

**PRR CHRONOLOGY**  
**1867**

**June 2004 edition**

- Jan. 1, 1867      Pennsylvania Canal Company assumes operations of former Juniata and Eastern Division Canals. (AR)
- Jan. 1, 1867      Philadelphia & Trenton Railroad Company leases Connecting Railway Company; George B. Roberts is Chief Engineer of Connecting Railway.
- 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. (MC AR, Hilton)
- Jan. 1, 1867      Blue Line, 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; 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. ( , MC AR)
- Jan. 2, 1867      Chartiers Railway Company organized to take over property of Chartiers Valley Railroad; George B. Roberts, Pres. (Church, C&C)
- Jan. 7, 1867      Washington & Alexandria Turnpike Company authorizes issuing 115 new shares of stock to pay for restoring road. (MB)
- Jan. 9, 1867      On recommendation of H.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. 1867      A&GW organizes Broad Gauge Transit Company for operating tank cars.
- Jan. 14, 1867      During a cold winter when alternate connections are not available, Cornelius Vanderbilt serves notice on the NYC that he will break the through connection at Albany on Jan. 17; Vanderbilt had sold his 60,000 NYC shares in anticipation of collapse in price.

- Jan. 17, 1867 Hudson River Railroad stops through cars to and from NYC; passengers and freight are obliged to cross the Hudson and secure separate tickets at Greenbush.
- Jan. 17, 1867 William H. Gatzmer ( - ) elected Pres. of Camden & Amboy Railroad, replacing Edwin A. Stevens, resigned for to go abroad for his health and that of his daughter; in letter of resignation, Stevens complains that the New Jersey Railroad is receiving too favorable terms in 1867 consolidation; Joint Board appoints committee of three directors and three stockholders to conclude agreement with New Jersey Railroad; Ashbel Welch reports on coal business and Board approves completion of facilities at South Amboy. (MB)
- Jan. 18, 1867 LIRR leases portion of Brooklyn & Jamaica east of Classon Avenue (Bedford) for steam operation, effective Feb. 1; western portion within the City of Brooklyn is leased to a horse car line; LIRR Pres. Charlick also buys all Brooklyn Central & Jamaica rolling stock.
- 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.
- Jan. 21, 1867 B&O signs contract with North German Lloyd AG for regular line of four steamers between Baltimore and Bremen.
- Jan. 23, 1867 PRR Board approves aid to complete Tyrone & Clearfield from Philipsburg 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 Civil War years. (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 (or United New Jersey Railroad and Canal Companies??); legislative approval secured by act of Feb. 27, 1867; press dubs agreement "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. 30, 1867 Smyrna & Smyrna Station Railroad opens between Smyrna Station (renamed Clayton) on Delaware Railroad and Smyrna, Del.; track runs in street and terminates in front of 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)
- 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)
- 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. 2, 1867      Portion of former Tyrone & Clearfield Railroad between Tyrone and Vail  
conveyed to PRR.
- Feb. 2?, 1867     Illinois & St. Louis Bridge Company incorporated in Illinois. (Church)
- 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 part near  
Washington draw carried away. (BaltSun)
- Feb. 5, 1867      Act of Congress gives Baltimore & Potomac right to extend into District of  
Columbia within four years. (Digest)
- 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. 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. 7, 1867      Pennsylvania Canal Company organized; J. Edgar Thomson Pres.
- 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. (C&NW)
- Feb. 1867          Camden & Amboy Railroad begins routing more New York freight via New  
Jersey Railroad. (NJJ)
- Feb. 11, 1867     Norfolk County Railroad trustees finally lease line to Boston, Hartford &  
Erie Railroad; becomes main line of BH&E rather than old New York &  
Boston line; BH&E reopens line between Islington and Boston (closed  
since 1858) and Blackstone to Southbridge. (Humphrey)

- 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 lose land grants. (Church)
- Feb. 12, 1867 Otto Kahn (1867-1934), future partner in Kuhn, Loeb & Co., bankers to the PRR, born in Mannheim, Germany. (Collins)
- 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. 14, 1867 First car of flour arrives in Boston from St. Louis via Blue Line.
- Feb. 14, 1867 Indianapolis, Cincinnati & Lafayette Rail\_\_ incorporated as merger of Indianapolis & Cincinnati Rail\_\_ and Lafayette & Indianapolis Rail\_\_. (Sanders - verify)
- Feb. 1867 German-Jewish banking house of Kuhn, Loeb & Co., later bankers to the PRR and Harriman interests, founded in New York City by Abraham Kuhn, Solomon Loeb (1839-1900) and Samuel Wolff. (Collins)
- 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 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. 17, 1867 Louisville Bridge Company organized; controlled by Jeffersonville Railroad and Louisville & Nashville Railroad. (AR)
- 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 and the fast freight lines; J. Edgar Thomson defends western investments in annual report read at meeting; defends charter supplement for increase of stock by saying that he wants

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)
- Feb. 1867 Railroad Committee of Ohio Legislature investigates fast freight lines; endorses cooperative over private lines, but no practical result.
- Feb. 1867 Enginehouse #3 (Western Enginehouse) opens at Altoona; 44 stalls.
- Feb. 21, 1867 Potomac Railroad incorporated in Virginia in interest of RF&P to build line from near Aquia Creek to Alexandria. (Mordecai)
- Feb. 26, 1867 W.H. 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". (PL)
- Feb. 27, 1867 Shenandoah Valley Railroad Company incorporated in Va. to build between Harpers Ferry and Salem, near present-day Roanoke.
- Early 1867 PFW&C installs 300 tons of Bessemer steel rails between Pittsburgh and Allegheny Shops. (AR)
- 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. 2, 1867 First Reconstruction Act imposes martial law on the former Confederate States except Tennessee.
- 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 Long Bridge and tracks in Washington leading to B&O, in line with city ordinance of May 1866. (Digest)
- Mar. 3, 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 first Reconstruction Act dividing the former Confederacy into military districts under military governors. (Blake)
- Mar. 4, 1867 Simon Cameron returns to third non-consecutive term in U.S. Senate with support of Tom Scott; becomes 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 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. 6, 1867 John Hulme reports to PRR Board on merits of Ruttan's patented passenger car heater & ventilator; is not yet perfected and thus unsuitable for PRR in 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.
- 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. (NJJ)
- Mar. 8, 1867 Illinois act revives charter of American Bottom Lime, Marble & Coal Company. (Church)
- Mar. 11, 1867 Joint Board of Joint Companies holds last meeting at Taylor's Hotel in Jersey City; 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 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; C.A. Woolsey, Superintendent of Jersey City Ferries. (MB)

- Mar. 12, 1867 Worcester & Somerset Railroad Company incorporated in Maryland. (Val)
- Mar. 13, 1867 Va. Gov. F.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. 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. 16, 1867 Philadelphia Councils direct removal of south track of City Railroad on Market Street between 8th and 11th Street. (Digest)
- Mar. 19, 1867 Frederick & Pennsylvania Line Railroad Company incorporated in Maryland to extend Littlestown Railroad to Frederick. (Val)
- Mar. 21, 1867 Charter of Queen Annes & Kent Railroad Company on Eastern Shore of Maryland revived.
- 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. 22, 1867 Caledonia Iron, Land & Railroad Company incorporated in Pennsylvania by Thaddeus Stevens, Thomas A. Scott, J.K. Moorhead, et al. to develop lands of Mount Pleasant Iron Company near Fort Loudon; authorized to hold 16,000 acres and build feeder railroad. (Val, Digest)
- Mar. 23, 1867 Northern Railroad & Navigation Company incorporated to build from New York state line on Allegheny River to southern line of Elk County; no construction, but charter later merged into Rochester, Nunda &

Pennsylvania Railroad. (Corp Hist, Val)

- Mar. 23, 1867 Congress passes Second Reconstruction Act guaranteeing African Americans the right to vote, particularly for conventions that will write new southern constitutions. (Blake)
- 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. 30, 1867 PRR conveys Eastern and Juniata Division Canals to Pennsylvania Canal Company.
- Spring 1867 Henry Martyn Hamilton (1831-1907), an impecunious entrepreneur of Montclair, N.J., begins plan to secure a charter for a competing railroad between New York and Philadelphia by stealth, piecing together short-line charters end to end.
- 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. 3, 1867 Farmingdale & Squan Village Railroad Company incorporated to give Joint Companies access to new resorts near Sea Girt, where Commodore Stockton had a summer home. (C&C)
- Apr. 3, 1867 New Jersey charters Hamilton Land Improvement Company with indefinite railroad privileges and 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. 4, 1867 Gen. John M. Schofield (1831-1906), Military Governor of Virginia, deposes Gov. Francis H. Pierpont and replaces him with Gen. Henry H. Wells (1823-1900) a native of New York. (Eckenrode)
- 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      Monongahela Valley Railroad incorporated in Pa. to build from Pittsburgh to Waynesburg. (C&C)
- Apr. 10, 1867      Wilkesbarre & Pittston Railroad renamed Danville, Hazleton & Wilkesbarre Railroad. (C&C)
- 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 organized in N.J. for purpose of operating oil storage terminal for Empire Line. (LV)
- Apr. 11, 1867      Pittston Railroad & Coal Company incorporated in Pennsylvania; to own 5,000 acres of coal land in Wyoming Field; may build railroad to Delaware & Hudson Canal at Hawley. (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. 12, 1867      Charter supplement to South Side Railroad Company of Long Island authorizes extension from Islip to Easthampton. (CorpHist)
- 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. 17, 1867      PRR authorizes purchase of 200 tons of steel rails from the Pennsylvania Steel Company. (MB)
- Apr. 18, 1867      Virginia passes act authorizing Norfolk & Petersburg, South Side and Virginia & Tennessee Railroads to consolidate as Atlantic, Mississippi & Ohio Railroad as desired by William Mahone. (Blake)
- Apr. 20, 1867      Louisville Bridge Company awards masonry contracts. (AR)
- Apr. 22, 1867      PRR Road Committee orders George B. Roberts to prepare plan for improving Greenwich property in South Philadelphia. (MB)

- 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. (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. 1867 A&GW enters receivership.
- Apr. 24, 1867 PFW&C Board appoints Louis H. Meyer and G.W. Cass a committee to purchase a majority stock interest in or lease Erie & Pittsburgh Railroad. (MB)
- Apr. 26, 1867 Philadelphia ordinance calls for no new siding connections to City Railroad on Broad Street, and all existing sidings to be revocable on short notice.
- Apr. 26, 1867 Tyrone & Clearfield Railway incorporated in Pa. as reorganization of Tyrone & Clearfield Railroad. (C&C)
- Apr. 27, 1867 PW&B Pres. Isaac Hinckley elected Pres. of Junction Railroad. (Casebook)
- 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. 30, 1867 Special meeting of PRR stockholders to hear report of 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 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, Rept)

May 1, 1867 A.J. Cassatt appointed \_\_\_\_ and office of Superintendent of Motive Power of P&E abolished.

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 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 5, 1867 Allegheny Valley Railroad opens between Kittanning and Mahoning.

May 7, 1867 Worcester Railroad Company organized at Snow Hill, Md.

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. (is this Clyde line??) (MB)

May 15, 1867 PRR sells Western Division Canal bed between Lockport and Freeport to Western Pennsylvania Railroad. (C&C)

May 16, 1867 Glen Cove Branch Railroad opens between Glen Head and Glen Cove; controlled by LIRR.

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 PRR, 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. (Church)

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 intends to build a railroad bridge between Perth Amboy and South Amboy and discontinue New York-South Amboy boats. (SG)
- May 1867 Blue Line introduces an ice-cooled refrigerator car for shipping dressed beef; is painted white to reflect sun and has insulated sides. (, MC AR)
- May 1867 Michigan Central Railroad agrees with Louisville, New Albany & Chicago, Lafayette & Indianapolis, Indianapolis & Cincinnati and Jeffersonville railroads to operate Chicago-Louisville and Chicago-Cincinnati through services. (AR)
- 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 26, 1867 Pennsylvania Steel Company casts first Bessemer steel ingots; rolled into rails at Cambria Iron Company as its own rolling mill not yet finished.
- May 27, 1867 Buffalo & Oil Creek Cross Cut Railroad opens between Brocton and Mayville; controlled by NYC; William G. Fargo President. (USRR&MR)
- May 28, 1867 Gen. Isaac Jones Wistar (1827-1905) replaces J. Edgar Thomson as Pres. of Pennsylvania Canal Company; eventually becomes Pres. of all PRR canal and anthracite coal companies in Pennsylvania. (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 31, 1867 PRR Board approves new \$35 million mortgage (Consols - check Schotter)
- 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 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; St. Louis, Alton & Terre Haute then surrendered to the chain of railroads that were parties to the agreement of May 17, 1867. (Church)

- 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.
- 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.
- June 3, 1867 Revenue passenger service begins over connecting line between Monmouth Jct. and Jamesburg, N.J., using a Grice & Long steamcar.
- June 4, 1867 Chartiers Railway incorporated in Pa.; conveyance of property of former Chartiers Valley Railroad not completed until Sep. 19, 1876. (Church)
- c. June 1867 John P. Green, private secretary to Tom Scott, named Secretary-Treasurer of Milwaukee & Minnesota Railroad.
- June 8, 1867 PW&B contracts to operate Columbia & Port Deposit Railroad.
- 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 bonds of Union Railroad Company of Baltimore.
- 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.
- June? 1867 James F. Joy (1810-1896) of Detroit named Pres. of Michigan Central Railroad, replacing John W. Brooks (1818?-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 15, 1867      Louisville Bridge Company adopts location. (AR)
- 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. (Val - from NYS Rept gives Brocton to Pa. line - Val has no mo. for Pa. portion)
- June 19, 1867      Annual meeting of Morris & Essex Railroad; much grumbling over failure of A&GW lease and poor earnings; group of stockholders wants to throw out E.A. Stevens. (NDA)
- June 27, 1867      Allegheny Valley Railroad opens between Templeton and Brady's Bend, Pa. (C&C says Mahoning-Bradys Bend)
- June 27, 1867      Jamestown & Franklin Railroad opens for revenue service; originally associated with Erie & Pittsburgh Railroad but later becomes part of NYC System.
- June 28, 1867      Erie & North East and Buffalo & State Line Railroads merge to form Buffalo & Erie Railroad.
- 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)
- July 1, 1867      General Freight Agent Henry H. Houston retires for health; remains active in Union and Empire Lines and later goes on to develop Chestnut Hill; replaced by Stephen B. Kingston, Jr., 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)
- 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 short cut between Richmond and Louisville. ( , Church)
- 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 10, 1867      Lewisburg, Centre & Spruce Creek Railroad agrees to use Lewisburg

Bridge Company's bridge on a per-ton basis.

- 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. (check C&C or Corp Hist if lease?)
- c. July 1867      Frequency of through Silver Palace cars to Chicago via Allentown Route increased from twice a week to daily. (check)
- July 1867      Buffalo & Washington Railway begins construction between Buffalo and Emporium.
- July 1867      Baltimore & Potomac Railroad resurveyed an a more direct line to Washington.
- 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 18, 1867      National Convention of railroad presidents, superintendents and engineers reconvenes in Altoona; signs organization as National Railway Association; movement is premature, and it is many years before a national trade association is formed.
- 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 22, 1867      Press excursion staged by CNJ Pres. John Taylor Johnston leaves New York via Allentown Route to Chicago to publicize new Silver Palace sleeping cars and overshadow opening of Connecting Railway; six Silver Palace sleepers, including *Chicago*, smoker and provision car out of New York; pick up directors car of Central Transportation Co. at Bethlehem from North Penn and two more sleepers at Harrisburg. (this is probably when daily operation begins) (NJJ, RW)
- July 24, 1867      Silver Palace banquet held at the Sherman House in Chicago; most toasts ignore or put down Philadelphia; excursion returns to New York on July 26. (NJJ, RW)
- July 25, 1867      Henry Keep resigns at Pres. of NYC; H.H. Baxter elected after William G. Fargo refuses job.
- Summer 1867      General Ambrose E. Burnside becomes president of Indianapolis &

Vincennes Railroad.

- Summer 1867      Vanderbilt and Boston, Hartford & Erie Railroad interests maneuver to control Erie Railway election.
- July 1867          Through freight cars begin running between Jersey City and Pittsburgh via Connecting Railway.
- Aug. 1, 1867      Middle Creek Railroad begins grading between Sunbury and Lewistown.
- Aug. 1, 1867      First stone laid for Louisville Bridge in pier no. 11. (AR)
- 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!!)
- Aug. 1867          Union Railroad Company of Baltimore, controlled by Canton Company of Baltimore, issues construction contract to John Clark.
- Aug. 13, 1867      Jeffersonville, Madison & Indianapolis assumes operation of Shelby & Rush Railroad. (Church)
- Aug. 21, 1867      First through sleeping cars operate between Chicago and Jersey City via Connecting Railway. (yes - apparently reg. sched. not until 10/7)
- Aug. 21, 1867      Columbus, Tiffin & Toledo Railroad incorporated in Ohio to build a railroad from Columbus to Toledo. (Church)
- Aug. 26, 1867      Gen. Pres. Ashbel Welch makes presentation to Joint Board of 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 new ferry over *John P. Jackson*. (MB)
- Aug. 30, 1867      Philipsburg Coal, Iron & Oil Company deeds its 2.61-mile railroad to Tyrone & Clearfield Railway for \$40,000 in stock; runs north from Philipsburg towards Morrisdale; becomes Philipsburg Branch of T&C.
- Aug. 31, 1867      Unfinished portion of Springfield, Mt. Vernon & Pittsburgh east of Delaware, Ohio, to within four miles of Loudonville sold at foreclosure of separate 1853 mortgage to G.A. Jones for \$1,338; Delaware-Springfield portion had been sold separately under different mortgage in 1861 and eventually becomes part of 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; eventually becomes part of NYC system. (Church)
- Sep. 1, 1867 All maintenance-of-way work on Philadelphia & Erie placed under division superintendents; William H. Brown named Engineer of Bridges & Buildings (?Check?) of P&E.
- Sep. 4, 1867 J.D. Potts, G.W. Cass, et al. convey contract to build Baltimore & Potomac 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 PRR Board urges private subscription of \$100,000 to provide new hotel at Cresson Springs, but refuses to provide own funds. (Watkins - verify)
- Sep. 4, 1867 D.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 - check MB for when Burnside elected)
- Sep. 5, 1867 Service on Washington, Georgetown & Alexandria Railroad suspended because of accident to locomotive, which has to be taken to Baltimore for repairs. (BaltSun)
- 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.
- 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. 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. (Church)
- Sep. 11, 1867 Indianapolis & St. Louis Railroad assumes lease of St. Louis, Alton & Terre Haute Railroad; 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)

- Sep. 13, 1867 Warren & Franklin Railway begins operating Farmers Railroad (Oil City-Petroleum Centre) under lease.
- Sep. 18, 1867 PRR Board considers 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 of lease of Logan House to D.R. Miller & Co. because of poor service. (MB)
- Sep. 1867 Master Car Builders Association formed to set standards for car construction to permit free interchange of cars.
- Sep. 25, 1867 Indianapolis, Cincinnati & Lafayette Railroad contracts to build and lease 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 Akron Branch. (MB)
- Sep. 27, 1867 PFW&C Pres. Cass briefs Board on negotiations to secure control of St. Louis, Vandalia & Terre Haute Railroad and presents draft of an agreement; Board grants \$5,000 commission to Winslow, Lanier & Co. for managing 12,000-share increase of stock. (MB)
- Fall 1867 Extreme drought in Midwest and low water in Ohio River impacts Trunk Line earnings.
- Oct. 1, 1867 PW&B assumes operation of an existing steamboat line between Wilmington and Philadelphia and places new steamer *Samuel M. Felton* in service; tickets made interchangeable with 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. (SG)
- Oct. 2, 1867 PRR Board agrees to lease Columbia & Port Deposit. (actually already leased to PW&B!); authorizes new leases of hotels at Pittsburgh and Altoona and of Harrisburg Dining Saloon. (MB)
- Oct. 2, 1867 Tench F. Tilghman ( -1867), Superintendent of Maryland & Delaware Railroad, dies suddenly. (SmyrnaTimes)
- Oct. 3, 1867 James Clarke (1793-1867), former Canal Commissioner, dies at Saltsburg,

Pa., at age 83. (NAF)

- Oct. 4, 1867 Gen. Pres. Welch reports to Joint Board of 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 Smyrna & Delaware Bay Railroad in Delaware peach district with ferry to Vineland Railway in New Jersey. (SmyrnaTimes)
- 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 Pass. Dept. - see 8/29/67! USRR&MR, AR also says 10/7)
- 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. (SG)
- Oct. 8, 1867 Boston, Hartford & Erie group secures control at Erie Railway election; Daniel Drew ousted from 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 board; Drew returns to board and treasury two days later (Klein has elect. 10/6 & Drew return 10/8? - may be right check NYT)
- Oct. 10, 1867 Union City & Logansport Railroad opens between \_\_\_ and Marion, Ind.
- 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. 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. 15, 1867 Robert E. Ricker resigns as Superintendent of Motive Power & Machinery to become Superintendent of the CNJ, where he introduces PRR-style discipline.
- 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 to Horace H. Baxter and Alexander S. Diven, agents of NYC and Erie Railway. (Val, )
- 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.
- 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. (Val)
- Oct. 19, 1867 Camden & Burlington County Railroad holds opening excursion between Camden and Mount Holly. (SG)
- Oct. 19, 1867 Pioneer transporting merchant Thomas Shields Clarke (1801-1867) dies at Pittsburgh. (StdHstPitts)
- Oct. 19, 1867 Columbus & Indiana Central Railway opens between Union City and Marion, Ind. (C&C - see 10/10)
- Oct. 21, 1867 Camden & Burlington County Railroad opens for revenue service between Pavonia and Mt. Holly, N.J.; operated by Camden & Amboy.
- Oct. 23, 1867 Meeting to promote subscriptions to Smyrna & Delaware Bay Railroad held at Smyrna; Charles K. Landis, \_\_ Bostwick, and \_\_ House of Vineland Railway present. (SmyrnaTimes)
- Oct. 23, 1867 Ground broken for Dorchester & Delaware Railroad in Cambridge, Md. (SmyrnaTimes)
- 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, )
- Oct. 30, 1867 PRR Board authorizes \$50,000 subscription to Wilmington & Reading Railroad. (MB)

- Oct. 31, 1867 Cleveland, Painesville & Ashtabula (or Lake Shore?) begins operation of Cleveland & Toledo Railroad.
- Oct. 31, 1867 Ground broken for Chester Creek Railroad.
- 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)
- Nov. 1, 1867 George W. McCook, contractor and of Steubenville Bridge, deeds line from west end of bridge to Steubenville depot to Steubenville & Indiana Railroad. (Church)
- Nov. 5, 1867 Baltimore & Potomac Railroad Pres. Oden Bowie (1826-1894) elected Governor of Maryland on Democratic ticket; because of new constitution, does not take office until Jan. 13, 1869. (Sobel)
- Nov. 6, 1867 Pittsburgh & Steubenville Railroad sold at foreclosure to W.J. Howard of PRR, trustee for First Mortgage bondholders for \$1.96 million; courts have ruled that mortgage covers 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")
- Nov. 1867 PRR completes second track between Manayunk (Baree) and Newtown Hamilton on Middle Division.
- Nov. 1867 Grain elevator at Erie opens.
- Nov. 12, 1867 William Mahone elected Pres. of Virginia & Tennessee Railroad after his supporters buy additional stock; old management ousted, but Mahone's opponents are able to block merger with Norfolk & Petersburg and South Side Railroads for two and a half years. (Blake)
- 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. 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 grants Little Miami Railroad permission to lay track in Eggleston Avenue from Pearl Street to Broadway; not built until 1876. (Church)
- 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.
- Nov. 1867 PRR opens double track between Manayunk and Mapleton on Middle Division; last section of double track between Philadelphia and Pittsburgh. (AR)
- Nov. 1867 Construction begins on Swedesboro Railroad in N.J. (Val)
- 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. 30, 1867 New Jersey Court of Errors & Appeals holds that Camden & Amboy Monopoly covers local as well as through traffic and bars operation of Raritan & Delaware Bay Railroad south of Whiting, N.J., including line between Atsion and Atco. (Baer/Coxey)
- Late 1867 PRR completes 38-stall roundhouse at 28th Street, Pittsburgh.
- 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. (Church)
- Dec. 4, 1867 Raritan & Delaware Bay Railroad discontinues operation between Manchester (Lakehurst), N.J. and Atco, except one trip per week to Shamong (Chatsworth). (NDA)
- Dec. 4, 1867 Louis H. Meyer added to PFW&C committee on extension of PRR interests west of Pittsburgh. (MB)
- Dec. 5, 1867 Pres. Benjamin E. Smith of Columbus & Indiana Central Railway proposes joining H.C. Lord of Indianapolis, Cincinnati & Lafayette in a lease of the Indianapolis & Vincennes Railroad.
- Dec. 11, 1867 Cornelius Vanderbilt elected Pres. of NYC without opposition, giving him control of 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 Western Railroad join the Board; all others

are from New York City, eliminating all directors from Upstate associated with the founding of the company. (Lane)

- Dec. 11, 1867 PRR Board approves construction of two more piers at Greenwich Point, including one coal pier. (MB)
- Dec. 1867 Erie Railway begins negotiating with Michigan Southern & Northern Indiana for access to Chicago.
- Dec. 1867 Boston & Worcester Railroad and Western Railroad merge to form Boston & Albany Railroad. (Humphrey)
- Dec. 1867 Economy bottoms out; 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 \_\_\_\_\_. (USRR&MR)
- Dec. 1867 Camden & Amboy ends steamer service on Delaware River to Burlington and Bristol. (ETFrancis)
- Dec. 1867 Boston & Worcester and Western Railroad of Massachusetts merge to form Boston & Albany Railroad.
- 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. (C&C)
- Dec. 1867 Michigan Central approves lease of Kalamazoo & Grand Rapids Railroad.
- 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 deadline of land grant act of Feb. 12, 1867; operated by contractor E.B. Talcott of Chicago with cars provided by PFW&C; however, this small amount of construction exhausts available funds. (AR)
- 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)
- 1867 Pennsylvania Senate committee investigates extortionate rates , particularly

in coal and oil trades.

- 1867 West Chester & Philadelphia asks Philadelphia & Baltimore Central to consider 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.
- 1867 PRR now uses steel exclusively for fireboxes and locomotive tires; begins using steel axles for passenger cars. (AR)
- 1867 Camden & Amboy deeds? ferry boats to Camden & Philadelphia Steam Boat Ferry Company. (ETFrancis)
- 1867 Camden & Atlantic Railroad begins replacing 62# U-rail with 57# T-rail. (AR)
- 1867 New rate war with B&O over its intention to build to Pittsburgh. (late summer?)
- 1867 Philadelphia & Erie completes 27-stall roundhouse in Erie.
- 1867 Northern Central and PRR jointly buy control of Baltimore & Potomac Railroad to gain access to Washington, D.C.
- 1867? PRR purchases first American-made steel rails (67#) and ends imports from Great Britain. (or 1866?? check AR)
- 1867 Lake Erie & Louisville Railroad opens between Cambridge City and Rushville, Ind.
- 1867 PFW&C orders 100 tons of Bessemer steel rails from Pennsylvania Steel Company.
- 1867 PFW&C completes rebuilding of Allegheny River Bridge as wrought-iron Howe truss; designed by ex-Chief Engineer John B. Jarvis and Felician Slataper; bridge was reconstructed under service over four years.
- 1867 PFW&C shops at Fort Wayne turn out first locomotives.
- 1867 Addition built at Indianapolis Union Depot. (C&C)
- 1867? Charles P. Hatch of Empire Transportation Company develops the first iron



tank car.

- 1867 First U.S. refrigerator car patented.
- 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.
- 1867 George M. Pullman introduces "hotel cars"; sleeping cars with buffet kitchens. (AAR - verify)
- 1867 Cleveland & Pittsburgh 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 begins free door-to-door drayage of certain classes of freight in Baltimore to better compete with B&O.
- 1867 Pennsylvania Canal Company leases West Branch & Susquehanna Canal Company.
- 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 Sleeping cars inaugurated over future PRR line between Chicago and Cincinnati. (Sanders - verify)
- 1867 Shenandoah Valley Railroad incorporated to build from Shepherstown on Potomac River to Russellville, Tenn. (Ward - verify)
- 1867 Brotherhood of Locomotive Engineers establishes Insurance Association. (BLE)
- 1867 Inman Line given share of Royal Mail contract previously monopolized by Cunard Line. (Flayhart)