

PRR CHRONOLOGY
1863

May 2004 edition

- Jan. 1, 1863** **Position of Engineer of Bridges & Buildings created in MofW Dept. (J. Wilson?)**
- Jan. 1, 1863** **Burlington & Mt. Holly Railroad & Transportation Company opens between Mt. Holly and Pemberton, N.J. (NJJ)**
- Jan. 1, 1863** **PRR leases Bald Eagle Valley Railroad, Tyrone-Bellefonte, Pa. (check C&C); operated as part of Middle Division.**
- Jan. 1, 1863** **Construction Corps of U.S. Military Railroad separated from Transportation Corps, reflecting systematic methods of repairing and destroying railroads devised by Haupt and his assistants.**
- Jan. 1, 1863** **Atlantic & Great Western Railroad opens between Meadville and Warren, Ohio. (Minor)**
- Jan. 1, 1863** **Lincoln publishes Final Emancipation Proclamation. (Long)**
- Jan. 3, 1863** **At end of hearing before Philadelphia Court of Common Pleas, representative of State Attorney General __ Meredith also files for injunction against Navy Yard, Broad Street & Fairmount Passenger Railroad and announces have also begun *quo warranto* proceedings in Pennsylvania Supreme Court, taking it out of city jurisdiction; pending hearing, company is only allowed to work south of Spring Garden Street, where its line begins to deviate from original charter. (PubLdgr)**
- Jan. 5, 1863** **Roads forming line between New York and Washington increase number of through round trips from three to four, three of which will not carry local passengers; arrange for agents to accompany all through trains and pledge to build 30 new cars for through service. (PubLdgr)**
- Jan. 5, 1863** **Philadelphia & Erie Railroad opens between Keating and Grove Flat on the east and Warren and Sheffield on the west. (tt. has open to Grove Flat 12/31/62 - Sheffield 1/5)**
- Jan. 5, 1863** **Union & Logansport Railroad incorporated in Indiana to build from Union City to Logansport. (Church)**

- Jan. 5, 1863** Gen. Ambrose E. Burnside offers his resignation, which is not accepted; Union forces enter Murfreesboro, Tenn., after Confederates under Gen. Braxton Bragg (1817-1876) withdraw, despite victory in battle of Jan. 1-2. (Long)
- Jan. 6, 1863** B&O main line reopens for through freight service to and from West after being disabled during Antietam campaign of previous summer. (B&O AR)
- Jan. 6, 1863** Philadelphia *Evening Bulletin* runs a shrill editorial against Navy Yard, Broad Street & Fairmount Passenger Railroad, predicting that through transit will make New York more metropolitan, while Philadelphia shrinks into "a village." (PubLdgr)
- Jan. 1863** Annual report of supervisor of City Railroad recommends abandoning portion on Market Street east of 8th Street, as PRR has relocated most of its freight business from Dock Street to Washington Avenue; PRR emigrant line still runs from 137 Dock Street. (PubLdgr)
- Jan. 7, 1863** B&O restores through passenger service to West. (B&O AR)
- Jan. 7, 1863** Delegation of Pittsburgh Board of Trade meets with Tom Scott, G.W. Cass and John Hulme in Scott's office to get a lesson on the reality of long-haul and short-haul rates.
- Jan. 7, 1863** Cleveland & Pittsburgh Railroad Board approves plan of pooling earnings with PFW&C on basis of 73.5% to PFW&C and 26.5% to C&P. (MB)
- Jan. 8, 1863** Union & Logansport Railroad organized; James H. Goodman, Pres.; agrees to acquire property of unfinished Marion & Mississinewa Valley Railroad between Union City and Logansport.
- Jan. 8, 1863** Greenville & Miami Railroad reorganized as Dayton & Union Railroad. (Church)
- Jan. 9, 1863** Marion & Mississinewa Valley Railroad conveys graded roadbed and right of way between Logansport and Union City to Union & Logansport Railroad in return for one share of U&L for every two shares of M&MV. (Church)
- Jan. 11, 1863** Salem Railroad opens between Yorketown (Elmer) and Pittstown, N.J.
- Jan. 12, 1863** Joint Committee of Board of Trade and Corn Exchange of the City of Philadelphia issues protest letter to PRR demanding uniform rates for all shippers and an end to discriminations that favor Pittsburgh millers

over those of Philadelphia; also that coal trains not interfere with produce and local freight and that intrastate traffic get its fair share of cars.

- Jan. 14, 1863** J. Edgar Thomson announces to Board that he has purchased a further 2,500 shares of Northern Central while in London. (MB)
- Jan. 14, 1863** Contractors of Navy Yard, Broad Street & Fairmount Passenger Railroad arrested on complaint of property owners for creating a nuisance because of rails and other materials left above Spring Garden Street; released on bail, but all work below Spring Garden Street stops. (PubLdgr)
- Jan. 14, 1863** Salem Railroad opens between Elmer and Yorketown, N.J.; controlled by West Jersey Railroad. (maps has 1/11!)
- Jan. 14, 1863** Dayton & Western Railroad grants Dayton & Union Railroad the use of its track between west side of Great Miami River at Dayton and Dodsons, in return for which Dayton & Union agrees to abandon its own parallel line. (Church)
- Jan. 15, 1863** Joint Companies' approves new contract covering operation of through trains between New York and Washington; authorizes building railroad to Long Branch to compete with Raritan & Delaware Bay Railroad; proposed agreement with PRR referred to Executive Committee. (MB)
- Jan. 15, 1863** G.W. Cass & Co., representing western shippers on PRR, begins operating through freight to New York via PRR and Raritan & Delaware Bay Railroad as "Union Transportation Company."
- Jan. 1863** House of Representatives appoints committee on Air Line Railroad; to receive government loan of \$2.5 million; call hearings with representatives of Camden & Amboy, PW&B and B&O. (Baer/Coxey)
- Jan. 16, 1863** Meeting held at Toms River, N.J. for purpose of extending Freehold & Jamesburg Agricultural Railroad to Squankum marl pits. (Farmingdale). (SG)
- Jan. 19, 1863** Pennsylvania Supreme Court grants preliminary injunction against Navy Yard, Broad Street & Fairmount Passenger Railroad on grounds that "railway" means a 5'-2" gauge line with a light track; company has no right to build dual gauge track or act as link for steam railroads; justices, especially Justice __ Woodward and agrarian Democrat, are particularly sensitive to bending the meaning of charters as in the Erie Gauge War/Franklin Canal Company case; they also

support the states rights/state mercantilist philosophy that makes such subterfuges necessary, holding that Pennsylvanians are under no obligation to inconvenience themselves for the benefit of people and goods traveling between other states; thus defeated, railroads push work on Junction Railroad; NYBS&F is never built. (PubLdgr)

- Jan. 19, 1863** W.Va. Legislature repeals provisions of 1860 Hollidays Cove Railroad charter requiring that a line at bridge be built at Wheeling before one at Steubenville; authorizes route to Steubenville and bridge over Ohio River; also authorizes Western Transportation Company to transfer Wheeling Railroad Bridge Company to Sobieski Brady and Thomas Sweeney. (Church)
- Jan. 20, 1863** PRR begins operation of Bald Eagle Valley Railroad.
- Jan. 20, 1863** PRR Board authorizes President Thomson to negotiate a contract to build the Connecting Railway to link PRR with Philadelphia & Trenton at Frankford. (MB)
- Jan. 20, 1863** Winter rains hamper Gen. Burnside's second attempt to cross the Rappahanock west of Fredericksburg. (Long)
- Jan. 21, 1863** Lincoln formally cashier Gen. Fitz John Porter for his actions at Second Manassas and bars him from holding any future government office. (Long)
- Jan. 22, 1863** Special committee reports in favor of PRR's accepting offer of Elmira & Williamsport and Buffalo, New York & Erie Railroad to lease their roads to PRR. (MB)
- Jan. 23, 1863** West Chester & Philadelphia Railroad, which is now surrounded by hostile lines, agrees to Philadelphia & Baltimore Central Railroad's terms for a through traffic contract. (MB)
- Jan. 23, 1863** George W. McCook, trustee of Western Transportation Company, contracts to build Steubenville Bridge for Hollidays Cove Railroad and lease its operation. (Church)
- Jan. 24, 1863** Bald Eagle Valley Railroad opens between Unionville and Snow Shoe Intersection, Pa. (PRR AR says completes Tyrone-Milesburg-Bellefonte)
- Jan. 25, 1863** Lincoln relieves Gen. Burnside after the Fredericksburg debacle and replaces him with Gen. Joseph Hooker (1814-1879). (Long)
- Jan. 26, 1863** Joint Committee of Philadelphia Board of Trade and Corn Exchange Association, which is pushing for rate equalization between

Philadelphia and Pittsburgh, agrees to refrain from raising questions about reduced rates offered to traffic originating west of Pittsburgh with the understanding that higher rates will only drive the traffic to the NYC and B&O. (MB)

- Jan. 27, 1863** Point Breeze Branch of Delaware Extension opens from 25th Street to Gas Works.
- Jan. 28, 1863** PRR Board issues report on findings of stockholders' committee appointed under resolution of 1861 annual meeting; directors support majority report endorsing the actions of the management and refute minority report of Col. Page. (text of rept. p. 260 v. 4 - check Page rept suppressed from AR)
- Jan. 29, 1863** Joseph P. Bradley (1813-1892), counsel for the Joint Companies, publishes *Considerations upon the Question Whether Congress Should Authorize a New Railroad between Washington and New York*; denies federal government has any power to construct internal improvements in the states except as a temporary war measure and cannot delegate war powers for benefit of a private company. (Pam)
- Jan. 29, 1863** Philadelphia & Trenton Railroad Pres. Vincent L. Bradford reports to Executive Committee on increasing locals to Holmesburg; authorizes five round trips with a Grice & Long steam car on loan from Camden & Amboy Railroad; also authorizes Sunday morning milk train from Morrisville to Kensington; Bradford presents suggestion of Samuel M. Felton to extend P&T under its own charter to 3rd & Willow Street and then use Northern Liberties & Penn Township Railroad and City Railroad to reach PW&B; plan to use Navy Yard, Broad Street & Fairmount Railway has been blocked by injunction; takes no action on proposal to purchase charter of Attleborough Railroad. (MB)
- ca. Jan. 1863** PRR grain elevator opens at foot of Washington Street in Philadelphia. (AR)
- Early 1863** West Chester & Philadelphia Railroad makes verbal agreement with Philadelphia & Baltimore Central Railroad for exchange of through traffic. (MB)
- Early 1863** Richmond & Covington Railroad completed between Bradford, Ohio, and and Indiana state line at New Paris. (Church)
- Early 1863** Richmond & Miami Railway opens between New Paris and Richmond. (Church)
- Early 1863** Work resumes on Western Pennsylvania Railroad.

- Feb. 1, 1863** **New PRR organization manual adopted; Transportation Dept. reorganized with beginnings of line-and-staff system; PRR divided into three divisions (Philadelphia, Middle & Pittsburgh), each with a division superintendent; staff of General Superintendent reorganized to include an MofW Dept. under a Chief Engineer with a Resident Engineer on each Division, a Superintendent of Motive Power & Machinery, a Superintendent of Transportation, a General Freight Agent, and a General Ticket Agent.**
- Feb. 1, 1863** **Eastern Division (PRR) abolished and divided between Philadelphia Division (Dillerville-Harrisburg) and Middle Division (Harrisburg-Mifflin); Middle Division becomes Harrisburg-Altoona; Western Division (PRR) becomes Altoona-Pittsburgh and renamed Pittsburgh Division.**
- Feb. 2, 1863** **PRR stockholders approve majority report on investigation of 1861. (MB)**
- Feb. 5, 1863** **Union government of Virginia based in Wheeling passes act legalizing the sale of the Alexandria & Washington Railroad to northerners who have organized the Washington, Alexandria & Georgetown Railroad. (Digest)**
- Feb. 9, 1863** **Pennsylvania act authorizes Lewistown & Tuscarora Bridge Company to sell or lease its bridge to Mifflin & Centre County Railroad. (PL)**
- Feb. 10, 1863** **President Thomson writes to Joint Committee of Philadelphia Board of Trade and Corn Exchange Association promising to place Pittsburgh and Philadelphia millers on equal basis; says company policy is not to grant preferential treatment to any individual shipper. (MB)**
- Feb. 10, 1863** **First through train arrives in Ravenna, Ohio, over the Atlantic & Great Western Railroad. (Felton says open 2/23!; Minor says 3/1)**
- Feb. 11, 1863** **PRR Board agrees to take East Brandywine & Waynesburg preferred stock in return for debts; grants cost-of-living wage increase retroactive to Jan. 1; authorizes enlarging Juniata Canal to Huntingdon to equal enlargement of Eastern Division. (MB)**
- Feb. 13, 1863** **PRR signs agreement of intent with Northern Central, Elmira & Williamsport, Erie Railway, and Buffalo, New York & Erie Railroad calling for creation of a through line to Buffalo; Erie to lease BNY&E and its subsidiary Rochester & Genesee Valley, which are to be jointly operated by Erie and Northern Central, who will share profits. (MB)**

- Feb. 14, 1863** Act of Illinois provides for foreclosure sale of eastern extension of Logansport, Peoria & Burlington Railroad and separate foreclosure of portion west of Peoria.
- Feb. 16, 1863** PRR executes through traffic agreement with Camden & Amboy. (or 2/17? - Watkins - approved by PRR Bd. 2/17); PRR notes that Camden & Amboy lacks facilities for handling all freight to and from PRR so is being diverted to Allentown Route or lost to NYC. (MB)
- Feb. 1863** PRR buys lots between Market and Filbert Streets and 15th to near 17th Streets as site for freight depot; later site of Broad Street Station.
- Feb. 1863** Allegheny County and holders of its railroad bonds compromise; county agrees to raise \$130,000 per years through taxes to pay interest on its railroad debt and \$25,000 per year to sinking fund; total railroad bonds amounting to \$2.3 million, plus \$754,000 in overdue interest, to be funded into new tax-free bonds.
- Feb. 18, 1863** Joint Board approves agreement with Philadelphia & Trenton Railroad, PRR, and New Jersey Railroad of this date for through service. (MB)
- Feb. 22, 1863** Ground broken for Central Pacific Railroad at Sacramento. (Long)
- Feb. 23, 1863** Philadelphia & Erie Railroad opens between Grove Flat and Sinnemahoning, Pa.
- Feb. 23, 1863** Simon Cameron resigns as minister to Russia. (Long)
- Feb. 24, 1863** PFW&C Board approves sale of Dubuque & Sioux City Railroad stock. (MB)
- Feb. 25, 1863** Philadelphia & Trenton Railroad approves contract of Feb. 11 with PRR; appoints committee on PRR proposal for Connecting Railway; assigns William Cook and John G. Stevens to locate Connecting Railway. (MB)
- Feb. 25, 1863** PFW&C annual meeting approves Cleveland & Pittsburgh pooling agreement by vote of 50,976 to 22,305; a letter of Moran Bros. of New York, representing foreign investors read opposing pool, noting C&P is currently benefitting from diversion of traffic via Bellaire and Pittsburgh that will return to B&O once it is reopened; want PFW&C to be Chicago connection of Erie Railway (of which Charles Moran was once Pres.); William B. Ogden of Chicago favors pooling or C&P will form opposition line with Lake Shore and Michigan Southern & Northern Indiana; stockholders pass resolution favoring second eastern

outlet via Pittsburgh & Connellsville Railroad. (MB)

- Feb. 25, 1863** Congress passes the National Currency Act; grants federal charters to "national" banks that can issue notes on basis of federal securities held as deposits; national banks have to have a third of their capital in U.S. bonds.
- Feb. 26, 1863** Gen. Anthony B. Warford resigns as Pres. of Northern Central for health, and nephew J. Donald Cameron elected Pres.
- Feb. 26, 1863** J. Edgar Thomson added to Finance Committee of PFW&C. (MB)
- Feb. 27, 1863** Northern Central leases Shamokin Valley & Pottsville Railroad; taps anthracite coal fields at Shamokin and owns 3,000 acres of coal land; SV&P had been negotiating with Philadelphia & Reading, but talks had collapsed. (Digest,)
- Feb. 27, 1863** Divisional reorganization of Northern Central; Baltimore Division created (Baltimore-Marysville); Shamokin Division created from Shamokin Valley & Pottsville; Susquehanna Division created (Marysville-Sunbury).
- Feb. 27, 1863** Erie Railway leases Buffalo, New York & Erie Railroad effective May 1, 1863.
- Early 1863** Richmond & Miami Railway opens between Richmond Jct. and New Paris (1.99 miles). (Church)
- Mar. 3, 1863** Pres. Lincoln signs Conscription Act establishing civilian draft; exemption on payment of \$300. (Long)
- Mar. 3, 1863** Government appoints Jay Cooke & Co. of Philadelphia as agent to sell federal war bonds; Congress authorizes large loan at 3% plus further issue of \$150 million in Greenbacks. (Long)
- Mar. 3, 1863** Congress authorizes Washington, Alexandria & Georgetown Railroad to extend across the Long Bridge and then through Maryland Avenue and 1st Street to the B&O depot as per act of 1854; must maintain a separate carriage road on the Long Bridge; not to interfere with military usage for duration of war. (Digest); this track had already been built and was being operated by the U.S. Military Railroad. (War)
- Mar. 6, 1863** Atlantic & Great Western Railroad (Ohio), Atlantic & Great Western Railroad of Pennsylvania and Atlantic & Great Western Railroad in New York form a central Executive Committee and operate jointly under title of "Atlantic & Great Western Railway Line." (Minor -

Reynolds has 3/12)

- Mar. 7, 1863** **Atlantic & Great Western Railroad opens between Ravenna and Kent, Ohio. (check)**
- Mar. 9, 1863** **Cape May & Millville Railroad incorporated in N.J.; acquires rights of Millville & Glassboro Railroad between Millville and Cape May. (Val)**
- Mar. 9, 1863** **Philadelphia & Erie opens between Sinnemahoning and Driftwood, Pa.**
- Mar. 9, 1863** **Indiana Central Railway and Dayton & Western Railroad dissolve joint operating contract of 1854 covering line between Dayton and Indianapolis. (Church)**
- Mar. 10, 1863** **Delaware & Raritan Canal Company begins providing a line of steam towboats between Fairmount and Port Richmond and Bordentown and between New Brunswick and New York, primarily for Schuylkill coal.**
- Mar. 11, 1863** **Dayton & Western Railroad leases part of Richmond & Miami Railway from their junction at Ohio state line to a point two miles east of Richmond, where branch of R&M diverges to Eaton; also use in common with Eaton & Hamilton Railroad of the Richmond & Miami Railway track between Richmond and Richmond Jct. (Church)**
- Mar. 11, 1863** **B&O Board approves agreement for reorganization of Central Ohio Railroad; B&O buys \$1.2 million in Central Ohio bonds; in return, Central Ohio agrees to through-route all traffic over B&O; execution of agreement delayed by suit of City of Baltimore (?). (B&O AR)**
- Mar. 12, 1863** **Columbus & Xenia Railroad leases Dayton & Western Railroad for five years; also begin operation of Richmond & Miami Railway between Ohio state line and Richmond Jct. under lease to Dayton & Western of Mar. 11, 1863. (Church)**
- Mar. 13, 1863** **Philadelphia & Trenton Railroad approves revised contract with PRR covering construction of Connecting Railway; PRR is to obtain charter and right of way, but road is to be leased to P&T; PRR is to grant use of own line between end of Connecting Railway at 35th Street and Junction Railroad near Haverford Street and build new depot for New York trains in West Philadelphia; PRR is to route all New York traffic via Connecting Railway; Joint Companies are to route all through rated traffic to western points via PRR and not via B&O; New Jersey lines are to provide adequate terminal facilities at Jersey City and South Amboy. (MB)**
- Mar. 13, 1863** **Joint Board approves contract between Philadelphia & Trenton**

- Railroad and Reading covering a connection at Richmond to permit Reading coal cars to run onto P&T. (MB)**
- Mar. 16, 1863** **PRR charter supplement authorizes increase in bonds to build branch lines; increase number of directors and add a second Vice President. (PL)**
- Mar. 19, 1863** **Michigan act authorizes Grand Rapids & Indiana Railroad to sell 120 sections of land grant upon completion of first 20 miles and waiving all forfeiture to state. (Church)**
- Mar. 21, 1863** **New Castle & Beaver Valley Railroad acquires the partly-built railroad between New Castle and Darlington from the Pittsburgh, New Castle & Cleveland Railroad. (Church - this was quitclaim deed; actual purchase was in 1862)**
- Mar. 23, 1863** **PRR Board rescinds resolution promising subsidy to European Steam Ship Company, but pledges to cooperate with any citizens of Philadelphia wishing to establish such a line. (MB)**
- Mar. 24, 1863** **Ohio gives outlet of Miami & Erie Canal at Cincinnati to city; they sell to Little Miami, which builds freight terminal and branch in Eggleston Street.**
- Mar. 25, 1863** **Secretary of War Stanton orders Herman Haupt to inspect western military railroads. (Haupt)**
- Mar. 30, 1863** **Cape May & Millville Railroad organized at Millville; Charles B. Dungan elected Pres.**
- Mar. 31, 1863** **W.C. Stevenson, General Superintendent of Knight's Patent Rail Road Sleeping Car Company informs PFW&C that T.T. Woodruff's patent infringes on Edward C. Knight's patent. (MB)**
- Apr. 1, 1863** **Pennsylvania Legislature passes act repealing act of Apr. 10, 1846 relative to Pittsburgh & Connellsville; sets maximum rates at 2.5 cents per mile and 4 cents per ton-mile; at insistence of small local shareholders, permits no one stockholder to have more than 20 votes, thus nullifying the B&O's majority.**
- Apr. 1, 1863** **PRR Board authorizes purchase of 2,000 PRR shares from City of Philadelphia at 65; joint purchase with Pittsburgh, Fort Wayne & Chicago of \$100,000 bonds of New Castle & Beaver Valley Railroad; purchase of land on Delaware River near Point House for a bulk terminal. (MB)**
- Apr. 1, 1863** **President Thomson informs Philadelphia Select Council that it has no**

interest in an ordinance now under consideration to have PRR guarantee the stock of the California, Philadelphia & European Steam Ship Company to the extent necessary to build one ship, to be secured by any dividends over 6% on the PRR stock owned by the city. (MB)

- Apr. 1, 1863** **Cleveland & Pittsburgh leaves receivership without foreclosure; pooling arrangement with PFW&C takes effect. (MB)**
- Apr. 1, 1863** **Contractor operating LIRR surrenders lease; continues to operate on temporary basis.**
- Apr. 4, 1863** **Ohio passes new General Railroad Law. (Church - get terms - was apparently engineered by out of state lines to eliminate individual stockholder liability)**
- Apr. 7, 1863** **Union Transportation Company transfers Philadelphia-New York freight line over Raritan & Delaware Bay Railroad to Philadelphia & Eastern Transportation Company; both are trade names for G.W. Cass and William Thaw. (Baer/Coxey)**
- Apr. 7, 1863** **Union ironclads under Admiral Samuel Francis Du Pont repulsed in an attack on Charleston. (Long)**
- Apr. 10, 1863** **Philadelphia & Trenton Railroad Executive Committee reports have not put on Holmesburg locals as planned as unable to get Grice & Long steam car from Camden & Amboy Railroad; have now arranged to get light locomotive from Camden & Amboy. (MB)**
- Apr. 11, 1863** **Moshannon Railroad incorporated in Pa.**
- Apr. 13, 1863** **Now in charge of the Dept. of the Ohio, Gen. Burnside orders the death penalty for anyone found aiding the Confederacy and deportation of Confederate sympathizers across the lines. (Long)**
- Apr. 14, 1863** **Oliver Charlick (-1876) elected President of LIRR with backing of his friend Mayor William F. Havemeyer (1804-1874), the most influential stockholder; replaces Coffin Colket and ends control of company by Philadelphians; begins rehabilitation of property. (MB, Seyfried)**
- Apr. 14, 1863** **Connecting Railway Company incorporated in Pa. to build link between Camden & Amboy at Frankford and PRR in West Philadelphia; A.J. Cassatt named Assistant Engineer. (PL,)**
- Apr. 14, 1863** **Ohio act requires railroads to afford equal facilities for through and way freight. (Digest)**

- Apr. 16, 1863** PRR, Northern Central, Elmira & Williamsport, Erie Railway, and Buffalo, New York & Erie Railroad sign agreement creating a joint through line between Philadelphia and Buffalo, effective May 1; NC is to lease Elmira & Williamsport, while Erie provides running rights over Chemung Railroad and Buffalo, New York & Erie; Elmira & Williamsport had tried to get Philadelphia & Reading to operate the traditional trunk route to Buffalo via Elmira and Canandaigua, but Pres. Smith refused.
- Apr. 17, 1863** New Jersey Railroad sells ferryboat *Philadelphia* to government for war duty. (HC)
- Apr. 1863** Alexandria & Washington Railroad contracts for a new railroad bridge across the Potomac next to the Long Bridge.
- Apr. 1863** Orange & Alexandria Railroad reopens briefly from Alexandria to Bealeton to supply army on Rappahannock; soon cut back to Manassas. (War)
- Apr. 19, 1863** Northern Central Railway puts on second local round trip between Baltimore and Parkton. (BaltAm)
- Apr. 20, 1863** New station at Clinton Street in Trenton, N.J., opens at 12:30 AM, replacing State Street Station; new track connection opens between old Camden & Amboy line and Clinton Street. (SG)
- Apr. 22, 1863** Western Insurance & Transportation Company incorporated in Pa. to conduct a fast freight business over PRR and connecting lines; has powers under general law for insurance companies to conceal its primary function as a transportation company after last year's defeat of Philadelphia & Eastern; incorporation of a business formerly conducted by Thomas S. Clarke and William Thaw of Pittsburgh, H.H. Houston, William F. Leech, G. W. Cass, Thomas L. Jewett, and Tom Scott. (Church)
- Apr. 26, 1863** Confederate raiders under Gen. W.E. Jones (1824-1864) and Gen. John D. Imboden begin raid into Maryland and West Virginia with attack on B&O at Oakland, Md.; aim is to overthrow the Wheeling government, cut B&O and Northwestern Virginia lines and loot the area; main force under Imboden remains to south, while Jones operates against B&O; destroys B&O Youghiogeny River bridge; later in day, Jones is repulsed in attack on B&O's Cheat River bridge at Rowlesburg. (Summers, Bain, B&O AR)
- Apr. 27, 1863** Raiders pass through Kingwood and Morgantown; burn B&O shops at Newburg. (B&O AR)

- Apr. 28, 1863** **Raiders arrive in Fairmont and destroy B&O's Monongahela Bridge; reopened in about three weeks. (B&O AR)**
- Apr. 28, 1863** **State of Ohio deeds to City of Cincinnati the bed of to outlet of the Miami & Erie Canal to be used as a sewer and covered by a street (Eggleston Avenue). (Church)**
- Apr. 29, 1863** **PRR Board approves \$400,000 advance for relief of Central Ohio Railroad to secure a contract for the joint use of its road between Newark and Columbus. (MB)**
- Apr. 29, 1863** **Trunk Lines meeting at Buffalo appoint a five-man committee with authority to manage affairs and call meetings of presidents on ten days notice.**
- Apr. 30, 1863** **Jones raiders burn Northwestern Virginia Railroad bridges at Bridgeport. (Summers)**
- May 1, 1863** **Northern Central leases Elmira & Williamsport Railroad under agreement dated Apr. 15 and secures operating rights over Chemung Railroad and Elmira, Jefferson & Canandaigua Railroad, then controlled by New York & Erie Railroad; third rail added between Elmira and Canandaigua in 1868. (does this contract include joint use of Erie and Buffalo, N.Y. & Erie, Elmira-Buffalo? - yes this is for use of BNY&E not EJ&C- check C&C - Chemung purch. not mentioned until 1864 or 65 AR - E&W is correct)**
- May 1, 1863** **Western Division Canal abandoned between Johnstown and Blairsville.**
- May 1, 1863** **Elmira Division (NC) created from former Elmira & Williamsport Railroad.**
- May 1, 1863** **Philadelphia & Baltimore Central Railroad leaves receivership without foreclosure.**
- May 1, 1863** **Eaton & Hamilton Railroad opens between _____ and _____.**
- May 1, 1863** **First day of four-day Battle of Chancellorsville in the Wilderness area west of Fredericksburg; Lee turns back another southward thrust by the Army of the Potomac under Gen. Joseph Hooker, but Stonewall Jackson is mortally wounded by own men; future PRR official William J. Sewell (1835-1901) assumes command of a brigade, for which he is later awarded the Congressional Medal of Honor. (Long, CongBio)**
- May 3, 1863** **Brotherhood of the Footboard organized at Marshall, Mich.; later**

renamed Brotherhood of Locomotive Engineers; first major railroad labor union.

- May 4, 1863** B&O restored except for Monongahela Bridge at Fairmont. (B&O AR)
- May 7, 1863** 3,000 prisoners from Battle of Chancellorsville forwarded to Philadelphia over PW&B. (Bain)
- May 7, 1863** Jones raiders burn timbering in Northwestern Virginia Railroad tunnel No. 18. (B&O AR)
- May 9, 1863** Erie & Pittsburgh Railroad secures trackage rights over Cleveland, Painesville & Ashtabula (later LS&MS) between Erie and North Girard, Pa. (Church)
- May 9, 1863** Jones raiders attack Northwestern Virginia Railroad only 20 miles from Parkersburg. (Summers)
- May 13, 1863** New PRR organization: General Office Dept. created, consisting of President, Vice Presidents, Secretary, and Treasurer; Standing Committee on Canals created.
- May 13, 1863** PRR Board approves improvements in facilities for handling livestock at Pittsburgh including new stockyards at East Liberty to be leased to the Pittsburgh Union Stock Yard Association.
- May 14, 1863** B&O main line restored after Jones-Imboden raids. (B&O AR)
- May 16, 1863** Herman Haupt reports to Gen. Henry W. Halleck on portable track-wrecking apparatus. (Haupt)
- May 17, 1863** Cooper Shop Refreshment Saloon Committee receives donation of plat at Mount Moriah Cemetery for soldiers who die at their hospital. (Scharf)
- May 1863** At annual election, Cornelius Vanderbilt elected President of the New York & Harlem Railroad; Vanderbilt interests also gain through election to Board of James H. Banker, Augustus Schell and Addison G. Jerome, and appointment of Horace F. Clark to head Executive Committee. (Lane)
- May 1863** PRR begins construction of new Pittsburgh station.
- May 1863** J. Edgar Thomson offers to meet W.S. Streator's price of \$150 per share for the Oil Creek Railroad, which would give Streator a 50% profit; Atlantic & Great Western Railroad had been given first choice,

but they refused price; however, Streator postpones sale.

- May 18, 1863** Philadelphia ordinance authorizes abandonment of City Railroad on Market Street east of 8th Street and on Broad Street from Olive Street (Penn Square South) to South Street and the repair of the remaining sections. (Digest)
- May 19, 1863** Cleveland & Pittsburgh Railroad Board authorizes purchase of depot site in Pittsburgh; approves contract for joint operation with PFW&C of Dec. 1862. (MB)
- May 20, 1863** Cape May & Millville Railroad opens between Millville and Port Elizabeth (Manumuskin).
- May 25, 1863** West Chester & Philadelphia Railroad rejects crossing proposed by Junction Railroad. (MB)
- May 25, 1863** First through train arrives in Akron from Jersey City via Atlantic & Great Western Railroad. (revenue service 6/1 - Felton says 6/16)
- May 27, 1863** Herman J. Lombaert elected Second VP in charge of managing accounts; Samuel G. Lewis named Auditor; Robert W. Beatty First Assistant Auditor, and Thomas R. Davis Second Assistant Auditor. (are all these eff. 6/1?)
- May 27, 1863** Mahlon Vail grants Belvidere-Delaware Railroad use of Morse patents and one line between Trenton and South Amboy via Lambertville and Flemington, plus Phillipsburg to Belvidere. (Lee)
- May 27, 1863** PFW&C Board approves contract with PRR and Western Transportation Company to build a joint stock yard 10 miles east of Pittsburgh, to be leased to private operators. (MB)
- June 1, 1863** Joint Companies' Executive Committee authorizes altering cars to fill Camden & Amboy's quota for through New York-Washington service; all such cars are to have a uniform exterior; C&A prefers 6-wheel trucks; authorizes construction of car paint shop at Trenton; authorizes Edwin A. Stevens to buy wharf south of Barclay Street ferry in New York; nears Morris Buckman's proposal to build a coal terminal at Bergen Point. (MB)
- June 1, 1863** B&O agrees in principle to lease Pittsburgh & Connellsville upon completion as part of trunk line.
- June 1, 1863** Railroads agree to location of Union Depot at Erie, Pa.

- June 1, 1863** **Cleveland, Columbus & Cincinnati Railroad and Little Miami/Columbus & Xenia Railroads agree to begin pooling income and earnings of line between Cleveland and Cincinnati. (Church)**
- June 1, 1863** **Eastern Coalfields Branch of Atlantic & Great Western Railroad opens from Meadville to Franklin, Pa.**
- June 1863** **Atlantic & Great Western Railroad opens between Salamanca, N.Y., and Kent, Ohio, opening 6'-0" gauge western connection for Erie Railway.**
- June 3, 1863** **PRR grain elevator opens at foot of Washington Avenue in Philadelphia. (Scharf)**
- June 3, 1863** **Lee's army begins leaving Fredericksburg for a second invasion of the North.**
- June 3, 1863** **Alvin C. Goell deeds his Philadelphia-South Amboy telegraph line to American Telegraph Company.**
- June 1863** **Learning that Lee is on the move again, Tom Scott again sends William Bender Wilson and scouts to Williamsport, Md.; Alexander Lloyd and 12 men from Hollidaysburg sent to guard PRR at Mt. Union, supposed first point on PRR main line that Confederates can reach. (Wilson)**
- June 6, 1863** **Philadelphia & Trenton Railroad Board authorizes double-tracking between Trenton Bridge and Kensington; also building railroad in Delaware Avenue between Callowhill and Washington Streets. (MB)**
- June 6, 1863** **Pennsylvania equity court refuses Catawissa Railroad's request for an injunction to permit it to continue to operate over the Elmira & Williamsport at Williamsport.**
- June 7, 1863** **War Dept. notifies Northern Central Railway that they are in the path of Lee's invasion. (AR)**
- June 7, 1863** **Northwestern Virginia Railroad reopens after repairs from Jones-Imboden Raid. (B&O AR)**
- June 8, 1863** **Northern Central directors and guests leave Baltimore on excursion over new route to Buffalo and Niagara Falls.**
- June 9, 1863** **Connecting Railway organized. (Val)**
- June 10, 1863** **Illinois act authorizes purchasers of western portion of Peoria & Oquawka Railroad to form separate company. (Church)**

- June 13, 1863** B&O evacuates rolling stock from Martinsburg, Va., eastward to keep out of Confederate hands. (B&O AR)
- June 14, 1863** Federal forces fall back from Winchester through Martinsburg to Williamsport; B&O cut. (B&O AR)
- June 14, 1863** Lee's advance units under Gen. Ewell occupy Martinsburg. (Long)
- June 15, 1863** Union troops evacuate Winchester at 1:00 AM, but are already cut off; advance Confederate units cross the Potomac at Williamsport. (Long)
- June 15, 1863** Lincoln calls for 100,000 militia from Pennsylvania, Ohio, Maryland and West Virginia to oppose Lee's invasion. (Long)
- June 15, 1863** Joint Board subscribes \$10,000 to Vincentown Branch of Burlington County Railroad; authorizes pro rata reduction of freight rates between New York and Washington; authorizes extending passenger slips and tracks at Camden as far out as slips of ferry company; contributes \$500 to a fund suggested by J. Edgar Thomson to encourage railroad travel to celebrate Fourth of July in Philadelphia; authorizes construction of six car floats for Philadelphia-Camden service, 100 freight cars, four 250' barges, and an engine house at Bordentown; authorizes new hulls for steamboats *Swiftsure*, *New Philadelphia* and *Independence*; one new tug equal to *Weehawken* and one equal to *Camden*. (MB)
- June 15, 1863** Northern Central suspends regular service and begins moving equipment northward; most locomotives taken to Sunbury; B&O suspends all service west of Sandy Hook, opposite Harpers Ferry. (AR)
- June 15, 1863** U.S. Military Railroad abandons Orange & Alexandria Railroad from Manassas back to outskirts of Alexandria until return of Army of Potomac from Gettysburg. (OR)
- June 1863** U.S. Military Railroad abandons RF&P between Aquia Creek and Falmouth. (War)
- June 15, 1863** Pittsburgh & Connellsville rejects B&O proposal to lease as refuses to accept B&O demand to control through rates, which would discriminate against Pittsburgh; leads to break between pro-B&O management under Latrobe and small local holders; PRR tempts them with possibility of extending from Connellsville to Cumberland Valley Railroad for access to East.
- June 16, 1863** Panic in Harrisburg as citizens crowd trains and state papers and

valuables are packed for evacuation. (Long)

- June 16, 1863** Northern Central begins running special trains to enable persons to evacuate their property to the North. (AR)
- June 17, 1863** Confederates occupy Cumberland and swath between Harpers Ferry and Martinsburg; begin systematic destruction of B&O in area, including all bridges between Harpers Ferry and Cumberland; B&O cut in numerous places over 160 miles from Sykesville to Rawlings. (B&O AR)
- June 18, 1863** Logansport & Northern Indiana Railroad sold at foreclosure to W.F. Bedell.
- June 19, 1863** Chicago & Great Eastern Railway incorporated in Ind. to build Logansport to Illinois state line in direction of Chicago; William D. Judson, Pres. (Church has Joseph E. Young, Pres.?)
- June 20, 1863** West Virginia becomes 35th state (Long); having secured the separation of the western counties, Gov. Pierpont moves his "Restored Government" to Alexandria, where it claims to be the legitimate government of that part of the now-reduced state of Virginia within Union lines (Eckenrode); eastern "Panhandle" counties are wrested from Virginia, with which they have more in common, so that the B&O, West Virginia's lifeline to the east, will not be in Virginia territory. (Summers)
- June 20, 1863** Confederates occupy Frederick, Md. (Long)
- June 20, 1863** Camden & Amboy resumes work on straight line between Deans Pond and Trenton. (AR)
- June 21, 1863** Confederates cut B&O at Mount Airy, Md. (B&O AR)
- June 21, 1863** West Chester Railroad offers first Sunday passenger service.
- June 22, 1863** Cape May & Millville Railroad opens between Manumuskin and Dennisville and between Cape May and Cape May Court House, with nine-mile stage portage. (RRs in SJ says first loco CM-CMCH w. guests 6/20!)
- June 24, 1863** PRR Board donates \$500 to a battery organized by the Committee of Public Safety of Pittsburgh providing can be called on to protect PRR. (MB)
- June 24, 1863** Lee's units start from Mercersburg towards Mount Union in hope of

cutting PRR main line; attacked at Cove Mountain Pass by a force of 27 militiamen mobilized at Huntingdon under Capt. William W. Wallace; Confederates suffer five killed and several wounded and turn back thinking they have encountered a much larger force, thus preventing their cutting the PRR. (Watkins)

- June 25, 1863** New York City Council rejects Vanderbilt's application for a streetcar franchise on Broadway in behalf of the New York & Harlem Railroad, causing stock to fall from 110 to 72; Daniel Drew and certain council members were selling Harlem short, but Vanderbilt continued buying and executed a corner in Harlem at 180, giving him full control. (Schlichting)
- June 25, 1863** Northern Central closed by Confederate raiders during Gettysburg campaign; all traffic halted. (AR)
- June 25, 1863** Gen. Lee, with rear units, crosses the Potomac into Maryland. (Long)
- June 26, 1863** Advance Confederate units under Gen. Jubal A. Early (1816-1894) enter Gettysburg. (Long)
- June 26, 1863** Gov. Curtin calls for 60,000 men to serve three months to repel invasion.
- June 26, 1863** Cleveland & Pittsburgh Railroad leaves receivership without foreclosure. (Church - but see above)
- June 27, 1863** Confederates under Gen. Early occupy York; main forces under Lee arrive at Chambersburg and advance guards approach Harrisburg; Chambersburg Shops of Cumberland Valley Railroad burned; 10 miles of Cumberland Valley Railroad destroyed, and telegraph destroyed between Chambersburg and Hagerstown; Lincoln relieves Hooker and places George Gordon Meade (1815-1872) in command of Army of the Potomac which is moving northwestwards after Lee at Frederick. (Long, Haupt)
- June 27, 1863** Northern Central moves all rolling stock from York to Columbia (AR); patterns and materials evacuated from Altoona Shops to the Snow Shoe Branch as precaution against Confederate raids. (what date?)
- June 28, 1863** Lee learns that the Union army is across the Potomac at his rear and turns away from Harrisburg towards Gettysburg; advance units of Gen. Early corps reach Wrightsville, driving back outnumbered and outgunned Union defenders; Columbia Bridge burned to prevent Confederates crossing the Susquehanna. (Long, Wilson)

- June 29, 1863** **J.E.B. Stuart's Confederate Cavalry briefly occupies Westminster, Md., on the Western Maryland. (Long)**
- June 29, 1863** **Gen. Pickett's troops destroy Cumberland Valley Railroad engine house and shops at Chambersburg; machinery and rolling stock had been evacuated. (Triumph - verify)**
- June 30, 1863** **PRR appoints special committee to arrange pay of employees who may enlist and hold their jobs for them. (MB)**
- June 30, 1863** **Lee's advance units reach Bridgeport, opposite Harrisburg; Gen. Ewell's corps reaches the Susquehanna three miles below Harrisburg, then suddenly retreats down Cumberland Valley to reinforce Lee; Confederates evacuate York, where Gen. Jubal Early refuses to burn the new Northern Central shops because fire would spread to whole town; Wrightsville, York & Gettysburg destroyed; troops under Isaac R. Trimble occupy Carlisle; Herman Haupt arrives in Harrisburg from Washington via Philadelphia to meet with Tom Scott and plan defense of the area; late at night he learns by telegraph from Stephen W. Pomeroy at Port Royal that Lee is marching to Gettysburg; Haupt relays information to General Meade, who had already begun to march to Gettysburg on basis of own intelligence. (Long, Ward, Wilson)**
- July 1, 1863** **Lee's advance forces under A.P. Hill (1825-1865) encounter Union cavalry four miles west of Gettysburg; climactic battle of the Civil War begins; Herman Haupt arrives in Baltimore from Harrisburg to arrange for supplying Army of the Potomac; Confederates evacuate Carlisle. (Long, Ward)**
- July 1, 1863** **Salem Railroad opens between Pittstown and Salem (Claysville), N.J., completing line.**
- July 2, 1863** **U.S. Military Railroad seizes Western Maryland Railroad, which has remained intact between Baltimore and Westminster, for supply of General Meade at Gettysburg; road has few sidings and no telegraph, but Haupt manages by operating with convoys of five or six 10-car trains. (Ward)**
- July 2, 1863** **Body of Union Gen. John F. Reynolds (1820-1863), killed early in the fighting, conveyed to Baltimore on Western Maryland Railroad; that evening, first 700 Confederate POW's sent to Baltimore.**
- July 3, 1863** **Third and last day of Battle of Gettysburg; unable to outflank the Union troops dug in on the heights east of town; Gen. Lee orders Gen. ___ Pickett to lead a massed infantry charge on the Union center; Pickett's Charge is repulsed with enormous losses, and Lee's second**

invasion of the North is stopped dead in its tracks; Gen. Isaac R. Trimble commands troops on Pickett's left during Pickett's Charge; loses a leg and is taken prisoner, and at age 61 leads an escape attempt from prison camp; future PW&B engineer John Mifflin Hood, a Confederate private, is wounded and has a ball pass through his cap, while the men on each side of him are killed; Army of the Potomac is too exhausted to pursue and destroy Lee's retreating forces, thereby prolonging the war. (Long, DAB, Hood Memoir)

- July 3, 1863** **PRR Board authorizes \$8,500 to support regiments raised in Philadelphia, providing are ready by July 14. (MB)**
- July 4, 1863** **Haupt reopens the Northern Central to Hanover Jct. and the Gettysburg line to Littlestown and begins evacuation of wounded. (Ward)**
- July 4, 1863** **Confederate Gen. John C. Pemberton (1814-1881) surrenders Vicksburg, Miss., the last major Confederate stronghold on the Mississippi River, to Gen. Grant. (Long)**
- July 4, 1863** **Burlington & Mount Holly Railroad & Transportation Company renamed Burlington County Railroad Company.**
- July 5, 1863** **Northern Central begins rebuilding bridges destroyed by Lee's army. (AR)**
- July 5, 1863** **Union forces falling back from Potomac burn B&O Harpers Ferry bridge. (B&O AR)**
- July 7, 1863** **U.S. Military Railroad relinquishes operation of Western Maryland Railroad. (War)**
- July 8, 1863** **Herman Haupt arrives at Harrisburg and begins directing restoration of Cumberland Valley and Franklin Railroads to Hagerstown. (Ward)**
- July 8, 1863** **Port Hudson, La., the last besieged Confederate garrison on the Mississippi River, surrenders; river reopened to Union military and civilian commerce subject only to guerilla sniping. (Long)**
- June 8, 1863** **Confederate raider John Hunt Morgan (1826-1864) crosses the Ohio into Indiana west of Louisville. (Long)**
- July 9, 1863** **Herman Haupt reopens line between Hanover Jct. and Gettysburg; U.S. Military Railroad evacuates 15,580 wounded over Gettysburg Branch and Littlestown Branch by Aug. 1. (War)**

- July 11, 1863** Confederate raider John Hunt Morgan raids Dupont, Ind.; destroys facilities and ten freight cars of Indianapolis & Madison and destroys railroad bridge over Big Creek.
- July 12, 1863** Philadelphia ordinance becomes law without mayor's signature; all dividends on City's PRR stock over 6% and all stock dividends are to be paid into a fund invested in City loans totaling up to \$700,000 to reimburse PRR for any losses on investing in a transatlantic steamship line. (Digest)
- July 12, 1863** Herman Haupt completes repairs on Northern Central Railway and moves crews to Chambersburg on Cumberland Valley Railroad. (Triumph - verify)
- July 13, 1863** Draft riots against Republicans and African-Americans begin in New York City; finally suppressed by the Army after 4 days and about 1,000 killed and wounded and \$1.5 million in property damage. (Long)
- July 13, 1863** John Hunt Morgan crosses into Ohio heading for the Cincinnati area. (Long)
- July 14, 1863** Haupt discontinues work on Cumberland Valley and Franklin Railroads after Lee crosses the Potomac into Virginia. (Ward)
- July 14, 1863** Northern Central wholly restored by Construction Corps of U.S. Military Railroad under Herman Haupt; reopens July 15. (AR)
- July 14, 1863** Quartermaster General Montgomery C. Meigs orders Haupt to withdraw his construction corps from the Northern Central to Alexandria, as Lee has crossed into Virginia. (Haupt)
- July 14, 1863** City of Pittsburgh increases interest on bonds being issued to cover old railroad debts from 4% to 5% because of war inflation. (Church)
- July 14, 1863** B&O begins rebuilding east from Cumberland. (B&O AR)
- July 14, 1863** Morgan's raiders fight skirmish at Camp Dennison near Cincinnati and move eastward. (Long)
- July 1863** Erie & Pittsburgh Railroad has secured control of Jamestown & Franklin Railroad, extending toward the Oil Region; later becomes part of LS&MS.
- July 1863** Bedford Railroad opens between Hopewell, Pa., and Southern Turnpike near Bloody Run.
- July 1863** Allegheny Valley Railroad resumes construction north of Kittanning.

- July 1863** Cornelius Vanderbilt, Leonard W. Jerome, and John M. Tobin stage corner in stock of Hudson River Railroad.
- July 1863** Meadville & Franklin Rail__ opens (?) giving A&GW a second broad-gauge route into the Oil Region. (verify)
- July 15, 1863** Confederate raiders under John Hunt Morgan cut Little Miami Railroad east of Cincinnati; four passenger and one baggage car destroyed.
- July 16, 1863** Columbus, Piqua & Indianapolis Railroad, Richmond & Covington Railroad and Indiana Central Railroad make telegraph contract with United States Telegraph Company for line between Columbus and Indianapolis. (Church)
- July 18, 1863** Frankford & Holmesburg Railroad Company incorporated in Pa.
- July 18, 1863** West Chester & Philadelphia Railroad Board authorizes purchasing the stock of the West Chester Railroad. (MB)
- July 18, 1863** Atlantic & Great Western Railroad signs contract with Cleveland & Toledo Railroad for through freight between Cleveland and Toledo.
- July 18, 1863** 48-car train returns 2nd New York Regiment and 400 Confederate POW's from Gettysburg via Allentown Route. (NJJ)
- July 19, 1863** Federal troops and gunboats foil Morgan's attempt to cross the Ohio into Kentucky; Morgan's dwindling forces are pursued into southeastern Ohio. (Long)
- July 20, 1863** B&O restores bridge at Harpers Ferry. (B&O AR)
- July 1863** U.S. Military Railroad reopens Orange & Alexandria Railroad to Culpeper, Va., to supply Meade. (War)
- July 23, 1863** B&O sends iron-clad train as far west as Opequon, Va. (B&O AR)
- July 24, 1863** Oil City & Ridgway Railroad incorporated in Pa.; controlled by PRR and Philadelphia & Erie; not built, merely created to appropriate route. (Digest)
- July 26, 1863** John Hunt Morgan surrenders at Salineville, Ohio. (Long)
- July 31, 1863** Wyoming Canal Company reorganized as Wyoming Valley Canal Company.

- Aug. 1, 1863** U.S. Military Railroad restores Northern Central and branches to owners.
- Aug. 3, 1863** Western Insurance & Transportation Company renamed Union Transportation & Insurance Company (Church); begins operation of "Union Line" or "Star Union Line" over PRR and connections; guarantees 6-day service between Chicago and New York.
- Aug. 4, 1863** Based on experience with Cumberland Valley Railroad, Herman Haupt sends Gen. Halleck a report on how to restore railroads quickly, including devices for straightening rails cold. (Haupt)
- Aug. 5, 1863** New Jersey Railroad imposes new rules requiring passengers to show tickets in cars, in passing to ferry at Jersey City, and in leaving ferry at New York; draws protests from commuters. (NSF)
- Aug. 5, 1863** Warren & Tidouite Railroad Company organized at Philadelphia. (Val)
- Aug. 5, 1863** Old Colony & Fall River Railroad merges with Newport & Fall River Railroad to form Old Colony & Newport Railroad. (NH)
- Aug. 6, 1863** B&O reopens as far east at Hancock. (B&O AR)
- Aug. 6, 1863** Columbus, Piqua & Indiana Railroad sold at foreclosure at Columbus for \$500,000 to Lowell Holbrook, James A. Roosevelt and Joseph T. Thomas, reorganization trustees. (Church)
- Aug. 10, 1863** B&O main line reopens over whole length. (B&O AR)
- Aug. 12, 1863** Trunk Line heads meet at Niagara Falls; rate compact breaks up because of undercutting by Grand Trunk Railway of Canada.
- Aug. 12, 1863** Union artillery and naval forces begin a massive, but ultimately unsuccessful bombardment of Confederate fortifications guarding Charleston Harbor. (Long)
- Aug. 1863** PRR receives first cast steel rails (150 tons) from Charles Cammell & Co. of England; 56-pound; not installed until July 1864; PRR also receives iron rail with steeled head made by Dodd's process. (unclear exactly when the latter was received)
- Aug. 1863** Cornerstone laid for roundhouse at Renovo Shops.
- Aug. 1863** U.S. Military Railroad reopens Manassas Gap Railroad briefly to supply Army of the Potomac on its march to Warrenton. (War)

- Aug. 16, 1863** After months of inactivity, Union Army of the Cumberland under Gen. William S. Rosecrans (1819-1898) begins a rapid advance from Nashville on Chattanooga, the junction of the Confederacy's two major trunk line railroads. (Clark)
- Aug. 21, 1863** Gen. Rosecrans begins bombarding Chattanooga. (Clark)
- Aug. 22, 1863** Cape May & Millville Railroad closes gap between Dennisville and Cape May Court House; through service inaugurated over West Jersey Railroad line between Camden and Cape May, N.J. (Sat. - revenue prob. 8/24)
- Aug. 24, 1863** Pres. Jefferson Davis and Gen. Robert E. Lee discuss means of relieving pressure on Chattanooga; Lee favors a new invasion of the North across the Potomac. (Clark)
- Aug. 27, 1863** Cincinnati, Wilmington & Zanesville Railroad sold at foreclosure to Charles Moran, Trustee under reorganization plan, for \$600,000. (Church)
- Aug. 1863** PRR and other creditors of Cresson Springs Company agree to fund claims into new stock and further enlarge property. (PRR MB)
- Aug. 31, 1863** Directors of West Chester Railroad sell stock control to West Chester & Philadelphia Railroad for \$103,500 under contract dated Aug. 10; PRR continues to operate West Chester Railroad until lease expires on Apr. 1, 1864. (MB, Moore)
- Sep. 1, 1863** Army asks Herman Haupt to file a formal acceptance of his appointment as General, which would prevent him from leaving the Army in order to attend to the ongoing Hoosac Tunnel litigation; Haupt attributes move to pressure on Secretary of War Stanton from Massachusetts Gov. John A. Andrew; Andrew is friendly to the Western Railroad, which hopes to see the rival Hoosac Tunnel project killed. (Haupt)
- Sep. 2, 1863** PRR Board appoints a special committee to see if a steamship company can be organized under the new city ordinance. (MB)
- Sep. 2, 1863** Union forces under Gen. Burnside take Knoxville, Tenn., cutting the direct rail link between Virginia and Chattanooga, just when it is most needed to send Confederate reinforcements from. (Clark)
- Sep. 3, 1863** Board of Joint Companies appropriates \$30,000 for Union volunteers. (TruAm)

- Sep. 3, 1863** Toledo, Logansport & Northern Indiana Railroad incorporated as reorganization of Logansport & Northern Indiana Railroad.
- Sep. 5, 1863** After a week of temporizing, Pres. Jefferson Davis decides to send six brigades or 13,000 men under Gen. James Longstreet from the Army of Northern Virginia to reinforce Gen. Braxton Bragg at Chattanooga; Davis's delay and Burnside's capture of Knoxville mean that troops must be sent on 950-mile roundabout routes via Augusta, Savannah and Atlanta, requiring eight transfers. (Clark)
- Sep. 5, 1863** Herman Haupt refuses to accept rank of general without conditions that will allow him to continue Hoosac Tunnel suits. (Haupt)
- Sep. 8, 1863** First Confederate troops leave Richmond for Chattanooga. (Clark)
- Sep. 9, 1863** Philadelphia & Erie opens between Driftwood and Sterling, Pa.
- Sep. 9, 1863** U.S. District Court upholds constitutionality of draft. (Scharf)
- Sep. 9, 1863** Union Army of the Cumberland under Gen. William S. Rosecrans (1819-1898) occupies Chattanooga as Gen. Bragg withdraws into Georgia. (Long)
- Sep. 11, 1863** G.W. Cass & Company's Union Line evicted by Camden & Atlantic and through rates to New York cancelled. (MB)
- Sep. 11, 1863** Directors of Galena & Illinois River Railroad assign charter to Joseph E. Young, Pres. of Chicago & Great Eastern Railway. (Church)
- Sep. 14, 1863** Secretary of War Stanton relieves Herman Haupt after dispute over the nature and duration of his commission. (Haupt)
- Sep. 14, 1863** Gen. James Longstreet and staff leave Richmond for Chattanooga. (Clark)
- Sep. 16, 1863** PRR Board makes donation of \$1,000 each to the two regiments of Grey Reserves and Blue Reserves called from Philadelphia to Harrisburg on July 1; authorizes construction of a line to meet the Pittsburgh & Steubenville on the south side of Pittsburgh. (MB)
- c. Sep. 1863** At orders of Herman Haupt, U.S. Military Railroad builds stockade around Alexandria Shops to protect from Confederate cavalry raids. (War)
- Sep. 1863** Baltimore City Council passes another ordinance covering Northern

Central's Canton Extension; Mayor Chapman again vetoes it, but suggests that the company adopt a new and cheaper route. (AR)

- Sep. 1863** **Boston, Hartford & Erie Railroad acquires former Boston & New York Central Railroad (at foreclosure?); Dedham-Blackstone section operated by Norfolk County Railroad trustees. (Humphrey)**
- Sep. 1863** **Cincinnati, Wilmington & Zanesville Rail__ sold at foreclosure to Charles Moran of New York, agent for bondholders. (see 8/27)**
- Sep. 18, 1863** **First three Confederate brigades arrive at Dalton, Ga., 10 miles from Bragg's positions on Chickamauga Creek. (Clark)**
- Sep. 20, 1863** **Confederates under Gen. Bragg defeat Gen Rosecrans in two-day battle of Chickamauga in Georgia south of Chattanooga; two more brigades from Virginia arrive in disjointed fashion, but three brigades arrive too late, and the artillery is still five days away at the time of the battle; on second day, Confederates break through the Union line; Rosecrans falls back to Chattanooga; although Confederates retain the field, they have gained no strategic objective for their heavy losses. (Clark)**
- Sep. 22, 1863** **Gen. William T. Sherman's forces leave Vicksburg by river to march to the relief of Gen. Rosecrans in Chattanooga. (Clark)**
- Sep. 23, 1863** **Gen. Bragg cuts the Nashville & Chattanooga Railroad, which serves as Rosecrans's supply line, and prepares to starve him into surrender. (Clark)**
- Sep. 23, 1863** **Secretary of War Stanton, Gen. Henry W. Halleck and Pres. Lincoln meet at War Dept. to respond to plea of Gen. Rosecrans, now besieged in Chattanooga, for reinforcements within 10 days; Stanton favors bold plan to move 30,000 troops from Virginia theater by rail. (Summers, Clark)**
- Sep. 24, 1863** **Secretary of War Stanton summons Tom Scott, John W. Garrett, William P. Smith and Samuel M. Felton of the PB&W to the War Dept. to develop his plan to move the 11th & 12th Corps of the Army of the Potomac, now a smaller group of 23,000 men, to reinforce Gen. Rosecrans in Chattanooga; to run 1,230 miles from Culpeper via Washington, Relay, Benwood, Columbus, Indianapolis and Louisville to Bridgeport, Ala., on the north bank of the Tennessee River, the railhead closest to Chattanooga; Gen. D.C. McCallum of U.S. Military Railroad is in overall command and handles Culpeper-Washington leg with John H. Devereaux, the head of the USMRR in Virginia, Garrett the Washington-Jeffersonville leg, and Scott, with the rank of Colonel,**

the Jeffersonville-Bridgeport leg; troops are commanded by Gen. Joseph Hooker and Gen. Daniel Butterfield. (Clark, Kamm, Summers)

- Sep. 24, 1863** J. Edgar Thomson proposes an exchange of property between the West Chester & Philadelphia Railroad and the Junction Railroad through the Almshouse property, with the two roads crossing between Spruce & Mansion Streets. (MB)
- Sep. 25, 1863** First two trains of troop movement leave Culpeper, arrive in Washington and are sent west; Northern Central and PW&B contribute cars; many trains are made up of box cars fitted with board seats; soldiers knock large ventilation holes in sides; B&O forces build a pontoon bridge over Ohio River at Benwood. (Summers, Clark)
- Sep. 25, 1863** North Shore Railroad Company incorporated in New York to build Flushing to Hempstead Harbor. (Val date of articles)
- Sep. 25, 1863** Atlantic & Great Western Railroad contracts for third rail on Cincinnati, Hamilton & Dayton Railroad between Dayton and Cincinnati. (Minor)
- Sep. 26, 1863** Central Transportation Company takes bids from car builders to build five sleeping cars by Feb. 20, 1864 and twenty more in 1864; now has eight cars ("M"- "T") in service, four on PRR, one on CNJ-PRR, two on Northern Central and two on Bee Line. (USRR&MR)
- Sep. 26, 1863** Last 1,700 men of 11th Corps loaded in Virginia; first train reaches Martinsburg; Tom Scott arrives in Louisville to make arrangements for transfer across Ohio River. (Clark)
- Sep. 27, 1863** First trains of troop movement arrive at Benwood, W.Va. at 11:00 AM, having run from Washington in 42:00; troops cross Ohio River on foot on pontoon bridge. (Summers)
- Sep. 28, 1863** Last units of the 12th Corps of the Army of the Potomac leave Virginia; lead train passes Columbus, Ohio at 3:00 AM. (Summers, Clark)
- Sep. 28, 1863** Gen. Robert E. Lee informs Pres. Jefferson Davis of Union troop movement; orders Gen. Imboden to break line of B&O, but it is too well guarded. (Clark)
- Sep. 28, 1863** New York & Flushing Railroad leases operation of North Shore Railroad. (Val)
- Sep. 29, 1863** First troop train arrives in Jeffersonville; troops march to Louisville and depart at 5:30 AM and reach Nashville at 7:00 PM. (Clark)

- Sep. 30, 1863** Last troop train arrives in Benwood; first four troop trains arrive at Bridgeport, Ala., having made journey in five days. (Clark, Summers, Kamm)
- Sep. 30, 1863** PRR Board authorizes purchase of 156 shares of Western Transportation Company, contractor for Pittsburgh & Steubenville; subscription of \$70,000 to Pacific Railroad Company of Texas. (MB)
- Fall 1863** Western Pennsylvania Railroad opens between Blairsville and Saltsburg, Pa. (check C&C?)
- Oct. 1, 1863** Columbus & Indianapolis Railroad organized as reorganization of Columbus, Piqua & Indiana Railroad; William Dennison, Pres.; CP&I First, Second and Third Mortgage bondholders have agreed to donate one third of their bonds for building the Richmond & Covington Railroad. (Church, C&C)
- Oct. 1, 1863** Message from a Confederate spy in Washington delivered to Pres. Davis, confirming details of Union troop movement; last units of the 11th Corps reach Bridgeport. (Clark)
- Oct. 2, 1863** Benjamin E. Smith elected Pres. of Columbus & Indianapolis Railroad after William Dennison resigns.
- Oct. 2, 1863** Last draft animals of the 11th Corps shipped from Bealton, Va.; Confederate cavalry destroy an 10-mile long wagon train between Bridgeport and Chattanooga, cutting Rosecrans's supply line. (Clark)
- Oct. 3, 1863** New Castle & Beaver Valley Railroad opens between Homewood Jct. and New Castle, Pa. (Church - USRR&MR has 10/5! Mon. prob revenue date)
- Oct. 4, 1863** Railroads begin shipping additional horses and baggage of 11th and 12th Corps from Culpeper; Confederate cavalry cuts Nashville & Chattanooga Railroad near Murfreesboro, Tenn., interrupting troop movement. (Summers. Clark)
- Oct. 5, 1863** First train opens Camden & Amboy tunnel under Broad & Center Streets, Trenton, on straight line from Clinton Street Station to Delaware River Bridge. (TruAm)
- Oct. 6, 1863** Last troop trains pass Louisville. (Summers)
- Oct. 7, 1863** Atlantic & Great Western Railroad leases Cleveland & Mahoning Railroad retroactive to Oct. 1; gives Erie system access to Cleveland.

(Minor)

- Oct. 7, 1863** **Cincinnati, Hamilton & Dayton Railroad approves contract with Atlantic & Great Western Railway to lay third rail between Dayton and Cincinnati and operate through 6'-0" gauge line from New York.**
- Oct. 8, 1863** **Movement of 11th & 12th Corps complete; 23,000 men moved 1,233 miles in 14 days; last baggage trains leave Virginia in early morning, making total of 719 vehicles and 3,396 animals. (Clark)**
- Oct. 1863** **Confederates destroy Orange & Alexandria Railroad between Manassas and Brandy Station near Culpeper. (War)**
- Oct. 10, 1863** **Baldwin Locomotive Works makes secret arrangement to build locomotives for PRR at \$250 under any other manufacturer's bid in recognition larger orders and prompt payment. (Brown)**
- Oct. 12, 1863** **West Chester & Philadelphia Railroad Board orders report on question of selling depot at 18th & Market Streets. (MB)**
- Oct. 13, 1863** **Last Army of Potomac baggage train passes Indianapolis. (Summers)**
- Oct. 14, 1863** **All Morris & Essex trains removed from New Jersey Railroad between Newark and Jersey City in favor of new Hoboken Terminal after through service contract of 1853 expires. (Taber)**
- Oct. 14, 1863** **Morris & Essex purchases tracks between Broad Street, Newark, and East Newark Jct. from New Jersey Railroad (all traffic diverted to own line to Hoboken?? - maps has deed dated 1/1/1866!!)**
- Oct. 14, 1863** **New Jersey Railroad Pres. John S. Darcy (1788-1863) dies at Newark at age 76; succeeded by banker Alfred Lewis Dennis (1817-1890).**
- Oct. 14, 1863** **B&O Board approves lease of Newark, Mansfield & Sandusky Railroad; to be changed from 5'-4" gauge to 4'-9-1/2"; B&O plans to operate compromise cars to Chicago via Bellaire, Sandusky and Michigan Southern.**
- Oct. 15, 1863** **Last Army of the Potomac baggage train passes Jeffersonville. (Summers)**
- Oct.. 1863** **George W. Thomas, Alfred S. Porter and Nathaniel F. Chew begin operating Millville & Glassboro Railroad under lease of Oct. 8, 1863. (Val)**
- Oct. 16, 1863** **Last Army of the Potomac baggage train arrives at Bridgeport, Ala.**

(Clark)

- Oct. 16, 1863** PRR Board appoints William J. Howard Assistant Secretary; authorizes purchase of majority of stock of Tyrone & Clearfield Railroad. (MB)
- Oct. 16, 1863** Cincinnati & Fort Wayne Railroad accepts Indiana act that extends time for completion to Dec. 30, 1872. (Church)
- Oct. 17, 1863** On recommendation of Tom Scott, Louisville & Lexington Railroad changed from standard gauge to 5'-0" gauge and connected to Louisville & Nashville Railroad; creates a more direct route to Chattanooga via Cincinnati and allows free movement of rolling stock within Union territory in Kentucky and Tennessee. (Clark)
- Oct. 17, 1863** Gen. Grant placed in charge of all operations between the Alleghenies and the Mississippi; Grant relieves Gen. Rosecrans and replaces him with Gen. George H. Thomas (1816-1870), the hero of Chickamauga, who is ordered to hold Chattanooga, where troops are starving on half rations, at all costs; Gen. William Tecumseh Sherman (1820-1891) placed in charge of Dept. of the Tennessee, replacing Grant. (Long, Clark - Clark has 10/16)
- Oct. 19, 1863** Philadelphia & Erie Railroad opens between Sterling and Emporium, Pa. (Rosenberger and USRR&MR have 10/20, Tues)
- Oct. 19, 1863** Maximilien (Max) Riebenack (1844?-1910), later PRR's accounting expert, joins PRR as clerk to Military Agent in Passenger Dept.
- Oct. 22, 1863** Tom Scott retires from military service after Grant replaces Rosecrans at Chattanooga. (Kamm)
- Oct. 22, 1863** Joseph W. Cooper elected Pres. of Camden & Atlantic Railroad, replacing John Brodhead.
- Oct. 26, 1863** Trenton Horse Railroad opens streetcar line from Clinton Street Station to State & Calhoun Streets, linking Camden & Amboy station with State House district. (TruAm has first car 10/22)
- Oct. 26, 1863** Gen. Hooker's troops from the Army of the Potomac leave Bridgeport, Ala., and advance to relief of Chattanooga and secure new supply lines for the besieged city; new Union bombardment of Charleston forts begins. (Long)
- Oct. 27, 1863** Troops from Chattanooga occupy the south bank of Tennessee River, lining up with the 11th & 12th Corps at Bridgeport and opening a level

- supply route between Bridgeport and Chattanooga to replace the steep detour over Walden's Ridge. (Clark)
- Oct. 30, 1863** U.S. Military Railroad reopens Orange & Alexandria Railroad from Manassas to Warrenton Jct. (War)
- Oct. 30, 1863** Galena & Illinois River Railroad, with charter for unbuilt railroad from Galena to Indiana state line, merged into Chicago & Great Eastern Railway. (Church)
- Oct. 31, 1863** Columbus & Indianapolis Railroad formally incorporated in Ohio as reorganization of Columbus, Piqua & Indiana Railroad. (Church)
- Oct. 31, 1863** William Gibbs McAdoo (1863-1941), builder of Hudson & Manhattan Tubes, Director-General of USRA and Secretary of the Treasury, born at Marietta, Ga.; son of planter soon to be impoverished by Civil War. (McAdoo)
- Fall 1863** U.S. Military Railroad constructs large engine house at Alexandria and begins repairs to draw spans of Long Bridge. (War)
- Nov. 3, 1863** First through train of 10 freight cars arrives in Cleveland from Jersey City via Erie/Atlantic & Great Western route after straddle rails laid for 6'-0" gauge on Cleveland & Mahoning Railroad. (ARJ)
- Nov. 4, 1863** PRR and Junction Railroad make proposition to West Chester & Philadelphia Railroad for joint occupancy of its right of way through the Almshouse property in West Philadelphia; are to occupy the WC&P right of way and purchase a new right of way to shift the WC&P to the west. (Casebook)
- Nov. 1863** Tyrone & Clearfield Railroad opens between Powelton and Phillipsburg, Pa.
- Nov. 7, 1863** First steam "dummy" begins running on a Philadelphia street railroad between Berks Street and Frankford. (Scharf)
- Nov. 8, 1863** New ferryboat *New York* placed in revenue service on Cortlandt Street run. (HC)
- Nov. 10, 1863** Jeffersonville, Madison & Indianapolis Railroad repurchases \$200,000 stock held by City of Louisville from its original subscription to the Jeffersonville Railroad. (Church - elsewhere Church says 5/30/73!! - NB: as still Jeffersonville RR in 1863)
- Nov. 1863** City of Jeffersonville agrees to surrender 1,000 shares of Jeffersonville Railroad in return for company assuming \$60,000 in city bonds.

(Church)

- Nov. 10, 1863** Chicago & Great Eastern Railway issues \$2 million First Mortgage to Frederick Schuchardt and Henry Morgan. (Church)
- Nov. 11, 1863** Philadelphia & Erie Railroad acquires use of (CP&A?) tracks and station at Erie, Pa. (C&C)
- Nov. 11, 1863** On appeal of three draftees, Pennsylvania Supreme Court by 3-2 rules draft is unconstitutional and issues injunction barring state draft commissioners from working. (Scharf)
- Nov. 12, 1863** Pittsburgh & Connellsville annual meeting held to vote on accepting supplement of Apr. 1, 1863, limiting B&O voting power; no quorum, and meeting adjourns; on same day B&O secures injunction from Circuit Court ordering voting at annual meeting to be under old law with one vote per share.
- Nov. 12, 1863** PFW&C Board approves one to six months compensation to families of employees killed on duty. (MB)
- Nov. 13, 1863** Formal opening of Cleveland & Mahoning Railroad to Cleveland.
- Nov. 14, 1863** Cleveland & Pittsburgh, Cleveland, Columbus & Cincinnati and Cleveland, Painesville & Ashtabula Railroads sign agreement for construction and operation of Union Passenger Depot in Cleveland. (Church)
- Nov. 14, 1863** Robert Garrett & Sons and PRR sign reorganization plan for Steubenville & Indiana Railroad without foreclosure, whereby stockholders surrender one half of stock to pay overdue mortgage coupons. (Church)
- Nov. 16, 1863** Union Transportation & Insurance Company through William Thaw submits proposal to conduct fast freight line over PRR. (Watkins)
- Nov. 16, 1863** New York & Boston Railroad extended from West Medway, Mass., to Woonsocket, R.I. (Humphrey)
- Nov. 16, 1863** U.S. Military Railroad reopens Orange & Alexandria Railroad from Warrenton Jct. to Culpeper. (War)
- Nov. 16, 1863** Confederate Gen. James Longstreet besieges Gen. Burnside in Knoxville. (Long)
- Nov. 17, 1863** PRR Road Committee authorizes purchasing the property of the

Columbia Bridge Company. (MB)

- Nov. 17, 1863** West Chester & Philadelphia Railroad rejects proposition of PRR and Junction Railroad to shift its right of way in West Philadelphia westward; protests that the grade of the Junction Railroad is so low that it will not be able to occupy its full right of way because of the needed for a sloped embankment between the two railroads. (Casebook)
- Nov. 18, 1863** Formal opening of Erie/A&GW route between New York and Cleveland; opening excursion leaves Jersey City on Nov. 17 and arrives in Cleveland on Nov. 19; second excursion train leaves Cleveland Nov. 18 for Meadville; guests include Sen. John Sherman en route to Gettysburg Cemetery dedication.
- Nov. 18, 1863** Pres. Lincoln and Cabinet leaves Washington on four-car special train en route to Gettysburg to dedicate national cemetery; cars are hauled through Howard Street from Camden Station to Bolton on the Northern Central, where a fifth car is added; train proceeds on Northern Central and Hanover Branch Railroad via Hanover Jct. (Withers)
- Nov. 19, 1863** Pres. Lincoln and others dedicate Gettysburg Cemetery; presidential party leaves in evening, arriving in Washington at 1:00 AM on Nov. 20. (Withers)
- Nov. 19, 1863** John Jacob Astor, a fellow Democrat, informs Gen. McClellan that he is being considered for presidency of New Jersey Railroad, but nothing comes of it. (Sears)
- Nov. 21, 1863** Pres. Vincent L. Bradford presents proposal from Grice & Long for steam cars to Philadelphia & Trenton Railroad Executive Committee. (MB)
- Nov. 21, 1863** Trenton Horse Railroad opens branch north on Warren Street (to Belvidere-Delaware depot.?) (SG)
- Nov. 23, 1863** Camden & Amboy opens one track of straight line between Deans Pond and Trenton, running into Clinton Street Station; New York-Trenton running time cut to 2:30; service increased to 8 round trips between New York and Trenton and 12 round trips between Philadelphia and Trenton; with old line, completes double track between Jersey City and Trenton.
- Nov. 23, 1863** Northern portion of Junction Railroad opens between Belmont and 35th Street in Philadelphia, permitting through cars and trains to run

between Jersey City and Washington for the first time, though several reverse movements are required; Philadelphia & Reading Railroad used between Richmond and Belmont; passenger trains run only of westbound track of Reading's Port Richmond Branch, as eastbound track always clogged with coal trains; south of Market Street trains use PRR Delaware Extension to run onto PW&B; first train leaves Jersey City for Washington at 7:00 AM running through in 10 hours; Camden & Amboy discontinues last rail-steamboat connection at Tacony, but steamer continues to run serving intermediate stops between Philadelphia and Bordentown; ends transfer of through passengers in streetcars of 10th & 11th Street Line. (Ledger? has steamer conn. to 11/21/64 tt.?) (Casebook)

- Nov. 23, 1863 One span and half of draw of Grays Ferry Bridge burned by spark from locomotive; night train detours over PRR Arsenal Bridge and West Chester & Philadelphia Railroad. (PLdgr) (NB: there was no connection between WC&P and PW&B!?!? - Casebook implies Jct. RR opened because of burning of Grays Ferry Bridge)
- Nov. 23, 1863 Court issues decree of sale covering portion of Logansport, Peoria & Burlington Railroad east of Peoria.
- Nov. 23, 1863 Gen. Sherman's 15,000 men arrive in Chattanooga; Gen. Grant begins breakout from city. (Clark)
- Nov. 24, 1863 Gen. Grant wins battle of Lookout Mountain east of Chattanooga. (Clark)
- Nov. 25, 1863 PRR Board authorizes purchase of Columbia Bridge Company. (MB)
- Nov. 25, 1863 Gen. Grant defeats Gen. Braxton Bragg in Battle of Missionary Ridge; Bragg retreats into Georgia. (Long)
- Dec. 1, 1863 Union Pacific Railroad breaks ground at Omaha, Neb.
- Dec. 1, 1863 Allantic & Great Western/Cleeland & Mahoning route opens for revenue service between Jersey City and Cleveland. (Felton - verify)
- Dec. 3, 1863 Camden & Amboy Railroad excursion marks beginning of regular through service between Jersey City and Washington; leaves Jersey City 8:00 AM and returns on Dec. 4; originally took one hour to cover four miles by horses through Philadelphia. (NSF - verify)
- Dec. 3, 1863 Gen. Longstreet begins withdrawal from in front of Knoxville. (Long)
- Dec. 7, 1863 Pittsburgh & Connellsville annual meeting held with local anti-B&O leader J.H. Sewell in chair; letter of PFW&C Pres. Cass read

promising a share of through traffic; B&O motion for company to reject act of Apr. 1, 1863, is ruled out of order; anti-B&O forces use an obsolete stock ledger that does not show B&O purchases of 1861, enabling them to permit B&O to vote only 700 shares instead of 17,800; B&O refuses to vote at all and anti-B&O slate elected by 15,900 to 250.

- Dec. 8, 1863 B&O sues to have Pittsburgh & Connellsville election overturned. (ARJ)
- Dec. 9, 1863 At prompting of William Thaw, President of Union Transportation & Insurance Company. PRR Board reverses opposition to private freight lines; authorizes Pres. Thomson to negotiate for establishment of a fast freight line. (MB)
- Dec. 9, 1863 PRR Special Committee on Steamship Line presents proposal of Liverpool & Pennsylvania Steam Ship Company to build ships of 3,000 tons by Mar. 1, 1865, and in meantime put on ships of 1,500 tons by Mar. 1, 1864; to operate every two weeks for 10 years; PRR to provide free wharfage for 20 years and provide traffic and bunker coal at 20% less than regular rates; Steam Ship Company to receive 15% commission on all emigrant fares; PRR to act as agent without charge and guarantee Steam Ship Company a 6% dividend for 10 years; Steam Ship Company not to charge higher fares to Philadelphia than New York; Philadelphia capitalists to subscribe a minimum of \$1,000,000 to Steam Ship Company; despite onerous terms, PRR agrees "in principal." but nothing is done. (MB)
- Dec. 9, 1863 Canal Dept. (Pa. Canals) reorganized.
- Dec. 1863 PRR begins construction of Steubenville Extension to connect Pittsburgh & Steubenville line at Birmingham (South Side) with PRR main line at Union Station; workmen arrested by city authorities who object to tunnel. (Church)
- Dec. 1863 Senator Charles Sumner (1811-1874) introduces resolution for Postmaster General to review mail delays and report on the need for a new line between New York and Washington.
- Dec. 1863 Erie & Pittsburgh Railroad completed from Greenville to Sharon, Pa. (AB- no pass. service)
- Dec. 18, 1863 Robert Frazer elected Pres. of Camden & Atlantic Railroad, replacing Joseph W. Cooper.
- Dec. 20, 1863 Federal court overturns Pittsburgh & Connellsville election and seats B&O board. (P&C AR says 12/25 - USRR&MR says 12/24)

- Dec. 21, 1863** Tom Scott contracts to organize an expedition to Arizona and Southern California proposed by Dr. George M. Willing (later eccentric congressman from Idaho?? check) to investigate mineral resources and establish mining claims; underwriters of expedition to receive shares in any companies organized; Scott take 7 of 12 shares and 1 share to be divided among the 20 members of the expedition. (The Road)
- Dec. 22, 1863** PRR files for injunction to block City of Pittsburgh from interfering with construction of Steubenville Extension tunnel under Grants Hill after workmen arrested. (Church)
- Dec. 22, 1863** Cooper Shop Soldiers Home opens at northwest corner of Race & Crown Streets for disables soldiers. (Scharf)
- Dec. 23, 1863** Scott expedition leaves New York for California via Panama. (The Road)
- Dec. 23, 1863** Pres. Thomson reports he has purchased Columbia Bridge Company for \$57,000. (Watkins - verify MB)
- Dec. 23, 1863** Fire destroys western span of Grays Ferry Bridge at Philadelphia, cutting PW&B. (Scharf)
- c. Dec. 1864** Railroads between New York and Washington establish a single general superintendent for entire line; establish one round trips for New York-Washington business only and a special military train. (possibly late ca. 12/4/1863 or by 1/2 - see ARJ 1/2/64)
- Dec. 28, 1863** Railroads between New York and Washington inaugurate a night train each way running through Philadelphia without stopping and carrying no local passengers between New York and Baltimore; travelers by this train do not need a military ticket. (NYTrib, BaltAm)
- Dec. 28, 1863** PFW&C grants Joliet & Chicago Railroad use of its new temporary Madison Street depot in Chicago with provision for future Union Passenger Station. (Church)
- Dec. 28, 1863** Cincinnati City Council resolution grants authority for Little Miami Railroad and Cincinnati & Indiana Railroad to lay connecting tracks in Front and other streets under 15-year franchise; to be used for freight at night only, but may use locomotives. (Church)
- Dec. 29, 1863** Meeting of New York-Washington railroad lines in Washington. (C&A MB)

- Dec. 29, 1863** **Junction Railroad sues West Chester & Philadelphia Railroad in Court of Common Pleas to condemn crossing of WC&P near Arsenal Bridge in West Philadelphia; suit delays completion of southern half of Junction Railroad for several years. (Casebook)**
- Dec. 30, 1863** **Draft commissioners file in Pennsylvania Supreme Court to dissolve injunction against workings of the draft. (Scharf)**
- Dec. 31, 1863** **PRR contracts with Union Transportation & Insurance Company for establishing independent fast freight lines (the Star Union and National Lines) over the PRR and its connections. (MB)**
- Dec. 31, 1863** **PFW&C Railroad deeds franchises in Ohio to PFW&C Railway to conform to new Ohio General Railroad Law of Apr. 4, 1863. (Church)**
- Dec. 31, 1863** **Atlantic & Great Western Railroad opens between Akron and Galion, Ohio. (Minor)**
- 1863** **PRR purchases control of Pittsburgh & Steubenville Railroad.**
- 1863** **Camden & Amboy secures control of Camden & Philadelphia Steam Boat Ferry Company.**
- 1863** **PRR adopts a firebrick deflector without a special firebox as standard for coal-burning locomotives; experiments with anthracite for passenger locomotives prove unsuccessful. (AR)**
- 1863** **Double track completed between Baltimore and Relay (Hollins) on Northern Central.**
- 1863** **Northern Central builds new station at York.**
- 1863** **PRR completes double track: Aqueduct-Newport, McVeytown-Manayunk, Newton Hamilton-Mount Union.**
- 1863?** **PW&B in cooperation with United States Sanitary Commission develops first hospital car for moving wounded troops. (SMF) (according to Weber, Boston & Albany had hospital cars by May 1862; first in war zone were on L&N 10/17/62 to remove wounded from the battle of Perryville; devised by Illinois agent of Sanitary Commission)**
- 1863** **PW&B introduces first railroad dining cars in U.S.; remodeled coaches are fitted with an eating bar and steam chests, but food is prepared at terminals; remain in use about three years. (AAR)**
- Fall 1863** **Frank Thomson, then with US Military Railroad (?? Watkins says began assisting Tom Scott in 1862), develops a hospital car for carrying**

wounded soldiers between Nashville and Chattanooga; based on old plan of three tiers of bunks as in early sleepers and canal packets, but with cloth stretchers hung in straps to prevent jarring. (Watkins - was written up in Harpers Weekly sometime in 1863)

- 1863** Bedford Railroad opens between Bloody Run and Bedford. (late 12/63 or very early 1/64)
- c. 1863** Oil Creek Railroad opens between Titusville and Boyd Farm (Petroleum Centre) and third rail laid for standard gauge. (Val, C&C - verify)
- 1863** Sharpsville & Oakland Railroad (unincorporated) opens between Sharpsville and Oakland, Pa. (4.68 miles).
- 1863** Robert Garrett and PRR begin foreclosure proceedings against Steubenville & Indiana Railroad in Harrison County Court of Common Pleas. (Church)
- 1863** Stockholders and creditors of Cincinnati, Wilmington & Zanesville Railroad sign reorganization agreement calling for foreclosure and organization of new company; First Mortgage bondholders are to get First Mortgage bonds of new company at full value; Second Mortgage bondholders are to get stock of new company at full value; Third Mortgage bondholders are to get stock at 30 cents on the dollar; Income bondholders are to get stock at 15 cents on the dollar. (Church)
- 1863** Chicago & Great Eastern Railway contracts for construction between La Crosse and Chicago. (Church)
- 1863** Peter Wright & Sons fits sailing ship *Romney* with tanks for carrying bulk oil to Europe; also carries in barrels. (Flayhart)
- 1863** London & North-Western Railway first employs Bessemer steel in locomotive boilers. (DNB)