William Henry Brown (1836-1910), then Superintendent, and Sarah Rimmel Brown (1846-1923). (CInl&RevFmlsPa)
- Dec. 21, 1867 American Express Company, Merchants Union Express Company, Adams Express Company and United States Express Company agree to end their

ruinous competition; net earnings are to be pooled, 29% to Adams, 26½% each to American Express and Merchants Union, and 18% to United States Express; railroad lines are assigned 5,746 miles to Adams, 6,340 to American, 5,850 to Merchants Union, and 4,936 to United States Express; American Express loses important parts of the Hudson River Railroad and NYC. (PrmsestoPay)

- Dec. 23, 1867 Allegheny Valley Railroad opens for revenue service between Bradys Bend and Venango City, opposite Oil City. (AR)
- Dec. 23, 1867 First section of Grand Rapids & Indiana Railroad opens between Grand Rapids and Cedar Springs, Mich., meeting the deadline of the land grant act of Feb. 12, 1867; operated by contractor Edward B. Talcott of Chicago with cars provided by PFW&C; however, this small amount of construction exhausts available funds; Grand Rapids station is at West Bridge Street. (AR, Baxter - Baxter Hist of Grand Rapids has 12/14?)
- Dec. 23, 1867 Memphis, El Paso & Pacific Railroad supposedly purchases a 1,023-acre terminal tract at Norfolk from Dr. William Schmoele of Philadelphia; Schmoele later denies having made the sale or been paid; presumably the purchase was conditional on the success of the transcontinental scheme. (CongGlobe)
- Dec. 27, 1867 Indianapolis & Vincennes Railroad Board approves consolidation with Cincinnati & Martinsville Railroad. (MB)
- Dec. 27, 1867 Pres. William R. McKeen of the Terre Haute & Indianapolis Railroad meets in Philadelphia with representatives of the PRR and the lines forming the Pan Handle route to Indianapolis. (MB)
- Dec. 27, 1867 Union Pacific Railroad directors begin squabbling over the last block of 650 shares of Credit Mobilier of America, which Oakes Ames wants to sell to Congressmen; Henry S. McComb's claim for 250 shares, which he had subscribed for a friend in Mar. 1866 but not paid for, is rejected, and shares are divided 370 to Thomas C. Durant and 280 to Oakes Ames; McComb continues to demand the 250 shares, and the dispute results in a newspaper exposé. (Klein)
- Dec. 28, 1867 F. Wolcott Jackson of New Jersey Railroad elected Superintendent of Philadelphia & Trenton Railroad, replacing Robert S. Van Rensselaer, resigned Dec. 16. (MB)
- Dec. 28, 1867 Columbia & Port Deposit Railroad stockholders meet in the PRR office and approve the lease to the PRR and the \$2.5 million bond issue; learn that the Proprietors of the Susquehanna Canal have agreed to a referee for the condemnation of right of way below the Maryland state line; authorize

beginning construction between Port Deposit and Octoraro under an agreement with the Philadelphia & Baltimore Central Railroad. (MB)

- Dec. 28, 1867 Pan Handle Railway organized as reorganization of Pittsburgh & Steubenville Railroad; J. Edgar Thomson Pres.; directors are Tom Scott, Herman J. Lombaert, Thomas L. Jewett, Edmund Smith and Josiah Bacon, Jr.; incorporation not filed until Jan. 15, 1868; operation by Thomas L. Jewett, Receiver of Steubenville & Indiana Railroad continues. (MB, Val)
- Dec. 28, 1867 Ohio & Mississippi Railroad (Illinois) consolidated with the Ohio & Mississippi Railroad (Ohio & Indiana), creating a united company for the first time. (ICC) or "Railway?" verify
- Dec. 28, 1867 Pres. Andrew Johnson removes Gen. John Pope as military commander of Georgia, Alabama and Florida and replaces him with Gen. George G. Meade, who is believed less sympathetic to Reconstruction; Gen. Edward Ord is replaced by Johnson's friend Alvan C. Gillem pending the arrival of Irvin McDowell from California. (JSmith)
- Dec. 29?, 1867 W. L. Abbott, former partner of Richard D. Wood, dies. (Wood - verify PubLdgr)
- 1867 Severe competition and low rates on oil traffic. (AR)
- 1867 Pennsylvania Senate committee investigates extortionate rates, particularly in coal and oil trades.
- 1867 Brooklyn, Bath & Coney Island Railroad extended from Bath Beach to Coney Island. (Cudahy - verify)
- 1867 Reading builds a manual block signal tower at the crossing of the Philadelphia & Trenton Railroad and the Richmond Branch. (AR)
- 1867 West Chester & Philadelphia asks Philadelphia & Baltimore Central to consider dividing its traffic between the WC&P and the Chester Creek Railroad; P&BC refuses.
- 1867 Reading resumes work on Allentown Railroad between Port Clinton and Topton with the idea of building a shorter link to New York. (Rdg AR)
- 1867 Pres. Joseph K. Edgerton contracts to build Grand Rapids & Indiana Railroad north from Grand Rapids. (No? contract was to Talcott?)
- 1867 PRR now uses steel exclusively for fireboxes and for tires on main line locomotives; begins using steel axles for passenger cars. (AR)

- 1867 Camden & Amboy deeds? ferry boats to Camden & Philadelphia Steam Boat Ferry Company. (ETFrancis)
- 1867 Ashbel Welch finally succeeds in getting John Brown & Co. of Sheffield to roll his new steel rail section; installed between Jersey City and Philadelphia by the United Companies. (RRGaz)
- 1867 Camden & Atlantic Railroad begins replacing 62-lb. U-rail with 57-lb. T-rail. (AR)
- 1867 Future Lines West VP Joseph Wood (1846-1922) is made Assistant Engineer of the Connecting Railway, including having charge of the bridge over the Schuylkill River at Girard Avenue. (ASCE obit)
- 1867 New rate war with B&O over its intention to build to Pittsburgh. (late summer?)
- 1867 PRR builds new emigrant depot on Market Street near 2nd Street in Philadelphia and another at Pittsburgh. (AR)
- 1867 PRR completes double track between Columbia and Middletown, Pa. (AR)
- 1867 PRR builds new stations at Baldwin (Steelton), Mapleton, and Beatty's. (AR)
- 1867 New iron bridges built over West Branch of Brandywine Creek at Coatesville, Mayes Bridge on Middle Division, and Big Conestoga Creek east of Lancaster. (AR)
- 1867 PRR extends sidings to new private stockyard on east side of Lancaster. (AR)
- 1867 PRR builds pier for transferring coal to Juniata Canal near Millerstown. (AR)
- 1867 PRR begins replacing 45-lb. rail with 56-lb. on Tyrone & Clearfield Railway. (AR)
- 1867 New passenger and freight stations built at Northumberland. (AR)
- 1867 PRR stops shipping anthracite coal for Great Lakes via Williamsport, Elmira and Buffalo to get longer haul by shipping over Philadelphia & Erie. (AR)
- 1867 Wooden Union Depot built at Oil City, Pa. (Martens)

- 1867 Philadelphia & Erie increases Erie roundhouse to 27-stalls. (AR)
- 1867 PW&B General Freight Agent John S. Wilson introduces free pick-up and delivery of certain classes of freight at Baltimore to meet water competition. (Loree)
- 1867 Northern Central Railway and PRR jointly buy control of Baltimore & Potomac Railroad to gain access to Washington, D.C.
- 1867 Eastern Shore Railroad extended about 1 mile to deep water at Crisfield, Md.; the track is originally built on a trestle, which is later filled in with oyster shells; the coming of the railroad transforms Crisfield into a major seafood shipping center. (Wilson - on another page says 1874?)
- 1867? PRR purchases first American-made steel rails (67-lb.) and ends imports from Great Britain. (or 1866?? check AR)
- 1867 Lewis, Bailey, Dalzell & Co. builds the 0.30 mile Bailey's Run Branch from their coal mine to the Western Pennsylvania Railroad; purchased by the West Pennsylvania Railroad in 1896. (C&C)
- 1867 Cranberry Coal Company builds a 5-mile railroad from its mines to the south side of the Allegheny River opposite Oil City. (Martens verify Taber)
- 1867 PFW&C orders 100 tons of Bessemer steel rails from Pennsylvania Steel Company.
- 1867 First Bessemer steel rails installed between Pittsburgh and Allegheny on the PFW&C. (C&C)
- 1867 Roundhouse and "New Shops" open at Wellsville on the Cleveland & Pittsburgh Railroad. (McCord)
- 1867 Cleveland & Pittsburgh Railroad, Cleveland & Erie Railroad, and Cleveland & Toledo Railroad open a joint bridge over the Cuyahoga River at Cleveland. (AR)
- 1867 Lake Erie & Louisville Railroad opens between Cambridge City and Rushville, Ind.
- 1867 PFW&C shops at Fort Wayne turn out first locomotives.
- 1867 Addition built at Indianapolis Union Depot. (C&C - see ARJ)
- 1867 Charles R. Peddle (-) promoted from Master Mechanic to Superintendent of the Terre Haute & Indianapolis Railroad, replacing J. D. Herkimer,

resigned, following the ouster of Pres. Peck. (AR, Bradsby/Vigo)

- 1867? Indiana Legislature appoints a committee to investigate the earnings of the Terre Haute & Indianapolis Railroad, claiming that under the charter, profits in excess of 15% are to be paid to the school fund; the company refuses to cooperate and supply figures. (Dunn)
- 1867? Charles P. Hatch of Empire Transportation Company develops the first iron tank car.
- 1867 Propeller steamboat *Philadelphia* launched at Buffalo for J.C. & E.T. Evans, later the Anchor Line. (Heyl)
- 1867 Andrew Carnegie and Tom Scott begin to favor Pullman over Woodruff sleeping cars; use their position as investors in both companies to undercut Woodruff. (Wall)
- 1867 Samuel J. Pentz and John W. D. Pentz sell the Individual Enterprise Line, operating steamboats between Baltimore and the Eastern Shore to Edward F. Folger of New York and Howard B. Ensign (-). (Burgess)
- 1867 Cleveland & Pittsburgh Railroad begins developing Whiskey Island, then on the east side of the mouth of the Cuyahoga River, as Cleveland freight terminal; builds bridge to island for joint use of C&P, Cleveland & Erie and Cleveland & Toledo and builds dock 2,000 feet long. (C&C)
- 1867 Northern Central Railway begins free door-to-door drayage of certain classes of freight in Baltimore to better compete with B&O. (NYT)
- 1867 Pennsylvania Canal Company leases West Branch & Susquehanna Canal Company. (check C&C??)
- 1867 Delaware & Hudson Canal Company, whose operations have previously been confined to the upper Lackawanna Valley, buys coal lands in the Plymouth-Wilkes-Barre area; to protect the flow of traffic to its Lehigh & Susquehanna Railroad, the Lehigh Coal & Navigation Company purchases lands in Newport Township in the lower end of the Wyoming Valley; a quick scramble for coal lands in the lower half of the Northern Anthracite Field ensues, and the PRR is drawn in to ensure traffic for the Pennsylvania Canal. (LC&N AR,)
- 1867 In the Shamokin Anthracite Coal Region, the Reliance Colliery is built near Mount Carmel on lands of the Mount Carmel-Locust Mountain Coal Company; Greenback Colliery built on the Brady Tract near Shamokin; J. Langdon & Co. of Elmira purchases the lease of the Big Mountain Colliery; Coal Ridge Improvement Company builds a breaker near Mount Carmel.

(HistCameronColl)

- 1867 Coal operators in the Western Middle Field form the Mahanoy Valley & Locust Mountain Coal Association. (Yearley)
- 1867 Lehigh Valley Railroad carries 68,779 tons of non-coal freight, chiefly petroleum, for the Empire Transportation Company. (AR)
- 1867 William Darius Bishop (1827-1904) elected Pres. of the New York & New Haven Railroad; his aim is to secure the merger with the Hartford & New Haven Railroad. (Harlow, Kirkland - verify NYT)
- 1867 Rochester & State Line Railroad incorporated in N.Y. to build from Rochester to Salamanca. (Ellis/Cattaraugus - what system? BR&P)
- 1867 Great Western Railway of Canada (5'-6" gauge) lays third rail and establishes train ferry at Detroit, permitting through movement of Blue Line cars between New York and Chicago via this route. (Harlow - Taylor & Neu say 1865-6 prior to 1/1/67 opening of Blue Line)
- 1867 Firm of Bothwell & Ferris develops first steam-powered hoist with cast iron tubs for unloading iron ore at Cleveland.
- 1867 Bellaire Nail Works established at Bellaire, Ohio, by the Oglebay family. (Paskoff, ed)
- 1867 Sleeping cars inaugurated over future PRR line between Chicago and Cincinnati. (Sanders - verify - does not seem right because part of this route was CH&D)
- 1867 Max J. Becker (1828-1896) returns to the Steubenville & Indiana Railroad from the Marietta & Cincinnati Railroad as Chief Engineer. (1896 MB -verify)
- 1867 Kalamazoo & White Pigeon Railroad opens between Three Rivers and Kalamazoo, completing the line. (Durant - verify GrnBk)
- 1867 Robert R. Bridgers (1819-1888) a former Confederate Congressman and Pres. of the Wilmington & Weldon Railroad in North Carolina, places \$580,000 of its bonds with the new Safe Depository Company of Baltimore, recently founded by Benjamin F. Newcomer (1827-1901) and William Thompson Walters (1820-1894); Newcomer has PRR connections as a director of the Northern Central Railway; from this first step, Newcomer and Walters, with PRR support, begin a program of investment in southern railroads that will culminate in the formation of the Atlantic Coast Line. (Hoffman)

- 1867 Southern Pacific Railroad (Texas) leases North Louisiana & Texas Railroad running from the Texas state line to Shreveport, La. (ICC)
- 1867 Arkansas Legislature passes a railroad-aid bill, but its provisions are such as to discourage investments by Eastern capitalists. (Thompson - verify PL)
- 1867 David McCargo made General Superintendent of the Pacific & Atlantic Telegraph Company (?); he introduces night messages and other innovations. (Wilson)
- 1867? Missouri stockholders of the North Missouri Railroad accept a rival offer of James B. Eads to place its bonds, rather than Jay Cooke; depose Pres. Isaac H. Sturgeon and replace him with Judge Barton Bates. (Oberholtzer)
- 1867 Gen. Adna Anderson (1827-1889) named General Superintendent of the Union Pacific Railway Company, Eastern Division. (Renz)
- 1867 George Westinghouse (1846-1914) arranges with the Pittsburgh Steel Works to manufacture the cast steel railroad frog he has invented, and he relocates to Pittsburgh. (StdHistPitts)
- 1867 George Westinghouse conceives the idea of a railroad brake worked by compressed air and files a caveat with the Patent Office to protect his claim. (WABCO)
- 1867 Ferry boat *America* built for the West Jersey Ferry Company. (Prowell)
- 1867 Harlan & Hollingsworth builds the steamboat *Sue* on its own account for use on its Annapessic Steamboat Line between Baltimore and the lower Eastern Shore. (BethStl, Tyler)
- 1867 African American porters first assigned to Pullman sleeping cars. (Buder)
- 1867 First Wagner sleeping car designed by Webster Wagner (1817-1882) placed in service on the NYC. (Trager - verify)
- 1867 Woodside, Queens, laid out by music publisher Benjamin W. Hitchcock. (Burrows/Wallace)
- 1867 R.D. Wood & Co. buys the Florence Iron Works at Florence, N.J., from William C. Patterson for \$42,000. (Woodward, RDWoodCo)
- 1867 Philip D. Armour (1832-1901) and his brother Herman O. Armour (-) form Armour & Co. at Chicago, which becomes one of the world's largest meatpacking and food processing companies; they build the first modern

meatpacking plant in Chicago at 45th Street & Elizabeth Avenue, just west of the Union Stock Yards. (wiki)

- 1867 Inman Line given a share of the Royal Mail contract previously monopolized by Cunard Line. (Flayhart)
- 1867 Lorenzo Sherwood founds the National Anti-Monopoly Cheap Freight Railway League; calls for 7 double-track railroads to be built by the public at a cost of \$200 million on which any individual may operate cars on the old “public highway” principle. (Harlow - verify)
- 1867 Joseph W. Drexel (1833-1888), the youngest of the Drexel brothers, establishes Drexel, Harjes & Co. in Paris as a correspondent bank; in London, they have ties to J.S. Morgan & Co. (Hopkinson)
- 1867 Vehicular suspension bridge across the Ohio River between Cincinnati and Covington opens; designed by John A. Roebling with a span of 1,057 feet, then the longest in the world, but soon to be surpassed by the Brooklyn Bridge. (Schuyler)