

PRR CHRONOLOGY
1865

June 2004 edition

- Jan. 1, 1865 William H. Brown joins PRR proper as _____. (check MB 2/28/06)
- Jan. 1, 1865 PRR names James McClintock Creighton of Pittsburgh as first General Agent at Pittsburgh, in charge of all terminal operations; W. McCormick appointed Superintendent of Telegraph replacing David McCargo, transferred to other duties in Pittsburgh. (MB)
- Jan. 3, 1865 Property of Dayton, Xenia & Belpre Railroad (Xenia-Dayton) sold at foreclosure to Little Miami and Columbus & Xenia Railroads for \$251,000 in ratio of 33% to 66%; sale terminates lease of DX&B to Columbus & Xenia. (Church - date of deed was 1/4)
- Jan. 4, 1865 Cleveland & Pittsburgh Railroad Board authorizes subscription to Lawrence Railroad & Transportation Company; authorizes purchase of 26.5% interest in Cleveland, Zanesville & Cincinnati Railroad, with PFW&C taking the rest; C&P stockholders then reject CZ&C purchase by large margin. (MB)
- Jan. 4, 1865 New York & Boston Railroad (Brookline-Woonsocket) merged into Boston, Hartford & Erie Railroad; incomplete portions between New Haven and Willimantic are lost. (NH)
- Jan. 5, 1865 Allegheny Valley Railroad annual meeting approves contract for extension to Oil City.
- Jan. 7, 1865 Chicago & Cincinnati Railroad First Mortgage bondholders agree to exchange their holdings for 65% in bonds of Chicago & Great Eastern Railway; C&C floating debt to be funded into C&GE bonds. (Church)
- Jan. 9, 1865 West Chester & Philadelphia Railroad Board authorizes settlement of bill of PW&B and Philadelphia & Baltimore Central Railroad for running over WC&P in winter of 1863-64; authorizes lease of West Chester Railroad for one year from Jan. 1 at \$1,500 per year. (MB)
- Jan. 10, 1865 Future VP John Pugh Green (1839-1924), a lawyer and Civil War Captain, joins PRR as private secretary to Tom Scott.
- Jan. 13, 1865 Tom Scott proposes to Secretary of War Stanton that instead of PRR have skilled railroad workers drafted, it will furnish substitutes for three years service to be furnished at Pittsburgh, Harrisburg or Philadelphia, regardless

of where actual employees are registered for the draft; Stanton accepts.
(War)

- Jan. 1865 PRR contracts with Juniata Steam Boat Company to operate two boats on canal between Huntingdon and Hollidaysburg; only one placed in service during year. (MB)
- Jan. 1865 Bill introduced in House of Representatives for creating National Railroad & Transportation Company to enable B&O interests to build between Connellsville and Cumberland and lease Pittsburgh & Connellsville and guarantee bonds of PFW&C, Cleveland & Pittsburgh and Pittsburgh & Connellsville.
- Jan. 1865 Steubenville & Indiana Railroad signs agreement with Central Ohio Railroad for joint operation and maintenance of line between Newark and Columbus, to be called Columbus & Newark Division; to be under joint superintendent or trainmaster; Central Ohio Railroad (later B&O) is responsible for maintenance; contract is signed between brothers H.J. Jewett, Pres. of Central Ohio, and Thomas L. Jewett, Pres. of Steubenville & Indiana. (Church)
- Jan. 18, 1865 Gen. Schofield's 23rd Corps leaves Paducah, Ky., by river en route to North Carolina, where they are to rendezvous with General Sherman on his march northward.
- Jan. 19, 1865 Gen. Sherman issues orders for a march from Savannah into the Carolinas. (Long)
- Jan. 19, 1865 Philadelphia & Trenton Railroad Board authorizes conveying Lehigh Valley Railroad stock held as collateral to Robert F. Stockton. (MB)
- Jan. 21, 1865 Because of river ice, Schofield's Corps sent eastward from Cincinnati by rail, leaving between Jan. 21 and Jan. 23; most travel via Little Miami, Central Ohio, and B&O; some via Cincinnati, Hamilton & Dayton and Steubenville & Indiana; movement is more difficult than that of 1863 because of severe cold weather.
- Jan. 23, 1867 Glen Cove Branch Railroad opens between Mineola and Glen Head; controlled by LIRR.
- Jan. 25, 1865 Cincinnati & Chicago Air-Line Railroad merged into Chicago & Great Eastern Railway; articles not filed until May 15, 1865 in Illinois and July 1, 1867 in Indiana. (Church)
- Jan. 25, 1865 S. S. L'Hommedieu, Pres. of Cincinnati, Hamilton & Dayton Railroad, elected Pres. of Atlantic & Great Western Railroad (Ohio) and Atlantic &

Great Western Railroad in New York. (Felton)

- Jan. 1865 Union Transportation & Insurance Company renamed "Union R.R. & Transportation Company" to avoid implication that company automatically insures all shipments. (Church)
- Jan. 29, 1865 Joint operation of Cincinnati & Chicago Air-Line Railroad and Chicago & Cincinnati Railroad ends.
- Jan. 31, 1865 House passes Thirteenth Amendment abolishing slavery by vote of 119-56 after sharp bargaining by Lincoln Administration; Amendment had passed Senate but had been defeated in House in 1864. (Long)
- Feb. 1, 1865 Josiah Caldwell begins operating Lykens Valley Railroad & Coal Company under one-year lease; Caldwell also constructs on his own account an extension from Lykens to the Summit Branch Mining Company's railroad at Williamstown, which opens later in year. (Val)
- Feb. 1, 1865 Anti-Monopoly meeting held in Trenton; organized by Joseph C. Potts of Raritan & Delaware Bay Railroad. (NDA)
- Feb. 2, 1865 John D. Rockefeller (1839-1937) joins Samuel Andrews in taking over Excelsior Oil Works, buying out Andrews's former partner Maurice B. Clark; within a year it is the largest refinery in Cleveland.
- Feb. 3, 1865 Sinnemahoning Portage Railroad incorporated in Pa. to build from Emporium towards Buffalo. (Val, Corp. Hist.)
- Feb. 3, 1865 Gen. Schofield's 23rd Corps arrives at camp on Potomac; over 11,000 men moved in 11 days.
- Feb. 4, 1865 Columbus & Xenia/Little Miami Railroads execute new lease of Dayton & Western Railroad (Dayton-Indiana line) retroactive to Jan. 1, 1865; replaces old lease of 1863; includes its interest in the Richmond & Miami Railway, which completes line between Dayton and Richmond. (Church)
- Feb. 4, 1865 Lake Erie & Louisville Railroad incorporated as merger of Lake Erie & Pacific Railroad and Fremont, Lima & Union Railroad, under agreement of Dec. 8, 1864; only portion open is Fremont-Findlay, Ohio; all but five miles graded between Cambridge City and Union City, Ind.; half of grading done between Cambridge City and Rushville, and most track down between Fremont and Lima. (Church)
- Feb. 7, 1865 Buffalo & Washington Railroad incorporated in New York to build from Buffalo towards Pittsburgh. (Val, C&C)

- Feb. 7, 1865 Delaware votes against the Thirteenth Amendment. (Long)
- Feb. 10, 1865 St. Louis, Vandalia & Terre Haute Railroad incorporated in Illinois to build from a point opposite St. Louis through Vandalia to a point on the Indiana state line near Terre Haute. (Church)
- Feb. 1865 Columbus & Xenia/Little Miami buys Dayton, Xenia & Belpre Railroad at foreclosure, completing line between Columbus and Richmond.
- Early 1865 New Jersey Railroad completes second track between New Brunswick and junction with Camden & Amboy, making line double track over entire length except for Passaic River Bridge.
- Early 1865 Northern Central Railway completes new shops and engine terminal at Bolton and new roundhouse at Marysville, Pa.
- Feb. 14, 1865 Massachusetts Senator Charles Sumner makes major speech, "The Railroad Usurpation of New Jersey" in behalf of the Raritan & Delaware Bay's bill; links the Camden & Amboy Monopoly with slavery and States Rights doctrines of South Carolina, demanding that both be overthrown in the name of nationalism. (CongGlobe)
- Feb. 14, 1865 West Chester & Philadelphia Railroad Board orders termination of verbal agreement made with Philadelphia & Baltimore Central Railroad in 1863 by Mar. 1, 1865, and to begin charging them high local rates; charges P&BC has refused to sign formal contract and is now charging high rates that discourage through traffic. (MB)
- Feb. 15, 1865 New York & Boston Railroad merged into Boston, Hartford & Erie Railroad as Woonsocket Division. (see 1/4)
- Feb. 16, 1865 Illinois act increases number of directors of Chicago & Great Eastern Railway to 13 and authorizes meetings to be held out of state. (Church)
- Feb. 16, 1865 Illinois act empowers organizers of St. Louis & Illinois Bridge Company (Mo.) to bridge Mississippi River and form similar company in Illinois. (Church)
- Feb. 17, 1865 Supplement to 1862 Post Road Act authorizes Louisville & Nashville Railroad and Jeffersonville Railroad to build railroad bridge over the Ohio River, providing maintains a minimum 56 feet vertical clearance. (LBCo AR, Church)
- Feb. 17, 1865 Gen. Sherman takes Columbia, the capital of South Carolina; city is burnt in the confusion following occupation; Confederates evacuate Charleston, S.C. (Long)

- Feb. 18, 1865 PRR Board authorizes sale of Western Division Canal bed west of Blairsville to Western Pennsylvania Railroad. (MB) (when deed for Blairsv.-Freeport?)
- Feb. 18, 1865 Bill introduced in U.S. House with PRR support in favor of building a railroad from Washington to a point on the Northern Central Railway; defeated by opposition of B&O and State of Maryland. (Summers)
- Feb.. 18, 1865 South span of the Long Bridge collapses under U.S. Military locomotive *Minot*, putting bridge out of action; USMRR take possession of new bridge built just to the south by the Washington, Alexandria & Georgetown Railroad, but which lacks rails, and begins laying track on it. (OR)
- Feb. 21, 1865 PRR annual meeting; Col. James Page secures appointment of committee to investigate the 30% stock dividend and the 40% stock increase by vote of 33-31; Page refuses to serve on it as concession. (MB)
- Feb. 21, 1865 U.S. Military Railroad opens new Alexandria & Washington Railroad bridge across the Potomac just south of the Long Bridge; old Long Bridge retained for pedestrians and road traffic; operated three passenger trains daily each way in addition to government freight. (OR)
- Feb. 22, 1865 Wilmington, N.C., last major Confederate port, falls. (Long)
- Feb. 24, 1865 Chicago & Great Eastern Railway issues supplement to First Mortgage explicitly covering railroad of former Chicago & Cincinnati Railroad. (Church)
- Late Feb. 1865 Franklin Branch of Atlantic & Great Western Railroad of Pennsylvania opens from Franklin to Oil City. (Maybe - verify - Minor has open Buchanan Jct.-Franklin in 1865)
- Feb. 27, 1865 Maryland House of Delegates issues protest against federal bill for new railroad between Baltimore and Washington. (Summers)
- Feb. 28, 1865 John W. Garrett protests federal bill for new railroad between Washington and Baltimore as PRR plot to destroy B&O. (Summers)
- Feb. 28, 1865 Supplement to charter of South Mountain Iron Company permitting it to build a railroad to reach Cumberland Valley Railroad; company owns 20,000 acres of land. (PL)
- Mar. 1, 1865 New Jersey rejects the Thirteenth Amendment. (Long)
- Mar. 1, 1865 Lake Erie & Louisville Railroad organized; extends operation for short distance south of Findlay. (Church)

- Mar. 3, 1865 Bill to legalize Raritan & Delaware Bay Railroad defeated in House of Representatives by combined lobbying of Camden & Amboy and B&O; vote delayed by filibuster until 38th Congress adjourns at 8:00 AM on Mar. 4 for Lincoln's inaugural. (CongGlobe)
- Mar. 6, 1865 Chicago & Great Eastern Railway opens between La Crosse, Ind., and 12th Street, Chicago, and old line between La Crosse and Valparaiso removed; ends use of PFW&C between Valparaiso and Chicago. (what depot does it use at Chicago now? - old Galena & Chicago Union Depot of C&NW on N. Water & Wells Streets)
- Mar. 6, 1865 Terre Haute & Richmond Railroad renamed Terre Haute & Indianapolis Railroad; given seven years to complete from Terre Haute to Illinois state line. (Church)
- Mar. 7, 1865 Eastbound Washington-New York express rear-ends Kensington-New York "owl" train at Bristol at 2:30 AM; "owl" was running two hours late because of derailed Adams Express train ahead, which it was pushing; "owl" was moving at 3 MPH and express at 7 MPH; five soldiers on leave on local and fireman of express killed, and about 48 injured; prompts Ashbel Welch to establish block system, which he had studied in England, on Philadelphia & Trenton Railroad. (PubLdgr)
- Mar. 7, 1865 W.W. Holloway elected VP of Cleveland & Pittsburgh Railroad, replacing James F. Clark, resigned; Board orders Tuscarawas Branch placed in good condition. (MB)
- Mar. 9, 1865 Pennsylvania act authorizes Philadelphia & Erie Railroad to issue \$3 million of convertible bonds. (PL)
- Mar. 10, 1865 State of Michigan transfers additional land grant of 1864 to Grand Rapids & Indiana Railroad; brings total land grant to 850,960 acres; no land actually granted south of Grand Rapids. (Church,)
- Mar. 10, 1865 Pennsylvania Transportation & Insurance Company incorporated in Pennsylvania as fast freight line on Philadelphia & Erie; powers equal to Western Insurance Company (Union Line). (Feron)
- Mar. 13, 1865 Philipsburg Coal, Iron & Oil Company incorporated in Pa.; builds 2.61 mile coal branch from Philipsburg Jct. to mines (C&C has no date for b.)
- c. Mar. 1865 New Jersey Railroad first regular freight trains (earlier attempts were not continued); runs two round trips.
- Mar. 14, 1865 Delaware act loans \$352,000 in state bonds to Junction & Breakwater

Railroad once stockholders raise \$200,000 in new stock, in return for mortgage on railroad. (Digest)

- Mar. 15, 1865 Western Transportation Company incorporated in Pennsylvania by Tom Scott and others for purpose of building and operating Pittsburgh & Steubenville Railroad. (Church)
- Mar 15-7, 1865 Major flood in Susquehanna watershed; North Branch Extension Canal most heavily damaged; flood is 23-1/2 feet at Harrisburg, highest yet recorded; damage to former state canals \$650,000; P&E bridges washed out at Muncy and Williamsport; Bald Eagle & Spring Creek Navigation destroyed and not repaired. (PaCC AR, CnlCrnts)
- Mar. 16, 1865 Kent County Railroad incorporated in Del. (Digest)
- Mar. 16, 1865 John B. Jervis resigns as Chief Engineer of PFW&C and is named Consulting Engineer; H.A. Gardner appointed Chief Engineer; William H. Barnes resigns as PFW&C Secretary but remains as Comptroller; F.M. Hutchinson appointed Secretary. (MB)
- Mar. 17, 1865 Lewisburg Bridge of 1818 destroyed in flood; replaced by ferry until new bridge built in 1868.
- Mar. 20, 1865 PRR begins handling all freight for points east of Pittsburgh from freight station at 15th & Market Streets and for Pittsburgh and points west as well as all inbound freight at 13th & Market Streets.
- Mar. 20, 1865 Bear Creek Railroad incorporated in Pa.; to build from Greenville to mouth of Bear Creek and act as Atlantic & Great Western Railroad's entry to Pittsburgh.
- Mar. 20, 1865 North Branch Canal Company renamed Pennsylvania & New York Canal & Railroad Company with power to build railroad on towpath. (LV Val)
- Mar. 21, 1865 PRR reopens between Columbia and Harrisburg.
- Mar. 21, 1865 Charter supplement authorizes Pittsburgh & Erie Railroad to issue \$500,000 preferred stock to complete Erie docks. (Church)
- Mar. 23, 1865 Mill Creek Railroad Company incorporated to build line in Oil Region. (Val)
- Mar. 23, 1865 Middle Creek Railroad Company incorporated to build branch from Sunbury to Lewistown. (check route)
- Mar. 1865 Camden & Amboy fills in additional two acres at Camden extending 400 feet west of old ferry house.

- Mar. 29, 1865 Grant begins final offensive to outflank Lee and force him to abandon Petersburg, (Long)
- Apr. 1, 1865 Robert Pitcairn appointed Superintendent of Pittsburgh Division, replacing Andrew Carnegie, resigned; John Reilly named Superintendent of Transportation replacing Pitcairn; according to William B. Wilson, Pitcairn is first on PRR to devise modern system of telegraphic train orders; is main sponsor of air brake experiments.
- Apr. 1, 1865 Chicago & Great Eastern Railway issues \$5.6 million Mortgage bonds to George N. Titus and James D. Fish to fund bonds of Cincinnati & Chicago Air-Line Railroad, New Castle & Richmond Railroad, and prior C&GE bonds. (Church)
- Apr. 1, 1865 Grant turns Lee's right flank at the Battle of Five Forks. (Long)
- Apr. 1, 1865 Northern Central opens new warehouse at Calvert Station.
- Apr. 1865 Gen. Isaac R. Trimble is released from prison at Fort Warren, but is unable to rejoin Lee's army before surrender. (Manatee)
- Apr. 2, 1865 Lee evacuates Petersburg under a massive frontal assault from Grant after being outflanked at Five Forks the day before; at 11:00 PM, the Confederate government flees Richmond down the Richmond & Danville Railroad, the only remaining escape route. (Long)
- Apr. 3, 1865 Union Army occupies Richmond; Grant pursues Lee westward; Confederate government arrives in Danville. (Long)
- Apr. 4, 1865 Gen. Sheridan blocks Lee's escape route down the Richmond & Danville Railroad; Lee makes for the South Side Railroad, which can supply him from Lynchburg. (Long)
- Apr. 4, 1865 Oil Creek Lake & Titusville Mining & Transportation Company incorporated to build railroad from the outlet of Oil Creek Lake to Titusville. (Val, Corp Hist)
- Apr. 5, 1865 PRR Board approves operation of through lines between Jersey City and Erie via CNJ-LV-Catawissa RR route but must charge same rate as via Philadelphia; approves limited endorsement of \$1 million on Western Pennsylvania Railroad bonds to permit extension from Freeport (Kiski Jct?) to Allegheny City. (MB)
- Apr. 6, 1865 PRR Board inspects Myer's patent rotary car for petroleum, which the Eagle Transportation Company hopes to operate over PRR. (MB)

- Apr. 7, 1865 U.S. Military Railroad reopens Richmond & Petersburg Railroad to Manchester, opposite Richmond. (War)
- Apr. 7, 1865 Erie & Pittsburgh Railroad issues remaining \$360,000 to Erie & North East Railroad for construction, bringing total to \$400,000. (Church)
- Apr. 9, 1865 Lee surrenders to Grant at Appomattox Court House. (Long)
- Apr. 11, 1865 U.S. Military Railroad reopens the South Side Railroad, rebuilt from 5'-0" to standard gauge, to Burkeville to supply Grant's army. (War)
- Apr. 1865 New Jersey Railroad and Camden & Amboy begin negotiating a truce to end six-year rivalry.
- Apr. 1865 Flood carries away part of Freeport Aqueduct, severing Western Division Canal.
- Apr. 1865 PFW&C completes double track between Pittsburgh and Rochester, Pa.
- Apr. 1865 Economic expansion ends with close of war; two and a half year downturn begins. (NBER)
- Apr. 14, 1865 In line with Mayor's proclamation, PRR Road Committee votes at 11:00 AM to close offices on Apr. 17 in celebration of peace and to have offices illuminated in evening. (MB)
- Apr. 14, 1865 Lincoln assassinated; dies at 7:22 AM on Apr. 15. (Long)
- Apr. 14, 1865 Gen. Grant, en route to Burlington, N.J., on PW&B, is informed of assassination on arriving at Philadelphia station. (Kenney obit)
- Apr. 15, 1865 Gen. Grant returns to Washington in a special train arranged by PW&B Assistant Superintendent H.F. Kenney. (Kenny obit)
- Apr. 15, 1865 All B&O trains held at Relay until noon by military order to help prevent escape of assassins. (B&O AR)
- Apr. 15, 1865 Samuel M. Felton resigns as Pres. of PB&W for reasons of health, having been prostrated several months by a stroke; succeeded by Isaac Hinckley (-) of Lowell, Mass. (BdPap)
- Apr. 19, 1865 PRR offices closed and all non-essential employees given a day off to mark Lincoln's funeral, which is held in the White House; all business in Philadelphia is suspended for two hours during funeral. (MB, Scharf)

- Apr. 20, 1865 Philadelphia & Erie fully reopened after flood damage.
- Apr. 21, 1865 William Cook (1801-1865), Camden & Amboy Chief Engineer and lobbyist, dies at Hoboken; replaced as Chief Engineer of Joint Companies by Ashbel Welch. (MtHolHrd)
- Apr. 21, 1865 PRR contracts with Catawissa Railroad to form part of short route to New York from Philadelphia & Erie Railroad and pro-rate through traffic from Cleveland and Erie.
- Apr. 21, 1865 Abraham Lincoln's funeral train leaves Washington at 8:00 AM for Baltimore over B&O and leaves Calvert Station, Baltimore, for Harrisburg over Northern Central at 3:10 PM; Lincoln's coffin is carried in a special U.S. Military Railroad car *United States* that had been built, but not used, for presidential travel; car is equipped with broad treads for multiple gauges; car also carries the body of the Lincoln's son Willie, who had died in 1862 and who is to be buried in the family tomb; last car is the PW&B directors' car for the use of family and dignitaries; it and the *United States* are the only two cars to travel through; these cars are moved by horses via the Howard Street track to Bolton and back to Calvert Station while the coffin is lying in state at the Exchange; Uriah H. Painter, later an official of the NYP&N, accompanies the funeral train as a reporter for the *Philadelphia Inquirer*. (Withers, Trostel)
- Apr. 22, 1865 Lincoln funeral train departs Harrisburg for Philadelphia at 11:15 AM behind PRR No. 331, John E. Miller, engineer; runs over Delaware Extension into PW&B depot on Broad Street; as the train passes through West Philadelphia, minute guns are fired by the J. Edgar Thomson Cannon Club; minute guns also fired as train enters PW&B depot; bells of Independence Hall and churches toll; civic procession several miles long follows cortege to Independence Hall, where body lies in state and viewed by over 85,000 during next day and a half; train is then backed to West Philadelphia, where the two funeral cars are detached and stored at the 13th & Market Depot. (Withers, Trostel, Scharf, PubLdgr)
- Apr. 23, 1865 Car *United States* containing coffin of Willie Lincoln and PW&B directors' car are shifted to Kensington over the Junction Railroad during the day to be attached to Philadelphia & Trenton train early next morning. (PubLdgr, Scharf)
- Apr. 24, 1865 At 2:45 AM, Lincoln's body removed from Independence Hall and carried in a somber torchlight procession to Kensington; train departs Kensington at 3:15 AM behind Camden & Amboy No. 72 with a stop in Trenton; changed to NJRR No. 40 at New Brunswick, arriving at Jersey City at 10:03 AM; hearse taken to Debrosses Street on ferry *Jersey City*, arriving at 10:50; two funeral cars are carried one at a time to foot of Christopher Street on special

tracks laid athwart a steam lighter, then moved over Hudson River Railroad track by temporary connection. (Withers, Trostel, Scharf, PubLdgr)

- Apr. 24, 1865 War Dept. orders Richmond & Danville Railroad reopened. (War)
- Apr. 25, 1865 Lincoln funeral train leaves Hudson River Railroad's 30th Street depot at 4:00 PM for East Albany; Lincoln's body is taken to the Capitol by hearse, while the train crosses the Hudson at Troy. (Withers, Trostel)
- Apr. 26, 1865 Gen. Joseph E. Johnston surrenders the Army of the Tennessee to Sherman near Durham, N.C., ending most Confederate resistance; assassin John Wilkes Booth trapped and killed by Union soldiers in Virginia. (Long)
- Apr. 26, 1865 Lincoln funeral train leaves Albany via NYC at 4:00 PM, arriving in Buffalo next morning. (Withers, Trostel)
- Apr. 27, 1865 Lincoln funeral train leaves Buffalo over Lake Shore route, arriving in Cleveland 7:00 AM next morning. (Withers, Trostel)
- Apr. 28, 1865 Lincoln funeral train arrives at Cleveland Union Station at 7:00 AM; Cleveland & Pittsburgh Railroad No. 40 then pulls train back to C&P's Euclid Avenue Station to permit a solemn funeral procession down the length of Euclid Avenue to the Public Square; train then lays over at Union Station; train leaves CC&C's Vineyard Street Station at midnight for Columbus over Cleveland, Columbus & Cincinnati Railroad. (Withers, Trostel)
- Apr. 29, 1865 Pennsylvania Transportation & Insurance Company opens books; subscribers are William Thaw, Thomas S. Clarke, Clarke & Co., George W. Cass, W.F. Leech and H.H. Houston. (Feron)
- Apr. 29, 1865 Lincoln funeral train arrives at Columbus at 7:30 AM; departs at 8:00 PM via Columbus & Indianapolis Central Railway (future PRR main) for Indianapolis via Piqua. (Withers, Trostel)
- Apr. 30, 1865 Lincoln funeral train arrives in Indianapolis at 7:00 AM; leaves at midnight for Lafayette via Lafayette & Indianapolis Railroad, then via Louisville, New Albany & Chicago to Michigan City and Michigan Central to Chicago. (Withers, Trostel)
- Apr. 30, 1865 War Dept. orders halt to rebuilding railroads in Virginia and recalls construction crews to Alexandria. (War)
- May 1, 1865 Pennsylvania Transportation & Insurance Company receives letters patent. (Feron)

- May 1, 1865 Bald Eagle Valley Railroad opens between Howard and Lock Haven, Pa., completing line between Lock Haven and Tyrone.
- May 1, 1865 Lincoln funeral train arrives in Chicago over Michigan Central/Illinois Central at 11:00 AM. (Trostel)
- May 2, 1865 U.S. Military Railroad reopens Richmond & Danville Railroad from Danville to junction with South Side Railroad at Burkeville; used to move troops and captured ordnance northward. (War)
- May 2, 1865 Lincoln funeral train leaves Chicago at 9:30 PM from Chicago & Alton/PFW&C station at Canal & (south of Madison) Streets en route to Springfield. (Trostel)
- May 3, 1865 Lincoln funeral train arrives in Springfield, Ill. (Withers)
- May 1865 Grice & Long steamcar for service on Princeton Branch shuttle received at Bordentown Shops. (PrnctnPrss)
- May 9, 1865 Pres. Andrew Johnson recognizes the Alexandria government of Gov. Francis H. Pierpont as the legitimate government of Virginia. (Eckenrode)
- May 10, 1865 Union troops capture Jefferson Davis and his entourage near Irwinsville, Ga. (Long)
- May 15, 1865 Cincinnati & Chicago Air-Line Railroad and Chicago & Cincinnati Railroad merged into Chicago Great Eastern Railway under agreements of Jan. 25, 1865; William D. Judson, Pres. (Church)
- May 16, 1865 New Jersey Court of Chancery upholds constitutionality of Camden & Amboy Monopoly on suit of Raritan & Delaware Bay, but finds that Monopoly only covers through and not local traffic. (Baer/Coxey)
- May 17, 1865 Henry Fletcher Kenney appointed Superintendent of PW&B. (Obit)
- May 1865 Mifflin & Centre County Railroad opens between Lewistown Jct. and Reedsville, Pa.; operated by PRR.
- May 1865 Camden & Amboy completes double track between Camden and Burlington.
- May 19, 1865 Quartermaster General Montgomery C. Meigs submits memo to Secretary of War Stanton on terms for surrendering occupied railroads to owners or to state boards of public works; suggests Virginia railroads be surrendered to the Board of Public Works, who can then sort out the conflicting claims of stock and bondholders; only railroad officials who take loyalty oath should

be retained. (War)

- May 23, 1865 Union armies stage two-day victory parade in Washington, then go into encampments on heights surrounding city awaiting demobilization. (Long, War)
- May 24, 1865 Pennsylvania Transportation & Insurance Company organized in Philadelphia and renamed Empire Transportation Company; William H. Barnes elected Pres.; headquarters moved to New York; begins fast freight business over Philadelphia & Erie and west to Omaha via Lake Shore and Burlington lines; originally called "Arrow Line," from logo, for general freight, and "Pennsylvania Railroad & Allegheny Valley Railroad Oil Line" or "Green Line" for petroleum. (Feron)
- May 24, 1865 First U.S. Bessemer steel rail rolled at North Chicago Rolling Mill from ingots made at an experimental works at Wyandotte, Mich.
- May 25, 1865 Third rail for standard gauge completed on Oil Creek Railroad.
- May 26, 1865 Last Confederate resistance in trans-Mississippi West ends.
- May 27, 1865 Massive movement of soldiers and equipment from Washington to mustering out stations in the Northern and Midwestern States begins; by July 6, 233,200 men, 12,838 horses and 4.3 million pounds of baggage are shipped out; War Dept. prefers water transportation wherever possible as more restful; to avoid crowding, many troops march overland to Baltimore; troops for B&O load at Alexandria; troops for Ohio and Missouri Valleys take B&O and Ohio River steamboats; those for Columbus take B&O and Central Ohio Railroad; those for Michigan and Wisconsin take Northern Central, PRR, Cleveland & Pittsburgh and Lakes; those for northern Ohio, Indiana, Illinois, Iowa and Minnesota take Northern Central, PRR, PFW&C and branches; those for central New York take Northern Central and Elmira & Williamsport; those for eastern Pa., N.J., eastern N.Y. and New England take PW&B. (War)
- May 29, 1865 Princeton Branch of Camden & Amboy opens for revenue service using Grice & Long steam "dummy"; last passenger train removed from old line between Deans Pond and Trenton. (PrnctnPrss)
- May 29, 1865 All Belvidere-Delaware Railroad passenger trains begin running through to Kensington Station in Philadelphia. (Lee)
- May 29, 1865 Assistant Secretary of War C.A. Dana approves Meigs's memo on surrender of occupied railroads with addition that companies are to pay for substantial rebuilding done by military and government is to retain title to all rails in storage; government rolling stock belonging to companies before the war to

be returned and rest to be sold at public sale to highest bidder; all Southern railroads are completely broken down and are soon seen as investment opportunities by northern capitalists, including those associated with the PRR. (War, Stover)

- May 31, 1865 PFW&C Board allows stock cars to run to any stockyard in Chicago rather than being confined to PFW&C rails. (MB)
- June 3, 1865 Cumberland Valley Railroad Company (1835) merged into Franklin Railroad Company (1859) under agreement of Jan. 10, 1865. (Digest has 6/1!!)
- June 5, 1865 Jeffersonville Railroad acquires Clark County Central Plank Road for \$5 a share to obtain right-of-way between Jeffersonville and New Albany, Ind. (Church)
- June 6, 1865 Franklin Railroad Company (1859) renamed Cumberland Valley Railroad Company; former Franklin Railroad becomes main company because, unlike old Cumberland Valley Railroad, it has charter rights in both Maryland and Pennsylvania. (Digest, C&C)
- June 1865 Citizens of Philadelphia present Samuel M. Felton with a model locomotive in silver and a set of silver plate worth \$6,000; Felton had resigned as President of PW&B because of "paralysis of the throat."
- June 7, 1865 PRR Board approves first contract with Empire Line for a fast freight line over Philadelphia & Erie, connecting with the Atlantic & Great Western and Cleveland & Erie-CC&C routes to Chicago and St. Louis on the west and the Northern Central and Catawissa-CNJ routes on the east; is to operate as long as Merchants Despatch does; in event is discontinued, PRR will buy cars; is not to transport livestock; PRR is paid on oil sent via Catawissa at same rate as if sent to Philadelphia (i.e., an extra 12 cents per car); PRR grants Empire a drawback of 5 mills per ton-mile; at this time, the P&E carries only a small amount of anthracite westbound and Michigan lumber eastbound to and from Erie; all grain on the Lakes goes east to Buffalo. (MB)
- June 7, 1865 PRR Board approves contract with the Eagle Transportation Company for the transportation of oil; also lease of the Mifflin & Centre County Railroad. (MB)
- June 10, 1865 Steamer *Bosphorus*, intended to be first for new Philadelphia-Boston-Liverpool line, arrives in Philadelphia. (Scharf)
- June 12, 1865 West Chester & Philadelphia Railroad Board again orders Philadelphia & Baltimore Central Railroad be charged full local rates unless it signs a

through traffic contract by July 1. (MB)

- June 13, 1865 Empire Transportation Company signs contract with PRR.
- June 1865 PRR installs 100 tons of imported crucible steel rails on yard tracks at Philadelphia and Altoona; all of 56# P&E pattern.
- June 1865 PFW&C completes Allegheny Locomotive Shops; 314' x 100'.
- June 20, 1865 U.S. District Court rules repeal of Pittsburgh & Connellsville's charter rights was unconstitutional in suit brought by City and Mayor of Baltimore; holds question of abuse of privileges must be determined by jury trial, not by Legislature; PRR attempts to delay further proceedings. (Clark)
- June 21, 1865 Erie & Western Transportation Company incorporated to operate steamers on the Great Lakes and associated piers and grain elevators.
- June 23, 1865 City of New Albany, Ind., authorizes Jeffersonville Railroad to lay tracks in Troy and McBeth Streets. (Church)
- June 26, 1865 Empire Transportation Company ships the first five flat cars of oil barrels eastward from Oil City, Pa. to New York; soon becomes major factor in the oil trade of northwestern Pennsylvania.
- June 26, 1865 Pennsylvania Steel Company organized with \$1 million capital to build a Bessemer steel plant at present-day Steelton, Pa. (PRR eventually has a 1/3 interest purch from JET, et al in 1871!)
- June 27, 1865 Two dummies with a Trenton horsecar sandwiched between them used to carry large crowds to Princeton commencement on Princeton Branch; dummies derail frequently and are not powerful enough to climb grade from canal when fully loaded with passengers and baggage. (PrnctnPrss)
- June 27, 1865 U.S. Military Railroad restores Orange & Alexandria Railroad to agnets of Virginia Board of Public Works. (War)
- June 28, 1865 PRR Board appoints Edward G. Carlin General Detective; first PRR detective and beginnings of Police Dept. (MB)
- June 28, 1865 PRR Board authorizes J. Edgar Thomson to terminate joint operation with Erie Railway between Elmira and Buffalo at his discretion. (MB)
- June 28, 1865 Special Committee reports to PRR Board on petitions of persons desiring to ship petroleum; oil is to be shipped in box or cattle cars in covered vats; rate is to include fire insurance; PRR to build river-to-rail terminal at Kiski Jct. when Western Pennsylvania Railroad is completed. (MB)

June 29, 1865	PFW&C leases New Castle & Beaver Valley Railroad (Homewood-New Castle), effective July 1.
June 30, 1865	U.S. Military Railroad surrenders Norfolk & Petersburg Railroad to company. (War)
July 1, 1865	G.W. Cass and John J. Marvin convey to PFW&C the rights and property of former Cleveland, Zanesville & Cincinnati Railroad (Hudson to Millersburg) purchased at foreclosure; continues to be operated by its own Superintendent, Col. Simon Perkins. (Val,)
July 1, 1865	Pennsylvania Canal reopens between Columbia and Hollidaysburg after flood damage.
July 1, 1865	First elements of Renovo Shops open on Philadelphia & Erie Railroad; to be the equivalent of Altoona for the P&E; station with restaurant also built at Renovo.
July 3, 1865	U.S. Military Railroad restores Richmond & Petersburg Railroad to company. (War)
July 4, 1865	U.S. Military Railroad restores Richmond & Danville Railroad to company. (War)
July 7, 1865	Empire Transportation Company inaugurates through oil trains from oil regions to Elizabethport via P&E, Catawissa, Lehigh Valley, and CNJ; called "Allentown Oil Line," later known as "Green Line" from color of iron tank cars.
July 7, 1865	John S. Thompson, Pres. of American Central Railway, a projected line from Fort Wayne to Omaha, writes to PFW&C proposing merger. (MB)
July 1865	City of Baltimore passes ordinance offering its entire holdings of stocks and bonds of Northern Central Railway, with a face value of \$1.2 million; purchased by Northern Central for \$880,150.
July 1865	Western Pennsylvania Railroad completed to junction with Allegheny Valley Railroad (Kiskiminetas Jct.). (C&C)
July 1865	Camden & Amboy removes old line between Princeton and Trenton; portion retained to serve industries along canal on east end of Trenton. (PrnctnPrss)
July 14, 1865	Altoona & Pittsburgh RPO and Philadelphia & Altoona RPO established. (Key)

- July 19, 1865 Buffalo & Oil Creek Cross Cut Railroad incorporated in New York to build line from Westfield, Chautauqua County to Pennsylvania state line in direction of Oil Regions. (Val, Corp Hist)
- July 20, 1865 Orange & Alexandria Railroad resumes service with one round trip between Washington and Richmond via Gordonsville; probably runs from Maryland Avenue over Alexandria & Washington Railroad. (NatIntlgncr)
- July 20, 1865 Cincinnati, Wilmington & Zanesville Railroad deeds its franchises to new Cincinnati & Zanesville Railroad.
- July 24, 1865 West Jersey Railroad ferry connection moved from Walnut Street to Market Street, Philadelphia.
- July 24, 1865 U.S. Military Railroad restores South Side Railroad to company after being used to move Sherman's army northward from North Carolina. (War)
- July 28, 1865 Dayton & Cincinnati Railroad sells its unfinished right-of-way between Sharon and Dayton to Cincinnati, Dayton & Eastern Railroad; eventually passes into CCC&StL (Big Four) system; original company continues to own the unfinished tunnel between Cincinnati and Sharon.
- July 31, 1865 Long Branch & Sea Shore Railroad opens between Sandy Hook and Long Branch, N.J., with steamboat connection to New York; a summer-only operation funded by Edwin A. Stevens to attack Raritan & Delaware Bay's income from resort traffic. (NDA)
- July 31, 1865 Locomotive and cars shipped from Washington to Aquia Creek to reopen service on RF&P; will operate as far as Potomac Creek Bridge with stage coach connection to Fredericksburg. (NatIntlgncr)
- Summer 1865 Pennsylvania Attorney General ___ brings suit to stop Pittsburgh & Connellsville from continuing with construction of Sand Patch Tunnel; PRR has case delayed and not brought to trial until Jan. 1868.
- Aug. 1, 1865 Western Pennsylvania Railroad opens between Blairsville and Freeport (or Kiski Jct.); leased to PRR; later improved as a low-grade freight line between Johnstown and Pittsburgh. (Wilson has 10/1!! - lease is 8/1!!- AR says "opened" 8/1)
- Aug. 1, 1865 PRR begins operating Western Pennsylvania Railroad under lease.
- Aug. 1, 1865 Pittsburgh & Steubenville Railroad defaults on First Mortgage bonds. (Church)
- Aug. 2, 1865 Cleveland & Pittsburgh Railroad orders construction of bridge over

- Cuyahoga River at Cleveland to reach Whiskey Island, and to make whatever arrangements needed with Cleveland & Toledo Railroad. (MB)
- Aug. 5, 1865 Canals along lower Susquehanna between Duncans Island and Wilkes-Barre reopen after flood repairs.
- Aug. 7, 1865 U.S. Military Railroad restores the line between Washington and Alexandria, including the Henry Street Branch, to the Alexandria, Washington & Georgetown Railroad, a Northern company formed to manage it; Robert W. Latham of New York, Pres.; original Virginia stockholders later sue and recover it; is operated by Orange & Alexandria Railroad. (War, MB, NatIntlgncr)
- Aug. 7, 1865 Thomas Benton Hamilton (1865-1939), future PRR VP, born at Columbus, Ohio.
- Aug. 8, 1865 U.S. Military Railroad restores Alexandria, Loudon & Hampshire Railroad to agents of Virginia Board of Public Works. (War)
- Aug. 9, 1865 PFW&C Board appoints a committee to visit route of American Central Railway but stops short of buying its stock or guaranteeing bonds; authorizes from Clinton or Massillon on the coal fields in Lawrence Township, Stark County. (MB)
- Aug. 9, 1865 Separate Lawrence Railroad & Transportation Companies of Pa. and Ohio merged to form Lawrence Railroad under agreement of June 29, 1865. (Church)
- Aug. 14, 1865 Orange & Alexandria Railroad begins running its train to Richmond from 1st Street, Washington, near the B&O depot; apparently no connection with B&O yet. (NatIntlgncr)
- Aug. 1865 *John Bull* replaced by more reliable locomotive on Rocky Hill Branch because of heavy peach traffic. (PrnctnPrss)
- Aug. 1865 William Jackson Palmer (1836-1909), formerly assistant to J. Edgar Thomson, named Treasurer of Union Pacific Railroad, Eastern Division, later the Kansas Pacific Railroad. (RRH)
- Aug. 28, 1865 Union and Cooper Shop Volunteer Refreshment Saloons formally close, accompanied by ceremony at the Academy of Music; Union Volunteer Refreshment Saloon had served 1,025,000 meals to over 800,000 soldiers in course of war; buildings remain open for transient soldiers until Dec. 1. (Scharf)
- Aug. 28, 1865 Head-on collision on LIRR at Jamaica kills five. (Shaw)

- Sep. 1, 1865 William P. Shinn appointed General Freight Agent of PFW&C, replacing John H. Houston, resigned; J.D. Layng named Superintendent of Eastern Division, replacing Shinn. (MB)
- Sep. 1, 1865 Orange & Alexandria Railroad begins running a round trip between Washington and Lynchburg, in addition to trip between Washington and Richmond; reopens line south of Gordonsville. (NatIntlgncr)
- Sep. 5, 1865 Delegation of British investors in Atlantic & Great Western Railroad, headed by Sir S(amuel) Morton Peto (1809-1889) and James McHenry arrives in U.S. beginning a two-month tour along the line and into Midwest, where Peto promises more British investment.
- Sep. 5, 1865 PRR agrees with Atlantic & Ohio Telegraph Company for lines Sunbury to Erie and Lock Haven to Tyrone. (MB)
- Sep. 6, 1865 Joseph D. Potts resigns as General Manager of Philadelphia & Erie to devote full time to presidency of Empire Line; Alfred Tyler named General Superintendent of P&E. (MB)
- Sep. 6, 1865 PRR Board approves contract giving PRR and NYC joint stock control of Oil Creek Railroad. (MB)
- Sep. 7, 1865 James McHenry and Sir S. Morton Peto arrive in New York to tour line of Atlantic & Great Western Railroad and plot expansion and further investments; tour generates much hoopla in press.
- Sep. 10, 1865 New Union Station at Liberty & Washington Streets, Pittsburgh opens, replacing original "Union Passenger Depot" at Liberty & Grant Streets; track between Union and Outer Depots removed from Liberty Street to private right-of-way.
- Sep. 14, 1865 New Albany Branch of Jeffersonville, Madison & Indianapolis Railroad opens between Court Street, Jeffersonville, and State Street, New Albany (5.42 miles). (C&C - may be wrong - date of ext. from State St. to 1st St. unknown - paper fm PRR Library says open to Vincennes St. - to State St. in Dec. 1865 - Church says open to State St. 10/1865)
- Sep. 15, 1865 Joint Companies lease branch between Monmouth Jct. and Jamesburg from Freehold & Jamesburg Agricultural Railroad. (C&C - unclear if this is opening day or done in 1866; C&A AR for 1865 state branch is to be done in late 1/1866; no mention in 1866 AR)
- Sep. 16, 1865 Atlantic & Great Western Railroad Board authorizes through traffic contract with Catawissa Railroad.

- Sep. 1865 Camden & Amboy builds turntable at each end of Princeton Branch to avoid running dummies backward; freight station built at Princeton Jct. and freight car placed on Princeton Branch; remainder of old line removed between Kingston and Princeton; portion north of Kingston remains as part of Rocky Hill Branch. (PrnctnPrss)
- Sep. 1865 John Mifflin Hood (1843-1906), formerly of the Confederate engineers and later Pres. of Western Maryland, joins PW&B as engineer of Port Deposit Branch and Philadelphia & Baltimore Central extension; later Chief Engineer and Superintendent of Philadelphia & Baltimore Central Railroad. (Memoir)
- Sep. 20, 1865 PRR approves contract with Erie & Western Transportation Company. (MB)
- Sep. 20, 1865 PRR Board authorizes contract to operate a line of steamers on Great Lakes from Port of Erie; to be steam propellers of 500 tons minimum; the steamship company to provide its own agents east and west, PRR to supply coal at Erie at 20% discount. (MB)
- Sep. 20, 1865 PRR Board approves contract with Howard Oil Tanking & Transportation Co. to place 25 of its own tank cars on PRR on same terms as those of Eagle Transportation Co. (MB)
- Sep. 20, 1865 *Somerset*, first steamship of Baltimore & Liverpool Line, leaves Baltimore on maiden voyage. (Vexler)
- Sep. 22, 1865 Northern Central Railway purchases back \$200,000 of its stock and \$850,000 of Baltimore & Susquehanna bonds with overdue interest and dividends from City of Baltimore; total value of \$1.2 million for \$880,150 cash.
- Sep. 22, 1865 Pennsylvania Steel Company organized for purpose of making Bessemer steel rails in U.S. near Harrisburg; PRR leaders among main backers; S.M. Felton, President. (verify fm, Beth Steel)
- Sep. 23, 1865 Two CNJ coaches in special black and gold livery with special lettering for New York-Erie service arrive in Erie via Philadelphia & Erie.
- Sep. 25, 1865 *Erie Express* begins running through between Jersey City and Erie via CNJ-LV-Catawissa-P&E with special equipment; not successful and soon withdrawn. (newspaper - PRR AR says 10/1 - USRR&MR also has 11/20/65)
- Sep. 27, 1865 First locomotive crosses Monongahela River Bridge on Steubenville Extension.

- Sep. 29, 1865 Pres. S.S. L'Hommedieu proposes that Atlantic & Great Western Railroad and Erie Railway operate as a single line with the Erie setting rates on westbound freight and A&GW on eastbound (i.e. oil) freight and local freight (i.e., Oil Region to Cleveland); both railroads to be double-tracked; Erie declines as it does not want to antagonize the Lake Shore route.
- Sep. 29, 1865 PFW&C Board approves joining with Erie & Pittsburgh Railroad and New Castle & Beaver Valley Railroad in buying \$75,000 in bonds of Jamestown & Franklin Railroad; appoints special committee to arrange for purchase of 50,000 shares of Cleveland & Pittsburgh Railroad; select Thomas A. Scott to be referee in dispute between members of Executive Committee. (MB)
- Sep. 29, 1865 Indianapolis & Vincennes Railroad organized. (Church)
- Sep. 30, 1865 B&O steamer *Somerset* leaves Baltimore for Liverpool, inaugurating steam packet service; John W. Garrett had purchased three small surplus steamers from the government after the close of the Civil War and renamed them *Somerset*, *Worcester* and *Carroll*; the largest was only 218 feet long; however, B&O is able to offer monthly sailings for through freight, while PRR and Philadelphia are unable to start own line.
- Oct. 1, 1865 Thomas L. Jewett, receiver of Steubenville & Indiana Railroad, makes agreement with Western Transportation Company to operate entire line from Pittsburgh to Columbus as "Pittsburgh, Columbus & Cincinnati Railroad"; so operated until reorganization of 1868. (Church)
- Oct. 1, 1865 Union Station in Erie, Pa., opens.
- Oct. 1, 1865 PFW&C completes double track between Economy and Baden. (AR - see earlier Pitts-Rochester!)
- Oct. 1, 1865 Alfred L. Tyler named Superintendent (?) of Philadelphia & Erie, replacing Joseph D. Potts, who resigns to devote time to Empire Line. (see above)
- Oct. 2, 1865 Separate Atlantic & Great Western Railroad Companies in New York, Pennsylvania and Ohio are merged into Atlantic & Great Western Railway under agreement of Aug. 19, 1865. (Minor); Secretary of Commonwealth of Pa. returns certificate of consolidation on pretext is not necessary.
- Oct. 9, 1865 Pittsburgh & Steubenville Railroad opens between Smithfield Street, Pittsburgh, and Ohio River Bridge (Wheeling Jct.).
- Oct. 9, 1865 Steubenville Bridge over Ohio River opens giving PRR a direct line between Pittsburgh and Columbus, Ohio.; this is the first railroad bridge across the Ohio below Pittsburgh and the first long-span iron bridge (320'); fabricated at Altoona Shops to design of J. H. Linville; entire railroad is

operated by Thomas L. Jewett, Receiver of Steubenville & Indiana Railroad as sublessee of Western Transportation Company under agreement of Oct. 1, 1865; entire line is called "Pittsburgh, Columbus & Cincinnati Railroad".

- Oct. 9, 1865 Steubenville Extension opens at Pittsburgh linking PRR station at Washington Street with the Panhandle Line on the South Side via the Grants Hill Tunnel.
- Oct. 9, 1865 First U.S. petroleum pipeline placed in service between Pithole and Oli City, Pa. (verify)
- Oct. 10, 1865 Buffalo & Oil Creek Cross Cut Railroad begins construction.
- Oct. 11, 1865 Kensington & New Jersey Ferry Company organized. (Val)
- Oct. 12, 1865 Columbus & Indianapolis Central Railway approves guarantee of interest of bonds of Union & Logansport Railroad and Toledo, Logansport & Burlington Railway.
- Oct. 16, 1865 City of New Albany, Ind., authorizes Jeffersonville Railroad to extend track from Vincennes Street to State Street. (Church)
- Oct. 18, 1865 Philadelphia & Baltimore Central Railroad opens between Oxford, Pa., and Rising Sun, Md., for bi-weekly market train only. (CCHS)
- Oct. 1865 North Branch Extension Canal reopens between Pittston and Tunkhannock.
- Oct. 1865 New Jersey Railroad installs manual block system between Jersey City and New Brunswick. (NB: Watkins gives both dates of 10/65 and 1867 - check Welch? AR? prob. not 1865, this may be date for P&T)
- Oct. 1865 PRR installs first imported Bessemer steel rails, 100 tons at 56#; used on station and yard tracks only as fear may be brittle and pose risk at high speed; PRR remains undecided as to merit for about one year.
- Oct. 1865 Brooklyn & Rockaway Beach Railroad opens between East New York and Canarsie with boat to Rockaway Beach.
- Oct. 1865 Empire Line begins operating over PFW&C between Crestline and Chicago; carries mostly bulk flour and meat eastbound with most westbound cars empty.
- Oct. 25, 1865 Pennsylvania & New York Canal & Railroad Company agrees to turn over all stock to Asa Packer of Lehigh Valley Railroad. (LV Val)
- Oct. 26, 1865 Atlantic & Great Western Railway Board authorizes Sir S. Morton Peto to

negotiate for connections to New York and Philadelphia independent of Erie Railway.

- Oct. 28, 1865 Alexandria & Fredericksburg Railway organized; Robert W. Latham elected Pres.; Silas Seymour named Chief Engineer.
- Oct. 31, 1865 Petroleum Board formed in New York as exchange for trading in oil company stocks. (Wyckoff)
- Fall 1865 Red Line, a cooperative fast freight line, goes into operation. (USRR&MR)
- Nov. 1, 1865 Atlantic & Great Western Railway leases Morris & Essex Railroad effective Feb. 1, 1866; also leases Catawissa Railroad at \$1,000 a day effective Dec. 1 in conjunction with Western Central Railroad, which was to build between Bellefonte and Franklin; Lewisburg, Centre & Spruce Creek Railroad (when inc.?) was to form link between Milton and Bellefonte. (11/1 is date of lease - eff. 12/1)
- Nov. 4, 1865 Mill Creek Railroad renamed Reno, Oil Creek & Pithole Railway; built in 1865-66 between from Rouseville to north Plumer but probably not operated. (Val)
- Nov. 10, 1865 Central Ohio Railroad sold at foreclosure of Fourth Mortgage, excepting undivided half interest owned by Steubenville & Indiana Railroad between Newark and Columbus. (Church)
- Nov. 11, 1865 Philadelphia ordinance appoints s Superintendent of the City Railroad (the portion east of 8th Street being abandoned) with a force of five men to keep road open and in repair; revises toll schedule effective Jan. 1, 1866, eliminating annual payments. (Digest)
- Nov. 13, 1865 Catawissa Railroad approves lease to A&GW and Western Central Railroad.
- Nov. 15, 1865 On "advice" of Pa. Attorney General __ Meredith, Secretary of Commonwealth returns certificate of Atlantic & Great Western Railway consolidation a second time; probably done on PRR urging; undercuts legality of A&GW in Pennsylvania as a time when A&GW is a major competitor for the oil trade.
- Nov. 15, 1865 U.S. Military Railroad turns old (vehicular) Long Bridge to Dept. of the Interior. (War)
- Nov. 15, 1865 Columbus & Indianapolis Central Railway approves construction of new brick station at Piqua, Ohio.

- Nov. 17, 1865 PRR sells bed of Western Division Canal between Freeport and Allegheny, Pa., to Western Pennsylvania Railroad as right-of-way. (C&C)
- Nov. 22, 1865 Samuel M. Felton and Robert H. Lamborn present a proposal to the PRR Road Committee for a steel works near Harrisburg. (MB)
- Nov. 22, 1865 Pres. Cass informs PFW&C Board that contract to buy bonds of Jamestown & Franklin Railroad is not satisfactory to William L. Scott of Erie & Pittsburgh Railroad; Board authorizes construction of 1.27 mile branch to Tuscarawas Mining Company three miles north of Millersburg; authorizes purchase of 300 tons of cast steel rails to be laid on or near Allegheny River Bridge or other areas of heavy wear. (MB)
- Nov. 22, 1865 St. Louis, Vandalia & Terre Haute Railroad organized; J.P.M. Howard, Pres. (Church, C&C)
- Nov. 23, 1865 PFW&C Board hears report on American Central Railway; recommends aid and authorizes company agents to canvass local subscriptions to it in Illinois and Indiana; authorizes a new iron bridge over the Allegheny River. (MB)
- Nov. 25, 1865 PFW&C Board appoints committee to examine contract with Central Transportation Company as believe cars are inadequate for first class transportation; order no freight or cattle cars are to run east of Pittsburgh without compromise treads; passes resolution offered by Samuel J. Tilden that PFW&C subscribe to the Credit Mobilier of America, the construction company for the Union Pacific Railroad. (MB)
- Nov. 29, 1865 PRR Board again offers to subscribe \$500,000 or 50% toward establishing a line of steamers between Philadelphia and Liverpool. (MB)
- Nov. 30, 1865 Cleveland & Pittsburgh Railroad authorizes negotiations with Marietta & Cincinnati Railroad to obtain its old unused grade for purpose of extending from Bellaire to Marietta. (MB)
- Dec. 1, 1865 Cincinnati Street Connection Track opens linking Little Miami and Cincinnati & Indiana depots via Front, Water and Smith Streets. (Church)
- Dec. 2, 1865 Chief Engineer J. McMinn reports to Philadelphia & Erie Railroad on Low Grade line to Franklin via valley of Bennett's Branch.
- Dec. 4, 1865 Congress reconvenes; refuses to seat members from any former Confederate state, even those professing loyalty to the Union. (Eckenrode)
- Dec. 5, 1865 Great Britain awards Sir Henry Bessemer (1813-1898) a patent for his process of converting iron into steel; makes mass-production of steel, and

particularly steel railroad rails, feasible for the first time.

- Dec. 7, 1865 Gen. William Mahone (1826-1895) elected Pres. of South Side Railroad, giving him control of a line (later Norfolk & Western) from Norfolk to Lynchburg. Va. (Blake)
- Dec. 8, 1865 U.S. Circuit Court orders sale of portion of Louisville, New Albany & Chicago Railroad between Gosport and Indianapolis.
- Dec. 11, 1865 Buffalo & Washington Railroad and Buffalo & Allegany Valley Railroad merge to form Buffalo & Washington Railway under agreement of July 10, 1865. (Val)
- Dec. 11, 1865 Pennsylvania Tubing & Transportation Company opens pipeline from Pithole to Oleopolis, Pa.
- Dec. 12, 1865 Survey teams of Atlantic & Great Western Railway arrive in Brookville to occupy low summit between Allegheny and Susquehanna Rivers.
- Dec. 12, 1865 Virginia & Tennessee Railroad Board rebuffs William Mahone's offer to merge it with his roads east of Lynchburg; Orange & Alexandria Railroad, which carries the majority of V&T traffic east of Lynchburg also opposes merger. (Blake)
- Dec. 13, 1865 PRR contracts with Pennsylvania Steel Company to transport all materials for building works at 80% of regular rates through 1870; carry workers and employees from Philadelphia at commuter fares through 1873; haul all input and output of plant at Philadelphia-Pittsburgh through rates and all local hauls of raw materials at 25% discount; in return, Pennsylvania Steel Company is to ship exclusively via PRR. (MB)
- Dec. 13, 1865 PRR Board authorizes free transportation for agents of Pennsylvania Freedmen's Relief Association and for shipments of books and clothing for ex-slaves. (MB)
- Dec. 13, 1865 Erie Railway men, including Daniel Drew, elected to Board of Boston, Hartford & Erie Railroad.
- Dec. 14, 1865 Mississippi & Wabash Railroad (Warsaw-Carthage) merged into Toledo, Peoria & Warsaw Railway; portion between Warsaw and Elvaston is completed but not in operation; section from Elvaston to Carthage was had been transferred to Illinois & Southern Iowa Railroad, (later part of the Wabash). (Church)
- Dec. 15, 1865 Marietta & Cincinnati opens extension from Loveland to Ludlows Grove on Cincinnati, Hamilton & Dayton and withdraws traffic from Little Miami

Railroad.

- Dec. 16, 1865 U.S. Circuit Court in Pittsburgh refuses to grant final decree in suit of Baltimore vs. Connellsville & Southern Pennsylvania Railroad pending outcome of suit in Pennsylvania Supreme Court.
- Dec. 18, 1865 Thirteenth Amendment abolishes slavery.
- Dec. 18, 1865 Indianapolis & Vincennes Railroad incorporated in Indiana. (Church)
- Dec. 1865 Fort Wayne Locomotive Shops completed on PFW&C; 339' x 110'. (AR)
- Dec. 20, 1865 Indiana Legislature declares unfinished branch of Louisville, New Albany & Chicago Railroad between Indianapolis and Gosport, abandoned by New Albany & Salem Railroad in 1854, to be forfeited; portion later becomes main line of Indianapolis & Vincennes Railroad. (Church)
- Dec. 29, 1865 Last issue of Trenton *Monitor* published. (NDA)
- Dec. 25, 1865 Union Stockyards open on the southwest side of Chicago, outside the then city limits; built in six months at cost of \$1.4 million are the largest stockyards in the world.
- Dec. 1865 Camden & Amboy changes New York steamboat terminal from Barclay Street to Pier 1 near Battery. (Mt. Holly Herald)
- Dec. 1865 PFW&C closes stock yard on its Chicago terminal property in favor of the Union Stockyards.
- Dec. 1865 Last portions of Western Division Canal formally abandoned, Allegheny to Blairsville.
- Dec. 1865 Jeffersonville Railroad completes branch on former plank road to State Street, New Albany. (paper in PRR Library)
- Dec. 30, 1865 J. Edgar Thomson advises William Mahone on the benefits of consolidating the railroad between Norfolk and Bristol, Va., little realizing that in five years Mahone will be the main opponent of the PRR's expansion into Virginia. (Blake)
- Dec. 31, 1865 Enoch Lewis resigns as PRR General Superintendent; replaced by Edward Higginson Williams (1824-1899). (Wilson)
- Dec. 31, 1865 Camden & Amboy steamboat *Trenton* makes last run on Delaware River between Bordentown, Bristol, Burlington, Tacony and Philadelphia, ending service begun by Stevens family in 1809; *Trenton* scrapped in 1866.

(BurlGaz, Stntn)

- 1865 Camden & Amboy and New Jersey Railroad begin merger negotiations.
- 1865 First manual-block signal system in U.S. instituted on Philadelphia & Trenton Railroad between Philadelphia and Trenton on orders of Ashbel Welch; consisted of 7 block stations using telegraph offices in stations; signals were white board or light sliding in front of an aperture in a black box; operator lifted signal by a rope so it was visible and let it drop out of sight after trains had passed; system was extended to New Brunswick before end of year. (EngNews 1882)
- 1865 Cornelius Vanderbilt elected President of Hudson River Railroad. (or 1864?)
- 1865 Northern Central completes double track from Baltimore to York.
- 1865 Erie, Pa., shops established on Philadelphia & Erie Railroad. (AR says completed early 1866)
- 1865 Double track completed on Philadelphia & Trenton from Philadelphia to Trenton Bridge; completes double-tracking between Jersey City and Philadelphia. (AR)
- 1865 Camden & Amboy builds new Hoboken Machine Shop on new lot.. (AR)
- 1865 Camden & Amboy begins carrying teamsters' carts on special broad-hulled flat barges between New York and South Amboy because of congestion at its New York pier. (AR)
- 1865 Hull of old Camden & Amboy steamer *John Stevens*, burned in 1855, fitted with propeller engine and converted to cattle boat in New York harbor. (Stanton - has owned by Central Stock Yard & Transit Co. - which not open til 1866?)
- 1865 Camden & Amboy builds new 800' x 85' freight pier at South Amboy. (AR)
- 1865 Camden & Amboy builds new stations at Lawrenceville and Princeton Jct. on new line; also at Bordentown and Princeton. (AR)
- 1865 Camden & Amboy builds two additional car floats for service on Delaware River at Camden; makes total of six, implying first introduced ca. 1863-64. (AR)
- 1865 PRR completes new freight car shop at Altoona.
- 1865 Double track completed between Relay and York on Northern Central.

- 1865 Moshannon Branch of Tyrone & Clearfield Railroad completed from one mile west of Osceola Jct. to Moshannon (3.5 miles). (C&C)
- 1865 William L. Scott elected Pres. of Erie & Pittsburgh Railroad and several other owners of Mercer coal lands become directors. (Spence)
- 1865 Double track completed on Pittsburgh, Fort Wayne & Chicago between Chicago and Englewood, Ill.
- 1865 PFW&C buys first Bessemer steel rails, to be installed in 1866 as a test.
- 1865 Lawrence Railroad & Transportation Company opens between Mahoningtown, Pa., and Lowell, Ohio. (Church says 2/1867!!)
- 1865 Cleveland & Pittsburgh Railroad buys 53-acre tract on west side of Cuyahoga River at Cleveland for freight terminal. (AR)
- 1865 Cleveland & Pittsburgh Railroad completes shops at Wellsville. (AR)
- 1865 Crestline, Ohio, Union Station opens, with hotel and eating house; served by PFW&C, CC&C and Bellefontaine Railroad.
- 1865 Cleveland & Pittsburgh Railroad begins buying land on Whiskey Island for docks.
- 1865 Northern Central contract with Erie Railway for through traffic to Buffalo discontinued a/c need to transfer to 6'-0" gauge cars at Elmira. (Watkins - verify - note std. ga line open in 1/66 see below)
- 1865 Cincinnati Street Connection Railway opens in Front Street, Cincinnati linking Little Miami Railroad with Indianapolis & Cincinnati (later NYC). (Condit has 1864!!)
- 1865 New Machine Shop opens at Altoona. (not in AR)
- 1865 Local mutual beneficial association formed at Pittsburgh (Watkins - check)
- 1865? Chicago Union Stock Yards Company incorporated to consolidate the handling of western livestock through the Chicago gateway; stock is distributed among most railroads entering Chicago. (or 1864? verify)
- 1865? Mail first picked up "on-the-fly" on Jersey City-Washington route.
- 1865 Cape Cod Railroad opens between Yarmouth and Orleans, Mass. (Humphrey)

1865

Andrew Carnegie founds Keystone Bridge Company to built iron railroad bridges. (Vexler)