

**PRR CHRONOLOGY**  
**1862**

**March 2008 Edition**

- Jan. 1, 1862 Joseph N. Du Barry named General Superintendent of Northern Central Railway, replacing Superintendent James C. Clarke, who resigns and becomes a farmer at Frederick, Md.; Clarke is later Pres. of Illinois Central Railroad. ( , Ackerman)
- Jan. 1, 1862 Cleveland, Columbus & Cincinnati Railroad purchases portion of Springfield, Mt. Vernon & Pittsburgh between Delaware and Springfield, Ohio, and opens to traffic; moves this line into NYC orbit and gives CC&C a more direct line to Cincinnati; incomplete portion of Springfield, Mt. Vernon & Pittsburgh between Loudonville and Delaware, Oh., sold in Aug. 1867 and reorganized as Pittsburgh, Mt. Vernon, Columbus & London Railroad; later returns to PRR system. (GrnBk, C&C)
- Jan. 5, 1862 Stonewall Jackson's forces appear opposite Hancock, Md. and wreck B&O; no trains operated east of Green Spring. (B&O AR, Summers)
- Jan. 6, 1862 PRR agrees to complete Philadelphia & Erie Railroad and lease it retroactive to Jan 1, 1862, at 30% of gross earnings; PRR also acquires all P&E rolling stock and moveable property, including 14 locomotives, 10 passenger and 200 freight cars. (MB, Casebk)
- Jan. 7, 1862 Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad sign memo of agreement with receiver of Columbus, Piqua & Indiana Railroad granting CP&I use of tracks east of High Street to Columbus depot and connection with Central Ohio Railroad. (MB)
- Jan. 1862 Congress investigates performance of railroads between New York and Washington at the instigation of anti-Camden & Amboy groups; recommends no interference with existing lines.
- Jan. 9, 1862 West Chester & Philadelphia Railroad appoints committee to meet with receiver of Philadelphia & Baltimore Central Railroad and discuss lease to WC&P. (MB)
- Jan. 10, 1862 War Dept. orders Alexandria & Washington Railroad rebuilt with T-rail and track laid over Long Bridge and connected to Orange & Alexandria Railroad to bring supplies to the front in Virginia. (OR)

- Jan. 10, 1862 Tom Scott attends a Council of War in the White House with Pres. Lincoln, Secretaries Chase and Seward, and Generals McDowell and William Franklin; Gen. McClellan is ill; Lincoln is dissatisfied with lack of action and McClellan's refusal to tell others his plans; McDowell proposes to attack the Confederate supply lines at Manassas; Franklin puts forward McClellan's idea of an attack on Richmond from the lower Chesapeake. (Sears)
- Jan. 11, 1862 B&O opens as far east as Pattersons Creek with military trains run to South Branch. (B&O AR)
- Jan. 12, 1862 Pres. Lincoln decides to fire Secretary of War Simon Cameron as a political liability; sends him a resignation letter and offers him the post of minister to Russia. (NYT)
- Jan. 13, 1862 PW&B Board approves contract with PRR for joint use of part of Southwark Railroad. (MB)
- Jan. 13, 1862 Slate headed by Samuel M. Felton defeats a local slate in annual election of Philadelphia & Baltimore Central Railroad; makes it a de facto branch of the PW&B. (USRR&MR)
- Jan. 13, 1862 In U.S. House, Rep. Henry L. Dawes (1816-1903) of Mass. gives a speech exposing fraud and corruption in the War Dept.; Dawes is friendly to the PW&B, which is controlled in Mass. and hostile to the Northern Central Railway; the White House announces Simon Cameron's "resignation" and nominates Edwin M. Stanton (1814-1869) as the new Secretary of War; Stanton is a lawyer and zealous Union Democrat from Ohio who had been Pres. Buchanan's last Attorney-General. (NYT, DAB)
- Jan. 14, 1862 William Hopkins of Washington County, a former Canal Commissioner, obtains a resolution of the Pennsylvania House directing the Judiciary Committee to prepare a bill to annul the repeal of the Tonnage Tax. (USRR&MR)
- Jan. 15, 1862 Senate confirms Edwin M. Stanton as Secretary of War; takes office on Jan. 20; Stanton is a friend of John W. Garrett from the days when he was counsel to the Central Ohio Railroad, and the Garretts financed that road; is better disposed toward B&O and at best neutral to PRR; gradually marginalizes Tom Scott's role at the War Dept. and makes greater effort to keep B&O open, although Scott continues to enjoy the confidence of Lincoln. (DAB, Long, Summers, Kamm, Williams)
- Jan. 15, 1862 U.S. House resolution directs Secretary of War to report on practicability of building a railroad from Back River on PW&B around Baltimore to Relay and then south to Washington, or a complete new line between New York

and Washington. (Summers)

- Jan. 15, 1862 Michigan act extends time for completing first 20 miles of Grand Rapids & Indiana Railroad to Jan. 1, 1864, second 20 miles to Jan. 1, 1865, and third 20 miles to Jan. 1, 1866. (Church)
- Jan. 16, 1862 F. Wolcott Jackson named General Superintendent of New Jersey Railroad & Transportation Company. (MB)
- Jan. 17, 1862 In the Pennsylvania House, William Hopkins introduces a resolution to appoint a committee of five to investigate bribery and corruption in securing the repeal of the Tonnage Tax in 1861; chaired by William Hopkins assisted by Thomas Williams, both leaders of the anti-repeal forces in 1860-61; State Sen. Landon offers a resolution to bring in a bill to tax the freight and passengers of all railroads and canals as a means of raising war revenue. (PubLdgr, Kamm)
- Jan. 17, 1862 Assistant Secretary of War John Tucker summoned to Washington by Tom Scott; has an interview with Gen. McClellan and Pres. Lincoln regarding McClellan's plan to transfer the Army of the Potomac to Fort Monroe. (OR)
- Jan. 20, 1862 Pa. Senate passes a resolution introduced by Sen. Lowry of Erie to appoint a committee to investigate the "legislation" of the last session without direct mention of the Tonnage Tax or the PRR; Lowry says that corporations pose a greater threat to democracy than Jeff Davis. (PubLdgr)
- Jan. 21, 1862 Pa. House refuses to substitute the Senate resolution for an investigation of the repeal of the Tonnage Tax for its own, which passes. (PubLdgr)
- Jan. 21, 1862 Fremont, Lima & Union Railroad incorporated in Ohio as reorganization of Fremont & Indiana Railroad; to build between Fremont and Union City; managed to open Fremont-Findlay and grade Findlay-St. Marys, but ran out of money before could purchase rails. (Church, Rehor)
- Jan. 23, 1862 At Stanton's request, Tom Scott makes recommendations for war transportation, including a transportation and telegraph bureau within the War Dept. independent of Quartermaster's Corps, transportation officers on staff of each military dept. and in each state; autonomous transportation corps were not actually established until World War II. (Kamm)
- Jan. 25, 1862 William H. Wilson runs first locomotive over Arsenal Bridge on PRR's Delaware Extension; designed by Jacob H. Linville (1825-1906) and first to use wide forged eye-bars. (AR, USRR&MR, Jackson)
- Jan. 25, 1862 Indiana portion of Eaton & Hamilton Railroad (Richmond-Neels) sold to John Hunt for \$73,000 on foreclosure of First Mortgage bonds of former

Richmond & Miami Railroad; company's appeal to overturn sale is rejected in May 1863. (Church)

- Jan. 26, 1862 Gen. McClellan proposes to Stanton that 70,000 men and 250 guns be sent from the Army of the Potomac to Kentucky for an early offensive in the West. (Sears)
- Jan. 27, 1862 First freight train of 50 cars crosses Arsenal Bridge, and Delaware Extension opens over full length; freight line between Arsenal and foot of Washington Ave. in Philadelphia uses part of PW&B and Southwark Railroad and gives PRR access to Delaware River piers; PRR begins using temporarily the depot and one of wharves of PW&B. (MB, AR)
- Jan. 27, 1862 U.S. Supreme Court announces decision in Hackensack & Passaic Bridge Case; Court is split and therefore 1858 ruling of New Jersey court approving bridge stands; suits were brought by a non-NJRR stockholder in Bridge Company to block construction of cutoff bridge and also Communipaw Avenue bridges of Newark & Jersey City Plank Road Company; also to block construction of bridge on grounds it will interfere with navigation; decision clears the way for building the direct line between East Newark Jct. and Market Street, but it is delayed by the war. (NYT, USRR&MR, AR)
- Jan. 27, 1862 Frustrated by McClellan's inaction, Pres. Lincoln issues General War Order No. 1, ordering all armies to advance by Feb. 22. (DAB)
- Jan. 28, 1862 Delaware repeals 1859 Lottery Act after lottery contractors fail to make regular payment due July 1, 1861; cuts off aid to Junction & Breakwater and other downstate railroads.
- Jan. 28, 1862 Army orders thirty 13-inch mortar beds from Cooper & Hewitt of Trenton, N.J. (OR)
- Jan. 28, 1862 Joint resolution of Ohio Legislature again calls on Virginia to authorize a bridge over the Ohio at Steubenville for the Steubenville & Indiana Railroad. (Church)
- Jan. 28, 1862 Thomas L. Jewett submits resignation as Pres. of Steubenville & Indiana Railroad, which Board refuses to accept. (MB)
- Jan. 29, 1862 PRR Board approves contract of Jan. 17 with Edward Miller & Co. to complete the Philadelphia & Erie Railroad; Miller has returned from Missouri and needs the work. (MB, USRR&MR)
- Jan. 29, 1862 PRR Board makes donation of \$500 to Gray Reserves of Philadelphia. (MB)

- Jan. 29, 1862 Secretary of War Edward M. Stanton orders Tom Scott on a tour of the West to ascertain the number of troops and condition of railroads for mounting an offensive into the Confederacy via the Kentucky and Tennessee Rivers and also to investigate the logistics of McClellan's plan for moving troops from the East; trip also keeps him out of reach of process-servers from the Tonnage Tax investigation; according to A.K. McClure, he asked Sen. David Wilmot (1814-1868) to tell Lincoln how much Scott's testimony would hurt Republican Party in Pennsylvania; Lincoln informed Stanton, who sent Scott out of reach. (Sipes, Kamm, Sears)
- Jan. 30, 1862 Tom Scott leaves Washington for Pittsburgh via Philadelphia, accompanied by his private secretary Joseph Lesley (1831-1889); Scott passes through Harrisburg while his nemesis Williams is asleep, and by the time Williams leaves for Washington looking for Scott, Scott is crossing out of Pennsylvania. (Kamm)
- Jan. 31, 1862 Railways & Telegraph Act authorizes Pres. Lincoln to seize and operate any railroad or telegraph line needed for the war effort; interference with military operations punishable by court-martial; also provides for operation of captured Southern railroads by a new organization, the U.S. Military Railroads.
- Jan. 31, 1862 PRR contracts with PW&B and Southwark Railroad; PRR can use tracks in Washington Avenue, and PW&B can use PRR's Arsenal Bridge.
- Jan. 31, 1862 Pres. Lincoln issues Special War Order No. 1, decreeing that the Army of the Potomac shall advance on Manassas. (DAB)
- Early 1862 Confederates abandon and burn RF&P between Aquia Creek and Fredericksburg. (Mordecai)
- Feb. 1, 1862 PRR assumes operation of Philadelphia & Erie Railroad under lease of Jan. 6; divided into Eastern Division (Sunbury-St. Marys) and Western Division (St. Marys-Erie); Joseph D. Potts appointed General Manager of P&E. (MB)
- Feb. 1, 1862 Tom Scott arrives in Columbus to meet with Gov. Tod about transportation matters in Ohio. (Kamm)
- Feb. 1, 1862 Partnership of Piper & Shiffler organized at Pittsburgh by Andrew Carnegie, who invites Jacob Linville, the PRR's chief bridge engineer who had designed an iron truss bridge manufactured at Altoona, and two other bridge engineers, John L. Piper of the PRR and Aaron G. Shiffler to join him; J. Edgar Thomson and Tom Scott are silent partners, as is Linville,

who remains a PRR employee. (Nasaw, Jackson, Wall)

- Feb. 2, 1862 Tom Scott returns to Pittsburgh, where he meets with representatives of the PFW&C, Cleveland & Pittsburgh, and Clarke & Thaw regarding the possible transfer of 1,700 men per day from the East to Kentucky. (OR, Kamm)
- Feb. 3, 1862 At PRR stockholders' meeting, hear report on investigation with minority report critical of PRR management by Col. James Page (1795-1875), an old Jacksonian and former Postmaster of Philadelphia; both are referred to Board for action.(AR, MB)
- Feb. 3, 1862 English holders of Alexandria & Washington Railroad Second Mortgage bonds secure ruling from Alexandria County Court substituting Joseph B. Stewart as trustee in place of Walter Lenox, on ground Lenox has deserted to the Confederacy; move to foreclose. (Harrison)
- Feb. 3, 1862 Gen. McClellan submits his formal objections to Pres. Lincoln's call for an attack on Manassas and instead recommends landing at Urbanna on the lower Rappahannock River to get between Johnston's army and Richmond. (Sears)
- Feb. 3, 1862 Tom Scott arrives in Detroit for a conference with Gov. Austin Blair. (Kamm)
- Feb. 4, 1862 Railway & Telegraph Act issued to the armed forces as General Order No. 10 of the Adjutant-General's Office. (OR)
- Feb. 5, 1862 Tom Scott arrives in Indianapolis. (Kamm)
- Feb. 6, 1862 Tom Scott leaves Indianapolis for Louisville to meet Gen .Don Carlos Buell; goes on to St. Louis, Cairo to investigate the military organization there and then to Nashville; the knowledge Scott gains is put to good use when most of these points define the PRR's postwar expansion plans. (Kamm)
- Feb. 6, 1862 Gen. Frederick W. Lander (1821-1862) reoccupies Romney, Va., eliminating Confederate threat to B&O as far east as Hancock. (Summers)
- Feb. 6, 1862 Federal gunboats force the surrender of Fort Henry on the Tennessee River; Fort Henry is commanded by Gen. Lloyd Tilghman (1816-1863), formerly a civil engineer on the Baltimore & Susquehanna Railroad in the 1830s. (Long, McPherson)
- Feb. 6, 1862 New Castle & Beaver Valley Railroad incorporated in Pennsylvania to build a line from New Castle to Homewood. (Church)

- Feb. 8, 1862 First four of 30 cast beds for 13-inch mortars needed for western campaigns of Gen. Grant shipped from Cooper & Hewitt at Trenton to Cairo, Ill. in 70 hours via Allentown Route and PRR; attached to passenger trains; four shipped daily until order is cut to 21 beds on Feb. 14; cars are marked, "U.S. Grant, Cairo - Not to be switched under penalty of death". (OR, NJJ, Hewitt)
- Feb. 8, 1862 Under pressure from the Confederate Government, North Carolina charters the Piedmont Railroad to build between Danville, Va., and Greensboro, N.C., closing a strategic gap in the Confederate railroad network. (ICC)
- Feb. 9, 1862 New standard railroad opens between Alexandria and Washington; built by U.S. Army alongside old Alexandria & Washington roadbed; Alexandria & Washington is rebuilt as a heavy standard railroad in place of pre-war rattletrap; includes new track on Long Bridge and in Maryland Avenue and 1st Street in Washington to connect with B&O; also build connecting track on Henry Street in Alexandria between St. Asaph Jct. on A&W and Orange & Alexandria terminal at Duke Street; permits first through movement of cars from B&O to railroads in Virginia; Duke Street terminal becomes main base for U.S. Military Railroads operating to supply the front in Virginia;. (OR, 2/9 date is from USMR rept.)
- Feb. 9, 1862 Pres. John W. Garrett replies to Secretary of War Stanton opposing a new railroad between Baltimore and Washington. (Summers)
- Feb. 10, 1862 Philadelphia & Trenton Railroad Executive Committee agrees to support pending supplement to charter of Frankford & Southwark Philadelphia City Passenger Railroad that will permit it to link P&T at Kensington with PW&B by horse power. (MB)
- Feb. 10, 1862 Northern Central Railway begins making connections to and from Washington via B&O for all its trains. (USRR&MR)
- Feb. 10, 1862 Confederate Congress passes act for connecting Richmond & Danville Railroad with North Carolina Railroad to create a new through route south from Richmond. (Harrison)
- Feb. 11, 1862 Pres. Lincoln appoints Col. Daniel C. McCallum, formerly of the Erie, as Military Director & Superintendent of Railroads in charge of the U.S. Military Railroads, the organization that operates commandeered railroads to support the Army. (OR)
- Feb. 11, 1862 Reacting to the fall of Fort Henry, Gen. Albert Sidney Johnston (1803-1862), Confederate commander in the West and the South's highest ranking general, begins evacuating Bowling Green, Ky., and falling back to

Nashville, Tenn. (Long)

- Feb. 14, 1862 West Chester & Philadelphia Railroad appoints committee on securing continuance of through traffic contract with Philadelphia & Baltimore Central Railroad. (MB)
- Feb. 14, 1862 B&O main line reopens between Hancock and Cumberland. (B&O AR)
- Feb. 15, 1862 PRR appoints Samuel A. Black (1821?-1890) Superintendent of Eastern Division of P&E and William A. Baldwin (1835-1911) Superintendent of Western Division of P&E. (Black had been Superintendent of Western Division since 1860). (USRR&MR)
- Feb. 1862 PRR resumes construction of Philadelphia & Erie Railroad between Whetham and Warren. (Val)
- Feb. 16, 1862 Camden & Atlantic Railroad signs revised contract with Raritan & Delaware Bay Railroad. (AR)
- Feb. 16, 1862 Union forces under Gen. Grant capture Fort Donelson on the Cumberland River, opening the route through Tennessee. (Long)
- Feb. 17, 1862 Gen. Albert Sidney Johnston begins evacuating Nashville in response to fall of Fort Donelson. (McPherson)
- Feb. 1852 Thomas Thompson Eckert (1825-1910) replaces James R. Gilmore as Superintendent of U.S. Military Telegraph Corps. (Bates)
- Feb. 1862 Audenried & Co. begins shipping Broad Top coal to New York via Allentown Route to take place of Cumberland coal cut off by seizure of B&O. (NJJ)
- Feb. 1862 William L. Scott of Erie contracts to complete Erie & Pittsburgh Railroad from Jamestown to New Castle. (Church, USRR&MR, may be earlier)
- Feb. 19, 1862 Pennsylvania Legislature passes joint resolution asking Virginia to grant right of way to railroad across the Virginia Panhandle. (Church)
- Feb. 19, 1862 Louisville Bridge Company of 1856 revived by charter supplement. (LBCo AR, Church)
- Feb. 20, 1862 Meeting of railroad executives arranged through Erastus Corning of New York and Noah L. Wilson of Ohio convenes at Willard's Hotel in Washington at call of Secretary of War Stanton; agree to keep 33% reduction for troops, but now permit 80 pounds of free baggage per man and a 10% reduction in freight rates for military supplies. (OR, PubLdgr,

USRR&MR)

- Feb. 20, 1862 Gen. McClellan telegraphs Tom Scott that he will not transfer any forces to Kentucky. (Sears)
- Feb. 20, 1862 Army of the Ohio under Gen. Ormsby MacKnight Mitchel occupies Bowling Green, Ky. (Mitchel)
- Feb. 20, 1862 Columbus & Xenia Railroad Board appoints committee with Little Miami Railroad to consider lease of Sandusky, Dayton & Cincinnati Railroad; another on equalizing stocks of C&C, LM and Cincinnati, Hamilton & Dayton Railroad; another to confer with Pres. John S. Newman of Indiana Central Railway over differences. (MB)
- Feb. 21, 1862 Col. James Neilson (1784-1862), former Treasurer of Delaware & Raritan Canal, dies at New Brunswick. (Thompson)
- Feb. 21, 1862 Assistant Secretary of War Tom Scott and Gen. Don Carlos Buell (1818-1898) arrive in Bowling Green to confer with Gen. Mitchel re an advance on Nashville. (Mitchel)
- Feb. 22, 1862 Gens. Buell and Mitchel, accompanied by Tom Scott, advance by train from Bowling Green towards Nashville; 37 miles north of Nashville, find roadbed destroyed by flood; Scott remains to direct repairs, while Mitchel goes ahead. (Mitchel)
- Feb. 23, 1862 Confederates complete evacuation of Nashville. (McPherson)
- Feb. 24, 1862 Small Union force under Col. Geary crosses the Potomac on a rope ferry and secures Harpers Ferry and the surrounding Virginia heights. (BaltAm)
- Feb. 24, 1862 Advance party under Gen. Mitchel takes surrender of Nashville. (Mitchel)
- Feb. 25, 1862 Pa. House Committee to investigate the passage of the bill commuting the Tonnage Tax begins hearings at Philadelphia; seven PRR directors and officers testify that they have no knowledge of any irregularities. (LegDoc)
- Feb. 25, 1862 Union forces under Gen. Don Carlos Buell occupy Nashville; first Confederate state capital to fall; move deprives Confederacy of Tennessee breadbasket and powder mills. (Long)
- Feb. 26, 1862 War Dept. takes possession of all telegraph companies for the purpose of controlling the flow of military news; imposes military censorship of news. (OR)
- Feb. 26, 1862 After a pontoon bridge arrives by rail from Baltimore, main Union force

under Gen. Nathaniel F. Banks crosses into Virginia at Harpers Ferry to help reopen B&O and march on Winchester. (BaltAm)

- Feb. 26, 1862      Legal Tender Act authorizes \$150 million issue of irredeemable paper money called "Greenbacks" and \$500 million in 6% bonds to finance war; nearly doubles money supply leading to inflation and speculation in value of Greenbacks against gold. (Wyckoff, Long)
- Feb. 26, 1862      Pittsburgh, Fort Wayne & Chicago Railway (PFW&C) organized as successor to Pittsburgh, Fort Wayne & Chicago Railroad; G.W. Cass, Pres., Samuel Hanna VP, and William H. Barnes Secretary. (MB)
- Feb. 27, 1862      Union plan to build a heavy pontoon bridge of Chesapeake & Ohio canal boats at Harpers Ferry collapses when the boats prove to be six inches too wide to pass the outlet lock there, which is designed for the narrow boats plying the Shenandoah River; advance on Winchester has to be postponed. (Sears)
- Feb. 27, 1862      Northern Central stockholders approve resuming purchase of right-of-way and completing Canton Branch. (AR)
- Feb. 27, 1862      Secretary of War Stanton orders Assistant Secretary John Tucker to begin assembling a fleet to transfer the Army of the Potomac from Alexandria to Hampton Roads. (OR)
- Feb. 28, 1862      PFW&C Railway incorporated in Pennsylvania, Indiana and Illinois as reorganization of PFW&C Railroad; claims to operate in Ohio under its General Railroad Law of Apr. 11, 1861. (Church)
- Feb. 28, 1862      House Committee on Tonnage Tax bill writes to Secretary of War Stanton demanding Tom Scott appear, after they left a subpoena at his house in Philadelphia; postpone deposition of J. Edgar Thomson, who was supposed to appear today, until Mar. 4. (LegDoc)
- Mar. 4, 1862      J. Edgar Thomson informs House Tonnage Tax Committee he has an appointment in Pittsburgh this day and will be unable to testify; when he returns, he claims illness. (LegRec)
- Mar. 4, 1862      Tom Scott leaves Nashville for Cairo, Ill., to join Gen. Halleck's attack on New Madrid. (Kamm)
- Mar. 5, 1862      Tom Scott arrives in Cairo in the evening. (Kamm)
- Mar. 7, 1862      Outnumbered Confederate army under Gen. Joseph E. Johnston begins moving south from Manassas, where it has been entrenched since First Bull Run, to Culpeper. (Long, McPherson)

- Mar. 7, 1862 Secretary of the Treasury Salmon P. Chase (1808-1873) names the Philadelphia banking house of Jay Cooke & Co. agent for the national loan, giving it control over the sale of all war bonds; during the course of the war, Cooke will float \$1.6 billion in loans, or over a quarter of the Union's war debt. (Lubetkin)
- Mar. 8, 1862 Philadelphia ordinance authorizes PRR to extend telegraph line from its office building at 238 South 3rd Street to Washington Street Wharf. (Digest)
- Mar. 8, 1862 Pres. Lincoln issues General War Order No. 2, commanding that McClellan leave sufficient force to protect Washington. (Long)
- Mar. 8, 1862 Confederate ironclad *C.S.S. Virginia*, built on the hull of the scuttled steam frigate *Merrimack*, sinks two Union warships and forces another aground at Hampton Roads, threatening Union control of Chesapeake Bay. (McPherson)
- Mar. 8, 1862 Union Army withstands Confederate assault at Pea Ridge, Ark., and secures permanent control of Missouri and northern Arkansas. (McPherson)
- Mar. 8, 1862 Pittsburgh Board of Trade issues report supporting the Page Report; denounce "monopoly" of Leech & Co. at Philadelphia and Clarke & Co. at Pittsburgh; call for PRR to abolish freight agencies and fix uniform rates between Pittsburgh and Philadelphia regardless of where traffic originates in West. (USRR&MR)
- Mar. 8, 1862 Secretary of War Stanton replies to Pa. House Committee that Tom Scott is now in Cairo, Ill., but will be released on Mar. 10. (LegRec)
- Mar. 9, 1862 Ironclads *U.S.S. Monitor* and *C.S.S. Virginia* fight to a draw in Hampton Roads; preserves Union control of Chesapeake Bay and clears road for McClellan's move to the Peninsula; Confederates abandon their batteries at Cockpit Point, Shipping Point and elsewhere on the lower Potomac under pressure of Union advance; relieves pressure on B&O's Washington Branch, which had been sole lifeline for Washington; Union retains control of the lower Potomac for duration of the war. (Long, McPherson, Sears, BaltAm)
- Mar. 10, 1862 Gen. McClellan advances the entire Army of the Potomac on Manassas only to find the Confederates gone and his chance of achieving a surprise landing at Urbanna evaporated. (Sears)
- Mar. 11, 1862 Pres. Lincoln abolishes office of General-in-Chief, reducing Gen. McClellan to command of Army of the Potomac on grounds he cannot fill

both roles; Gen. Henry Wager Halleck (1815-1872), a pedantic, by-the-book officer, named to command all armies in the West; all Department commanders are to report directly to the War Dept.; Halleck diverts part of army to attack Island No. 10 in the Mississippi, giving Gen. Albert Sidney Johnston time to regroup at Corinth, Miss. (Long, EAH)

- Mar. 11, 1862 Stonewall Jackson evacuates Winchester in face of advance of an army ten times the size of his own commanded by Gen. Nathaniel P. Banks, a political general with little military skill; Jackson eventually moves as far south as Mount Jackson. (McPherson)
- Mar. 12, 1862 Richmond & Covington Railroad incorporated in Ohio to build from Bradford to Indiana state line at New Paris; organized under auspices of Columbus, Piqua & Indiana Railroad and Indiana Central Railway. (Church)
- Mar. 12, 1862 Union forces occupy Winchester, Va., bringing whole B&O main line under Union control. (Summers, BaltAm)
- Mar. 12, 1862 West Chester & Philadelphia Railroad appoints committee to consider Junction Railroad's request for crossing of line in West Philadelphia. (MB)
- Mar. 13, 1862 Pennsylvania House passes bill to restore Tonnage Tax by 70-27; Philadelphia delegation unanimous with all 17 votes against bill; Allegheny County casts all its votes in favor. (PubLdgr, USRR&MR)
- Mar. 13, 1862 Bill introduced in Pennsylvania House to permit Frankford & Southwark Philadelphia City Passenger Railroad to lay a third rail to permit it to carry standard gauge railroad cars between Philadelphia & Trenton Railroad's Kensington depot and PW&B depot. (PubLdgr)
- Mar. 14, 1862 Tom Scott returns to Washington from Cairo, having traveled about 5,000 miles, to take part in McClellan's Peninsula Campaign; Scott passed through Pennsylvania unnoticed while the House Committee was holding hearings at Pittsburgh. (Kamm, Sipes, LegRec)
- Mar. 14, 1862 Lightning strike destroys PFW&C Chicago passenger station at Canal & Madison Streets, a small temporary structure; replaced same year. (PubLdgr, DeRouin)
- Mar. 15, 1862 Leech & Co. moves its depot from freight shed at foot of Dock Street to foot of Washington Avenue; old depot converted into a fish market by the Delaware Avenue Market Company starting Mar. 17. (PubLdgr, USRR&MR)
- Mar. 1862 Tracks of Allegheny Valley Railroad connected to PFW&C near Canal

Street, Pittsburgh. (AR)

- Mar. 1862 U.S. Military Railroads reopens Orange & Alexandria Railroad from Alexandria to Manassas. (OR)
- Mar. 1862 David Homer Bates (1843-1926) succeeds William Bender Wilson as Manager of the Military Telegraph office in the War Dept. (Bates)
- Mar. 1862 London & North Western Railway in England begins experimenting with Bessemer steel rails. (USRR&MR)
- Mar. 17, 1862 Philadelphia Board of Trade issues protest against proposed reimposition of Tonnage Tax; main resolution offered by Thomas S. Fernon. (PubLdgr)
- Mar. 17, 1862 McClellan's Army of the Potomac, 121,500 men, 14,592 animals, 1,200 wagons and 44 artillery batteries, begins embarking at Alexandria, Washington and Perryville for Hampton Roads, from which they intend to advance up The Peninsula between the James and York Rivers to Richmond; John Tucker had chartered a fleet of 113 steamboats, 118 schooners and 88 canal barges. (OR, Long, McPherson)
- Mar. 18, 1862 Tom Scott is ordered to Alexandria to supervise to loading of transports for the Peninsula. (Kamm)
- Mar. 18, 1862 B&O restores bridge over Potomac at Harpers Ferry. (Summers)
- Mar. 19, 1862 Kennedy Marshall, a former Representative from Allegheny County, testifies to House Tonnage Tax Committee that at the close of the session he went to see Tom Scott at his suite at the Coverly House in Harrisburg about a pass for a friend and was given an envelope with \$500; he also saw many other envelopes there, presumably pay-offs for others; he also visited the room of Speaker E.W. Davis and saw \$5-7,000 in cash spread out on a bed; Davis said the money came from Tom Scott, but then said he was only joking; ex-Attorney-General Samuel A. Purviance testifies that Scott had deposited a letter with him in which the PRR promised to pay the state the equivalent of 5% interest on \$1.5 million, reviving the terms of the 1857 bill which called for the PRR to deposit \$1.5 million bonds with the state in lieu of taxes; Purviance says that J. Edgar Thomson later demanded the return of the letter on the grounds that Scott had no authority to issue it; the letter subsequently disappeared from his law office without his knowledge or consent. (LegDoc)
- Mar. 19, 1862 PW&B Board authorizes sinking one pier of Susquehanna River Bridge preparatory to building entire span. (MB)
- Mar. 20, 1862 Seth T. Hurd, editor of the *Brownsville Clipper*, testifies to House Tonnage

Tax Committee that Tom Scott paid his expenses to stay at Harrisburg to study anti-Tonnage Tax documents prepared by the PRR; admits that he, Hurd, later flashed a wad of about \$400 in bills and said, "here is so much for the Tonnage Tax," but now says the money came from other sources. (LegDoc)

- Mar. 20, 1862 Tom Scott goes to Fortress Monroe to coordinate preparations for the Army of the Potomac's arrival. (Kamm)
- Mar. 21, 1862 Advance Union army withdraws from Strasburg down the Shenandoah Valley to Winchester, as Gen. Banks is forced to send part of his army to reinforce McClellan. (McPherson)
- Mar. 23, 1862 Outnumbered over two to one, Confederates under Stonewall Jackson defeat a portion of Gen. Nathaniel P. Banks's larger army at Kernstown, near Winchester. (McPherson)
- Mar. 24, 1862 Philadelphia Board of Trade hears report of Pittsburgh Board of Trade; on motion of Samuel Megargee, Philadelphia Board of Trade appoints committee to confer with Pittsburgh Board of Trade over Col. Page's criticisms of PRR; Thomas S. Fernon notes there is widespread hostility to the PRR at Pittsburgh. (USRR&MR)
- Mar. 24, 1862 Committee on Railroads of Philadelphia City Councils meets to consider removing the City Railroad from Broad Street between South Street & Market Street; opposed by merchants located on Broad Street north of Market, who would lose their connection to the PW&B. (PubLdgr)
- Mar. 24, 1862 Terre Haute, Alton & St. Louis Railroad sold at foreclosure to Samuel J. Tilden, Robert Bayard, Joseph L. Tuckerman, John G. Richardson and Russell Sage as agents for bondholders. (Church, GrnBk)
- Mar. 25, 1864 Pa. House Tonnage Tax Committee wires Secretary of War Stanton on whereabouts of Tom Scott; Stanton replies that he was sent to Fortress Monroe this morning and will be relieved in four days; a sergeant-at-arms is sent to Washington to serve Scott with a summons. (LegRec)
- Mar. 25, 1862 Pennsylvania Senate votes to postpone bill for incorporating Philadelphia & Eastern Transportation Company; bill incorporates operation of G.W. Cass, and J.J. Houston of PFW&C and enables them to ship goods east of Philadelphia and funnel aid to Raritan & Delaware Bay Railroad; bill is blocked by influence of Philadelphia. (USRR&MR)
- Mar. 25, 1862 PW&B leases wharf at foot of Walnut Street in Wilmington and agrees to lay second track through Water Street. (MB)

- Mar. 25, 1862 Columbus & Xenia Railroad Board adopts report of its committee on improving relations with Indiana Central Railway; IC feels it is being ignored by the other railroads' pro-Cincinnati policy and threatens to build a direct line to Columbus using the Columbus, Piqua & Indiana Railroad; Pres. Newman demands C&X must cancel contracts with Cincinnati, Hamilton & Dayton Railroad and Cincinnati & Indianapolis Railroad, send Indianapolis traffic via Dayton instead and give equal facilities to all connections at Columbus; Newman offers to prorate all business via Dayton equal to that via Cincinnati. (MB)
- Mar. 26, 1862 Assistant Secretary of War Tom Scott sent to Cairo, Ill., to perfect military transportation on Ohio-Mississippi River system. (Sipes, Kamm)
- Mar. 27, 1862 Charter supplement authorizes Erie & Pittsburgh Railroad to build branches up to 10 miles in length in Lawrence County. (Church)
- Mar. 27, 1862 Madison & Indianapolis Railroad sold at foreclosure to reorganization committee of Elihu Day, John Ferguson and George Griswold, Jr.. (Church)
- Mar. 28, 1862 Indianapolis & Madison Railroad incorporated as reorganization of Madison & Indianapolis Railroad; Frederick H. Smith, Pres.; W.H. Branham, Roadmaster. (Church, C&C)
- Mar. 28, 1862 Meeting near Oil City establishes organization to create regular artificial freshets on Oil Creek for floating rafts of oil barrels down to Allegheny River.
- Mar. 28, 1862 Engineer James Worrall reports on survey for Shermans Valley & Broad Top Railroad, Dauphin to West Newton on Pittsburgh & Connellsville Railroad via Bridgeport in Bedford County; originally proposed as an outlet for the Connellsville Coal Region; direct predecessor of South Penn project of 1880s. (USRR&MR)
- Mar. 1862 Large number of locomotives from New York and New England railroads sent to Washington via Allentown Route for use by U.S. Military Railroads. (StGaz)
- Mar. 29, 1862 Meeting at Philadelphia Corn Exchange issues protest against Philadelphia & Eastern Transportation Company bill. (USRR&MR)
- Mar. 29, 1862 B&O main line reopens under Union army protection. (B&O AR)
- Mar. 29, 1862 Process servers from the Tonnage Tax investigation try to intercept Tom Scott in Washington; remain for several days without success; Scott arrives in Cairo. (Kamm)

- Mar. 30, 1862 B&O reopens entire main line for first time since 1861. (Summers)
- Mar. 31, 1862 First through car arrives in Philadelphia from St. Louis in 10 days via B&O and PW&B; is first through car since Confederates closed B&O in Apr. 1861. (USRR&MR)
- Apr. 1, 1862 New York & Flushing begins using Long Island City terminal of LIRR and abandons its own station on the Long Dock at the mouth of Newtown Creek.
- Apr. 1, 1862 D.D. DeWitt testifies to the Tonnage Tax Committee that Thomas Osterhout, a former member from Wyoming County, told him he was paid \$3,000 for his vote against the Tonnage Tax, which enabled him to get out of debt; says he was told that everyone who voted for the bill was paid; however, local Republicans spirit Osterhout out of reach of the Committee. (LegDoc)
- Apr. 1, 1862 B&O resumes through passenger service between Baltimore and Wheeling for first time in 10 months. (Summers)
- Apr. 2, 1862 Gen. McClellan arrives at Fort Monroe and begins an advance to invest the Confederate lines running between the York and James Rivers at Yorktown; McClellan wastes over a month in a siege, thinking the army in front of him is larger than his own, when in reality it is one tenth that size. (McPherson, Sears)
- Apr. 3, 1862 Alexandria & Washington Railroad begins operating passenger train between 7th Street & Maryland Avenue to Manassas. (RyW)
- Apr. 4, 1862 American Telegraph Company contracts with New Jersey Railroad & Transportation Company for railroad to have exclusive use of one line between New York and New Brunswick and free use of its whole system.
- Apr. 4, 1862 Junction Railroad contracts for construction between Belmont and West Philadelphia.
- Apr. 1862 J. Edgar Thomson suffers relapse of pulmonary infection; confined to home until he leaves for Europe in July. (Ward, Casebook)
- Apr. 5, 1862 Three members of House Tonnage Tax Committee arrive in Philadelphia to depose J. Edgar Thomson at his home; Thomson's servants present a note from Dr. Joseph Pancoast (1805-1882) that Thomson is too ill to be disturbed; ex-House Speaker E.W. Davis telegraphs from Washington that he will be unable to attend committee on Apr. 7; PRR Treasurer Thomas T. Firth also evades testifying on grounds of illness. (LegRec)

- Apr. 6, 1862 Battle of Shiloh begins as Confederates under Gen. Albert Sidney Johnston attack Grant's advance into southern Tennessee; Confederates hold on first day, but Gen. Johnston is killed; with reinforcements, General Grant defeats Gen. Beauregard on the second day for first major Union victory in West; Capt. William Jackson Palmer commands a cavalry bodyguard for Gen. Don Carlos Buell, but sees no action as battle is fought at close quarters in woods. (Long, USRR&MR)
- Apr. 7, 1862 Pennsylvania Senate defeats supplement to Frankford & Southwark Philadelphia City Passenger Railroad authorizing a third rail to move railroad cars between Philadelphia & Trenton and PW&B depots after public remonstrance. (PubLdgr)
- Apr. 7, 1862 Pa. Senate Finance Committee reports the bill to restore the Tonnage Tax on the PRR with recommendation that it not pass. (PubLdgr)
- Apr. 8, 1862 House Committee investigating Tonnage Tax repeal makes report; cites undue influencing of the press, the distribution of back tax money to the "commutation roads" as a "bribe" in exchange for sectional votes, and the outright bribery of legislators; says evidence (which is mostly hearsay) points to Tom Scott as chief disburser of bribes but have been unable to locate him and compel him to testify; most PRR officials have evaded testifying; in presenting the report, Thomas Williams cites rumors that J. Edgar Thomson was seen in Chestnut Street in apparent good health two days after Dr. Pancoast certified that he was too ill to answer questions; however Pennsylvania House had refused to allow committee to sit through the recess, which would have permitted them to follow Scott anywhere. (LegRec, PubLdgr, Kamm)
- Apr. 8, 1862 Coffin Colket (1809-1883) elected Pres. of LIRR, replacing William E. Morris (1812-1875). (MB)
- Apr. 8, 1862 Philadelphia Councils pass resolution asking State Senate not to pass supplement to Philadelphia & Delaware River Railroad. (Digest)
- Apr. 9, 1862 Pennsylvania Senate approves amended version of the bill to repeal the Tonnage Tax prepared by Alexander K. McClure (1828-1909) and introduced by Sen. Bound; substitute bill imposes a Tonnage Tax of 2.5-5 cents on all railroads canals, not merely reimposing the tax on PRR; this is to prove that the objects of the proponents of the bill is to punish the PRR, not raise revenue; bill also calls for the Attorney General to test the constitutionality of the PRR giving its back taxes to the "commutation roads." (PubLdgr, Kamm)
- Apr. 9, 1862 Toledo, Logansport & Burlington Railroad adopts reorganization plan. (Church)

- Apr. 10, 1862 Pa. House, led by Thomas Williams, refuses to concur in Senate amendment, 67-24, and Senate fails to agree to House bill by vote of 17-16; thus reimposition of Tonnage Tax fails by one vote; many senators were in favor of removing the Tonnage Tax, even if their constituents were not. (LegRec, PubLdgr)
- Apr. 10, 1862 Alexandria & Washington Railroad sold under foreclosure of Second Mortgage of 1857 to Alexander Hay (1814?-1884) for \$12,500; Hay assigns half interest to Joseph Thornton. (Digest, NatIntlgncr, Harrison)
- Apr. 10, 1862 Farmers' Railroad Company incorporated to build along Oil Creek and the Allegheny River from Franklin to the Venango County line. (Val)
- Apr. 10, 1862 PFW&C Board accepts acts of four states covering reorganization of property; names Winslow, Lanier & Co. as New York agents. (MB)
- Apr. 11, 1862 Pennsylvania Legislature adjourns, ending efforts to reimpose Tonnage Tax. (PubLdgr)
- Apr. 11, 1862 Pennsylvania act extends time for completing Cleveland & Pittsburgh Railroad from Rochester to Pittsburgh to 1872. (Church)
- Apr. 12, 1862 Following a plan by Gen O.M. Mitchel to cut the Confederate rail network in half, James J. Andrews (1829-1862) and 22 volunteers commandeer a northbound train hauled by the locomotive *General* on the Western & Atlantic Railroad at Big Shanty (Kennesaw), Ga., north of Atlanta and make for Chattanooga with the aim of burning bridges, etc.; they are doggedly pursued by the train's conductor in what becomes known as the "Great Locomotive Chase"; because of the hot pursuit, Andrews is unable to do any serious damage, and the *General* runs out of fuel well short of Chattanooga; Andrews and seven others are hanged as spies in June. (EncyCvIWrr)
- Apr. 13, 1862 Stanton orders Scott back to Cairo to follow the campaign against New Madrid and Corinth. (Kamm)
- Apr. 15, 1862 PRR Road Committee urges federal government to construct a National Foundry at Hollidaysburg; rejects offer of Jay Cooke & Co. and E.W. Clark & Co. to complete Chartiers Valley Railroad as too costly for PRR. (MB)
- Apr. 15, 1862 Associates of the Jersey Company authorize subscribing \$10,000 to Hudson & North Bergen Horse Railroad and its arranging its lease to the Jersey City & Bergen Railroad. (MB)
- Apr. 15, 1862 Philadelphia & Trenton Railroad Executive Committee reports that supplement to Frankford & Southwark Philadelphia City Passenger

Railroad has failed in Senate; orders Wililam H. Gatzmer to investigate if through passenger cars can be forwarded through the streets to PW&B over street car lines under existing charters. (MB)

- Apr. 1862 B&O gets city permission to run steam locomotives on the Howard Street track connecting with the Northern Central Railway; run mostly at night except for emergency troop trains. (Harwood)
- Apr. 16, 1862 PRR Board declines proposal of Philadelphia bankers Jay Cooke & Co. and E.W. Clark & Co. to complete the Chartiers Valley Railroad as requiring too great an outlay on the part of the PRR. (MB)
- Apr. 16, 1862 Alexandria & Washington Railroad announces it is discontinuing Washington-Manassas passenger train. (NatIntlgncr)
- Apr. 1862 U.S. Military Railroads reopens Orange & Alexandria Railroad from Manassas to Warrenton Jct. (OR)
- Apr. 1862 John Mifflin Hood (1843-1906), formerly an engineer on the Eastern Shore Railroad, crosses the lines on the lower Potomac to offer his services to the Confederacy; soon enlists as a private in the Maryland Regiment of the Army of Northern Virginia and serves through Appomattox. (Memoir)
- Apr. 17, 1862 Cincinnati & Chicago Air Line Railroad and Chicago & Cincinnati Railroad make telegraph contract with Western Union Telegraph Company for line between Richmond and Valparaiso. (Church)
- Apr. 18, 1862 Whitewater Canal sold at foreclosure to Henry C. Lord of the Indianapolis & Cincinnati Railroad, who had purchased the majority of the stock. (ARJ)
- Apr. 19, 1862 Associates of the Jersey Company buys Debrosses Street ferry lease from New York City on behalf of New Jersey Railroad. (MB)
- Apr. 19, 1862 Millville & Glassboro Railroad Board approves contract with C.B. Dungan to build Cape May extension and a \$200,000 bond issue; extension later finished by Cape May & Millville Railroad. (MB, Val)
- Apr. 19, 1862 Pres. Lincoln affirms treaty by which the Leavenworth, Pawnee & Western Railroad acquires the right to purchase the bulk of the Pottawatomie reserve west of Topeka, Kan.; however, the Pottawatomies select the land they retain with great care, leaving the railroad with land without water or timber. (Petrowski)
- Apr. 21, 1862 Future PRR VP John Borland Thayer, Jr. (1862-1912) born at Philadelphia. (WwasW)

- Apr. 21, 1862 Philadelphia City Board of Surveyors approves location of Junction Railroad between Grays Ferry and Haverford Street and revised location between Haverford Street and 38th Street. (Casebook)
- Apr. 21, 1862 LIRR charter supplement authorizes it to construct branches to any point east of Jamaica. (CorpHist)
- Apr. 21, 1862 LIRR pays 1.5% dividend. (ARJ)
- Apr. 22, 1862 Secretary of War Stanton summons Herman Haupt, then embroiled in the Hoosac Tunnel fiasco in Massachusetts, to direct the rebuilding of the RF&P between Aquia Creek and Fredericksburg. (Haupt)
- Apr. 22, 1862 Spring floods wash out B&O temporary trestles at Harpers Ferry, cutting line again. (B&O AR)
- Apr. 25, 1862 Admiral David G. Farragut (1801-1870) captures New Orleans, the Confederacy's largest city and port, after fighting his way past the forts guarding the mouth of the Mississippi. (Long)
- Apr. 27, 1862 Herman Haupt appointed Chief of Construction in Dept. of the Rappahannock as Colonel on the staff of Gen. Irwin McDowell, an old friend from his West Pont days; Haupt brings the systematic management techniques he perfected on the PRR in the 1850s to bear on the construction and operation of military railroads, a major contribution to the Union victory. (Haupt, DAB, Ward)
- Apr. 28, 1862 Ashbel Welch elected a director of Camden & Amboy Railroad. (MB)
- Apr. 30, 1862 Richmond & Miami Railway incorporated as reorganization of Indiana portion of Eaton & Hamilton Railroad (Richmond-Neels); by John S. Newman, Samuel Hannah, H.G. Carey, et al. (Church, MB)
- Apr. 30, 1862 House of Representatives censures Simon Cameron for corruption giving an agent large sums for the purchase of supplies without a guarantee. (NYT)
- May 1, 1862 Through passenger cars for one train a day between Jersey City and Washington first carried on car floats between Camden & Amboy at Camden and PW&B at foot of Washington Avenue, Philadelphia; (AR, USRR&MR - uses steamer *John Neilson* rebuilt as car float - ETFrancis)
- May 1, 1862 PFW&C Railway organization takes possession of property; operated jointly by own company and receiver of Cleveland & Pittsburgh Railroad. (Church)
- May 3, 1862 Alexander Hay and Joseph Thornton organize Washington, Alexandria &

Georgetown Railroad, formed to operate former Alexandria & Washington with Northern management; Alexander Hay Pres. and Silas Seymour (1817-1890) engineer; Washington & Alexandria successfully repossesses its property after the war; the WA&G is run by a group of northern Washington insiders who are also involved with the Pacific railroads. (MB, Digest, USRR&MR, Bain)

- May 3, 1862 *American Railroad Journal* reports that Allegheny City has given up and settled its railroad debt of \$400,000 principal and \$100,000 back interest; to be funded into new 4% bonds with interest in arrears to Jan. 1, 1862 to be paid in the city's PFW&C stock at par. (ARJ)
- May 4, 1862 B&O restores temporary bridge over Potomac at Harpers Ferry. (B&O AR)
- May 5, 1862 Through sleeping car service inaugurated between Baltimore and Williamsport via Northern Central Railway. (BaltAm)
- May 8, 1862 Having received reinforcements, Stonewall Jackson defeats a Union army advancing against him from the west at McDowell, Va. (McPherson)
- May 8, 1862 Richmond & Danville Railroad agrees with Confederate government to build the Piedmont Railroad from Danville to Greensboro, N.C., as a military necessity for the loan of \$1 million in Confederate bonds and iron, which is confiscated from the Roanoke Valley Railroad and other less essential lines. (ICC, Harrison)
- May 9, 1862 PFW&C creates standing committees; Thomas D. Messler appointed Controller; John B. Jervis appointed Chief Engineer. (MB)
- May 9, 1862 Confederates evacuate Norfolk, Va. (Long)
- May 10, 1862 Tom Scott notifies Secretary of War Stanton that he will resign as Assistant Secretary of War effective June 1; requests that he return to PRR while Thomson travels to Europe provides excuse, but Scott has been increasingly marginalized by Stanton who has own circle of confidantes from Ohio. (Kamm)
- May 12, 1862 J. Edgar Thomson writes to John A. Wilson with offer to have PRR build section of Junction Railroad north of Haverford Street; Junction Railroad to use PRR tracks between 35th Street and Market Street. (Casebook)
- May 12, 1862 Joint Companies' Executive Committee appoints committee to view property of Boston Coal Company at Plymouth, Pa., for advantage of Delaware & Raritan Canal Company, including building a bridge from the Lehigh & Susquehanna Railroad across the river to the mine; appoints Benjamin Fish and R.S. Van Rensselaer to examine sleeping cars used on

other railroads in tandem with a committee of the PW&B; appoints a committee of Edwin A. Stevens, Ashbel Welch and Benjamin Fish to reorganize transportation business on Camden & Amboy Railroad; authorizes resumption of work on new line at Trenton. (MB)

- May 14, 1862 PRR Board agrees to jointly guarantee the bonds of the Junction Railroad with the Philadelphia & Reading and PW&B. (MB)
- May 14, 1862 PRR Board orders J. Edgar Thomson to England to arrange financing for Philadelphia & Erie. (MB)
- May 15, 1862 Philadelphia Select & Common Councils approves plan to lease City Railroad between Schuylkill and Broad Street to PRR at nominal rent of \$1 per year. (PubLdgr, Scharf)
- May 15, 1862 Confederates turn back a Union fleet trying to ascend the James River at Drewry's Bluff seven miles below Richmond. (McPherson)
- May 1862 Green Mountain Coal Company incorporated in Pa. as reorganization of Green Ridge Improvement Company; owner of anthracite coal lands east of Shamokin. (Cards)
- May 1862 *American Railroad Journal* estimates there are about 10,000 railroad commuters on all lines at New York City. (ARJ)
- May 1862 Erie & North East Railroad has sold its interest in the Erie & Pittsburgh Railroad, \$500,000 par value, for \$400,000 in 7% First Mortgage bonds. (ARJ)
- May 16, 1862 Northern Central Railway holds first Board meeting in Calvert Station since the beginning of the war. (USRR&MR)
- May 16, 1862 Pres. G.W. Cass of PFW&C invites delegates from Baltimore who are to tour Pittsburgh & Connellsville to also inspect PFW&C; Cass tries to play eastern trunk lines off against one another, causing alarm in PRR circles. (USRR&MR)
- May 19, 1862 Haupt reopens Richmond, Fredericksburg & Potomac Railroad to Falmouth, opposite Fredericksburg, including an improvised bridge over Potomac Creek that, as Lincoln famously quips, contains nothing but "beanpoles and cornstalks"; road is not used as planned as McDowell is ordered to Front Royal to protect Washington from Stonewall Jackson's advance up the Shenandoah Valley. (Haupt, Ward)
- May 20, 1862 Richmond & Covington Railroad organized; Evan Baker ( -1863), Pres., and Richard Page, Chief Engineer; ratifies Oct. 16, 1861, contract with

- Columbus, Piqua & Indiana Railroad and Indiana Central Railway by which they will construct the R&C. (MB, Church)
- May 20, 1862 Homestead Act provides 160 acres of free land to settlers after five years of occupancy. (EAH)
- May 1862 Atlantic & Great Western Railroad resumes construction after being stopped by war.
- May 22, 1862 Columbus & Xenia Railroad appoints committee to confer with Cleveland, Columbus & Cincinnati Railroad, Central Ohio Railroad, and Pittsburgh, Columbus & Cincinnati Railroad for "more intimate union." (MB)
- May 23, 1862 Stonewall Jackson, having outflanked the main Union army by marching east of Massanutten Mountain through Luray, defeats part of Gen. Banks's army at Front Royal, Va., and advances towards Winchester. (McPherson)
- May 23, 1862 City of Pittsburgh appoints committee to compromise with holders of bonds issued to pay for city railroad stocks. (Church)
- May 25, 1862 Stonewall Jackson defeats Gen. Banks's main army in battle before Winchester; Union army flees in panic and crosses the Potomac the following day. (McPherson)
- May 25, 1862 Federal forces and B&O employees evacuate Martinsburg; B&O line cut. (B&O AR)
- May 25, 1862 Secretary of War Stanton places B&O under War Department control. (Summers)
- May 27, 1862 Quartermaster General Montgomery C. Meigs (1816-1892) takes possession of all U.S. railroads for war purposes under 1862 act. (OR)
- May 27, 1862 PRR approves aid to the Pittsburgh & Steubenville and the Western Pennsylvania Railroad under the Commutation Act; aid to West Penn repealed July 9. (MB)
- May 27, 1862 Richmond & Miami Railway organized; John S. Newman, Pres. (MB, Church)
- May 28, 1862 VP Tom Scott resumes attending PRR Board meetings. (MB)
- May 28, 1862 PRR Board agrees to Thomson's nomination of George Brooke Roberts (1833-1897) as Assistant to the President, replacing William Jackson Palmer, who has resigned to accept military duty in West; Roberts assumes responsibility for planning branch lines; Roberts first joined the PRR

engineer corps in 1847; similar to Thomson in background and demeanor, Roberts becomes his engineering heir and, in time, the second great PRR engineer-president. (MB)

- May 28, 1862 PRR Board agrees to subscribe \$200,000 to the Philadelphia & European Steam Ship Company if a like amount is contributed by others; company is to operate a ship built to the design of Henry Randall similar to his *City of Buffalo*. (MB)
- May 28, 1862 Cleveland & Pittsburgh Railroad appoints committee to confer with PFW&C over terms for ending dispute over access to Pittsburgh. (MB)
- May 28, 1862 Confederates burn B&O bridges around Martinsburg. (B&O AR)
- May 29, 1862 Dr. Joseph Pancoast orders J. Edgar Thomson to postpone his scheduled June 4 departure for England for several weeks to further recuperate from surgery. (USRR&MR)
- May 30, 1862 Stockholders of Washington & Alexandria Turnpike meet at Alexandria; declare officials who have fled south displaced and elect new Board. (MB)
- May 30, 1862 Aware of Lincoln's plan to trap him in the Shenandoah Valley by a pincer movement with three armies each as large as his own, Stonewall Jackson retreats from Winchester towards Strasburg; each of the Union armies moves too slowly. (McPherson)
- May 30, 1862 Union army under Gen. Henry Wager Halleck and U.S. Grant occupies Corinth, Miss., the strategic crossing of the Memphis & Charleston and Mobile & Ohio Railroads, a day after the Confederates under Gen. Beauregard evacuate in face of superior numbers. (McPherson)
- May 31, 1862 PW&B, PRR and Reading join to guarantee \$500,000 First Mortgage bonds of Junction Railroad. (MB)
- May 31, 1862 With McClellan only nine miles from Richmond, Gen. Joseph E. Johnston attacks him at Seven Pines (Fair Oaks) while his forces are divided by the flood-swollen Chickahominy River; the attack is bungled, and McClellan inflicts heavy losses; Johnston is seriously wounded on the first day of battle. (McPherson)
- June 1, 1862 Tom Scott resignation as Assistant Secretary of War becomes effective. (Kamm)
- June 1, 1862 John P. Laird (1826-1882), a mechanic from Scotland with wide experience with New England locomotive builders, appointed Master of Machinery at Altoona, replacing George W. Grier resigned; Thomas P. Sargeant named to

- new post of Supply Agent in Transportation Dept. (Watkins, MB)
- June 1, 1862 New organization in Engineering Dept.: Robert H. Lamborn (1835-1895) named Assistant Engineer of Fuel & Iron; A.J. Cassatt named Assistant Engineer of Eastern Division; Joseph M. Wilson named Assistant Engineer of Surveys & Construction; William H. Kennedy Assistant Engineer of Western Division; approved by Board on June 11. (MB)
- June 1, 1862 Gen. Robert E. Lee takes command of Army of Northern Virginia opposing McClellan before Richmond; where Johnston excels at defense, Lee is more aggressive and takes advantage of McClellan's timidity, despite being outnumbered. (McPherson)
- June 1862 Camden City Council passes ordinance for Camden & Atlantic Railroad to extend a branch to the Kaighns Point ferry. (ARJ - prob 1s week or late May)
- June 3, 1862 Washington & Alexandria Turnpike Company requests return of road from War Dept.; War Dept. refuses until well after the war. (MB)
- June 4, 1862 Heavy downpour after two days of rain causes major flood in Delaware and Susquehanna watersheds; trains detoured over Reading from Harrisburg for five days; flood is particularly severe on Lehigh River where large sections of Lehigh Canal and Lehigh Valley Railroad are washed out, cutting off coal shipments; the Union Canal's big dam in Swatara Gap and its feeder dam are washed out, and flood surges down the Swatara to Middletown, where it washes out PRR bridge over Swatara Creek. (ARJ, )
- June 4, 1862 St. Louis, Alton & Terre Haute Railroad incorporated in Illinois as reorganization of Terre Haute, Alton & St. Louis Railroad. (Church)
- June 5, 1862 Newark & Orange Horse-Car Railroad opens.
- June 6, 1862 Union flotilla fighting its way down the Mississippi forces the surrender of Memphis. (Long)
- June 7, 1862 Flood destroys B&O Harpers Ferry trestle from shore to shore.
- June 8, 1862 B&O reopens between Wheeling and Harpers Ferry with boat transfer. (B&O AR)
- June 8, 1862 Stonewall Jackson's army defeats Union forces under John C. Frémont moving against him from the west at Cross Keys. (McPherson)
- June 9, 1862 Stonewall Jackson defeats advance units of Gen. McDowell's army moving against him from the east at Port Republic; while outnumbered over three to

one, Jackson has managed to defeat each wing of a three-pronged Union pincer movement against him before any branches could unite against him; secures Confederate control of the Shenandoah Valley breadbasket and reverses Union momentum. (McPherson)

- June 9, 1862 Gen. Halleck orders the Army of the Ohio under Gen. Don Carlos Buell to advance into East Tennessee along the Memphis & Charleston Railroad, repairing it as he goes; throughout the summer, Union forces and their railroad supply lines are harried by Confederate cavalry raiders under Gens. Nathan Bedford Forrest (1821-1877) and John Hunt Morgan (1825-1864). (BtIs&Ldrs)
- June 9, 1862 West Chester & Philadelphia Railroad Board reports that Pres. Samuel M. Felton of Philadelphia & Baltimore Central Railroad has requested the appointment of a committee to consider the question of through rates and WC&P's ending its suit pending against P&BC. (MB)
- June 10, 1862 Cleveland & Pittsburgh Pres. Jacob N. McCullough writes to PFW&C requesting lease of one track between Rochester and the C&P's Manchester spur in Allegheny City. (MB)
- June 11, 1862 Herman Haupt issues regulations for his construction corps, most of whom are "contrabands", slaves who have escaped to the Union lines and are paid by the Army as day laborers. (Haupt)
- June 11, 1862 Army issues loyalty oath for employees of B&O. (Bain)
- June 13, 1862 "Restored Government of Virginia" consents to the separation of West Virginia as a new state; Pres. Lincoln signs its admission to the Union on Dec. 31. (Blake, wvculture.org)
- June 15, 1862 B&O main line reopens after Harpers Ferry trestle restored. (B&O AR)
- June 1862 Six Mile Run Branch of Huntingdon & Broad Top Mountain Railroad extended 2.84 miles. (Val)
- June 17, 1862 Philadelphia City Councils agree to accept offer to buy League Island in South Philadelphia from the Pennsylvania Company for Insurance on Lives and Granting Annuities and a private individual for \$310,000 and donate it as a new site for the Navy Yard, permitting the development of the old Navy Yard at the foot of Washington Avenue as a shipping terminal served by PRR. (Walther, PubLdgr)
- June 17, 1862 Richmond & Covington Railroad Board orders full prosecution of work; authorizes issue of \$250,000 bonds; authorizes negotiating with Cincinnati & Mackinaw Railroad for connection at Greenville. (MB)

- June 18, 1862 PW&B appoints William Stearns Assistant Superintendent; reports double track in Water Street, Wilmington, is completed and new car house at 4th Street, Wilmington, is nearly done. (MB)
- June 19, 1862 Mifflin & Centre County Railroad organized at Reedsville, Pa. (Val)
- June 21, 1862 Gen. O.M. Mitchel is pinned down at Battle Creek, 20 miles below Chattanooga. (BtIs&Ldrs)
- June 23, 1862 Philadelphia & Erie General Manager Joseph D. Potts and Atlantic & Great Western Railroad compromise on oil traffic; PRR to deliver oil from Oil City to A&GW at Corry at through rates; A&GW to charge lowest rate on freight from PRR going east to New York over Erie Railway.
- June 24, 1862 St. Louis, Alton & Terre Haute Railroad incorporated as reorganization of Terre Haute, Alton & St. Louis Railroad; forms joint access of PRR and NYC between Terre Haute and East St. Louis. (GrnBk)
- June 25, 1862 PRR approves aid to Tyrone & Clearfield Railroad under the Commutation Act; agrees to build for bonds at 60 to be repaid out of freight earnings. (MB, ARJ)
- June 25, 1862 Gen. McClellan begins his final advance on Richmond and meets resistance at Oak Grove, beginning the Seven Days Battles north and east of Richmond; no sooner than he encounters difficulties, McClellan again believes false reports that he is grossly outnumbered. (Sears)
- June 26, 1862 Gen. Robert E. Lee, now reinforced with Stonewall Jackson's troops from the Shenandoah Valley, begins counterattack against McClellan's right at Mechanicsville, leaving the rest of the line undermanned. (McPherson, Sears)
- June 26, 1862 Letter of J. Edgar Thomson read before Philadelphia City Councils; informs them that the City Railroad needs repairs too expensive to be met from tolls and that the City owes PRR \$26,000 for repairs already made; a non-so-subtle hint that it should approve lease to PRR; at this time, PRR still plans to operate its own horsecars from its new depot in West Philadelphia to a yet-to-be-located Center City depot. (USRR&MR)
- June 26, 1862 Pres. Lincoln combines the armies of Frémont, Banks and McDowell, all recently mauled by Stonewall Jackson, into the new Army of Virginia under the command of Gen. John Pope (1822-1892); Pope is to advance against the Virginia Central Railroad at Gordonsville and Charlottesville, the main rail link between Richmond and the Shenandoah Valley; Pope dispenses with Herman Haupt's services, believing that Quartermasters should run railroads. (OR, Haupt)

- June 27, 1862 Gen. Lee gains Battle of Gaines Mill; at 10:30 PM, Gen. McClellan decides to retreat to the James River east of Richmond, where he can be protected by Union gunboats. (McPherson, Sears)
- June 27, 1862 New Castle & Beaver Valley Railroad buys partially completed roadbed of Pittsburgh, New Castle & Cleveland Railroad between New Castle and Darlington from John Ferguson, trustee, for \$10,000 in Second Mortgage bonds; NC&BV uses about 4.5 miles between New Castle and D. Ziegler's farm. (Church)
- June 28, 1862 Adm. Farragut's fleet, coming upriver from New Orleans, fights its way past Vicksburg, Miss., the last Confederate stronghold on the Mississippi River. (Long)
- June 28, 1862 Andrew Carnegie, on three-month leave from PRR leaves New York for Scotland on *Aetna*; by now, his \$2,400 salary from the PRR represents only 5% of his income. (Wall, Nasaw)
- June 29, 1862 Philadelphia & Trenton Railroad declines to buy the Attleborough Railroad but pays for survey recently made by William Cook. (MB)
- June 29, 1862 Gen. Buell reaches Huntsville, Ala., in his advance along the Memphis & Charleston Railroad. (BtIs&Ldrs)
- July 1, 1862 Tyrone & Clearfield Railroad opens between Tyrone and Nuttal's coal mines (Powelton, Pa.); operated by PRR under lease as part of Middle Division. (Val, )
- July 1, 1862 Peninsula Campaign comes to an end with the Battle of Malvern Hill, the last of the Seven Days Battles before Richmond; Robert E. Lee suffers greater casualties but prevents McClellan from breaking the Confederate line; McClellan fights his way to Harrison's Landing on the James River. (Long)
- July 1, 1862 Future PRR Pres. Frank Thomson transferred from Dept. of the Potomac, U.S. Military Railroads, to work on military route south of Nashville (on the Nashville & Chattanooga Railroad) which is the supply line for the forces under Gen. Don Carlos Buell. (PRRMN)
- July 1, 1862 PRR Road Committee authorizes establishment of local passenger trains between Pittsburgh and Walls Station (Pitcairn). (MB)
- July 1, 1862 Northern Central Railway moves offices back to Calvert Station for first time since Baltimore Riots. (USRR&MR)

- July 1, 1862 Pres. Lincoln signs Pacific Railroad Act chartering Union Pacific Railroad to build from Omaha on the Central Route to meet the Central Pacific building eastward from Sacramento; is to receive land grant plus government bonds at rate of \$16-48,000 per mile; also recognizes four branches which are to connect with the Union Pacific at the 100<sup>th</sup> meridian; one of these, the Leavenworth, Pawnee & Western Railroad, is authorized to build from the Kansas River to the 100<sup>th</sup> meridian via Fort Riley; by lobbying (and bribing officials) for inclusion in this act, the promoters of the LP&W turn their worthless paper railroad into a potentially valuable property. (Long, Petrowski)
- July 1, 1862 Federal government imposes a war tax of 3% on gross passenger earnings and on interest and dividends as part of a general income tax; passenger tax passed on in form of higher fares; income tax raised to 3% on incomes between \$600 and \$10,000 and 5% on higher incomes. (Long)
- July 1, 1862 Cincinnati & Chicago Air-Line Railroad and Chicago & Cincinnati Railroad begin joint operation between Richmond and Chicago under agreement of June 19, 1862. (Church)
- July 2, 1862 Pres. Lincoln calls for an additional 300,000 troops. (Scharf)
- July 3, 1862 PRR Board authorizes increasing the canal locks between Columbia and Clarks Ferry to 180 x 17 to equal those of Susquehanna & Tide Water Canal, providing the S&T charges equal rates. (MB)
- July 3, 1862 Joint Companies appoint Ashbel Welch and John G. Stevens to Executive Committee; Robert Van Rensselaer and W.H. Gatzmer to confer with other lines regarding arrangement of through cars between New York and Washington; Camden & Amboy Railroad demands to be responsible for lighterage of petroleum from PRR to refinery at Red Hook, Brooklyn. (MB)
- July 9, 1862 Congress passes an Act to Establish Certain Post Roads, including provision legalizing the Pittsburgh & Steubenville across W.Va. and the Steubenville Bridge; also provides for other bridges across the Ohio that had been blocked by steamboat interests. (USRR&MR)
- July 9, 1862 PRR begins payments of \$500 a month of three months to U.S. Sanitary Commission, a civilian organization that aids soldiers; Board authorizes carrying coal miners and their families from Pittsburgh to the coal fields near Gallitzin in returning eastbound emigrant cars for three months at half fare. (MB)
- July 9, 1862 Abandoned eastern division of Shamokin Valley & Pottsville between Pottsville and Locust Gap sold to Philadelphia & Reading Railroad; roadbed is not restored to railroad use but is purchased to prevent

interference with Reading's Mahanoy & Broad Mountain Railroad subsidiary which parallels it at a distance. (Val, )

- July 10, 1862 Tyrone & Clearfield Railroad opens between Tyrone and mines at Powelton, Pa.; operated by PRR under lease of this date. (C&C; see 7/1)
- July 10, 1862 Cleveland & Pittsburgh Railroad Board adopts surveys of Chief Engineer Isaiah Linton between Rochester and Pittsburgh and orders placed under contract as soon as possible. (MB)
- July 10, 1862 Toledo, Logansport & Burlington Railroad sold at foreclosure of Second Mortgage at Logansport to New York banker John Stewart Kennedy (1830-1909) as Trustee for bondholders. (Church)
- July 11, 1862 Congress authorizes additional issue of \$150 million in Greenbacks.
- July 11, 1862 Lincoln calls Gen. Henry Wager Halleck, a pedantic and indecisive bureaucrat, from command in the West to be General-in-Chief at Washington, removing him from a field command for which he has proved unsuited. (McPherson)
- July 12, 1862 *Merchant*, the first iron-hulled, propeller-driven freighter on the Great Lakes and the first iron ship built entirely in the Lake Region, is launched at Buffalo; begins operating between Buffalo and Chicago on Aug. 2. (Barry)
- July 12, 1862 Gen. Pope's advance columns occupy Culpeper. (NYT)
- July 13, 1862 Gen. Lee orders Stonewall Jackson towards Culpeper to block Gen. Pope. (McPherson)
- July 13, 1862 Nashville & Chattanooga Railroad reopens between Nashville and Stevenson, Ala., permitting supplies to be sent to Union forces operating southeast of Chattanooga; however the line is repeatedly cut by Confederate cavalry raiders under Nathan Bedford Forrest and John Hunt Morgan. (Btls&Ldrs)
- July 14, 1862 Congress passes joint resolution limiting scope of Telegraph & Railway Act as not permitting completion or extension of any railroad incomplete at time of act's passage under pretext of war powers; aimed at blocking aid to Raritan & Delaware Bay Railroad.
- July 14, 1862 Rider to Post Road Act legalizes Steubenville railroad bridge, providing it maintains a minimum of 90 feet vertical clearance and 300 feet in channel; also declares bridge and Hollidays Cove Railroad to be post roads and public highways and permits other railroad bridges across the Ohio, including the one at Louisville. (Church)

- July 14, 1862 Philadelphia & Trenton Railroad Executive Committee grants request of M.W. Baldwin and others for a stop at his farm south of Wissinoming Creek. (MB)
- July 15, 1862 Columbus & Xenia Railroad authorizes investing \$100,000 of surplus funds in Indiana Central Railway. (MB)
- July 1862 Committee on Contracts issues report condemning Simon Cameron's conduct in War Dept. (Kamm)
- July 16, 1862 J. Edgar Thomson leaves for Europe for five months, ostensibly to sell bonds of Philadelphia & Erie, but primarily for a rest. (Ward)
- July 17, 1862 Congress authorizes Pres. Lincoln to mobilize militia, establishing a federal draft; not put into effect. (Long)
- July 18, 1862 Little Miami Railroad Board agrees to purchase \$100,000 First Mortgage bonds of Cincinnati & Indiana Railroad, by which Indianapolis & Cincinnati Railroad will build a 4'-10" gauge line from Lawrenceburgh to Cincinnati, providing Terre Haute & Indianapolis and other companies will take \$300,000. (MB)
- July 21, 1862 Confederate Gen. Braxton Bragg orders advance of Army of Mississippi from Tupelo, Miss., to Chattanooga. (BtIs&Ldrs)
- July 23, 1862 PRR Board authorizes a contribution of \$50,000 to the state bounty fund for enlistments. (MB)
- July 24, 1862 Public meeting to raise troops held at Philadelphia Board of Trade; PRR pledges \$50,000, Reading \$25,000 and PW&B \$3,000. (Scharf)
- July 28, 1862 Pres. B.H. Latrobe of Pittsburgh & Connellsville Railroad writes to PFW&C requesting aid to complete its line between Connellsville and Cumberland. (MB)
- July 28, 1862 Post Office places experimental car for sorting mail in transit in service between Hannibal and St. Joseph, Mo. (AAR)
- July 29, 1862 PFW&C appoints committee of Cass, Hanna, and Harbaugh to confer with Pittsburgh & Connellsville Railroad; another committee reports failure to make a contract with the Cleveland & Pittsburgh Railroad. (MB)
- July 29, 1862 Gen. Bragg arrives at Chattanooga. (BtIs&Ldrs)
- July 29, 1862 Dam of abandoned Western Reservoir of Western Division Canal on South

Fork above Johnstown suffers a break; however, the reservoir is less than half full, and there is no damage downstream; the reservoir is reduced to a pond no more than 10 feet deep until it is purchased for conversion to a resort lake in 1879. (McGough - McCullough says 6/10)

- July 31, 1862 Purchasers of Toledo, Logansport & Burlington Railroad end through running to Logansport, Peoria & Burlington Railroad at State Line (Effner). (Stringham)
- Aug. 1, 1862 New Jersey Railroad inaugurates new ferry from Jersey City to Debrosses Street, New York, with *Philadelphia* and one other boat. (HC)
- Aug. 1, 1862 PW&B abandons system of contracting operations and maintenance of way because of war inflation. (AR)
- Aug. 1, 1862 Ebensburg & Cresson Railroad opens between Cresson and Ebensburg, Pa.; operated by PRR under lease of Mar. 6, 1862.
- Aug. 1862 Thomas Company takes one-year lease of Millville & Glassboro Railroad.
- Aug. 3, 1862 Gen. Halleck orders Gen. McClellan to evacuate Harrison's Landing on the James and embark by boat for Aquia Creek, from which he is to support Pope's advance. (McPherson)
- Aug. 1862 U.S. Military Railroads reopens Orange & Alexandria Railroad from Warrenton Jct. to Culpeper to support Gen. Pope. (OR)
- Aug. 4, 1862 Lincoln orders a levy of 300,000 militia from the states on Aug. 15, after which deficiency is to be made up by conscription with no draft exemptions except for telegraphers. (Kamm)
- Aug. 5, 1862 Secretary of War Stanton orders that telegraphers and locomotive engineers will be exempt from draft, but no other railroad employees. (OR)
- Aug. 5, 1862 Federal troops under Gen. Hooker retake Malvern Hill in one last move against Richmond, but McClellan again loses his nerve and withdraws. (Sears)
- Aug. 6, 1862 Tom Scott asks Stanton to exempt all railroad employees; Stanton replies that this would be too broad, but asks Scott and George W. Cass for more concrete suggestions. (OR)
- Aug. 6, 1862 Baltimore Council passes ordinance over Mayor's veto extending time for Northern Central Railway's extension to Canton; confirms city donation of \$1 million. (ARJ)
- Aug. 8, 1862 Tom Scott proposes that railroad employees in service for three months

before draft call be exempt but that those between 18 and 45 be organized into military companies and drilled at least one day a week; to be at call of President in emergencies but otherwise operate railroads; Scott's proposal is based partly on need to keep skilled workers and partly on likelihood of strikes if draft is imposed upon railroad men. (OR, Kamm)

- Aug. 8, 1862 PW&B donates \$9,000 to the bounty fund for volunteers. (AR, USRR&MR)
- Aug. 8, 1862 PW&B appoints committee to make arrangement with Philadelphia & Baltimore Central Railroad. (MB)
- Aug. 8, 1862 Tom Scott advises Stanton that PRR has carried five extra trains of volunteers from Pittsburgh to Harrisburg today and expects more tomorrow. (OR)
- Aug. 9, 1862 Secretary of War Stanton issues draft regulations, locomotive engineers are only class of railroad labor exempted. (OR)
- Aug. 9, 1862 *New York Times* publishes section of House Committee on Contracts report condemning Simon Cameron's and Tom Scott's conflict of interest; attacks PRR and Northern Central Railway charging local rather than through rates on cattle; notes that PRR's profits are up 40% over 1860 and NC profits up nearly 100%; endorses B&O charge that Cameron boycotted their road unfairly. (Kamm)
- Aug. 9, 1862 PFW&C Pres. Cass rejects Cleveland & Pittsburgh proposal to lease one track or right of way on south side of PFW&C between Rochester and Allegheny City. (MB)
- Aug. 9, 1862 Stonewall Jackson defeats advance units of Pope's army under Gen. Nathaniel P. Banks at Cedar Mountain south of Culpeper, Va., but is forced to withdraw south of the Rapidan. (McPherson)
- Aug. 10, 1862 Confederate cavalry under John Hunt Morgan cut Nashville & Chattanooga Railroad at Gallatin, Tenn., ending the flow of supplies to Union forces under Gen. Buell operating against Chattanooga. (BtIs&Ldrs)
- Aug. 12, 1862 Stanton concedes that other classes of railroad employees may be dismissed by government after being drafted if their skills are indispensable, but refuses to grant blanket exemption. (OR)
- Aug. 13, 1862 Tom Scott writes a letter in defense of himself and Cameron which is published in the *New York Times* on Aug. 15; charges that most so-called evidence came from B&O officials and that they are disloyal; 40% increase in PRR receipts come from vast increase in non-military traffic, particularly

Western cereals diverted from Mississippi River route, not from gouging the government for military transportation; however, PRR annual reports do not break down civilian vs. military traffic. (NYT, Kamm)

- Aug. 14, 1862 Army of the Potomac begins leaving Harrison's Landing for Aquia Creek. (Sears)
- Aug. 14, 1862 Gen. E. Kirby Smith (1824-1893) leaves Knoxville for an advance on Lexington, Ky., as the eastern wing of Gen. Bragg's two-pronged invasion of Kentucky. (BtIs&Ldrs)
- Aug. 15, 1862 With McClellan leaving, Gen. Lee leaves Richmond with the remainder of the Army of Northern Virginia to attack Pope. (McPherson)
- Aug. 16, 1862 McClellan completes evacuation of Harrison's Landing and moves to Alexandria and Aquia Creek; Halleck warns Pope to draw back until he can be reinforced. (Long, McPherson)
- Aug. 18, 1862 PRR Board authorizes \$47,000 compensation to J. Edgar Thomson for his risk of personal credit in assets in securing the completion and protection of the PFW&C; also raises his salary to \$12,000 per year effective July 1, 1862. (MB)
- Aug. 18, 1862 Acting on complaints against company agents, PRR Board orders all company officers and employees to take the loyalty oath devised by the federal government stating the swearer has not taken up arms against the government nor aided those who have. (MB)
- Aug. 18, 1862 Faced with a deterioration of his railroad supply, Gen. Pope recalls Herman Haupt to his headquarters at Cedar Creek; Haupt is given control of all railroads serving the Army of Virginia, and no officers are to interfere with his operations. (OR, Haupt)
- Aug. 19, 1862 Pope begins retreating towards Washington. (Haupt)
- Aug. 22, 1862 Confederate cavalry under J.E.B. Stuart raids Pope's headquarters at Catlett's Station and cut telegraph line to Washington. (McPherson)
- Aug. 23, 1862 Gen. McClellan and his staff leave Fort Monroe for Aquia Creek. (Sears)
- Aug. 26, 1862 Stonewall Jackson's army, having gotten behind Pope's undefended rear through the gaps in the Blue Ridge, wrecks and plunders Pope's exposed supply trains and base at Manassas Jct., cutting his supply line from Washington, then takes up defensive position along the old uncompleted grade of the Manassas Gap Railroad's Alexandria Extension north of the old Bull Run battlefield. (Clark, McPherson)

- Aug. 28, 1862 Bragg's army of 27,000 begins crossing the Tennessee River at Chattanooga in a drive for Louisville. (BtIs&Ldrs)
- Aug. 29, 1862 Pope's retreating army attacks Jackson's entrenched troops without success, beginning Second Battle of Bull Run. (McPherson)
- Aug. 30, 1862 Gen. Lee brings up the main body of the Army of Northern Virginia on Jackson's right, defeating the Army of Virginia under Gen. John Pope; in chaos after battle, Orange & Alexandria Railroad is abandoned by Union with loss of 7 locomotives and 295 cars; future NYP&N Pres. Capt. William Painter (1838-1884) is cited for his contribution in the battle. (Long, OR)
- Aug. 30, 1862 Gen. Buell begins a withdrawal northwards towards Nashville and Louisville, moving west of Bragg's forces in a race to the Ohio River; Frank Thomson takes part in this campaign. (BtIs&Ldrs, PRRMN, RyW)
- Sep. 1, 1862 Philadelphia City Board of Supervisors approves extension of PRR branch from Washington Street to Gas Works on Schuylkill River. (MB)
- Sep. 1, 1862 Philadelphia & Erie Railroad opens between Whetham and North Point; begins laying track eastwards from Warren. (AR, USRR&MR)
- Sep. 1, 1862 Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad begin operating a line between New York (by steamer to Port Monmouth, N.J.) and Camden in defiance of Camden & Amboy Monopoly and with tacit support of PRR; link between Atsion and Atco is technically the Batsto Branch of the Camden & Atlantic Railroad, but is built and operated by R&DB. (Baer/Coxey)
- Sep. 1, 1862 New York declares the enlargement of the Erie Canal officially completed.
- Sep. 2, 1862 Lincoln restores McClellan to full command in Virginia and removes Pope; Army of Virginia merged into Army of the Potomac; Fairfax, Va., evacuated. (Long, Haupt)
- Sep. 2, 1862 Confederates under E. Kirby Smith (1824-1893) occupy Lexington, Ky.; neutral government flees Frankfort for Louisville. (McPherson)
- Sep. 2, 1862 Martial law declared in Cincinnati and business suspended on learning of approach of Confederate forces under E. Kirby Smith. (Long)
- Sep. 4, 1862 Lee begins crossing the Potomac into Maryland near Leesburg. (Long)
- Sep. 5, 1862 Herman Haupt promoted to Brigadier-General of Volunteers for services in

- Second Bull Run campaign. (DAB, Wilson)
- Sep. 5, 1862 Confederates advance on Winchester. (B&O AR)
- Sep. 6, 1862 Confederates under Stonewall Jackson occupy Frederick, Md. (Long)
- Sep. 6, 1862 Federal forces evacuate Martinsburg, cutting B&O main line. (B&O AR)
- Sep. 7, 1862 Union forces abandon Richmond, Fredericksburg & Potomac Railroad with loss of 1 locomotive and 57 cars. (OR)
- Sep. 8, 1862 Robert E. Lee's troops blow up Monocacy Bridge as part of campaign to cut B&O in Frederick-Harpers Ferry-Back Creek area as prelude to invasion of Pennsylvania aimed at cutting PRR at Harrisburg. (B&O AR)
- Sep. 9, 1862 Leavenworth, Pawnee & Western Railroad makes construction contract with Ross, Steele & Co. of Montreal, who have ties to the Joy-Forbes group, to begin building west from Wyandotte, Kan. to Fort Riley and a branch to Leavenworth. (ICC, Anderson, Petrowski)
- Sep. 10, 1862 Tom Scott summoned to Harrisburg as aide-de-camp to Gov. Curtin for defense of Harrisburg; on same day dispatches William Bender Wilson, his telegrapher, with a small number of scouts to Williamsport, Md., to spy on Confederate movements; Capt. William J. Palmer of Penna. Militia is ordered with 50 mounted scouts to patrol the Maryland border. (Wilson)
- Sep. 10, 1862 At urging of Scott, who fears a Confederate thrust up the Cumberland Valley, PRR Board orders General Superintendent Enoch Lewis to regularly drill his employees at Altoona as soldiers so as to be ready to defend railroad and state. (MB)
- Sep. 11, 1862 Confederates under Gen. James Longstreet (1821-1904) enter Hagerstown, Md. (Long)
- Sep. 12, 1862 Meeting held in the Pavilion at Rockaway, N.Y., for a railroad from Brooklyn to Rockaway. (ARJ)
- Sep. 15, 1862 Stonewall Jackson captures Harpers Ferry, which had threatened Lee's rear and supply lines; Gen. Nelson A. Miles (1839-1925) surrenders with 12,500 men and all stores, thus failing to link up with McClellan; Confederates plunder the Armory and B&O rolling stock. (Long, Wilson)
- Sep. 15, 1862 Confederate forces under E. Kirby Smith arrive at Covington, Ky., opposite Cincinnati, then fall back towards Lexington. (Long)
- Sep. 15, 1862 PW&B begins construction of Susquehanna River Bridge, discontinued

since mid-1850s. (AR, USRR&MR)

- Sep. 1862 New York & Boston Railroad extended from Medway to West Medway, Mass. (Humphrey)
- Sep. 1862 PRR orders Altoona Shops closed Wednesdays and Saturdays at 3:30 PM to permit employees to drill. (AltoTrib)
- Sep. 1862 Future PRR VP John P. Green (1839-1924) joins the Army of the Potomac as Assistant Adjutant-General on the staff of Gen. Thomas Leiper Kane (1822-1883); serves through the Chancellorsville and Fredericksburg campaigns until transferred to the western theater. (Wilson)
- Sep. 16, 1862 Herman Haupt presents a new organization for the U.S. Military Railroads to Gen. Henry W. Halleck. (Haupt)
- Sep. 17, 1862 McClellan turns back Lee's invasion of the North in Battle of Antietam, Md.; single bloodiest day in U.S. history with 3,620 dead and 17,365 wounded; Army takes possession of Cumberland Valley Railroad. (OR, Long)
- Sep. 18, 1862 To supply McClellan, Tom Scott runs a special munitions train carrying a total of 2,500 rounds of 20-pound shot; four B&O cars leave Washington at 1:00 AM; leaves Baltimore at 7:27 AM under personal supervision of General Superintendent J.N. Du Barry; six (PRRMN version says 1!) cars added at Harrisburg, arriving at Chambersburg at 12:42 PM with all journal boxes burning from heat; arrive at Hagerstown 4:31 after leaving Baltimore; Robert Pitcairn is stationed in Harrisburg in charge of movements over Cumberland Valley Railroad. (Wilson)
- Sep. 18, 1862 Future PRR VP & General Counsel Clarence Benjamin Heiserman (1862-1946) born at Urbana, Ohio. (WwasW)
- Sep. 19, 1862 13th & 15th Streets Passenger Railway Company of the City of Philadelphia makes proposition that if Camden & Amboy Railroad will pay for building its track between Broad & Washington Streets and Kensington, they will keep it in repair and operate cars with horses between the two depots at 12.5 cents per passenger. (MB)
- Sep. 19, 1862 Lee recrosses the Potomac; Herman Haupt travels to Chambersburg, where he takes possession of the Franklin Railroad, and proceeds to Harrisburg to inspect Northern Central route. (Haupt)
- Sep. 21, 1862 B&O restores Monacacy Bridge. (B&O AR)
- Sep. 22, 1862 Tom Scott with assistants Joseph D. Potts, Robert Pitcairn, and David

McCargo supervises demobilization of Pennsylvania militia called up for Antietam; Haupt returns to Washington. (Kamm, Haupt)

- Sep. 22, 1862 Using the Union partial victory at Antietam as a pretext, Lincoln issues Preliminary Emancipation Proclamation freeing those slaves in areas in rebellion as of Jan. 1, 1863; makes it difficult for Confederate sympathizers in British and French governments to openly support a slave regime. (OR)
- Sep. 23, 1862 Joint Companies order an agreement drawn up accepting proposition of 13th & 15th Streets Passenger Railway Company of the City of Philadelphia for two years, providing no more than half of through trains to South are required to move that way. (MB)
- Sep. 23, 1862 Allegheny County Court of Common Pleas decides suit of Cleveland & Pittsburgh Railroad to condemn the southern part of the PFW&C right-of-way between Rochester and Manchester (Allegheny) in order to obtain an independent connection; can only condemn land not needed by PFW&C. (USRR&MR, Church)
- Sep. 24, 1862 Governors of Northern States meet at Altoona to rally morale and call for more troops, thus taking the onus of the draft off the Lincoln Administration; issue joint statement also approving Preliminary Emancipation Proclamation. (OR)
- Sep. 25, 1862 Herman Haupt sends W.W. Wright to Harrisburg to take charge of Cumberland Valley Railroad. (Haupt)
- Sep. 25, 1862 Toledo, Logansport & Burlington Railway incorporated in Indiana as reorganization of Toledo, Logansport & Burlington Railroad. (Church, C&C)
- Sep. 25, 1862 First units of the Gen. Buell's Army of the Ohio arrive at Louisville after a forced march before Bragg's forces can move against the city, then turns southeast to confront Bragg; Frank Thomson takes part in this campaign. (McPherson, RyW - PRRMN has FT working on Antietam campaign!)
- Sep. 27, 1862 Chicago, Alton & St. Louis Rail\_\_ sold at foreclosure at Joliet for \$1.6 million to Samuel J. Tilden and Lewis H. Meyer representing the Third Mortgage bondholders. (ARJ)
- Oct. 1, 1862 Joint Companies sign new agreement with New Jersey Railroad & Transportation Company, ending war begun in 1859 in face of common threat from Raritan & Delaware Bay; agree to continue existing contract beyond end of Monopoly on Jan. 1, 1869; increases NJRR's share of revenue from through passenger service from 1/6 to 1/5 retroactive to July 1, 1861; after Jan. 1, 1869, NJRR may participate in through rates on freight

at same 1/5 percentage; NJRR is refrain from carrying freight by any other route between Philadelphia and New York, except NJRR may carry freight from CNJ at Elizabeth, providing number of trains run via Harrisburg conforms to Camden & Amboy-CNJ contract of 1860. (MB)

- Oct. 1, 1862 Oil Creek Railroad opens for revenue service between Corry on Philadelphia & Erie and Titusville, Pa., in the Oil Region; 6'-0" gauge to match Atlantic & Great Western Railroad; first railroad to reach directly into the oil-producing areas. (USRR&MR)
- Oct. 1, 1862 Receiver of Eaton & Hamilton Railroad begins operating Richmond & Miami Railway under temporary arrangement pending decision of suit pending in Indiana Supreme Court. (Church)
- Oct. 1, 1862 Toledo, Logansport & Burlington Railway organized; John Stewart Kennedy, Pres. (Church, C&C)
- Oct. 4, 1862 Gov. Curtin returns PRR's \$50,000 contribution to relief of soldiers as no official way of distributing it. (Wilson)
- Oct. 4, 1862 Provisional Confederate government of Kentucky sworn in at Frankfort but forced to flee the state within four hours. (FactsStates)
- Oct. 6, 1862 PRR Road Committee authorizes purchase of land to remove main tracks from street in Pittsburgh; declines proposal of Cassidy & Daniels to furnish restaurant cars; authorizes construction of 200 coal cars to be used east of Allegheny Mountain providing Reading does the same; authorizes receiving from Wood, Morrell & Co. (Cambria Iron Works) \$50,000 in First Mortgage bonds of the New Castle & Beaver Valley Railroad, which it had received from the NC&BV for purchase of rails; NC&BV is to be connected with the Cleveland & Mahoning Railroad to establish a 4'-9-1/4" compromise gauge line between Pittsburgh and Cleveland; PFW&C is to be regauged as far as Homewood. (MB)
- Oct. 8, 1862 PRR Board tables application of Cassidy & Daniels to operate restaurant cars on PRR. (MB)
- Oct. 8, 1862 PRR Board approves aid to the New Castle & Beaver Valley Railroad to secure a Pittsburgh-Cleveland line of 4'-9-1/4" compromise gauge, providing the Cleveland & Mahoning also convert to that gauge and extend to New Castle. (MB)
- Oct. 8, 1862 B&O restores Harpers Ferry bridge and line reopens as far west of Harpers Ferry as protected by Federal troops. (B&O AR)
- Oct. 8, 1862 Gen. Don Carlos Buell turns back Confederate Gen. Braxton Bragg's

invasion of Kentucky at Perryville; Bragg withdraws to the east, but Buell follows too slowly and is replaced by William S. Rosecrans. (McPherson)

- Oct. 9, 1862 Herman Haupt recommends bulletproof metal locomotive cabs to Gen. McClellan. (Haupt)
- Oct. 10, 1862 Confederate cavalry under Gen. J.E.B. Stuart (1833-1864) crosses the Potomac above Harpers Ferry on a mission to plunder all the horses and supplies he can find in Pennsylvania and kidnap local officials to ransom for Confederate prisoners of war. (Carhart)
- Oct. 11, 1862 Confederate cavalry under J.E.B. Stuart raids Chambersburg, destroying railroad shops, station and equipment on Cumberland Valley Railroad. (AR, Long)
- Oct. 11, 1862 Altoona Militia force of 500 men called up and sent to Mount Union in a special train to protect PRR from possible Confederate advance from Chambersburg; returns when danger has passed. (AltoTrib)
- Oct. 11, 1862 Philadelphia & Trenton Railroad authorizes making a contract with Navy Yard, Broad Street & Fairmount Railway, a street railroad, for transferring passengers and baggage to PW&B; A.H. Thomson elected Treasurer, replacing John R. Thomson. (MB)
- Oct. 12, 1862 Gen. J.E.B. Stuart recrosses the Potomac at White's Ford, having collected about 1,200 horses and about 30 hostages. (Carhart)
- Oct. 13, 1862 Future underwater tunnel engineer John Vipond Davies (1862-1939) born at Swansea, Wales. (DAB)
- Oct. 13, 1862 Troy & Greenfield Railroad surrenders its property to the Commonwealth of Massachusetts; is completed from North Adams to the New York state line; but work on the Hoosac Tunnel is bogged down. (ICC)
- Oct. 15, 1862 Cleveland & Pittsburgh Railroad denies application of Atlantic & Great Western Railroad for a third rail between Ravenna and Cleveland but agrees to interchange with A&GW at Ravenna. (MB)
- Oct. 1862 Camden & Amboy Railroad is building men's and women's waiting rooms on the end of the Walnut Street pier in Philadelphia, with a ticket office between. (ARJ)
- Oct. 1862 Philadelphia & Erie Land Company purchases farm of William Baird that becomes site of Renovo, Pa.; northern portion sold to Philadelphia & Erie as site for main shops. (Rosenberger)

- Oct. 17, 1862 PRR Road Committee authorizes Pres. Thomson to confer with Reading on aiding Huntingdon & Broad Top Mountain Railroad & Coal Company through the purchase of 200 coal cars. (MB)
- Oct. 17, 1862 Secretary of War Stanton orders Herman Haupt to inspect Cumberland Valley Railroad and take possession of it if necessary, as local agents have not been giving military shipments priority. (Haupt)
- Oct. 18, 1862 Columbus & Xenia Railroad agrees to purchase \$40,000 bonds of Indiana Central Railway to aid its extension to Richmond. (MB)
- Oct. 19, 1862 Confederates begin several days of destroying all B&O facilities at Martinsburg and over 20 miles of main line. (B&O AR)
- Oct. 19, 1862 Confederate cavalry raider John Hunt Morgan takes Lexington, Ky. (McPherson)
- Oct. 20, 1862 Philadelphia & Trenton Railroad Board authorizes signing contract with Navy Yard, Broad Street & Fairmount Railway. (MB)
- Oct. 21, 1862 Cincinnati, Wilmington & Zanesville Railroad defaults on First Mortgage interest payments under court ordered plan. (Church)
- Oct. 21, 1862 West end of Peoria & Oquawka Railroad between Peoria and East Burlington sold at foreclosure to James F. Joy for CB&Q interests for \$2.32 million; becomes part of Burlington system. (RRH, ARJ)
- Oct. 22, 1862 PRR orders termination of firm of Magraw & Koons as PRR Baltimore freight agents because of alleged Confederate sympathies; agency contract terminated Jan. 1, 1863, and Charles H. Koons becomes a joint PRR/NC employee. (MB)
- Oct. 23, 1862 Atlantic & Great Western Railroad opens between Corry and Meadville, Pa. (USRR&MR - Felton says 10/21! - Minor, Reynolds have 11/10)
- Oct. 27, 1862 City of Pittsburgh authorizes new \$1.8 million issue of 4%, 50-year bonds to be exchanged for old bonds issued to buy railroad stocks. (Church)
- Oct. 28, 1862 Pres. Cass reports to PFW&C Board that B.H. Latrobe of Pittsburgh & Connellsville failed to keep his appointment with Cass in New York during the summer. (MB)
- Oct. 29, 1862 PRR grants general wage increase because of war inflation. (MB)
- Oct. 30, 1862 Former Little Miami Railroad Chief Engineer Gen. Ormsby MacKnight Mitchel (1809-1862) dies of yellow fever at Beaufort, S.C., where he had

been in command of Union forces. (DAB)

- Oct. 30, 1862      Greenville & Miami Railroad (Dodson-Union City) sold at foreclosure to H. C. Stimson and Samuel J. Tilden for \$1,000. (RysofDarkeCo)
- Oct. 1862          Camden & Amboy begins construction of straight line between Deans Pond (north of Monmouth Jct.) and Trenton.
- Oct. 1862          Bald Eagle Valley Railroad opens between Tyrone Jct. (Vail) and Port Matilda, Pa.; rails down as far as Martha Furnace. (USRR&MR, ARJ)
- Nov. 1, 1862        Western Maryland Railroad completed to Union Bridge; no further work until after Civil War. (WM)
- Nov. 1, 1862        Herman Haupt of U.S. Military Railroads issues "Suggestions on the most expeditious mode of destroying bridges and locomotive engines." (OR)
- Nov. 4, 1862        Junction Railroad informs West Chester & Philadelphia Railroad it will begin the crossing of its line in West Philadelphia south of Chestnut Street. (MB)
- Nov. 5, 1862        Steamship Committee reports to PRR Board on Randall patent; would require four ships at \$800,000 each for weekly sailings; because of Confederate raiders, time is not propitious for further action. (MB)
- Nov. 5, 1862        Lincoln relieves McClellan as commander of Army of the Potomac for the last time and replaces him with Gen. Ambrose E. Burnside (1824-1881), who assumes command on Nov. 7. (McPherson)
- Nov. 1862          Future PRR Chief Engineer William H. Brown (1830-1910) leaves U.S. Military Railroads and is appointed Assistant Engineer on the Pan Handle. (Wilson)
- Nov. 9, 1862        James Sproat Green (1792-1862), one of the first directors and Treasurer of Camden & Amboy Railroad, dies at Princeton at age 71. (PubLdgr)
- Nov. 10, 1862       William Bender Wilson returns to PRR from Military Telegraph Service as General Lost Car Agent; spends the rest of his long career in Philadelphia-area posts in the Freight Dept. (Wilson)
- Nov. 10, 1862       Atlantic & Great Western Railroad opens between Corry and Meadville. (Minor)
- Nov. 14, 1862       Excursion opens Hoboken Land & Improvement Company railroad between East Newark Jct. and Hoboken, using the New York & Erie Railroad tunnel through Bergen Hill; revenue service begins Nov. 19;

- Morris & Essex is bound by contract to keep using New Jersey Railroad until Oct. 13, 1863. (USRR&MR, NYT, Taber)
- Nov. 15, 1862 Army of the Potomac begins moving southward from Warrenton towards Fredericksburg. (Long)
- Nov. 15, 1862 Leavenworth, Pawnee & Western Railroad files acceptance of Pacific Railway Act. (Petrowski)
- Nov. 17, 1862 War Dept. seizes Richmond, Fredericksburg & Potomac Railroad to support Fredericksburg Campaign; Frank Thomson is Assistant Superintendent of section south of Aquia Creek in charge of supplying the front; advance units reach the Rappahannock only to find no pontoon bridges ready; instead of crossing at fords upstream, they wait for bridges. (OR, RyW)
- Nov. 19, 1862 Confederate units under Gen. James Longstreet occupy heights south of Fredericksburg before Burnside's pontoon bridges arrive and he can place troops south of the Rappahannock River. (Long)
- Nov. 19, 1862 PW&B committee reports that it has purchased 2,179 shares and \$426,100 in First Mortgage bonds of Philadelphia & Baltimore Central Railroad for \$212,342 and will end receivership; Board authorizes contract with Reading to construct coal pier at New Castle at joint expense to be used when ice blocks the Delaware River further north. (MB)
- Nov. 1862 Camden & Amboy Railroad has decided to built straight line from Deans Pond to Trenton and connecting link between Jamesburg and Monmouth Jct. (NJJ)
- Nov. 1862 Orange & Alexandria Railroad briefly reopens to Bealeton and Warrenton to support Frederickburg Campaign. (OR)
- Nov. 21, 1862 Stonewall Jackson leaves Winchester with the bulk of his army to join Lee at Fredericksburg; leaves 25 miles of B&O track torn up between Harpers Ferry and Martinsburg. (BaltAm)
- Nov. 22, 1862 *American Railroad Journal* notes that the price of coal is 50% higher than last year. (ARJ)
- Nov. 24, 1862 West Chester & Philadelphia Railroad replies to Junction Railroad that it sees no reason to change its location; that the proper location of the Junction Railroad is west of the WC&P from Mansion Street to below the Almshouse quarry and should cross there at as close to a 90-degree angle as possible; would agree to move track for PRR if paid \$100,000. (MB)
- Nov. 24, 1862 Erie & Pittsburgh Railroad opens between Jamestown and West Greenville,

- Pa. (USRR&MR - ABuchan says no pass service)
- Nov. 24, 1862 First U.S. Military locomotives landed at Aquia Creek. (OR)
- Nov. 25, 1862 Richmond & Miami Railway assigns all capital stock to Valentine Winters, Jonathan Harshman, Simon Gebhart, E.F. Drake, William S. Westerman, John Winters, and H.C. Stinson; old Board resigns. (MB, Church)
- Nov. 26, 1862 Joint Companies' Executive Committee appoints William Cook, John G. Stevens and W.H. Gatzmer a committee to expedite New York-Washington passenger trains, making Philadelphia and Baltimore way stations. (MB)
- Nov. 28, 1862 U.S. Military Railroads restores Potomac Creek Bridge of RF&P and reopens the line to Falmouth. (OR)
- Nov. 28, 1862 Little Miami and Columbus & Xenia Railroads authorize investing \$25,000 in bonds of Western Transportation Company; Western Transportation Company had asked LM, C&C and Cincinnati, Hamilton & Dayton Railroad to subscribe for a total of \$200,000. (MB)
- Dec. 1, 1862 Philadelphia & Erie Railroad opens between North Point and "Sinnemahoning" (Keating). (AR - tt says Nov. 17)
- Dec. 1, 1862 Stonewall Jackson arrives with his troops from the Shenandoah Valley to join Lee's army facing Burnside at Fredericksburg. (McPherson)
- Dec. 1862 Bald Eagle Valley Railroad opens between Martha Furnace and Unionville, Pa. (USRR&MR)
- Dec. 1862 Western Transportation Company begins work on Pittsburgh & Steubenville Railroad; Virginia lawsuits had delayed start of construction until period of war inflation. (Church, ARJ)
- Dec. 8, 1862 Joint Companies' Executive Committee appoints committee to perfect through line between New York and Washington and place in operation as soon as possible; John G. Stevens appointed Engineer & Superintendent of Delaware & Raritan Canal, replacing Ashbel Welch, named Consulting Engineer of D&R, VP of Camden & Amoby Railroad and Engineer & Superintendent of Belvidere Delaware Railroad. (MB)
- Dec. 8, 1862 Philadelphia City Board of Supervisors approves revised location of Junction Railroad south of Spruce Street. (Casebook)
- Dec. 8, 1862 Williamsport ordinance authorizes Philadelphia & Erie Railroad to build branches on Hepburn and Locust Streets to serve sawmills. (Digest)

- Dec. 10, 1862 Steubenville & Indiana Railroad Board approves plan for S&I bondholders to purchase Pittsburgh & Steubenville Railroad bonds and PRR to make S&I part of its main route to the Southwest; authorizes contracts with Columbus & Xenia Railroad and Little Miami Railroad for through line to Cincinnati. (MB)
- Dec. 11, 1862 Burnside's army, which outnumbered the Confederates 113,000 to 75,000, crosses the Rappahannock under fire and begins its assault on Fredericksburg; first time Union Telegraph Corps uses field telegraph trains under battle conditions. (OR, Long)
- Dec. 13, 1862 Lee, holding the high ground behind the town, defeats Burnside in the Battle of Fredericksburg; inflicts 12,653 casualties to South's 5,309. (McPherson)
- Dec. 15, 1862 Cleveland & Pittsburgh Railroad signs agreement with PFW&C calling for joint operation of line between Rochester and Pittsburgh, effective Apr. 1, 1863, at annual rent of \$85,000 and pooling earnings, and for a joint Executive Committee with the powers of General Superintendent, Freight Agent and Ticket Agent. (MB, Church)
- Dec. 1862 J. Edgar Thomson returns from Europe. (Casebook)
- Dec. 17, 1862 Theodore T. Woodruff exhibits two new sleeping cars at West Philadelphia.
- Dec. 18, 1862 PW&B reports completion of first pier of Susquehanna River Bridge; approves contract with Philadelphia & Trenton Railroad and Navy Yard, Broad Street & Fairmount Railway; begins work on Junction Railroad, and Joint Companies will build 15 cars for New York-Washington service; about to add another train, as existing one is too long. (MB)
- Dec. 23, 1862 After Gov. Andrew Curtin replies that he has no official means to distribute PRR's contribution to the enlistment bounty fund, PRR proposes a donation of \$50,000 to a soldier's home or pension fund for disabled veterans; state finally authorizes a Soldiers' Orphan School in 1864. (MB, Wilson)
- Dec. 23, 1862 Companies forming the line between New York and Washington meet at Philadelphia; vote to increase service from three round trips with through connections to four effective Jan. 5, 1863; will leave New York at 7:00 & 10:00 AM and 7:30 & 11:20 PM, arriving in Washington at 6:00 & 9:45 AM and 5:20 & 9:40 PM; also discuss double-tracking line. (ARJ)
- Dec. 25, 1862 B&O reopens for passenger and military trains as far east as Martinsburg. (B&O AR)
- Dec. 27, 1862 Union League Club of Philadelphia founded to support the war effort; after

the war it becomes the social club for Republican businessmen.

- Dec. 28, 1862 PFW&C signs pooling agreement with Cleveland & Pittsburgh Railroad, effective Apr. 1, 1863. (Church)
- Dec. 29, 1862 Joint Companies' Executive Committee discusses agreement to operate New York-Washington service as one line; approves draft of agreement with PRR; signs contract with Adams Express Company calling for a separate Adams Express train. (MB)
- Dec. 29, 1862 Harrisburg ordinance limits trains to 7 MPH within borough limits. (Digest)
- Dec. 30, 1862 Central Transportation Company incorporated, merging sleeping car patents of Thomas T. Woodruff (1811-1892) and Edward Collings Knight (1813-1892) of Philadelphia; assumes operation of sleeping cars on PRR and other railroads.
- Dec. 31, 1862 Columbus & Xenia Railroad Board agrees to modify 1853 agreement with Cleveland, Columbus & Cincinnati Railroad for all goods to be purchased in common and sharing expenses of shops, purchasing, etc.; terms rejected by CC&C. (MB)
- 1862 New Jersey Railroad installs telegraphs in each station under contract with American Telegraph Company.
- 1862 Camden & Amboy agrees to increase New Jersey Railroad's share of New York-Philadelphia fare from 1/6 to 1/5; marks rapprochement between two companies in face of new opposition from Raritan & Delaware Bay and other would-be competitors.
- 1862 Camden & Atlantic Railroad proposes to build branch to Mays Landing under own charter; five or six miles graded and then abandoned. (AR)
- 1862 Thomson, in England, orders first steel rails for PRR; "a few hundred tons" of crucible steel.
- 1862 PRR begins trials of homogenous cast-steel fireboxes on locomotives; eventually prove the solution to coal-burning and become PRR standard by 1867.
- 1862 PRR rebuilds 4-4-0 *Chester* No. 70 (BLW c/n 551) as coal burner at Altoona. (Lovell)
- 1862 PRR and Reading agree to build first lot of 200 cars each for carrying Allegheny coal to Port Richmond.

- 1862 PW&B agrees to build coal pier for Reading at New Castle, Del., where river never freezes over; coal to be interchanged via Junction Railroad.
- 1862 CNJ's government business falls from \$53,722 in 1861 to \$21,518. (ARJ)
- 1862 Frederick J. Kimball (1844-1903), future Pres. of the Norfolk & Western Railroad, joins the PRR as a rodman in the engineer corps of the Philadelphia & Erie Railroad; he leaves in 1868 for two years study in the English railway shops. (Lambie)
- 1862 PRR builds new stations at Radnor, Downingtown. (AR)
- 1862 PRR completes double track: Marysville-Aqueduct, Mill Creek-Petersburg, Johnstown-Lockport. (also ? for total of 32 mi. on W. Div)
- 1862 Northern Central resumes work on Canton Branch and tunnel between Calvert and the east portal near Bel Air Avenue; begins double-tracking between Baltimore and Relay.
- ca. 1862 Montelius Branch of Shamokin Valley & Pottsville Railroad opens between Mount Carmel and Mount Carmel Breaker (1.1 miles). (C&C)
- 1862 Cleveland & Pittsburgh Railroad begins operating over Pittsburgh, Fort Wayne & Chicago between Rochester and Pittsburgh after failing to build its own line.
- 1862 Pittsburgh, Fort Wayne & Chicago completes double track between Allegheny and Leetsdale. (AR)
- 1862 Banking house of Robinson Brothers established at Pittsburgh. (Vexler)
- 1862-64 All PRR locomotives converted to coal fuel.
- 1862 Chicago surpasses Cincinnati as a pork-packing center. (Pate)