

**PRR CHRONOLOGY
1864**

June 2004 edition

- Jan. 1, 1864** Middle Division (P&E) created; Renovo-St. Marys ceded from Eastern Division and St. Marys-Kane from Western Division.
- Jan. 1, 1864** Erie & Pittsburgh Railroad completed between Sharon and West Middlesex, Pa. (no pass. service - Spence says this is "by" 1/1 from AudGen)
- Jan. 1, 1864** City of Cincinnati agrees with Little Miami Railroad and Cincinnati & Indiana Railroad to maintain connecting track, called the Cincinnati Street Connection Railway, on Smith, Water, Sycamore and Front Streets for 15 years. (Church)
- Jan. 4, 1864** Erie & Pittsburgh Railroad opens for regular service between West Greenville and Sharon, Pa. (Spence)
- Jan. 5, 1864** West Chester & Philadelphia Railroad sues Junction Railroad and PRR in Pennsylvania Supreme Court to block crossing near the Almshouse property in West Philadelphia. (Casebook)
- Jan. 6, 1864** House appoints a nine-man select committee on proposed New York-Washington Air Line Railroad.
- Jan. 6, 1864** Cleveland & Pittsburgh Board appoints James F. Clark VP; refers contract with PFW&C and Union Transportation Company to Executive Committee; debates question of adopting compromise gauge. (MB)
- Jan. 7, 1864** Gov, Curtin vetoes supplement to charter of Lykens Valley Railroad & Coal Company giving it combined mining and transporting powers and permission to increase land holdings from 3,000 to 15,000 acres.
- c. 1/8/64** First through mail train operated from Jersey City to Washington.
- Jan. 10, 1864** Indiana Central Railway, Richmond & Covington Railroad and Columbus & Indianapolis Railroad sign agreement for joint operation of their properties, forming a line between Columbus and Indianapolis via Bradford, Ohio, and Richmond, Ind., with a branch between Bradford and Union City, as the "Great Central Line"; Indiana

Central Railway is primary company. (Church)

- Jan. 14, 1864** Railroads between New York and Washington issue statement to Postmaster General on recent delays to mails; blame on single track, burning of Grays Ferry Bridge and ice in Susquehanna and River; notes that improvements are under way.
- Jan. 14, 1864** Atlantic & Great Western Railway agrees with Oil Creek Railroad giving it control of rate-making for oil traffic for two years.
- Jan. 14, 1864** Oil Creek Railroad gives Atlantic & Great Western Railroad Company of Pennsylvania right to build from Franklin to Oil City under Oil Creek charter and then operate it under lease; however, A&GW builds line as own without consideration of leasing from Oil Creek Railroad. (Minor)
- Jan. 14, 1864** Secretary of War Stanton authorizes Little Miami Railroad to build track from depot on East Front Street, Cincinnati, to public landing on river and to railroads leading west from city. (Church)
- Jan. 15, 1864** Public meeting held in support of steamship line between Philadelphia and Liverpool; PRR offers free wharfage if public will subscribe \$500,000; \$101,000 subscribes on the spot. (Scharf)
- Jan. 15, 1864** New Lisbon Railway incorporated in Ohio to from Cleveland & Mahoning Railroad through New Lisbon to Liverpool. (Minor)
- Jan. 1864** Through sleeping cars established between Jersey City and Pittsburgh via Allentown Route; one change of cars at Pittsburgh for Chicago and Cincinnati. (this date from Pass. Dept.-see 11/62?)
- Jan. 1864** Strike cuts into earnings of PFW&C. (MB)
- Jan. 1864** Steubenville & Indiana Railroad creditors agree to reorganization without foreclosure and sale. (see 4/11)
- Jan. 16, 1864** Pennsylvania Supreme Court lifts injunction against draft commissioners by 3-2 vote; resignation of Justice ___ Lowrie and appointment of Justice ___ Agnew provides swing vote. (Scharf)
- Jan. 17, 1864** House Committee on Air Line Railroad asks Post Office and War Depts. for reports on delays to mail, troops and supplies on existing railroads between New York and Washington.
- Jan. 20, 1864** Raritan & Delaware Bay begins lobbying in Washington for federal law to override Camden & Amboy Monopoly; Camden & Amboy

counter-lobbies to maintain privileges.

- Jan. 20, 1864** PRR Board grants \$200 to Cooper Shop Volunteer Refreshment Saloon at foot of Washington Street, which feeds soldiers passing through Philadelphia. (MB)
- Jan. 23, 1864** Act of Alexandria government of Virginia authorizes Washington, Alexandria & Georgetown Railroad to increase stock to \$500,000 and issue \$200,000 bonds; also revokes restriction on being controlled by non-Virginians. (Digest)
- Jan. 23, 1864** Future PRR VP Benjamin McKeen (1864-1947) born at Terre Haute, Ind.; son of future Terre Haute & Indianapolis Railroad Pres. William Riley McKeen (1829-1913). (PRRBio)
- Jan. 25, 1864** Joint Companies' Executive Committee appoints committee to act with PW&B in building a double track railroad on Delaware Avenue from Kensington to Washington Street. (MB)
- Jan. 25, 1864** B&O completes first section of double track of Washington Branch between Elk Ridge and Annapolis Jct. (B&O AR)
- Jan. 26, 1864** Quartermaster Montgomery C. Meigs (1816-1892) reports to Secretary of War Stanton on problems with railroads between New York and Washington; blames many recent delays on ice interfering with ferries but notes that existing service is inadequate, and B&O fares are higher than normal because of the state surcharge. (Pam)
- Jan. 27, 1864** Scott expedition arrives in San Francisco. (The Road)
- Jan. 29, 1864** Camden station and freight house of Camden & Amboy burned; 400 feet long. (AR, SG)
- Feb. 1, 1864** Pres. Lincoln increases draft call to 500,000 men. (Scharf)
- Feb. 1, 1864** Joint Companies' Executive Committee authorizes developing a plan for rebuilding the Camden station area after fire. (MB)
- Feb. 3, 1864** PRR Board grants \$300 to Union Volunteer Refreshment Saloon & Hospital in Philadelphia; David Salomon, a City director of PRR resigns and moves to New York; had joined Board to promote steamship line. (MB)
- Feb. 3, 1864** Postmaster General Blair replies to Senate resolution on mail delays; says new railroad not needed; existing railroads are making improvements; delays caused by burning of Grays Ferry Bridge and ice

in Susquehanna River. (NSF)

- Feb. 3, 1864** Alexandria & Fredericksburg Railway incorporated by Alexandria government of Virginia; corporators are Henry S. McComb (1825-1881), Reuben Johnson, Silas Seymour (1817-1896), Joseph B. (P?) Stewart and Alexander Hay (Digest); McComb and Seymour are also involved in Union Pacific, and Stewart was a lawyer and Congressional lobbyist. (Bain)
- Feb. 3, 1864** Erie & Pittsburgh Railroad completes Dock Branch from Dock Jct. to Erie waterfront. (Spence)
- Feb. 4, 1864** Virginia act authorizes Washington & Alexandria Turnpike Company to move road 100 feet to remove from proximity to Washington, Alexandria & Georgetown Railroad and sell old roadbed to railroad. (MB)
- Feb. 4, 1864** Engineer Richard Boyse Osborne issues report of survey of Jersey Shore, Pine Creek & State Line Railroad; to build from Williamsport/Jersey Shore to New York state line below Olean via Port Allegheny.
- Feb. 5, 1864** Michigan acts extend time for completing first 40 miles of Grand Rapids & Indiana Railroad to Jan. 1, 1866; permit townships, villages and cities along line to issue bonds to support construction. (Church)
- Feb. 5, 1864** St. Louis & Illinois Bridge Company incorporated in Missouri to bridge Mississippi River. (Church)
- Feb. 9, 1864** PW&B Pres. S.M. Felton writes a pamphlet, *The Impolicy of Building another Railroad between Washington and New York*, addressed to Sen. Charles Sumner, one of the chief spokesmen of the anti-Camden & Amboy movement in Congress; blames delays on unavoidable accidents and bad weather; notes that PW&B is as close to an air-line as possible; recites PW&B's record of unselfish devotion to the Union cause; pamphlet is issued to public with preprinted letters for recipients to write to Congress in support of the PW&B.
- Feb. 10, 1864** Kent County Railroad incorporated in Maryland. (Digest)
- Feb. 1864** B&O completes second track of Washington Branch between Elk Ridge and Relay. (B&O AR)
- Feb. 1864?** NYC and Michigan Central purchase Western Transportation Company line of freight propellers operating between Buffalo and Detroit. (Maybe 1/64 - check ARJ?)

- Feb. 1864** PRR appoints Herman J. Lombaert permanent Second VP in charge of Treasury, Accounting and Transportation Departments. (Wilson - verify)
- Feb. 12, 1864** Henry Fletcher Kenney promoted from Master of Transportation to Assistant Superintendent of PW&B. (Obit)
- Feb. 15, 1864** PRR declares stock dividend of \$15 per share.
- Feb. 16, 1864** At PRR annual meeting, Col. James Page (1795-1875), Pres. of Union Canal, introduces resolutions calling for a committee to ascertain disposition of \$850,000 from the commutaion of the Tonnage Tax and condemning the conduct of the officers who had secured the charter supplement of Mar. 16, 1863, charging the Board and adding a Vice President without consent of stockholders; also calling for an end to purchases, leases, or guarantees of lines outside of state, no rate discrimination against Philadelphia and Pittsburgh in favor of the West and Europe, no favors to coal and lumber companies, etc.; both resolutions are tabled, and stockholders approve a resolution approving actions of Board. (AR, MB)
- Feb. 19, 1864** Fire destroys car shops of New Jersey Railroad at East Newark; not rebuilt, and new shop built in Jersey City. (AR)
- Feb. 24, 1864** Flushing & Woodside Railroad incorporated as LIRR subsidiary to build branch line to Flushing in competition with New York & Flushing. (Val, CorpHist - date of articles)
- Feb. 24, 1864** PFW&C Pres. George W. Cass proposes creating a separate Engineer Bureau under a Chief Engineer and relieving General Superintendent John B. Jervis of operating duties; urges increase of stock from \$6.5 million yo \$25 million to finance expansion. (MB)
- Feb. 25, 1864** PFW&C Board appoints committee, including J. Edgar Thomson, to negotiate new percentage contract with Cleveland & Pittsburgh Railroad; approves contract with Union Transportation & Insurance Co. (MB)
- Feb. 25, 1864** Cleveland & Pittsburgh Railroad appoints J.H. Devereaux Superintendent, replacing Pres. Jacob N. McCullough, who is promoted to General Superintendent of both C&P and PFW&C. (MB)
- Feb. 27, 1864** Steubenville & Indiana Railroad sold at foreclosure to J. Edgar Thomson, Henry M. Alexander and George Wythe McCook (1822-1877) for \$1.9 million in disregard of creditors' agreement; sale not

confirmed and not formally set aside until Oct. 1870. (Church)

- Mar. 1, 1864** PFW&C appoints John B. Jervis Chief Engineer as head of new Engineer Dept. and separates duties from those of General Superintendent; Jacob Nessly McCullough named General Superintendent in place of Jervis; McCullough remains Pres. and General Superintendent of Cleveland & Pittsburgh Railroad. (MB, AR)
- Mar. 1864** John A. Wilson named Chief Engineer (MofW?) - check card
- Mar. 2, 1864** PRR Board approves lease of Greenwich wharves of J.S. McAllister for a petroleum terminal, which must be outside the built-up portions of the city because of fire hazard. (MB)
- Mar. 3, 1864** Scotland & Mont Alto Railroad incorporated in Pa. (or 5/3?)
- Mar. 3, 1864** Wicomico & Pocomoke Railroad charter of 1848 revived by new legislative act. (ICC, Val)
- Mar. 9, 1864** House Committee on Military Affairs reports that Congress should honor petition of Raritan & Delaware Bay Railroad and intervene against Camden & Amboy. (CongGlobe)
- Mar. 9, 1864** Lincoln commissions U.S. Grant as first Lieutenant-General since George Washington and gives command of all Union armies. (Long)
- Mar. 10, 1864** Cincinnati & Zanesville Railroad organized as reorganization of Cincinnati, Wilmington & Zanesville Railroad under old charter. (Church)
- Mar. 10, 1864** James M. Roosa, receiver of Cincinnati, Lebanon & Xenia Railroad (later Cincinnati, Lebanon & Northern Railway), deeds partly completed railroad, Lebanon to Mason, to Little Miami Railroad for \$3,000; transaction is disapproved by court and property is reconveyed to original company on Dec. 19, 1866. (Church)
- Mar. 1864** Logansport, Toledo & Burlington Railroad sold at foreclosure to Charles L. Frost, Edward Weston and Henry G. Marquand (1819-1902) of New York, representing the bondholders. (what source?)
- Mar. 14, 1864** New Jersey Railroad commuters hold mass protest meeting at Washington Hall in Newark, objecting to new rules for showing tickets at ferry; form "Permanent Committee to Procure New Avenues of Communication with New York"; becomes seed for movement for competing railroad. (NSF)

- Mar. 16, 1864** PFW&C stockholders approve new \$3.5 million stock issue. (MB)
- Mar. 17, 1864** Bill to legalize Raritan & Delaware Bay Railroad introduced in House of Representatives. (CongGlobe)
- Mar. 21, 1864** Portion of Logansport, Peoria & Burlington Railroad east of Peoria sold under separate foreclosure to Charles L. Frost, Edward Weston and Henry G. Marquand for \$50,000; balance of LP&B west of Peoria becomes the Peoria & Burlington Railroad and eventually part of the main line of the Burlington system. (Church)
- Mar. 24, 1864** Pemberton & Hightstown Railroad incorporated in N.J.
- Mar. 25, 1864** New Castle & Franklin Railroad Company incorporated in Pa. (Val)
- Mar. 30, 1864** Little Miami/Columbus & Xenia Railroads agree to pool and divided earnings with Columbus & Indianapolis Railroad, Richmond & Covington Railroad, Indiana Central Railway, Dayton & Western Railroad and Dayton, Xenia & Belpre Railroad on route between Cincinnati and Indianapolis. (Church)
- Spring 1864** Second Harlem Corner; Vanderbilt applied to merge New York & Harlem with Hudson River Railroad, causing stock to rise to 150; Daniel Drew and some legislators sell short and then vote down consolidation bill, causing it to drop to 90; Vanderbilt keeps buying and then demands 1000 a share, later lowering his demand to 285 and netting \$25 million. (Schlichting)
- Spring 1864** Cornelius Vanderbilt and John Tobin boom New York & Harlem from 90 to 285 over five months. (Wyckoff)
- ca. Apr. 1864** Union Line begins operation.
- ca. Apr. 1864** U.S. Military Railroad completes new draws at Long Bridge. (War)
- Apr. 1, 1864** Superintendent of Transportation John Reilly establishes Car Record Office at Altoona, first centralized collecting and analysis of reports of car movements.
- Apr. 1, 1864** West Chester & Philadelphia Railroad assumes operation of West Chester Railroad from PRR. (C&C)
- Apr. 1, 1864** PRR abolishes former system of quarterly commuter coupons and school tickets in favor of monthly coupon tickets good for 54 rides at reduced rate; good for Philadelphia-Parkesburg and Pittsburgh-Latrobe areas. (MB)

- Apr. 4, 1864** Gen. Philip Sheridan (1831-1888) named cavalry commander of Army of the Potomac. (Long)
- Apr. 4, 1864** William Hasell Wilson appointed Chief Engineer of Junction Railroad.
- Apr. 5, 1864** Commodore Stockton issues pamphlet, *Defence of the System of Internal Improvements* of the State of New Jersey. (Pam)
- Apr. 5, 1864** Columbia & Maryland Line Railroad renamed Columbia & Port Deposit Railroad (Pa.).
- Apr. 6, 1864** PRR Board authorizes Pres. Thomson to dispose of PRR's shares in Pittsburgh, Fort Wayne & Chicago as he sees fit; donates \$2,000 to 2nd Regiment Reserve Brigade (Blue Reserves of Philadelphia) who are charged with guarding city; also \$2,000 to committee for recruiting colored regiments. (MB - war items from Watkins see 4/20 - verify)
- Apr. 1864** Atlantic & Great Western Railroad has bill for Bear Creek Railroad, that would give in entrance to Pittsburgh, before Pa. Legislature; PRR uses influence to have Senate amend bill to fix gauge at 4'-10". (check if passes, when intro?)
- Apr. 8, 1864** Pres. Cass informs PFW&C Board he has sold Pittsburgh office building for \$35,000. (MB)
- Apr. 8, 1864** PFW&C agrees with its mortgage trustees that it may issue additional stock from year to year to pay for double tracking and other improvements. (Church)
- Apr. 11, 1864** Under command of Tom Scott, two bills introduced in Pennsylvania House; first declares that Pittsburgh & Connellsville Railroad has forfeited right to extend further because of delays; the second creates the Connellsville & Southern Pennsylvania Railroad Company (a PRR front) to build from Connellsville to the Susquehanna River. (Clark)
- Apr. 11, 1864** Steubenville & Indiana Railroad Board approves reorganization plan; stockholders surrender half of stock to pay coupons on First Mortgage bonds; new First Mortgage bonds to be issued covering old bonds and three and a half years interest; Second Mortgage bonds, including \$380,000 held as collateral by Robert Garrett & Sons, also to be exchanged for First Mortgage bonds; although road has already been sold at sheriff's sale; as a result, sale is not confirmed. (Church)
- Apr. 12, 1864** Portion of Logansport, Peoria & Burlington Railroad west of Peoria reorganized as Peoria & Burlington Railroad; becomes part of Burlington system; remainder of line becomes part of Toledo, Peoria &

Western.

- Apr. 13, 1864** Railroad Committee of Pennsylvania House reports both Pittsburgh & Connellsville bills after refusing to hear P&C Pres. Benjamin H. Latrobe. (Clark)
- Apr. 14, 1864** West Jersey Express Company incorporated to operate over West Jersey Railroad.
- Apr. 15, 1864** Erie & Pittsburgh Railroad completed between West Middlesex and Pulaski, Pa. (no pass service? - according to Spence is approx.)
- Apr. 20, 1864** PRR Board grants \$1,000 to Blue Reserves of Philadelphia for new uniforms; \$2,000 for recruiting of African-American regiments; \$10,000 to Central Sanitary Fair and agree to ship goods for it free of charge. (MB)
- Apr. 21, 1864** Full House passes both Pittsburgh & Connellsville bills 68-23 after suspending regular rules. (Clark)
- Apr. 23, 1864** PRR secures passage of act authorizing Columbia Bank to sell the Columbia Bridge and incorporation of new Columbia Bridge Company, to which any railroad may subscribe stock. (Digest)
- Apr. 23, 1864** Pennsylvania act authorizes PRR to tunnel under a house of worship without consent, clearing the way for construction of Grants Hill Tunnel in Pittsburgh. (PL, Church)
- Apr. 23, 1864** Lawrence Railroad & Transportation Company of Pennsylvania incorporated to build from Mahoningtown to Ohio state line near Lowell; authorized to occupy or lease Ohio & Pennsylvania Canal, but did not exercise this right. (Church)
- Apr. 24, 1864** Princeton & Kingston Branch Turnpike Company sold at foreclosure.
- Apr. 27, 1864** Pennsylvania Senate passes both Pittsburgh & Connellsville bills by 22-10; final passage comes after midnight, with Tom Scott present; according to a speech made in debate on Feb. 14, 1867, by Rep. ___ Bingham of Allegheny County who was present, a senator got up and said in good humor, "Mr. Speaker, may we now go Scott-free?" (verify in Leg. Record, p. 141-2)
- Apr. 27, 1864** Pennsylvania act authorizes PRR to sell remnants of Western Division Canal to Western Pennsylvania Railroad. (PL)
- Apr. 28, 1864** Pennsylvania act authorizes PRR to acquire land bounded by Market

Street, 15th Street, Filbert Street and Western Market for Philadelphia depot site. (PL)

- Apr. 28, 1864** Littlestown Railroad sold at foreclosure. (Val)
- Apr. 28, 1864** Dean Richmond (1804-1866) of Buffalo elected Pres. of NYC, replacing Erastus Corning, resigned; group of stockholders led by Thomas Olcott of Albany and backed by Cornelius Vanderbilt had balked at Corning's caution. (ARJ, Schlichting)
- Apr. 30, 1864** Charter supplement grants "Winslow Colliery" ("Company" left off enabling act but used on stock), incorporated on Apr. 10, 1862, at Benezette (mines in Elk Co.), right to construct a railroad to connect with the Western Central on the west and at any point on the Philadelphia & Erie on the east; company plans to occupy the strategic low summit near Brookville. (Rdg)
- May 1, 1864** Thomas D. Messler resigns as Comptroller of PFW&C; replaced by William H. Barnes. (MB)
- May 2, 1864** PRR declares special dividend of 30% payable in new stock to holders of record as of Feb. 15, 1864. (MB)
- May 2, 1864** Philadelphia & Erie Railroad opens between Emporium and St. Marys, Pa. (ft only?)
- May 3, 1864** Pennsylvania act waives requirement that purchasers of state canals are required to keep them in repair. (PL)
- May 3, 1864** Scotland & Mont Alto Railroad incorporated in Pa. to build from Cumberland Valley Railroad near Scotland to Mont Alto. (Digest)
- May 3, 1864** Cross Cut Railroad incorporated in Pa. to build from Corry towards Buffalo creating a direct line between Buffalo and the Oil Region. (Val)
- May 4, 1864** Joint Companies' Executive Committee approves plan for extension of Camden station. (MB)
- May 4, 1864** Mineral Railroad & Mining Company incorporated after Gov. Curtin refuses to sign or veto; may own 5,000 acres of coal land in Shamokin area; controlled 2/3 by Northern Central and 1/3 by PRR. (not begin op. til 1869? - check NC AR)
- May 4, 1864** Kensington & New Jersey Ferry Company incorporated in Pa. to operate ferry between Coopers Point, Camden, and Shackamaxon Street, Philadelphia. (Val)

- May 4, 1864** **Pennsylvania revokes rights of Cleveland & Mahoning Railroad within state, as has built no railroad. (Minor)**
- May 4, 1864** **Gen. Grant begins moving south across the Rapidan, beginning the campaign that will take him to Richmond and Appomattox. (Long)**
- May 4, 1864** **U.S. Military Railroad abandons Orange & Alexandria from Mitchell's Station south of Culpeper to Burke's Station near Alexandria, as Grant cuts this supply line. (OR)**
- May 5, 1864** **Confederate raid on Bloomington and Piedmont cuts B&O and destroys equipment. (B&O AR)**
- May 6, 1864** **Two-day Battle of the Wilderness ends in a draw, but unlike his predecessors, Grant does not withdraw despite heavy casualties and resumes his march on Richmond; in a pincers movement, Gen. Butler advances to within seven miles of Petersburg from the east. (Long)**
- May 7, 1864** **Gen. Sherman begins moving south against Atlanta. (Long)**
- May 9, 1864** **Toledo, Peoria & Warsaw Railway incorporated in Illinois as reorganization of Logansport, Peoria & Burlington Railroad. (Church)**
- May 10, 1864** **New 40-foot RPO car makes first trial run between Baltimore and Jersey City, returning next day; to run in regular service between Jersey City and Washington.**
- May 10, 1864** **Vincentown Branch of the Burlington County Railroad opens between Ewansville and Vincentown, N.J. (ARJ)**
- May 11, 1864** **PRR Board considers offer of majority of stock of Lackawanna & Bloomsburg Railroad; Delaware, Lackawanna & Western arranges to purchase L&B even before offer reaches Philadelphia. (check on DLW side)**
- May 11, 1864** **PFW&C General Superintendent J.N. McCullough recommends that Isaac Dripps, Master Mechanic of the Western Division, receive an increase to \$3,500 per year because of a better offer from the PRR. (MB)**
- May 11, 1864** **Confederate cavalry commander J.E.B. Stuart (1833-1864) mortally wounded in cavalry skirmish with Sheridan's troops at Yellow Station just north of Richmond. (Long)**
- May 11, 1864** **Little Miami Railroad and Cincinnati & Indiana Railroad agree for**

construction and joint ownership of Cincinnati Street Connection Railway in Front and Water Streets. (Church)

- May 12, 1864** **Battle of Spotsylvania ends with more heavy Union losses; Grant fails to break through Lee's defenses and begins moving south and east hoping to get between Lee and Richmond; Confederate soldier John Mifflin Hood has his left arm shattered by a minie ball and is later taken secretly to Baltimore for treatment. (Long, Hood Memoir)**
- May 14, 1864** **Steubenville & Indiana Railroad purchases one-half interest in track of the Central Ohio Railroad between Newark and Columbus, Ohio, effective Aug. 31. (Watkins has 3/14/64? CE has 1/14 signed 8/31; check C&C)**
- May 14, 1864** **Portion of Logansport, Peoria & Burlington Railroad east of Peoria conveyed to Toledo, Peoria & Warsaw Railway.**
- May 15, 1864** **Confederates turn back Union advance down Shenandoah Valley under Gen. Franz Sigel (1824-1902) in Battle of New Market. (Long)**
- May 1864** **Jeffersonville Railroad acquires control of Indianapolis & Madison Railroad taken up between Edinburg and Columbus, Ind., and I&M begins using parallel line of Jeffersonville Railroad. (Church)**
- May 16, 1864** **Belvidere-Delaware Railroad opens for revenue service from Belvidere to Manunka Chunk, N.J., and interchange with Delaware, Lackawanna & Western Railroad; because of gauge difference, no direct rail connection until 1876. (Lee)**
- May 1864** **Robert F. Stockton issues his *Defense of the System of Internal Improvements of the State of New Jersey* in Camden & Amboy-Raritan & Delaware Bay lobbying war. (see 4/5)**
- May 17, 1864** **Rocky Hill Railroad & Transportation Company organized at Princeton. (Val)**
- May 17, 1864** **Philadelphia & Trenton Railroad orders sale of its interest in "Third Street Hall" at 3rd & Willow Streets, Philadelphia, after years of stalemate in its attempts to effect a connection with the Northern Liberties & Penn Township Railroad and City Railroad. (MB)**
- May 17, 1864** **U.S. Military Railroads reopens RF&P to Falmouth, Va.; Potomac Creek Bridge rebuilt in 40 hours. (ORr)**
- May 18, 1864** **PRR Board donates \$300 to Citizens Volunteer Hospital of Philadelphia; \$500 to U.S. Christian Commission for hospital supplies**

for soldiers; \$10,000 to Pennsylvania Hospital, which has treated all injured on PRR at no cost since 1849. (MB)

- May 21, 1864** Property of Littlestown Railroad transferred by deed to Ephraim Myers for purchasers; Hanover Branch Railroad surrenders operation of Littlestown Railroad between Hanover and Littlestown, Pa. (Val)
- May 22, 1864** U.S. Military Railroad abandons and tears up RF&P between Aquia Creek and Falmouth, Va., after removing 8,000 wounded from Spotsylvania; not restored for remainder of war. (OR)
- May 23, 1864** Philadelphia & Erie Railroad opens between Sheffield and Kane, Pa. (USRR&MR has same date for open Emporium-St. Marys)
- May 23, 1864** PRR establishes single round trip Paoli Accommodation for persons spending the business day in Philadelphia, inaugurating the famous Paoli Local; wye and siding constructed, and engine house originally built for M-of-W engine used to store locomotive for Paoli Local. (AR, RW)
- May 23, 1864** Through cars between Jersey City and Williamsport established via Allentown Route. (NJJ)
- May 23, 1864** Warren & Tidouite Railroad renamed Warren & Franklin Railway; certificate filed June 25, 1864. (Val)
- May 26, 1864** Dayton & Western Railroad and Cincinnati, Hamilton & Dayton Railroad agree for joint operation of parallel tracks between Ludlow Street and 3rd Street in Dayton; CH&D may build broad gauge track on Great Miami Bridge. (Church)
- June 1, 1864** Operation of Bald Eagle Valley and Tyrone & Clearfield Railroads detached from Middle Division and placed under a Superintendent of Branch Roads, Samuel A. Black.
- June 1, 1864** Henry W. Gwinner appointed General Ticket Agent, replacing Lewis L. Haupt (Haupt), resigned after 17 years service. (MB)
- June 1, 1864** PRR Board authorizes purchase of Franklin Market House property on west side of 10th Street between Market & Chestnut as site for passenger station. (MB)
- June 1, 1864** Agreement signed for merging Columbia & Port Deposit Railroad companies of Pennsylvania and Maryland. (C&C)
- June 1, 1864** Erie & Pittsburgh Railroad completed from Pulaski to Harbor Bridge,

five miles above New Castle. (no pass. service - according to Spence is "by" date)

- June 3, 1864** Lee wins last victory at Cold Harbor; inflicts huge losses on Army of the Potomac, but Grant does not withdraw. (Long)
- June 3, 1864** Confederates pursuing retreating Gen. Franz Sigel occupy Martinsburg and cut B&O. (Bain)
- June 6, 1864** Separate Lawrence Railroad & Transportation Company of Ohio incorporated to build from Cleveland & Mahoning Railroad in Youngstown to Pennsylvania state line. (Church)
- June 7, 1864** Congress extends land grant to Michigan for Grand Rapids & Indiana Railroad to cover section between Grand Rapids and Fort Wayne; GR&I is allowed to select its land north of Grand Rapids from a band 20 miles deep on each side of the line instead of 15 miles. (Church)
- June 7, 1864** Great Sanitary Fair opens in Logan Square in Philadelphia to raise money for care of Union soldiers; organized by the Sanitary Commissions of New Jersey, Pennsylvania and Delaware.
- June 8, 1864** LIRR agrees to build Flushing & Woodside Railroad and acquire it upon completion. (Val)
- June 10, 1864** Littlestown Railroad (1864) organized by purchasers of Littlestown Railroad (1854); articles not filed until Jan. 9, 1866. (Val)
- June 10, 1864** Dr. E.H. Williams appointed Superintendent of Galena Division of newly-consolidated Chicago & North Western Railway. (C&NW)
- June 12, 1864** Army of the Potomac begins crossing the James below Richmond; Lee, mistakenly expecting a frontal attack on Richmond, forms his line east of the city. (Long)
- June 15, 1864** PRR Board authorizes contract to move city coal from Philadelphia & Reading over Junction Railroad and Delaware Extension so City Railroad tracks on Broad Street may be abandoned south of Olive Street (Penn Square South). (MB)
- June 15, 1864** Erie & Pittsburgh Railroad completed to junction with New Castle & Beaver Valley Railroad at New Castle, Pa.; no revenue passenger service. (Spence)
- June 16, 1864** Erie & Pittsburgh Railroad opens first coal pier at Erie and Shenango Valley coal transshipped for first time. (Spence)

- June 16, 1864** Dock #1 opens at Erie; first coal transferred from rail to boat. (AB)
- June 18, 1864** Three-day Battle of Petersburg concludes; Grant realizes cannot move further by frontal assault and begins siege, pinning Lee's army in Petersburg. (Long)
- June 18, 1864** Pennsylvania Supreme Court approves bond for Junction Railroad crossing of West Chester & Philadelphia Railroad near Almshouse property in West Philadelphia. (Casebook)
- June 19, 1864** American Telegraph Company completes line between Camden and Cape May, N.J.
- June 20, 1864** Atlantic & Great Western Railway opens to Dayton; Cincinnati, Hamilton & Dayton Railroad lays third rail permitting broad-gauge Erie/Atlantic & Great Western cars to operate between Dayton and Cincinnati and, with Ohio & Mississippi, completing a 6'-0" gauge line between Jersey City and East St. Louis. (Reynolds - Weber, USRR&MR say 6/21! - Felton & Mott say 6/20 is last spike); A&GW was largest northern rail project to be undertaken in Civil War, but could be built only at cost of enormous debt and stock watering, and was poorly constructed; like the Erie, its principal competitive strategy was to act as a rate-cutter.
- June 23, 1864** Lawrence Railroad & Transportation Company of Pennsylvania organized. (Church)
- June 25, 1864** Pennsylvania Supreme Court refuses preliminary injunction to block Junction Railroad from crossing West Chester & Philadelphia Railroad near Almshouse property in West Philadelphia. (Casebook)
- June 1864** PRR steam canal boat *New Era* with towed barge carrying a total of 200 tons of coal operates between Wilkes-Barre and Delaware City or Baltimore; PRR halts enlargement of canal locks because of inflated war prices.
- June 1864** *Pequest*, first locomotive built at Lambertville Shops of Belvidere-Delaware Railroad. (Lee)
- June 1864** Warren & Franklin Railroad opens between Buchanan Jct. on A&GW and Oil City, Pa., giving Erie Railway access to Oil Regions; (first to do so??); creates direct route to Cleveland, which supersedes Pittsburgh as the major refining center.
- June 29, 1864** First excursion train, consisting of locomotive *Union* and four coaches,

operates between Erie and New Castle opening Erie & Pittsburgh Railroad. (Spence)

- June 29, 1864** Columbus & Indianapolis Railroad agrees to purchase Richmond & Covington Railroad for \$640,000. (Church)
- June 30, 1864** Special PFW&C train arrives at New Castle to meet Erie & Pittsburgh excursionists; dinner held at Cochran House, after which, both parties go to Pittsburgh. (Spence)
- June 30, 1864** Tom Scott and Dean Richmond purchase joint control of Oil Creek Railroad for PRR and NYC from Thomas Struthers (1803-) and Worthy S. Streater; PRR later acquires NYC interest. (when??)
- June 30, 1864** Erie Railway submits statement for its joint operating arrangement with Northern Central for Buffalo, New York & Erie Railroad; Northern Central objects and brings suit to enforce contract; holds Erie has diverted traffic to its own line via Hornell, refuses to supply proper proportion of rolling stock, and mingles joint service money with its own.
- June 30, 1864** U.S. Treasury stops issuing Greenbacks, with \$431 million in circulation. (Wyckoff)
- June 30, 1864** Revenue Act raises income tax and imposes new taxes on business.
- July 1, 1864** PRR and NYC place Oil Creek Railroad stock in a voting trust; agree that traffic will be delivered to NYC over P&E to Erie and to Erie Railway at Corry; half of traffic for New York to be carried via NYC and half via PRR; NYC to get all traffic for New England and points north of Erie; PRR all traffic to points south of Erie. (gauge is to be changed from 6'-0" to 4'-8-1/2"); by detaching it Atlantic & Great Western, costs AG&W \$200,000 a year in lost revenue.
- July 1, 1864** Frank Thomson named Superintendent of Eastern Division of P&E. (check card)
- July 1, 1864** Gov. Curtin writes to PRR notifying them that \$50,000 donated in 1862 will be applied to relief of orphans of veterans. (MB)
- July 1, 1864** South Branch Railroad opens between Somerville and Flemington, N.J.; controlled by CNJ; no connection with Flemington Railroad & Transportation Company. (SG)
- July 1, 1864** Erie & Pittsburgh Railroad excursionists feted at banquet at Monongahela House at Pittsburgh before returning to Erie. (Spence)

- July 2, 1864** **Last rail laid on Philadelphia & Erie Railroad two miles west of Johnsonburg. (USRR&MR)**
- July 2, 1864** **Congress incorporates Northern Pacific Railroad to build from Lake Superior to Puget Sound with a branch to Portland, Ore. (Splawn)**
- July 3, 1864** **Federal troops retreat from Martinsburg; B&O evacuates equipment eastward in advance of Confederates under Gen. Jubal Early, who occupies the line between Harpers Ferry and Martinsburg. (B&O AR)**
- July 4, 1864** **Confederate raiders under John S. Moseby (1833-1916) cross Potomac west of Point of Rocks and attack B&O, then retreat to Virginia side when reinforcements appear; Federal troops evacuate Harpers Ferry; B&O's iron-clad car, used to protect military trains, is captured and destroyed. (B&O AR, Bain)**
- July 5, 1864** **Confederates under Gen. Jubal Early cross the Potomac at Shepherdstown; last invasion of the North is aimed at threatening Washington to take pressure off Lee. (Long)**
- July 5, 1864** **U.S. Military Railroad reopens City Point Railroad from City Point to Grant's front lines before Petersburg; changed from 5'-0" to standard gauge; becomes main supply route to Grant's army, with branches extended as the front is extended in front of the town. (War)**
- July 6, 1864** **Early's troops capture Hagerstown. (Long)**
- July 6, 1864** **Confederates attempting to burn B&O bridge over Great Cacapon River driven off by Federal troops in armored train. (Bain - verify)**
- July 6, 1864** **New Columbia Bridge Company organized; Herman J. Lombaert Pres. (Wilson)**
- July 6, 1864** **Philadelphia & Erie Railroad opens between Kane and Wilcox, Pa.**
- July 9, 1864** **Confederates under Gen. Early defeat 1,400 hastily-assembled Union troops under Gen. Lew Wallace at Battle of Monocacy; occupy Frederick and move east to cut Northern Central and PW&B. (Long)**
- July 10, 1864** **U.S. Military Railroad orders force of engine and train crews to replace strikers on Philadelphia & Reading Railroad to prevent interruption of coal traffic; return to Alexandria on July 21. (OR)**
- July 11, 1864** **Gen. Early breaks through Union lines and enters the District of**

Columbia but is unable to advance to Washington proper; greenbacks trade at their lowest value, 39 cents in gold; raiders from Early's army burn bridges on Northern Central and PW&B north of Baltimore; Confederate raiders under Gen. Gilmer stop PW&B train at Magnolia near Gunpowder River and plunder passengers' baggage. (Long, B&O AR)

- July 11, 1864** Camden & Amboy steamer *John Potter* burns at Pier 1, New York; fire discovered at 12:30 AM after vessel tied up for night and fires quenched. (MB)
- July 11, 1864** West Chester & Philadelphia Railroad Board approves exchange of rights of way with Junction Railroad in West Philadelphia; demands that Philadelphia & Baltimore Central Railroad sign a through traffic contract by Aug. 1 or be charged full local rates. (MB)
- July 12, 1864** Raiders from Early's army cut B&O Washington Branch at Beltsville. (B&O AR)
- July 12, 1864** Columbia Bank conveys Columbia Bridge, including surviving piers and franchise, to new Columbia Bridge Company. (C&C)
- July 14, 1864** Gen. Early recrosses the Potomac into Virginia. (Long)
- July 14, 1864** B&O restores service on Washington Branch. (B&O AR)
- July 14, 1864** Joint Companies' Executive Committee offers \$5,000 reward for arrest of arsonist suspected in burning of steamboat *John Potter*; authorizes Ashbel Welch to build two barges capable of carrying 12 PRR freight cars to run between New York and South Amboy for Star Union Line, providing Star Union Line provides New York pier, performs all labor, and guarantees at least 20 cars per day. (MB)
- July 14, 1864** Ashtabula & New Lisbon Railroad leases its unfinished road between Niles and New Lisbon to the New Lisbon Railway; eventually becomes part of Erie system. (Minor, Church)
- July 15, 1864** PFW&C appoints committee to secure stock control of Cleveland & Pittsburgh Railroad and Cincinnati & Chicago Air Line Railroad; also authorizes purchase of Cleveland, Zanesville & Cincinnati Railroad; receives letter from Chicago & Great Eastern Railroad asking for use of PFW&C Chicago depot. (MB)
- July 1864** PRR installs first 150 tons of imported cast crucible steel rails (56#) at Altoona and Pittsburgh yards as experiment; rail was purchased in 1863 but not installed because of delay in slotting for chairs and spikes;

rails were thought to be too brittle for main line use.

- July 1864** **Northern Central repurchases 4,000 shares and two mortgages totaling \$1.2 million from City of Baltimore for \$880,000. (AR says is 1864! or 65 - not 1863)**

- July 1864** **Oil Creek Railroad extended to Shaffer Farm eight miles south of Titusville.**

- July 1864** **Camden & Amboy station at Pier 1, North River, New York City, burns; replaced later in year.**

- July 21, 1864** **Northern Central and PW&B bridges restored. (date approx. - verify)**

- July 21, 1864** **B&O main line reopens after damage from Early's raids repaired. (B&O AR)**

- July 22, 1864** **Gen. Sherman defeats Confederate forces under Gen. John Bell Hood (1831-1879) who were attempting to stop his advance before Atlanta. (Long)**

- July 23, 1864** **New railroad Long Bridge over the Potomac completed but not yet opened.**

- July 25, 1864** **Union troops fall back from Martinsburg, W.Va. under Confederate attack; B&O cut between Sandy Hook and Cumberland. (B&O AR)**

- July 25, 1864** **Joint Companies' Executive Committee accepts proposition of Samuel M. Felton to att 50 cents to New York-Washington fare to cover cost of using Junction Railroad at Philadelphia, to be split 50-50. (MB)**

- July 26, 1864** **Fifty-eight ton mortar built at Fort Pitt Iron Works arrives in Harrisburg en route to New York via Allentown Route; carried on special car built at Altoona Shops.**

- July 26, 1864** **Confederates again raid 75 miles of B&O main line between Harpers Ferry and Cumberland. (Summers)**

- July 28, 1864** **James McHenry arrives in U.S. to tour line of Atlantic & Great Western and settle disputes between American officers and British Chief Engineer T.W. Kennard.**

- July 30, 1864** **Pennsylvania coal miners working under Lt. Col. Henry Pleasants, a mining engineer, explode an enormous mine of gunpowder under the Confederate fortifications at Petersburg; unfortunately, the resulting crater is so large and deep that Union troops are unable to fight their**

way through; Confederates under Gen. William Mahone (1826-1895) rally and win the "Battle of the Crater," ensuring a continued stalemate; Gen. Gen. Ambrose E. Burnside, who had devised plan, retires from the Army after its failure. (Long, Blake)

- July 30, 1864** Gen. Early's cavalry under Gen. John McCausland (1836-1927) burns Chambersburg when it fails to pay a ransom of \$100,000 in gold. (Long)
- July 30, 1864** New Castle & Franklin Railroad organized at New Castle, Pa. (Val)
- July 31, 1864** Gen. McCausland moves on Cumberland. (Long)
- Aug. 1, 1864** Gen. McCausland's attack on Cumberland repulsed; last serious threat to B&O. (Bain)
- Aug. 1, 1864** Central of New Jersey extension from Elizabethport to Communipaw, Jersey City opens for revenue service; trains withdrawn from New Jersey Railroad, Elizabeth-Jersey City.
- Aug. 1, 1864** Camden & Amboy Railroad temporarily discontinues all commutation and round-trip tickets. (MB)
- Aug. 1, 1864** Gen. Sheridan made commander of the Army of the Shenandoah to end threats from Early. (Long)
- Aug. 1, 1864** Erie & Pittsburgh Railroad begins revenue passenger service from Sharon (?) to New Castle with one through train, a mixed train between North Girard and Sharon, and an accommodation train between Sharon and New Castle. (Spence, Church)
- Aug. 5, 1864** Admiral David Farragut (1801-1870) forces the entrance to Mobile Bay, leaving Wilmington, N.C. as the sole open Confederate port. (Long)
- Aug. 8, 1864** West Chester & Philadelphia Railroad Board authorizes building an engine house and shop in West Philadelphia. (MB)
- Aug. 11, 1864** B&O reopens as far east as Hancock. (B&O AR)
- Aug. 12, 1864** Philadelphia & Erie Railroad completed with silver spike ceremony at Tambine west of Johnsonburg; first (non-revenue) train arrives in Erie from Sunbury.
- Aug. 18, 1864** Union forces occupy and cut the Petersburg Railroad (later Atlantic Coast Line), leaving only two lines from Richmond/Petersburg to the Deep South in Confederate hands. (Long)

- Aug. 19, 1864** Charter of Connellsville & Southern Pennsylvania Railroad and act revoking Pittsburgh & Connellsville's rights east of Connellsville become law without signature of Gov. Curtin under provision of state constitution; Connellsville & Southern Pennsylvania Railroad is empowered to buy parts of Pittsburgh & Connellsville Railroad and extend it to a point on the Maryland line and through the southern tier of counties to a connection with any other railroad west of the Susquehanna River; a second act gives Western Transportation Company, PFW&C, Cleveland & Pittsburgh, and Cumberland Valley Railroads right to subscribe to stock and any railroad east of the Susquehanna and the City of Baltimore the right to guarantee its bonds. (Digest, Clark)
- Aug. 19, 1864** U.S. Military Railroad reopens Winchester & Potomac Railroad from Harpers Ferry to Halltown, relaying it in T-rail for first time. (OR)
- Aug. 1864** Bald Eagle Valley Railroad opens between Milesburg and Howard, Pa. (C&C - verify - may be earlier)
- Aug. 1864** Worthy S. Streator and Thomas Struthers sell control of Oil Creek Railroad to Tom Scott of PRR and Dean Richmond of NYC, breaking A&GW influence. (see 6/64)
- Aug. 22, 1864** Draw at south end of Long Bridge hit by tugboat. (War)
- Aug. 24, 1864** Through passenger train leaves Erie depot at Jersey City enroute to East. St. Louis via Erie/Atlantic & Great Western/Ohio & Mississippi wide-gauge route; runs through in 44 hours, arriving on Aug. 27. (Smith; Weber - also says change at Cincinnati - or 8/26); trip was demonstration run only and regular service not begun until later in year (Smith - check sched. in NYT? - may not have been offered)
- Aug. 28 1864** Post Office Dept. inaugurates first regular railway post office (RPO) between Chicago and Clinton, Iowa, on Chicago & North Western Railway; RPO system devised by George B. Armstrong, Post Office official at Chicago. (C&NW, White)
- Aug. 31, 1864** Receiver H.J. Jewett of Central Ohio Railroad (B&O) sells Steubenville & Indiana Railroad an undivided half interest in its line between Newark and Columbus for \$775,000 under agreement of Mar. 14, 1864. (Church)
- Sep. 1, 1864** PRR appoints George W.I. Ball Military Agent in charge of accounting for government transportation. (MB)
- Sep. 1, 1864** Toledo, Logansport & Burlington Railway makes telegraph contract

with Western Union Telegraph Company for line between Logansport and Effner. (Church)

- Sep. 2, 1864** Gen. William T. Sherman enters Atlanta after Confederates evacuate rather than risk encirclement. (Long)
- Sep. 1864** New model sleeping cars placed in service on Allentown Route; have 48 berths or 56 day seats; every other section is stateroom with latticed doors; extra fare of 75¢ for lower berth and \$1.25 for upper. (EDJ)
- Sep. 5, 1864** Richmond & Covington Railroad, running from Bradford, Ohio, to the Indiana state line, sold to Columbus & Indianapolis Railroad under agreement of June 29, 1864. (Church)
- Sep. 7, 1864** PRR Board declines to purchase new bonds of Western Pennsylvania Railroad to meet its financial needs but does agree to purchase bonds already outstanding; authorizes sending an agent to Europe to recruit skilled machinists because of war-induced shortage; authorizes construction of four hospital cars. (MB - some from Watkins - verify)
- Sep. 7, 1864** Lawrence Railroad & Transportation Company of Ohio organized; both Lawrence Railroad & Transportation Companies make contract for construction; work soon abandoned. (Church)
- Sep. 7, 1864** Sherman orders all civilians to evacuate Atlanta. (Long)
- Sep. 8, 1864** Confederates reoccupy Martinsburg. (B&O AR)
- Sep. 13, 1864** Confederate raid on B&O's Back Creek bridge driven off by crew with iron-clad car. (B&O AR)
- Sep. 19, 1864** Gen. Sheridan defeats Gen. Early in last Battle of Winchester, permanently ending ability of Confederate forces operating in the Valley to threaten B&O main line. (B&O AR)
- Sep. 21, 1864** Second track of Camden & Amboy direct line between Deans Pond and Trenton opens; old line along canal remains for southbound freight; double track; also open second track between Clinton Street and Delaware River at Trenton during 1864. (last from AR - see below)
- Sep. 21, 1864** PRR Board considers question of future passenger depot at 10th & Market Street and a permanent lease of the City Railroad vs. locating a depot in West Philadelphia with access to Center City by streetcar lines; confirms appointment of D.M. Boyd as Assistant General Ticket Agent of P&E; authorizes sale of Western Reservoir for \$4,000. (MB)

- Sep. 24, 1864** Iron roof trusses being placed at new PRR freight depot at 16th & Market collapse, killing two workers and injuring five. (Scharf)
- Sep. 26, 1864** Camden & Amboy opens second track on straight line between Deans Pond and Trenton; all but one southbound accommodation passenger train removed from old line via Kingston and Princeton; omnibus service run between Princeton and new stop at Princeton Jct. (PrnctnPrss)
- Sep. 27, 1864** B&O main line reopens; remains intact for remainder of war. (B&O AR)
- Sep. 28, 1864** U.S. Military Railroad reopens Orange & Alexandria Railroad from ___ to Rappahannock River. (OR)
- Sep. 30, 1864** William Reynolds resigns as Pres. of Atlantic & Great Western Railroad of Pa. and Atlantic & Great Western Railroad Company in New York, and Marvin Kent as Pres. of Atlantic & Great Western Railroad of Ohio; James McHenry consolidates his control and stock-watering accelerates. (Reynolds)
- Fall 1864** Flood destroys Freeport Aqueduct over Allegheny River, causing the cessation of most Western Division Canal traffic between Allegheny and Leechburg. (Watkins - PRR MB says ca. 4/1865!)
- Fall 1864** Western Pennsylvania Railroad opens between Saltsburg and Kiskiminetas Jct. (Wilson)
- Oct. 2, 1864** Orange & Alexandria Railroad cut back from the Rappahannock River to Manassas. (OR)
- Oct. 4, 1864** Excursion train leaves Philadelphia for official opening celebration of Philadelphia & Erie; arrives at Lock Haven. (ARJ)
- Oct. 5, 1864** Excursion train proceeds from Lock Haven to Erie; at Emporium, open Biddle House built by Philadelphia & Erie Land Company; arrives at Erie at 5:20 PM. (ARJ)
- Oct. 10, 1864** Repair train on Manassas Gap Railroad derailed and thrown down embankment by guerillas at White Plains, Va., killing M.J. McCricket, Superintendent of U.S. Military Railroad at Alexandria, and four crewmen. (OR)
- Oct. 11, 1864** Perth Amboy & Woodbridge Railroad opens between Rahway and Perth Amboy, N.J.; operated with enclosed "dummy" steamcar and trailer; operated by New Jersey Railroad.

- Oct. 12, 1864** U.S. Military Railroad reopens Manassas Gap Railroad from Manassas to Piedmont. (OR)
- Oct. 1864** Future VP of Lines West Joseph Wood (1846-1922) joins PRR as rodman on Connecting Railway.
- Oct. 13, 1864** Columbus & Indianapolis Central Railway organized by merger of Columbus & Indianapolis Railroad and Indiana Central Railway under agreement of Aug. 10; Columbus banker Benjamin E. Smith, Pres. (Church, C&C)
- Oct. 14, 1864** Andrew Carnegie founds Cyclops Iron Company, his first iron enterprise. (Vexler)
- Oct. 14, 1864** Washington & New York RPO established. (Key)
- Oct. 16, 1864** New PRR passenger station opens on north side of Market Street between 30th and 31st in West Philadelphia, remodeled from an existing stone building; roof of the 337' x 57' frame shed for arriving trains uses components from the Sanitary Fair building that had erected in the summer in Logan Square; 11th & Market Street station abandoned and operation of PRR passenger cars on Market Street discontinued.
- Oct. 17, 1864** Philadelphia & Erie opens for regular revenue service between St. Marys and Wilcox, completing line between Sunbury and Erie.
- Oct. 17, 1864** Columbus & Indianapolis Central Railway files articles of incorporation. (Church)
- Oct. 19, 1864** Battle of Cedar Creek ends Confederate activity in the Shenandoah Valley; Gen. Philip Sheridan makes his famous ride south to rally his troops and drive Gen. Jubal Early's forces southward. (Long)
- Oct. 22, 1864** PFW&C Board approves proposal of Frederick A. Lane of New York to join in purchasing the bonds of the Akron Branch of the Cleveland & Pittsburgh Railroad, they buying it at foreclosure and developing a through line between Cleveland and Cincinnati via Cincinnati & Zanesville and Little Miami Railroads; to be leased to PFW&C at 6% on stock. (MB)
- Oct. 25, 1864** Joint Companies' Executive Committee authorizes revised timetable, changing 10:00 PM southbound train to Washington to 12:00 M via Junction Railroad; adds 10:00 AM train from New York to Philadelphia and 9:30 AM train from Kensington to New York; agrees to PW&B proposal to build wye bridge on Reading at West Falls to

eliminate reverse movement, providing all three companies share cost; not done. (MB)

- Oct. 1864** PRR installs another 78 tons of imported crucible steel rails at Pittsburgh; this second order was for harder rails; by end of 1864 PRR finds cast steel rails too expensive and iron rails with steeled surface not successful.
- Oct. 1864** Burlington County Railroad assumes operation of 2.77-mile Vincentown Branch Railroad between Ewansville and Vincentown, N.J.
- Oct. 28, 1864** Philadelphia & Trenton Railroad Executive Committee approves creating a separate freight train to take freight cars off market train; are building new depot on southwest corner of Cox's Alley between Walnut & Dock Streets on South Delaware Avenue, which is nearly done. (MB)
- Oct. 28, 1864** Delaware act authorizes \$3,500 per year from NC&F tax be used for subscription to Junction & Breakwater Railroad. (Digest)
- Oct. 31, 1864** PRR establishes second round trip on Paoli Local.
- Oct. 31, 1864** Eaton & Hamilton Railroad makes telegraph contract with United States Telegraph Company for line between Hamilton and Richmond. (Church)
- 1864?** PRR sells most of its stock and bonds of PFW&C.
- Nov. 2, 1864** PRR Board authorizes increase of capital stock to \$20 million to complete P&E. (MB)
- Nov. 2, 1864** Cleveland, Zanesville & Cincinnati Railroad sold at foreclosure to G.W. Cass and John J. Marvin for PFW&C for \$365,400; PFW&C extends it 3.5 miles south from Millersburg at unknown date. (MB, Church)
- Nov. 8, 1864** Lincoln reelected over Democratic challenger, Gen. George B. McClellan.
- Nov. 10, 1864** Connellsville & Southern Pennsylvania Railroad Company organized in Philadelphia in interest of PRR; directors include Tom Scott, A.K. McClure, G.W. Cass, E.C. Knight; is to connect Pittsburgh & Connellsville with Huntingdon & Broad Top Mountain at Mt. Dallas and divert its traffic from B&O. (ARJ, Clark)
- Nov. 10, 1864** U.S. Military Railroad completes removal of Manassas Gap Railroad

between Manassas and Piedmont after success of Gen. Sheridan's campaign; operation of Orange & Alexandria Railroad cut back to Fairfax Station for duration of war. (War)

- Nov. 1864** Samuel M. Felton suffers stroke, forcing him to resign as Pres. of PW&B; remains director and also Pres. of Delaware Railroad. (DAB, Casebook)
- Nov. 14, 1864** Lake Erie & Pacific Railroad cancels construction contract to James Oswald in return for First Mortgage bonds; most of grading was complete between Cambridge City and Union City and about half between Cambridge City and Rushville. (Church)
- Nov. 16, 1864** Gen. Sherman burns Atlanta and begins his march to the sea with 62,000 men; U.S. Military Railroad retreats to Chattanooga and tears up Western & Atlantic Railroad between Resaca and Dalton. (Long, War)
- Nov. 16, 1864** PRR Board declines request to operate night local between Philadelphia and Paoli; confirms appointment of James Lewis as Superintendent of Branch Lines (Bald Eagle Valley and Tyrone & Clearfield), replacing Samuel A. Black, resigned. (MB)
- Nov. 16, 1864** City of Philadelphia informs PRR it will not take share of new stock issue. (Watkins)
- Nov. 20, 1864** New ferryboat *Newark* placed on Debrosses Street run. (HC)
- Nov. 21, 1864** Rocky Hill Railroad & Transportation Company opens for revenue service between Kingston, on old Camden & Amboy line, and Rocky Hill, N.J.; three round trips and freight train; locomotive assigned is *John Bull*. (Prnctn__)
- Nov. 21, 1864** West Chester Railroad trains begin using West Chester & Philadelphia Railroad station in West Chester, operating over new connecting line; old WCRR station retained as office as deed stipulates property must be used for railroad purposes. (C&C, Moore)
- Nov. 21, 1864** Chicago & Great Eastern Railway make telegraph contract with Western Union Telegraph Company for line between La Crosse and Chicago. (Church)
- Nov. 24, 1864** William G. Moorhead resigns as President of Philadelphia & Erie Railroad; succeeded by Edward F. Gay. (what date?)
- Nov. 24, 1864** U.S. Military Railroad reopens Winchester & Potomac Railroad

between Halltown and Stephenson's, where Gen. Sheridan has established a depot, using rail removed from Manassas Gap Railroad. (OR)

- Nov. 26, 1864** Richmond & Miami Railway leased to Eaton & Hamilton Railroad retroactive to Nov. 1, 1864; Richmond to Richmond Jct. used jointly with Dayton & Western Railroad. (Church)
- Nov. 28, 1864** Confederate raiders take New Creek and Piedmont, destroying B&O shops at the latter point. (B&O AR)
- Dec. 7, 1864** Bald Eagle Valley Railroad opens between Milesburg and Lock Haven, Pa.; leased to PRR. (maps says open 3/1/65!! check)
- Dec. 1864** Tom Scott and friends organize California Petroleum Company in New York; owns oil rights on Rancho Ojai near Santa Barbara. (TheRoad)
- Dec. 1864** One track of Junction Railroad opens between WC&P in West Philadelphia to Grays Ferry; through trains begin operating without reverse movement across Arsenal Bridge. (Casebook, Hare)
- Dec. 14, 1864** B&O completes double-tracking of Washington Branch. (B&O AR)
- Dec. 16, 1864** Gen. George H. Thomas's Army of the Cumberland smashes John Bell Hood's Army of Tennessee in two-day Battle of Nashville, ending all hopes of a Confederate counterattack towards the Ohio. (Long)
- Dec. 20, 1864** Bellefontaine & Indiana Railroad and Indianapolis, Pittsburgh & Cleveland Railroad merge to form Bellefontaine Railway, called the "Bee Line".
- Dec. 20, 1864** PFW&C Chief Engineer John B. Jervis reports on Cincinnati & Zanesville Railroad; predicts large coal traffic. (MB)
- Dec. 21, 1864** PFW&C Board orders Pres. Cass to inform Frederick A. Lane that PFW&C declines to participate in building a line between Cleveland and Cincinnati. (MB)
- Dec. 21, 1864** Gen. Sherman's troops occupy Savannah as defenders flee northwards into South Carolina. (Long)
- Dec. 23, 1864** Property and franchises of Cleveland, Zanesville & Cincinnati Railroad Company sold at foreclosure to PFW&C.
- Dec. 29, 1864** PRR Board grants additional \$400 to Union Volunteer Refreshment Saloon of Philadelphia. (Watkins has 12/28)

- 1864** Federal government cuts war tax on passenger gross income from 3% to 22% but also imposes a 22% tax on freight income and raises tax on interest and dividends from 3% to 5%.
- 1864** New local freight station opens on the north side of Market Street between 15th & 16th Streets in Philadelphia, replacing use of 13th & Market, which is now used exclusively for through freight.
- 1864** LIRR opens between Mineola and Glen Head. (Val - verify - Seyfried has 1/23/65)
- 1864** New Jersey Railroad double-tracked between New Brunswick and Millstone Jct.
- 1864** New Jersey Railroad and Joint Companies end mutual antagonism begun in 1859.
- 1864** Camden & Amboy installs manual block signals between Trenton and New Brunswick. (Watkins - as part of new line??)
- 1864** Place two through New York-Washington trains in service without stops at Philadelphia and Baltimore. (Catton - verify - ca. early 1/64?)
- 1864** PW&B completes coal pier for Reading at New Castle, Del. (Rdg AR)
- 1864** Peak year for Broad Top coal shipped over Reading to Port Richmond; 232,991 tons. (AR)
- 1864** West Philadelphia car shop completed.
- 1864** PRR builds new stations at Merion, Gallitzin, Kittanning Point, and Cresson. (AR)
- 1864** PRR builds connection with Northern Central at Marysville. (NC AR implies earlier?)
- 1864** Cumberland Valley Railroad builds new engine house and turntable at Carlisle.
- 1864** PRR completes double track between Andersons and McVeytown. (AR)
- 1864** PRR builds engine houses at Tyrone and Philipsburg, Pa. (AR)
- 1864** One mile of Tyrone & Clearfield Railroad's Moshannon Branch opens

extending west from Osceola Jct.

- 1864** PRR completes East Liberty Stock Yards east of Pittsburgh, along with hotel for cattle dealers built by S.W. Allerton, et al.; also completes two sets of rails on south track for 4'-10" gauge equipment between Pittsburgh and East Liberty so western trains can run direct to stock yards, which become the transfer point for cattle between Lines East and Lines West.
- 1864** PRR completes conversion of all locomotives to coal burning by use of simple firebrick wall in firebox. (AR)
- 1864** Future PRR Pres. A.J. Cassatt named Resident Engineer of Middle Division of Philadelphia & Erie.
- 1864** Future PRR VP Sutherland Mallet Prevost (1845-1905) enters railroad service as rodman on Elmira Division of Northern Central.
- 1864** Future PRR VP Charles Edward Pugh appointed a train dispatcher on Philadelphia Division.
- 1864** At annual election, Cornelius Vanderbilt secures control of the board of the Hudson River Railroad, giving him control of all railroads entering New York City from the north.
- 1864** Lake Shore line leases Jamestown & Franklin Railroad giving it access to the Pennsylvania Oil Region and opening a direct route to Cleveland, which becomes the first major refining center. (detaching from E&P??)
- 1864** Lake Erie & Pacific Railroad discontinues work between Rushville and Union City, Ind.
- 1864** PFW&C extends double track to Freedom, Pa. (AR)
- 1864** Medway Branch Railroad (Mass.) torn up because of competition from New York & Boston Railroad. (Humphrey)