

**PRR CHRONOLOGY**  
**1861**

**May 2004 edition**

- 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**      **PRR appoints \_\_\_ General Passenger Agent replacing Thomas Moore, resigned.**
- 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 J.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 - ARJ has 1/29?)**
- Jan. 2, 1861**      **In annual message, Gov. Packer calls for repeal of the Tonnage Tax; notes state debt is over \$38.5 million; state holds worthless bonds of Sunbury & Erie and Wyoming Valley Canal Company for \$10.98 million.**
- Jan. 2, 1861**      **Cleveland & Pittsburgh Railroad authorizes a new survey between Rochester and Pittsburgh on south side of Ohio River. (MB)**
- Jan. 3, 1861**      **Delaware Legislature rejects secession. (Long)**
- Jan. 6, 1861**      **New York City's Democratic Mayor Fernando Wood proposes city remain neutral in Secession Crisis, given its large southern trade; Gov. Thomas H. Hicks (1798-1865) of Maryland opposes secession in 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. 9, 1861**      **Mississippi becomes the second Southern state to secede. (Long)**

- Jan. 10, 1861** Just after midnight, South Carolina batteries drive off steamer *Star of the West* which was attempting to resupply Fort Sumter; Florida secedes. (Long)
- Jan. 11, 1861** Alabama secedes. (Long)
- Jan. 14, 1861** Philadelphia & Trenton Railroad authorizes changing name of Schenks station to "Shamony" (Neshaminy); probably not carried out. (MB)
- Jan.? 1861** G.W. Cass of PFW&C and \_\_Hubley 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. 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. 19, 1861** Georgia secedes. (Long)
- c. Jan. 1861** PW&B begins carrying locomotives on train ferry *Maryland*. (AR)
- 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 Thomson, 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.
- Jan. 28, 1861** New York & Erie Railroad sold at foreclosure of Fifth Mortgage. (ARJ)
- Jan. 29, 1861** Tyrone & Lock Haven Railroad sold at foreclosure at Merchants Exchange in Philadelphia to Philip M. Price. (Digest - see 11/27/60)
- Jan. 1861** Shippers begin routing traffic away from B&O to keep goods out of potential war zone should Maryland and Virginia secede.
- 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 Camden &

**Amboy Railroad to extend to Hudson River and interfere with New Jersey Railroad; J.P. Bradley proposes to make a settlement with the New Jersey Railroad effective Jan. 1, 1869 when Monopoly expires, either by splitting revenue 20-80% or pooling revenue and paying equal dividends. (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.
- Feb. 1, 1861** Texas secedes. (Long)
- Feb. 4, 1861** At PRR stockholders' meeting, Samuel Megargee calls for a committee to investigate the affairs of the company; blocked by leaving such investigation to discretion of regular nominating committee. (or basis for Page report?) (SMB says motion by James Magee)
- 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. 6, 1861** Bill for repeal of Tonnage Tax first read in Pa. House; Thomas Williams ( - ) 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. A.K. McClure, Chairman of State Republican Committee, leads repeal forces. (Kamm)
- Feb. 6, 1861** New York & Erie 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. (ARJ)
- 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. 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 branch to Delaware Railroad. (Digest)

- Feb. 8, 1861** Delegates of the Southern states meeting at Montgomery, Ala., adopt constitution of Confederate States of America. (Long)
- Feb. 9, 1861** Jefferson Davis elected Pres. of the Confederate States of America. (Long)
- 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., for Washington on a leisurely and circuitous route that will visit all state capitals and major cities en route; in the evening arrives in Indianapolis on the Lafayette & Indianapolis Railroad. (Withers)
- Feb. 12, 1861** President-elect Lincoln leaves Indianapolis via Indianapolis & Cincinnati for Cincinnati. (Withers)
- Feb. 13, 1861** President-elect Lincoln travels from Cincinnati to Columbus via Little Miami Railroad; at Cincinnati, Lincoln aide Norman B. Judd is handed a letter from Allan E. Pinkerton (1819-1884), a Chicago detective hired by Samuel M. Felton of PW&B to operate a spy network in Maryland to warn of impending attacks on PW&B; Pinkerton warns of a plot to assassinate Lincoln as he passes through Baltimore. (Withers, Manakee)
- 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 wife of Pres. T.L. Jewett; then via Cleveland & Pittsburgh line; arrives Pittsburgh at 7:00 PM. (Withers)
- Feb. 15, 1861** President-elect Lincoln leaves Pittsburgh for Cleveland via Cleveland & Pittsburgh; locomotive *Comet* to Wellsville and *Sam Hill* to Cleveland; lunch at hotel in Alliance hosted by Pres. J.N. McCullough. (Withers)

- Feb. 15? 1861**      **Pennsylvania House passes repeal of Tonnage Tax by 60-38.**
- Feb. 16, 1861**      **Lincoln leaves Cleveland for Buffalo via Cleveland, Painesville & Ashtabula Railroad; at Buffalo, 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.**
- c. Feb. 1861**        **PW&B installs Burnetizing plant for treating ties and other timber. (AR)**
- Feb. 18, 1861**      **Debate begins on Tonnage Tax repeal in Pennsylvania Senate after passage by House. (Kamm)**
- Feb. 18, 1861**      **Lincoln leaves Buffalo for Albany over NYC. (Withers)**
- Feb. 18 ,1861**      **Paris & Decatur Railroad incorporated in Illinois to build from Paris to Decatur. (Church)**
- Feb. 19, 1861**      **President-elect Lincoln leaves Albany, crossing Hudson River at Troy bridge; arrives in New York at new depot of Hudson River Railroad at 30th Street between 9th & 10th Avenues; depot opening is moved forward to coincide with reception for Lincoln. (RRH, Withers)**
- Feb. 21, 1861**      **Peoria & Oquawka Railroad renamed Logansport, Peoria & Burlington Railroad. (Church)**
- Feb. 21, 1861**      **President-elect Lincoln travels between New York and Philadelphia by New Jersey Railroad-Camden & Amboy route; crosses Hudson in ferry *John P. Jackson* at 8:00 AM; 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 ( -1878); Lincoln only agrees to change route only after he receives an independent warning from Frederick Seward, son of Secretary of State designate William H. Seward; there is now some question whether the plot was real or a self-promoting stunt concocted by Pinkerton. (Withers, Manakee)**
- Feb. 22, 1861**      **Lincoln travels from Philadelphia to Harrisburg as scheduled; instead of taking Northern Central to Baltimore next morning, he is put aboard a special train back to West Philadelphia and then transferred in secret to a sealed sleeper attached to the 11:50 PM PW&B train for Washington; Lincoln is accompanied only by Pinkerton and Col. Ward H. Lamon and is escorted through Philadelphia by H.F. Kenney,**

**PW&B Master of Transportation; pass through Baltimore about 4:00 AM. (Withers, Kenney obit)**

- Feb. 23, 1861**      **Lincoln arrives in Washington at 6:00 AM, 10 and a half hours ahead of schedule; the stunt backfires as Democrats and Southern sympathizers brand Lincoln a coward. (Withers)**
- 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 A.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. 28, 1861**      **Pennsylvania Senate passes repeal of 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 aided by Pres. John S. Gittings, 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; Reading Railroad had 2,500 shares, but when Cameron denies their request for one seat on the Board, they refrained from voting to avoid antagonizing the PRR; Cameron/Gittings forces defeat various motions by pro-B&O stockholders to have state of Maryland foreclose on NC bonds or convert state bonds to stock to regain voting control; Cameron's brother-in-law Anthony B. Warford elected Pres. and his son James Donald Cameron (1833-1918) VP.**
- Feb. 28, 1861**      **Thomas L. Wilson, longtime Secretary to the Canal Commissioners and father of PRR historian William Bender Wilson dies at Harrisburg at age 61.**
- Mar. 1, 1861**      **Simon Cameron accepts offer of post of Secretary of War. (Long)**
- 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 critic. (RW)**
- Mar. 2, 1861**      **Morrill Tariff raising duties, particularly on wool and iron, passed by Republicans after Southern Democrats leave Congress. (Long)**

- Mar. 4, 1861**      **President Lincoln inaugurated. (Long)**
- 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. 5, 1861**      **Clayton & Smyrna Railroad renamed and rechartered as Smyrna Station & Smyrna Railroad. (PL)**
- Mar. 7, 1861**      **Pennsylvania Governor Andrew Curtin signs Act for the Commutaion of the Tonnage Tax only after extended persuasion by 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 abolition of 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 bill are defeated in next elections; of the railroads to be aided, the Fayette County Railroad (Greensburg-Youghiogeny 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 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. (PL)**
- Mar. 8, 1861**      **Supplement to Camden & Atlantic Railroad charter authorizes construction down the length of Absecon Island. (PL)**
- Mar. 11, 1861**      **Simon Cameron sworn in as Secretary of War, having resigned from the Senate on Mar. 4. (CongBio, )**
- Mar. 13, 1861**      **Williamstown Railroad incorporated in N.J.**
- Mar. 15, 1861**      **Vincentown Branch of Burlington County Railroad Company incorporated in N.J.**
- 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. 1861** PW&B opens Burnetizing plant for ties and timber at Wilmington, Del.; timber is injected with a solution of zinc chloride.
- Mar. 1861** James McHenry (1817-1891), a Pennsylvania native living in London, secures control of the Atlantic & Great Western Railroad. (Felton)
- 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 Parkesburg Iron Co. to make boiler tubes.
- 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.
- Apr. 1, 1861** Bald Eagle Valley Railroad organized; Philip M. Price, Pres., and Tom Scott a director; purchases property of Tyrone & Lock Haven Railroad; operated by Bellefonte & Snow Shoe Railroad.
- Apr. 1, 1861** Cresson Springs Company divides part of its property into 32 lots which are leased to private parties for cottages.
- Apr. 4, 1861** Virginia convention rejects secession, as Lincoln works behind scenes with Virginia unionists. (Long)
- Apr. 6, 1861** West Jersey Railroad opens for revenue service between Woodbury and Glassboro, connecting with Millville & Glassboro Railroad. (WdbryCnstn)
- Apr. 1861** CNJ announces that will run two through trains to Harrisburg and points west effective May 6; Camden & Amboy protests as violation of 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. 11, 1861** Ohio passes general law regulating sale and reorganization of railroads; authorizes corporations of other states to exercise same rights in Ohio as those railroads chartered by 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. (Digest)
- 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 begins bombardment of Fort Sumter in Charleston harbor at 4:30 AM; fort surrenders next day after 34 hours of bombardment; Civil War begins; PRR subscribes \$577,200 to war effort, 1861-64, including arming regiments, aid to hospitals and canteens. (Long, MB)
- Apr. 13, 1861** Pres. 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)
- Apr. 15, 1861** President Lincoln declares a state of insurrection and calls for 75,000 3-month volunteers; Tennessee, Arkansas, Missouri, Kentucky, Virginia and North Carolina refuse; Maryland accepts on condition troops will be used only in Maryland or 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. (OR, Wilson)
- Apr. 15, 1861** Massachusetts Gov. John A. Andrew mobilizes the Third, Fourth, Sixth and Eighth Regiments of militia under overall command of Gen. Benjamin F. Butler (1818-1893), a Democratic politician with no military experience. (Butler)
- Apr. 15, 1861** New York & Erie Railroad inaugurates own ferry from Duane Street to Long Dock at foot of Pavonia Avenue, Jersey City with eight round trips only; uses ferry boat *Philadelphia* borrowed 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. 16, 1861** Baltimore Police Marshall George P. Kane writes to PW&B to verify that it intends to pass troops from New York "to war upon the South" today; S.M. Felton in turn notifies Secretary of War Cameron, noting rumor Kane has orders to stop troop movements; Cameron then issues warning to Maryland Governor Thomas Hicks. (OR)
- Apr. 16, 1861** Ringgold Light Artillery of Reading and Logan Guards of Lewistown arrive in Harrisburg between 8:00 and 10:00 PM, answering summons of Gov. Curtin; first Pennsylvania units to mobilize. (PubLdgr, Wilson)
- 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, are companies of macho young men dressed in colorful Turkish-style uniforms that stress acts of individual bravery. (PubLdgr)
- Apr. 16, 1861** Henry A. Wise, ex-Governor of Virginia, meets with military officials to plot to seize the federal armory at Harpers Ferry the next day, as soon as Virginia votes to secede; troops are to be rushed north by Virginia Central, Orange & Alexandria and Manassas Gap Railroads. (Wheeler)
- Apr. 17, 1861** Fourth Massachusetts Infantry leaves Boston for Washington via 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** Philadelphia Board of Trade meets to express support for war. (PubLdgr)
- Apr. 17, 1861** Virginia secedes from the Union rather than aid in the suppression of South Carolina. (Long)
- Apr. 17, 1861** Upon learning of Virginia's secession, Pres. Garrett of 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 North via Baltimore. (OR)
- Apr. 17, 1861** Tom Scott arrives in Harrisburg at summons of Governor Andrew Curtin; with him is William Bender Wilson (1839-1919), a PRR telegrapher and son of Thomas L. Wilson, the 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 no authority of a militia of one state to operate in another. (WBWilson)
- 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 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 day, Thomson consults with 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 likelihood that Maryland will secede; J. Donald Cameron arrives in Harrisburg in evening and finds 450 militia without arms. (OR)
- 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. (Val, Corp Hist)
- Apr. 18, 1861** A Committee of Public Safety and a Home Guard formed to protect Philadelphia. (OR)
- Apr. 18, 1861** J. Donald Cameron sends the 460 Pennsylvania militia to Baltimore on the 8:00 AM train, along with a company of Army regulars from Minnesota. (OR)
- Apr. 18, 1861** Sixth Massachusetts Regiment arrives at New Haven 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 are quartered in the Girard House; Fourth Massachusetts arrives in New York in steamboat *State of Maine*; Eighth Massachusetts departs Boston at night. (Wilson, NYTrb, PubLdgr, Scharf)
- Apr. 18, 1861** Gov. Thomas Hicks of Maryland urges Pres. Felton to have all U.S. troops turned back at the Maryland border; secession flag 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** Cunard liner *Kedar* arrives in New York from Liverpool; it will be soon pressed into service as a troopship. (PubLdgr)
- Apr. 18, 1861** Gen. Winfield Scott, who is too old and fat to take the field, offers field command of 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** U.S. Army officers muster all five Pennsylvania companies (about 500 men) collected at Harrisburg into U.S. service, and sends them by train to Baltimore; are accompanied by 45 regulars of the Fourth Artillery under Capt. John C. Pemberton (1814-1881), a Pennsylvanian who soon goes over to the Confederates; troops, who are practically unarmed, are threatened by a Secession mob while marching from Bolton to Camden Station in Baltimore around 2:00 PM while under protection of Police Marshall Kane, but manage to embark safely for Washington, where they arrive in late afternoon; first troops to arrive. (PubLdgr, WBWilson, Manakee)
- Apr. 18, 1861** In the late afternoon, Simon Cameron, fearing for the safety of his North Central Railway, dispatches Maj. Fitz John Porter (1822-1901), a Mexican War veteran, to Harrisburg with instructions to muster Pennsylvania troops into U.S. Army (state troops having no authority to act in another state) and place them as guards on the NC; before leaving, 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 passage of 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, 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 & Indiana Railroad incorporated in Ohio to build from Cincinnati to Indiana state line in direction of Indianapolis. (Church)
- 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 Sixth Massachusetts Regiment en route to Washington while being transferred by horses via street track between 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 stoned at Gay Street; 9th car is last to pass; 10th car is blocked by barricades, and 220 troops proceed on foot and are attacked as attempt to march down Pratt Street; 4 soldiers and 11 civilians killed; police restore sufficient order for troops to leave Camden Station by train for Washington, but lose all baggage; first train departs about 12:30 PM and second about 1:15 PM; teams unable to return to President Street for second train; at 4:00, William P. Smith of B&O wires S.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)
- 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 depot; engage in hand-to-hand brawling with secessionists until Police Marshal Kane arrives and restores order; three soldiers killed, and about 200 melt into crowd; most return to Philadelphia by rail, arriving at 11:00 PM; those who become separated return on foot; are arrested and held overnight in Bel Air jail, then escorted to state line. (PubLdgr, Scharf, Everett)
- Apr. 19, 1861** Maj. Fitz John Porter arrives in Harrisburg in morning and confers with Gov. Curtin, J. Edgar Thomson and J. Donald Cameron; On hearing of the Baltimore riots, orders four companies of U.S. cavalry under Maj. (later Gen.) George H. Thomas 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)
- Apr. 19, 1861** Seventh New York Regiment, drawn mostly from the upper classes, leaves New York for Washington via rail in afternoon. (OR, PubLdgr, BaltAm); Eighth Massachusetts departs Jersey City for Philadelphia, where quartered in Girard House. (Bates)
- Apr. 19, 1861** Secretary of War Simon Cameron issues General Order No. 3 extending boundaries of Dept. of Washington to include Pennsylvania

and Delaware as well as D.C. and Maryland; Gen. Robert Patterson, based in Harrisburg, 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 afternoon, Federal troops seize Washington telegraph office and stop civilian use. (Plum)

**Apr. 19, 1861** John W. Garrett of B&O wires S.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 railroad between Wilmington and Washington; orders Maj. John C. Pemberton to seize RF&P Aquia Creek steamers at Washington. (OR, Summers)

**Apr. 19, 1861** George Gibbs (1861-1940), future expert in electric traction, born at Chicago. (G&H)

**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 had 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 use of train ferry *Maryland* to take him to Annapolis, where Du Pont says they can land under covering fire from the frigate *Constitution* at the Naval Academy; at 11:00 PM, Gov. Hicks and Mayor Brown leave Baltimore after being summoned to a meeting with Pres. Lincoln. (OR, Felton)

**Apr. 20, 1861** Around 1:00 AM, word reaches Baltimore that more troops are coming by both PW&B and Northern Central routes; Canton Bridge of PW&B burned by city guards under Capt. John G. Johnson; men acting under orders of Baltimore authorities, reluctantly approved by Gov. Hicks, [and led by Police Marshall Kane? - BaltAm say led by Capt. Boyd and Lt. Fisher] seizes PW&B night train at gunpoint as it arrives in Canton; force engineer to run to Gunpowder bridge, then return south burning all the main bridges; former PW&B Superintendent Isaac R. Trimble, soon to be a Confederate officer, helps command PW&B raiding party; by 2:30 AM, Back, Bush, and Gunpowder River bridges on PW&B 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 take 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 Northern Central up to Cockeysville, cut telegraph lines in a move to keep federal troops out of Baltimore; Baltimore cut off from north; Baltimore authorities place guards around Calvert Station; Northern Central President Anthony B. Warford, based at Harrisburg, orders Treasurer to move offices and books to Harrisburg. (AR, OR, BaltAm)

- Apr. 20, 1861      Seventh New York arrives in Camden in early morning and crosses to Washington Street, but its commander, Col. Mashall Lefferts, refuses to join Butler and troops wait at PW&B Depot for reinforcements, then embark on steamer *Boston* from Washington Street Wharf at 4:20 PM via 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 ambush at dock; leave Perryville about 6:00 PM in 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 to Washington; four field pieces mounted on upper deck of *Maryland*; *Butler's troops are stranded with low rations.* (OR, Scharf, BaltAm, Butler)
- 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. (Manakee)
- Apr. 20, 1861      No regular service on PW&B south of Wilmington. (BaltAm)
- Apr. 20, 1861      Fitz John Porter musters in First and Third Pennsylvania Volunteers and dispatches south on Northern Central Railway. (Wilson)
- Apr. 20, 1861      Workmen sent from Harrisburg to repair Northern Central Railway bridges. (PubLdgr)
- Apr. 20, 1861      At Philadelphia, acting on advice of Capt. Philip Reybold, 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 Fort Monroe at the entrance to Chesapeake Bay and the James River; at night, U.S. abandons and partially burns the Gosport Navy Yard at Norfolk, but an important naval base and huge quantities of cannon and ammunition fall into Confederate hands. (Long, OR)
- Apr. 20, 1861      Col. Robert E. Lee resigns his commission in the U.S. Army and follows

his home state into secession. (DAB)

- Apr. 21, 1861** In early morning, 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 and Capt. Daniel Tyler 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; Delafield and Tyler accompany him 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 turn withdraw all troops to York and proceed by way of Philadelphia and Annapolis; Simon Cameron has written modification to order that Northern Central Railway is to be kept open and guarded, but these are not followed; Baltimore leaders had conferred hurriedly with Lincoln, to stop troops in order to avoid provoking Maryland to secession. (OR, Wilson, Everett)
- Apr. 21, 1861** Baltimore learns that troops are at Cockeyville, 17 miles from city; Col. Isaac R. Trimble placed in command of volunteer un-uniformed corps; militia and volunteers mobilized, and units sent to scout Federal positions; report than 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 Cockeyville and Washington; at 5:00 PM, city authorities announce that troops are to be moved back. (Manakee)
- 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. Felton notifies Gen. Butler of his desire to establish a daily round trip to Annapolis; Felton, Thomson, and the military agree to operate New York-Perryville line as unit, place PW&B under martial law, fortify crossing of Susquehanna, collect all available vessels at Perryville, and sieze 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 evening, send out a work train to remove sections of track to prevent its use by Butler. (BaltAm)
- Apr. 21, 1861** Cunard steamer *Kedar* leaves New York for Annapolis loaded with troops and supplies; (OR - BaltAm has *Kedar* chartered c. 4/25! - check NYT - was 3rd largest Cunarder) Rhode Island Regiment under Gov. William Sprague (1831-1915) and Col. Ambrose E. Burnside (1824-1881) arrive in New York on *Empire State* and debark in evening in steamship *Coatzacoalcas*; Sixth, Twelfth and Seventy-first New York Regiments hold parade on Broadway; Sixth embarks on *Columbia*, Twelfth in *Baltic*, and Seventy-first in *R.R. Cyler*; fleet rendezvous in Lower Bay, and proceeds for Chesapeake Bay on morning of Apr. 22 under protection of revenue cutter *Harriet Lane*. (BaltAm, NYT)
- 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** 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. 22, 1861** Baltimore Police Board orders Northern Central 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** 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** Andrew Carnegie telegraphs PRR Superintendent of Telegraph David McCargo from Washington to send his four best operators for government service. (Bates - reproduces telegrams - says Carnegie was sent ahead, tho unclear how or why as Cameron not engage Scott until same day; also if Carnegie was in DC could not have arrived on 1st train as he claimed in an interview with Bates)
- 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. 23, 1861 David McCargo telegraphs Andrew Carnegie in [Washington - NO] that he has selected telegraph operators David Strouse (1838-1861) from Mifflin, Samuel M. Brown ( -1877) from Pittsburgh, Richard O'Brien ( -19?) from Greensburg, and David Homer Bates (1843-1926) from Altoona. (Bates - did not remember date accurately)
- Apr. 23, 1861 At about 1:00 AM, Butler finally succeeds in freeing 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 fair grounds waiting reinforcements; Marylanders follow burning all bridges up to the Pennsylvania state line except the one over Gunpowder Falls. (BaltAm)
- 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 railroad towards Annapolis Jct. but discover 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 camp for night. (NatIntel, BaltAm, Butler)
- Apr. 23, 1861 In morning, Federal authorities seize B&O and all equipment after arrival of 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; also travel by way of Frederick and Hagerstown and by 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 as the "Fighting Sixty-ninth," is composed almost entirely of Irishmen. (BaltAm)
- 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** 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 superintendent is needed for Annapolis & Elk Ridge; 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 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 Annapolis-Washington line if formally ordered to do so. (OR)
- Apr. 23, 1861** Trustees of Philadelphia city ice boat tender its use to Commodore 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, a Pennsylvania native who is Pres. of the Eastern Division (or Supt.?) of the Ohio & Mississippi Railroad, is given command of all Ohio troops by Gov. 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 way for PRR to hold Northern Central and Philadelphia & Erie; permits unrestricted amalgamation until 1874 State Constitution bars leases of parallel or competing lines. (PL)
- 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 railroad only to transport 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 B&O; story later told by Andrew Carnegie that he was in the cab of the first train is a lie to exaggerate his war record. (BaltAm, Butler, Wheeler, Harpers)
- 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 under government control; 1,000 troops guarding Chesapeake & Delaware Canal. (Scharf)
- Apr. 24, 1861** Gov. Hicks calls emergency session of Maryland Legislature to deal with crisis; because of occupation of Annapolis, Legislature is to meet at Frederick. (BaltAm)
- 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; song urges Marylanders to take arms, join the Confederacy, and "spurn the Northern scum." (Manakee)
- Apr. 25, 1861** Maj. Fitz John Porter, Col. Andrew Porter and Tom Scott leave Harrisburg in 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 board a 15-car train of

hastily assembled equipment at Annapolis Jct. for last leg of trip; reach Washington at 12:00 N; march to the White House on parade; at 2:00 PM another 1,000 men arrive at Junction from Annapolis and board same train; about 200 Massachusetts troops left to guard Annapolis Jct., and pickets placed all along line between Annapolis and Washington; train operates at slow speed for fear of ambushes or sabotage. (BaltAm, NatIntel) carried by steamboat from railhead at Perryville or via Chesapeake & Delaware Canal. (7th went by sea in "Boston" then march overland); on 25th, 6th, 12th and 71st New York arrive in Washington easing panic; Gen. Winfield Scott orders Butler to post guards on Annapolis & Elk Ridge Railroad. (OR)

- Apr. 25, 1861 B&O passenger train leaves Baltimore for Washington but unable to proceed past Jessop's Cut, as government has completely occupied 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 ( -19?) from Greensburg, and David Homer Bates (1843-19?) 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. Mitchell the astronomer was on same trip - however, second trip of Maryland would have arr. 4/24))
- 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. 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

**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. (OR)
- 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 Annapolis & Elk Ridge Railroad to run trains with 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 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. (NatIntel)
- Apr. 26, 1861** Missouri Unionists and federal troops remove most of the contents of the St. Louis arsenal by boat to Alton and then train to Springfield, Ill., to prevent them from falling into the hands of secessionists. (Wheeler)
- Apr. 27, 1861** CNJ ferry *Kill von Kull* arrives in Annapolis. (NYTrb)
- Apr. 27, 1861** Gen. 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 travels to Washington to ask to be allowed to restore civilian trains between Baltimore and Washington. (BaltAm)
- Apr. 27, 1861** VP Tom Scott takes charge of railroads between Annapolis and Washington under commission from Secretary of War Cameron. (Watkins)
- Apr. 27, 1861** J. Edgar Thomson writes to Simon Cameron saying the war can be wrapped up in 90 days if North keeps up same level of determination.

(OR)

- 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 - according to Wall, Carnegie had requested these men from David McCargo of O'Reilly's company - Bates says McCargo was PRR supt. of telegraph, says came by Perryville and Annapolis, says 4/27 was Thurs., when actually Sat.; Carnegie was not yet in D.C.)
- 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** 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 Annapolis & Elk Ridge on Apr. 29. (OR)
- Apr. 27, 1861** J. Edgar Thomson collapses from overwork and a lung infection; recalls William Jackson Palmer to act for him at Philadelphia. (Ward)
- Apr. 27, 1861** Pres. Lincoln extends blockade of South to North Carolina and Virginia. (OR)
- Apr. 27, 1861** Civil engineer Thomas A. Morris appointed Brigadier-General of First Indiana Brigade. (OR)
- Apr. 27, 1861** Thomas J. Jackson (1824-1863), formerly a professor at Virginia Military Institute, appointed a colonel in command of troops at Harpers Ferry. (OR)
- Apr. 28, 1861** Tom Scott urges Secretary of War Cameron to use 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 to restore railroad connections to city; repairs begin on telegraph lines to North. (BaltAm, Manakee)

- 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** Eleventh New York, the "Fire Zouaves" made up of men from the city fire companies organized by Col. Elmer Ellsworth of Illinois, leave New York City. (OR)
- Apr. 29, 1861** Maryland House of Delegates, meeting at Frederick, votes 53-13 against secession. (Long)
- Apr. 29, 1861** Union troops prevent B&O passenger train from running south of Annapolis Jct.; train ferry *Maryland* brings large quantity of railroad 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 Annapolis & Elk Ridge; Fitz John Porter writes to Gne. Butler, noting that the A&ER is poorly guarded and that he fears for the safety of the locomotives. (OR, Butler)
- 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 PRR. (MB)
- Apr. 30, 1861** Gen. McClellan establishes Camp Dennison on Little Miami Railroad 17 miles north of Cincinnati as main base of Ohio militia. (Sears)
- Spring 1861** Future Pres. A.J. Cassatt joins PRR as rodman on Delaware Extension.
- Spring 1861** War forces Virginia to suspend construction of state-owned Covington & Ohio Railroad, planned as its rail route to the West, having spent \$3 million with no part completed. (C&O)
- May 1, 1861** New York & Erie Railroad begins full ferry service between Duane Street and Long Dock at foot of Pavonia Avenue. (JCCour&Advert)
- May 1, 1861** John Tucker writes to Simon Cameron informing him that S.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 Annapolis route. (OR)

- 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 Annapolis & Elk Ridge Railroad to Naval Academy wharf to improve transfer of men and materiel. (BaltAm)**
- May 1, 1861**      **Elmer 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 E. Jackson, commanding Virginia troops at Harpers Ferry, to remove machinery from rifle factory. (OR)**
- May 2, 1861**      **Simon Cameron replies to John W. Garrett that he will not reopen B&O until Northern Central and PW&B are restored. (OR)**
- May 2, 1861**      **Telegraph line strung from 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 American Telegraph Company. (Plum)**
- May 3, 1861**      **Pres. Lincoln issues call for 42,000 three-year volunteers, 18,000 seamen, and 22,714 regular army enlistments. (OR)**
- May 3, 1861**      **War Dept. removes military restrictions from Annapolis route; now have fast steamboats *Ariel* and *Warner* on line. (BaltAm)**
- May 3, 1861**      **Gov. Letcher of Virginia orders a general mobilization. (OR)**
- May 3, 1861**      **Tom Scott appointed Colonel of District of Columbia Volunteers. (Watkins)**
- May 3, 1861**      **B&O resumes limited and irregular service between Baltimore and Washington as "Government Line." (BaltAm)**
- 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 PW&B taken to depot at Broad & Washington Streets. (PubLdgr)

- 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 5, 1861** Gen. Butler moves up B&O from Annapolis Jct. and occupies Relay with 1,700 men; sets up artillery commanding 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. (OR)
- May 5, 1861** Confederates evacuate Alexandria, falling back to Manassas and destroying the Orange & Alexandria Railroad; later return when Federals fail to move into Virginia. (OR)
- May 6, 1861** Confederate Congress votes formal declaration of war against U.S. (Long)
- May 6, 1861** Maryland Gov. Hicks issues statement denying he ordered burning of bridges; contradicted later by Mayor George W. Brown (1812-1890). (BaltAm)
- May 6, 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 F.R. Loper. (BaltAm)
- 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** 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 7, 1861** War Dept. grants B&O permission to resume regular trains between Baltimore and Washington. (Summers)
- May 7, 1861** Government places Old Bay Line steamboats *Georgeanna* and *Georgia*

on run between Baltimore and Perryville, and *Lancaster* returns to old run to Havre-de-Grace. (BaltAm)

- May 7, 1861      500 pickets stationed along PW&B between Havre-de-Grace and Bush River. (BaltAm)
- May 8, 1861      Secretary of War Cameron appoints John Tucker General Transportation Agent for the War Dept. (OR)
- May 8, 1861      Gen. 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      Baltimore City Council votes appropriation to rebuild 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 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 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)
- May 10, 1861      LIRR opens between Hunters Point (Long Island City) and Jamaica (Main Line) for passenger service; LIRR stops operation over Brooklyn & Jamaica, which becomes a horsecar line; ferries operate from Long Island City to 34 St & James Slip. (NYTrib, ARJ)
- May 10, 1861      Maryland Legislature issues 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      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.

- May 10, 1861** Federal troops intercept a "steam gun", a primitive and ineffective machine gun invented by Ross Winans being shipped south from Baltimore. (OR)
- May 10, 1861** At St. Louis, pro-Union Home Guards, mostly recruited from the German element, attack and capture a group of secessionist state militia encamped 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. (Long)
- May 11, 1861** An armor-plated railroad car built in Philadelphia arrives in Perryville and is taken across to guard Bush River; armed with 50 Minnie 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** Anti-secession convention convenes at Wheeling, Va. (Eckerode)
- May 1861** Isaac R. Trimble, former Superintendent of PW&B, joins Virginia forces as Colonel of engineers; later a favorite of Gen. Thomas E. "Stonewall" Jackson. (DAB)
- 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 13, 1861** Exceeding his authority, Gen. Benjamin F. Butler advances up 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. (OR)
- 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 (NJJ);

(PaDlyTlgrph says was delayed one week and cut from 2 proposed round trips to one at insistence of CNJ)

- May 13, 1851** Secretary of War Cameron orders war freight traffic between New York and Washington shifted from the Annapolis route to both the C&A/PW&B route and the CNJ/Reading/NC route. (OR)
- May 13, 1861** Gen. George B. McClellan receives appointment to regular Army and placed in command of 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 regular rate.
- 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 depot to docks at Annapolis to facilitate transfers from ships. (BaltAm - elsewhere 5/1?)
- May 14, 1861** Maryland Legislature adjourns. (Manakee)
- May 14, 1861** Butler's troops arrest Ross Winans, a Maryland state legislator, on B&O train returning to Baltimore; at 8:00 PM, Confederates cut B&O main line at Harpers Ferry. (OR, BaltAm) (verify Harpers F. item)
- May 15, 1861** Gen. Scott reassigns Gen. Butler to Fort Monroe and places Gen. George Cadwalader (1804-1879) in charge of Dept. of Maryland at Baltimore. (Butler)
- May 15, 1861** 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 - or 5/13?)
- 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" (Corry); construction then stops as Civil War interferes with raising English capital; revenue service begins May 26(?). (USRR&MR - ARJ has excursion 5/18 - Mott has 5/7? ; Minor, Reynolds have 5/27)

- May 15, 1861** Atlantic & Great Western Railway opens between Jamestown, N.Y., and Corry, Pa., on the Philadelphia & Erie, 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. (Felton says AGW open 5/27!!)
- 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 released on parole from Fort McHenry. (BaltAm)
- 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 18, 1861** Overnight, U.S. troops occupy Long Bridge. (BaltAm)
- May 21, 1861** Excursion leaves Philadelphia for Coalmont in the Broad Top Coal Field to promote investment there and greater sale of Broad Top coal.
- May 22, 1861** Gen. Benjamin F. Butler placed in command at Fort Monroe, guarding the mainland side of Hampton Roads. (Wheeler)
- May 23, 1861** Brig. Gen. Joseph E. Johnston (1807-1891) formerly of the U.S. Army and then Virginia commander at Richmond, takes command of Confederate forces at Harpers Ferry. (OR)
- May 23, 1861** Executing a plan conceived by Col. Thomas J. Jackson (soon to be famous as "Stonewall" Jackson), Virginia troops under Col. John D. Imboden cut B&O Point of Rocks at 12:00 N, while troops under Col. Kenton Harper cuts line at Cherry Run, trapping 56 locomotives and over 300 cars which Jackson had tricked into accumulating there (Summers); some are sent by rail to Winchester and hauled south on the Valley Turnpike to the Manassas Gap Railroad at Strasburg. (or 5/23??) Weber says trap sprung 6/14; Jackson took 14 locos & unkn. #

**cars, 36.5 miles of rail)**

- May 23, 1861** Secretary of War Cameron places Tom Scott in charge of all U.S. military railroads and telegraphs. (Watkins)
- May 23, 1861** Virginia voters approve secession ordinance, but voters in western part of the state reject it; Virginia authorities move to strengthen military control of west, moving troops to Grafton to control the junction of the B&O and Northwestern Virginia Railroads. (Wheeler, Sears)
- 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. (Church)
- May 1861** Alexandria & Washington Railroad abandoned when President French flees into interior Virginia with the rolling stock; War Dept. removes rails between Long Bridge and Alexandria. (rails must be after May 25)
- May 24, 1861** U.S. troops secure the Long Bridge at 2:00 AM; 10,000 troops invade Virginia by Long Bridge, Aqueduct and steamer and advance on Alexandria; 500 Confederate troops tear up rest of Orange & Alexandria Railroad as retreat westward; Col. Elmer 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; Orange & Alexandria Railroad shops and depot occupied, and will become center for U.S. Military Railroad in supplying front in Virginia. (BaltAm, OR, Long, MB)
- May 24, 1861** Post Office Dept. cancels all mail routes in the seceded states. (BaltAm)
- May 25, 1861** Toll collection on Washington & Alexandria Turnpike ceases because of military occupation; company officers have fled south. (MB)
- May 25, 1861** Confederates blast huge overhanging "Bollman Rock" onto main line of B&O near Point of Rocks. (B&O AR)
- May 25, 1861** Col. 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 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. (C&C)
- May 27, 1861** Cooper Shop Volunteer Refreshment Saloon goes into operation on Otsego Street just off Washington serving meals to troops in transit near the PW&B wharf; takes name from adjacent cooper shop of William M. Cooper and H.W. Pearce; replaces impromptu efforts by ladies 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 Allentown Route and Northern Central; Secretary of War Cameron, leading stockholder of NC, uses his influence to secure business over 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 not change of cars)
- May 30, 1861** Elite First City Troop leaves Philadelphia for the front. (Scharf)
- 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)
- 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 boat house at Washington Street & Delaware Avenue; gradually enlarged on land leased by PW&B without charge; eventually could 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** 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) 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. (B&O AR)
- June 2, 1861** Ohio leases operation of state canals to a syndicate of six operators. (Bogert says 5/8/61 - may be date of law? - one was Benjamin F. Smith?)
- 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, NC and P&E, 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. (RW, ARJ)
- June 6, 1861** PRR locomotive and passenger cars sent down Howard Street connecting track in Baltimore en route to Orange & Alexandria Railroad. (BaltAm)
- June 7, 1861** Col. Lewis "Lew" Wallace (1827-1905) occupies Cumberland, Md., with 11th Indiana Zouaves, securing that part of the B&O and the vital Cumberland coal field. (Summers)
- June 8, 1861** Tennessee becomes last of 11 Southern states to secede. (Long)
- 1861** Pittsburgh aqueduct collapses causing abandonment of Western Division Canal between Allegheny and Pittsburgh.
- June 1861** Economic contraction caused by Secession Crisis ends as North mobilizes for war; economic expansion lasts for the duration. (NBER)
- June 10, 1861** Advance troops of Gen. Robert Patterson's force occupy Hagerstown. (OR)
- June 10, 1861** Army Signal Corps organized at Fort Monroe under Maj. Albert J. Myer, Chief Signal Officer. (Plum)
- 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) of Marion County Governor of "Restored Government of Virginia. (Eckenrode)

- June 11, 1861** Service on Franklin Railroad suspended because of Gen. Patterson's campaign against Harpers Ferry. (BaltAm)
- June 11, 1861** Attempt to sustain neutrality between Unionist and secession elements in Missouri ends. (Long)
- June 1861** Army repairs old Alexandria & Washington Railroad track on 1st Street and Maryland Avenue and extends to steamboat docks at foot of 7th Street and uses to load steamboats for ferrying supplies to Alexandria and other Potomac River points. (NatIntlgncr, OR - 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 14, 1861** Confederates burn B&O bridge over Potomac at Harpers Ferry and trestling through armory grounds at 5:00 AM. (B&O AR, BaltAm)
- June 14, 1861** Robert E. Lee is appointed military advisor to Pres. Jefferson Davis with rank of general. (DAB)
- June 15, 1861** PRR Road Committee refers question of purchasing City Railroad 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; Union troops arrive in Harpers Ferry at 2:00 PM. (Summers, OR) [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** B&O workers blast 100-ton "Bollman Rock" off tracks at Point of Rocks. (BaltAm)
- June 15, 1861** Missouri Unionists take Jefferson City, the state capital. (Long)
- June 1861** Gen. 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 defense of Washington. (Wheeler)

- June 1861**      **Atlantic & Great Western Railroad suspends construction.**
- June 17, 1861**      **Missouri Unionists take 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)**
- June 19, 1861**      **William H. Gatzmer of the Joint Companies attacks Cameron in letter to *Philadelphia Inquirer*; Camden & Amboy continues to stir up opposition to Cameron through July. (Kamm)**
- June 1861**      **Patterson's army withdraws north of the Potomac without having engage the enemy beyond a few cavalry skirmishes; Col. Jackson moves north to occupy Martinsburg and plunder B&O. (Wheeler)**
- June 23, 1861**      **Confederates under Col. Jackson begin a systematic destruction of the B&O at Martinsburg, including burning 42 locomotives and numerous cars. (BaltAm)**
- June 23, 1861**      **Gen. McClellan arrives in Grafton , Va., to take personal command of forces sweeping Confederates out of western Virginia. (Sears)**
- 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**      **At 3:00 AM, General Nathaniel P. Banks (1816-1894) arrests Baltimore Police Marshall George P. Kane on orders of War Dept. and imprisons him in Fort McHenry; police commission abolished and police placed under Federal provost marshalls; Kane is held for 14 months and then deported behind Confederate lines. (OR, Manakee)**
- June 28, 1861**      **Central Pacific Railroad incorporated in California to build eastward as part of a transcontinental line. (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)**
- July 1, 1861**      **Remainder of Baltimore Police Board 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; are imprisoned in Fort Warren in Boston Harbor for over a year. (OR)**

- July 1, 1861** In first regular report since war began, Secretary of War Cameron calls for an appropriation to rebuild the Long Bridge and the creation of office of Assistant Secretary of War. (OR)
- July 1, 1861** Grand Rapids & Indiana Railroad issues \$4.5 million 7% Second Mortgage bonds, of which \$260,000 actually sold. (Church)
- 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. Patterson again crosses the Potomac at Williamsport, and Jackson retreats to Winchester; Union troops control B&O main line for about one month. (Summers)
- July 4, 1861** Congress convenes in emergency session. (OR)
- July 1861** Foreclosure proceedings begun against Chartiers Valley Railroad.
- July 11, 1861** Gen. McClellan defeats outnumbered Confederates at passes in Rich Mountain on the strategic Staunton-Parkersburg Turnpike and moves east; occupies Beverly, Va., the next day. (Wheeler)
- 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; southern bank of the Ohio River and the western part of the B&O remain well within Union lines. (Wheeler)
- July 14, 1861** Samuel M. Felton of the PW&B attacks Cameron in a letter to the *New York Times*; charges that CNJ/NC route is more expensive and Cameron is bilking the government for his own company's profit. (NYT)
- July 15, 1861** West Philadelphia Passenger Railway extended from 3rd & Market to Front & Market Streets; because of steep grade, track is not extended to Delaware Avenue until 1889, after cable cars had replaced horse cars. (Cox)
- July 1861** James M. Roosa appointed receiver for Cincinnati, Lebanon & Xenia Railroad; company graded eight miles from Lebanon to Mason and some work between Mason and Sharon, when suspended owing to failure of Dayton & Cincinnati Railroad. (Church)
- July 16, 1861** First units of 35,700-man Union Army under Gen. Irvin McDowell

**(1818-1885) begin advance from Washington towards the 22,000 Confederate troops under Gen. Pierre Gustave Toutant Beauregard (1815-1893) who are drawn up on the south side of Bull Run, guarding the vital rail junction at Manassas; in a combined operation, Gen. Patterson is to move against Gen. Joseph E. Johnston to prevent either Confederate army from aiding the other. (BaltAm, Wheeler)**

**July 17, 1861**

**McDowell's army occupies Fairfax Court House; Gen. Patterson, erroneously thinking he is outnumbered, moves laterally to occupy Charlestown, Va., instead of making a frontal assault towards Winchester. (Wheeler)**

**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 Johnston's army begins moving from Winchester to Manassas by road and rail to reinforce Beauregard. (BaltAm, Wheeler)**

**July 20, 1861**

**First Confederate units, including Gen. Johnston and Gen. Thomas J. Jackson arrive at Manassas to reinforce Beauregard. (Wheeler)**

**July 21, 1861**

**Gen. Beauregard defeats Gen. McDowell in First Battle of Bull Run; Gen. Tyler executes a diversionary assault against Beauregard's line, while the bulk of the Union army outflanks the Confederate left; 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 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 Cameron's brother James Cameron (1801-1861), Col. of Cameron's Highlanders, 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 retreat; news of disaster reaches Washington about 10:00 PM; as soon as Scott realizes scale of defeat, he wires Gov. Curtin to send more troops; troops arrive in Washington around 10:00 PM; among the reporters covering the route 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. (OR, Long, Wilson, BaltAm, Wheeler, PhlInq)

- July 21, 1861** Gen. Nathaniel P. Banks ordered to replace Gen. Robert Patterson in command of Dept. of Shenandoah. (OR)
- July 22, 1861** Union Army completes 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 B. McClellan to Washington to assume command of Union forces in northern Virginia. (OR)
- July 24, 1861** West Jersey Railroad holds opening excursion to Bridgeton, opening line from Glassboro; revenue service begins July 25. (WdbryCnstn)
- July 25, 1861** B&O main line restored to service between Wheeling and Cumberland. (B&O AR)
- July 25, 1861** Gen. George Brinton McClellan, a native of Philadelphia, arrives in the city from Pittsburgh enroute to take command in the east; huge crowd and official delegation greets him at PRR depot at 11th & Market. (Scharf)
- July 26, 1861** Tom Scott issues order to all Army officers to furnish whatever supplies are required by Andrew Carnegie, Superintendent of Railways. (Haupt)
- July 26, 1861** Gen. McClellan arrives in Washington. (DAB)
- July 27, 1861** Gen. McClellan assumes command of the Division of the Potomac. (OR)
- July 27, 1861** Simon Cameron asks PRR General Superintendent Enoch Lewis to move mustered out three-month troops from Harrisburg immediately after unruly behavior while being paid off. (OR)
- July 30, 1861** PRR Duquesne Freight Station in Pittsburgh burns. (MB)
- July 31, 1861** Philadelphia ordinance authorizes PRR to repair City Railroad west of 11th Street and be reimbursed from tolls. (Digest)
- 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]. (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.
- 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. 3, 1861** Gen. McClellan presents his war plan to the Cabinet; a huge army of 273,000 men and 600 guns 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, and hopes to restore the Union as it was in the 1850s, with slavery and a Democratic majority intact. (Sears)
- Aug. 5, 1861** Congress levies first income tax to pay for war; 3% on incomes over \$800.
- 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 press tour of Allentown/NC route to Washington in Woodruff sleeper and coach attached to regular trains to counter criticism of Camden & Amboy and PW&B. (RW)
- 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** Isaac R. Trimble made Brigadier-General in regular Confederate Army. (DAB)
- Aug. 10, 1861** Confederates defeat Unionists at Battle of Wilson's Creek in Missouri; Unionists retreat towards St. Louis, abandoning large areas of the state. (Long)
- 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. 15, 1861** East Brandywine & Waynesburg Railroad opened between Downingtown and Waynesburg (Honey Brook), Pa., with PRR equipment. (ARJ)
- Aug. 17, 1861** PRR contracts to aid the Bald Eagle Valley Railroad under the Commutation Act. (MB)
- Aug. 19, 1861** Federal troops fall back from Harpers Ferry area; rebuilding of B&O, including Harpers Ferry bridge, stops before line could be restored. (B&O AR, Summers)
- Aug. 19, 1861** First night train via Shore Line begins operating between New York and Boston. (RRH, NYTrb)
- Aug. 21, 1861** PRR Board approves Tom Scott's serving as Assistant Secretary of War while still a PRR employee; 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/NC 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 Trenton placed in service on West Jersey Railroad as an experiment; such cars soon become common on Camden & Amboy branch lines.
- Aug. 1861** Garrison & Thomas begin operating Millville & Glassboro Railroad for one year under lease.
- Aug. 1861** James R. Gilmore replaces ailing David Strouse as Superintendent of U.S. Military Telegraph Corps. (Bates)
- 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. 29, 1861** Wheeling government of Virginia consents to formation of new state to be called Kanawha out of its territory. (Eckenrode)
- Aug. 31, 1861** Work begins on Salem Railroad in N.J.
- Aug. 31, 1861** John Mifflin Hood, lately in engineer corps of Eastern Shore Railroad,

leaves Baltimore for Brazil looking for engineering work; finds climate not to his liking and returns to Baltimore in Jan. 1862. (Memoir)

- Sep. 1, 1861** Coal operator Charles Parrish (1826-1896) of Wilkes-Barre appointed receiver of Wyoming Canal Company (Nanticoke-Pittston). (ARJ)
- Sep. 3, 1861** Confederates under Gen. Leonidas Polk (1806-1864) occupy Columbus, Ky., in campaign to complete their front between the Appalachians and the Mississippi; violation of Kentucky's neutrality Kentucky Unionists and Northerners to counterattack under Gen. Ulysses S. Grant (1822-1885). (Long, Clark)
- Sep. 6, 1861** Federal forces under Gen. Grant capture Paducah, Ky., preventing the Confederates from advancing to the Ohio. (Long)
- 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. 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. 12, 1861** Army arrests Baltimore Mayor George Brown and other officials; imprisoned in Fort McHenry. (Vexler)
- Sep. 1861** At Carnegie's request, Tom Scott releases him from military duty, and he returns to the Western Division. (Wall - not verified)
- Sep. 1861** New station at Lancaster opens. (AR)
- Sep. 1861** Some PRR crews working up to 30 hours straight because of press of traffic. (Ward)
- Sep. 1861** Capt. R.F. Morley of 17th 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** B&O builds rail-to-canal transfer derricks at Sandy Hook so Cumberland and Fairmont coal can be sent east by C&O Canal. (B&O AR)

- Sep. 1861** War Department restores B&O Washington Branch to company. (B&O AR)
- Sep. 20, 1861** Cleveland & Pittsburgh Railroad approves settlement with assignees of Ohio Life Insurance & Trust Company arising out of failure in Panic of 1857. (MB)
- Sep. 20, 1861** Gen. Robert Anderson, who had commanded at Fort Sumter at its fall and in now at Louisville, approves a plan of William Jackson Palmer, still employed by 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 15th Pennsylvania Cavalry Regiment. (Clothier)
- Sep. 25, 1861** PRR Board grants Tom Scott a leave of absence at request of Gen. McClellan. (MB)
- Sep. 25, 1861** Cincinnati & Chicago Air-Line Railroad opens bridge over Wabash River at Logansport to junction with Chicago & Cincinnati Railroad.
- Sep. 27, 1861** Trestles on B&O main line west of Cumberland washed out. (B&O AR)
- 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.
- 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).
- 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** Junction Railroad organized; J. Edgar Thomson, Pres.; Reading engineer J. Dutton Steele (1810-1886) appointed to make surveys. (MB)
- Oct. 3, 1861** B&O Potomac River bridge west of Cumberland restored. (B&O AR)

- 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. (Wall)
- Oct. 1861** PRR begins leasing 4 locomotives from Reading as 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.
- Oct. 7, 1861** Pony Express makes last trip. (Long)
- Oct. 8, 1861** Pittsburgh, New Castle & Cleveland Railroad sold at foreclosure.
- Oct. 9, 1861** PRR appoints Herman J. Lombaert Acting V.P. in absence of Tom Scott. (MB)
- Oct. 9, 1861** Confederates first fire their batteries on 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 sole supply route to 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. (10/17 USRR&MR)
- 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. 15, 1861** Morris K. Jesup and other Second Mortgage bondholders begin foreclosure proceedings against Toledo, Logansport & Burlington Railroad. (Church)
- Oct. 16, 1861** On recommendation of Cleveland railroad engineer and entrepreneur Amasa Stone, Jr., Tom Scott summons Anson Stager (1825-82+), a veteran of Henry O'Reilly's telegraph companies, from St. Louis to take charge of military telegraph lines. (Plum)
- Oct. 16, 1861** Indiana Central Railway and receivers and bondholders of Columbus, Piqua & Indiana Railroad agree to construct a railroad (the Richmond & Covington) from Bradford to the Indiana state line near New Paris.

**(Church)**

- 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. 1861** Tom Scott appoints William Henry Brown (1830-1910), a future Chief Engineer of PRR as Engineer for U.S. Military Railroad in northern Virginia; he serves in Second Bull Run and Front Royal campaigns.
- 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** Pacific Telegraph Company (or Western Union?) completes transcontinental telegraph to Sacramento.
- 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. 31, 1861** Hospital of Cooper Shop Volunteer Refreshment Saloon formally dedicated on Otsego Street below Washington Street. (Scharf)
- Nov. 1, 1861** Gen. Winfield Scott retires and Gen. George B. McClellan named General-in-Chief of Union Army. (DAB)
- Nov. 1, 1861** Northern Central Railway restores Baltimore-Cockeysville commuter local on year round basis. (BaltAm)
- 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 break. (B&O AR)
- Nov. 2, 1861** Stockholders and creditors of Columbus, Piqua & Indiana Railroad agree to 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 extension to Indianapolis. (Church)
- Nov. 4. 1861** New York & Erie Railroad's shifts last Paterson locals and freight trains from old Paterson & Hudson River Railroad depot near

Exchange Place station to Erie's new Pavonia Avenue station; last Erie service over NJRR. (JCCour&Advrt, Erie AR)

- Nov. 4, 1861 PRR begins operation of East Brandywine & Waynesburg. (C&C has date of lease as 11/2 - is this same date opened? - map has 8/16)
- Nov. 6, 1861 New Jersey Railroad sells ferryboat *John P. Jackson* to government for conversion to gunboat. (HC)
- Nov. 10, 1861 B&O main line completely restored west of Cumberland. (B&O AR)
- Nov. 11, 1861 Sleeping cars begin operating over "Shore Line" (New Haven & Stonington?) between New York and Boston. (NYTrb - unclear which route - 8 PM train connects for both shore and inside routes)
- 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 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 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 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. 16, 1861 Brigadier-General Isaac R. Trimble placed in command of 3rd Brigade, 2nd Division of regular Confederate Army. (OR)
- Nov. 1861 William H. Wilson begins surveys for portion of Junction Railroad between Belmont and Haverford Street. (Casebook)

- Nov. 1861** Most troop movements via CNJ/NC route cease after Cameron compromises with Samuel M. Felton. (Kamm)
- Nov. 1861** Michigan Southern Railroad begins running through sleeping cars between Chicago and Cleveland via Toledo.
- Nov. 17, 1861** David Strouse (1838-1861), former Superintendent of U.S. Military Telegraph Corps dies of hemorrhage of lungs from overwork. (Bates, Plum)
- 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 fifth round trip between Baltimore and Washington. (BaltAm)
- Nov. 18, 1861** Hope Express Company, which does express business on CNJ and connections, establishes "Government Despatch" through freight line between New York and Washington via Allentown Route and Northern Central, particularly for military supplies. (NYTrib)
- Nov. 18, 1861** New York & Boston Railroad opens between Needham and Medway, Mass. (Humphrey)
- 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. 24, 1861** Northern Central Railway extends commuter local from Cockeysville to Parkton; 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.
- Nov. 25, 1861** Anson Stager appointed General Manager of Military Telegraph; remains in his home town of Cleveland. (Bates)

- 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.
- Dec. 1, 1861** Secretary of War Cameron in 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 proposed to build west of Baltimore to connections with both the NC 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. (OR)
- 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.
- Dec. 5, 1861** Government announces it has leased old Reading Railroad Depot on southeast corner of Broad & Cherry Streets, along with several other buildings, for hospital purposes. (Scharf)
- Dec. 7, 1861** John B. Jervis appointed General Superintendent of PFW&C, replacing J. N. Du Barry, transferred to Northern Central. (AR)
- 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. 10, 1861** New Jersey Railroad VP John P. Jackson (1805-1861) dies at Newark at age 56 after 29 years of service. (AR)
- 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. 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 Philadelphia African Americans petition streetcar companies for right to ride inside the cars, a right which is recognized in all other Northern cities. (Scharf)**
- 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 as sole access from the west as well as the north, overburdening line. (Summers)**
- Dec. 18, 1861 J. Edgar Thomson informs PRR Board that he has purchased 12,775 shares of Northern Central Railway to prevent from falling into hands of B&O; with Cameron family holdings secures control of NC in 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 scope of PRR charter; legalized by act of Apr. 23, 1861 permitting any railroad in Pennsylvania to hold stock of other Pennsylvania railroads. (MB)**
- Dec. 18, 1861 PW&B Superintendent reports boat, dock and float bridge nearly ready at Philadelphia for floating freight and passenger cars to Camden & Amboy Railroad. (MB)**
- Dec. 19, 1861 Antes Snyder ( -1861), formerly a civil engineer on the Pennsylvania Public Works, dies at Pottstown.**
- Dec. 1861 Fremont & Indiana Railroad sold at foreclosure. (Church)**
- Dec. 23, 1861 Lake Erie & Pacific Railroad contracts construction of road from Rushville to Union City to James Oswald. (Church)**
- 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 plan by Thomas Clyde and Wilmon (?) Whillden to run two propellers a week via the outside route; Samuel M. Felton of PW&B attends meeting and agrees that best cars of 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. 30, 1861**      **New York banks suspend specie payments, followed by other Northern banks. (FedRes)**
- 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)**
- Late 1861**          **Plan (?) to place two through New York-Washington passenger trains to be ferried across between Washington Street and Camden without change of cars. (Catton - verify - only sched change was adding extra train)**
- 1861**                **N.J. Court of Chancery invalidates bridge monopoly of Passaic & Hackensack Bridge Company in suit brought by New Jersey Railroad to block construction of Hoboken Land & Improvement Company railroad between Hoboken and Newark. (must be Errors & Appeals)**
- 1861**                **Joint Companies complete rip-rapping of Delaware & Raritan Canal; navigable by boats of 7-foot draft. (AR - may be complete 1862)**
- 1861**                **City of Philadelphia defeats plan to lay third rail on 5th and 6th Street horse car tracks 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**                **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**                **New York & Erie Railroad leases Buffalo & New York City Railroad**

between Hornellsville and Attica (Mott-check)

- 1861 Philadelphia & Erie Land Company (when inc.?) buys site of Emporium, Pa.
- 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 Marietta & Cincinnati Railroad opens own line between Loveland and Cincinnati and discontinues use of Little Miami.
- 1861 PRR writes off \$958,500 investment in Marietta & Cincinnati and Springfield, Mt. Vernon & Pittsburgh Railroads made in 1858.
- 1861 Hotel at Terre Haute, Ind., converted to passenger station.
- 1861 Philadelphia firm of Peter Wright & Sons charters 224-ton brig *Elizabeth Watts* to make its first shipments of barrels of crude oil to London; becomes largest exporter of oil in Pennsylvania by 1872. (Flayhart)
- 1861 First Bessemer steel rails laid at Crewe station on the \_\_ Railway. (DNB)