

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

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1861

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All data subject to correction and change

- Jan. 1, 1861 PRR Legal Dept. reorganized, adding St. George Tucker Campbell as General Counsel to handle important cases; Theodore Cuyler remains as Solicitor to handle routine business.
- Jan. 1, 1861 Thomas Moore resigns as PRR General Passenger Agent at Philadelphia.
- Jan. 1, 1861 Catawissa Railroad leases the Quakake Railroad, which provides it a connection to the Lehigh Valley Railroad and New York; this route eventually becomes an eastern outlet for the PRRs line to Erie. (Rdg)
- Jan. 1, 1861 Hanover Branch Railroad resumes operation of Gettysburg Railroad. (Williams)
- Jan. 1, 1861 Completed but unoperated portion of Springfield, Mt. Vernon & Pittsburgh Railroad between Springfield and Delaware, Ohio, sold at foreclosure under 1852 mortgage to New York lawyer Frederick A. Lane, Peter Oldin and John R. Hilliard, who later transfer it to Cleveland, Columbus & Cincinnati Railroad; becomes part of NYC system; unfinished portion between Delaware and Loudenville remains property of company and eventually becomes part of PRR system. (Church, GrnBk - ARJ has 1/29? LM MB has 1/30)
- Jan. 1, 1861 William H. Clement becomes Pres. of the Little Miami Railroad. (White)
- Jan. 1, 1861 Banker Jay Cooke (1821-1905) and his brother-in-law William G. Moorhead (1822-1895) form the Philadelphia banking house of Jay Cooke & Co. in Philadelphia, with Moorhead having a one-third interest and Cooke two-thirds. (Oberholtzer)

- Jan. 2, 1861 In his annual message, Gov. William F. Packer calls for repeal of the Tonnage Tax; notes the state debt is over \$38.5 million; state holds worthless bonds of Sunbury & Erie Railroad and Wyoming Valley Canal Company for \$10.98 million. (PaArch)
- Jan. 2, 1861 Shamokin Valley & Pottsville Railroad Board appoints a committee to negotiate a lease or sale to the Reading interests; the SV&P has not relinquished the dreams of the 1830s of being part of a Philadelphia-Erie trunk line in connection with the Reading. (MB, AR)
- Jan. 2, 1861 Cleveland & Pittsburgh Railroad authorizes a new survey between Rochester and Pittsburgh on the south side of the Ohio River. (MB)
- Jan. 2, 1861 Claiborne Fox Jackson (1806-1862) is inaugurated as Gov. of Missouri; although running an elected as an anti-secession Douglas Democrat, in his inaugural speech he says that Missouri's ties are with the slave states; he calls for a state convention to decide the issue, although working secretly for secession. (wiki)
- Jan. 2, 1861 Although Georgia has not yet seceded, Gov. Joseph E. Brown (1821-1894) has the state militia seize and garrison Fort Pulaski guarding the mouth of the Savannah River. (Parks)
- Jan. 3, 1861 Ashtabula & New Lisbon Railroad stockholders recommend the abolition of all salaries to directors and officers except for time actually worked. (MB)
- Jan. 3, 1861 Congress reconvenes, raising hopes for a negotiated compromise to the Secession Crisis. (MdHistMag 108:1)
- Jan. 3, 1861 Representatives from Mississippi appear before the Delaware Legislature and call for it to join the Confederacy; the Legislature rejects secession. (Scharf, Long)
- Jan. 3, 1861 Gov. Thomas H. Hicks of Maryland, a Know-Nothing and former Whig, issues a proclamation *To the People of Maryland*, accusing the Democratic majority in the Legislature of fomenting revolution but also expressing his support for slavery; Hicks claims to have knowledge of secessionist plots to seize Washington, D.C., prevent Lincoln's inauguration and drag Maryland into secession; Hicks realizes that Maryland would then be the location of the battle front and be ravaged by border warfare. (Shalhope, Clark, MdHistMag 108:1)
- Jan. 3, 1861 Republican "Wide-Awakes" begin organizing in Pittsburgh to prevent the shipment of heavy ordnance from the city to the South; word is then received that the order of Secretary of War John B. Floyd of Virginia has been countermanded; the return of the guns from the wharf to the Arsenal is

- accompanied by demonstrations and artillery salutes. (StdHistPitts)
- Jan. 5, 1861 Financial stringency easing in Philadelphia. (Wood)
- Jan. 6, 1861 New York City's Democratic Mayor Fernando Wood (1812-1881) proposes that the city remain a neutral "free city" in the Secession Crisis, given its large southern trade; Gov. Thomas H. Hicks (1798-1865) of Maryland opposes secession in his annual message. (Long)
- Jan. 7, 1861 Joint Companies' Executive Committee appoints William Cook and John G. Stevens to wait upon Legislature and prevent passage of any adverse legislation; refuses to pay further installments on Pemberton & Mount Holly Railroad until other stockholders have paid theirs. (MB)
- Jan. 7, 1861 Bill (S-377) to permit B&O to extend to Virginia over a trestle next to the Long Bridge is referred to the House Committee on the District of Columbia, where it is bottled up. (CongGlobe)
- Jan. 8, 1861 Pres. Buchanan issues his last annual message, affirming his right to use military force against those who resist federal authority but also endorsing the Crittenden Compromise that would make huge concessions to the South on slavery. (DeRose)
- Jan. 9, 1861 Federal troops arrive in St. Louis to reinforce the Jefferson Barracks; Democrats issue a call for a public meeting to oppose the designs of the "Black Republicans." (Scharf)
- Jan. 9, 1861 Mississippi becomes the second Southern state to secede. (Long)
- Jan. 10, 1861 Just after midnight, South Carolina batteries drive off the steamer *Star of the West* which was attempting to resupply and reinforce Fort Sumter. (Long)
- Jan. 10, 1861 Florida secedes. (McPherson)
- Jan. 10, 1861 "The Friends of the Union" hold a large meeting in Baltimore; the members are mostly conservatives who want to preserve the Union with slavery guaranteed everywhere in the U.S.; Reverdy Johnson claims there is no right of secession; elsewhere in Baltimore, a two-day "Conference of the Counties" with delegates from all over the state, endorses the Crittenden Compromise that would leave slavery entrenched and tries to pressure Gov. Hicks into convening the General Assembly by threatening an extra-legal Secession Convention. (MdHistMag 108:1)
- Jan. 10, 1861 Delaware Railroad Board surrenders the right of way between Dover and Dona Landing to the property owners, as it is no longer used as a road.

(MB)

- Jan. 11, 1861 Federal troops at St. Louis seize the customs house and subtreasury and remove the government funds to keep them from falling into secession hands. (Scharf)
- Jan. 11, 1861 Alabama secedes. (Long)
- Jan. 12, 1861 New Jersey Railroad VP John P. Jackson reports to the Board on continuing negotiations with the Camden & Amboy Railroad. (MB)
- Jan. 12, 1861 A Democratic Union meeting is held in St. Louis in favor of the Crittenden Compromise; it is boycotted by Republicans. (Scharf)
- Jan. 12, 1861 Confederate batteries are set up at Vicksburg to control the traffic on the Mississippi River. (Scharf)
- Jan. 14, 1861 Philadelphia & Trenton Railroad authorizes changing name of Schenks station to "Shamony" (Neshaminy); probably not carried out. (MB)
- Jan. 14, 1861 Junction & Breakwater Railroad Board authorizes petitioning the Legislature to extend to the Maryland state Line via Millsboro and asking for a \$50,000 state subscription to the stock or a guarantee of \$100,000 bonds. (MB)
- Jan. 15, 1861 Joint Companies Executive Committee authorizes providing feed at the South Amboy cattle pens. (MB)
- Jan. 15, 1861 John S. Newman (1805-1882) elected Superintendent of the Indiana Central Railway, replacing Henry L. Pope, resigned; he appoints H. Gatch Carey Assistant Superintendent. (MB)
- Jan. 15, 1861 Lame duck Pres. Buchanan appoints New Yorker John A. Dix (1798-1879) as Secretary of the Treasury to calm New York markets. (wiki, Burrows/Wallace)
- Jan.? 1861 George W. Cass of PFW&C and Pres. Leander M. Hubby (1812-1895) of CC&C contract with Nottingham & (Associates?) to act as forwarding agents for a freight line between Chicago and New York via Crestline and Cleveland.
- Jan. 1861 American Express Company issues 200 extra shares to buy Thompson & Co., an express company operating between Boston and Albany. (PrmsestoPay)
- Jan. 1861 Reformer Dorothea L. Dix (1802-1887), who has traveled extensively in the

South on charitable work, visits PW&B Pres. Samuel M. Felton and informs him of a movement in the South to seize Washington as the capital of the Confederacy, cut the railroad lines, and prevent the inauguration of Lincoln; Felton begins to take steps to evaluate threats to his railroad. (Kline)

- Jan. 16, 1861 PRR Road Committee grants 7% rebate to shippers of Broad Top coal hauled to Harrisburg and 3.5% rebate over Reading east of Harrisburg, providing at least 50,000 tons sent; Robert Hare Powel is granted rebate only on coal consigned along the line of the Reading and not to Philadelphia; letter of Burke & Sulger is referred to Pres. and VP to report on sleeping cars. (MB)
- Jan. 16, 1861 Joint Board approves a 25% stock dividend to cover improvements as well as the regular 6% semiannual dividend; donates \$100 to the South Amboy Reading Room & Mental Improvement Society. (MB)
- Jan. 16, 1861 Senate rejects the Crittenden Compromise for keeping the South in the Union, 25-23, on strict party lines. (McPherson)
- Jan. 16, 1861 A Pennsylvania delegation meets with Maryland Gov. Thomas H. Hicks to offer support on keeping Maryland in the Union; Hicks is a slave-owner in financial difficulties whose sympathies and economic interests lie with the South but who realizes that secession will put Maryland on the front line of invasion. (Kline)
- Jan. 16, 1861 Cincinnati & Indianapolis Junction Railroad opens between College Corner and Liberty, Ind.; branches from the Cincinnati, Hamilton & Dayton Railroad at Hamilton, Ohio. (ARJ)
- Jan. 17, 1861 Lykens Valley Railroad & Coal Company contracts with Henry Thomas and James L. Sutton to transport coal over its railroad from the mines of the Lykens Valley Coal Company, Short Mountain Coal Company, or any other mines they might acquire; Thomas & Sutton have leased the mines of the Lykens Valley Coal Company for 10 years. (MB)
- Jan. 18, 1861 Lame duck Pres. James Buchanan appoints Joseph Holt (1807-1894) a Kentucky Unionist, as Secretary of War in place of John B. Floyd, resigned. (Long)
- Jan. 19, 1861 Maryland & Delaware Railroad Chief Engineer William H. Dilworth informs contractors David Mitchell, Jr., and William R. Maffet that they have forfeited their contract for failing to prosecute the work with a full force. (MB)
- Jan. 19, 1861 Georgia secedes. (Long)

- Jan. 19, 1861 Virginia Legislature issues a call for a peace conference to be held in Washington on Feb. 4. (Scharf)
- c. Jan. 1861 PW&B begins carrying whole trains including locomotives on the train ferry *Maryland*. (AR - ARJ implies was in Apr.?)
- Jan. 21, 1861 Hackensack & New York Railroad begins operating into the Jersey City Terminal of the New Jersey Railroad; 6'-0" gauge track extended in station. (Canals&RRs, AR)
- Jan. 21, 1861 Milwaukee & Mississippi Railroad sold at foreclosure to Louis H. Meyer, et. al.
- Jan. 22, 1861 William H. Abbott (1814-), James Parker and William W. Barnsdall (1810-) place the first refinery in the Oil Region in service at Titusville. (Henry)
- Jan. 23, 1861 Atlantic & Great Western Railroad in New York acquires 38 miles of railroad graded by Erie & New York City Railroad. (Minor)
- Jan. 24, 1861 Meeting of executives of major Northeastern and Midwestern railroads in Washington, including J. Edgar Thomson, John W. Garrett, Erastus Corning, et al.; endorse the Crittenden Compromise, which called for federal guarantees for slavery and a permanent boundary between free and slave states; the Compromise had been proposed in the Senate in December 1860 but killed by a vote on Jan. 16. (USRR&MR)
- Jan. 25, 1861 Maryland Gov. Thomas H. Hicks writes to Gen. Winfield Scott, commander of the Army, asking for the loan of 2,000 muskets to prevent trouble at the inauguration. (MdHistMag 108:1)
- Jan. 26, 1861 Louisiana secedes. (McPherson)
- Jan. 28, 1861 New York & Erie Railroad sold at foreclosure of Fifth Mortgage to Dudley S. Gregory and J. Bancroft Davis for \$220,000. (USRR&MR, Minor)
- Jan. 28, 1861 American Miners Association organized at a convention at St. Louis, the first national coal miners' union, although based in the Illinois coal fields; it is defunct by 1868 after losing several strikes. (Evans)
- Jan. 28, 1861 Daniel Willard (1861-1942), longest-serving Pres. of the B&O, whose regime will provide a counterpoint to the PRR, born at Hartland, Vt. (Stover)
- Jan. 29, 1861 Tyrone & Lock Haven Railroad sold at foreclosure at Merchants Exchange in Philadelphia to Philip M. Price. (Digest, Val, C&C)

- Jan. 29, 1861 Portion of the Springfield, Mount Vernon & Pittsburgh Railroad between Springfield and Delaware, Ohio, sold at foreclosure to New York lawyer Frederick A. Lane acting for the First Mortgage bondholders for \$100,000. (ARJ)
- Jan. 29, 1861 Kansas admitted to the Union as a free state, creating a four-state free-state majority in the Senate. (WwasW, McPherson)
- Jan. 1861 Shippers begin routing traffic away from B&O to keep goods out of the potential war zone should Maryland and Virginia secede.
- Jan. 30, 1861 Millville & Glassboro Railroad Board hears report on Richard D. Wood's branch railroad at Millville; agrees that when the people of Cape May grade and tie the road, the M&G will take half of its bonds. (MB, Wood)
- Jan. 30, 1861 Senate resumes consideration of the Curtis Pacific Railroad Bill as amended; passes, 37-14, and goes to the House. (CongGlobe, Russel)
- Jan. 31, 1861 William Cook and John G. Stevens inform Joint Board that the New Jersey Railroad is trying to get a bill to allow it to extend to the Delaware River; they are trying to get a bill to permit the Camden & Amboy Railroad to extend to the Hudson River and interfere with New Jersey Railroad; Joseph P. Bradley proposes to make a settlement with the New Jersey Railroad effective Jan. 1, 1869 when the Monopoly expires, either by splitting revenue 20-80% (i.e., granting the NJRR 1/5 instead of 1/6 as at present) or pooling revenue and paying equal dividends. (MB)
- Jan. 31, 1861 Jeffersonville Railroad Board notes that parts of the Madison & Indianapolis Railroad between Edinburg and Indianapolis are out of order and calls for a conference to arrange their repair. (MB)
- Early 1861 Northern Central Railway begins attempts to use anthracite for fuel; not adopted because causes greater wear on fireboxes, although cheaper than Broad Top coal. (AR)
- Feb. 1, 1861 Secession meeting at the Maryland Institute in Baltimore calls for a people's convention to vote on secession without calling the Legislature. (MdHistMag 108:1)
- Feb. 1, 1861 Texas secedes, completing the secession of the Lower South. (McPherson)
- Feb. 3, 1861 Little Miami Railroad Board authorizes extension of double track in 17th Ward in Cincinnati as fast as lots can be purchased. (MB)
- Feb. 3, 1861 Allan Pinkerton (1819-1884) a private detective from Chicago, with several

of his operatives, sets up in Baltimore as a pro-secession stockbroker; he has been engaged by PW&B Pres. Samuel M. Felton for undercover work to determine the threat Baltimore secessionists pose to the railroad. (Kline)

- Feb. 4, 1861 At PRR stockholders' meeting, Samuel Megargee calls for a committee to investigate the affairs of the company; sparks a heated exchange with people close to the management; eventually blocked by leaving such investigation to the discretion of the regular nominating committee, who ignores it. (SMB, PubLdgr)
- Feb. 4, 1861 B.H. Latrobe, acting for B&O interests, purchases 15,000 shares of Pittsburgh & Connellsville held by Allegheny County at auction for \$7,500; also buys 2,100 share of stock formerly held by the City of Pittsburgh from a private individual.
- Feb. 4, 1861 A Southern constitutional convention meets in Montgomery, Ala.; on the same day, a "peace convention" meets in Washington at the call of Virginia; it is made up of old delegates locked in the past and businessmen with commercial ties to the South and presided over by ex-Pres. John Tyler. (McPherson)
- Feb. 4, 1861 Talbot County, Maryland, voters elect a Unionist ticket to a convention to consider Maryland's secession; Gen. Tench Tilghman (1810-1874), the leading secessionist, runs dead last; the county is divided about equally between Quakers, who favor the North, and the big slave-owning planters of the Easton District, who are pro-South; this division prevents any action on the Maryland & Delaware Railroad until after the war. (Preston)
- Feb. 5, 1861 Shamokin Valley & Pottsville Railroad committee writes to Reading Pres. Asa Whitney offering to lease or sell its entire line. (MB)
- Feb. 5, 1861 Pres. James Buchanan signs the act allowing the Alexandria, Loudoun & Hampshire Railroad to extend into Georgetown, subject to the city's consent. (CongGlobe)
- Feb. 5, 1861 Ohio & Mississippi Railway incorporated in Illinois for the purpose of reorganizing the Western Division of the Ohio & Mississippi Railroad. (ICC)
- Feb. 5, 1861 Butler Pioneer Oil Company begins sinking a well near Butler, Pa., but it proves a dry hole, as they do not drill far enough. (HistButlerCo)
- Feb. 6, 1861 Bill for repeal of Tonnage Tax first read in Pa. House; Thomas Williams (1806-1872) of Pittsburgh leads fight against repeal; holds that the tax is the rightful price the PRR paid to keep the B&O out of Pittsburgh; Sen. Alexander K. McClure (1828-1909), Chairman of State Republican

Committee, leads repeal forces. (USRR&MR, Kamm)

- Feb. 6, 1861 Diarist Sidney George Fisher (1809-1871) encounters PW&B Pres. Samuel M. Felton, who informs him of his intelligence of a plot to burn the Back River Bridge and assassinate Lincoln in the confusion; Felton has bought 100 revolvers to arm the conductors. (FisherDiary)
- Feb. 6, 1861 New York & Erie Railroad's Long Dock tunnel under Bergen Hill in Jersey City opens with public ceremony, providing the first rail access to the Hudson River independent of the New Jersey Railroad; revenue service not begun until April. (NYTrib, USRR&MR)
- Feb. 6, 1861 PRR sets through rate for Broad Top coal to be carried to Port Richmond over Philadelphia & Reading east of Harrisburg as PRR has no coal terminal; both PRR and Reading to build 150 10-ton coal cars specifically for this trade. (MB)
- Feb. 6, 1861 Tornado destroys three spans of the Northern Central Railway's Dauphin-Marysville Bridge. (MB)
- Feb. 7, 1861 Tom Scott ends several days of private meetings with the Pittsburgh Board of Trade and secures endorsement of repeal of Tonnage Tax in return for aiding 10 struggling local railroads; requires all of Scott's skill to get them to abandon their insistence that PRR not charge higher rates from Pittsburgh than from points further west. (Kamm)
- Feb. 7, 1861 Clayton & Smyrna Railroad incorporated in Delaware to build a branch to the Delaware Railroad from Smyrna. (Digest)
- Feb. 7, 1861 George Stearns, an employee of the PW&B, informs Gov. Thomas H. Hicks of rumors that an attempt will be made to burn the Back River Bridge as the Lincoln special is about to cross and assassinate Lincoln in the confusion. (Kline)
- Feb. 8, 1861 Delegates of the Southern states meeting at Montgomery, Ala., adopt the constitution of the Confederate States of America. (Long, Wagner)
- Feb. 9, 1861 Dr. Joel N. Converse elected Pres. of the Marion & Mississinewa Valley Railroad over sitting Pres. James H. Goodman, by a vote of 5-2; however, attempts to revive the company prove futile. (MB)
- Feb. 9, 1861 Jefferson Davis (1808-1889) elected Pres. of the Confederate States of America with Alexander H. Stephens (1812-1883) of Georgia as VP. (Long)
- Feb. 10, 1861 Future Lines West traffic officer John J. Koch (1861-) born at Pittsburgh.

(PRRBio)

- Feb. 11, 1861 Joint Companies Executive Committee authorizes the West Jersey Railroad to subscribe half the money needed to extend the Millville & Glassboro Railroad to Cape May. (MB)
- Feb. 11, 1861 West Chester & Philadelphia Railroad adopts through freight rates for traffic with Philadelphia & Baltimore Central Railroad and a round trip of through cars. (MB)
- Feb. 11, 1861 President-elect Lincoln leaves home in Springfield, Ill., on a special train via the Great Western Railroad for Washington on a leisurely and circuitous route that will visit all northern state capitals and major cities en route, where he can address his supporters; just before the train leaves, he delivers a moving farewell speech to his friends and supporters in Springfield from the rear platform; in the evening, he arrives in Indianapolis on the Lafayette & Indianapolis Railroad, having run via Danville and Lafayette. (Withers, Smith)
- Feb. 12, 1861 President-elect Lincoln leaves Indianapolis via Indianapolis & Cincinnati and arrives at Cincinnati in the late afternoon. (Withers)
- Feb. 13, 1861 President-elect Lincoln travels from Cincinnati to Columbus via Little Miami Railroad; in the early morning, before leaving Cincinnati, a Pinkerton operative delivers a letter from Pinkerton to Lincoln confidante Norman B. Judd (1815-1878), warning of a plot to assassinate Lincoln in Baltimore; on the same day, Maryland Gov. Thomas H. Hicks testifies to a special Congressional committee that there is no danger of anti-government activity in Maryland. (Withers, Manakee, Kline)
- Feb. 13, 1861 Electoral College votes are officially counted in Washington under a military guard provided by Gen. Winfield Scott; the results are telegraphed to Lincoln at Columbus; VP John C. Breckinridge, the defeated Southern Democratic candidate for the presidency, presides at the count. (Kline, DeRose)
- Feb. 13, 1861 B&O Board approves buying control of the Pittsburgh & Connellsville at 50 cents per share.
- Feb. 14, 1861 PRR Road Committee refuses offer of West Chester & Philadelphia Railroad to build an additional track from Market Street to the Almshouse because of high toll charges; appoints committee to negotiate with WC&P. (MB)
- Feb. 14, 1861 President-elect Lincoln leaves Columbus for Pittsburgh via Steubenville & Indiana Railroad; locomotive *Washington City*, baggage car and two

coaches; lunch at Cadiz Jct. provided by the wife of Pres. Thomas L. Jewett; then via the Cleveland & Pittsburgh line along the north bank of the Ohio River; arrives Pittsburgh at 7:00 PM, over two hours late; despite the heavy rain, he is greeted by enthusiastic crowds numbering in the thousands at both the depot and the Monongahela House. (Withers, StdHistPitts)

- Feb. 14, 1861 Richard H. Winslow, (1806-1861), co-founder of the banking house of Winslow, Lanier & Co., dies at Westport, Conn. (ARJ)
- Feb. 14, 1861 In the House, the Pacific Railroad bill is amended by Rep. James Craig (1818-1880) of Missouri to provide for a branch from St. Joseph and passed 95-62, killing all chance for an agreement with the Senate. (CongGlobe, Russel)
- Feb. 15, 1861 Pennsylvania House takes up both the Sunbury & Erie Railroad bill and the repeal of the Tonnage Tax; many object to creating a bond issue superior to the state's existing lien on the Sunbury & Erie; Thomas Williams denounces the PRR as a "great monopoly." (PubLdgr)
- Feb. 15, 1861 President-elect Lincoln leaves Pittsburgh for Cleveland via the Cleveland & Pittsburgh Railroad after a short speech at the Monongahela House urging calm and pledging moderation; locomotive *Comet* to Wellsville and *Sam Hill* to Cleveland; lunch at the hotel in Alliance is hosted by Pres. Jacob N. McCullough; in Baltimore, a disguised Allan Pinkerton meets with Cypriano Ferrandini (1823-1910), a barber at Barnum's Hotel, who makes threats to kill Lincoln as he crosses the city. (Withers, StdHistPitts, Kline)
- Feb. 1861 Tracklaying on the Ebensburg & Cresson Railroad contracted to Philip Collins (1821-1895). (ARJ)
- Feb.? 1861 Greenville & Miami Railroad opens between Dayton and Union City. (ARJ - NO in 1852)
- Feb. 1861 Edgar A. Custer (1861-1937) born at Altoona, the son of clerk Benjamin Custer (-), a cousin of George Armstrong Custer and clerk of the PRR shops; his father is well-known by Tom Scott, Andrew Carnegie and other PRR leaders; towards the end of his life, the younger Custer will publish *No Royal Road*, a memoir of his Altoona childhood and railroad career with the PRR and Baldwin Locomotive Works. (Custer - may be 3/28/1861)
- Feb. 16, 1861 Pennsylvania House passes repeal of Tonnage Tax by 60-38 and the Sunbury & Erie Railroad bill. (PubLdgr)
- Feb. 16, 1861 President-elect Lincoln leaves Cleveland for Buffalo via Cleveland, Painesville & Ashtabula Railroad; at Buffalo, Norman B. Judd receives another warning from Pinkerton. (Withers, Manakee)

- Feb. 1861 B&O Board authorizes Pres. Garrett to carry troops to Washington at regular rates and guarantee shippers against losses from potential acts of war.
- Feb. 17, 1861 In Baltimore, Lucius E. Chittenden of Vermont, a delegate to a Washington peace conference, is informed by a group of local Republicans of a plot to assassinate Lincoln as he crosses the city. (Kline)
- Feb. 18, 1861 Debate begins on Tonnage Tax repeal in Pennsylvania Senate after passage by the House. (Kamm)
- Feb. 18, 1861 President-elect Lincoln leaves Buffalo for Albany over the NYC. (Withers)
- Feb. 18, 1861 Paris & Decatur Railroad incorporated in Illinois to build from Paris to Decatur; construction is delayed by the Civil War. (Church)
- Feb. 18, 1861 Samuel Moore (1774-1861), Pres. of the Hazleton Coal Company, dies at Philadelphia. (WwasW)
- Feb. 18, 1861 Henry Doolittle (-1860) having died, the construction contract for the Atlantic & Great Western Railroad Company of Pennsylvania to Doolittle & Streator is cancelled and a new contract executed to James McHenry. (HistCrawfrdCo)
- Feb. 18, 1861 Chicago & Alton Railroad incorporated in Illinois for the purpose of reorganizing the St. Louis, Alton & Chicago Railroad. (ICC)
- Feb. 18, 1861 Two-day Southern Rights Convention convenes at the Universalist Church in Baltimore; Judge Ezekiel F. Chambers (1788-1867), a conservative Unionist, presides; decides to wait and act in concert with Virginia. (Clark, MdHistMag 108:1)
- Feb. 18, 1861 Anti-secessionists carry the election to a Missouri Convention; while the general tone of the state is Southern, the German immigrants in St. Louis, mostly liberal refugees from the Revolutions of 1848-1849, are strongly anti-slavery; Gov. Jackson announces he will consider the policy of armed neutrality. (Scharf, wiki)
- Feb. 19, 1861 President-elect Lincoln leaves Albany, crossing the Hudson River at the Troy bridge; arrives in New York at the new depot of the Hudson River Railroad at 30th Street between 9th & 10th Avenues; the depot opening is moved forward to coincide with the reception for Lincoln; at the Astor House, Pinkerton operative Kate Warne delivers an envelope to Norman B. Judd containing Pinkerton's confidential reports from Baltimore with further details of assassination plots. (RRH, Withers, Kline)

- Feb. 21, 1861 LIRR Board reports that Brown & Smith, owners of the New York & Flushing Railroad, has asked to use the new LIRR depot at Hunters Point for \$1,000 per year rent; hears proposal of the Brooklyn Central & Jamaica Railroad that the LIRR operate that portion of its line between East New York and Jamaica. (MB)
- Feb. 21, 1861 David S. Brookstaver, an undercover policeman from New York City working in Baltimore, informs Gen. Winfield Scott's staff of a Baltimore plot to kill Lincoln; they pass the information to William H. Seward; Allan Pinkerton arrives in Philadelphia from Baltimore and meets with PW&B Pres. Samuel M. Felton; he then meets with George H. Burns, a confidential agent of the American Telegraph Company. (Kline)
- Feb. 21, 1861 President-elect Lincoln travels between New York and Philadelphia by the New Jersey Railroad-Camden & Amboy-Philadelphia & Trenton route; crosses the Hudson in the ferry *John P. Jackson* at 8:00 AM and gives a short speech from a decorated flat car in the depot; the two-car special train drawn by the *Gov. Pennington* runs to the Morris & Essex depot at Newark, so that Lincoln can ride in a parade down Broad Street and then east on Chestnut Street to the Chestnut Street Station of the NJRR; Lincoln also makes a side trip to the State House at Trenton before departing via the Philadelphia & Trenton Railroad; at a private meeting in Philadelphia, emissaries from Gov. Andrew Curtin agree to end opposition to Simon Cameron's appointment to the Cabinet in return for a share of the patronage; at Philadelphia, Allan Pinkerton meets personally with Lincoln and repeats his warning of an assassination plot, naming among others Baltimore Police Marshall George Proctor Kane (1817-1878); Lincoln agrees to change his route only after he receives an independent warning from Frederick W. Seward (1830-1915), son of Secretary of State designate William H. Seward, based on reports of detectives not working for Pinkerton; historians have long been divided as to whether the plot was real or a self-promoting stunt concocted by Pinkerton; Pinkerton then meets with PRR Philadelphia Division Superintendent George C. Franciscus (1818-1870) and Henry Sanford (1825-1903) of the Adams Express Company, who stay up all night to plan the extra movements. (Withers, Manakee, Coleman, Kline, Trostel, McLean)
- Feb. 21, 1861 Peoria & Oquawka Railroad renamed Logansport, Peoria & Burlington Railroad. (Church)
- Feb. 21, 1861 Senate rejects Pres. Buchanan's last-minute appointment of Pennsylvania Jacksonian Jeremiah S. Black to the Supreme Court, leaving the nomination to Lincoln, who will appoint a majority of the new Court. (Wagner)
- Feb. 21., 1861 City of East St. Louis incorporated in Illinois by the consolidation of

Illinoistown, St. Clair, Piggott's Addition and the town of East St. Louis.
(PL)

- Feb. 22, 1861 At Philadelphia, Lincoln speaks and raises a flag at Independence Hall; Lincoln travels from Philadelphia to Harrisburg as scheduled on a PRR train consisting of locomotive No. 161, a baggage car, regular coach No. 29, and No. 160, the special compartment car used by the Prince of Wales last year; at Haverford College, the students turn out as the train passes the campus on what is now Old Railroad Avenue; instead of taking the Northern Central Railway to Baltimore next morning, Lincoln is put aboard a special train back to West Philadelphia under the care of PRR General Superintendent Enoch Lewis and Superintendent George C. Franciscus; Lincoln is accompanied only by Pinkerton and Col. Ward H. Lamon (1828-1893), Lincoln's personal friend and bodyguard, and is escorted around Philadelphia in a coach by Henry Fletcher Kenney (1824-1908), PW&B Master of Transportation for about an hour until the night train (10:50) to Baltimore is about to leave; Lincoln is then quickly transferred in secret to a berth in the rear sleeping car; passes through Baltimore unnoticed at about 4:00 AM. (Withers, Kenney obit, Meredith, Kline, Jones)
- Feb. 23, 1861 President-elect Lincoln arrives in Washington at 6:00 AM, 10:30 ahead of schedule; the move backfires as Democrats and Southern sympathizers brand Lincoln a coward; the remaining members of the Lincoln party travel to Baltimore via the Northern Central Railway; Mrs. Lincoln and her sons detrain at Charles Street and proceed by carriage to the home of NC director John S. Gittings, avoiding the angry mob at Calvert Station; Allan Pinkerton returns to Baltimore. (Withers, Kline)
- Feb. 24, 1861 Baltimore Police Marshal George P. Kane publishes a denial of any plot to assassinate President-elect Lincoln in Baltimore. (Scharf)
- Feb. 25, 1861 Brooklyn Central & Jamaica Railroad acquires from the Brooklyn City Railroad the right to use the latter's tracks in Furman Street from Fulton Ferry to Atlantic Avenue and in Flatbush Avenue from Atlantic Avenue to 5th Avenue; the Brooklyn City Railroad receives trackage rights over the Brooklyn Central & Jamaica's 5th Avenue branch. (NYState)
- Feb. 26, 1861 Main debate on Tonnage Tax repeal; Tom Scott monitors action from a side room of the Senate Chamber; repeal forces led by State Republican Chairman Alexander K. McClure; anti-repeal forces by John Penney of Pittsburgh; fortunately, other anti-repeal speakers are neither eloquent nor well-informed. (Kamm)
- Feb. 27, 1861 Virginia act authorizes Alexandria & Washington Railroad to open books for additional \$300,000 stock; stock not allowed to pass into the hands of any corporation outside Virginia. (Digest)

- Feb. 27, 1861 Washington Peace Conference concludes with a plan that would extend the Missouri Compromise line to the Pacific, and allowing states to become either slave or free when they adopt their constitutions at statehood; it rejects the more draconian views of its presiding officer, ex-Pres. John Tyler, that would require a majority of slave state Senators for any action to be taken by the Senate or for the removal of any officer of the Executive Dept; Congress refuses to enact any of the recommendations into law. (DeRose)
- Feb. 28, 1861 Pennsylvania Senate passes repeal of the Tonnage Tax.
- Feb. 28, 1861 PRR/Cameron slate elected to Northern Central Board over Garrett/B&O slate by margin of 21,000-10,000; PRR shares held by Biddle & Co.; Cameron is aided by Pres. John S. Gittings (1798-1879), a virulently anti-Garrett Baltimore banker; PRR slate also includes William Thompson Walters of Baltimore (1820-1894), future founder of the Atlantic Coast Line who will later help extend PRR influence southward, Edward C. Biddle and J. Donald Cameron; Reading Railroad had 2,500 shares held by its VP J. Dutton Steele, but when Cameron denies their request for one seat on the Board, they refrain from voting to avoid antagonizing the PRR; the Cameron/Gittings forces defeat various motions by pro-B&O stockholders to have the State of Maryland foreclose on NC bonds or convert state bonds to stock to regain voting control; tellers reject 4,335 shares to be voted by Robert M. Magraw and William H. Keighler and Francis White, trustees, on grounds that the shares belong to the company; Baltimore stockholders then hold their own meeting in an adjoining room; Cameron's brother-in-law Anthony B. Warford (-1873) elected Pres. and his son James Donald Cameron (1833-1918) VP; a committee is appointed to provide a special train for Pres. Buchanan for his return to "Wheatlands," his estate near Lancaster. (MB, USRR&MR)
- Feb. 28, 1861 Thomas L. Wilson (1800-1861), longtime Secretary to the Canal Commissioners and father of PRR historian William Bender Wilson (1839-1919) dies at Harrisburg. (USRR&MR)
- Feb. 28, 1861 B&O and Little Miami Railroad propose to Post Office Dept. to carry the Great Southern Mail, which traditionally has run through Virginia, via Wheeling, Columbus, Cincinnati, Louisville and Memphis. (MB)
- Feb. 28, 1861 House passes a proposed Thirteenth Amendment that would guarantee slavery where it exists from future interference by the federal government; it is sent to the states for ratification after passing the Senate by a small majority but is derailed by the Civil War; ironically, the actual Thirteenth Amendment, passed in 1865, will abolish slavery entirely. (McPherson)

- Feb. 28, 1861 Missouri convention meets to debate secession at Jefferson City; future Confederate Gen. Stirling Price is elected Chairman. (Scharf)
- Mar. 1, 1861 Simon Cameron accepts Lincoln's offer of the post of Secretary of War. (Long)
- Mar. 1, 1861 Confederate Pres. Jefferson Davis appoints Gen. Pierre Gustav Toutant Beauregard (1818-1893) to command Confederate forces in Charleston, S.C. (Wagner)
- Mar.? 1861 Last rail laid on the Cincinnati & Chicago Air-Line Railroad between Richmond and Valparaiso. (ARJ - by 3/9)
- Mar. 2, 1861 Thomas S. Fernon, editor of the *United States Railroad & Mining Register*, praises Tom Scott for his handling of the Tonnage Tax repeal; within ten years he will become Scott's most vocal and implacable critic. (USRR&MR)
- Mar. 2, 1861 Pres. Buchanan signs the protectionist Morrill Tariff raising duties, particularly on wool and iron, passed by Republicans after Southern Democrats leave Congress; in the Senate, William Bigler of Pa. is the only Democrat to vote for the bill; the average tariff rate increases from about 19% to 27%, and the *ad valorem* principle is abandoned; the tariff on pig iron is raised to 44.6%, scrap iron to 52%, and polished sheet iron to 65%. (Magness, Long)
- Mar. 4, 1861 President Lincoln inaugurated; in his inaugural message, he places the question of whether there will be civil war upon future choices made by the South; New York financial markets at first react favorably to the speech, but then take a sharp downturn. (Long, ARJ)
- Mar. 4, 1861 37th Congress convenes with a Republican majority in both houses, which grows greater as members from the seceding Southern states leave. (wiki)
- Mar. 4, 1861 PRR Road Committee agrees to provide rails to Tyrone & Lock Haven Railroad in return for bonds, instead of extending aid under the Commutation Act. (MB)
- Mar. 4, 1861 William H. Seward, the new Secretary of State, makes his old friend and associate George E. Baker (1816-1887) Chief Clerk of the State Dept.; his son George F. Baker (1840-1931) remains a clerk in the New York State Banking Dept. at Albany. (Logan)
- Mar. 5, 1861 On taking office, Pres. Lincoln learns that the garrison at Fort Sumter in Charleston Harbor will be out of supplies in a few weeks. (McPherson)

- Mar. 5, 1861 Clayton & Smyrna Railroad renamed and rechartered as Smyrna Station & Smyrna Railroad. (PL)
- Mar. 5, 1861 Wilmington & Brandywine Railroad incorporated in Del. to build north from Wilmington. (Rdg)
- Mar. 5, 1861 Ex-Pres. James Buchanan leaves Washington in the same special car in which he arrived four years earlier; he stays overnight at the home of Zenas Barnum in Baltimore and reaches Lancaster via Columbia on the 6th. (Klein)
- Mar. 5, 1861 Eaton & Hamilton Railroad Board declines to make a contract with the Cincinnati, Hamilton & Dayton Railroad, Cincinnati & Chicago Air Line, and Chicago & Cincinnati Railroad for a through line until they know the intentions of the CH&D. (MB)
- Mar. 5, 1861 Former Pennsylvania mail stage proprietor William Calder/Colder (1788-1861) dies at Harrisburg. (BioEncycDauphinCo)
- Mar. 6, 1861 Shamokin Valley & Pottsville Railroad Board considers a proposal from Pres. John P. Brock of the Mahanoy & Broad Mountain Railroad to lease part of its uncompleted Eastern Division; notes Albert Worrell and Henry Longenecker (1792-1872) of the Shamokin Furnace propose paying in pig iron as security for tolls. (MB)
- Mar. 6, 1861 Pres. Lincoln's Cabinet meets for the first time. (DeRose)
- Mar. 6, 1861 Secessionists fail to get a majority vote at a Missouri convention. (FactsStates)
- Mar. 7, 1861 Pennsylvania Governor Andrew Curtin signs the "Act for the Commutation of the Tonnage Tax" only after extended persuasion by Alexander K. McClure; repeal is structured as a contract between the PRR and the State to prevent its repeal by a subsequent legislature under the "sanctity of contracts" doctrine; in return for the abolition of the tax, PRR is to pass on the cut in the form of lower rates, pay for the Main Line in payments of \$260,000 every six months until July 31, 1890 and invest the \$850,000 tax now in arrears in the bonds of several local railroads; according to A.K. McClure, the Republican State Chairman, most legislators from outside Philadelphia who vote for the bill are defeated in the next elections; of the railroads to be aided, the Fayette County Railroad (Greensburg-Youghiogheny River), Philipsburg & Waterford Railroad (Tyrone-Brookville), and Chambersburg & Allegheny Railroad (Chambersburg-Hopewell) are never built; coming after the purchase of the Main Line, the repeal of the Tonnage Tax establishes the PRR as the 800-pound gorilla of Pennsylvania politics and the focus of much fear and resentment; fixes Tom

- Scott's reputation as a master manipulator. (Kamm, PL, McClure)
- Mar. 7, 1861 Sunbury & Erie Railroad renamed Philadelphia & Erie Railroad; charter supplement also authorizes a new \$5 million issue of First Mortgage bonds and a \$4 million second mortgage to refund the \$3.5 million canal bonds held by the state; the P&E may make arrangements with any other railroad (i.e, the PRR) to complete and work it. (PL)
- Mar. 7, 1861 Delaware suspends aid to the Maryland & Delaware Railroad under its 1859 act until it is completed to the Maryland state line. (PL)
- Mar. 8, 1861 Supplement to Camden & Atlantic Railroad charter authorizes construction down the length of Absecon Island. (PL)
- Mar. 8, 1861 Millville & Glassboro Railroad Board authorizes proceeding with extension to Cape May. (MB)
- Mar. 8, 1861 Nebraska & Lake Superior Railroad renamed the Lake Superior & Mississippi Railroad and is projected to build from Duluth to St. Paul. (ICC)
- Mar. 8, 1861 Phillipsburg, N.J., incorporated as a town. (Snell/Warren)
- Mar. 11, 1861 Simon Cameron sworn in as Secretary of War, having resigned from the Senate on Mar. 4. (CongBio,)
- Mar. 11, 1861 Philadelphia & Baltimore Central Railroad Board authorizes operating through passenger cars to Philadelphia via the West Chester & Philadelphia Railroad. (MB)
- Mar. 11, 1861 Madison & Indianapolis Railroad issues a circular calling for foreclosure and reorganization. (ARJ)
- Mar. 12, 1861 Columbia & Maryland Line Railroad Board authorizes seeking government aid. (MB)
- Mar. 12, 1861 Little Miami Railroad Board reports that the steamboats *Queen City* and *Crescent City* are laid up at Buffalo in bad shape and are to be sold. (MB)
- Mar. 12, 1861 Southern Rights Convention reconvenes at Baltimore. (MdHistMag 108:1)
- Mar. 13, 1861 New Brunswick, Millburn & Orange Railroad incorporated in N.J. in the interest of the Joint Companies to build from New Brunswick to Millburn or Orange on the Morris & Essex Railroad to end the reliance on the New Jersey Railroad east of New Brunswick. (PL)

- Mar. 13, 1861 Williamstown Railroad incorporated in N.J. to build from Atsion on Raritan & Delaware Bay Railroad through Williamstown to Penns Grove on the Delaware River opposite Wilmington; may buy Batso Branch of Camden & Atlantic Railroad. (Val, Rdg)
- Mar. 15, 1861 Vincentown Branch of Burlington County Railroad Company incorporated in N.J., by Gen. William Irick, et al., to reach marl pits south of town. (Val, Schopp)
- Mar. 15, 1861 Joseph D. Potts appointed Auditor of the Northern Central Railway; Board appoints a committee to compromise with the State of Maryland over back interest. (MB)
- Mar. 15, 1861 Trustees sell the steamboats *Balloon*, *Hugh Jenkins* and *Champion* of the old Eastern Shore Steamboat Company at sheriff's sale. (BaltAm)
- Mar. 15, 1861 Stockholders of the Southern Pacific Railroad (Tex.) meet at Louisville; Pres. Vernon K. Stevenson reports on his trip to Europe; has been unable to make a contract with a French company to build the road across Texas because of the war crisis. (ARJ)
- Mar. 15, 1861 N.J. act changes the name of the Delaware Manufacturing Company, originally incorporated on Mar. 3, 1837, to manufacture textiles at Trenton, to the New Jersey Steel & Iron Company; Cooper & Hewitt's Trenton Iron Company has acquired the stock of the old company in 1848 and intends to spin off the manufacture and rolling of steel to the New Jersey Steel & Iron Company in return for its stock; this is not actually done until after the war in 1866. (PL, Woodward)
- Mar. 1861 Roswell B. Mason appointed General Manager of the Logansport, Peoria & Burlington Railroad; replacing William H. Cruger, resigned; Mason remains Chief Engineer & General Superintendent of the St. Louis, Alton & Chicago Railroad. (ARJ)
- Mar. 1861 Directors of the Adams Express Company meet in Louisville to consider how to deal with the growing Secession Crisis; Adams is the dominant express company in the seceding states, and its operations will be split in half by secession in a way that no other express company's will. (Reynolds)
- Mar. 1861 All Philadelphia banks have resumed specie payments, although it goes unnoticed because of the worsening Secession Crisis. (Wainwright)
- Mar. 18, 1861 Joint Companies Executive Committee makes an agreement with Richard F. Loper, operating a propeller line via the Delaware & Raritan Canal, through May 1, 1866. (MB)

- Mar. 18, 1861 Maryland Gov. Thomas H. Hicks again requests a loan of 2,000 muskets from the Army in case of trouble if Northern troops are moved to Washington. (MdHistMag 108:1)
- Mar. 19, 1861 Brooklyn Central & Jamaica Railroad now operates small streetcars through to the Wall Street and Fulton Street ferries via Furman Avenue from Bedford and Greenwood. (BrklnEgle)
- Mar. 19, 1861 Northern Central Railway settles with the State of Maryland over back interest, which is to be paid at the rate of \$22,500 per month. (MB)
- Mar. 21, 1861 Charter supplement to Lykens Valley Railroad & Coal Company authorizes extension from the present terminus near Bear Gap up Williams Valley. (Digest)
- Mar. 21, 1861 Remaining portion of the Buffalo & New York City Railroad between Hornellsville and Attica, N.Y., sold at foreclosure to Dudley S. Gregory and J.C. Bancroft Davis for the New York & Erie Railroad for \$113,000. (Minor)
- Mar. 21, 1861 A company of 100 men under Robert E. Haslett leaves Baltimore by boat for Norfolk to enlist in the Confederate Army. (Scharf)
- Mar. 23, 1861 New Jersey Railroad Board authorizes abandoning the Essex & Middlesex Turnpike in Woodbridge Township. (MB)
- Mar. 23, 1861 Charter supplement to the Junction Railroad (MB - verify PL??)
- Mar. 25, 1861 George B. Roberts begins work on the Cape May & Millville Railroad at Cape Island. (Wood)
- Mar. 25, 1861 Samuel M. Felton informs Tench Tilghman that his plan of forming a company to build the Maryland & Delaware Railroad using the Maryland subscription and bonds will work only if people feel there will be "peace and permanent prosperity." (MB)
- Mar. 25, 1861 Bald Eagle Valley Railroad incorporated in Pa. as reorganization of Tyrone & Lock Haven Railroad. (Digest)
- Mar. 25, 1861 Allegheny Mountain Health Institute renamed Cresson Springs Company; owns Mountain House and 300 acres at Cresson. (Digest)
- Mar. 25, 1861 Portion of the Springfield, Mount Vernon & Pittsburgh Railroad between Springfield and Delaware deeded by the sheriff to Frederick A. Lane. (GrnBk)

- Mar. 26, 1861 LIRR Board reports that Electus B. Litchfield has been unable to complete the new line between Jamaica and Hunters Point, and that the LIRR has take over the work and will complete it itself; authorizes a contract with the East River Ferry Company. (MB)
- Mar. 26, 1861 PFW&C Railroad Board reads a letter from Henry C. Lord of the Indianapolis & Cincinnati Railroad proposing to operate a through Indianapolis-Chicago line via Lafayette, New Albany and Salem; referred to Pres. George W. Cass; Crestline station is to be built jointly with the Cleveland, Columbus & Cincinnati Railroad and is to include a hotel. (MB)
- Mar. 27, 1861 Maryland & Delaware Railroad Board reports that Delaware has rejected their application for a loan of state bonds; the road is now graded to Greensboro and 4 miles of track laid, and a quarter of the grading done between Greensboro and Oxford. (MB)
- Mar. 1861 PW&B opens Burnetizing plant for ties and timber at Wilmington, Del.; timber is injected with a solution of zinc chloride. (AR)
- Mar. 1861 James McHenry (1817-1891), a Pennsylvania native living in London, secures control of the Atlantic & Great Western Railroad; McHenry takes the contract to build the entire line from Salamanca to Dayton. (Felton, Perrin)
- Mar. 28, 1861 Maryland Gov. Thomas H. Hicks writes to Secretary of State William H. Seward promising to support the Lincoln Administration as much as possible. (MdHistMag 108:1)
- Mar. 28, 1861 Maryland & Delaware Railroad Board orders Chief Engineer William H. Dilworth to begin laying track. (MB)
- Mar. 29, 1861 Richmond & York River Railroad opens from White House to West Point at the head of the York River, completing the line from Richmond. (Prince)
- Mar. 29, 1861 Virginia Canal Company incorporated in Va. to take over the property of the James River & Kanawha Company and complete a continuous canal from Buchanan to the Ohio River; done in the interest of the French company Bellot des Minieres, Brothers & Co.; the French company tries to reestablish its claim after the Civil War but ultimately gives up the project. (Dunaway)
- Apr. 1, 1861 William Hasell Wilson named Chief Engineer of PRR.
- Apr. 1, 1861 PRR opens new Philadelphia Division shops at Harrisburg, and Parkesburg Shops of former Philadelphia & Columbia Railroad closed; property reverts to original owners who later organize the Parkesburg Iron Company to

make boiler tubes. (, Futhey)

- Apr. 1, 1861 Sleeping car on patent of Edward Collings Knight (1813-1892), elected a PRR director on Mar. 4, 1861, placed in service on PW&B between Philadelphia and Baltimore. (USRR&MR)
- Apr. 1, 1861 Bald Eagle Valley Railroad organized at Lock Haven; Philip M. Price, Pres., and Tom Scott a director; purchases property of Tyrone & Lock Haven Railroad; operated by Bellefonte & Snow Shoe Railroad under a prior agreement of Aug. 1858. (ARJ, USRR&MR, C&C)
- Apr. 1, 1861 Cresson Springs Company divides part of its property into 32 lots which are leased to private parties for cottages.
- Apr. 1, 1861 Charles K. Landis (1833-1900), who has developed Hammonton on the Camden & Atlantic Railroad, calls on Richard D. Wood about buying a large tract of land north of Millville, which will become his new model agricultural settlement of Vineland. (Wood)
- Apr. 1, 1861 Partnership of A. & P. Roberts, operating the Pencoyd Iron Works, renamed A. & P. Roberts & Co. by the addition of George T. Roberts. (ARJ)
- Apr. 1, 1861 Confederate States cut their duties on imports through New Orleans, Charleston and Savannah to half the level charged under federal law in New York and other northern ports; New York City sees the potential threat of being bypassed by direct trade between Europe and the Confederacy and almost overnight switches to opposing Secession. (Burrows/Wallace)
- Apr. 1, 1861 Illinoistown, Ill., renamed East St. Louis. (Scharf)
- Apr. 2, 1861 Ashtabula & New Lisbon Railroad Board authorizes settling with the contractors O. Baldwin & Co. and engineer Jacob G. Chamberlain. (MB)
- Apr. 3, 1861 At a special meeting, the Northern Central Railway Board approves the repeal of the Pennsylvania Tonnage Tax and adopts reduced rates. (MB)
- Apr. 3, 1861 Shamokin Valley & Pottsville Railroad Board authorizes a drawback of 5 cents per ton on shipments of anthracite coal exceeding 8,000-10,000 tons per year. (MB)
- Apr. 4, 1861 Virginia convention rejects secession, 45-90, as Lincoln tries to work behind the scenes with Virginia unionists; however, after an unfruitful meeting with one Virginia unionist, John Baldwin, on Apr. 5, Lincoln approves an expedition to resupply Fort Sumter; the plan is for the fleet to stand offshore and send in supplies in small boats. (Long, McPherson, DeRose)

- Apr. 6, 1861 West Jersey Railroad opens for revenue service between Woodbury and Glassboro, connecting with Millville & Glassboro Railroad and completing a line between Camden and Millville. (WdbryCnstn - MB has open 4/1 and revenue service 4/2)
- Apr. 8, 1861 Joint Companies pass dividend on war jitters. (MB)
- Apr. 8, 1861 Shortly before hostilities begin and after secret meetings with Alvin Adams, William B. Dinsmore and other officers, Henry Bradley Plant (1819-1899), formerly the head of Adams's Southern Division at Augusta, announces that he and his associates have purchased the assets of the Adams Express Company in the Confederate States for \$500,000 and intends to organize a new southern company. (Harlow)
- Apr. 8, 1861 Rensselaer Institute rechartered as Rensselaer Polytechnic Institute. (PL, Rezneck)
- Apr. 9, 1861 Confederate Cabinet approves Pres. Jefferson Davis's order to Gen. Pierre Gustav Toutant Beauregard (1818-1893) to reduce Fort Sumter before the relief fleet can arrive. (McPherson)
- Apr. 9, 1861 Midland Land Damage Company incorporated in Mass. by owners of land covered and occupied by the Midland Railroad. (NHCorp, nhrhta.org)
- Apr. 9, 1861 A new Brady's Bend Iron Company incorporated in Pa. by William B. Ogden, Henry R. Payson, Edwin H. Sheldon, George W. Cass, Samuel J. Tilden, plus others from the pre-1858 company. (PL, Fell)
- Apr. 1861 CNJ announces that will run two through trains to Harrisburg and points west effective May 6; Camden & Amboy protests as a violation of the 1860 agreement.
- Apr. 10, 1861 PRR Road Committee agrees to negotiate with Eleazar Jones for establishing a line of steamships between Philadelphia and Liverpool. (MB)
- Apr. 10, 1861 Stockholders and creditors of the Madison & Indianapolis Railroad meet at the office of Winslow, Lanier & Co. at New York and appoint a reorganization committee. (ARJ)
- Apr. 11, 1861 Ohio passes a general law regulating the sale and reorganization of railroads; authorizes corporations of other states to exercise the same rights in Ohio as those railroads chartered by the state. (Church)
- Apr. 11, 1861 Supplement to Ohio General Railroad Law forbids railroads from refusing or making contracts to refuse interchange traffic from any connecting line

and requiring them to carry all traffic offered. (Digest, ARJ)

- Apr. 11, 1861 Greenville & Miami Railroad is reorganized as the Dayton & Union Railroad. (Drury - verify ICC/B&O)
- Apr. 11, 1861 Vineyard Sound Railroad incorporated in Mass. to build from the Cape Cod Railroad at Buzzards Bay to Woods Hole. (nhrhta.org)
- Apr. 12, 1861 Charter supplement authorizes PRR to make physical connection between their depots and the tracks of the West Philadelphia Passenger Railway or the Philadelphia City Passenger Railway for carrying passengers, baggage and mail from its West Philadelphia depot to Center City and to the Camden ferries for New York; wide gauge of street railways is not to be changed. (PL)
- Apr. 12, 1861 South Carolina shore batteries commanded by Gen. Pierre Gustav Toutant Beauregard begin the bombardment of Fort Sumter in Charleston harbor at 4:30 AM; the first shot is fired by Virginia polemicist Edmund Ruffin (1794-1865), who will bookend the Civil War by blowing his brains out at the fall of the Confederacy; Maj. Robert Anderson (1805-1871) surrenders the fort next day after 34 hours of bombardment; Civil War begins; PRR subscribes \$577,200 to the war effort, 1861-1865, including arming regiments, aid to hospitals and canteens. (Long, MB)
- Apr. 12, 1861 Steamboat *Chester* placed on H.B. Slaughter's Chester River Line to Chestertown with E.S.L. Young as Captain; Budd S. Ford (1838-1879) replaces Young as Captain of the *Arrow*, which runs to Crumpton. (BaltAm)
- Apr. 12, 1861 Clinton Line Railroad sold at foreclosure to the bondholders at Hudson, Ohio, for \$46,670. (ARJ)
- Apr. 12, 1861 Ohio Gov. Dennison calls Anson Stager, General Superintendent of Western Union Telegraph Company from Cleveland to Columbus to operate the military telegraph in southern Ohio under Gen. George B. McClellan. (Harlow)
- Apr. 13, 1861 Pres. Samuel M. Felton of PW&B again writes to Gen. Winfield Scott (1786-1866), General-in-Chief of the Army, informing him that he has learned through his detectives of a plot to burn the railroad bridges between Baltimore and Philadelphia to keep troops from reaching Washington. (OR, Felton)
- Apr. 13, 1861 Norwich & Worcester Railroad contracts with the New London Northern Railroad to carry its trains from Norwich to New London, and its steamboat terminal is moved from Allyn's Point to New London. (NHCorp)

- Apr. 13, 1861 Over the last six days, prices of shares in New York have fallen 5-10% on war fears. (ARJ)
- Apr. 14, 1861 Pittsburgh aqueduct partially collapses between the second and third piers from the Allegheny side; not repaired, causing abandonment of the Western Division Canal between Allegheny and Pittsburgh. (StdHistPitts)
- Apr. 14, 1861 Future PRR civil engineer Joseph Ury Crawford (1842-1924) leaves the University of Pennsylvania without graduating and enlists in the Washington Greys (Seventeenth Pennsylvania) and later switches to the Sixth New Jersey; participates in the battles of Second Manassas and Gettysburg and serves through the final campaign at Petersburg. (MB, PRRBio, Wilson)
- Apr. 14, 1861 In Baltimore, secession flags are run up and cannon salutes fired, Baltimore is a Southern city in a slave state, although there are Unionists, particularly among the German immigrants who are less a part of the slave-keeping culture, and others who fear the state becoming the battle front. (Scharf)
- Apr. 15, 1861 President Lincoln calls an emergency session of Congress to meet on July 4, declares a state of insurrection and calls for 75,000 3-month volunteers; the regular Army consists of only 16,000 men, mostly scattered over frontier posts in the trans-Mississippi West, and the Navy has 42 ships, all but 12 of which are at sea around the globe; Tennessee, Arkansas, Missouri, Kentucky, Virginia and North Carolina refuse to send troops; Maryland accepts on condition troops will be used only in Maryland or the District of Columbia; Secretary of War Cameron wires Gov. Curtin that Pennsylvania's quota will be 16 regiments, two of which are needed within two days to protect Washington; a total of 91,816 men volunteer; Union forces will swell to 700,000 in less than a year; however, the Confederates already have 60,000 men under arms. (OR, Wilson, Wagner; DeRose)
- Apr. 15, 1861 Among the young men answering the call for volunteers is Calvin Pardee (1841-1923) the younger son of Hazleton, Pa., coal operator Ario Pardee (1810-1892); he leaves for Harrisburg. (Foulke&Foulke)
- Apr. 15, 1861 Massachusetts Gov. John A. Andrew (1818-1867) mobilizes the Third, Fourth, Sixth and Eighth Regiments of militia under overall command of Gen. Benjamin F. Butler (1818-1893), a Democratic lawyer and politician with no military experience. (Butler)
- Apr. 15, 1861 At Pittsburgh, a huge public war meeting presided over by Judge William Wilkins (1779-1865), creates a Committee of Public Safety to organize the defense of the city, suppress secession activities and supervise the raising of volunteers. (StdHistPitts)

- Apr. 15, 1861 Joint Companies Executive Committee authorizes a warning to the CNJ that its plans to run two round trips on the Allentown Route to Harrisburg after May 6 violates their agreement of Feb. 7, 1860. (MB)
- Apr. 15, 1861 New York & Erie Railroad inaugurates its own ferry from Duane Street to the Long Dock at foot of Pavonia Avenue, Jersey City with eight round trips only; uses ferry boat *Philadelphia* chartered from New Jersey Railroad; begins running three round trips of express and way trains to its new Jersey City depot at Pavonia, via its new Bergen Hill tunnel; remaining trains continue to run over New Jersey Railroad to Exchange Place. (JCCour&Advrt, PatDlyRgstr)
- Apr. 15, 1861 West Chester & Philadelphia Railroad authorizes construction of second track between Chestnut Street and the Almshouse in West Philadelphia. (MB)
- Apr. 1861 LIRR makes an agreement with the East River Ferry Company to operate a ferry between Hunters Point and James Slip and well as its current ferry to East 34th Street. (ARJ)
- Apr. 1861 Mifflin Paul (1814-), formerly Superintendent of the Burlington & Mount Holly Railroad, moves to Hoboken to take charge of all of Edwin A. Stevens's railroad projects, including the Hoboken Land & Improvement Company's railroad and the Hoboken & Jersey City Horse-Car Railroad. (Ellis - verify last name in NJCorps)
- Apr. 1861 PRR begins operating a second "West Chester Accommodation." (USRR&MR)
- Apr. 1861 Future Pres. A. J. Cassatt joins PRR as a rodman on the Delaware Extension. (RyW)
- Apr. 1861 Tangascootack and Eagleton coal mine railroads are completed and being connected to the Sunbury & Erie Railroad; the S&E provides the first reliable outlet from these small coal basins. (AR, ARJ)
- Apr. 1861 Chicago banks refuse to accept the notes of the country banks in downstate Illinois and Wisconsin; by the end of the year, Illinois banknote circulation falls from \$12 million to \$3 million. (Shade)
- Apr. 16, 1861 Baltimore Police Marshall George Proctor Kane, a dedicated secessionist, writes to the PW&B to verify that it intends to pass troops from New York "to war upon the South" today; Samuel M. Felton in turn notifies Secretary of War Simon Cameron, noting a rumor that Kane has orders to stop troop movements; Cameron then issues a warning to Maryland Governor Thomas

Holliday Hicks, a lukewarm Unionist who is wary of provoking the secessionists. (OR, Tucker)

- Apr. 16, 1861 Ringgold Light Artillery of Reading and Logan Guards of Lewistown arrive in Harrisburg between 8:00 and 10:00 PM, answering the summons of Gov. Curtin; the first Pennsylvania units to mobilize. (PubLdgr, Wilson)
- Apr. 16, 1861 Company A of the State Militia musters in Trenton, N.J., in response to Lincoln's call for volunteers; Washington Roebling (1837-1926), son of civil engineer and wire rope manufacturer John A. Roebling (1806-1969) enlists as a private; he soon transfers to a New York artillery regiment and serves for the duration of the war, mostly in a engineer corps. (Schuyler)
- Apr. 16, 1861 Big Union meeting held in Wilmington, Del.; while the northernmost corner of Delaware is industrialized and similar in outlook to the adjoining parts of Pennsylvania, the rest of the state is rural, agrarian, Democratic and Southern in attitudes, creating fears that the state could be a second front. (Scharf)
- Apr. 16, 1861 Col. Elmer E. Ellsworth (1837-1861) of Chicago, a friend of Lincoln who had accompanied him to Washington, leaves for New York to organize a company of zouaves; zouaves, a concept borrowed from the French colonial forces in North Africa, are companies of macho young men dressed in colorful, baggy Turkish-style uniforms that stress acts of individual bravery; they are a prominent element of Union forces in the early days, before the grim, deadly seriousness of the war becomes apparent to all. (PubLdgr)
- Apr. 16, 1861 Without consulting Gov. John Letcher, Henry A. Wise, ex-Governor of Virginia, meets with military officials to plot to seize the federal armory at Harpers Ferry and the Gosport Navy Yard near Norfolk the next day, as soon as Virginia votes to secede; troops are to be rushed north by the Virginia Central, Orange & Alexandria and Manassas Gap Railroads. (Wheeler)
- Apr. 16, 1861 Hugh J. Jewett of the Central Ohio Railroad wires B&O Pres. John W. Garrett that he has heard that the B&O is refusing to take troops from the Midwest through Virginia; Garrett replies that he can contradict the rumors, that the B&O is transporting troops and will guarantee cargoes. (ARJ)
- Apr. 16, 1861 Pittsburgh banks pledge full cooperation in raising revenue for the State to prosecute the war. (StdHistPitts)
- Apr. 16, 1861 Philadelphia & Baltimore Central Railroad Board authorizes sending an agent to Harrisburg to lobby for obtaining funds from the PRR's commutation of the Tonnage Tax. (MB)

- Apr. 17, 1861 Fourth Massachusetts Infantry leaves Boston for Washington via the Fall River Line and then by sea to Fort Monroe; Sixth Massachusetts leaves for New York by way of Springfield and Hartford. (OR, NYTrb)
- Apr. 17, 1861 William P. Smith of the B&O informs its western connections that it will be unable to transport troops, as the government has ordered all cars be placed on the Washington Branch. (ARJ)
- Apr. 17, 1861 Philadelphia Board of Trade meets to express support for the war. (PubLdgr)
- Apr. 17, 1861 Virginia votes, 88-55, to secede from the Union rather than aid in the suppression of South Carolina. (McPherson)
- Apr. 17, 1861 Upon learning of Virginia's secession, Pres. John W. Garrett of the B&O telegraphs Gov. Dennison of Ohio informing him he will be unable to carry 800 Ohio troops from West to Washington as all cars will be needed to carry troops from the North via Baltimore. (OR)
- Apr. 17, 1861 Tom Scott arrives in Harrisburg at the summons of Governor Andrew Curtin; with him is William Bender Wilson (1839-1919), a PRR telegrapher and son of Thomas L. Wilson, the late last Secretary to the Board of Canal Commissioners; together they set up the first military telegraph in the Governor's office; Gov. Curtin gives Scott charge of all railroads and troop movements in the area. (WBWilson)
- Apr. 17, 1861 National Light Infantry and Washington Artillery of Pottsville and Allen Guards of Allentown arrive at Harrisburg at 8:00 PM; Pennsylvania militia hesitates to move forward as there is no authority for a militia of one state to operate in another. (WBWilson)
- Apr. 17, 1861 First detachments of troops from western Pennsylvania leave Pittsburgh for Harrisburg and Washington via the PRR. (HistAllghnyCo)
- Apr. 17, 1861 PRR Board hears report on developing a steamship line from Philadelphia to Europe and considers proposal of Eleazar Jones to establish a line between Philadelphia and Liverpool; orders American flags to be flown at principal stations. (MB)
- Apr. 17, 1861 Secretary of War Simon Cameron requests J. Edgar Thomson to personally assume charge of arrangements for transporting troops and munitions bound for Washington over PRR, to act in concert with other railroad presidents; later in the day, Thomson consults with John W. Garrett in Baltimore, who informs him that he cannot transport troops through Virginia but will carry them from Baltimore to Washington; Thomson alerts Cameron to the likelihood that Maryland will secede; J. Donald Cameron arrives in

- Harrisburg in the evening and finds 450 militia men without arms. (OR)
- Apr. 17, 1861 Baltimore Mayor George William Brown (1812-1890) issues a proclamation to citizens to refrain from acts of violence. (Tucker)
- Apr. 17, 1861 Baltimore secessionists call for a secession meeting and for drilling to prevent the passage of Northern troops. (MdHistMag 108:1)
- Apr. 17, 1861 Missouri Gov. C. F. Jackson refuses Pres. Lincoln's call for troops as unconstitutional and an "unholy crusade"; he is already plotting with Jefferson Davis to take Missouri out of the Union by seizing the federal arsenal at St. Louis. (Scharf)
- Apr. 17, 1861 Maryland & Delaware Railroad Board authorizes Pres. Tench Tilghman to conclude a contract for enough rails to build to Greensboro using the Maryland state appropriation. (MB)
- Apr. 17, 1861 Warren & Tidouite Railroad Company incorporated to build from Tidouite in Warren County to intersect the Philadelphia & Erie Railroad with an extension to Franklin, providing a new route into the Oil Region; the charter is not published in the session laws until 1865, hiding its existence. (Val, Corp Hist, Maybee)
- Apr. 17, 1861 Virginia militia units commanded by Capt. John D. Imboden (1823-1895) leave Richmond on the Virginia Central Railroad via Gordonsville, Manassas and Strasburg to seize the Federal Arsenal at Harpers Ferry. (Meredith)
- Apr. 17, 1861 Pa. Legislature passes an act allowing banks to remain in suspension until Oct. 8, 1861. (StdHistPitts)
- Apr. 17, 1861 In one of the first Oil Region disasters, the first region "gusher" is brought in only to be ignited by coals in a boiler 10 rods away, creating a natural flame thrower that envelops 100 workers and bystanders; 13 are permanently disfigured, and 19 suffer fatal burns, including millionaire oil entrepreneur Henry R. Rouse (1824-1861); one sufferer lives long enough to believe that he is dead and burning in Hell; the fire is finally smothered with earth after 3 days. (Babcock, Williamson/Daum)
- Apr. 18, 1861 LIRR Board orders a survey to Babylon. (MB)
- Apr. 18, 1861 A Committee of Public Safety and a Home Guard formed to protect Philadelphia; a similar committee is established at Pittsburgh. (OR, HistAllghnyCo)
- Apr. 18, 1861 Camp Curtin opens on the grounds of the Dauphin County Agricultural

Society on the northern outskirts of Harrisburg for the purpose of marshaling and training troops; it is the largest Union camp and processes 300,000 men during the course of the war. (PaHrtg)

- Apr. 18, 1861 U.S. Army officers muster all five Pennsylvania companies (about 460 men) collected at Harrisburg into the U.S. service, and send them by the 8:00 AM train to Baltimore; they are accompanied by 45 regulars of the Fourth Artillery from St. Paul, Minn., under Capt. John C. Pemberton (1814-1881), a Pennsylvanian who soon goes over to the Confederates. (OR, PubLdgr, WBWilson, Manakee, PaHrtg)
- Apr. 18, 1861 Sixth Massachusetts Regiment arrives at New Haven Railroad station in New York at 7:30 AM; takes breakfast at Astor House, St. Nicholas and Metropolitan Hotels; leave Jersey City for Washington at 1:00 PM in 18-car train drawn by locomotive *Walcott*; arrive at Walnut Street Wharf, Philadelphia at 7:30 PM and is quartered in the Girard House; Fourth Massachusetts arrives in New York in the steamboat *State of Maine*; Eighth Massachusetts departs Boston at night. (Wilson, NYTrb, PubLdgr, Scharf)
- Apr. 18, 1861 News that the Northern Central Railway has been asked to forward troops to Washington sparks protest meetings in Baltimore; about 2:00 PM, two trains containing 21 cars arrive at the Bolton Depot from Harrisburg with two companies of U.S. Army artillery from St. Paul under Maj. John C. Pemberton, two companies from Pottsville, one from Reading and one from Lewistown; the troops, who are practically unarmed, are threatened and beaten by a Secession mob of about 2,000 while marching from Bolton to Camden Station in Baltimore around 2:00 PM while under protection of Police Marshal Kane, but manage to embark safely for Washington, where they arrive about 7:00 PM; they are the first troops to arrive for the defense of the capital and are later known as the "First Defenders"; they are billeted in the Capitol building; among the worst injured is Nick Biddle (1796?-1876), a former slave who is orderly to Capt. James Wren (1825-1901), commander of the Washington Artillery of Pottsville; although not an actual soldier, he is especially targeted as a black man in uniform and despite his age is knocked down by a brick to the head. (OR, PubLdgr, WBWilson, Manakee, PaHrtg, Scharf)
- Apr. 18, 1861 After the departure of the troops, a States' Rights Convention held in Baltimore adopts the resolution of inventor Ross Winans to resist any invader from the North; 800 secessionists parade in the streets. (Scharf, Kline)
- Apr. 18, 1861 Gov. Thomas H. Hicks of Maryland urges Pres. Samuel M. Felton to have all U.S. troops turned back at the Maryland border; a secession flag is raised on Federal Hill in Baltimore. (OR, Long)

- Apr. 18, 1861 PW&B sends a party of about 40 men from Philadelphia to guard bridges in Maryland; leave Philadelphia at 11:00 PM; advance party reaches Back River near Baltimore at 3:00 AM on Apr. 19. (BaltAm)
- Apr. 18, 1861 Gen. Winfield Scott (1786-1866), the nation's senior military officer, a brilliant commander and strategist who is now too old and fat to take the field, offers field command of the U.S. Army to Col. Robert E. Lee (1807-1870) of Virginia. (DAB)
- Apr. 18, 1861 Two Ohio regiments leave Columbus for Washington via Pittsburgh. (OR)
- Apr. 18, 1861 In the late afternoon, Simon Cameron, fearing for the safety of his Northern Central Railway, dispatches Maj. Fitz John Porter (1822-1901), a Mexican War veteran, to Harrisburg with instructions to muster Pennsylvania troops into the U.S. Army (state troops having no authority to act in another state) and place them as guards on the NC; before he leaves, Gen. Scott informs Porter that he fears that rail communication with the North will be interrupted, in which case, Washington could be starved into surrender within 10 days; Porter spends the night in Baltimore, where he learns of movements to oppose the passage of state troops but is led to believe that if they are escorted by U.S. Army troops, they will be less likely to be opposed. (OR)
- Apr. 18, 1861 Shortly after 10:00 PM, the 47-man Federal garrison at Harpers Ferry withdraws to Carlisle after setting fire to the armory; at 10:15 PM, Virginia troops under Capt. John D. Imboden (1823-1895) occupy the town; although Virginia troops let the B&O continue in operation, they are in position to cut it at will. (B&O AR, OR)
- Apr. 18, 1861 Cincinnati & Chicago Air-Line Railroad Board appoints a committee to exchange \$300,000 of the old New Castle & Richmond Railroad bonds for the new Mortgage bonds; appoints a committee to negotiate for land for shops and an engine house at Logansport. (MB)
- Apr. 18, 1861 Cincinnati & Indiana Railroad incorporated in Ohio by Henry C. Lord and William Dwight to build from Cincinnati to Indiana state line in direction of Indianapolis. (GrnBk, Church, Harlow)
- Apr. 18, 1861 Leading businessmen of Chicago meet in Bryan Hall and raise \$90,000 for equipping volunteers; an Illinois bankers committee offers to advance \$500,000 to the state for raising troops. (CHTaylor)
- Apr. 19, 1861 In the early morning, Pres. Lincoln, Secretary of State William H. Seward (1801-1872) and Secretary of War Simon Cameron (1799-1889) inspect and greet the First Defender militia units on Capitol Hill. (PaHrtg)

- Apr. 19, 1861 Sixth Massachusetts leaves Philadelphia on PW&B before 3:00 AM, followed by about 1,000 unarmed men of First and Second Pennsylvania Regiments raised in Philadelphia. (PubLdgr)
- Apr. 19, 1861 Pres. Lincoln proclaims a naval blockade of the Confederate States from South Carolina to Texas. (OR)
- Apr. 19, 1861 "Pratt Street Riot" in Baltimore; southern sympathizers attack the Sixth Massachusetts Regiment en route to Washington while being transferred by horses via the street track between the PB&W and B&O stations; a train of 29 cars arrives at President Street about 11:00 AM; first 6 cars pass to Camden Station without violence; 7th car is stoned at Gay Street; 9th car is the last to pass; 10th car is blocked by barricades, and 220 troops proceed on foot and are attacked as they attempt to march down Pratt Street; 4 soldiers and 12 civilians killed; police restore sufficient order for the troops to leave Camden Station by train for Washington, but lose all their baggage; the first train departs about 12:30 PM and the second about 1:15 PM; teams are unable to return to President Street for the second train; at 4:00, William P. Smith of the B&O wires Samuel M. Felton that they will carry no more Northern troops through Baltimore; Mayor Brown sends a delegation to ask Lincoln to send no more troops through the city. (OR, Long, Bain, PubLdgr, BaltAm, Manakee, Wagner)
- Apr. 19, 1861 Two companies of Philadelphia troops (about 1,800 men), who lack arms and uniforms, arrive at President Street about 12:00 N and are held at the depot; engage in hand-to-hand brawling with secessionists until Police Marshal Kane arrives and restores order; most return to Philadelphia by rail, arriving at 11:00 PM; those who become separated return on foot; are arrested and held overnight in the Bel Air jail, then are escorted to the state line. (PubLdgr, Scharf, Everett)
- Apr. 19, 1861 Maj. Fitz John Porter arrives in Harrisburg in the morning and confers with Gov. Curtin, J. Edgar Thomson and J. Donald Cameron; On hearing of the Baltimore riots, Porter orders four companies of U.S. cavalry under Maj. (later Gen.) George H. Thomas (1816-1870) from Carlisle Barracks to Harrisburg; neither U.S. nor state troops have arms or provisions, which are hastily requisitioned from U.S. arsenals at New York, Frankford and Pittsburgh, and from local hotels. (OR - according to S.S. Blair's memoir, this would have been on the 20th, although he may have misplaced Porter among those coming from Baltimore that day)
- Apr. 19, 1861 Seventh New York Regiment, drawn mostly from the upper and professional classes, leaves New York for Washington via rail in afternoon; Eighth Massachusetts departs Jersey City for Philadelphia, where they land at Walnut Street Wharf at 6:00 PM and are quartered in the Girard House. (OR, PubLdgr, BaltAm) Bates, PubLdgr)

- Apr. 19, 1861 Secretary of War Simon Cameron issues General Order No. 3 extending the boundaries of the Dept. of Washington to include Pennsylvania and Delaware as well as D.C. and Maryland; Gen. Robert Patterson (1792-1881), based in Harrisburg, is placed in command and ordered to protect railroads; former PRR Pres. William C. Patterson serves on his brother's staff during his ill-starred campaign. (OR, NCAB)
- Apr. 19, 1861 In the afternoon, Federal troops seize the Washington telegraph office of the American Telegraph Company and stop civilian use; American, with much of its network in the seceded states, is particularly vulnerable. (Plum, Thompson)
- Apr. 19, 1861 John W. Garrett of B&O wires Samuel M. Felton to send no more troops; War Dept. orders Felton to send troops prepared to fight their way through Baltimore; J. Edgar Thomson wires Baltimore that more troops will be sent; Gen. Winfield Scott, commander of the Army, orders guards to be posted along the railroad between Wilmington and Washington; orders Maj. John C. Pemberton to seize the Richmond, Fredericksburg & Potomac Railroad's Aquia Creek steamboats at Washington. (OR, Summers)
- Apr. 19, 1861 Federal authorities seize all four Potomac Steamboat Company (Richmond, Fredericksburg & Potomac Railroad) steamboats at Washington, cutting off communication with Aquia Creek and Richmond. (Mordecai)
- Apr. 19, 1861 Federal troops are sent to garrison Fort Delaware on Pea Patch Island in the Delaware River to protect Wilmington and Philadelphia; it later houses Confederate prisoners of war. (Scharf)
- Apr. 19, 1861 George Gibbs (1861-1940), future expert in electric traction, born at Chicago; son of Francis S. Gibbs and Eliza G. Hosmer Gibbs. (G&H, NYT)
- Apr. 19, 1861 In evening, PW&B President Samuel M. Felton, his brother (Edgar Conway Felton? Charles Norton Felton?) and Commodore Samuel Francis Du Pont (1803-1865) call on Gen. Benjamin F. Butler, who has landed at the Walnut Street Wharf with the Eighth Massachusetts; Felton informs Butler that he has learned from detectives that bridges between the Susquehanna and Baltimore will be burned before Butler can reach Havre-de-Grace and offers him the use of the train ferry *Maryland* to take him to Annapolis, where Du Pont says they can land under covering fire from the frigate *U.S.S. Constitution* at the Naval Academy. (OR, Felton)
- Apr. 19, 1861 In the evening following the riot, an impromptu meeting is held in Monument Square in Baltimore; Gov. Thomas H. Hicks is forced to attend but still refuses to call the General Assembly. (MdHistMag 108:1)

- Apr. 19, 1861 Richard D. Wood shows Charles K. Landis around Millville and then around the land immediately to the north, which Landis proposes to buy. (Wood)
- Apr. 20, 1861 Before midnight on the 19th, word reaches Baltimore that more troops are coming by both the PW&B and Northern Central routes; Mayor Brown determines to burn the railroad bridges to prevent more troops from reaching Baltimore; he claims to secure the reluctant approval of Gov. Hicks, but most sources say Hicks refused, and the order was signed by Gen. Charles Edgerton; after midnight, Mayor Brown summons Isaac R. Trimble and orders him to command the raiding party; according to a manuscript account left by Trimble, he initially asks that someone else be chosen so that it will not appear he is acting out of petty revenge against Pres. Felton for his dismissal in 1854; around 1:00 AM, the Canton Bridge of PW&B is burned by the city guards under Capt. John G. Johnson; 160 men led by Police Marshall Kane and former PW&B Superintendent Isaac R. Trimble seize the PW&B night train at gunpoint as it arrives in Canton; force the engineer to run to Gunpowder bridge, then return south burning all the main bridges; by 2:30 AM, Back, Bush, and Gunpowder River bridges on the PW&B are burnt; Felton's guards flee in face of superior numbers and are later detained and disarmed by patrols; allowed to make their way to Havre-de-Grace on foot, where they take the train for Philadelphia; at Bush River, Jane Bowman, 22-year old daughter of the bridge tender, calls Trimble a coward and tries to rally the company guards, who drop their weapons and hide; a second crew led by Lt. E. R. Dorsey destroys bridges on the Northern Central Railway up to Cockeysville, cut telegraph lines in a move to keep federal troops out of Baltimore; Baltimore is cut off from the North; Baltimore authorities place guards around Calvert Station; Northern Central President Anthony B. Warford, based at Harrisburg, orders the Treasurer to move offices and books from Baltimore to Harrisburg. (AR, OR, BaltAm, Tucker, MdHistMag 108:1 - Felton in Schouler's "Massachusetts in the Civil War," says train seized at 3:10 AM, arr. at Bush R. 8 AM)
- Apr. 20, 1861 Seventh New York arrives in Camden at 1:00 AM and crosses to Washington Street, Philadelphia, but its commander, Col. Marshall Lefferts, refuses to join Butler, and his troops wait at the PW&B Depot for reinforcements, then embark on the steamer *Boston* from Washington Street Wharf at 4:20 PM via the outside route; Eighth Massachusetts under Benjamin F. Butler leaves Philadelphia for Perryville via PW&B at 3:00 PM after wiring Boston to send artillery; Butler's troops debark north of Perryville and advance in skirmish formation for fear of an ambush at the dock; leave Perryville about 6:00 PM in the ferry *Maryland*; arrive off Annapolis around midnight and anchor about two miles offshore, but do not land, as Gen. Scott has informed them he has no cars to carry them from Annapolis to Washington; four field pieces mounted on upper deck of

Maryland; Butler's troops are stranded with low rations. (OR, PubLdgr, Scharf, BaltAm, Butler)

- Apr. 20, 1861 A huge public meeting, estimated at anywhere from 100,000 to 250,000, is held in Union Square in New York City; a Union Defense Committee of 13 Democratic and 12 Republican businessmen is appointed to coordinate the city's war effort. (Burrows/Wallace)
- Apr. 20, 1861 Baltimore City Council authorizes raising \$500,000 for defense; city government begins buying weapons, and volunteer un-uniformed corps formed; pro-Southern militia units begin drifting into city; Gov. Hicks decides against mobilizing the militia, believing that the officers and armed companies are in sympathy with the rioters, while loyal citizens are unarmed. (Manakee, MdHist 101)
- Apr. 20, 1861 No regular service on PW&B south of Wilmington. (BaltAm)
- Apr. 20, 1861 Northern Central train run by S.S. Blair runs as far south as Ashland, where the track is cut; carries a sister of Tom Scott and Gen. Joseph Casey carrying dispatches from Gov. Curtin to the War Dept.; at Ashland, Maj. Fitz John Porter, J.A. Wright, Maj. Shaffer and Maj. Biddle arrive in a carriage from Baltimore; (Miss?) Scott and Gen Casey go on to Baltimore in the carriage, and two trains of refugees with the officers return to Harrisburg; Blair then returns to Ashland with a train of 1200 to 1500 troops under Gen. George C. Wynkoop, arriving at 8:00 AM on Apr. 21. (PRRMN)
- Apr. 20, 1861 Workmen are sent from Harrisburg to repair Northern Central Railway bridges. (PubLdgr)
- Apr. 20, 1861 At Philadelphia, acting on advice of Capt. Philip Reybold, the government commandeers all propeller steamboats that will fit through the locks of the Chesapeake & Delaware Canal and sends them to Perryville. (Gray, OR)
- Apr. 20, 1861 Fourth Massachusetts arrives by sea to reinforce Fortress Monroe at the entrance to Chesapeake Bay and the James River; at night, the U.S. abandons and partially burns the Gosport Navy Yard at Norfolk, allowing an important naval base and huge quantities of cannon and ammunition fall into Confederate hands; William Mahone of the Norfolk & Petersburg Railroad runs a locomotive back and forth to make it appear that large numbers of Confederate troops are arriving, so that Union forces depart before completing the destruction of the Navy Yard's ships and supplies. (Long, OR, Johnston)
- Apr. 20, 1861 On orders of Maj. Fitz John Porter, PRR Western Division Superintendent Andrew Carnegie arranges for the shipment of ammunition from the

Allegheny Arsenal to Harrisburg. (Nasaw)

- Apr. 20, 1861 Pittsburgh officials and militia seize carloads of military blankets and clothing about to be sent to the South by the Adams Express Company from the PRR depot and turn it over to the Committee of Safety. (StdHistPitts)
- Apr. 20, 1861 Col. Robert E. Lee resigns his commission in the U.S. Army and follows his home state into secession. (DAB)
- Apr. 20, 1861 Junction & Breakwater Railroad orders contractors to suspend work for 30 days. (MB)
- Apr. 20, 1861 *American Railroad Journal* notes that the Little Miami Railroad's lease of the Dayton, Xenia & Belpre Railroad is not profitable. (ARJ)
- Apr. 21, 1861 In early morning, the ferry *Maryland* and Butler's troops tow the U.S. Frigate *Constitution* from the Naval Academy five miles out into the bay to prevent her capture by secessionists at Annapolis, whose strength and intentions are greatly exaggerated; in trying to rescue a man overboard around noon, the *Maryland* runs aground and remains so until midnight of Apr. 22. (Butler)
- Apr. 21, 1861 Fitz John Porter with 3,400 troops of First, Second and Third Pennsylvania arrive at Ashland Station on Northern Central Railway near Cockeyville, Md.; there, Porter meets Col. Richard Delafield (1798-1873) and Capt. Daniel Tyler (1799-1882) of the regular army, who have come north from Washington; Porter organizes camp about a mile from the station and returns to Harrisburg to secure U.S. troops and bridge builders; the troops left at Cockeyville, including young Calvin Pardee (1841-1923) are obliged to camp in an open field, sleep on the ground, and suffer from a shortage of provisions; Delafield and Tyler accompany Porter as far as York, where they take the train to Philadelphia; Maj. George H. Thomas arrives in late afternoon with 400 dismounted cavalry; Maj. Thomas W. Sherman's battery has not yet arrived, so at nightfall, Porter returns south with cavalry and bridge builders to Cockeyville; Porter gets as far as York where he receives Gen. Scott's orders to withdraw all troops to York and proceed by way of Philadelphia and Annapolis; Simon Cameron has written modification to the order that his Northern Central Railway is to be kept open and guarded, but this is not followed; Baltimore leaders had conferred hurriedly with Lincoln, to stop troops in order to avoid provoking Maryland to secession. (OR, Wilson, Everett, Foulke&Foulke)
- Apr. 21, 1861 At about 10:00 AM, Baltimore learns that Union troops are at Cockeyville, 17 miles from city; Col. Isaac R. Trimble is placed in command of volunteer un-uniformed corps and appoints five prominent secessionists as his aides; militia and volunteers are mobilized, and units sent to scout

Federal positions; report that they are not moving; John W. Garrett wires Washington that bloodshed can be avoided only if Lincoln withdraws troops; about noon, police cut all telegraph lines to North, preventing quick communications between troops at Cockeysville and Washington; at 5:00 PM, city authorities announce that troops are to be moved back to Harrisburg. (Manakee, Scharf, MdHistMag 108:1)

- Apr. 21, 1861 Secretary of War Cameron requests Tom Scott to come to Washington and take charge of keeping the Northern Central route open. (OR)
- Apr. 21, 1861 Pres. Lincoln secretly transfers \$2 million to the New York City Union Defense Committee for the purpose of buying materiel and chartering vessels to keep the lifeline to Washington open; the City government borrows an additional \$1.5 million to pay for volunteers and for support of their families in their absence. (Burrows/Wallace)
- Apr. 21, 1861 Pres. Samuel M. Felton notifies Gen. Butler of his desire to establish a daily round trip to Annapolis; Felton, J. Edgar Thomson, and the military agree to operate the New York-Perryville line as a unit, place the PW&B under martial law, fortify the crossing of the Susquehanna, collect all available vessels at Perryville, and seize the Annapolis & Elk Ridge Railroad; Gov. Hicks urges troops to make no landing at Annapolis. (OR)
- Apr. 21, 1861 Upon arrival of Gen. Butler off Annapolis, officers of Annapolis & Elk Ridge Railroad disable their locomotive; in the evening, they send out a work train to remove sections of track to prevent its use by Butler. (BaltAm)
- Apr. 21, 1861 Rhode Island Regiment under Gov. William Sprague (1831-1915) and Col. Ambrose E. Burnside (1824-1881) arrive in New York on *Empire State* and disembark in evening in the steamship *Coatzacoalcas*; Sixth, Twelfth and Seventy-first New York Regiments hold a parade on Broadway; Sixth embarks on *Columbia*, Twelfth in *Baltic*, and Seventy-first in *R.R. Cuyler*; fleet rendezvous in Lower Bay, and proceeds for Chesapeake Bay on morning of Apr. 22 under protection of the revenue cutter *Harriet Lane*. (BaltAm, NYT)
- Apr. 21, 1861 The bulk of the regiments raised in Pittsburgh and vicinity depart for Harrisburg. (StdHistPitts)
- Apr. 21, 1861 Civil engineer Walter Gwynn (1802-1882), now a Major-General of Virginia volunteers, assumes command at Norfolk. (BaltAm, OR)
- Apr. 21, 1861 Maj. Thomas W. Sherman (1813-1879) with his battery and 90 men arrives at Altoona en route from the West to Washington; is without ammunition and is unable to procure any from the State Arsenal at Harrisburg;

eventually obtains ammunition at Philadelphia. (WHWilson)

- Apr. 21, 1861 In evening, 1,000 troops from Camp Curtin near Harrisburg entrain for Philadelphia, to be followed by Ohio troops; 50 car loads of Indiana and Illinois troops expected. (BaltAm)
- Apr. 21, 1861 Chicago Zouaves, Chicago Turngemeinde Company, Chicago Light Infantry, Lincoln Rifles and Chicago Light Artillery leave Chicago for Cairo. (CHTaylor)
- Apr. 22, 1861 Secretary of War Simon Cameron requests Tom Scott to come to Washington tomorrow to take charge of keeping the Northern Central Railway open; Scott has been engaged by Gov. Curtin. (Wilson)
- Apr. 22, 1861 Baltimore Police Board orders Northern Central Railway not to rebuild destroyed bridges; Gov. Hicks asks Lincoln to remove all Federal troops from Maryland. (OR)
- Apr. 22, 1861 Col. Isaac R. Trimble, commanding militia at Baltimore, orders no steamboat to leave Baltimore harbor without permission and no provisions of any kind be transported out of city; boats to and from the South and the Eastern Shore are not interfered with. (BaltAm)
- Apr. 22, 1861 Maryland Gov. Thomas H. Hicks finally calls a special session of the Legislature to convene at Annapolis on Apr. 26. (MdHistMag 108:1)
- Apr. 22, 1861 Gunboat *Yankee*, equipped with two 32-pounders, leaves New York to act as armed escort between Havre-de-Grace and Annapolis. (OR)
- Apr. 22, 1861 Seventh New York arrives at Annapolis at 8:00 AM, having come round by sea from Philadelphia on the steamer *Boston*; Gen. Butler learns that the owners of the Annapolis & Elk Ridge Railroad have removed the rails and equipment to impede his progress; Butler's men have no water on board the *Maryland*, and Seventh New York is almost without provisions; Gen. Winfield Scott orders cars and supplies sent up the B&O to Annapolis Jct. to meet troops arriving from North; at night, Seventh New York declines to join Butler's plan to march to Washington, rebuilding the railroad as they go. (OR, Butler, Long, BaltAm)
- Apr. 22, 1861 Thomas W. Sherman's Ohio Battery arrives in West Philadelphia on PRR in evening en route from Fort Ridgely, Minn., to Washington. (PubLdgr)
- Apr. 22, 1861 Brig. Gen. Joseph E. Johnston (1807-1891), Quartermaster-General of the Army, resigns his commission and goes to Richmond to offer his services to the state; he is the highest-ranking Army officer to defect; about 28% of the 1,100 regular officers join the Confederacy. (DAB, MWilson)

- Apr. 22, 1861 Joint Companies Executive Committee meets with Benjamin Williamson and John O. Sterns of the CNJ; resolves to protect the route to the West via Philadelphia; authorizes a \$10,000 fund for the families of New Jersey soldiers. (MB)
- Apr. 22, 1861 War forces the Virginia Board of Public Works to suspend construction on the last active sections of the state-owned Covington & Ohio Railroad between Covington and White Sulphur Springs; planned as its rail route to the West, the state has spent \$3 million with no part completed; it will be revived as the private Chesapeake & Ohio Railroad after the war. (VaBPW, C&O)
- Apr. 22, 1861 Mobile & Ohio Railroad opens over its whole line between Mobile and Columbus, Ky. (Cotterill)
- Apr. 23, 1861 David McCargo has selected telegraph operators David Strouse (1838-1861) from Mifflin, Samuel M. Brown (-1877) from Pittsburgh, Richard O'Brien (1839-1923) from Greensburg, and David Homer Bates (1843-1926) from Altoona. (Bates - did not remember date accurately - according to Wilson in PRRMN, this is the date the four reported to Harrisburg en route to Washington)
- Apr. 23, 1861 At about 1:00 AM, Gen. Benjamin F. Butler finally succeeds in freeing the ferry *Maryland* and lands all his men in early morning. (Butler)
- Apr. 23, 1861 At 3:00 AM, Pennsylvania troops leave Ashland, a mile above Cockeysville by train and withdraw to York; arrive at 9:00 AM and camp at the fairgrounds waiting reinforcements; a late April storm drops 4 inches of snow; a party of Maryland militia commanded by Lt. John Merryman, a prominent slaveholder, follow burning all bridges up to the Pennsylvania state line except the one over Gunpowder Falls. (BaltAm, Gunnarsson, Foulke&Foulke)
- Apr. 23, 1861 Gen. Butler takes possession of Annapolis & Elk Ridge Railroad depot at Annapolis at 12:00 N; Massachusetts troops repair a disabled locomotive and cars, which are rolled out by 4:00 PM; engineer party begins advancing down the railroad towards Annapolis Jct. but discovers that rails have been removed or loosened at intervals, forcing them to relay tracks as they go; train is subject to frequent derailments; manage to advance four miles from Annapolis, where they camp for the night. (NatIntel, BaltAm, Butler)
- Apr. 23, 1861 In the morning, Federal authorities seize the B&O and all equipment after the arrival of the morning train from Baltimore; afternoon train turns back at Annapolis Jct.; mail between Baltimore and Washington stopped; at noon, Massachusetts troops take possession of Annapolis & Elk Ridge

Railroad without opposition; locomotive and cars repaired by Massachusetts mechanics, one of whom had helped to build the locomotive, and run out by 4:00 PM; after wheels tightened on axles, are able to run about a quarter mile, when derailed; find rails loosened and spikes removed at intervals and begin repairs; at night, about 600 Maryland militia sent from Baltimore to occupy Relay; other militia form at Annapolis Jct., planning to contest movement of Federal troops. (BaltAm)

- Apr. 23, 1861 B&O train arriving at Wheeling from Baltimore is crowded with refugees trying to get to the North by any possible route; they also travel by way of Frederick and Hagerstown and by the York Turnpike. (BaltAm)
- Apr. 23, 1861 Wires run from Washington telegraph office to White House. (Plum)
- Apr. 23, 1861 Pres. Samuel M. Felton of PW&B urges governors of New York and New England to forward troops immediately via the Annapolis route; Samuel M. Felton and J. Edgar Thomson collect all the available steamboats to operate between Perryville and Annapolis. (OR)
- Apr. 23, 1861 Eighth, Thirteenth and Sixty-ninth New York Regiments depart New York by sea in the *Alabama*, *Marion*, and *James Adger*, respectively; the Sixty-ninth, later famous in Army annals as the "Fighting Sixty-ninth," is composed entirely of Irishmen; Irish support runs high in the early stages of the war, as the South is seen as the natural ally of the English aristocracy, and military training and combat experience are seen as a prerequisite for any future war of liberation in Ireland. (BaltAm, Burrows/Wallace)
- Apr. 23, 1861 Seventh and Eighth Pennsylvania Regiments move forward from Harrisburg to Chambersburg to be able to resist any invasion up the Cumberland Valley. (BaltAm)
- Apr. 23, 1861 Secretary of War Simon Cameron orders the Quartermaster's Dept. to provide uniforms and blankets for state volunteer regiments; the Union will spend \$1.8 billion in 1860 dollars on the war effort, more than all previous Federal government expenditures combined. (MWilson)
- Apr. 23, 1861 J. Edgar Thomson writes to Simon Cameron noting that most troops are now going to Annapolis by sea and very few via Perryville; offers services of Joseph D. Potts, now at Baltimore, or T. Haskins Du Puy if a superintendent is needed for the Annapolis & Elk Ridge Railroad; urges that the Army take Baltimore, put the city under martial law and compel them to make reparations for railroad property destroyed; in a bit of tit-for-tat, also urges Army to destroy bridges on B&O to prevent aid reaching the rebels at Harpers Ferry. (OR)
- Apr. 23, 1861 Tom Scott replies to Cameron that Gov. Curtin will not grant him leave, as

he is engaged in coordinating movements at Harrisburg, but offers to come and operate the Annapolis-Washington line if formally ordered to do so. (OR)

- Apr. 23, 1861 Trustees of Philadelphia city ice boat tender its use to Commodore Samuel Francis Du Pont as an escort vessel. (PubLdgr)
- Apr. 23, 1861 Virginia Gov. Letcher appoints Robert E. Lee commander of all state troops; George Brinton McClellan (1826-1885), a Pennsylvania native who is Pres. of the Eastern Division of the Ohio & Mississippi Railroad, is given command of all Ohio troops by Gov. William Dennison with rank of major-general and the mission of guarding Cincinnati; McClellan had been on his way east to see Gov. Curtin, but had stopped in Columbus to brief Dennison. (OR, DAB, Sears)
- Apr. 23, 1861 Pennsylvania act authorizes all railroads incorporated in Penna. to lease or hold stocks and bonds of any other railroad incorporated in Penna. or authorized to extend into the state; clears the way for PRR to hold the Northern Central Railway and Sunbury & Erie Railroad; it also facilitates the consolidation of other railroad systems, such as the Lehigh Valley and Reading; permits unrestricted amalgamation until the 1874 State Constitution bars the leasing or acquisition of parallel or competing lines. (PL)
- Apr. 23, 1861 Secession meeting held in Talbot County, Maryland, creates a Committee of Safety and places African Americans under surveillance. (Preston)
- Apr. 24, 1861 Eighth Massachusetts and Seventh New York Regiments leaves Annapolis at 8:00 AM, marching along the Annapolis & Elk Ridge Railroad, which is being repaired by men of Eighth Massachusetts; at 12:15 PM head of column reaches Annapolis Jct., using the railroad only to transport the sick and baggage; movement of troops from Annapolis to Washington is greatly hampered by single track railroad, and most troops march at least as far as the B&O; in his writings in later life, Andrew Carnegie claims he rode in the cab of the first train into Washington, but this is not true, and Carnegie is still in Pittsburgh; as Carnegie is by then paying pensions to many of his old friends in the military telegraphers, who were not soldiers and thus not entitled to military pensions, there is no one willing to contradict him. (BaltAm, Butler, Wheeler, Harpers, Nasaw)
- Apr. 24, 1861 Northern flotilla with 8,000 troops arrives off Annapolis; includes *Baltic*, *Coatzacoalcos*, *Columbia*, *R.R. Cuyler*, *J.S. Shriver*, *Ariel*, *Maryland*, *Boston* and *Harriet Lane*. (BaltAm)
- Apr. 24, 1861 News announced in Philadelphia that PW&B is open to Perryville and is under government control; 1,000 troops are guarding the Chesapeake &

Delaware Canal. (Scharf)

- Apr. 24, 1861 Gov. Thomas H. Hicks has called an emergency session of the Maryland Legislature for today to deal with the crisis, but because of the occupation of Annapolis, the Legislature is now to meet at Frederick on Apr. 26. (MdHistMag 108:1, BaltAm, MdHist 101)
- Apr. 24, 1861 James Ryder Randall, a Maryland native teaching at a Louisiana college, writes "Maryland, My Maryland" in response to the Pratt Street Riot, in which a close friend had been wounded; what becomes the state song urges Marylanders to take up arms, join the Confederacy, and "spurn the Northern scum." (Manatee)
- Apr. 24, 1861 Virginians begin moving railroad supplies and food stocks from Alexandria into the interior; also stop deliveries of food to Washington. (Johnston)
- Apr. 25, 1861 Maj. Fitz John Porter, Col. Andrew Porter and Tom Scott leave Harrisburg in the early morning via Cumberland Valley Railroad and carriage from Hagerstown to Washington. (OR)
- Apr. 25, 1861 Large CNJ ferry *Kill von Kull* fitted out by G.S. Wadsworth of Genesee, N.Y., leaves New York with a gang of track layers, horses and provisions for Annapolis; ferry *Maryland* makes another trip from Perryville to Annapolis. (PubLdgr, NYTrb)
- Apr. 25, 1861 Troops of the Seventh New York Regiment, having come by sea on the *Boston*, board a 15-car train of hastily assembled equipment at Annapolis Jct. for last leg of their trip; reach Washington at 12:00 N; march to the White House on parade; at 2:00 PM another 1,000 men arrive at the Junction from Annapolis and board the same train; about 200 Massachusetts troops are left to guard Annapolis Jct., and pickets placed all along the line between Annapolis and Washington; train operates at slow speed for fear of ambushes or sabotage; on the 25th, the Sixth, Twelfth and Seventy-First New York arrive in Washington easing the air of panic; Gen. Winfield Scott orders Butler to post guards on the Annapolis & Elk Ridge Railroad. (BaltAm, NatIntel, OR)
- Apr. 25, 1861 B&O passenger train leaves Baltimore for Washington but is unable to proceed past Jessup's Cut, as the government has completely occupied the line south of Annapolis Jct. and barricaded the track to prevent access from Baltimore. (BaltAm)
- Apr. 25, 1861 On call of Tom Scott, PRR telegraph operators, David Strouse (1838-1861) from Mifflin, Samuel M. Brown (-1877) from Pittsburgh, Richard O'Brien (1839-1923) from Greensburg, and David Homer Bates (1843-1926) from Altoona, leave Altoona and report to Gov. Curtin's office and receive orders

to proceed to Washington via Perryville and Annapolis. (Wilson, Bates says lv. Altoona 4/25, stopping in Harrisburg to have photograph taken - Bates says this was second trip of the *Maryland* and Ormsby M. Mitchel the astronomer was on same trip - however, second trip of *Maryland* would have arr. 4/24 and Mitchel's son notes Mitchel did not leave Cincinnati for Washington until 8/16/61 - Wilson in PRRMN says arrive Harrisburg 4/23 and DC 4/25, Strouse made Superintendent of Military Telegraphs)

- Apr. 25, 1861 New York Clearing House imposes pooling of reserves of member banks to stop banking panic at New York. (Wicker)
- Apr. 25, 1861 Government charters all Merchants Transportation Line freight propellers used on Delaware & Raritan Canal to transport New Jersey troops from Trenton direct to Annapolis via Chesapeake & Delaware Canal. (BaltAm)
- Apr. 25, 1861 PRR telegraphers David Strouse, D. Homer Bates, Richard O'Brien and Samuel M. Brown arrive in Washington, becoming first telegraphers regularly employed in U.S. Army. (Wilson - Bates says 4/27, but calls it Thurs., whereas Thurs. was 4/25)
- Apr. 25, 1861 At night, Southern sympathizers burn PW&B Bush River Bridge, which was being rebuilt. (BaltAm)
- Apr. 25, 1861 Unionists led by Congressman Francis P. Blair, Jr. (1821-1875) and the arsenal's commander Capt. Nathaniel Lyon (1818-1861) successfully remove most of the muskets from the St. Louis arsenal to safety in Illinois. (McPherson)
- Apr. 26, 1861 At sunrise, Tom Scott, Fitz John Porter and Col. Andrew Porter arrive in Washington via Hagerstown and report to War Dept.; Cameron assigns Tom Scott to replace Capt. Carlisle P. Patterson as head of the Annapolis-Washington rail route. (OR)
- Apr. 26, 1861 Baltimore Police Board refuses request of PW&B to rebuild destroyed bridges; Maryland Legislature convenes at Frederick in emergency session; former Sen. James M. Mason of Virginia is in town to encourage the secessionists; but the streets are guarded by armed local, pro-Union militia. (OR, MdHist 101)
- Apr. 26, 1861 Eighth, Thirteenth and Sixty-ninth New York Regiments landed at Annapolis starting at about 7:00 AM, bringing total number of troops sent to about 14,000; four additional regiments leave for Washington; locomotive derailed near Annapolis Jct.; troops impress employees of the Annapolis & Elk Ridge Railroad to run trains with the old locomotive *Elk Ridge*. (BaltAm)

- Apr. 26, 1861 Seventy-first New York arrives on foot at Annapolis Jct. at 4:00 AM; no cars available on B&O until 4:00 PM; just after boarding, are forced to form ranks when thought the Junction was being attacked; spend the night in the cars. (BaltAm)
- Apr. 26, 1861 Butler's Eighth Massachusetts and half the Rhode Island Regiment arrive in Washington. (NatIntllncr)
- Apr. 26, 1861 Maryland Legislature convenes at Frederick, where it is intimidated by Unionist citizens and militia, despite the fact that pro-slavery areas are over-represented. (MdHistMag 108:1, BaltAm, MdHist 101)
- Apr. 26, 1861 Missouri Unionists and federal troops remove most of the contents of the St. Louis arsenal by boat to Alton and then by train to Springfield, Ill., to prevent them from falling into the hands of secessionists. (Wheeler)
- Apr. 27, 1861 Secretary of War Cameron issues order placing VP Tom Scott in charge of railroads between Annapolis and Washington; among the PRR men Scott calls for is future Pres. Frank Thomson, then 19. (Wilson, Sipes, RyW)
- Apr. 27, 1861 J. Edgar Thomson writes to Simon Cameron saying the war can be wrapped up in 90 days if North keeps up the same level of determination. (OR)
- Apr. 27, 1861 Simon Cameron writes to J. Edgar Thomson noting that he has sent an engineer to reopen the Northern Central and Tom Scott will fully reopen the Annapolis & Elk Ridge on Apr. 29. (OR)
- Apr. 27, 1861 J. Edgar Thomson collapses from overwork and a lung infection; recalls William Jackson Palmer from Washington to act for him at Philadelphia. (Ward)
- Apr. 27, 1861 CNJ ferry *Kill von Kull* arrives at Annapolis. (NYTrib)
- Apr. 27, 1861 Gen. Benjamin F. Butler notes that a track repair crew has arrived from Philadelphia and repaired a bridge on the Annapolis & Elk Ridge Railroad; notes track is now in good order but needs equipment. (OR)
- Apr. 27, 1861 Seventy-first New York, Sixth Pennsylvania, and remainder of Fifth and Eighth Massachusetts arrive in Washington; northbound mail train derailed on B&O's Washington Branch in afternoon, just after Massachusetts troops pass southbound; guards doubled. (BaltAm)
- Apr. 27, 1861 B&O Master of Transportation William Prescott Smith (1825-1872) travels to Washington to ask to be allowed to restore civilian trains between Baltimore and Washington. (BaltAm)

- Apr. 27, 1861 On order of Secretary of War Cameron, four young PRR telegraphers, David Strouse, David Homer Bates, Samuel Brown, and Richard O'Brien, arrive in Washington from Harrisburg, having traveled overland by a circuitous route; become the first military telegraphers employed by the government and nucleus of the Army's Telegraph Corps. (Wilson, Watkins - Carnegie bogus memoir had him requesting these men from David McCargo of the Atlantic & Ohio Telegraph Company on 4/22 - Bates says McCargo was either PRR supt. of telegraph or "supt of the Pittsburgh telegraph office", says came by Perryville and Annapolis, says 4/27 was Thurs., when actually Sat., implying they may have arrived on 4/25)
- Apr. 27, 1861 Force of 250 carpenters and bridge builders concentrated at York to begin work of restoring Northern Central Railway; to be protected as they advance by five regiments of troops; PRR has loaned Government a number of iron bridge frames which it keeps on hand for emergencies. (BaltAm)
- Apr. 27, 1861 Pres. Lincoln extends blockade of the South to North Carolina and Virginia; he also authorizes Gen. Winfield Scott to suspend the writ of habeas corpus if necessary to protect the railroad lifeline between Philadelphia and Washington. (OR, Wagner)
- Apr. 27, 1861 Civil engineer Thomas A. Morris (1811-1904) appointed Brigadier-General of First Indiana Brigade. (OR)
- Apr. 27, 1861 Thomas J. Jackson (1824-1863), formerly a professor at Virginia Military Institute who, as "Stonewall" Jackson, will become the South's most brilliant general, is appointed a colonel in the Virginia Militia to take command of the troops at Harpers Ferry. (OR)
- Apr. 27, 1861 New Jersey Railroad Board authorizes paying the families of employees who volunteer for three months half pay up to \$15 per month; authorizes a loan of \$200,000 to the State of New Jersey to raise troops; offers to transport troops at excursion fares; Camden & Amboy Railroad was to charge full fares on troops from other states; East Newark Shops are now under construction. (MB)
- Apr. 27, 1861 Gov. Andrew Gregg Curtin orders the establishment of Camp Wilkins, which is located on the Fair Grounds as a marshaling center; it opens on May 2; Col Phaon Jarrett is the first commander. (StdHistPitts)
- Apr. 27, 1861 Future PRR civil engineer and Pres. of the Westmoreland Coal Company Sydney Pemberton Hutchinson (1861-1929) born at Philadelphia; son of merchant Pemberton Sydney Hutchinson (1836-1903) and Agnes Wharton Hutchinson (1839-1896). (CInl&RevFmlsPa)
- Apr. 28, 1861 Tom Scott urges Secretary of War Cameron to use the federal cutter *Harriet*

Lane to blockade Baltimore to prevent rebel sorties against the Perryville-Annapolis line and to "subjugate Maryland". (Summers)

- Apr. 28, 1861 Fortifications commanding rail and road access thrown up two miles outside Annapolis. (BaltAm)
- Apr. 28, 1861 Baltimore City Council requests Mayor Brown to restore railroad connections to the city; repairs begin on telegraph lines to North. (BaltAm, Manakee)
- Apr. 1861 Maryland Gov. Thomas H. Hicks orders arms moved from the Easton armory, where they are within reach of pro-Southern militia headed by Gen. Tench Tilghman (1810-1874), Pres. of the Maryland & Delaware Railroad, to the Unionist center of St. Michaels; Tilghman and other leaders in Talbot County have been attempting to mobilize against the North. (MdHist 101)
- Apr. 1861 Great increase in livestock traffic over PRR as government moves to provision the Army; similar increase in movement of Midwestern breadstuffs en route to Europe after Confederates close the Mississippi.
- Apr. 29, 1861 Joint Companies Executive Committee orders the suspension of work on the straight line at Trenton; orders that the "Owl Line" run daily. (MB)
- Apr. 29, 1861 Eleventh New York, the "Fire Zouaves" made up of 1,000 volunteers from the city fire companies organized by Col. Elmer E. Ellsworth of Illinois, leave New York City for Annapolis on the steamship *Baltic*. (OR, Stokes)
- Apr. 29, 1861 Maryland House of Delegates, meeting at Frederick, votes 53-13 that it has no power to pass a secession ordinance. (MdHist 101, Long)
- Apr. 29, 1861 Union troops prevent B&O passenger train from running south of Annapolis Jct.; train ferry *Maryland* brings a large quantity of railroad passenger cars to Annapolis for military use; Havre-de-Grace steamboat *Lancaster* now runs daily to Perryville, connecting with PW&B and reestablishing regular communications between Baltimore and Philadelphia. (BaltAm)
- Apr. 29, 1861 A&ER/B&O route between Annapolis and Washington placed in full working order under federal guard; Gen. Winfield Scott notes 4 locomotives and 10 passenger cars have been ordered in New York for use on the Annapolis & Elk Ridge Railroad; Fitz John Porter writes to Gen. Butler, noting that the A&ER is poorly guarded and that he fears for the safety of the locomotives. (OR, Butler)
- Apr. 29, 1861 Andrew Carnegie leaves Pittsburgh for Annapolis, where he spends several weeks supervising railroad conditions. (Nasaw)

- Apr. 29, 1861 PRR loans a number of iron bridge frames stored at Harrisburg to the government for rebuilding the Northern Central Railway. (PubLdgr)
- Apr. 29, 1861 PRR Board authorizes contracting with coal companies to provide their own cars because of war-induced equipment shortage; Westmoreland Coal Company and Penn Gas Coal Company provide 350 cars; they and other large operators eventually have large private car fleets on the PRR. (MB)
- Apr. 29, 1861 Secretary of War Simon Cameron appoints Herman Haupt to the Board of Visitors of West Point, which takes him away from the Hoosac Tunnel at critical times. (Ward)
- Apr. 30, 1861 Gen. McClellan establishes Camp Dennison on Little Miami Railroad 17 miles north of Cincinnati as main base of Ohio militia. (Sears)
- May 1, 1861 PRR pays its May 15 dividend of \$120,000 on the City of Philadelphia's stock so that it will have the money available for war preparations. (PubLdgr)
- May 1, 1861 New York & Erie Railroad begins full ferry service between Duane Street, N.Y., and the Long Dock at foot of Pavonia Avenue with the *Niagara*, *Onalaska* and *Onala* leased from the Brooklyn ferry. (JCCour&Advert, Mott)
- May 1, 1861 New Jersey Railroad charters its ferry boat *Hudson* to the New York & Erie Railroad. (AR)
- May 1, 1861 John Tucker writes to Simon Cameron informing him that Samuel M. Felton thinks he can reopen the PW&B in four to five days providing he has armed guards; Tucker recommends reopening PW&B because of chaos on the Annapolis route. (OR)
- May 1, 1861 PRR work crews leave Harrisburg to be stationed at York under engineer Thomas J. Power in rebuilding the Northern Central Railway. (PubLdgr)
- May 1, 1861 John W. Garrett asks Simon Cameron for permission to operate two passenger and one freight round trip between Baltimore and Washington for civilians. (OR)
- May 1, 1861 Army extends the Annapolis & Elk Ridge Railroad to the Naval Academy wharf to improve the transfer of men and materiel. (BaltAm)
- May 1, 1861 Elmer E. Ellsworth's Eleventh New York Fire Zouaves, made up of New York City firemen, arrive in Annapolis on the *Baltic*; Gen. Butler notes difficulty in moving press of troops forward from Annapolis; First New

Jersey departs Trenton in Delaware & Raritan Canal propellers *F.W. Brune* and *Patroon*; bodies of three Massachusetts soldiers killed in Baltimore arrive in Boston. (BaltAm, Butler)

- May 1, 1861 Gen. Robert E. Lee orders Col. Thomas J. Jackson, commanding Virginia troops at Harpers Ferry, to remove the machinery from the rifle factory and send it south via Winchester and Strasburg to Richmond. (OR)
- May 1, 1861 Union forces at Old Point Comfort and Fort Monroe detain the Old Bay Line steamer, stop it from proceeding to Norfolk, and order it to return to Baltimore; passengers are allowed to continue to Norfolk on a local steamer from Hampton, after which all traffic across Hampton Roads to Norfolk is blockaded. (Prince)
- May 1, 1861 Charter supplement to the Western Transportation Company allows it to issue \$1.8 million in bonds secured by the bonds of its leased railroads. (PL)
- May 1, 1861 Powelton Coal & Iron Company incorporated in Pa. by Robert Hare Powel to manage his operations in central Pennsylvania. (PL, HistBerwind - verify incorporators 1862 p. 574)
- May 1, 1861 Columbia Oil Company incorporated in Pa. by William Coleman (1808-1878) and six others of Pittsburgh to work the William Story farm on Oil Creek; J. Edgar Thomson subscribes \$17,500 and enjoys a 400% return in dividends on his investment in 6 years; upon his return to Pittsburgh, Andrew Carnegie is invited to invest by his wealthy neighbor Coleman; Carnegie makes a large fortune during the oil boom, which enables him to soon quit the PRR. (PaCorps, Ward, Nasaw, Babcock)
- May 1, 1861 Philipsburg & Waterford Railroad renamed Western Central Railroad. (PL)
- May 1, 1861 Southern Express Company assumes the operation of the lines of the Adams Express Company in the Confederate States; the company is headed by Henry Bradley Plant (1819-1899), formerly the head of Adams's Southern Division at Augusta, Ga.; Adams and the Southern Express continue to cooperate during the war, passing parcels across the lines; Southern Express also works closely with the Confederate Quartermaster Dept.; as Adams Express Company serves the territory along the Confederate borders, Washington, D.C., and the battle fronts, it does a huge business during the war in government orders and family parcels sent to soldiers, and also carrying bodies back home for burial. (Harlow, Stover, Duncan)
- May 1, 1861 Bethlehem Rolling Mills & Iron Company renamed Bethlehem Iron Company. (PL)

- May 2, 1861 Simon Cameron replies to John W. Garrett that he will not reopen the B&O until the Northern Central Railway and PW&B are restored. (OR)
- May 2, 1861 Future PRR historian William Bender Wilson arrives in Washington and joins Tom Scott's staff as a telegraph operator and later as manager of the military telegraph office in the War Dept., where he meets Lincoln and other leaders. (PRRMN)
- May 2, 1861 Telegraph line strung from the War Dept. office to the Washington Navy Yard; David Homer Bates remains stationed at the War Dept., Samuel M. Brown is stationed at the Navy Yard, and Richard O'Brien at the B&O station; Tom Scott has delegated power to build and operate military telegraphs to David Strouse, with money advanced by the American Telegraph Company. (Plum)
- May 2, 1861 Treasury Dept. forbids the shipment of munitions and provisions from the border states to the Confederacy. (Klein)
- May 3, 1861 Pres. Lincoln issues call for 42,000 three-year volunteers, 18,000 seamen, and 22,714 regular army enlistments; Gen. Winfield Scott proposes his "Anaconda" strategy of enveloping the Confederacy with a naval blockade and a thrust down the Mississippi River to cut it in two; it meets with much derision, but proves correct and successful in the long run. (OR, Wagner)
- May 3, 1861 First, Second, Third and Fourth Regiments of the New Jersey Militia leave Trenton on a fleet of 14 steam propellers from Delaware & Raritan Canal lines under the command of Capt. Richard F. Loper; run direct to Annapolis via Chesapeake & Delaware Canal; plan said to have been suggested by John G. Stevens; the flotilla passes Philadelphia that night in a storm to the accompaniment of artillery salutes and the ringing of bells. (NwkDlyAdvrt, Shaw)
- May 3, 1861 War Dept. removes military restrictions from Annapolis route; now have fast steamboats *Ariel* and *Warner* on the line. (BaltAm)
- May 3, 1861 PRR locomotives that were sent to Annapolis are returned to Philadelphia, as there is no use for them. (PubLdgr)
- May 3, 1861 Gov. John Letcher of Virginia orders a general mobilization. (OR)
- May 3, 1861 Tom Scott appointed Colonel of District of Columbia Volunteers in order to have military rank. (Sipes, RRGaz)
- May 3, 1861 B&O resumes limited and irregular service between Baltimore and Washington as "Government Line." (BaltAm)

- May. 3, 1861 Pres. Lincoln places Gen. George B. McClellan in command of the Dept. of the Ohio, embracing Ohio, Indiana and Illinois. (Wagner)
- May 3, 1861 On orders of the pro-Southern Gov. Claiborne F. Jackson of Missouri, the state militia goes into encampment, Camp Jackson, outside St. Louis; they are dominated by secessionists; they are augmented by artillery seized by the Confederates from the federal arsenal at Baton Rouge. (Scharf, wiki)
- May 4, 1861 Northern Central Railway restored as far as Cockeysville. (BaltAm)
- May 4, 1861 Armored railroad car armed with a swivel gun and rifle loopholes built by Baldwin Locomotive Works for the PW&B is taken to the depot at Broad & Washington Streets. (PubLdgr)
- May 4, 1861 Maryland Senate returns to committee a Secessionist bill to create a Committee of Public Safety with a fund of \$2 million and unlimited powers to control the state's forces, taking control of the militia from Gov. Thomas H. Hicks and vesting it in the secessionists; this ends secession efforts. (MdHist 101, 108:1)
- May 4, 1861 Commissioners inform Pres. Lincoln of Maryland's desire to remain in the Union. (OR)
- May 4, 1861 15,000-man Baltimore volunteer un-uniformed corps disbands. (Manakee)
- May 4, 1861 Baltimore Criminal Court issues warrants for persons suspected in the riots; many flee the city, and others are arrested. (BaltAm)
- May 4, 1861 New Jersey Railroad Board debates Edwin A. Stevens's proposal for contracts with the Hoboken Land & Improvement Company and Camden & Amboy Railroad; Stevens wants the NJRR to consent to the construction of the Hoboken Land & Improvement Company's railroad and grant it one third of the revenue from traffic between Newark and New York; in return, he will change the division on earnings between the NJRR and C&A from a quarter of two-thirds of the revenue from through travel to one-sixth of the revenue from the entire travel; the NJRR decides this gives up too much as it owns one-third of the route and provides half the car service by furnishing through cars; the proposed contract also surrenders the NJRR's right to ship freight on the joint line; the Board passes resolutions to the effect that the old traffic contract made by Robert Schuyler gave up too much and allowed E.A. Stevens to siphon money from the NJRR, and also to make no contract with the Hoboken Land & Improvement Company; appoints a committee to negotiate protection from all companies controlled by E.A. Stevens. (MB)
- May 5, 1861 Gen. Benjamin F. Butler moves up B&O from Annapolis Jct. and occupies Relay with 1,700 men; sets up artillery commanding the Thomas Viaduct,

controlling the east end of the B&O main line and stopping the passage of goods purchased in Baltimore to the Virginians at Harpers Ferry; Tom Scott's jurisdiction extended over this part of B&O; in the evening, the Sixth Massachusetts is moved from Washington to Relay; Tom Scott notes "they hold a special feeling for the Baltimoreans." (OR, Fisher)

- May 5, 1861 3,000 New Jersey troops under Gen. Theodore Runyon (1822-1896) arrive in Annapolis in 14 canal propellers; flotilla steams in a double line down Chesapeake Bay under command of proprietor Capt. Richard F. Loper; Tom Scott notes 2,400 of these men moved from Annapolis to Washington in the evening. (NwkDlyAdvrt, Fisher)
- May 5, 1861 Confederates evacuate Alexandria, falling back to Manassas and destroying sections of the Orange & Alexandria Railroad; they later return when the Federals fail to move into Virginia. (OR)
- May 6, 1861 Confederate Congress votes formal declaration of war against the U.S. (Long)
- May 6, 1861 Maryland Gov. Thomas H. Hicks issues a statement denying he ordered the burning of the bridges; contradicted later by Mayor George W. Brown (1812-1890). (BaltAm)
- May 6, 1861 Maryland Gov. Thomas H. Hicks revokes Gen. Tench Tilghman's militia commission for secession activities. (MdHist 101)
- May 6, 1861 Gen. Winfield Scott again complains to Gen. Butler that the Annapolis & Elk Ridge Railroad is not adequately guarded. (Butler)
- May 6, 1861 William Jackson Palmer, helping to manage transportation at Annapolis, writes to Tom Scott requesting that Andrew Carnegie be detailed to help him. (Fisher)
- May 6, 1861 Gen. Lee orders Col. Thomas J. Jackson to destroy the bridges on the B&O to hamper the Union advance on Harpers Ferry. (OR, Johnston)
- May 6, 1861 LIRR opens between Jamaica and Hunters Point (Long Island City) for freight service. (ARJ)
- May 6, 1861 New York & Erie Railroad increases number of round trips running from Pavonia Avenue terminal in Jersey City from three to seven, leaving only Paterson local trains running over New Jersey Railroad to Exchange Place. (PatDlyRgstr, JCCour&Advrt)
- May 6, 1861 Arkansas secedes. (Wagner)

- May 6, 1861 Charles H. Fisher (1814-1867), one of the largest stock operators in Philadelphia and associated with the Philadelphia & Reading Railroad, suspends, having lost close to \$1 million on paper through the fall of securities and failure to collect debts. (Wood, FisherDiary)
- May 7, 1861 War Dept. grants B&O permission to resume regular trains between Baltimore and Washington. (Summers)
- May 7, 1861 Government bars the Baltimore Steam Packet Company (Old Bay Line) from running beyond Fortress Monroe to Norfolk across Confederate lines. (Brown)
- May 7, 1861 Government places Old Bay Line steamboats *Georgeanna* and *Georgia* on the run between Baltimore and Perryville, and *Lancaster* returns to its old run to Havre-de-Grace. (BaltAm)
- May 7, 1861 500 pickets are stationed along PW&B between Havre-de-Grace and Bush River. (BaltAm)
- May 8, 1861 Secretary of War Cameron appoints former Reading Pres. John Tucker General Transportation Agent for the War Dept. (OR)
- May 8, 1861 Tom Scott replies to William Jackson Palmer, denying his request to send Andrew Carnegie to Annapolis; Carnegie is now in charge of both the lines of the B&O between Relay and Washington and the Annapolis & Elk Ridge between Annapolis and Annapolis Jct.; Scott anticipates a quick Union move across the Potomac, which will require everyone to be ready to forward troops and munitions southward. (Fisher)
- May 8, 1861 Tom Scott begins running three daily passenger trains between Baltimore and Washington, plus a daily freight train; notes that the U.S. Military Routes “are progressing towards the PRR standard.” (Fisher)
- May 8, 1861 Gen. Benjamin F. Butler begins blockading westbound B&O freight at Relay. (OR)
- May 8, 1861 First Confederate units under Gen. Philip St. George Cocke take up positions along Bull Run guarding the vital junction of the Orange & Alexandria and Manassas Gap Railroads at Manassas Jct. about 30 miles west of Washington; the Manassas Gap is the northernmost rail link between the Confederate armies in the Shenandoah Valley and the eastern part of the state. (McPherson)
- May 8, 1861 *Eureka* is the first of the Delaware & Raritan Canal propellers to return to Trenton from Annapolis. (TrntnTrueAm)

- May 8, 1861 Baltimore City Council votes appropriation to rebuild the Canton Bridge of PW&B. (BaltAm)
- May 9, 1861 B&O begins movement of Northern troops by steamer from Perryville direct to Locust Point, Baltimore, with support of City authorities; this route bypasses the track on Pratt Street, which is still deemed vulnerable to ambushes; troops landed under protection of revenue cutter *Harriet Lane*; this route is also open for the general public, restoring non-military service for first time since April 19. (B&O AR, BaltAm)
- May 9, 1861 William Bender Wilson leaves Harrisburg to join Tom Scott in Washington as Manager of Military Telegraph office in the War Dept. (PaDlyTlgrph - possibly 5/2 - see above)
- May 9, 1861 Maryland secessionist militias begin moving to Virginia. (MdHist 101)
- May 9, 1861 LIRR holds opening excursion between Hunters Point (Long Island City) and Jamaica (Main Line) and return; has purchased a half-interest and trackage rights from the Flushing Railroad between Winfield and Hunters Point; the LIRR terminal at Hunters Point is located about 200 yards north of the Flushing Railroad's and is 500 x 60 feet with three tracks and three more parallel to the shed for a freight dock; LIRR stops operation over the Brooklyn Central & Jamaica Railroad, which becomes a horsecar line, and the old lease of the Brooklyn Central & Jamaica is abrogated; ferries operate from Long Island City to 34th Street & James Slip; revenue service begins May 10; the James Slip ferry landing lacks an omnibus connection into the city, and the street is unpaved. (BrklnEgl, NYTrib, MB, NYState, ARJ, AR)
- May 10, 1861 In the early morning, the Confederates cross from Harpers Ferry into Maryland, fortify the heights and place charges on the B&O railroad bridge. (BaltAm)
- May 10, 1861 Maryland Legislature issues a lengthy statement against military occupation and in favor of recognizing Confederate independence, but calling any attempt at military resistance or secession unwise. (Manakee)
- May 10, 1861 CNJ freight steamer *Kill von Kull* arrives at Annapolis from Fortress Monroe. (BaltAm)
- May 10, 1861 Northern Central Railway bridge at Lake Roland repaired, and first two trains run from York to Baltimore; repairs begin on PW&B Bush and Gunpowder River bridges (BaltAm, USSRRMR); work done under a special engineer at government expense (Kamm); Northern Central tries to bill State of Maryland for \$118,000 cost of repairs by deducting from interest due on state loan. (AR)

- May 10, 1861 Federal troops intercept a "steam gun", a primitive and ineffective machine gun invented by Southern sympathizer Ross Winans, being shipped south from Baltimore. (OR)
- May 10, 1861 At St. Louis, pro-Union Home Guards, mostly recruited from the German element and led by Capt. Nathaniel Lyon (1819-1861), attack and capture the secessionist state militia encamped at Camp Jackson on the western edge of the city; as the prisoners are being marched to the Arsenal, shots ring out and a riot ensues in which at least 28 are killed. (NYT, Scharf, Long)
- May 11, 1861 Joint Companies Executive Committee notes that the PRR charges half fare for Pennsylvania troops but full fare for others, while the PW&B charges full fares and rates for all government services and asks the Camden & Amboy to do the same; the C&A adopts the PRR plan. (MB)
- May 11, 1861 The armor-plated railroad car built by Baldwin's in Philadelphia arrives in Perryville and is taken across to guard Bush River; armed with 50 Minié ball muskets and a swivel cannon. (NatIntel)
- May 11, 1861 Steamboat *Diamond State* begins running between Baltimore and Washington to compensate for interrupted rail service. (BaltAm)
- May 11, 1861 Pro-Southern delegates from Maryland Legislature visit Confederate encampments at Harpers Ferry; however, Virginia troops commit incursions and depredations across the border and alienate Unionist residents in western Maryland. (MdHist 101)
- May 11, 1861 Delaware Gov. William Burton (1789-1866) appoints Henry du Pont (1812-1889), head of the gunpowder-making family, as Major General of the state volunteer militia; guarding the vital powder mills from Confederate attack or sabotage becomes a prime war aim. (Scharf)
- May 11, 1861 Anti-secession convention convenes at Wheeling, Va. (Eckerode)
- May 11, 1861 Missouri Gov. Claiborne F. Jackson appoints Gen. Stirling Price (1809-1867) to head the new State Guards to resist invasion by Union troops and keep down local Unionists. (wiki)
- May 1861 Tom Scott organizes first U.S. military telegraph unit with four operators from PRR. (Kamm); among the PRR men serving under Scott in Washington is future PRR President Frank Thomson. (see 4/25!)
- May 12, 1861 Steamboat *Kill von Kull* leaves Annapolis for New York. (BaltAm)

- May 12, 1861 Gen. Stirling Price makes a truce with Gen. William S. Haney (-), the Federal commander in St. Louis, to keep Missouri neutral and prevent a Confederate invasion; at the same time, Gov. Claiborne F. Jackson is pressing Jefferson Davis to invade and promising that Price will cooperate. (wiki)
- May 13, 1861 Exceeding his authority, Gen. Benjamin F. Butler advances up the B&O from Relay and occupies Federal Hill in Baltimore at dusk under cover of a thunderstorm; his artillery commands the city, to protect connections between Washington and the North and prevent Maryland secession; pro-Secession militia units in Baltimore remove weapons from their armories to prevent their confiscation by Butler, and send many of them to the South. (OR, MdHist 101)
- May 13, 1861 Maryland Legislature adopts a joint resolution to send commissioners to both Pres. Lincoln and Jefferson Davis in favor of reconciliation. (Williams/AlleganyCo)
- May 13, 1861 Revenue service restored between Baltimore and York over Northern Central Railway; first train leaves 8:30 AM; first PW&B train for Baltimore leaves Philadelphia at 11:30 AM; train ferry *Maryland* flies large American flag; PW&B work done by company at own expense; Northern Central tries to bill State of Maryland for the \$118,000 cost of repairs by deducting from interest due on state loan. (AR, BaltAm)
- May 13, 1861 One round trip with through sleeping car inaugurated between Pittsburgh and Jersey City via Allentown Route in addition to previous through train between Jersey City and Harrisburg (NYTrib, NJJ); (PaDlyTlgrph says was delayed one week and cut from 2 proposed round trips to one at insistence of CNJ)
- May 13, 1861 Secretary of War Cameron orders war freight traffic between New York and Washington shifted from the Annapolis route to both the Camden & Amboy/PW&B route and the CNJ/Reading/Northern Central route; he later claims that the latter, though longer, costs \$4 per person, versus \$6 on the Camden & Amboy-PW&B. (OR, Bradley)
- May 13, 1861 Purchasers of the *Balloon* and *Hugh Jenkins* resume service from Baltimore to Chestertown on the Chester River and to Easton via both Oxford and Cambridge and the Choptank River and via Miles River Landing. (BaltAm)
- May 13, 1861 Gen. George B. McClellan (1826-1885) receives an appointment to the regular Army and is placed in command of the Dept. of the Ohio. (DAB)
- May 14, 1861 John Tucker writes to Simon Cameron that he has discharged a number of propellers on the Annapolis route, limiting fleet to two passenger steamers

and three propellers. (OR)

- May 14, 1861 Camden & Amboy, New Jersey Railroad, and PW&B set rates for troops and supplies at 2/3 the regular rate. (AR)
- May 14, 1861 PW&B begins carrying troop trains through on train ferry *Maryland*, which previously had carried only baggage cars and locomotives; Camden & Amboy and PW&B cut rates for government business to 2/3 of regular fares; PW&B carries sick and wounded soldiers for free. (AR)
- May 14, 1861 Army completes extension of Annapolis & Elk Ridge Railroad from the depot to the docks at Annapolis to facilitate transfers from ships. (BaltAm - elsewhere 5/1?)
- May 14, 1861 Maryland Gov. Thomas H. Hicks calls for the enlistment of 4 regiments of militia, but only for service within the state and the District of Columbia for 3 months; not accepted by the War Dept. (Williams/Allegany)
- May 14, 1861 Maryland Legislature adjourns after passing a number of pro-South resolutions, but secession plans have been stymied, and the state is now cut in two by federal supply lines. (Manakee, MdHist 101)
- May 14, 1861 Butler's troops arrest inventor Ross Winans, now a pro-Southern Maryland state legislator, on a B&O train returning to Baltimore; at 8:00 PM, Confederates cut B&O main line at Harpers Ferry. (OR, BaltAm)
- May 14, 1861 Col. Thomas J. Jackson's troops seize a B&O train at Harpers Ferry. (RRH 104)
- May 15, 1861 Gen. Winfield Scott reassigns Gen. Benjamin F. Butler to Fortress Monroe and places Gen. George Cadwalader (1804-1879) in charge of the Dept. of Maryland at Baltimore. (Butler)
- May 15, 1861 Secretary of War Simon Cameron orders John Tucker to reduce propeller fleet in service between Perryville and Annapolis and send traffic by Camden & Amboy or CNJ/NC routes. (OR)
- May 15, 1861 PRR telegrapher David Strouse commissioned first Superintendent of U.S. Military Telegraph Corps, which is not part of the Army and reports directly to the Secretary of War. (Bates)
- May 15, 1861 Excursion opens Atlantic & Great Western Railroad from Jamestown, N.Y., to junction with Philadelphia & Erie Railroad at "Wayne" (now Corry), Pa., giving it access to the Pennsylvania Oil Region; gives the Oil Region its first direct route to the East other than via Erie or Pittsburgh; A&GW soon assumes the lead in the oil trade with a low rate-high-volume policy;

construction then stops as Civil War interferes with raising English capital; revenue service begins May 27. (ARJ, Reynolds, Minor, Felton)

- May 15, 1861 The extremely able Montgomery C. Meigs (1816-1892) is promoted to Brigadier General and Quartermaster-General of the Army in place of Joseph E. Johnston; although a native of Georgia, Meigs is a committed Unionist and views secession as treason. (DAB)
- May 15, 1861 Col. Thomas J. Jackson limits the passage of B&O trains through Harpers Ferry to the two hours between 11:00 AM and 1:00 PM on the grounds that night running disturbs his troops' rest; this causes trains to back up east of Harpers Ferry and at Martinsburg. (Johnston)
- May 15, 1861 Pennsylvania calls up 10,000 men as reserves to defend the state's borders and issues a \$3 million, 6% war loan; Jay Cooke convinces State Treasurer Henry D. Moore that he should try to sell the loan at par through appeals to patriotism, as the foreign money market might offer as little as 75, considering the state's past default; the whole loan is then given to Jay Cooke & Co. and Drexel & Co. to place; the successful placement of the loan, in subscriptions as small as \$50, makes Cooke's reputation and leads Treasury Secretary Salmon P. Chase to turn to Cooke to market federal war bonds. (Oberholtzer, Larson)
- May 15, 1861 M. Hallowell & Co. of Philadelphia fails. (Wood)
- May 1861 After several weeks at Annapolis, Andrew Carnegie arrives in Washington to take up duties as Tom Scott's assistant. (Nasaw)
- May 1861 The Allegheny County Commissioners, who have been jailed for contempt for refusing to pay the interest on the railroad bonds, are released from jail after the county pays their fines. (StdHistPitts)
- May 1861 New Massachusetts Gov. John A. Andrew appoints a new state engineer to examine Herman Haupt's work on the Hoosac Tunnel; he finds that it does not meet specifications, and payments of state scrip are stopped; votes in northern Massachusetts go Democratic in reaction to Haupt's dismissal. (Ward, Kirkland)
- May 1861 Capt. A. B. Funk and Phillips & Co. bring in the second naturally flowing oil well and the first to strike the third oil sand at 460 feet on the Lower McElhenny Farm 1.5 miles above Petroleum Center in Cherrytree Township; the "Fountain Well" flows at the rate of 300 barrels a day for 15 months. (Henry, Williamson/Daum)
- May 16, 1861 Navy Yard, Broad Street & Fairmount Passenger Railroad incorporated to build a north-south street railroad in Philadelphia; it will be used in an

attempt to link the Philadelphia & Trenton Railroad at Kensington with the PW&B. (PL)

- May 16, 1861 Washington Branch of B&O reopens as "U.S. Military Route" under Tom Scott as General Manager; offers four round trips between Washington and Baltimore with two connecting for Philadelphia and New York, restoring civilian travel via traditional route. (NatIntel)
- May 16, 1861 First Michigan Regiment arrives in Baltimore via Northern Central Railway and marches from Bolton to Camden Station; Ross Winans is released on parole from Fort McHenry. (BaltAm)
- May 16, 1861 Maj. Robert Anderson, commander at Fort Sumter, travels in a PRR special train from Philadelphia to Pittsburgh on his way west, accompanied by Superintendent George C. Franciscus to Harrisburg and Resident Engineer William Hasell Wilson from Harrisburg to Altoona. (WHWilson)
- May 16, 1861 Gen. Stirling Price (1809-1867), head of the Missouri State Guard, orders it to mobilize to defend states rights short of joining the Confederacy. (Scharf)
- May 17, 1861 Army halts private express company shipments into Virginia. (BaltAm)
- May 17, 1861 West Chester & Philadelphia Railroad Board hears PRR request for use of its tracks in West Philadelphia as part of Delaware Extension. (MB)
- May 17, 1861 William H. Barnes appointed Secretary of the PFW&C, replacing Augustus Bradley, resigned. (MB)
- May 17, 1861 Home Guards make further seizures of arms at St. Louis. (Scharf)
- May 18, 1861 Overnight, U.S. troops occupy the Long Bridge between Washington and Arlington, Va.. (BaltAm)
- May 18, 1861 PFW&C Railroad Board authorizes the station, hotel and shops at Crestline and an engine house and shops at Chicago. (MB)
- May 18, 1861 Virginia-born Alfred W. Jones (-), who had taken the Lecompton Constitution to Washington, is commissioned a Col. in the Missouri militia and aide-de-camp to Gen. Stirling Price; he will resurface after the war as a railroad promoter in New Jersey. (Scharf)
- May 19, 1861 Wealthy Philadelphia dry goods merchant and silk importer Morris L. Hallowell (1809-1880) fails, like many Philadelphia and New York merchants, because his southern debtors have repudiated their debts. (FisherDiary)

- May 20, 1861 Old Bay Line steamboats resume running the mail between Baltimore and Old Point Comfort. (BaltAm)
- May 20, 1861 North Carolina secedes. (Wagner)
- May 21, 1861 Excursion leaves Philadelphia for Coalmont on the Shoups Run Branch of the Huntingdon & Broad Top Mountain Railroad in the Broad Top Coal Field to promote investment there and greater sale of Broad Top coal. (USRR&MR)
- May 21, 1861 Richmond, Va., replaces Montgomery, Ala., as the capital of the Confederacy. (FactsStates)
- May 21, 1861 Officials of the northern and southern offices of the American Telegraph Company meet on the Long Bridge and sever communications between Washington and Richmond; the northern part of the company remains under Pres. Edwards S. Sandford; the southern part becomes the Southern Telegraph Company; the split weakens the American at a time when its main rival, the Western Union Telegraph Company, is growing. (Thompson)
- May 21, 1861 St. Louis, Alton & Chicago Railroad sold at foreclosure for \$500 on debts of \$6 million. (ARJ)
- May 21, 1861 Confederate Congress imposes an embargo on cotton shipments to the North; smuggling between Tennessee and Kentucky is rigorously prosecuted. (Klein)
- May 22, 1861 Little Miami Railroad Board orders the Linwood station moved to the Union Road crossing; authorizes a donation of \$150 to the war effort; receives a request to guarantee part of the bonds of the Illinois Southern Railroad to develop a through line running west from Cincinnati through Vincennes. (MB)
- May 23, 1861 Brig. Gen. Joseph E. Johnston, formerly of the U.S. Army and then Virginia commander at Richmond, takes command of Confederate forces at Harpers Ferry. (OR)
- May 23, 1861 Secretary of War Cameron places Tom Scott in charge of all U.S. military railroads and telegraphs. (Watkins, RRGaz)
- May 23, 1861 Virginia voters approve the secession ordinance, but voters in the western part of the state reject it; Virginia authorities move to strengthen military control of the west, moving troops to Grafton to control the junction of the B&O and North Western Virginia Railroads. (Wheeler, Sears)

- May 23, 1861 Philadelphia ordinance authorizes the PRR to repair the City Railroad west of 11th Street and spend up to \$5,000 to be deducted from tolls. (PubLdgr)
- May 23, 1861 Eaton & Hamilton Railroad, Cincinnati, Hamilton & Dayton Railroad, Cincinnati & Chicago Air Line Railroad, and Chicago & Cincinnati Railroad sign agreement for operation of through line between Cincinnati and Chicago. (MB, Church)
- May 23, 1861 Chicago banks resume specie payments. (CHTaylor)
- May 1861 Alexandria & Washington Railroad abandoned when Pres. James S. French flees into interior Virginia with the rolling stock; War Dept. removes rails between Long Bridge and Alexandria. (Wilson - rails must be after May 25)
- May 24, 1861 With Virginia officially seceded, U.S. troops secure the Long Bridge at 2:00 AM; 10,000 troops invade Virginia by the Long Bridge, Aqueduct and steamer and advance on Alexandria; 500 Confederate troops tear up the rest of the Orange & Alexandria Railroad as they retreat westward to Manassas; Col. Elmer E. Ellsworth (1837-1861) of the Eleventh New York "Fire Zouaves," a media darling and old friend of Lincoln, becomes the first prominent casualty of the war when he is shot dead by James Jackson, proprietor of the Marshall House, for tearing down his secession flag; Jackson is immediately shot and bayoneted to death by Ellsworth's companions, becoming a martyr to the Confederates; Orange & Alexandria Railroad shops and depot are occupied, and will become the center for U.S. Military Railroads in supplying the front in Virginia; Tom Scott's young assistant Frank Thomson (1841-1899) sets up headquarters in Alexandria and supervises rebuilding the Orange & Alexandria Railroad and Alexandria, Loudoun & Hampshire Railroad, and later the Alexandria & Washington Railroad. (BaltAm, OR, Long, MB, PRRMN - Nasaw has Carnegie in charge of rail and telegraph lines leading south from DC)
- May 24, 1861 Executing a plan conceived by Col. Thomas J. Jackson (soon to be famous as "Stonewall" Jackson), Virginia troops under Col. John D. Imboden stop eastbound B&O trains from crossing from Harpers Ferry to Point of Rocks at 11:00 AM, while troops under Col. Kenton Harper block westbound trains at Cherry Run near Martinsburg; at 12:00 N, the trap is closed at both ends, bagging 56 locomotives and over 386 cars, most in the yards at Martinsburg; the plan is to move them in batches down the Winchester & Potomac Railroad to Winchester, then by special wagons pulled by 40-horse teams up the Valley Turnpike to Strasburg on the Manassas Gap Railroad; Jackson tells the B&O it is done to stop supplies of Cumberland coal to the Navy. (BaltAm, RRH 104 - Summers has 5/23! as do others - BaltAm has 5/24 - verify OR??)
- May 24, 1861 Gen. Benjamin F. Butler refuses to return three Virginia slaves who have

escaped to his lines near Fort Monroe, calling them enemy property and “contraband of war”; a subtle lawyer if an indifferent general, Butler executes an end run around the substantial hostility towards abolitionists in the North and provides a model for gradual confiscation and emancipation, that is, if the Confederates insist the slaves are their property and not persons, then they can be confiscated the same as weapons and supplies; both the policy and name become general, and African American “contrabands” are employed in Union camps and in construction brigades. (Wagner, McPherson)

- May 24, 1861 Post Office Dept. cancels all mail routes in the seceded states. (BaltAm)
- May 24, 1861 Robert Buchanan elected Pres. of the Cincinnati, Wilmington & Zanesville Railroad, replacing Gen. Newton Schluch. (MB)
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- May 25, 1861 Toll collection on the Washington & Alexandria Turnpike ceases because of military occupation; company officers have fled south. (MB)
- May 25, 1861 PRR’s Frank Thomson, then 19, sets up headquarters in Alexandria in a building he dubs “Scott House” and with men from PRR begins directing the rebuilding of the Orange & Alexandria and Alexandria, Loudoun & Hampshire Railroads, including transportation of equipment from Washington and the North by water. (RyW, PRRMN - note this must have been the same office as Carnegie’s - if Carnegie was there - date is from WBW, who may have it wrong and should be 5/24)
- May 25, 1861 Confederates blast the huge overhanging "Bollman Rock" onto the main line of the B&O near Point of Rocks, blocking the line. (B&O AR)
- May 25, 1861 Col. Elmer E. Ellsworth's body arrives in Philadelphia via PW&B at 9:30 PM; placed on special train for New York at Kensington early next morning. (PubLdgr)
- May 25, 1861 Isaac R. Trimble, having fled Baltimore to avoid arrest for his role in the bridge-burning, joins Virginia forces as a Colonel of engineers; later becomes a favorite of Gen. Thomas J. "Stonewall" Jackson. (DAB, Tucker)
- May 26, 1861 Gen. McClellan orders troops from the Dept. of Ohio to cross into Virginia at Wheeling and Parkersburg; drives outnumbered Confederates eastward. (Wheeler)
- May 27, 1861 Philadelphia & Baltimore Central Railroad enters receivership; George Brinton appointed receiver by the Delaware County Court. (Val, MB)
- May 27, 1861 Cooper Shop Volunteer Refreshment Saloon goes into operation on Otsego Street just off Washington Avenue in Philadelphia, serving meals to troops

in transit near the PW&B wharf; takes its name from adjacent cooper shop of William M. Cooper and H. W. Pearce; replaces impromptu efforts by the women of Southwark, who had met boats and handed out coffee and other refreshments. (Scharf)

- May 28, 1861 Troop movements begin between New York and Washington via the Allentown Route and Northern Central Railway; Secretary of War Cameron, leading stockholder of NC, uses his influence to secure business in preference to the Camden & Amboy/PW&B route. (Kamm says begin late 6/61? PWB AR says 6/21!! - this prob. fm papers - EDJ says definitely by 6/19!); Kamm says send about 25 cars of troops a day on grounds that PW&B is overcrowded. (CNJ AR says through trains began 5/6; carry about 27,000 troops vs. 154,000 on PW&B; NJJ says CNJ is 80 miles and 4 hours longer, but no change of cars)
- May 28, 1861 The Garibaldi Guard, composed of refugee Italian soldiers who had fought the Austrians under Giuseppe Garibaldi, leaves New York for Washington; it is part of the Thirty-Ninth Regiment, composed of European immigrants. (Trager)
- May 28, 1861 Confederates occupy over 100 miles of the B&O main line between Point of Rocks and Cumberland. (AR)
- May 29, 1861 Former Pennsylvania State Engineer Charles Lyon Schlatter, now a resident of Brunswick, Ga., enlists as a corporal in a Georgia regiment. (ConfedSoldGa)
- May 30, 1861 Elite First City Troop of cavalry leaves Philadelphia for the front. (Scharf)
- May 30, 1861 Maryland Gov. Thomas H. Hicks orders state arms removed from pro-Secession areas in Baltimore and Easton; they are placed in Union custody at Fort McHenry. (MdHist 101)
- May 30, 1861 Northern Central Railway Board adopts a 2-cent-per-mile fare for returning or wounded soldiers, chargeable to the government. (MB)
- May 30, 1861 Federal troops occupy Grafton, Va., to protect B&O main line, driving off the small Confederate garrison without a shot. (Long, Sears)
- May 30, 1861 Furious that Federal commander Gen. William S. Harney is temporizing with the enemy, St. Louis Unionists secure his removal and replacement with Nathaniel Lyon, who is promoted to Gen.; Lyon refuses to continue the truce with the secessionist State Guard. (wiki)
- May 30, 1861 Little Rock & Memphis (?) Railroad completed between North Little Rock and De Vall's Bluff on the White River. (Wood)

- Spring 1861 John Pierpont Morgan (1837-1913), formerly an accountant with Duncan, Sherman & Co., sets up his own investment banking business in New York; becomes the New York agent of his father Junius Spencer Morgan (1813-1890), a Connecticut native resident in London. (Carosso)
- Spring 1861 Federal government appropriates the farm of John Stump, a slave-owner, at Perry Point, Perryville, for use as the major mule depot and training center for the eastern theater; it is relocated further south in Mar. 1862. (portdeposit.org)
- June 1, 1861 Philadelphia & Trenton Railroad Executive Committee refers application of Theodore T. Woodruff to operate sleeping cars over P&T to Camden & Amboy Railroad. (MB)
- June 1, 1861 Union Volunteer Refreshment Saloon opens in a boat house at Washington Street & Delaware Avenue in Philadelphia; gradually enlarged on land leased by PW&B without charge; eventually can seat 1,200 men at once. (Scharf)
- June 1, 1861 LIRR acquires terminal site at Hunters Point from Trustees of Union College at Schenectady. (CorpHist)
- June 1, 1861 Junction & Breakwater Railroad grants Chief Engineer Tench F. Tilghman an honorable discharge, as he has gone south to fight for the Confederacy; he will be among the last to surrender. (MB)
- June 1, 1861 Atlantic & Great Western Railroad makes a new construction contract with James McHenry. (ARJ)
- June 1, 1861 Gen. Pierre G. T. Beauregard assumes command of all Confederate armies in northeastern Virginia, centered on Manassas. (McPherson)
- June 1, 1861 Illinois troops complete fortifications guarding the junction of the Mississippi and Ohio Rivers at Cairo. (Long)
- June 2, 1861 Major-General Robert Patterson (1792-1881), brother of former PRR Pres. William C. Patterson, leaves Philadelphia to take command of an advance into Virginia by way of the Cumberland Valley and Harpers Ferry. (Scharf)
- June 2, 1861 Confederates destroy B&O's Opequon Bridge by setting fire to over 50 loaded coal cars on it; wreckage burns for two months; however, the bridge is east of Martinsburg, stopping Thomas J. Jackson's ability to move the rolling stock by rail from Martinsburg to Winchester; 52 locomotives and a large number of cars are marooned in Martinsburg. (B&O AR, keyboardsforchrist.com/train8)

- June 2, 1861 Ohio leases the operation of its state canals for 10 years to a syndicate of Kent Jarvis, William J. Jackson, Joseph Cooper, Thomas Brown, Arnold Medbury and Thomas Moore for \$20,075 per year; to continue state ownership would have required at least \$2 million for repairs and rebuilding and continued deficit operations; the canals revert to the state in 1877, by which time they are dilapidated. (McClelland, Scheiber -see above)
- June 2, 1861 Ohio leases the operation of its state canals for \$20,075 per year to a company composed of Thomas Dugan, Kent Jarvis of Massillon, Arnold Medbury of Roscoe, Thomas Brown of Dayton, Thomas Moore of New Philadelphia, William J. Jackson of Piqua, and Thomas Cooper. (ARJ)
- June 3, 1861 New Jersey Railroad Board renews the Cunard Line lease for seven years from Jan. 1, 1863; the docks at Jersey City are subject to repeated silting; declines to operate a Sunday mail train. (MB)
- June 3, 1861 Union troops under Thomas A. Morris take Philippi, Va. (Sears)
- June 4, 1861 Convention of Pennsylvania railroad executives convenes at Harrisburg at summons of Gov. Curtin to set standard rates for troops and supplies; PRR, Northern Central Railway and Sunbury & Erie Railroad, who will bear the brunt of long-distance movements, want full regular rates; Reading, Lehigh Valley, Cumberland Valley, PFW&C favor a 33% reduction for troops and regular rates for supplies; Cameron's Northern Central is last holdout before all agree to 33% discount for war passengers and freight at regular rates; adopted by 11-8 vote. (USRR&MR, ARJ)
- June 4, 1861 Col. Isaac R. Trimble writes to Gen. Robert E. Lee asking to be assigned to the first force sent to invade Maryland and including a plan for such a campaign and assurance that thousands of Marylanders will join the Confederate Army. (Tucker)
- June 4, 1861 Camp Wright, named for John A. Wright, an aide to Gov. Andrew Gregg Curtin, opens at Hulton on the Allegheny River above Pittsburgh, replacing Camp Wilkins at the Fair Grounds. (StdHistPitts)
- June 5, 1861 Junction & Breakwater Railroad authorizes a settlement with contractors Samuel Brady & Co. (MB)
- June 6, 1861 PRR locomotive and passenger cars sent down the Howard Street connecting track in Baltimore en route to the Orange & Alexandria Railroad. (BaltAm)
- June 7, 1861 Frankford & Southwark Philadelphia City Passenger Railroad is building a turnback in Powell Street and a connection to the track in Washington

Street so cars can run direct between the Philadelphia & Trenton and PW&B stations. (PubLdgr)

- June 7, 1861 Gen. Robert Patterson begins an advance from Chambersburg to Greencastle. (MdHist 101)
- June 7, 1861 Col. Lewis "Lew" Wallace (1827-1905), later best known as the author of *Ben Hur*, occupies Cumberland, Md., with the Eleventh Indiana Zouaves, securing that part of the B&O and the vital Cumberland coal field. (Summers)
- June 8, 1861 Brooklyn Central & Jamaica Railroad is operating hourly horse cars from South Ferry at the foot of Atlantic Avenue to Jamaica; running time less than one hour; also runs small horse cars from the Fulton Street, Wall Street and South Ferries as far as East New York every 15 minutes and within the city limits to Bedford and Greenwood every 5-8 minutes. (BrklnEgl, NYT)
- June 8, 1861 Tennessee becomes last of 11 Southern states to secede; an act of the state government against the wishes of a majority of the people; mountainous East Tennessee has almost no slaves and is a stronghold of Union sentiment. (Long, DeRose)
- June 8, 1861 Confederates destroy Dam No. 5 on the Chesapeake & Ohio Canal above Williamsport. (BaltAm)
- June 1861 Economic contraction caused by Secession Crisis ends as the North mobilizes for war; economic expansion lasts for the duration. (NBER)
- June 9, 1861 First Delaware Regiment replaces the Eleventh Pennsylvania in guarding the PW&B between Wilmington and Baltimore. (Scharf)
- June 9, 1861 Union soldiers raid the Easton, Maryland, armory and carry off arms and ammunition, mostly War of 1812 vintage, to keep it from the Confederates. (Preston)
- June 10, 1861 Joint Companies Executive Committee considers an offer from the Raritan & Delaware Bay Railroad to sell out their interest. (MB)
- June 10, 1861 Union forces under Col. Charles P. Stone move up the Potomac from Georgetown to guard fords, bridges and ferries. (MdHist 101)
- June 10, 1861 Advance troops of Gen. Robert Patterson's force occupy Hagerstown; Gen. Benjamin F. Butler's diversionary move on Richmond from Fortress Monroe is halted at Big Bethel only 10 miles from his base. (OR, Johnston)
- June 10, 1861 Army Signal Corps organized at Fort Monroe under Maj. Albert J. Myer,

Chief Signal Officer. (Plum)

- June 10, 1861 Gen. Nathaniel Banks of Massachusetts replaces Gen. George Cadwallader in command of the Dept. of Maryland. (Clark)
- June 11, 1861 Second anti-secession convention meets at Wheeling; binds all members to a Union loyalty oath and declares all state offices held by Confederates vacant; elects Francis Harrison Pierpont (1814-1899), a Marion County lawyer for the B&O and coal mine operator, Governor of the "Restored Government of Virginia"; by claiming to be the legitimate government, they can retain ties to the North and later approve their own secession as a separate state. (Eckenrode, Foner, Lowe)
- June 11, 1861 Service on Franklin Railroad suspended because of Gen. Robert Patterson's campaign against Harpers Ferry. (BaltAm)
- June 11, 1861 A meeting at St. Louis between now-Gen. Nathaniel Lyon and the Virginia-born states-righter Gen. Stirling Price and Gov. C. F. Jackson fails to agree on neutrality between Unionist and secession elements in Missouri; Price and Jackson return to Jefferson City, and then flee into the southwestern part of the state. (Scharf, Long)
- June 11, 1861 Dayton & Western Railroad signs an agreement with its First Mortgage bondholders in New York; to pay the overdue coupons by July 1, 1861, and pay 7% interest regularly thereafter. (MB)
- June 11, 1861 Illinois River Railroad incorporated in Ill. to build between Peoria and Pekin. (C&C)
- June 1861 War Dept. repairs the old Alexandria & Washington Railroad track on 1st Street and Maryland Avenue and extends to steamboat docks at foot of 7th Street and uses it to load steamboats for ferrying supplies to Alexandria and other Potomac River points; Tom Scott's assistant Frank Thomson plays an important role. (NatIntlgner, OR, RyW - USMRR rept says to foot 6th St., 1.75 mi.)
- June 12, 1861 PRR Board declines to repair Pittsburgh Aqueduct. (MB)
- June 13, 1861 Confederates burn B&O bridge at Martinsburg, Va., and Great Cacapon and begin evacuation of baggage from Harpers Ferry. (OR, B&O AR)
- June 13, 1861 Buffalo Branch of the Erie Railway Company incorporated in N.Y. as the reorganization of that part of the Buffalo & New York City Railroad between Hornellsville and Attica. (Minor)
- June 13, 1861 Gen. Nathaniel Lyon occupies the Missouri capital at Jefferson City; Gov.

Jackson and other pro-Confederate officials flee southward. (wiki)

- June 14, 1861 Following Gen. Joseph E. Johnston's orders to destroy all bridges over the Potomac from Point of Rocks to Shepherdstown, Confederates burn the B&O bridge over the Potomac at Harpers Ferry and trestling through the armory grounds at 5:00 AM. (B&O AR, BaltAm)
- June 14, 1861 Col. Thomas J. Jackson is ordered to strip the occupied part of the B&O of as much rail as possible and burn the stranded locomotives and cars to deny them to the Union. (keyboardsforchrist.com/train8)
- June 14, 1861 Robert E. Lee is appointed military advisor to Pres. Jefferson Davis with the rank of general. (DAB)
- June 15, 1861 PRR Road Committee refers question of purchasing the City Railroad on Broad & Market Streets to a committee. (MB)
- June 15, 1861 Confederate Gen. Joseph E. Johnston, who has assumed command from Stonewall Jackson at Harpers Ferry, realizing that the place is exposed and not defensible, orders troops to fall back towards Winchester, stripping the B&O and the armory and burning B&O bridges between Point of Rocks and Williamsport; seven spans of B&O's Harpers Ferry Bridge blown up; Union troops arrive in Harpers Ferry at 2:00 PM; however, the Confederates control about 100 miles of the B&O between Harpers Ferry and Cumberland until Mar. 1862. (Summers, OR, Harwood) [Johnston's evacuation began 6/13]
- June 15, 1861 Gen. Robert Patterson and the main body of his force arrive at Hagerstown, preparatory to an advance against Harpers Ferry. (OR)
- June 15, 1861 New Jersey Railroad Board tables an offer from Edwin A. Stevens to submit the preliminary agreement he signed with John P. Jackson to arbitration. (MB)
- June 15, 1861 B&O workers the blast 100-ton "Bollman Rock" off the tracks at Point of Rocks. (BaltAm)
- June 15, 1861 Western Maryland Railroad opens between Owings Mills and Westminster. (Scharf - verify - Van Horn has 9/15 from Reisterstown)
- June 15, 1861 Missouri Unionists led by Capt. Nathaniel Lyon take Jefferson City, the state capital. (Long, McPherson)
- June 15, 1861 Future Union commander Ulysses S. Grant (1822-1885) is appointed colonel of the 21st Illinois Infantry Regiment. (JSmith)

- June 1861 Gen. Robert Patterson orders the greater part of his army to ford the Potomac at Williamsport and advance on Martinsburg; then halts as part of his forces are recalled for the defense of Washington. (Wheeler)
- June 1861 Former contractors David Mitchell, Jr., and William R. Maffet sue the Maryland & Delaware Railroad in the U.S. Circuit Court at Wilmington. (MB)
- June 1861 Atlantic & Great Western Railroad suspends construction.
- June 1861 Herman Haupt finally gets a workable steam drill for the Hoosac Tunnel, but it is too late. (Ward)
- June 1861 Orange Noble, George B. Delamater and L. L. Lamb strike oil on the James Tarr farm on Oil Creek. (Babcock - prob. 1863!)
- June 1861 Lessees of the Ohio canals name Columbus banker Benjamin E. Smith (1825-1885) Treasurer. (ARJ)
- June 16, 1861 Union infantry commanded by Gen. Daniel Tyler ride over the Alexandria, Loudon & Hampshire Railroad to just beyond Vienna, Va.; they report it clear but in need of a guard, as the Confederates are believed in force at Fairfax Court House. (wiki)
- June 17, 1861 Gen. Robert C. Schenck (1809-1890) travels over the Alexandria, Loudon & Hampshire Railroad with the First Ohio Infantry on a backing train, posting guard units as he goes; just outside of Vienna, the train is ambushed by Confederates, who strike it with cannon shot; the train crew hastily uncouples six of the cars and the crew flees back to Alexandria on the locomotive, leaving the troops to fight it out on the ground and escape at night; 8 Union soldiers killed; cited as possibly the first ever use of a train as the centerpiece of a military action. (wiki)
- June 17, 1861 Missouri Unionists led by Gen. Nathaniel Lyon defeat the secessionist State Guard at Boonville, seizing control of the Missouri River, isolating the pockets of secessionists north of the river and forcing the main body of secessionists into the southwestern corner of the state. (Long, wiki)
- June 17, 1861 New York broker John Thompson (1802-1891) writes to Pres. Lincoln and Secretary of the Treasury Salmon P. Chase suggesting financing the war through an issue of federal paper money backed partly by specie and partly by federal bonds. (Logan)
- June 18, 1861 Arrange to run 25 cars of troops per day via Allentown Route and Northern Central Railway and 25 cars via Philadelphia. (USRR&MR)

- June 18, 1861 Thomas R. Sharp (1834-1909) is appointed by the Confederate Quartermaster-General to proceed to the B&O at Harpers Ferry or Martinsburg and carry off such rolling stock and equipment as may be of use and bring it to the Manassas Gap Railroad; ironically, Sharp becomes Master of Transportation of the B&O in the 1870s and later works for the LIRR. (Csa-railroads.com/Sharp diary)
- June 18, 1861 Vanguard of Gen. Robert Patterson's army clashes with Confederates commanded by Thomas J. Jackson at Falling Waters; Patterson halts his advance; while Jackson covers Gen. Joseph E. Johnston's withdrawal to Martinsburg. (Evans)
- June 18, 1861 Pardee Rifles (Company A, 28th Pennsylvania Volunteers), organized and outfitted by Hazleton, Pa., coal operator Ario Pardee; most enlistees are his employees, and they are captained by his eldest son, Ario Pardee, Jr. (1839-1901); Pardee finances the formation of a second company in Aug. (Foulke&Foulke)
- June 18, 1861 United States Sanitary Commission created as a private body headed by patrician Republican reformers such as Unitarian minister Henry W. Bellows (1814-1882), who is Pres., landscape architect and social critic Frederick Law Olmsted (1822-1903), who is Secretary, and lawyer and diarist George Templeton Strong (1820-1875), who is Treasurer; the commission's primary job is to provide medical care for the Union wounded, following the British model in the Crimean War; it grows out of the impromptu efforts of local women's groups to aid the soldiers on their way to the front. (wiki)
- June 18, 1861 Gen. Nathaniel Lyon defeats the secessionist Missouri militia at Boonville; Gen. Stirling Price escapes into the southern part of the state to rally his forces. (Scharf)
- June 19, 1861 William H. Gatzmer of the Joint Companies attacks Simon Cameron in a letter to the *Philadelphia Inquirer*; Camden & Amboy continues to stir up opposition to Cameron through July. (Kamm)
- June 19, 1861 Thirty-Eighth New York Regiment, 800 men, leaves for Washington via CNJ-Northern Central route; heavy movements of about 1,000 men per day continue through July 1. (NJJ)
- June 19, 1861 Col. Thomas J. Jackson details 200 men to destroy B&O equipment at Martinsburg and remove machinery and repair materials from the shops; burns 42 locomotives and 400 cars, although only 10-12 locomotives severely damaged. (RyW, B&O AR)
- June 1861 Gen. Robert Patterson's army withdraws north of the Potomac without

having engaged the enemy beyond a few cavalry skirmishes; Col. Jackson moves north to occupy Martinsburg and plunder the B&O. (Wheeler - this sequence is wrong - Patterson crosses the Potomac and Jackson occupies Martinsburg on 6/20??)

- June 19, 1861 Confederate raiders burn the New Creek Bridge on the B&O main line west of Cumberland. (Williams/Allegany)
- June 20, 1861 LIRR grants the New York & Flushing Railroad the use of one track in the Hunters Point depot for \$1,600 per year; authorizes cutting wages as much as possible; Board visits Babylon and examines the route for a branch there. (MB)
- June 20, 1861 Maryland Legislature reinstates militia Gen. Tench Tilghman. (MdHist 101)
- June 20, 1861 Northern locomotives are being sent to Alexandria by ferry. (BaltAm)
- June 20, 1861 Confederates destroy southernmost Bollman truss span of B&O's Harpers Ferry Bridge, along with locomotive No. 165. (Harwood)
- June 22, 1861 Units of Gen. Robert Patterson's army occupy Frederick, Md. (MdHist 101)
- June 22, 1861 Maryland Legislature, meeting at Frederick, passes a resolution instructing its Congressional delegation to vote for recognizing Confederate independence. (Scharf)
- June 23, 1861 Confederates under Col. Thomas J. Jackson begin a systematic destruction of the B&O at Martinsburg, including burning 42 locomotives and numerous cars. (BaltAm, Stover - Johnston says 6/20-21 56 locos and 386 cars - that was the total haul including those taken south)
- June 23, 1861 Gen. McClellan arrives in Grafton, Va., to take personal command of forces sweeping the Confederates out of western Virginia. (Sears)
- June 24, 1861 Philadelphia & Baltimore Central Railroad Board authorizes selling Samuel M. Felton \$300,000 in bonds at 60. (MB)
- June 24, 1861 William Remsen, Frederick Schuchardt, Frederick C. Gebhard, Thomas E. Davis, Frank S. Bond and Daniel Tyler agree to deliver to the Reading all the stock of the Auburn & Allentown Railroad. (Rdg)
- June 25, 1861 Reading Pres. Asa Whitney writes to the Shamokin Valley & Pottsville Railroad committee on their proposals; rejects a flat lease at 8% on the common stock as burdening the Reading with \$158,600 a year in fixed charges; also rejects a lease for 2 cents per ton-mile on coal and 50% of any profit; also notes the time is not propitious for a merger, and the true value

of the SV&P won't be known until the Sunbury & Erie Railroad is completed; proposes to extend to meet the SV&P at Mount Carmel, if the SV&P will sell all its rights east of Mount Carmel for \$50,000. (MB)

- June 25, 1861 Erie Railway Company incorporated in N.Y. for purpose of reorganizing the New York & Erie Railroad. (Minor)
- June 26, 1861 PRR Board agrees to pay for the uniforms for a rifle company formed by employees at the West Philadelphia Shops. (MB)
- June 27, 1861 Anti-war meeting draws 1,500 on Dover Green in Delaware. (Scharf)
- June 27, 1861 At 3:00 AM, General Nathaniel P. Banks (1816-1894) arrests Baltimore Police Marshall George P. Kane on orders of the War Dept. and imprisons him in Fort McHenry; the Police Commission is abolished and police placed under Federal provost marshals; Kane is held for 14 months and then deported behind Confederate lines. (OR, Manakee)
- June 27, 1861 Shamokin Valley & Pottsville Railroad Board rejects the Reading's proposals, but authorizes the sale of the Eastern Division for not less than \$100,000. (MB)
- June 27, 1861 Philadelphia & Erie Railroad stockholders meet to consider a lease to the PRR. (ARJ)
- June 28, 1861 Kaighns Point & Philadelphia Ferry Company organized; John M. Kaighn, Pres. (MB)
- June 28, 1861 Secretary of War Simon Cameron informs the Northern Central Railway that he is taking possession of the line between Baltimore and Harrisburg and placing it under military guard. (MB)
- June 28, 1861 Central Pacific Railroad incorporated in California to build eastward as part of a transcontinental line. (ICC, Long)
- June 1861 Unused tracks of Alexandria & Washington Railroad in Washington activated to move goods to Long Bridge (verify); done by Tom Scott. (see above)
- June 29, 1861 Catawissa Railroad deeds right-of-way of abandoned Lehigh Branch to the Quakake Railroad. (ICC)
- June 29, 1861 Just after midnight of the 28th, Confederate soldiers disguised as civilians seize the Alexandria, Washington, Georgetown & Baltimore Steamboat Company steamer *St. Nicholas* with arms smuggled aboard as it enters the Potomac River; their plan is to board and capture the gunboat *U.S.S.*

Pawnee, but it has withdrawn to Washington; they then sail into Chesapeake Bay and capture several sailing vessels and their cargoes, which they bring to Fredericksburg. (Holly)

- July 1, 1861 Remainder of Baltimore Police Board are arrested by Gen. Banks at 4:00 AM; Army finds hidden caches of weapons, including artillery, at police headquarters; Pres. Lincoln resists appeals from Maryland and Congress to release them; they are imprisoned in Fort Warren in Boston Harbor for over a year. (OR)
- July 1, 1861 In his first regular report since the war began, Secretary of War Cameron calls for an appropriation to rebuild the Long Bridge and the creation of an office of Assistant Secretary of War. (OR)
- July 1, 1861 Gen. Robert Patterson crosses the Potomac River into Virginia at Williamsport. (Evans - see 7/2? - no first units crossed at 4:00 AM 7/2)
- July 1, 1861 Grand Rapids & Indiana Railroad issues \$4.5 million 7% Second Mortgage bonds, of which \$260,000 actually sold. (Church)
- July 1, 1861 Future Lines West Comptroller John W. Renner (1845-1919) joins the PRR as a clerk in the Maintenance of Way Dept. at Altoona; he moves to the Steubenville & Indiana Railroad in 1864. (MB, RyReview)
- July 1, 1861 Reading purchases majority of stocks of Allentown Railroad and Schuylkill & Susquehanna Railroad to eliminate their potential competition with its Lebanon Valley Branch. (Rdg)
- July 1, 1861 Buffalo Branch of the Erie Railway Company leased to the Erie Railway Company, giving it direct control of a line to Buffalo. (Minor)
- July 1, 1861 Herman Haupt suspends work on the Hoosac Tunnel after a new state engineer, appointed by new Gov. John A. Andrew cuts the estimate payment; Haupt has completed a half mile on the east end and 600 feet on the west end, leaving 4 miles to be done. (Ward, Kirkland)
- July 1, 1861 "Restored" Legislature of Virginia, representing 48 of 150 counties meets at Wheeling and elects two U.S. Senators. (Lowe)
- July 2, 1861 President Lincoln suspends habeas corpus along the military line between New York and Washington in cases of national security. (Long)
- July 2, 1861 Gen. Robert Patterson's army again crosses the Potomac at Williamsport, and Jackson evacuates Martinsburg for Winchester; Union troops control B&O main line for about one month. (Summers)

- July 2, 1861 At an adjourned meeting, stockholders of the Philadelphia & Erie (or Sunbury & Erie?) Railroad approve the lease to the PRR with no opposition. (ARJ)
- July 3, 1861 *Public Ledger* notes that all of the rolling stock at Alexandria is from the PRR except for one locomotive. (PubLdgr)
- July 4, 1861 37th Congress convenes in emergency session. (OR)
- July 4, 1861 Gov. Isham G. Harris of Tennessee seizes the portion of the Louisville & Nashville Railroad within the state over the protest of Pres. James Guthrie. (Klein)
- July 1861 Foreclosure proceedings begun against Chartiers Valley Railroad.
- July 5, 1861 Southern Express Company incorporated in Georgia to operate that part of the Adams Express Company within the Confederacy. (Harlow)
- July 5, 1861 Missouri Gov. Claiborne F. Jackson at the head of the secessionist State Guards defeats a smaller Union force commanded by Col. Franz Sigel (1824-1902) at Carthage, but the main Union force chases Gov. Jackson and Gen. Stirling Price into the southwest corner of the state. (wiki)
- July 6, 1861 South Camden Ferry Company sold at foreclosure of the Third Mortgage to the Kaighn's Point & Philadelphia Ferry Company. (Rdg)
- July 8, 1861 Union officers and a contingent of Baltimore police board the Baltimore-bound Weems Line steamboat *Mary Washington* at Fair Haven, where they have arrested Neal Green of Baltimore, a suspect in the Apr. 19 riot; during the voyage, they recognize some of the Confederates who had seized the *St. Nicholas* and were hoping to seize the *George Weems* when it left Baltimore; off Annapolis, they order Capt. Mason L. Weems to land his boat at Fort McHenry, where Union troops board and arrest the Confederates; the Weems family are slaveowners, and as the Weems Line serves an area along the Patuxent and lower Potomac and is used for smuggling supplies across the Potomac, it is held in suspicion by the Union authorities. (Scharf, Holly)
- July 8, 1861 Gen. Banks seizes the Weems steamboats *George Weems* and *Mary Washington*. (Scharf)
- July 8, 1861 U.S. House creates a Committee on Government Contracts headed by Rep. Charles H. Van Wyck (1824-1895) of N.Y.
- July 9, 1861 Millville & Glassboro Railroad Board authorizes lease of railroad for five years, to revert to company when Cape May extension is done. (MB)

- July 9, 1861 PRR and Reading agree to advance \$24,000 to the Huntingdon & Broad Top Mountain Railroad & Coal Company to extend its Six Mile Run Branch, to be repaid by a levy of 5 cents per ton shipped east. (Baughman)
- July 11, 1861 Gen. McClellan defeats outnumbered Confederates at passes in Rich Mountain on the strategic Staunton-Parkersburg Turnpike and moves east; occupies Berverly, Va., the next day. (Wheeler)
- July 11, 1861 U.S. Circuit Court reinforces the embargo of shipments to the Confederacy. (Klein)
- July 13, 1861 New Jersey Railroad Board orders a retrenchment because of the decline in business. (MB)
- July 13, 1861 Union forces under Gen. Thomas A. Morris inflict heavy casualties on retreating Confederates at Carricks Ford, Va., securing that portion of Virginia northwest of the Cheat River; ultimately, Virginia loses a third of her territory with its mineral riches; the southern bank of the Ohio River and the western part of the B&O remain well within Union lines. (Wheeler)
- July 13, 1861 Congressional delegation of the Unionist Virginia government in the west is admitted to Congress. (McPherson)
- July 14, 1861 Samuel M. Felton of the PW&B attacks Simon Cameron in a letter to the *New York Times*; charges that CNJ/Northern Central route is more expensive and Cameron is bilking the government for his own company's profit. (NYT)
- July 14, 1861 Gen. Robert Patterson's army leaves Martinsburg for Winchester, leaving a rear guard. (Foulke&Foulke)
- July 15, 1861 Joint Companies Executive Committee reports that they have arranged a through New York-Washington ticket for \$8 and a New York-Baltimore ticket for \$6.25. (MB)
- July 15, 1861 West Philadelphia Passenger Railway extended from 3rd & Market to Front & Market Streets; because of the steep grade, the track is not extended the last block to Delaware Avenue until 1889, after cable cars have replaced horse cars. (Cox)
- July 15, 1861 Little Miami Railroad orders construction of new freight warehouse at Dayton. (MB)
- July 15, 1861 Charles E. Smith (1820-1900) of the Fairmount Iron Works becomes Pres. of the Reading, replacing Asa Whitney, resigned; he moves to gain control

of all the feeder railroads in the Schuylkill Coal Field. (ARJ, USRR&MR - Bogen says about the same time S. M. Felton and H. Pratt McKean join the Board and the McCalmonts allow Philadelphia capital greater control of the company)

- July 1861 Confederates drag 14 captured B&O locomotives from Martinsburg up the turnpike to Strasburg on the Manassas Gap Railroad; two are abandoned on the way; of the 12 that reach Richmond, 11 are later sent to the Quartermaster-General's repair shops at Raleigh run by Thomas R. Sharp; the boiler of one is installed in a gunboat later sunk by Federal forces. (RRH 104)
- July 1861 James M. Roosa appointed receiver for Cincinnati, Lebanon & Xenia Railroad; company graded eight miles for 6'-0" gauge line from Lebanon to Mason and some work between Mason and Sharon, when suspended owing to failure of Dayton & Cincinnati Railroad. (Church, Hauck)
- July 1861 Norwich & New York Transportation Company places the new *City of New York* and *City of Boston* in service between New York and Allyn's Point. (Dunbaugh)
- July 16, 1861 First units of 35,700-man Union Army under Gen. Irvin McDowell (1818-1885) begin their advance from Washington towards the 22,000 Confederate troops under Gen. Pierre Gustav Toutant Beauregard (1818-1893) who are drawn up on the south side of Bull Run, guarding the vital rail junction at Manassas; in a combined operation, Gen. Robert Patterson is to move against Gen. Joseph E. Johnston at Harpers Ferry to prevent either Confederate army from aiding the other. (BaltAm, Wheeler)
- July 16, 1861 Joint Board approves a 5% dividend after having refused to declare one in Apr. as war was imminent. (MB)
- July 17, 1861 Gen. McDowell's army occupies Fairfax Court House; Gen. Patterson, erroneously thinking he is outnumbered, moves laterally to occupy Charles Town, Va., instead of making a frontal assault towards Winchester; Patterson thus allows Gen. Joseph E. Johnston to escape and reinforce Gen. Beauregard at Manassas. (Wheeler)
- July 17, 1861 Congress authorizes a National Loan of \$250 million to finance the war through the sale of 7-7.3%, 20-year Treasury notes or 7%, 20-year coupon bonds; the North raises about 66% of the cost of the war through loans, setting the precedent for the big war bond drives of World War I and World War II. (StatutesatLarge, Nevins, McPherson)
- July 18, 1861 LIRR Board reports that the New York & Flushing Railroad has refused to sign a contract for use of the Hunters Point depot because it has been unable

to make an agreement with the East River Ferry Company; hears proposition from Robert Hare Powel to exchange bonds of the Norfolk County Railroad for Phoenix Iron Company bonds at 75, although this is not done. (MB)

- July 18, 1861 Union division under Gen. Daniel Tyler (1799-1882), a West Point graduate who had lately been a railroad contractor in Pennsylvania, probes Beauregard's right at Blackburns Ford of Bull Run; Tyler exceeds his orders, hoping to punch through the Confederate line, but instead is forced to retreat; most of Gen. Joseph E. Johnston's army begins moving from Winchester to Manassas by road and rail to reinforce Beauregard. (BaltAm, Wheeler)
- July 18, 1861 Units of Gen. Robert Patterson's army advance from Charlestown to Harpers Ferry. (Foulke&Foulke)
- July 18, 1861 Gen. Nathaniel Banks bans the Weems Line steamboats from leaving Baltimore until further notice because they are being used to forward supplies to the Confederates. (Holly)
- July 19, 1861 Secretary of War Simon Cameron travels by train to Fairfax Station and then on horseback to view the battlefield; trip arranged by Andrew Carnegie. (Nasaw)
- July 20, 1861 First Confederate units, including Gen. Johnston and Gen. Thomas J. Jackson arrive at Manassas to reinforce Gen. Beauregard. (Wheeler)
- July 20, 1861 Pres. John M. Kaighn reports to the Kaighns Point & Philadelphia Ferry Company that he has chartered the *Union* as a running mate for the *Champion* and *Stephen Girard*. (MB)
- July 21, 1861 Gen. Beauregard defeats Gen. McDowell in the First Battle of Bull Run; Gen. Daniel Tyler executes a diversionary assault against Beauregard's line, while the bulk of the Union army outflanks the Confederate left; the Confederates are pushed back; Gen. Jackson earns his nickname "Stonewall" for having his troops hold the line; having gained the upper hand, McDowell commits a major blunder by ordering his artillery forward, where it is outflanked and annihilated by the Confederates; at 4:00 PM, the Confederates mount a countercharge that pushes the Union army back; as the Union troops regroup for a new attack, fresh Confederate units arrive from the Valley; at 4:30 PM McDowell's exhausted green troops break and flee in panic back towards Washington, dispelling all hope for a short war; Secretary of War Simon Cameron's brother James Cameron (1801-1861), Col. of Cameron's Highlanders, is killed; McDowell tries and fails to rally his men at Centreville; Tom Scott is with Lincoln, Cameron and other leaders at the War Dept. monitoring telegraph dispatches; couriers

organized by William Bender Wilson run messages to and from the end of the telegraph line at Fairfax Station; evacuation trains are able to operate briefly as far west as Burke Station until overtaken by the retreat; news of the disaster reaches Washington about 10:00 PM, as the first groups of soldiers begin arriving in the city; as soon as Scott realizes the scale of the defeat, he wires Gov. Curtin to send more troops; among the reporters covering the rout is West Chester native Uriah Hunt Painter (1837-1900) of the *Philadelphia Inquirer*, who will later be a PRR lobbyist and Pres. of the New York, Philadelphia & Norfolk Railroad; the Confederates fail to press their advantage to attack and isolate Washington. (OR, Long, Wilson, BaltAm, Wheeler, PhlInq)

- July 21, 1861 Gen. Nathaniel P. Banks is ordered to replace the old and inept Gen. Robert Patterson in command of the Dept. of the Shenandoah. (OR)
- July 22, 1861 Union Army completes its retreat to Alexandria (BaltAm); 17 year old telegraph operator Charles W. Jaques finally abandons his post at Springfield, Va., at 8:00 AM after entire army has passed. (Bates)
- July 22, 1861 Secretary of War Cameron summons George Brinton McClellan to Washington to assume command of Union forces in northern Virginia. (OR)
- July 22, 1861 Missouri Unionist convention reconvenes and votes against secession. (wiki, McPherson)
- July 22, 1861 Richard D. Wood signs an agreement to sell Charles K. Landis a tract of 28,000 acres north of Millville on time, on which Landis will develop the town of Vineland. (Wood)
- July 22, 1861 Maryland & Delaware Railroad Board reports that the plan to use the July installment of the Delaware lottery has failed because of an unfavorable investigation of the lottery operator Col. R. France. (MB)
- July 23, 1861 Gen. John A. Dix replaces Gen. Nathaniel Banks in command of the Dept. of Maryland. (Clark)
- July 24, 1861 West Jersey Railroad holds opening excursion to Bridgeton, opening the line from Glassboro; revenue service begins July 25. (WdbryCnstn, MB)
- July 25, 1861 B&O main line restored to service between Wheeling and Cumberland. (B&O AR)
- July 25, 1861 Gen. George B. McClellan, a native of Philadelphia, arrives in the city from Pittsburgh en route to take command in the East; a huge crowd and official delegation greets him at the PRR depot at 11th & Market Streets. (Scharf)

- July 25, 1861 Thomas R. Sharp delivers the 80th B&O car to the Manassas Gap Railroad at Strasburg. (csa-railroads.com/Sharp diary)
- July 25, 1861 Explorer and future transcontinental railroad charlatan John C. Fremont arrives at St. Louis to take command of all Union forces in the Dept. of the West. (DAB, Wagner)
- July 25, 1861 Reading leases Mill Creek & Mine Hill Navigation & Railroad Company and Schuylkill Valley Navigation & Railroad Company, the lateral railroads serving the eastern portion of the Schuylkill Coal Field between Pottsville and Tuscarora and thus controlling their ability to ship coal to market via the Schuylkill Canal. (ICC,)
- July 25, 1861 Ladies of the Subsistence Committee of the Pittsburgh Committee of Public Safety begin distributing food to soldiers in transit through the city around the PRR depot; the next week, they obtain the use of the old Leech warehouse, and later the Old City Hall; the Subsistence Committee later expands its activities to providing care packages, hospital supplies and a shelter for sick and wounded men; over the course of the war it feeds at least 460,000 men. (StdHistPitts)
- July 26, 1861 Tom Scott issues an order to all Army officers to furnish whatever supplies are required by Andrew Carnegie, Superintendent of Railways. (Haupt)
- July 26, 1861 Gen. George B. McClellan arrives in Washington. (DAB)
- July 27, 1861 Simon Cameron asks PRR General Superintendent Enoch Lewis to move mustered out three-month troops from Harrisburg immediately after they engage in unruly behavior while being paid off. (OR)
- July 27, 1861 Maryland & Delaware Railroad Board orders work suspended and an attempt to collect the July installment of the Delaware lottery from R. France. (MB)
- July 28, 1861 Provost-Marshal allows the Weems Line to resume operation subject specific restrictions as to who and what may travel on the boats. (Holly)
- July 28, 1861 Missouri Unionist convention declares that the offices held by secessionists, including Gov. Claiborne F. Jackson, are vacant and the Legislature nonexistent; it appoints a new government that rules for the duration of the war. (wiki, McPherson)
- July 30, 1861 PRR Duquesne Freight Station in Pittsburgh burns. (MB, StdHistPitts)
- July 31, 1861 Philadelphia ordinance authorizes PRR to repair City Railroad west of 11th Street and be reimbursed from tolls. (Digest)

- July 31, 1861 Reading makes a new proposal to the Shamokin Valley & Pottsville Railroad to buy all its property east of Mount Carmel for \$50,000, including all real estate of the old Danville & Pottsville Railroad at Pottsville and Mount Carbon; the SV&P is to transport all coal bound for Philadelphia to the Reading's Mahanoy & Broad Mountain Railroad at a maximum of 2 cents per ton-mile and with no charge for returning empties. (MB)
- Summer 1861 H.L. Smith of the Downer Oil Company of Boston buys farm land from Hiram Corry and lays out the town of Corry, Pa., and a refinery site at the junction of the Atlantic & Great Western Railroad and the Sunbury & Erie Railroad. (HistErieCo)
- Summer 1861 A second year of bad harvests in Great Britain and Continental Europe, coupled with a bumper harvest in the Midwest, sends a flood of grain and flour over the Erie Canal and Trunk Line railroads to the port of New York for export; New York's trade is reoriented from the South to the Midwest and West; the closure of the Mississippi River stifles the port of New Orleans. (Burrows/Wallace)
- Aug. 1, 1861 Simon Cameron appoints PRR VP Tom Scott Assistant Secretary of War; replaced as head of railroads by Capt. R.N. Morley of Quartermaster Corps; Herman Haupt had desired the latter appointment, resulting in his break with the PRR group; [Scott appoints Andrew Carnegie as his assistant in Washington]. (RRGaz, Kamm, Ward, [Wall])
- Aug. 1, 1861 Northern Central Railway restores Marysville Bridge, three spans of which blew down several months ago; resumes backing all passenger trains in and out of Harrisburg via Cumberland Valley bridge. (USRR&MR)
- Aug. 1, 1861 PRR, Reading and PW&B subscribe to Junction Railroad in near equal amounts. (Casebk)
- Aug. 1, 1861 Madison & Indianapolis Railroad stock and bondholders sign reorganization agreement calling for foreclosure; stockholders to receive 25% of their holdings in stock of new company. (Church)
- Aug. 1, 1861 Herman James of Erie pays \$60,000 in cash for the James Tarr farm on Oil Creek, which would have been worth only \$1,000 in 1859; the first big cash purchase of oil land on Oil Creek. (Babcock)
- Aug. 2, 1861 Thomas R. Sharp leaves Leesburg, Va., with two B&O locomotives for the Manassas Gap Railroad at Piedmont Station. (Csa-railroads.com/Sharp diary)
- Aug. 3, 1861 Gen. McClellan presents his war plan to the Cabinet; a huge army of

273,000 men and 600 guns is to crush the Confederate army in one campaign aimed at Richmond; McClellan is overly cautious and consistently overestimates the size of the forces arrayed against him; he is also a partisan Democrat who opposes Lincoln's policies, wants to limit the war to a Napoleonic clash of professional armies fighting textbook battles, and hopes to restore the Union as it was in the 1850s, with slavery and a Democratic majority intact. (Sears)

- Aug. 3, 1861 Trustee William R. Lejee conveys Eastern Division of old Danville & Pottsville Railroad between Wadesville and intersection with extension of Mine Hill & Schuylkill Haven Railroad to the Shamokin Valley & Pottsville Railroad. (Val)
- Aug. 5, 1861 Shamokin Valley & Pottsville Railroad Board accepts the Reading's proposal to buy its property east of Mount Carmel but rejects the ceiling on rates. (MB)
- Aug. 5, 1861 Congress passes the Revenue Act, which levies the first income tax to pay for the war; 3% on incomes over \$800. (WwasW, wiki)
- Aug. 5, 1861 Congress passes the Tariff Act of 1861 adding duties on tea and coffee, previously free, and increasing those on other articles. (Ratner)
- Aug. 5, 1861 Kentucky elects a Unionist Legislature. (McPherson)
- Aug. 5, 1861 Deposed Missouri Gov. Claiborne F. Jackson issues a proclamation declaring Missouri a free republic; he spends the rest of his life in exile. (wiki)
- Aug. 6, 1861 Congress authorizes the confiscation of any Confederate property, including slaves, if used in the war effort. (McPherson)
- Aug. 6, 1861 Duff Green writes to Samuel R. Brooks and William Halsted to protect his majority interest in the Pennsylvania Fiscal Agency from confiscation; as a Confederate, Green now has no rights in Pennsylvania, and eventually the Pennsylvania directors Charles M. Hall and Oliver W. Barnes conspire to sell the company out from under him at a profit. (Green)
- Aug. 6, 1861 U.S. Signal Dept. authorizes purchase of first portable field telegraph. (OR)
- Aug. 7-9 1861 CNJ president John Taylor Johnston hosts a press tour of the Allentown/Northern Central Railway route to Washington in a Woodruff sleeper and coach fitted as a pantry and restaurant attached to regular trains to counter criticism of Camden & Amboy and PW&B. (USRR&MR)
- Aug. 7, 1861 Navy orders seven ironclad gunboats to a design of James B. Eads of St.

Louis for operations on Mississippi River. (Long)

- Aug. 8, 1861 CNJ excursion cars leave Washington at 4:45 PM, arriving in Jersey City at 9:40 AM next day. (USRR&MR)
- Aug. 8, 1861 Charles K. Landis (1833-1900), who has previously developed Hammonton, cuts the first tree and drives the first stake for his projected ideal community of Vineland, N.J., on the railroad between Glassboro and Millville, on a tract purchased on time from Richard D. Wood; the town plat is one mile square, to be surrounded by small farms; Landis Avenue, the main east-west street, is 100 feet wide, and the railroad runs in the median of a north-south boulevard 200 feet wide; purchasers are required to put up substantial buildings with wide setbacks, shade trees and lawns; Vineland booms between 1862 and 1866. (Cushing, CMCoGaz, Wood)
- Aug. 8, 1861 Isaac R. Trimble made Brigadier-General in the regular Confederate Army. (DAB)
- Aug. 10, 1861 Confederates defeat Unionists at Battle of Wilson's Creek in Missouri, killing Nathaniel Lyon (1818-1861), the most daring Union commander in this sector, who has in fact bungled the battle; the Unionists, who were outnumbered nearly two-to-one, retreat towards St. Louis, abandoning large areas of the state; former PRR Chief Engineer Edward Miller (1811-1872), having been Chief Engineer of the stalled Pacific Railroad (Mo.), is living with his large family on a farm in the battle zone of northwestern Missouri near present Kansas City; he is finally able to evacuate to Philadelphia, but loses the value of his land and improvements. (Long, McPherson, Wagner, Roberts)
- Aug. 12, 1861 Flood in the Big Beaver River washes out the bridge of the Cleveland & Pittsburgh Railroad at Rochester, Pa. (Richard)
- Aug. 12, 1861 Chicago ordinance vacates Monroe Street between Canal Street and Chicago River for site of proposed PFW&C-C&NW union depot. (Church)
- Aug. 13, 1861 Richard D. Wood leases the operation of the Millville & Glassboro Railroad to S.A. Garrison & George W. Thomas for one year at \$5,000. (Wood)
- Aug. 13, 1861 Floods in the Big and Little Beaver Rivers wash out bridges on the Cleveland & Pittsburgh Railroad. (AR)
- Aug. 13, 1861 Several Union volunteer regiments, who insist their three-month enlistments are up, stage mutinies that are quickly suppressed by Gen. McClellan and the Regular Army. (Wagner)
- Aug. 14, 1861 Joint Companies Executive Committee approves a plan by coal operator

and shipper Morris Buckman to have a group of Lehigh coal shippers build a coal depot at Bergen Point (Bayonne) for the transshipment of coal from Delaware & Raritan Canal boats to oceangoing vessels and to provide additional canal boats; authorizes the sale of the steamboat *Empire*; authorizes a letter of protest to the CNJ over its operating to Harrisburg and carrying soldiers to Washington; notes that Richard F. Loper has chartered his canal propellers to John Tucker of the War Dept. to operate through between New York and Washington. (MB)

- Aug. 14, 1861 Martial law declared in St. Louis. (Scharf)
- Aug. 15, 1861 East Brandywine & Waynesburg Railroad opens between Downingtown and Waynesburg (Honey Brook), Pa., with PRR equipment. (ARJ)
- Aug. 1861 Hoboken Land & Improvement Company breaks ground for its line between Hoboken and Newark at the east end of the New York & Erie Railroad's Bergen Hill Tunnel. (Taber)
- Aug. 1861 Confederate government builds a 1.16-mile rail link from the Richmond & Petersburg Railroad at Pocahontas across the Appomattox River to a connection with the Petersburg Railroad at Washington Street, Petersburg, permitting through rail shipments across the city of Petersburg for the first time. (Canals&RRs)
- Aug. 1861 James B. Eads (1820-1887) contracts to build 7 shallow-draft armored gunboats for use on the Mississippi River. (McPherson)
- Aug. 16, 1861 Pres. Lincoln bans commercial intercourse and trade with the Confederacy. (Wagner)
- Aug. 17, 1861 PRR contracts to aid the Bald Eagle Valley Railroad under the Commutation Act. (MB)
- Aug. 17, 1861 Union Departments of Northeastern Virginia, Washington and the Shenandoah are merged to form the Dept. of the Potomac, aka the Army of the Potomac; William Tecumseh Sherman, recently promoted to Brig. Gen. of volunteers for his performance at Bull Run, is named second in command of the Dept. of the Cumberland, based in Louisville in still-neutral Kentucky. (Wagner)
- Aug. 18, 1861 Capt. Thomas R. Sharp, CSA, arrives in Martinsburg and begins removing machinery and supplies southward; 8 locomotives hauled out by teams over turnpike. (RyW - verify - see above, this may be a second round, which continued into late Sep. per csa-railroads.com - yes Johnston); Sharp also removes 73 miles of single rail and ties from the B&O between Harpers Ferry and west of Martinsburg during Aug. and Sep. for reuse on Southern

railroads. (RRH 104, Stover)

- Aug. 19, 1861 Federal troops fall back from Harpers Ferry area; rebuilding of B&O, including Harpers Ferry bridge, stops before line can be restored. (B&O AR, Summers)
- Aug. 19, 1861 Ground broken for the Hoboken Land & Improvement Company's railroad terminal, later the Hoboken Terminal of the Morris & Essex and DL&W Railroads. (Taber)
- Aug. 19, 1861 In response to the string of defeats, Secretary of War Cameron orders all available troops sent to the front at once. (StdHistPitts)
- Aug. 19, 1861 First night train via the Shore Line (the present Amtrak Northeast Corridor) begins operating between New York and Boston. (RRH, NYTrb)
- Aug. 20, 1861 Shamokin Valley & Pottsville Railroad Board accepts a revised proposal from the Reading to buy its property east of Mount Carmel without the clause fixing a ceiling on rates. (MB)
- Aug. 20, 1861 Webster Wagner introduces the first drawing room car for day travel on the NYC. (RRGaz)
- Aug. 20, 1861 Gen. George B. McClellan is named commander of the Dept. of the Potomac. (Wagner)
- Aug. 21, 1861 PRR Board approves Tom Scott's serving as Assistant Secretary of War while still drawing his PRR salary; Scott hopes to retire from government duty by Oct. 1; Board authorizes a subscription of 170 shares of Junction Railroad. (MB)
- Aug. 21, 1861 CNJ Pres. John Taylor Johnston writes letter to *New York Times* defending the CNJ/Northern Central Railway route to Washington; says troops prefer it as there is no change of cars. (NYT)
- Aug. 1861 Steam-powered railcar built by Grice & Long of Philadelphia placed in service on West Jersey Railroad as an experiment; such cars soon become common on Camden & Amboy branch lines. (USRR&MR)
- Aug. 1861 James R. Gilmore replaces an ailing David Strouse as Superintendent of U.S. Military Telegraph Corps. (Bates)
- Late Aug. 1861 At Carnegie's request, Tom Scott releases him from military duty, and he returns to the Western Division. (Nasaw)
- Aug. 23, 1861 Gen. John A. Dix writes to Gen. McClellan warning of increased

secessionist activity on the Eastern Shore and calling for the formation of Union regiments and a sweep down the peninsula from Wilmington. (Clark)

- Aug. 24, 1861 Madison & Indianapolis Railroad Board authorizes assigning to John Ferguson, Elihu Day and George Griswold all property and securities not covered by mortgage. (MB)
- Aug. 24, 1861 Future Superintendent Andrew Keiser (1861-1933) born at Mount Joy, Pa. (PRRBio)
- Aug. 27, 1861 PRR contracts to aid the Ebensburg & Cresson Railroad under the Commutation Act. (MB)
- Aug. 27, 1861 Cleveland, Zanesville & Cincinnati Railroad enters receivership; Simon Perkins appointed receiver. (Church)
- Aug. 27, 1861 Gen. John C. Fremont places Gen. U.S. Grant in command of all Union forces in southeastern Missouri and southern Illinois and orders him against Columbus, Ky.; Grant concentrates his forces at Cairo. (JSmith)
- Aug. 29, 1861 New Jersey Railroad serves notice on CNJ Pres. John Taylor Johnston that it demands modifications in their traffic contract and will otherwise terminate it on Jan. 2, 1862. (MB)
- Aug. 29, 1861 Wheeling government of Virginia consents to formation of new state to be called Kanawha out of its territory. (Eckenrode)
- Aug. 30, 1861 John C. Fremont issues a proclamation declaring martial law in all of Missouri, the death penalty for captured guerillas, and the confiscation of the property of Missourians in rebellion and the emancipation of their slaves; the move is applauded by Radical Republicans but alienates Border State conservatives and creates an embarrassment for the Lincoln Administration, which is trying to keep Kentucky in the Union. (DAB, McPherson)
- Aug. 31, 1861 Work begins on Salem Railroad in N.J.
- Aug. 31, 1861 John Mifflin Hood (1843-1906), lately in engineer corps of Eastern Shore Railroad, leaves Baltimore for Brazil looking for engineering work; finds the climate not to his liking and returns to Baltimore in Jan. 1862. (Memoir)
- Aug. 31, 1861 Jeffersonville Railroad Board orders that guards be employed at all bridges around the clock if necessary. (MB)
- Sep. 1, 1861 Wilkes-Barre coal operator Charles Parrish (1826-1896) appointed receiver of Wyoming Canal Company (Nanticoke-Pittston). (USRR&MR)

- Sep. 1, 1861 Philip E. Thomas (1776-1861), former Pres. of the B&O, dies at Yonkers, N.Y. (Scharf)
- Sep. 1, 1861 J. Dutton Steele resigns as VP of the Reading and is made Chief Engineer. (ARJ)
- Sep. 2, 1861 Pacific Railroad Company (Mo.) reaches Sidalia, Mo.; construction is suspended because of the war. (Riegel)
- Sep. 3, 1861 Confederates under Gen. Leonidas Polk (1806-1864), “the Fighting Bishop,” occupy Columbus, Ky., in a campaign to complete their front between the Appalachians and the Mississippi; the violation of Kentucky's neutrality rouses Kentucky Unionists and Northerners to counterattack under Gen. Ulysses S. Grant. (Long, Clark)
- Sep. 3, 1861 New Castle & Danville Railroad enters receivership after grading only the section between Crawfordsville and Covington, Ind.; it will remain dormant until 1869. (GrnBk)
- Sep. 4, 1861 Jay Cooke & Co. is appointed agent for the sale of \$50 million of the Union 7-30 loan. (Oberholtzer)
- Sep. 4, 1861 At the request of J.F.D. Lanier, Chairman of the Purchasing Committee, the PFW&C Railroad Board appoints George W. Cass, Samuel Hanna and ___ Harbaugh a committee to cooperate with the foreclosure. (MB)
- Sep. 6, 1861 Federal forces under Gen. Ulysses S. Grant capture Paducah, Ky., preventing the Confederates from advancing to the Ohio. (Long)
- Sep. 6, 1861 Although they have both been raised Quakers, William Jackson Palmer writes to his friend Robert Henry Lamborn (1835-1895) telling him of his intention to join the cavalry and to form a troop of young men of his own class to act as a bodyguard for a departmental commanding general; Lamborn later joins Palmer’s Anderson Cavalry. (Fisher, ANSP)
- Sep. 7, 1861 New Jersey Railroad Board orders the termination of the traffic contract with the CNJ; approves a contract with B. Hughes to transport baggage crates between Newark and New York. (MB)
- Sep. 9, 1861 Joint Companies Executive Committee resolves to make Philadelphia & Trenton Railroad the main line to Philadelphia and place it in better order; orders double tracking approaches to Camden and South Amboy; considers Woodruff's offer of sleeping cars; orders New York agent to refer no freight to New Jersey Railroad. (MB)

- Sep. 10, 1861 William Bateman Leeds (1861-1908), future Lines West Superintendent and later famous as the "Tim Plate King," born at Richmond, Ind., of an old West Jersey Quaker family. (NCAB, dantate.featuredblog)
- Sep. 11, 1861 PRR authorizes first donation of \$200 to Union Voluntary Refreshment Saloon and \$200 to Cooper Shop Refreshment Saloon, which dispense refreshments to soldiers passing through Philadelphia by train; total donations during war are \$1,650 and \$1,050. (MB)
- Sep. 11, 1861 U.S. Marshal arrests Col. James W. Wall (-), a leading citizen of Burlington, N.J., for his southern connections after a scuffle in his own home; he is imprisoned at Fort Lafayette in New York Harbor for two weeks. (Schermerhorn)
- Sep. 11, 1861 Secretary of War Simon Cameron orders the arrest of secessionist members of the Maryland Legislature to prevent the passage of a secession ordinance. (Clark)
- Sep. 13, 1861 Army arrests Baltimore Mayor George Brown, Ross Winans, 10 other Delegates and 1 State Senator, 2 pro-South editors and 1 Congressman; imprisoned in Fort McHenry. (BaltAm)
- Sep. 13, 1861 Camden & Atlantic Railroad cuts all salaries and wages. (MB)
- Sep. 1861 New PRR station at Lancaster opens. (AR)
- Sep. 1861 Some PRR crews are working up to 30 hours straight because of press of traffic. (Ward)
- Sep. 1861 There is now heavy competition between the NYC and New York & Erie Railroad for westbound traffic from Boston, as the westbound traffic is very low compared to the flood of eastbound war traffic. (USRR&MR)
- Sep. 1861 Capt. R.F. Morley of Seventeenth Infantry, former Superintendent of Allegheny Valley Railroad, named General Manager for government railroads and telegraphs; organizes formal telegraph construction corps under Parker Spring of Lancaster, Pa. (Wilson) (for Morley, see above)
- Sep. 1861 New main shops of NYC open at West Albany. (USRR&MR)
- Sep. 1861 B&O builds rail-to-canal transfer derricks at Sandy Hook so Cumberland and Fairmont coal can be sent east by Chesapeake & Ohio Canal to supply Washington. (B&O AR)
- Sep. 1861 War Department restores B&O Washington Branch to company. (B&O AR)

- Sep. 1861 After some calculation, Louisville & Nashville Railroad Pres. James Guthrie decides for the Union cause; as his road is soon mostly behind Union lines and is a main supply route for the fighting further south, it earns large profits throughout the war. (Stover)
- Sep. 16, 1861 Charles B. Dungan (1813-1888), a builder and operator of gas works, makes a proposition to build the Cape May Extension of the Millville & Glassboro Railroad for \$400,000. (Wood)
- Sep. 17, 1861 Maryland Legislature reconvenes after a recess from Aug. 7; most pro-South members have been arrested, and a cordon of Union troops surrounds Annapolis. (Williams/Allegany)
- Sep. 17, 1861 Gen. Simon Bolivar Buckner (-) seizes the portion of the Louisville & Nashville Railroad in Kentucky as far north as Lebanon Jct., leaving only the northernmost 30 miles in the hands of the company. (Klein)
- Sep. 19, 1861 LIRR Board authorizes a formal contract for a connecting boat service to Fire Island for the 1862 season; has run for the last 3 or 4 years at a \$1.75 fare. (MB)
- Sep. 19, 1861 J. Edgar Thomson writes to his old assistant and friend Richard Peters, who has remained in Atlanta, blaming the war on the ambitions of politicians; he claims the Lincoln Administration has no intention of compelling the South and that the South, having begun the war, should back down and call a national peace conference; however, if they continue the war, the Union “has the power to accomplish its purposes.” (Ward)
- Sep. 19, 1861 Future freight traffic officer Edwin P. Bates (1861-) born at Allegheny County, Pa. (PRRBio)
- Sep. 20, 1861 Cleveland & Pittsburgh Railroad approves settlement with assignees of Ohio Life Insurance & Trust Company arising out of failure in Panic of 1857; C&P is to pay the assignees \$270,000 in River Line bonds in return for the cancellation of \$75,000 in claims against the railroad. (MB, AR)
- Sep. 20, 1861 Gen. Robert Anderson, who had commanded at Fort Sumter at its fall and is now at Louisville, approves a plan of William Jackson Palmer, still employed by the PRR, to form a troop of Pennsylvania light cavalry to operate as part of his army, including possibly railroad and telegraph men; the Anderson Troop later becomes the Fifteenth Pennsylvania Cavalry Regiment. (Clothier)
- Sep. 20, 1861 The outnumbered Union garrison at Lexington, Mo., surrenders to a much larger Confederate force under Sterling Price (1809-1867); John C.

Fremont's reputation collapses. (McPherson)

- Sep. 21, 1861 New Jersey Railroad Board accepts Edwin A. Stevens's redraft of the agreement with the Hoboken Land & Improvement Company providing it is called a "memorandum of agreement" and not an agreement proper and will withhold its signatures until it has reached an agreement with the Camden & Amboy Railroad. (MB)
- Sep. 21, 1861 Robert E. Ricker (1828-1894), formerly of the Louisville, New Albany & Chicago Railroad; becomes Superintendent & Engineer of the Terre Haute & Indianapolis Railroad; he also acts as Superintendent for military transportation in Indiana during the Civil War. (RREmply)
- Sep. 25, 1861 PRR Board grants Tom Scott a leave of absence for as long as necessary at request of Gen. McClellan; Herman J. Lombaert named Acting VP. (MB)
- Sep. 25, 1861 Cincinnati & Chicago Air-Line Railroad opens a bridge over the Wabash River at Logansport to a junction with the Chicago & Cincinnati Railroad (0.77 mile) and 0.43-mile stub converted to siding; Chicago & Great Eastern Railway opens from south bank opposite Logansport to crossing of Toledo & Wabash Railroad at Duret Street. (Val - verify C&GE in C&C - C&C says this part of C&GE never constructed)
- Sep. 26, 1861 PRR offices are closed for a national fast day proclaimed by Pres. Lincoln. (MB)
- Sep. 26, 1861 Brady's Bend Iron Company organized; William B. Ogden, Pres. (Fell)
- Sep. 26, 1861 U.S. troops arrest Gen. Tench Tilghman (1810-1874), the leading Confederate sympathizer in Talbot County, Md.; he is released on parole on Oct. 4. (Preston)
- Sep. 27, 1861 Trestles on B&O main line west of Cumberland washed out. (B&O AR)
- Sep. 28, 1861 PRR traffic is running 50-60 cars per day over its locomotive capacity, forcing it to run Sundays and double shifts. (Ward)
- Sep. 28, 1861 Millville & Glassboro Railroad Board refers proposal of Charles B. Dungan to build the Cape May extension to the Executive Committee. (MB)
- Sep. 29, 1861 Two-day Trunk Line meeting at St. Nicholas Hotel concludes with inability to settle recent rate war over westbound merchandise rates from New York and Boston; PRR motion to submit question to arbitration fails of support; combination of Erie and Stonington rail-steamboat line is able to undercut Western Railroad-NYC route. (USRR&MR)

- Sep. 29, 1861 Flood destroys most work on partially restored B&O bridge at Harpers Ferry. (B&O AR)
- Sep. 29, 1861 Virginians under Isaac R. Trimble install first batteries at Evansport, threatening navigation of the Potomac River below Washington. (OR)
- Sep. 30, 1861 Steam service by LIRR discontinued over Brooklyn & Jamaica between Atlantic Avenue ferry and Jamaica; becomes a horse-car line. (Brooklyn Central & Jamaica RR op. horse cars to E. New York and steam between E. New York and Jamaica - see above LIRR op ceased 5/9!??).
- Sep. 30, 1861 Junction Railroad finally organized by the election of directors. (MB)
- Oct. 1, 1861 Josiah O. Stearns (1831-1867), nephew of CNJ Superintendent John O. Sterns, begins operating the LIRR on an annual contract basis of \$11,000 per month, plus 35 cents per mile on earnings over \$220,000 per year. (MB, AR)
- c. Oct. 1861 PW&B begins running all passenger cars instead of just troop trains through on train ferry *Maryland* and through Baltimore. (AR)
- Oct. 3, 1861 J. Edgar Thomson elected Pres. of the Junction Railroad; authorize the issue of \$300,000 in bonds guaranteed jointly by the PRR, Reading and PW&B. (MB)
- Oct. 3, 1861 B&O Potomac River bridge west of Cumberland restored. (B&O AR)
- Oct. 4, 1861 Pres. Lincoln signs revised treaty between the Office of Indian Affairs and the Delaware Nation secured by bribery by the promoters of the Leavenworth, Pawnee & Western Railroad; government commissioners give the Delawares a quarter of the value later appraised for the railroad, giving its promoters a windfall profit. (Petrowski)
- Oct. 5, 1861 Andrew Carnegie writes to Enoch Lewis urging he increase the work day for PRR train crews from 10 to 12-13 hours because of heavy traffic and congestion; morale is low because many crews have not been home to their families for several weeks. (Wall, Ward)
- Oct. 5, 1861 *American Railroad Journal* reports that the PRR has embargoed western freight for Baltimore, New York and Boston; also reports that Tom Scott has arranged to run two round trips between New York and Washington without change at Havre-de-Grace and Baltimore. (ARJ)
- Oct. 5, 1861 Shamokin Valley & Pottsville Railroad Board authorizes reducing tolls on coal going to the Mine Hill & Schuylkill Haven Railroad as are having difficulty getting cars for the western traffic; all Northern Central Railway

equipment is being used for government war business. (MB)

- Oct. 5, 1861 Confederate Quartermaster-General orders Thomas R. Sharp to send all the B&O cars he can to Richmond for use on the Virginia Central Railroad. (csa-railroads.com/Sharp Diary)
- Oct. 1861 PRR begins leasing 4 locomotives from Reading as its own are insufficient for war traffic; 4 more leased in Nov.
- Oct. 6, 1861 Trunk Lines restore westbound rates to May 6, 1861, levels; \$1.45 per ton for first class freight to Chicago; during recent rate war had fallen as low as \$0.50. (USRR&MR)
- Oct. 7, 1861 Banker J. Pierpont Morgan (1837-1913) marries Amelia "Memie" Sturges (-1862), the daughter of businessman Jonathan Sturges (-) at St. George's Episcopal Church in New York; the bride is already terminally ill with tuberculosis. (Strouse)
- Oct. 8, 1861 Shamokin Valley & Pottsville Railroad stockholders approve the sale of the Eastern Division by 8,194 to 3,046. (MB)
- Oct. 8, 1861 Pittsburgh, New Castle & Cleveland Railroad sold at foreclosure at Pittsburgh to John Ferguson, trustee. (C&C, ICC)
- Oct. 8, 1861 Gen. William T. Sherman replaces the ailing Gen. Robert Anderson, the hero of Fort Sumter, as commander of the Army of the Cumberland; the Kentucky front is poorly manned on both sides. (Wagner)
- Oct. 8, 1861 Union Democrat David Tod (1805-1868) elected Gov. of Ohio, defeating Hugh J. Jewett by a large margin; incumbent William Dennison had been denied the Republican nomination. (Sobel)
- Oct. 9, 1861 PRR appoints Herman J. Lombaert Acting VP in absence of Tom Scott. (MB)
- Oct. 9, 1861 Confederates first fire their batteries on the Virginia shore of the Potomac at Evansport; additional batteries later built at Quantico Creek, Cockpit Point and Shipping Point cutting off navigation to Washington; B&O Washington Branch becomes the sole supply route to the capital; freight increases from 4 cars per day before the war to 450 cars per day; population of Washington soars from about 60,000 to over 200,000. (OR, Summers, B&O AR)
- Oct. 10, 1861 Pittsburgh & Connellsville Railroad opens own line between downtown Pittsburgh and Turtle Creek, eliminating use of PRR; old connection with the PRR at Brintons remains as a branch. (AR, B&O Val)

- Oct. 11, 1861 Pittsburgh banks in suspension resume specie payments. (StdHistPitts)
- Oct. 12, 1861 William G. Moorhead rejects most recent PRR terms for a lease of the Philadelphia & Erie Railroad. (MB)
- Oct. 14, 1861 Camden & Amboy Railroad informs Philadelphia & Trenton Railroad that it has appointed a committee to negotiate throwing all the through business over the P&T. (MB)
- Oct. 14, 1861 Fremont & Indiana Railroad sold at foreclosure; it has been graded between Fremont and Lima but open only between Fremont and Findlay. (Rehor, C&C - see 12/61)
- Oct. 15, 1861 Resident Engineer William Hassell Wilson writes Superintendent (?) Enoch Lewis complaining that traffic is so heavy he cannot keep the track in repair, especially on the single-track portions; the number of accidents is increasing. (Ward)
- Oct. 15, 1861 Eaton & Hamilton Railroad committee recommends combining the offices of Pres. and Superintendent effective Feb. 3, 1862, cutting the salary of the Secretary, and reducing the number of brakemen per train. (MB)
- Oct. 15, 1861 Morris K. Jesup and other Second Mortgage bondholders begin foreclosure proceedings against Toledo, Logansport & Burlington Railroad. (Church)
- Oct. 1861 Bedford Railroad resumes work on line between Hopewell and Mt. Dallas, Pa., suspended in 1859. (Val)
- Oct. 1861 Track of the Tyrone & Clearfield Railroad is laid for 7 miles. (ARJ)
- Oct. 1861 Westmoreland Coal Company has completed 200 8-wheel coal cars for use on the PRR. (USRR&MR)
- Oct. 1861 Future PRR engineer Joseph U. Crawford is commissioned a second lieutenant in the Sixth New Jersey Volunteers. (PRRBio)
- Oct. 1861 Joseph F. Boyd (1832-1907), General Freight & Ticket Agent of the Louisville & Nashville Railroad and future Superintendent of the Cumberland Valley Railroad, enlists and is made a Captain on the Staff of Gen. Alexander McCook of the Army of the Cumberland; serves at Shiloh, Perryville, Stone River and Chickamauga. (Wilson)
- Oct. 1861 A wagon train of nearly 100 wagons is established between Baltimore and Washington to supply the Capital because of the closure of the lower Potomac River by Confederate batteries. (Scharf)

- Oct. 1861 The Van Wyck Committee of Congress investigates alleged corruption in the awarding of contracts under Gen. John C. Fremont at St. Louis. (MWilson)
- Oct. 16, 1861 On recommendation of Cleveland railroad engineer and entrepreneur Amasa Stone, Jr., Tom Scott summons Anson Stager (1825-1885), the General Manager of the Western Union Telegraph Company and a veteran of Henry O'Reilly's telegraph lines, from St. Louis to take charge of military telegraph lines. (Plum)
- Oct. 16, 1861 Indiana Central Railway agrees with Lowell Holbrook and James A. Roosevelt, receivers of the Columbus, Piqua & Indiana Railroad and Samuel M. Railsback, et al., representing the CP&I bondholders, to construct a railroad (the Richmond & Covington) from Bradford to the Indiana state line near New Paris. (MB, Church)
- Oct. 17, 1861 LIRR Board hears report on extending the Syosset Branch 1.25 miles to Cove Road; hears request of the Trustees of the Village of Hempstead that the LIRR remove part of its track in Main Street that is no longer used. (MB)
- Oct. 18, 1861 Bedford Railroad receives a \$7,000 advance from the PRR so it can begin work and meet the terms of the Commutation Act. (Baughman)
- Oct. 19, 1861 PRR agrees with West Chester & Philadelphia to use a second track of the WC&P built at PRR expense between Market Street and the Arsenal as part of the PRR's Delaware Extension. (MB)
- Oct. 21, 1861 Northern Central Railway Board orders all employees to swear a loyalty oath to the Union. (MB)
- Oct. 21, 1861 A Union thrust at Leesburg, Va., is repulsed with heavy casualties at Balls Bluff on the south bank of the Potomac. (McPherson)
- Oct. 1861 Tom Scott appoints William Henry Brown (1836-1910), a future Chief Engineer of PRR to work on the railroads around Alexandria; Brown has been a member of the Philadelphia Survey Dept. and has helped locate street railways; he serves in the Second Bull Run and Front Royal campaigns. (Wilson, Clnl&RevFmlsPa)
- Oct. 24, 1861 PFW&C Railroad sold at foreclosure at Cleveland to J.F.D. Lanier, J. Edgar Thomson, Samuel J. Tilden, Louis H. Meyer and Samuel Hanna, purchasing committee of bondholders for \$2 million. (Church)
- Oct. 24, 1861 Ashtabula & New Lisbon Railroad reaches a final settlement with contractors O. Baldwin & Co. on both divisions and they surrender the right

to contract for the section between Canfield and Niles; the company is dormant through most of the Civil War. (MB)

- Oct. 24, 1861 Pacific Telegraph Company (Neb.) and Overland Telegraph Company (Calif.) complete the transcontinental Pacific telegraph from Omaha to Sacramento; the first messages are sent from San Francisco to Pres. Lincoln in Washington. (USRR&MR, Thompson)
- Oct. 25, 1861 Camden & Atlantic Railroad contracts with Raritan & Delaware Bay Railroad. (AR)
- Oct. 26, 1861 Pony Express announces it is discontinuing service after completion of the transcontinental telegraph. (wiki)
- Oct. 27, 1861 Flood damages Western Division Canal below Blairsville.
- Oct. 28, 1861 Pres. Lincoln approves plan for reorganization of Military Telegraph Corps drawn up by Anson Stager, General Superintendent of Western Union Telegraph Company; combines supervision of all lines in all theaters under Stager as General Manager. (Bates, Plum)
- Oct. 29, 1861 Reading Pres. Charles E. Smith declines to complete the purchase of the Eastern Division of the Shamokin Valley & Pottsville Railroad as long as minority stockholders can tie it up in litigation; suggests getting a act from the next Legislature. (MB)
- Oct. 31, 1861 Hospital of Cooper Shop Volunteer Refreshment Saloon formally dedicated on Otsego Street below Washington Street. (Scharf)
- Fall 1861 Following the disaster at Balls Bluff, Congress creates the Joint Committee on the Conduct of the War; dominated by Radical Republicans determined to crush the South, it engages in much unproductive kibitzing of military leaders and undercutting of Lincoln's more practical policies of not unduly alienating moderate northern Democrats or the Border States. (verify)
- Nov. 1, 1861 Gen. Winfield Scott retires and Gen. George B. McClellan is named General-in-Chief of Union Army. (DAB)
- Nov. 1, 1861 Northern Central Railway restores the Baltimore-Cockeysville commuter local on a year-round basis. (BaltAm)
- Nov. 2, 1861 New Jersey Railroad Board reports the sale of its newest ferry boat, the *John P. Jackson*, to the government for \$6,000 for conversion to a gunboat. (MB)
- Nov. 2, 1861 Flood at Hollidaysburg damages upper Juniata Division Canal.

- Nov. 2, 1861 Flood destroys B&O bridges above Cumberland and on Georges Creek Railroad; B&O passenger service between Wheeling and Cumberland continues by transfer around the break. (B&O AR)
- Nov. 2, 1861 Stockholders and creditors of Columbus, Piqua & Indiana Railroad agree to a reorganization plan; to issue \$200,000 of preferred bonds to pay debts; each class of bondholder is to donate one third of their bonds to finance the extension to Indianapolis. (Church)
- Nov. 2, 1861 After several investigations, Pres. Lincoln removes Gen. John C. Fremont from command of the Dept. of the West. (DAB)
- Nov. 3, 1861 The secessionist members of the Missouri Legislature meet at Neosho near the Arkansas border and pass a secession ordinance; the Confederate Congress admits Missouri as its 12th state on Nov. 28, but its government is soon driven from the state. (McPherson)
- Nov. 4, 1861 New York & Erie Railroad's shifts its last Paterson locals and freight trains from the old Paterson & Hudson River Railroad depot near Exchange Place station to the Erie's new Pavonia Avenue station; last Erie service over the New Jersey Railroad. (JCCour&Advrt, Erie AR)
- Nov. 4?, 1861 PRR discontinues both round trips between Philadelphia and West Chester and replaces with connections to and from main line trains at West Chester Intersection (Malvern). (USRR&MR)
- Nov. 4, 1861 PRR begins operation of East Brandywine & Waynesburg under lease of Nov. 2. (Val)
- Nov. 5, 1861 Republican George Opdyke (1805-1880) is elected Mayor of New York City over Tammany Democrat Charles Godfrey Gunther (1822-1885) and incumbent Mozart Hall Democratic Mayor Fernando Wood (1812-1881). (wiki, Burrows/Wallace)
- Nov. 6, 1861 New Jersey Railroad ferry *John P. Jackson* is enrolled as the *U.S.S. J.P. Jackson*; equipped with four 32-pounders, one 9-inch smooth-bore and one 6-inch rifle and assigned to the West Gulf Blockading Squadron. (Heyl)
- Nov. 6, 1861 Union Party candidate Augustus W. Bradford (1806-1881) is elected Gov. of Maryland, defeating Peace Democrat Benjamin C. Howland; troops are used to keep secessionists away from the polls; after the election, many Southern sympathizers flee the state, and many join the Confederate Army. (Sobel, Clark)
- Nov. 7, 1861 A combined U.S. force under Commodore Samuel Francis Du Pont (1803-

1865) and Gen. Thomas W. Sherman reduces the forts guarding Port Royal Sound in South Carolina; white residents evacuate the Sea Islands, leaving 10,000 African Americans, who are organized by the Northerners to grow cotton as free farmers; northern abolitionists flock to the area to begin agricultural and educational programs. (McPherson)

- Nov. 8, 1861 Capt. Charles Wilkes (1798-1877), commanding the *U.S.S. San Jacinto* stops the British steamer *Trent* on the high seas off Cuba and arrests the new Confederate envoys to France and Britain, James Mason (-) and John Slidell (-), who are brought to Boston and imprisoned in Fort Warren, causing an international incident with Britain, until the U.S. backs down and releases them. (McPherson)
- Nov. 8, 1861 At his own request, Gen. William T. Sherman is relieved as commander of the Army of the Cumberland and is replaced by Gen. Don Carlos Buell (1818-1898). (Wagner)
- Nov. 8, 1861 Valentine Waters elected Pres. of the Dayton & Western Railroad, replacing Simon Gebhart, who declines reelection. (MB)
- Nov. 10, 1861 B&O main line completely restored west of Cumberland. (B&O AR)
- Nov. 10, 1861 First Bessemer steel rails laid on each side of Crewe station on the London & North Western Railway. (Fairbairn, DNB)
- Nov. 11, 1861 Sleeping cars begin operating over "Shore Line" (New Haven, New London & Stonington Railroad) between New York and Boston. (NYTrb, USRR&MR)
- Nov. 11, 1861 New Jersey Railroad, Camden & Amboy and Philadelphia & Trenton Railroads hold meeting at Princeton to establish new through schedules between New York and Washington. (USRR&MR)
- Nov. 11, 1861 Anson Stager appointed Assistant Quartermaster of Volunteers with rank of Captain. (Plum)
- Nov. 12, 1861 PRR stockholders approve lease of Philadelphia & Erie Railroad by vote of 135,622 to 2,374; directors approve by vote of 4-3. (AR, MB - AR of 1872 says lease offered to PRR only after Reading refused)
- Nov. 12, 1861 PRR purchases the rolling stock of the Philadelphia & Erie Railroad, consisting of 14 locomotives, 10 passenger cars, 175 freight cars and 46 work cars. (C&C)
- Nov. 12, 1861 New Duquesne freight house opens in Pittsburgh.

- Nov. 13, 1861 Metropolitan Railroad, which had begun to build west from Washington before the war but completed only a small amount of grading, asks Congress for power to build a line from Washington to intersect the Northern Central and the PW&B north of Baltimore; tabled in committee despite support of Simon Cameron. (Summers)
- Nov. 14, 1861 Joint Companies Executive Committee rejects the award of arbitrators in its dispute with the PRR. (MB)
- Nov. 14, 1861 Second & Third Street Passenger Railway Company of Philadelphia asks Philadelphia & Trenton Railroad for permission to run streetcars into Kensington Depot grounds; P&T has already made agreement with Frankford & Southwark Philadelphia City Passenger Railroad (5th & 6th Street line). (MB)
- Nov. 14, 1861 Dayton & Western Railroad signs a new agreement with the Indiana Central Railway; division of pooled profits is to be 68½% to the IC and 31½% to the D&W; D&W to grant the Greenville & Miami Railroad the use of its line between Dodsons (Junction) and Dayton, so that it can abandon its own track. (MB)
- Nov. 14, 1861 B&O begins operating military trains to Green Spring, east of Cumberland; repair work proceeds from west to east under military protection. (B&O AR)
- Nov. 14, 1861 Phillips Well No. 2 strikes oil on the Tarr Farm on Oil Creek and flows at the rate of 3,000 barrels per day, breaking previous records. (Henry, Williamson/Daum)
- Nov. 15, 1861 PRR stockholders ratify the lease of the Philadelphia & Erie Railroad. (ARJ)
- Nov. 1861 William H. Wilson begins surveys for portion of Junction Railroad between Belmont and Haverford Street in West Philadelphia. (Casebook)
- Nov. 1861 Most troop movements via CNJ/Northern Central Railway route cease after Simon Cameron compromises with Samuel M. Felton. (Kamm)
- Nov. 1861 Pa. Supreme Court rules that the Mar. 1857 agreement between the Philadelphia & Sunbury Railroad and Sunbury & Erie Railroad was a general assignment and that the S&E is responsible for the business of the P&S done up to the point of the sheriff's sale. (MB)
- Nov. 1861 PFW&C now owns three steam railcars, one of which is used as a pay car. (ARJ)

- Nov. 1861 Philadelphia firm of Peter Wright & Sons makes its first shipments of barrels of crude oil to London in the chartered 224-ton brig *Elizabeth Watts*; becomes the largest exporter of oil in Pennsylvania by 1872. (Moyer/Keystone, Flayhart)
- Nov. 1861 Capt. Jacob Jay Vandergrift (1827-1899) of Pittsburgh enters the oil transportation business when he tows 4,000 empty barrels on two coal flats from Pittsburgh to Oil City with his steam tug *Red Fox*; he later builds barges specially adapted to carrying oil. (Williamson/Daum)
- Nov. 1861 Herman Janes, an oil producer on the Tarr Farm, 5.5 miles above Oil City proposes the construction of a wooden pipeline to move oil to the shipping point, but the opposition of teamsters prevents passage of a charter. (Johnson)
- Nov. 1861 "Stonewall" Jackson is ordered from Manassas to Winchester with orders to prevent the reopening of the B&O (Johnston)
- Nov. 1861 Michigan Southern Railroad begins running through sleeping cars between Chicago and Cleveland via Toledo. (USRR&MR)
- Nov. 1861 Girard Bank passes its dividend to make up for its large holdings in now-worthless southern railroad bonds. (Wainwright)
- Nov. 16, 1861 Brigadier-General Isaac R. Trimble placed in command of 3rd Brigade, 2nd Division of regular Confederate Army. (OR)
- Nov. 16, 1861 Members of the YMCA found the United States Christian Commission chaired by evangelical merchant William E. Dodge; its volunteers dispense Bibles, religious tracts, medical supplies and comfort directly to wounded soldiers. (Burrows/Wallace)
- Nov. 17, 1861 David Strouse (1838-1861), former Superintendent of U.S. Military Telegraph Corps dies of a hemorrhage of lungs from overwork. (Bates, Plum, PRRMN)
- Nov. 18, 1861 Tom Scott establishes military-operated line with two through round trips between New York and Washington via PW&B under Thomas H. Canfield, late of the Rutland & Washington Railroad; runs through in about 12 hours; cars carried on Susquehanna ferry; two other trains require change in Philadelphia, and locals require changes at Philadelphia and Susquehanna River. (Weber says 11/61 - see USRR&MR 11/16_ - this new tt. of 11/18/61 - est. 3 thru trips each way 10:30 time - nothing about running thru Phila.)
- Nov. 18, 1861 PW&B adds fourth round trip between Philadelphia and Baltimore; B&O

adds a fifth round trip between Baltimore and Washington. (BaltAm)

- Nov. 18, 1861 Hope Express Company, which does an express business on CNJ and connections, establishes the "Government Despatch" through freight line between New York and Washington via Allentown Route and Northern Central Railway, particularly for military supplies; carries goods that went to Washington by boat prior to the Confederate blockade of the lower Potomac River. (NYTrib, USRR&MR)
- Nov. 18, 1861 New York & Boston Railroad opens between Needham and Medway, Mass. (Humphrey)
- Nov. 18, 1861 Secessionists in Kentucky form a provisional government, which is recognized in Richmond as the 13th Confederate state, although it only controls the southeast corner. (McPherson)
- Nov. 19, 1861 Confederate Pres. Jefferson Davis calls for the construction of a rail line between Danville, Va., and Greensboro, N.C., as a military necessity. (Brown)
- Nov. 20, 1861 PW&B Board approves participation in Junction Railroad; authorizes leasing lot north of Prime Street and west of 16th Street for car house and building permanent freight house at Broad & Carpenter Streets. (MB)
- Nov. 21, 1861 LIRR Board agrees to operate a branch from Deer Park to Babylon and along the South Shore to Penataquit if the residents will pay for the construction. (MB)
- Nov. 21, 1861 A total of 376 cars pass through Rochester, N.Y., on the NYC in a single day. (ARJ)
- Nov. 23, 1861 Little Miami Railroad Board declines to endorse the bonds of the Illinois Southern Railroad because of the war; reports that the City of Cincinnati has dismissed the idea of operating locomotives on East Front Street; have improved streets in the 17th Ward north of Front Street to divert the road traffic off Front Street; reports the company has disposed of its interest in the Lake Erie steamboats *Queen City* and *Crescent City*. (MB)
- Nov. 24, 1861 Northern Central Railway extends commuter local from Cockeysville to Parkton; the Parkton locals last until 1959; begins advertising through coach service to Buffalo via Elmira and to Pittsburgh. (BaltAm)
- Nov. 25, 1861 Sleeping car service established between Pittsburgh and Cincinnati via Wellsville and Steubenville. (PassDept)
- Nov. 25, 1861 Anson Stager appointed General Manager of Military Telegraphs; he also

remains General Manager of the Western Union Telegraph Company and returns to his home town of Cleveland, leaving most of the real work to Thomas T. Eckert (1825-1910), who is given the rank of Major. (Bates, Thompson)

- Nov. 26, 1861 Convention convenes in Wheeling, Va., to write a separate constitution for the western part of the state. (Thorpe)
- Nov. 27, 1861 Frederick A. Lane conveys the portion of the former Springfield, Mt. Vernon & Pittsburgh Railroad between Springfield and Delaware to David Dows. (GrnBk)
- Nov. 28, 1861 Confederate government recognizes the secessionist government of Missouri, but it operates in exile, while the Union occupies most of the state, with guerilla warfare in remote areas. (wiki)
- Nov. 29, 1861 Northern Central Railway Board orders all employees refusing to take a loyalty oath to be fired. (MB)
- Nov. 29, 1861 Foreclosure proceedings begun in U.S. Circuit Court against Madison & Indianapolis Railroad.
- Nov. 30, 1861 PFW&C begins running accommodation (local) trains between Allegheny and New Brighton and between Allegheny and Economy, Pa. (USRR&MR)
- Dec. 1, 1861 Secretary of War Cameron in his official report calls for an additional railroad between Baltimore and Washington; this was the Metropolitan Railroad, which had begun some construction from Georgetown towards Hagerstown before the war; it now proposes to build west of Baltimore to connections with both the Northern Central and PW&B in return for federal guarantee of \$2 million bonds; also defends action by claiming that Camden & Amboy-PW&B route charged \$6 per passenger to Washington, while CNJ-Reading-Northern Central route charged \$4; Cameron also calls for freeing and arming the slaves who have escaped to Union lines; this alarms Lincoln, who is still courting the Border States and moderates, and he orders this section suppressed; Cameron has now become a political liability. (OR, McPherson)
- Dec. 1, 1861 J. N. Du Barry elected Superintendent of the Northern Central Railway, replacing James C. Clarke, resigned to attend to his private interests; Board orders offices returned to Baltimore after being evacuated to Harrisburg after the Pratt Street Riot, although this is not done immediately. (MB)
- Dec. 2, 1861 Ebensburg & Cresson Railroad completed to Ebensburg. (Storey)
- Dec. 2, 1861 Congress convenes; two bills to build new New York-Washington railroads

under the post road power are introduced in the House, one by Rep. Elihu B. Washburne (1816-1887) of Illinois and one by Rep. Robert A. Van Wyck (1849-1918) of New York. (USRR&MR)

- Dec. 2, 1861 Capt. Thomas R. Sharp, CSA, is again removing rails from the B&O near Martinsburgh. (csa-railroads.com, OR)
- Dec. 2, 1861 The Anderson Troop of cavalry raised by Capt. William Jackson Palmer, having completed training at Carlisle Barracks, leaves to join the Army of the Ohio at Louisville, arriving on Dec. 6. (Fisher)
- Dec. 1861 U.S. Court at Pittsburgh rules that the City of Pittsburgh and Allegheny County must pay their railroad bonds, on which arrearages amount to \$140,000. (ARJ)
- Dec. 5, 1861 New York Chamber of Commerce addresses memorial to Congress in favor of a "National Air Line", a double-tracked second military and postal railroad between New York and Washington to break Camden & Amboy Monopoly and improve service; cut travel time from 12 to 6 hours. (USRR&MR)
- Dec. 5, 1861 Government announces it has leased the old Reading Railroad Depot on the southeast corner of Broad & Cherry Streets, along with several other buildings, for hospital purposes. (Scharf)
- Dec. 5, 1861 Capt. Thomas R. Sharp, CSA, begins two days of removing B&O cars from Harpers Ferry. (csa-railroads.com/Sharp diary)
- Dec. 1861 Springfield, Mount Vernon & Pittsburgh Railroad sold to A.C. Horr of Springfield in the interest of the Cleveland, Columbus & Cincinnati Railroad. (USRR&MR)
- Dec. 7, 1861 John B. Jervis appointed General Superintendent of PFW&C, replacing J. N. Du Barry, transferred to Superintendent of Northern Central Railway; at this point the stock is selling as low as 8 cents on the dollar. (AR, Jervis/FitzSimons)
- Dec. 9, 1861 Joint Companies Executive Committee appoints a committee to consider the best means of connecting with the PRR and PW&B at Philadelphia; authorizes landing boats at Barclay Street Ferry in New York, owned by Stevens's Hoboken Ferry Company. (MB)
- Dec. 9, 1861 In his annual report, Secretary of the Treasury Salmon P. Chase fails to recommend heavy taxation to pay the rapidly mounting costs of the war; leading bankers believe that taxation is necessary to save the country's credit; the price of government bonds falls, and people begin to hoard

specie. (NYT, Larson)

- Dec. 9, 1861 Congress creates the Joint Committee on the Conduct of the War, led by the profane Radical Republican Sen. Benjamin F. Wade (1800-1878) of Ohio; it will push a more aggressive prosecution of the war and conduct campaigns against weak or vacillating generals and Confederate sympathizers. (Wagner)
- Dec. 10, 1861 New Jersey Railroad VP & General Superintendent John P. Jackson (1805-1861) dies at Newark at age 56 after 29 years of service. (MB, AR)
- Dec. 10, 1861 Maryland & Delaware Railroad Board appropriates \$13,250 of the state appropriation to pay the judgement against the directors awarded the Easton Bank in 1858. (MB)
- Dec. 11, 1861 At the Maryland & Delaware Railroad election, Pres. Tench Tilghman votes the 350 shares of stock originally held by the contractors Mitchell & Maffet and forfeited to the company treasury; the judges grant a certificate of election to a rival, pro-Northern slate headed by Henry H. Goldsborough. (MB)
- Dec. 12, 1861 City of Pittsburgh approves ordinance for removal of PRR tracks from Liberty Street north of Grant Street and their relocation to a private right-of-way to the east. (Digest)
- Dec. 13, 1861 Camden & Atlantic Railroad sets fares at 3 cents per mile except for excursions and abolishes round trip tickets; gives free tickets to persons looking to settle along the line. (MB)
- Dec. 14, 1861 Leech & Co. proposes running a line for petroleum through the Delaware & Raritan Canal, and via Camden & Amboy Railroad during winter; Camden & Amboy insists on handling this traffic in its own boats between South Amboy and New York; Joint Companies' Executive Committee authorizes freight and passenger cars with adjustable wheels for through New York-Washington service. (MB)
- Dec. 1861 Old LIRR tunnel in the lower end of Atlantic Avenue, Brooklyn, has been sealed; paid for by assessment on property owners; Electus B. Litchfield has contracted to fill up the tunnel but seals only the ends, leaving it to be rediscovered in the 20th century. (NYT, bhra)
- Dec. 1861 City of Pittsburgh and Allegheny County have agreed to exchange their old railroad bonds for new bonds bearing 4% interest. (ARJ)
- Dec. 1861 Cincinnati & Chicago Air-Line Railroad director Henry Morgan goes to Richmond, Ind., and finds the company's accounts in disorder. (MB)

- Dec. 1861 Philadelphia African Americans petition streetcar companies for the right to ride inside the cars instead of only on the platforms, a right which is recognized in all other Northern cities. (Scharf)
- Dec. 1861 Van Wyck Committee releases a report accusing Secretary of War Simon Cameron of improperly appointing a close acquaintance, Alexander Cummings, as a special purchasing agent in New York City. (MWilson)
- Dec. 1861 Cambria Iron Company decides to resume operating its own works and cancels the contract with Wood, Morrell & Co. (Gable - verify)
- Dec. 16, 1861 B&O main line reopens between Hancock and Cumberland. (B&O AR)
- Dec. 16, 1861 Stonewall Jackson's raiders destroy Dam No. 5 of C&O Canal, cutting off one of main freight routes into Washington from west and interdicting supplies of Cumberland steam coal for Navy; makes B&O's Washington Branch the sole access from the west as well as the north, overburdening line. (Summers)
- Dec. 16, 1861 News of the capture of the Confederate commissioners Slidell and Mason, and British war threats, depresses the Philadelphia money market. (Wood)
- Dec. 16, 1861 A Spanish invasion force guard captures Veracruz in Mexico; Spain, Britain and France have agreed to hold the city hostage until Mexico repays certain debts to them; Napoleon III, responding to pleas from the Catholic Church and conservatives dispossessed by the recent success of liberal, anti-clerical reformers led by Benito Juarez (1806-1872) and egged on by his Spanish-born Empress Eugénie (1826-1920), plans to set up a Catholic monarchy headed by the Archduke Ferdinand Maximilian (1832-1867), the brother of the Habsburg Emperor Franz Josef, in republican, anti-clerical Mexico as a buffer against the U.S. while it is divided by Civil War. (NYT, Bierman, Pletcher)
- Dec. 17, 1861 New Jersey Railroad Board appoints a committee to meet with CNJ Pres. John Taylor Johnston regarding the time of terminating the CNJ traffic agreement; appoints Assistant Superintendent James W. Woodruff to be Superintendent, pro-tem, replacing John P. Jackson. (MB)
- Dec. 18, 1861 J. Edgar Thomson informs PRR Board that he has purchased 12,775 shares of Northern Central Railway to prevent them from falling into the hands of the B&O; with the Cameron family holdings, this secures control of NC in the PRR interest; John W. Garrett and his allies had secured control, but in financial uncertainty triggered by the Secession Crisis, his friends sell their shares; action was previously kept secret as beyond the scope of the PRR's charter; legalized by act of Apr. 23, 1861 permitting any railroad in

- Pennsylvania to hold stock of other Pennsylvania railroads. (MB)
- Dec. 18, 1861 Junction Railroad Board adopts the location by Engineer John A. Wilson from Belmont to the Spring Garden Street Bridge. (MB)
- Dec. 18, 1861 PW&B Superintendent reports boat, dock and float bridge nearly ready at Philadelphia for floating freight and passenger cars to the Camden & Amboy Railroad. (MB)
- Dec. 18, 1861 Quartermasters Dept. commandeers the Weems Line steamboat *Patuxent*. (Holly)
- Dec. 18, 1861 Antes Snyder (1805-1861), formerly a civil engineer on the Pennsylvania Public Works and now with the Reading, dies at Pottstown. (findagrave)
- Dec. 1861 Fremont & Indiana Railroad sold at foreclosure. (Church, C&C - see 10/14/61)
- Dec. 19, 1861 Maryland & Delaware Railroad judges file an amended certificate awarding the vote to the old Board headed by Tench Tilghman; the judges waffle on the legality of Tilghman voting the shares held in the company treasury. (MB)
- Dec. 19, 1861 Pittsburgh & Steubenville Railroad extend the time for the Western Transportation Company to finish the road to Dec. 31, 1863; the PRR is to waive all conditions of the 1861 Commutation Act as it applies to the P&S. (MB)
- Dec. 21, 1861 New Jersey Railroad Board authorizes negotiations with Broad Top coal operator Robert Hare Powel for a coal depot at Jersey City. (MB)
- Dec. 23, 1861 Lake Erie & Pacific Railroad contracts construction of road from Rushville to Union City to James Oswald. (Church)
- Dec. 23, 1861 Britain threatens to break diplomatic relations unless the Confederate envoys Mason and Slidell are freed; Congress votes to release them next day. (DeRose)
- Dec. 24, 1861 Congress passes a new Tariff Act increasing the duties on sugar, tea and coffee to raise war revenue. (Ratner)
- Dec. 27, 1861 The rival Maryland & Delaware Railroad Board headed by Henry H. Goldsborough and Secretary-Treasurer Reuben Tharp writes to the Tench Tilghman Board demanding the books; Tilghman refuses, and the company is stymied with rival pro-Union and pro-Confederate Boards for the duration of the war. (MB)

- Dec. 28, 1861 Joint Companies' Executive Committee hears report that a large number of freight cars are detained on the PRR in West Philadelphia from 24 to 48 hours because of congestion on Camden & Amboy Railroad piers in New York; appoint an Assistant Transportation Agent at New York to deal with problem; refuse to consent to a plan by Thomas Clyde and Wilmon Whillden to run two propellers a week via the outside route; Samuel M. Felton of PW&B attends the meeting and agrees that the best cars of the C&A and PW&B be marked "New York & Washington"; two or more to be placed on end of trains for through passengers only; these passengers to be transferred without delay between Broad & Washington Streets and Kensington in street cars; tracks to be built to allow street cars to run into depots and special platforms to be built for direct transfer between railroad cars and street cars; through cars to run through Baltimore; without change and baggage to go through in crates; arrange to sell through tickets and check baggage in hotels in Washington and New York. (MB)
- Dec. 28, 1861 New Jersey Railroad Board agrees to continue the CNJ traffic contract; the CNJ agrees to waive the NJRR's responsibility for damages due to negligence, to have NJRR conductors in charge of all trains, and to pay for keeping an NJRR protect engine at Elizabeth. (MB)
- Dec. 28, 1861 Dudley S. Gregory and John C. Bancroft Davis, purchasers, convey the property of the old New York & Erie Railroad to the new Erie Railway Company. (Minor)
- Dec. 28? 1861 The Lincoln Administration decides to release Slidell and Mason to reduce tensions with Britain. (Wood - verify)
- Dec. 29, 1861 Wabash & Erie Canal abandoned south of Terre Haute. (Clark)
- Dec. 30, 1861 New York banks suspend specie payments; upon receipt of the news, Philadelphia banks also suspend, followed by other Northern banks; specie payments are not resumed until 1879; exchange on England is 10.5%, which would have drained the country of gold. (FedRes, Wood, Wainwright, Trager)
- Dec. 30, 1861 Pittsburgh & Steubenville Railroad Board extends the time for the Western Transportation Company to finish the road to Dec. 31, 1864 if the war continues through the end of 1862. (MB)
- Dec. 31, 1861 PRR Board authorizes an offer to lease the City Railroad in Market Street to improve access to its freight stations; not acted upon by city. (MB)
- Dec. 31, 1861 Responding to the Reading's leases of the other coal laterals, the Mine Hill & Schuylkill Haven Railroad makes a 10-year exclusive traffic agreement

with the Schuylkill Navigation Company, effective Jan. 1, 1862; the MH&SH has provided about 69% of the coal carried on the canal in 1861. (AR, Heydinger/RRH 106)

- 1861 N.J. Court of Chancery invalidates the bridge monopoly of the Passaic & Hackensack Bridge Company in suit brought by the New Jersey Railroad to block construction of the Hoboken Land & Improvement Company railroad between Hoboken and Newark. (must be Errors & Appeals)
- 1861 Camden & Amboy completes expansion of piers at South Amboy to handle anthracite coal from the Belvidere Delaware Railroad. (C&C)
- 1861 Joint Companies complete rip-rapping of Delaware & Raritan Canal; navigable by boats of 7-foot draft. (AR - may be complete 1862)
- 1861 PW&B runs a direct horse car connection between its Washington Street station and the Kensington Station of the Philadelphia & Trenton Railroad. (AR)
- 1861 City of Philadelphia defeats plan to lay third rail on 5th and 6th Street horse car tracks (Frankford & Southwark Philadelphia City Passenger Railroad) to permit transfer of trains between Kensington and PW&B through city streets.
- 1861 City of Philadelphia ceases making appropriations for repair of City Railroad on Market Street; PRR then begins paying for repairs as far east as 11th Street and billing City by withholding tolls. (PubLdgr)
- 1861 PW&B and Philadelphia & Trenton Railroad have brought horse car lines under cover of both Kensington and Prime Street Stations for direct transfer of passengers. (AR)
- 1861 PW&B completes new engine house at Wilmington. (AR)
- 1861 Anthracite coal tonnage of the Northern Field surpasses that of the Schuylkill Region for the first time. (Munsell/Sch)
- 1861 Coal tonnage of the Morris Canal peaks at 414,939 tons. (Daddow/Bannan)
- 1861 Shamokin Valley & Pottsville Railroad carries 230,139 tons of anthracite coal, of which 23,000 tons go east to the Mine Hill & Schuylkill Haven Railroad with a very short haul. (AR)
- 1861 Old freight car shop at Altoona converted to passenger car shop.
- 1861 PRR adopts first steel tires for locomotives; 12 sets in service by 1865; also

begins use of homogenous cast-steel fireboxes.

- 1861 Robert Hare Powel, hitherto the main operator in the Broad Top Coal Field, buys several hundred acres on the line of the Tyrone & Clearfield Railroad at what becomes Powelton. (Africa)
- 1861 Philadelphia & Erie Land Company (when inc.?) buys site of Emporium, Pa., from Gen. De Crano. (Sipes)
- 1861 Second track completed between Allegheny and Sewickley on the PFW&C. (C&C)
- 1861 Cleveland & Pittsburgh Railroad effects a voluntary reorganization with its creditors to scale down its debts. (AR)
- 1861 Chicago & Cincinnati Railroad opens between Logansport and Valparaiso, connecting with PFW&C for Chicago. (Church)
- 1861 Cincinnati & Chicago Air-Line Railroad and Chicago & Cincinnati Railroad open between Logansport (Duret Street at crossing of Wabash Railroad) and Valparaiso, Ind. on Pittsburgh, Fort Wayne & Chicago. (begin through service between Cincinnati and Chicago; leased or controlled by Cincinnati, Hamilton & Dayton? - Condit - verify)
- 1861 PRR writes off \$958,500 investment in Marietta & Cincinnati and Springfield, Mount Vernon & Pittsburgh Railroads made in 1858.
- 1861 PFW&C builds first permanent station at Canal & Madison Streets, Chicago, replacing temporary station at Van Buren Street. (DeRouin)
- 1861 Hotel at Terre Haute, Ind., converted to passenger station. (C&C)
- 1861 Farmers & Merchants Steamboat Company of Nanticoke River renamed the Individual Enterprise Line; to operate between Baltimore and the West and South Rivers, Miles River, and Oxford, Easton, Cambridge and Denton on the Choptank River using the *Kent*, *Champion* and *Pioneer*.; the line is owned by Samuel J. Pentz, John W. D. Pentz and Charles K. Cannon. (Burgess - verify)
- 1861 Lessees abandon the section of the Wabash & Erie Canal between Newberry and Pigeon Creek; the section in Evansville is filled in in 1862, ending all navigation south of Terre Haute. (Fatout)
- 1861 Future PRR VP John P. Green (1839-1924) joins a company of volunteer riflemen raised by Gen. Thomas Leiper Kane (1822-1883) as a Captain and Assistant Adjutant-General. (PR)

- 1861 Future Lines West VP Joshua Twing Brooks (1840-1901) becomes Pres. of the Farmers Bank of Salem, Ohio. (MB)
- 1861 Nathan C. Whiting of Connecticut begins buying Pine Barrens land in the area south of present-day Lakehurst, N.J., and establishes a lumbering and sawmill operation; "Whiting" later becomes an important junction on the PRR, CNJ and Tuckerton Railroads. (Miller)
- 1861 Samuel Archbold, formerly Chief Engineer of the Navy, becomes a partner in the Chester, Pa., iron shipyard of Thomas Reaney as Reaney, Son & Archbold. (Tyler)
- 1861 Finding conditions in federally-occupied Baltimore uncongenial to his strong States Rights and pro-Southern views, wealthy merchant and entrepreneur William T. Walters (1820-1894) decamps for Paris, where he hones his taste for the fine arts and begins assembling the collection that will be the finest in Baltimore and the germ of the Walters Art Museum; he will return at the close of the war and begin building a business empire in southern railroads and steamship lines, sometimes in partnership with the PRR; his other monument will be the Atlantic Coast Line. (NYT obit)
- 1861 Philadelphia & Erie Railroad carries 135,000 barrels of oil, mostly to New York City; the Atlantic & Great Western Railroad carries 69,509 barrels; 94,000 barrels are floated down the Allegheny River to Pittsburgh. (Williamson/Daum)
- 1861 William Frew (1826-1880) and Charles Lockhart (1818-1905) complete the first large petroleum refinery at Pittsburgh. (Williamson/Daum)
- 1861 Oil production in Venango County, Pa., soars from 200,000 barrels in 1860 to 2,110,000 barrels; the price collapses from \$9.60 a barrel to \$2.73. (Babcock)
- 1861 Reno Oil Company organized by Charles Vernon Culver (1830-1909); named for Union Gen. Jesse Lee Reno (1823-1862). (Babcock - no? Company org by his creditors in 1867)
- 1861 Cleveland produce merchant John D. Rockefeller joins with Maurice B. Clark to buy a half-interest in Samuel Andrews's lard oil refinery and begin the refining of petroleum into kerosene. (Trager)
- 1861 Charles Frederick Berwind (1846-1890) graduates from Central High School in Philadelphia and becomes an office boy to coal operator Robert Hare Powel, who has large holdings in the Broad Top and Clearfield Districts; Berwind is then stationed at Minersville in the Schuylkill County

Anthracite Field, along with his brother Edward Julius Berwind (1848-1936). (HistBerwind)

- 1861 Samuel Lewis (1805-) establishes the Lehigh Rolling Mill at Allentown, Pa. (Mathews/Hngrfrd)
- 1861 Safe Harbor Rolling Mill of Reeves, Abbott & Co. ceases the manufacture of rails. (Ellis/Evans)
- 1861 Eber B. Ward of Detroit and Z.S. Durfee (1831-1880) of New Bedford, Mass., obtain control of the William Kelly patents for converting cast iron to cast steel; Durfee is sent to Britain to study the Bessemer process. (Swank)
- 1861 Iron City Forge Company organized at Pittsburgh by brothers Andrew Kloman (-), Anthony Kloman, Thomas Miller and Henry Phipps, Jr. (-); the firm specializes in railroad axles. (Seely)
- 1861 “The Rabbit” organized as a club to encourage country riding and driving in the Main Line area; it meets from October to May. (Sheridan)
- 1861 Mary Cassatt begins four years of art studies at the Pennsylvania Academy of the Fine Arts in Philadelphia. (MCCat)
- 1861 Connecticut Supreme Court invalidates the restrictive traffic between the Hartford & New Haven Railroad and the New York & New Haven Railroad and orders the H&NH to run to the wharf at New Haven. (NHCorp - verify NYT?)