

**PRR CHRONOLOGY**  
**1860**

**May 2004 edition**

<b>Jan. 1, 1860</b>	<b>G.W. Cass becomes General Superintendent of PFW&amp;C, replacing John B. Anderson, resigned. (MB)</b>
<b>Jan. 2, 1860</b>	<b>Grand Rapids &amp; Indiana Railroad issues \$5 million 7% First Mortgage bonds; of these, \$432,000 sold for cash and \$1,571,000 hypothecated to cover debts. (Church)</b>
<b>Jan. 1860</b>	<b>PRR first approached by operators of a steamship line between Liverpool and Montreal asking for aid to extend service to Philadelphia.</b>
<b>Jan. 1860</b>	<b>St. Louis Transfer Company organized by Cincinnati capitalists; combines all former companies into one firm controlling the transshipment of passengers and freight from railroads at East St. Louis to any point in city.</b>
<b>Jan. 1860</b>	<b>Erie &amp; Pittsburgh Railroad completed between Linesville and Jamestown, Pa.</b>
<b>Jan. 9, 1860</b>	<b>PRR opens new alignment of branch between Altoona and Hollidaysburg, eliminating deep cut at west end of Altoona.</b>
<b>Jan. 9, 1860</b>	<b>Marshall B. Hickman elected Pres. of West Chester &amp; Philadelphia Railroad, replacing A.R. McHenry. (MB)</b>
<b>Jan. 10, 1860</b>	<b>PRR Road Committee orders survey of Delaware Extension; Pres. Thomson to confer with PW&amp;B for joint use. (MB)</b>
<b>Jan. 11, 1860</b>	<b>Edwin A. Stevens agrees to meet New Jersey Railroad committee. (RR Conflict)</b>
<b>Jan. 11, 1860</b>	<b>Peoria &amp; Oquawka Railroad opens for revenue service between State Line (Effner) and Peoria.</b>
<b>Jan. 15, 1860</b>	<b>J. Edgar Thomson accepts offer of Presidency of Southern Pacific Railroad of Texas; prefigures later PRR interest in its successor, the Texas &amp; Pacific. (Kamm - date may not be exact)</b>
<b>Jan. 17, 1860</b>	<b>William B. Ogden of Chicago made sole receiver of PFW&amp;C. (AR)</b>

- Jan. 18, 1860** James Parker, Chairman of Joint Board responds to New Jersey Railroad Pres. John S. Darcy denying that Joint Companies have broken through traffic contract by selling tickets between Trenton and New York via South Amboy; promises not to retaliate if New Jersey Railroad listens to reason and does not ally with the Allentown Route; refuses New Jersey Railroad's request to run its trains over Camden & Amboy to Trenton; asks company for terms for lease or sale of New Jersey Railroad to Joint Companies. (RR Conflict, MB)
- Jan. 21, 1860** Edwin A. Stevens meets New Jersey Railroad committee at Merchants Exchange; NJRR proposes to carry Morris & Essex trains from East Newark Jct. to Hoboken Land & Improvement Company at Hackensack River; Stevens wants rate concessions but urges consolidation of companies. (RR Conflict)
- Jan. 25, 1860** Notice given in New Jersey Legislature of intent to introduce bill for railroad from New Brunswick to Millburn on Orange on Morris & Essex Railroad. (RR Conflict)
- Jan. 25, 1860** Joint operating agreement signed between Pittsburgh, Fort Wayne & Chicago and Cleveland & Pittsburgh; C&P route between Rochester and Alliance via Wellsville becomes main freight route because of lower grades than PFW&C between same points.
- Jan. 26, 1860** — Westcott of Hudson County gives notice in New Jersey Legislature of intent to introduce supplement to Hoboken Land & Improvement Company without stating that it will give it power to build a railroad from Hoboken to Newark. (RR Conflict)
- Jan. 28, 1860** John S. Darcy replies to Parker denying charges against New Jersey Railroad and repeating old ones against Camden & Amboy. (RR Conflict)
- Winter 1860** New Jersey Railroad completes new two-track drawbridge over Hackensack River.
- Feb. 1, 1860** Edwin A. Stevens and Camden & Amboy interests introduce bill in N.J. Legislature to incorporate New Brunswick, Milburn & Orange Railroad, which will link C&A with Stevens-controlled Morris & Essex, allowing C&A to extort favors from New Jersey Railroad. (RR Conflict)
- Feb. 2, 1860** Supplement to charter of Hoboken Land & Improvement Company introduced in New Jersey Senate; text kept secret until second reading. (RR Conflict)

<b>Feb. 2, 1860</b>	<b>Camden &amp; Amboy and CNJ officers meet and agree to combine against New Jersey Railroad; Camden &amp; Amboy agrees to back CNJ extension to Jersey City. (SG)</b>
<b>Feb. 4, 1860</b>	<b>PRR Board authorizes 7% rebate on coal shipped from Allegheny and Broad Top Coal Fields, providing minimum shipment of 2,000 tons. (MB)</b>
<b>Feb. 6, 1860</b>	<b>Cumberland Valley Railroad begins operating Franklin Railroad under lease dated Jan. 26, 1860; Franklin Railroad reopens between Chambersburg and Greencastle with heavy rail and steam service replacing horse cars. (C&amp;C, Valley Spirit)</b>
<b>Feb. 6, 1860</b>	<b>PRR annual meeting; resolution of Moncure Robinson that Pres. Thomson should not be an officer or consultant to any other company is tabled. (MB implies passed resolution that he should devote all time to PRR?)</b>
<b>Feb. 7, 1860</b>	<b>Camden &amp; Amboy signs five-year agreement with CNJ to allow 25% of western traffic to go via Allentown Route; CNJ to operate only one through passenger train and one freight train and charge same rates; C&amp;A to have 75% of business; CNJ to charge \$1.75 per passenger between Easton and New York, while C&amp;A charges \$1.50 between Easton and Philadelphia; CNJ not to charge less for freight to New York than C&amp;A does to Philadelphia; each road pledges to refrain from competing with the other or invading its territory; C&amp;A agrees to end opposition to CNJ's extension of CNJ from Elizabethport to Jersey City.</b>
<b>Feb. 8, 1860</b>	<b>PRR Board restores salaries of President, Vice President and Treasurer to 1857 levels. (MB)</b>
<b>Feb. 8, 1860</b>	<b>Hoboken Land &amp; Improvement Company supplement given second reading, and text becomes known;; gives it power to use Long Dock Tunnel; bill is sent back to Committee on Corporations, and hearings held in afternoon; John P. Jackson appears for New Jersey Railroad and Mercer Beasley for Hoboken Land &amp; Improvement Company. (RR Conflict)</b>
<b>Feb. 10, 1860</b>	<b>Baltimore Mayor Swann refuses to turn over police dept. to new reform commissioners. (Vexler)</b>
<b>Feb. 13, 1860</b>	<b>New Jersey Railroad issues protest to New Jersey Legislature regarding pending bill authorizing Hoboken Land &amp; Improvement Company to build a railroad to Newark. (SG)</b>

<b>Feb. 13, 1860</b>	<b>Erie &amp; Pittsburgh Railroad begins regular revenue passenger service between Girard and Jamestown, Pa.</b>
<b>Feb. 14, 1860</b>	<b>New Jersey Railroad presents petition against Hoboken Land &amp; Improvement Company bill. (RR Conflict)</b>
<b>Feb. 15, 1860</b>	<b>New Jersey Senate amends Hoboken Land &amp; Improvement Company bill; drops power for it to use any other bridges but leaves provision for operating its trains over any other railroad. (RR Conflict)</b>
<b>Feb. 1860</b>	<b>William Jackson Palmer reports on tests burning Pittsburgh and Broad Top coal in PRR locomotives. (Rept)</b>
<b>Feb. 1860</b>	<b>New York &amp; Flushing directors fire President Oliver Charlick; new president ends Sunday service on August 1.</b>
<b>Feb. 16, 1860</b>	<b>New Jersey Senate passes Hoboken Land &amp; Improvement Company bill. (RR Conflict)</b>
<b>Feb. 16, 1860</b>	<b>PW&amp;B Board authorizes purchase of Burton's Wharf property in Philadelphia for \$40,000; lies between two company wharves at Southwark; reports have sold freight station at Broad &amp; Locust Street to Adams Express Company for \$1,250. (MB)</b>
<b>Feb. 20, 1860</b>	<b>New Jersey Railroad publishes <i>Address to the People of Newark</i>. (RR Conflict)</b>
<b>Feb. 21, 1860</b>	<b>New Jersey House Committee on Corporations holds hearings on Hoboken Land &amp; Improvement Company bill; John P. Jackson for New Jersey Railroad offers to drop its exclusive right to bridges, if Camden &amp; Amboy will drop its monopoly. (RR Conflict)</b>
<b>Feb. 25, 1860</b>	<b>Robert F. Stockton issues public letter, commissioned by Joint Companies, defending the rights of the Joint Companies against the New Jersey Railroad. (MB, Pam)</b>
<b>Feb. 25, 1860</b>	<b>Marietta &amp; Cincinnati Railroad sold at foreclosure to Noah L. Wilson, et al., for \$200,000; reorganized under same name. (Church, ARJ)</b>
<b>Feb. 27, 1860</b>	<b>CNJ displays two Woodruff sleepers designed for New York-Pittsburgh service via Allentown Route.</b>
<b>Feb. 27, 1860</b>	<b>Philadelphia &amp; Baltimore Central Railroad opens between Kennett Square and Avondale.</b>
<b>Feb. 28, 1860</b>	<b>Edwin A. Stevens publishes a pamphlet refuting the New Jersey</b>

**Railroad's charges; denies Camden & Amboy and Hoboken Land & Improvement Company are linked; says NJRR, unlike C&A, has not aided any local railroads. (Pam)**

- Feb. 29, 1860**      **Hoboken Land & Improvement Company bill passes New Jersey House 36-22. (RR Conflict)**
- Feb. 29, 1860**      **Franklin Railroad reopens with steam power between Greencastle and Hagerstown. (CV AR - Franklin Repository has Aug. 1!!)**
- Early 1860**        **PRR moves Johnstown station west of canal.**
- Mar. 1, 1860**        **New Jersey Senate passes House version of Hoboken Land & Improvement Company bill 14-7; Robert F. Stockton issues victory broadside denouncing New Jersey Railroad attorneys John P. Jackson and A.O. Zabriskie. (RR Conflict)**
- Mar. 2, 1860**        **State of Maryland appropriates \$847,235 for various railroads over period of 8 years; includes Philadelphia & Baltimore Central, Columbia & Port Deposit, and most proposed lines on Eastern Shore. (PL)**
- Mar. 3, 1860**        **East Brandywine Railroad renamed East Brandywine & Waynesburg Railroad; PRR may subscribe or endorse bonds. (PL)**
- Mar. 4, 1860**        **PRR Vice President William B. Foster, Jr., (1808-1860) dies suddenly at Philadelphia of an infected carbuncle at age 52. (USRR&MR says of lung infection)**
- Mar. 6, 1860**        **New Jersey Railroad responds to Commodore Stockton's attack. (RR Conflict)**
- Mar. 8, 1860**        **Governor Parker of New Jersey signs bill permitting Stevens's Hoboken Land & Improvement Company to build a railroad between Hoboken and Newark parallel to New Jersey Railroad. (Taber)**
- Mar. 8, 1860**        **Maryland act allows B&O to subscribe for stock of Baltimore & Potomac Railroad; majority of B&P directors must be local residents; fortunately, B&O does nothing, permitting B&P charter to be used by PRR after Civil War. (Digest)**
- Mar. 9, 1860**        **PRR begins operating western stock trains to Jersey City via Allentown Route; fits 100 stock cars with broad tread wheels for this trade. (USRR&MR says Mon. 3/5 - ARJ gives this date for first train to pass over East Penn RR)**

<b>Mar. 12, 1860</b>	<b>LIRR charter supplement authorizes it to extend to Hunters Point and buy the New York &amp; Jamaica Railroad. (CorpHist)</b>
<b>Mar. 12, 1860</b>	<b>Pa. act authorizes bondholders to reorganize Williamsport &amp; Elmira Railroad as Elmira &amp; Williamsport Railroad with old First Mortgage bondholders receiving \$1 million in new bonds, Second Mortgage bondholders and floating debt holders receiving preferred stock and old stockholders receiving common stock. If bondholders fail to approve, may reorganize as Williamsport &amp; Niagara Railroad with bondholders receiving common stock and others nothing. (Digest)</b>
<b>Mar. 1860</b>	<b>Erie &amp; Pittsburgh Railroad opens between Conneautville and Jamestown, Pa.</b>
<b>Mar. 14, 1860</b>	<b>Last rail laid on Union Railroad between Scotts Landing on Marietta &amp; Cincinnati below Marietta and Belpre, opposite Parkersburg, improving boat connection with B&amp;O. (ARJ)</b>
<b>Mar. 15, 1860</b>	<b>N.J. act authorizes Millville &amp; Glassboro Railroad to extend to Cape May. (Val)</b>
<b>Mar. 1860</b>	<b>Camden &amp; Amboy Railroad completes tunnel under Delaware &amp; Raritan Canal in Trenton for projected straight line between Deans Pond and Delaware River. (Lee citing SG 3/17)</b>
<b>Mar. 1860</b>	<b>Stephen B. Kingston named PRR Freight Agent at Philadelphia, replacing E.J. Snieder, deceased.</b>
<b>Mar. 1860</b>	<b>Cincinnati, Wilmington &amp; Zanesville Railroad contracts for use of Little Miami Railroad between Morrow and Cincinnati. (Church)</b>
<b>Mar. 19, 1860</b>	<b>City of Pittsburgh authorizes placing its railroad stocks in hands of Reuben Miller, Jr., Thomas Bakewell, John Holmes, John Bissel and Thomas Mellon as trustees for the benefit of holders of bonds issued by city to pay for railroad stocks; this plan was not carried out, and the stocks were later sold at marshall's sale in suit brought against the city. (Church)</b>
<b>Mar. 21, 1860</b>	<b>Tom Scott named Vice President, replacing Foster; Enoch Lewis returns to PRR to succeed Scott as General Superintendent, effective Apr. 1; Scott replaces Foster as PRR's political envoy and wirepuller, and PRR lobbying becomes much more aggressive. (MB)</b>
<b>Mar. 2, 1860</b>	<b>Western Pennsylvania Railroad Company incorporated for purpose of reorganizing North-Western Railroad; may extend to Tyrone. (Digest)</b>

<b>Mar. 22, 1860</b>	<b>Last day of New Jersey legislative session; Assemblyman Wood of Somerset County introduces a resolution for the Attorney-General to proceed against the Camden &amp; Amboy Railroad for failing to double track its main line as required by the supplement of Mar. 19, 1857; at 10:00 PM, two men leave Assembly singing a song whose chorus is "We are all a bunch of robbers, we are all a bunch of robbers, from the Camden &amp; Amboy State." (RR Conflict)</b>
<b>Mar. 22, 1864</b>	<b>N.J. act revives charter of Rocky Hill Railroad &amp; Transportation Company. (Val)</b>
<b>Mar. 23, 1860</b>	<b>South Side Railroad Company of Long Island incorporated to build between Brooklyn and the Town of Islip in competition with LIRR. (Val - date of articles)</b>
<b>Mar. 26, 1860</b>	<b>PRR Road Committee grants Robert Hare Powel a 7% rebate on Broad Top coal, although his 1859 shipments of 47,145 tons fell short of promised 50,000 tons, providing makes up difference in 1860; declines to purchase coal hoisting apparatus on wharf at Christian Street and Schuylkill River; to make report on proposal of Henry Randell for steamship line from Philadelphia to Europe and California. (MB)</b>
<b>Mar. 26, 1860</b>	<b>First freight car, loaded with lard, leaves St. Louis for New York via Buffalo and NYC; arrives in New York on Mar. 31; is first car to run through without breaking bulk; Terre Haute &amp; Indianapolis Railroad, NYC, and other railroads establish line of freight cars with compromise (wide-tread) wheels for through freight to points east of Buffalo and Pittsburgh without transshipment between Ohio and standard gauges.</b>
<b>Mar. 26, 1860</b>	<b>Ohio law limits amount to be spent annually on repairing canals at no more than \$200 per month over gross receipts.</b>
<b>Mar. 28, 1860</b>	<b>G.W. Cass replaces T. Haskins DuPuy as Pres. of PFW&amp;C and Tom Scott takes seat on Board; DuPuy becomes Pres. of Catawissa Railroad.</b>
<b>Mar. 29, 1860</b>	<b>Washington &amp; Maryland Line Railroad renamed Columbia &amp; Maryland Line Railroad. (C&amp;C)</b>
<b>Mar. 30, 1860</b>	<b>PRR charter supplement allows it to take possession of the remainder of the Powelton Estate in West Philadelphia. (PL)</b>
<b>Mar. 30, 1860</b>	<b>Hollidays Cove Railroad incorporated in Va. by Western Transportation Company to build across Pan Handle; stipulation that a railroad and bridge be built to Wheeling before road to Steubenville can be opened; this charter was only used to build Steubenville Bridge</b>

and approach; rest of railroad across the Panhandle was created by rebuilding the private "Edgington & Wells Railroad". (Church)

- Mar. 31, 1860**      **Wheeling Railroad Bridge Company incorporated in Va. by Western Transportation Company as price of incorporating Hollidays Cove Railroad. (Church)**
- Apr. 1, 1860**      **Enoch Lewis returns to PRR as General Superintendent, replacing Tom Scott. (Wilson)**
- Apr. 2, 1860**      **Pennsylvania act authorizes Williamsport & Elmira Railroad to build new route in Williamsport south of Hepburn Street to Park Basin on south side of Keystone Park grounds. (Digest)**
- Apr. 2, 1860**      **Mifflin & Centre County Railroad Company incorporated in Pa. to build line from Lewistown to Milesburg. (PL)**
- Apr. 2, 1860**      **Oil Creek Railroad Company incorporated to build from at or near Garland station on Sunbury & Erie Railroad into Oil Region at Titusville with extension to Franklin in Venango County. (Val, Corp Hist)**
- Apr. 2, 1860**      **Joint operating contract between Cincinnati, Hamilton & Dayton, Columbus & Xenia, Little Miami and Dayton, Xenia & Belpre Railroads takes effect. (ARJ)**
- Apr. 3, 1860**      **First Pony Express riders leave Sacramento and St. Joseph, Mo., making trip in 10 days.**
- Apr. 4, 1860**      **PRR Board approves sale of portion of land it had accumulated for a depot on the north side of Market Street between 11th Street and 12th Street to the Farmer's Market Company; (later becomes site of Reading Terminal?) (MB)**
- Apr. 5, 1860**      **Pennsylvania act authorizes PRR to remove its tracks from Liberty Street, Pittsburgh, and condemn a private right of way. (PL)**
- Apr. 8, 1860**      **Eastern Division of Ohio & Mississippi Railroad placed in hands of New York banker Joseph W. Alsop as receiver. (Smith - ARJ has 4/9)**
- Apr. 10, 1860**      **North Western Railroad Company reorganized as Western Pennsylvania Railroad Company. (check C&C 4/10 is date of transfer of assets)**
- Apr. 13, 1860**      **Pennsylvania Legislature authorizes Sunbury & Erie to issue scrip; creates \$600,000 first lien for contractor for work done since Aug. 1,**

1859; had earlier rejected S&E request for state aid and making \$3.5 million bonds secondary to the \$3.5 million to be issued to the public; as a result, S&E discontinues all construction. (Rosenberger)

- Apr. 17, 1860**      **Elmira & Williamsport Railroad Company organized for purpose of taking over Williamsport & Elmira Railroad.**
- Apr. 18, 1860**      **East Brandywine Railroad reincorporated as East Brandywine & Waynesburg Railroad.**
- Apr. 18, 1860**      **Williamsport & Elmira Railroad sold at foreclosure to Edward S. Whelen representing bondholders. (Digest)**
- Apr. 19, 1860**      **PW&B Board subscribes \$5,000 to Eastern Shore Railroad so subscription level qualifies it for air voted by state; authroizes taking \$5,000 bonds of Union Railroad Company of Ohio at 80. (MB)**
- Apr. 20, 1860**      **First through freight car from St. Louis arrives in Philadelphia via PRR.**
- Apr. 20, 1860**      **South Side Railroad Company of Long Island organized at Brooklyn; Alexander J. Bergen, Pres. (Val, C&C)**
- Apr. 1860**          **Sunbury & Erie Railroad begins handling regular shipments of petroleum to Erie, en route to Cleveland or New York; 200 barrels shipped in first week of April; increased to 2,341 barrels per month by Aug. 1860.**
- Apr. 1860**          **Floods damage Ohio Canals beyond limits of law of March 26, 1860; increasing pressure for sale or lease.**
- Apr. 25, 1860**      **Brooklyn & Jamaica Railroad conveys all right of way between Rockaway Road and Beaver Street in Jamaica to LIRR. (C&C)**
- Apr. 25, 1860**      **LIRR purchases property of New York & Jamaica Railroad, then under construction. (Val)**
- Apr. 25, 1860**      **Michigan Southern & Northern Indiana Railroad elects new Board, including Henry Keep; Elisha M. Gilbert of Utica elected. Pres. (ARJ)**
- Apr. 26, 1860**      **LIRR surrenders lease of Brooklyn & Jamaica Railroad and deeds its rights to Atlantic Avenue tunnel to B&J.**
- Apr. 26, 1860**      **Atlantic & Great Western Railroad begins surveys. (ARJ)**
- Apr. 28, 1860**      **Williamsport & Elmira Railroad conveyed to new Elmira &**

**Williamsport Railroad Company; Charles Macalester remains as receiver. (C&C - Digest says 5/11/60)**

- Apr. 28, 1860**      **Portion of Cincinnati & Chicago Railroad between Richmond and Logansport sold at foreclosure to Pierre Chouteau, Jr., F.C. Gebhard, Uriel A. Murdock, John H. Thompson and Henry Morgan, a committee of bondholders of the former Cincinnati, Logansport & Chicago Railway; leaves section from Wabash, Ind., to Ohio state line,, on which \$500,000 spent without any part being completed; portion between Muncie and Connersville later sold to Fort Wayne & Southern Railroad and the Connersville & New Castle Junction Railroad and becomes part of Lake Erie & Western Railroad system; remainder between Marion-Muncie and Marion-Wabash left incomplete and abandoned; line is graded from Logansport to Valparaiso and to Cass County line. (Church, ARJ)**
- Spring 1860**      **Stock of Pittsburgh & Connellsville Railroad held by City of Pittsburgh and Allegheny County threatened with sale under judgements obtained by holders of county and municipal railroad bonds; City of Baltimore refuses Pres. Latrobe's plea to buy this stock, but he is able to get sale postponed.**
- May 1, 1860**      **PRR Road Committee recommends Pres. Thomson confer with Reading to obtain permanent arrangement for joint transportation of all Broad Top and Allegheny coal, providing Reading concedes all business of Susquehanna Valley to PRR. (MB)**
- May 1, 1860**      **Eastern Shore Railroad opens between Delmar and Salisbury, Md.; operated by PW&B under contract of June 29, 1859.**
- May 1, 1860**      **General Augustus L. Rounfort resigns as Superintendent of Eastern Division; later President of Peoples Gas Company of Harrisburg and Mayor of Harrisburg.**
- May 1, 1860**      **Atlantic & Great Western Railroad begins construction. (ARJ)**
- May 2, 1860**      **Faced with the bitter presidential campaign of 1860, PRR Board reaffirms its policy is to abstain from all political contests and threatens dismissal to any employee attempting to influence the votes of others; although the PRR will soon become identified with the Republican Party, Thomson has many friends in the South from his long service in Georgia. (MB, Ward)**
- May 3, 1860**      **Altoona Mechanics Library and Reading Room Association incorporated; facilities maintained by PRR in one of its office buildings.**

<b>May 3, 1860</b>	<b>Junction Railroad incorporated to link PRR, Reading and PW&amp;B in West Philadelphia. (PL)</b>
<b>May 5, 1860</b>	<b>Steam-powered "dummy" railcar <i>Novelty</i> makes test run on PG&amp;N at Philadelphia; 25-foot body built by Kimball &amp; Gorton and power plant by Baldwin; seats 38. (ARJ)</b>
<b>May 7, 1860</b>	<b>Old Baltimore Police Dept. disbanded. (Vexler)</b>
<b>May 9, 1860</b>	<b>East Brandywine &amp; Waynesburg Railroad organized.</b>
<b>May 11, 1860</b>	<b>Elmira &amp; Williamsport Railroad enters receivership. (Digest says this date property conveyed to persons forming E&amp;W)</b>
<b>May 1860</b>	<b>Tom Scott provides free passes over PRR for all 367 Pennsylvania delegates to Republican Convention in Chicago; all are pledged to his friend Simon Cameron; beginnings of close association between PRR and Republican Party. (Kamm - or Apr.?)</b>
<b>May 1860</b>	<b>Entire Pennsylvania Republican delegation travels to Chicago convention on free PRR/PFW&amp;C tickets procured by Sen. Simon Cameron; delegation is pledged to Cameron as favorite son candidate.</b>
<b>May 1860</b>	<b>Belvidere-Delaware Railroad inaugurates omnibus connection between Belvidere and DL&amp;W at Bridgeville, N.J. (Lee)</b>
<b>May 15, 1860</b>	<b>PRR Road Committee adopts William H. Wilson's survey and location of the Delaware Extension from West Chester &amp; Philadelphia Railroad to PW&amp;B and orders placed under contract; declines to guarantee bonds of East Brandywine &amp; Waynesburg, but will accept its bonds in payment of through rates up to \$7,500 per mile; postpones discussion of Allentown Route in absence of G.W. Cass. (MB)</b>
<b>May 16, 1860</b>	<b>Republican convention opens at The Wigwam in Chicago.</b>
<b>May 17, 1860</b>	<b>East River Ferry Company incorporated in New York to operate between Hunters Point (Long Island City) and 34th Street, 8th Street, and James Slip on Manhattan. (Val - unclear if 8th St. ever operated)</b>
<b>May 18, 1860</b>	<b>On first ballot, Cameron trails William H. Seward and Abraham Lincoln for presidential nomination; that morning, Cameron's managers had agreed to give Cameron's votes to Lincoln on second ballot in return for a cabinet post for Cameron; Pennsylvania's votes are enough to put Lincoln over the top on the third ballot.</b>

<b>May 19, 1860</b>	<b>Commissioners for Salem Railroad organize at Salem, N.J. (C&amp;C?)</b>
<b>May 1860</b>	<b>PRR and Reading meet to arrange for joint stock of cars to be used for carrying coal from Broad Top and Allegheny Fields; as PRR has no coal terminal in Philadelphia and Reading's Port Richmond coal terminal is one of largest such facilities in world, arrange to run coal trains over the Reading east of Harrisburg. (had begun shipping in Reading cars ca. 1859!)</b>
<b>May 1860</b>	<b>Joseph K. Edgerton named sole receiver of PFW&amp;C.</b>
<b>May 21, 1860</b>	<b>Samuel D. Young named Superintendent of Eastern Division replacing Augustus L. Rounfort, resigned. (MB)</b>
<b>May 23, 1860</b>	<b>PRR adopts location of Delaware Extension and orders construction to junction with PW&amp;B east of river. (MB)</b>
<b>May 23, 1860</b>	<b>Sheriff of Dauphin County attaches a number of PRR locomotives on writ of Attorney-General to recover \$300,000 arrears on Tonnage Tax; PRR posts bond to redeem equipment. (ARJ)</b>
<b>May 26, 1860</b>	<b>Hollidays Cove Railroad organized; Thomas S. Clarke Pres. (Church, C&amp;C)</b>
<b>May 27, 1860</b>	<b>Northern Central Railway begins operating its first separate commuter train between Baltimore and Cockeysville for summer season; had previously operated a York local allowing a business day in Baltimore. (BaltAm)</b>
<b>May 28, 1860</b>	<b>Through passenger trains begin operating between Jersey City and Harrisburg via Allentown Route; one round trip; 18:00; serves particularly to distribute New York papers. (NJJ)</b>
<b>May 29, 1860</b>	<b>PRR Road Committee declines to participate with W.P. Williams in establishing a line of propellers between Philadelphia and New York; authorizes further negotiations for more equitable division of rates with Camden &amp; Amboy. (MB)</b>
<b>May 30, 1860</b>	<b>PRR Board declines to make loan requested by W.P. Williams to extend his New York-Boston line of freight propellor steamers to Philadelphia; declines to make \$50,000 loan requested by Sunbury &amp; Erie. (MB)</b>
<b>June 6, 1860</b>	<b>Cincinnati ordinance requires Little Miami Railroad to relay its track in East Front Street between Pearl &amp; Washington Streets with a flush street rail. (Church)</b>

<b>June 8, 1860</b>	<b>Mortgage trustees take possession of Marietta &amp; Cincinnati Railroad. (ARJ)</b>
<b>June 11, 1860</b>	<b>West Chester Railroad tests steam dummy between Philadelphia and West Chester.</b>
<b>June 12, 1860</b>	<b>East River Ferry Company establishes ferry between Long Island City and James Slip in Manhattan.</b>
<b>June 14, 1860</b>	<b>Cleveland &amp; Pittsburgh Railroad enters receivership on suit of Baldwin Locomotive Works, which is owed \$122,000 for locomotives. (ARJ, n.d.; USRR&amp;MR says J.N. McCullough appointed receiver 6/19! - Church says 14)</b>
<b>June 16, 1860</b>	<b>Springfield, Mt. Vernon &amp; Pittsburgh Railroad enters receivership; portion between Delaware and Springfield, Ohio, completed but not operated; portion between Delaware and a point four miles east of Loudonville remains unfinished. (Church)</b>
<b>June 1860</b>	<b>PRR carries 570 barrels of petroleum from Pittsburgh to Philadelphia; had descended river from Oil City on rafts and arks.</b>
<b>June 23, 1860</b>	<b>J. Edgar Thomson, writing as Pres. of Southern Pacific Railroad, notes he has made a contract with DeGraff &amp; Smith to lay 50 miles of track. (ARJ)</b>
<b>June 26, 1860</b>	<b>Tom Scott accepts an offer of alliance from Simon Cameron with the object of securing control of the Northern Central. (Kamm)</b>
<b>June 30, 1860</b>	<b>Philadelphia &amp; Baltimore Central Railroad stockholders meet at Avondale, Pa.; hear proposal from Samuel M. Felton of PW&amp;B to complete road and lease it and buy \$300,000 of its bonds at 60 cents on the dollar, but postpone vote. (ARJ)</b>
<b>July 1, 1860</b>	<b>Sunbury &amp; Erie Railroad begins providing locomotives between Sunbury and Whetham, replacing Northern Central and Catawissa Railroads, which continue to supply cars; Catawissa Railroad also continues to supply locomotives for its freight trains between Milton and Williamsport.</b>
<b>July 2, 1860</b>	<b>Catawissa, Williamsport &amp; Erie Railroad sold at foreclosure at Merchants Exchange to Samuel V. Merrick representing bondholders. (ARJ)</b>
<b>July 4, 1860</b>	<b>Millville &amp; Glassboro Railroad operates special train between Millville? and Forest Grove, N.J. (ARJ says op. spec. train Millville?-</b>

**Forest Grove only!)**

- July 6, 1860**      **Thomas L. Jewett of Steubenville & Indiana Railroad, H.J. Jewett of Central Ohio Railroad, Tom Scott of PRR and W.H. Clement of Little Miami Railroad meet at Coshocton to arrange for through line between Pittsburgh and Cincinnati. (ARJ)**
- July 7, 1860**      **Stockholders of Philadelphia & Baltimore Central Railroad hold adjourned meeting but again postpone vote on S.M. Felton's proposal to lease. (ARJ)**
- July 9, 1860**      **Philadelphia & Baltimore Central Railroad opens between Avondale and West Grove, Pa. (newspaper)**
- July 1860**        **PRR places Baldwin "dummy" *Novelty* on Western Division; to be used for picnic parties, etc. (ARJ)**
- July 12, 1860**    **Baltimore & Potomac Railroad elects Oden Bowie (1826-1894) "permanent Pres.", replacing Col. John S. Sellman, resigned; authorizes letting contracts for grading between crossing of Annapolis & Elk Ridge Railroad and Upper Marlboro; because of financial difficulties and Civil War, Board does not meet again until 1866. (MB)**
- July 12, 1860**    **Cleveland & Pittsburgh Railroad Board authorizes purchase of Bickwell property at Manchester; appoints committee on extension to Pittsburgh. (MB)**
- July 18, 1860**    **Elmira & Williamsport Railroad leaves receivership without foreclosure.**
- July 10, 1860**    **Cincinnati & Chicago Air-Line Railroad incorporated in Indiana as reorganization of part of Cincinnati & Chicago Railroad between Richmond and Logansport. (Church, C&C)**
- July 11, 1860**    **Portion of Cincinnati & Chicago Railroad between Richmond and Duret Street, Logansport, conveyed to Cincinnati & Chicago Air-Line Railroad; company later builds bridge across the Wabash River to connect with Chicago & Cincinnati Railroad. (Church)**
- July 18, 1860**    **Two-day meeting of Trunk Lines begins at St. Nicholas Hotel in New York; raise rates substantially effective Aug. 1; establish committee of Presidents of five Trunk Lines, including Grand Trunk Railway of Canada; urge establishment of union ticket offices in major cities and elimination of forwarding agents and traffic solicitors working on commission by Jan. 1, 1861.**

<b>July 18, 1860</b>	<b>Ground broken for East Brandywine &amp; Waynesburg Railroad.</b>
<b>July 21, 1860</b>	<b>Stockholders of Philadelphia &amp; Baltimore Central Railroad discuss plan to issue \$120,000 in bonds at 70. (ARJ)</b>
<b>July 23, 1860</b>	<b>City of Baltimore passes ordinance guaranteeing interest on \$500,000 of Western Maryland Railroad bonds to permit it to extend to Hagerstown; marks beginning of heavy financing of WM by City of Baltimore as independent rival to B&amp;O and PRR. (WM)</b>
<b>July 26, 1860</b>	<b>Portion of unfinished Pittsburgh &amp; Erie Railroad lying between Jamestown and New Castle, and branch west to Ohio state line, sold at foreclosure to Samuel Goodwin and William Gibson for \$5,000. (Spence)</b>
<b>July 26, 1860</b>	<b>William Judson elected Pres. of Cincinnati &amp; Chicago Air-Line Railroad. (Church)</b>
<b>July 28, 1860</b>	<b>Trunk Lines meet at Saratoga, N.Y., and draw up new rate compact.</b>
<b>July 30, 1860</b>	<b>New Jersey Court of Chancery upholds monopoly grant to Proprietors of Bridges over the Passaic and Hackensack in case brought by New Jersey Railroad to keep Hoboken Land &amp; Improvement Company from building own bridge into Newark.</b>
<b>July 31, 1860</b>	<b>Tom Scott writes to Simon Cameron from the Saratoga Railroad Convention with a plan for capturing the Northern Central. (Kamm)</b>
<b>July 31, 1860</b>	<b>Work begins on Arsenal Bridge over Schuylkill River; iron to be fabricated at Altoona under J.H. Linville, Assistant Resident Engineer of Middle Division, soon to be a major bridge engineer.</b>
<b>July 31, 1860</b>	<b>Marietta &amp; Cincinnati Railroad reorganized under Ohio act of Feb. 24 as "Marietta &amp; Cincinnati Railroad Company as Reorganized." (Church)</b>
<b>Summer 1860</b>	<b>Tom Scott begins a publicity campaign for repeal of the tonnage tax through newspapers and public meetings; contacts both Democratic and Republican candidates so that it does not become a partisan issue in the fall election; promises PRR aid to local railroads to win support.</b>
<b>Aug. 1, 1860</b>	<b>Franklin Railroad reopens between Greencastle and Hagerstown; rebuilding financed by Jay Cooke &amp; Co. and E.W. Clark &amp; Co. of Philadelphia. (Rpblcn &amp; Trnsrpt)</b>
<b>Aug. 1, 1860</b>	<b>Robert Pitcairn, age 24, named Superintendent of Middle Division</b>

replacing S.D. Young promoted to Eastern Division. (MB)

- Aug. 4, 1860** Philadelphia & Baltimore Central Railroad stockholders hear report that company is unable to sell bonds and has no credit; Samuel M. Felton repeats offer to advance \$180,000 cash in return for \$300,000 bonds at 60 and lease to PW&B for 20 years; stockholders approve, but only if no other lessees can be found within 20 days. (ARJ)
- Aug. 4, 1860** Catawissa, Williamsport & Erie Railroad reorganized as Catawissa Railroad; T. Haskins Du Puy elected Pres. (ARJ)
- Aug. 8, 1860** Brooklyn & Jamaica Railroad reorganized as Brooklyn Central & Jamaica Railroad. (CHECK)
- Aug. 15, 1860** PW&B Engineer reports that company needs a New York boat fitted as a train ferry to take place of *Maryland* while it is repaired. (MB)
- Aug. 1860** E. & J. McCreary of Middletown, Pa., operate a two-section boat of their design carrying 250 tons of coal from Lykens to Delaware City; can be taken apart for Eastern Division locks or pass joined through 180' locks of Susquehanna & Tide Water Canal. (RW)
- Aug. 1860** First documented use of undercover detectives by PRR exposes a conductors' and trainmen's ring pocketing fares and reselling tickets.
- Aug. 1860** J. Edgar Thomson, in London, works to dissuade investors and banking houses from backing Atlantic & Great Western Railroad as potential competitor of PRR and Philadelphia & Erie. (Felton - verify JET in Eng)
- Aug. 18, 1860** Chicago ordinance permits PFW&C to build one-year temporary connection to Chicago, St. Paul & Fond du Lac Railroad in Lake, Randolph & Madison Streets; PFW&C must begin to build depot between Madison & Adams Streets. (Church)
- Aug. 25, 1860** Atlantic & Great Western Railway opens between Little Valley (Salamanca), N.Y., and Jamestown, N.Y.; revenue service begins Sep. 11. (Reynolds, Felton)
- Aug. 28, 1860** Philadelphia & Trenton Railroad appoints committee to arrange for extension to 3rd & Willow Street or for a connection to other railroads using horse car companies; appoints second committee to consider Attleborough Railroad, a branch in Bucks County. (MB)
- Aug. 30, 1860** Philadelphia & Baltimore Central Railroad opens between West Grove and end of track (Kelton). (newspaper)

<b>Sep. 5, 1860</b>	<b>PRR Board approves request of Pittsburgh Board of Trade that through rates apply to any freight coming from West that is bought and/or reworked in Pittsburgh prior to being reshipped to the East; gives Pittsburgh millers substantial advantages over those in Philadelphia. (MB)</b>
<b>Sep. 6, 1860</b>	<b>PW&amp;B Board accepts offer of City of Baltimore to sell it the block on which President Street Station sits for \$30,000. (MB)</b>
<b>Sep. 10, 1860</b>	<b>Joint Companies' Executive Committee appoints J.P. Bradley, John r. Thomson, William Cook and John G. Stevens a committee to counteract lobbying and propaganda of the New Jersey Railroad; approves West Jersey Railroad's subscription of \$15,000 to Salem Railroad. (MB)</b>
<b>Sep. 10, 1860</b>	<b>Oil Creek Railroad organized with Thomas Struthers of Warren as Pres.; Dr. Worthy S. Streator of Cleveland the principal investor. (ARJ, )</b>
<b>Sep. 12, 1860</b>	<b>PRR Road Committee postpones consideration of proposition of Noah L. Wilson, agent for reorganizing Marietta &amp; Cincinnati Railroad. (MB)</b>
<b>Sep. 14, 1860</b>	<b>Two-day Trunk Line convention at St. Nicholas Hotel ratifies Saratoga Agreement;. (check ARJ or NYTrib) broken within two weeks by the New York lines.</b>
<b>Sep. 14, 1860</b>	<b>Philadelphia &amp; Trenton Railroad acquires property between Walnut &amp; Dock Streets. (MB)</b>
<b>Sep. 1860</b>	<b>J. Edgar Thomson resigns presidency of Southern Pacific Railroad of Texas after PRR Board insists he devote full time to its interests. (recheck MB - USRR&amp;MR say well before 9/15 but after 7/7/60)</b>
<b>Sep. 1860</b>	<b>New Lancaster, Pa., station opens. (AR)</b>
<b>Sep. 18, 1860</b>	<b>New York Supreme Court orders cancellation of all bogus New York &amp; New Haven Railroad stock issued by ex-Pres. Robert Schuyler. (RRH)</b>
<b>Sep. 19, 1860</b>	<b>Joint Companies' Board orders West Jersey Railroad to assist Millville &amp; Glassboro Railroad's extension to Cape May. (MB)</b>
<b>Sep. 24, 1860</b>	<b>Joint Companies' Executive Committee authorizes securing a new York landing 1.5 miles north of Pier 1; authorizes installing floating dock and upper level at Pier 1; orders steamboat <i>John Neilson</i> put on</b>

	<b>Camden ferry; authorizes building marine railway at Hoboken; authorizes West Jersey Railroad to take \$75,000 of Millville &amp; Glassboro Railroad bonds. (MB)</b>
<b>Sep. 24, 1860</b>	<b>Millville &amp; Glassboro Railroad opens for revenue service between Glassbor and Millville with two round trips; offers stage connection to West Jersey Railroad at Woodbury. (WdbryCnstn)</b>
<b>Sep. 24, 1860</b>	<b>Philadelphia &amp; Baltimore Central Railroad opens between Kelton and Elkview, Pa. (newspaper)</b>
<b>Sep. 27, 1860</b>	<b>Salem Railroad organized at Salem, N.J.</b>
<b>Fall 1860</b>	<b>Line of through cars with compromise wheels begins operating between East St. Louis and Bellaire via Terre Haute, Alton &amp; St. Louis, Terre Haute &amp; Richmond, Columbus &amp; Xenia, and Central Ohio Railroads.</b>
<b>Oct. 1, 1860</b>	<b>Trunk Lines discontinue use of outside freight and passenger solicitors under Saratoga Agreement; NYC refused to do so and notified others it intends to abrogate the agreement. (verify in ARJ)</b>
<b>Oct. 1, 1860</b>	<b>Prince of Wales (later Edward VII), travelling as "Lord Renfrew", one of his minor titles, leaves Cincinnati via CH&amp;D; arrives in Allegheny from via PFW&amp;C at 8:45 PM. (PubLdgr)</b>
<b>Oct. 1, 1860</b>	<b>Chicago, Burlington &amp; Quincy Railroad (CB&amp;Q) begins operating Peoria &amp; Oquawka Railroad under lease, having finally bought out first lien held by contractors Moss Harding &amp; Co. (RRH)</b>
<b>Oct. 2, 1860</b>	<b>Prince of Wales departs Pittsburgh at 1:10 PM in special PRR train drawn by No. 166, a coal-burner with a Gill firebox; west of Gallitzin, the Prince goes to the cab for a ride through the tunnel; rides around Horseshoe Curve on the pilot beam for better view; arrives Altoona at 5:40 for dinner at Logan House; arrives at Harrisburg at 11:15 PM. Prince presents PRR Secretary Edmund Smith with a fancy scarf-pin. (USRR&amp;MR)</b>
<b>Oct. 2, 1860</b>	<b>Lancaster ordinance authorizes city to appoint special policemen to keep order at PRR depot, to be paid for by PRR. (Digest)</b>
<b>Oct. 3, 1860</b>	<b>Prince of Wales leaves Harrisburg for Baltimore at 10:00 AM over Northern Central; arrives at Baltimore 1:40, where transfers to B&amp;O's Camden Station by carriage; arrives at Washington at 3:30, where entertained by Pres. Buchanan at the White House. (RW)</b>
<b>Oct. 6, 1860</b>	<b>Prince of Wales leaves Washington for Richmond via RF&amp;P.</b>

(PubLdgr)

- Oct. 6, 1860** Lake Erie & Pacific Railroad incorporated in Indiana to build Rushville-Union City. (Church)
- Oct. 7, 1860** Prince of Wales leaves Richmond for Baltimore. (PubLdgr)
- Oct. 9, 1860** Republicans sweep Pennsylvania elections, electing Andrew Greg Curtin governor and winning substantial majorities in Congress and both state houses.
- Oct. 9, 1860** Republicans opposed to repeal of Tonnage Tax sweep elections in Allegheny County; Thomas Williams (1806-1872), a leading critic of the PRR is elected to Assembly.
- Oct. 9, 1860** Prince of Wales arrives in Philadelphia via PW&B for two days of receptions and entertainment. (PubLdgr)
- Oct. 10, 1860** PRR Road Committee appoints committee to consider consequences of locating PRR passenger station in West Philadelphia. (MB)
- Oct. 10, 1860** George William Brown elected Mayor of Baltimore, replacing Thomas Swann. (Vexler - Tues was 10/9)
- Oct. 11, 1860** Prince of Wales leaves Philadelphia for New York via old Camden & Amboy route; travels in federal revenue cutter *Harriet Lane* from South Amboy to New York. (PubLdgr)
- Oct. 1860** Daniel Drew brings Cornelius Vanderbilt into the New York & Erie as a director. (Mott)
- Oct. 15, 1860** Henry Varnum Poor publishes first volume of *History of Railroads and Canals in the United States*, first comprehensive look at the subject since Von Gerstner; volume one covers New England and Middle Atlantic States; publication of volume two is cancelled because of Civil War. (ARJ)
- Oct. 15, 1860** Delegation of Philadelphia Board of Trade leaves on great circle tour of Midwestern cities to promote trade connections and divert traffic from New York; travel as far west as Iowa and as far south as St. Louis and Lexington, Ky.; party of 50 uses same special coach used by the Prince of Wales; includes many Philadelphia merchants and manufacturers, among them James Magee, J.B. Lippincott, Edward C. Biddle, Richard D. Wood; Henry H. Houston acts as host for PRR. (RW)
- Oct. 15, 1860** New York & Harlem Railroad begins issuing through tickets with

	NYC; establishes <i>Lightning Express</i> running between New York and Albany in 4:45. (ARJ)
Oct. 17, 1860	Board of Trade delegation travels over Cleveland & Pittsburgh to Cleveland in an iron passenger car built by Merrick, Hanna & Co. of New Brighton. (RW)
Oct. 19, 1860	Trunk Line meeting at St. Nicholas Hotel delays adopting new rates and regulations until NYC can confer with its western connectinns.
Oct. 1860	John W. Garrett urges Reading to join him and use its influence to block PRR's move on Northern Central, which will allow PRR to compete with B&O in its home city. (Kamm)
Oct. 1860	Post-Panic recovery peaks; economic contraction begins fueled by threat to South posed by candidacy of Lincoln, the standard-bearer of a purely Northern party opposed to the spread of slavery. (NBER)
Oct. 20, 1860	Meeting of creditors with Reorganization Committee of PFW&C at New York office of Winslow, Lanier & Co. approves reorganization plan calling for a foreclosure sale; Purchasing Committee appointed consisting of J.F.D. Lanier, S.J. Tilden and Lewis (Louis?) H. Meyer of New York, Samuel Hanna of Fort Wayne, and J. Edgar Thomson. (AR)
Oct. 23, 1860	PRR and Camden & Amboy officials meet in New York; agree to submit dispute over division of rates to arbitration and negotiate new 10-year contract.
Oct. 31, 1860	Sunbury & Erie agrees to provide motive power for Catawissa Railroad trains over its line between Milton and Williamsport for 20 years.
Nov. 1, 1860	State of Maryland begins proceedings to foreclose Northern Central Railway unless it pays interest on state loan; company also has a large floating debt; impossible to borrow further as markets unsettled by election crisis; directors advance \$120,000 from own resources; (foreclosure was move by state and B&O to block PRR control).
Nov. 5, 1860	Future PRR VP Richard Lincoln O'Donnel born.
Nov. 6, 1860	Abraham Lincoln elected president as Democrats split into northern and southern factions over the slavery issue; election of a Northern, anti-slavery candidate sets Southern secession in motion. (Long)
Nov. 10, 1860	South Carolina calls a secession convention to meet Dec. 17. (Long)

<b>Nov. 11, 1860</b>	<b>Gen. William Cook begins survey for Salem Railroad.</b>
<b>Nov. 12, 1860</b>	<b>New York and Philadelphia financial markets drop in response the South Carolina's calling a secession convention. (Long)</b>
<b>Nov. 12, 1860</b>	<b><i>J. Edgar Thomson</i>, a steam-powered canal boat capable of towing a barge invented by William McConkey of Wrightsville, leaves Wrightsville for Baltimore on Susquehanna &amp; Tide Water Canal; capacity of boat and barge is 180 tons; can pass S&amp;T locks together and navigate Chesapeake Bay; returns to Wrightsville on Nov. 18. (RW)</b>
<b>Nov. 13, 1860</b>	<b>PRR Road Committee refers papers on Marietta &amp; Cincinnati Railroad to Pres. Thomson with power to act; approves resolution of Junction Railroad, providing rate set at 4 cents per ton-mile until bonds are paid off. (MB)</b>
<b>Nov. 14, 1860</b>	<b>PRR agrees to exchange its mortgage on the Cresson property for stock in the Allegheny Mountain Health Institute; not done and mortgage eventually foreclosed. (MB)</b>
<b>Nov. 1860</b>	<b>First regular overnight train begins operating between New York and Boston via Springfield. (RRH)</b>
<b>Nov. 20, 1860</b>	<b>Farmer's Bank of Virginia suspends because of Secession Crisis; suspension spreads to other Virginia banks.</b>
<b>Nov. 21, 1860</b>	<b>New York Clearing House orders pooling of reserves of member banks to prevent banking panic in New York. (Wicker)</b>
<b>Nov. 22, 1860</b>	<b>Philadelphia, Baltimore and Washington banks suspend.</b>
<b>Nov. 23, 1860</b>	<b>New York Clearing House forced to issue loan certificates for first time to amount of \$7.4 million to carry New York banks over crisis. (Wyckoff)</b>
<b>Nov. 24, 1860</b>	<b>Northern Central Railway's Baltimore-Cockeysville commuter train makes last trip of season. (BaltAm)</b>
<b>Nov. 26, 1860</b>	<b>Committee of Philadelphia Board of Trade makes report on its tour of the Midwest. (RW)</b>
<b>Nov. 26, 1860</b>	<b>Two South Carolina "palmetto" flags unfurled in Baltimore in support of secession. (Vexler)</b>
<b>Nov. 27, 1860</b>	<b>Tyrone &amp; Lock Haven Railroad sold at foreclosure at Philadelphia.</b>

(ARJ has Lock Haven & Tyrone, for \$51,000 see also 1/29/61)

- Dec. 1860** Joseph N. Du Barry resigns as Superintendent of PFtW&C; named General Superintendent of Northern Central Railway. (verify - if true would signfy PRR interest?)
- Dec. 1860** PW&B President Samuel M. Felton writes to Gen. Winfield Scott, General-in-Chief of the Army noting that in event of secession, the only route for bringing troops to the relief of Washington is via Annapolis.
- Dec. 1860** John P. Jackson of the New Jersey Railroad issues an anti-Camden & Amboy pamphlet titled, *A General Railroad System for New Jersey by Free Legislation ...*; calls for a new, double-track railroad from Jersey City to Camden with frequent service and lower fares. (Pam)
- Dec. 12, 1860** Southern banks suspend specie payments. (Wyckoff)
- Dec. 12, 1860** Cleveland & Pittsburgh Railroad Board authorizes new bond issue to finance Pittsburgh Extension. (MB)
- Dec. 15, 1860** Philadelphia ordinance authorizes PRR to repair City Railroad west of 11th Street and temporarily east of 11th Street until Delaware Extension is completed; cost of repairs to be deducted from tolls. (Digest)
- ca. Dec. 1860** Thirteenth & Fifteenth Passenger Railway Company of the City of Philadelphia opens branch from Carpenter Street down Broad Street to PW&B depot. (Cox)
- Dec. 18, 1860** Toledo, Logansport & Burlington Railroad and Logansport, Peoria & Burlington Railroad enter receivership; Roswell B. Mason appointed receiver of Toledo, Logansport & Burlington Railroad. (Church, )
- Dec. 20, 1860** South Carolina becomes first southern state to secede from Union. (Long)
- Dec. 20, 1860** Philadelphia & Trenton Railroad Executive Committee considers operating hourly locals to Holmesburg with Grice & Long steam cars. (MB)
- Dec. 21, 1860** U.S. Senate passes bill authorizing the B&O to cross the city and build a Potomac River bridge alongside the Long Bridge. (, PW&B AR - did it pass House?)
- Dec. 22, 1860** Philadelphia ordinance authorizes Frankford & Southwark Passenger Railway (?) to make temporary connection with PW&B at 5th & 6th &

**Washington Streets. (Digest)**

- Dec. 22, 1860 Philadelphia & Baltimore Central Railroad opens between Elkview and Oxford, Pa. (newspaper)**
- Dec. 22, 1860 Ezekiel McGuire appointed Receiver of Eaton & Hamilton Railroad in Indiana on suit of First Mortgage bondholders of former Richmond & Miami Railroad. (Church)**
- Dec. 26, 1860 Federal garrison in Charleston, S.C. withdraws to Fort Sumter on an island in Charleston Harbor. (Long)**
- Dec. 28, 1860 Joint Companies' Executive Committee authorizes publishing a review of John P. Jackson's *A General Railroad System for New Jersey* by J.P. Bradley and John G. Stevens. (MB)**
- Dec. 28, 1860 Allegheny Valley Railroad discontinues use of horses in Pike Street, Pittsburgh.**
- Dec. 28, 1860 PRR Board declines request of American Railway Union to place religious books and tracts in PRR passenger trains. (MB)**
- Dec. 29, 1860 PRR executes 999-year lease of Harrisburg, Portsmouth, Mountjoy & Lancaster, effective Jan. 1, 1861, completing control of entire route between Philadelphia and Pittsburgh.**
- Dec. 30, 1860 South Carolina completes seizure of all Federal property except Fort Sumter. (Long)**
- 1860 Brooklyn & Jamaica Railroad foreclosed (? C&C - ca. 1860)**
- 1860 Reading buys 7,500 shares of Allentown Railroad on which \$20 had been paid in; stops work on project. (AR)**
- 1860 PRR extends 13th & Market Street freight station in Philadelphia.**
- 1860 PW&B converts two more passenger cars to sleeping cars. (AR)**
- 1860 PRR builds new station at Whitehall (Bryn Mawr).**
- 1860 PRR builds stockyard at Harrisburg. (AR)**
- 1860 PRR builds transfer station at Pittsburgh for moving freight between its cars and those of western lines. (AR)**
- 1860 PRR completes double track between Barree and Petersburg. (AR)**

- 1860** PRR continues experimenting with Gill & Co. type copper fireboxes to burn Pittsburgh coal; at W.J. Palmer's suggestion also tries Gill's brick firebrick deflectors without combustion chambers, but these prove unsuitable for passenger service.
- 1860** PRR begins lighting passenger cars with gas. (1859 AR)
- 1860** PRR begins doubling the length of locks on the Eastern Division Canal to increase capacity from 95 tons to 140 tons or 350 tons in double boats.
- c. 1860** PFW&C extended from Van Buren Street to Madison Street, Chicago. (Val)
- c. 1860** PFW&C and Chicago & North Western Rail\_\_ construct joint track in West Water Street, Chicago, between Madison and Kinzie Streets, permitting a run through connection. (Val)
- 1860?** Grain first begins moving from Chicago to Philadelphia via PRR without breaking bulk. (Taylor & Neu)
- 1860** Columbus & Xenia Railroad constructs new 85 x 231 freight house at Columbus jointly with Cleveland, Columbus & Cincinnati Railroad. (AR)
- 1860** Ohio & Mississippi Railroad enters receivership. (verify)
- 1860** Terre Haute & Richmond Railroad agrees with Evansville & Crawfordsville Railroad to furnish rails to build its road between Terre Haute and Rockville, Ind.
- 1860** Future PRR Pres. A.J. Cassatt obtains rodman's job on (Western & Atlantic Railroad?) in Georgia; works on Dalton-Knoxville survey (this is later part of Sou. Ry., now W&A); returns to Philadelphia late in year because of Seccession Crisis. (Davis)
- 1860** Michigan Central Railroad places three sleeping cars converted from coaches into service. (Sanders - verify)
- 1860** \_\_\_ Railroad opens between Charleston, S.C., and Savannah, increasing reach of Southern connections of PW&B. (AR)
- 1860** Belpaire firebox invented by Alfred Jules Belpaire. (PRRTHS)