

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1866

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All data subject to correction and change

- Jan. 1, 1866 George C. Franciscus (1818-1870) appointed to new position of General Agent at Philadelphia, to have oversight of all local Transportation Dept. functions; S.P. Darlington appointed Superintendent of Philadelphia Division; Edward Higginson Williams (1824-1899) named General Superintendent, replacing Enoch Lewis, resigned.
- Jan. 1, 1866 Philadelphia & Erie Railroad begins grading a line at Irvineton to run to Pithole. (DerrickHndbk)
- Jan. 1, 1866 *Oil City Monitor* reports that the Oil City & Pithole Railroad is open from Pithole to Oleopolis. (DerrickHndbk)
- Jan. 1, 1866 New York Central Sleeping Car Company incorporated in N.Y. by Webster Wagner with financing by Cornelius Vanderbilt. (ICC,)
- Jan. 1, 1866 Treasury Dept. delivers \$352,000 in government bonds to Union Pacific Railway Company, Eastern Division, on second section of 22 miles. (Petrowski)
- Jan. 1, 1866 Capt. John P. Green, private secretary to Tom Scott, is named Secretary & Treasurer of the Milwaukee & Minnesota Railroad. (Wilson)
- Jan. 1, 1866 Chauncey M. Depew (1834-1928), future Pres. and Chairman of the NYC, becomes an attorney for the Vanderbilt lines. (Depew)
- Jan. 2, 1866 Philadelphia & Erie issues \$3 million in 7%, 20-year Third Mortgage bonds; convertible into 8% preferred stock if interest is not paid; PRR purchases these bonds; retains \$2.4 million and sells \$600,000 with stipulation changing convertibility from preferred stock to 7% non-

convertible bonds; PRR uses the \$600,000 to purchase P&E stock, giving it a total of 31,636 shares.

- Jan. 3, 1866 Cleveland & Pittsburgh Railroad Board approves pooling contract with PFW&C; approves sale of part of Whiskey Island at Cleveland to Amasa Stone, Jr. (MB)
- Jan. 3, 1866 New York Court of Appeals reverses lower courts and rules that New York & New Haven Railroad is liable for all bogus stock issued by ex-Pres. Robert Schuyler between 1848 and 1854; settled by an issue of new shares with total loss to company of \$1.77 million. (PittsfdSun, RRH)
- Jan. 4, 1866 Orange & Alexandria Railroad writes to the Washington, Alexandria & Georgetown Railroad that the local passenger trains do not pay and that it will discontinue the service with last trips on Jan. 6; it will continue to run the through train to the O&A line and loan the WA&G a passenger car for the locals. (MB)
- Jan. 5, 1866 Buffalo, Bradford & Pittsburgh Railroad opens between Carrollton and Gilesburg. (Leeson)
- Jan. 5, 1866 Erie Railway leases Buffalo, Bradford & Pittsburgh Railroad as its link into the McKean County coal fields, retroactive to Jan. 1. (Mott)
- Jan. 5, 1866 Sandusky, Dayton & Cincinnati Railroad and Sandusky City & Indiana Railroad sold at foreclosure to Purchasing Committee of Jacob W. Pierce, Isaac M. Spelman and John P. Yelverton. (GrnBk, ARJ)
- Jan. 5, 1866 Northern Pacific Railroad reorganized at Boston and passes under New England control. (ARJ- verify if not earlier)
- Jan. 6, 1866 Washington, Alexandria & Georgetown Railroad appoints W. Jackson Phelps of the B&O as General Manager and Oscar A. Stevens as General Superintendent. (MB)
- Jan. 6, 1866 Joseph B. Stewart, Joseph Thornton and Lewis McKenzie, Virginia commissioners for the Alexandria, Loudoun & Hampshire Railroad, agree to loan the Washington, Alexandria & Georgetown Railroad the locomotive *Clarke* and some freight cars; the WA&G already has one passenger and one baggage car from the AL&H and two passenger cars from the Orange & Alexandria Railroad, and with the locomotives *Clarke* and *President*, it can operate both local and through trains. (MB)
- Jan. 6, 1866 Meeting arranged by Joseph B. Stewart and John P. Usher held at Continental Hotel in Philadelphia between Union Pacific Railway Company, Eastern Division, and those claiming to be creditors from the

first phase of the company's history; Tom Scott offers to fund \$1.09 million in old securities into \$500,000 new bonds secured by a mortgage on some of the government land grant; Stewart and Alexander Hay draw up a memorandum of agreement; Stewart and Hay sign, but Thomas C. Durant, who is not at the meeting, refuses to accept the deal, leading to a break between Durant and Stewart. (Petrowski)

- Jan. 7, 1866 Isaac Hinckley elected a director of the Delaware Railroad. (MB)
- Jan. 8, 1866 Rep. Thaddeus Stevens introduces bill for federal National Railway Company between New York and Washington via Lancaster, Reading and Easton; capitalized at \$10 million with 2 directors to be appointed by Pres.; referred to a special committee on the Air Line Railroad. (CongGlobe, NwkDlyAd, ARJ)
- Jan. 8, 1866 Joseph P. Norris elected Treasurer of Philadelphia & Trenton Railroad, replacing A.H. Thomson, deceased. (MB)
- Jan. 8, 1866 Washington, Alexandria & Georgetown Railroad Board authorizes negotiating a loan of £30,000 using 3,000 shares of stock as collateral. (MB)
- Jan. 8, 1866 Pennsylvania Steel Company buys first land on Susquehanna River south of Harrisburg from the Kelker family; they lay out lots on adjacent land as the town of Baldwin, named for Matthias Baldwin. (Egle)
- Jan. 8, 1866 Junction & Breakwater Railroad Pres. John W. Houston presents the Board with a proposition from New York investors represented by James S. Gibbons, who will lend the money to finish the road in return for 4 seats on the Board for Gibbons, John S. Sutphen, Samuel Sinclair and Charles S. Brown. (MB)
- Jan. 8, 1866 Columbia & Port Deposit Railroad Pres. Christian S. Kauffman reports that the PRR has claimed its right-of-way in Columbia. (MB)
- Jan. 8, 1866 J. Lewis Grant resigns as Superintendent of the Erie & Pittsburgh Railroad. (MB)
- Jan. 8, 1866 *Reno Times* reports the arrival at Reno of a construction locomotive for the Reno (Oil City) & Pithole Railroad. (DerrickHndbk)
- Jan. 9, 1866 First construction train operates over Maryland & Delaware Railroad. (ARJ)
- Jan. 9, 1866 Littlestown Railroad (1864) files certificate of organization. (Val)

- Jan. 9, 1866 Future engineer George W. Snyder II (1866-1928) born at Pottsville, Pa. (PRRBio)
- Jan. 10, 1866 Atlantic & Great Western Railway signs 99-year traffic contract with Philadelphia & Reading Railroad and East Pennsylvania Railroad, retroactive to Jan 1; Reading is to build Hamburg-Topton and Allentown-Easton to link Catawissa with Morris & Essex, reviving the old Allentown Railroad route of the 1850s; A&GW agrees to standard-gauge its line west of Oil City; Reading joins suit of Philadelphia & Erie vs. A&GW. (Agrmt)
- Jan. 10, 1866 Sen. John B. Henderson (1826-1913) of Missouri introduces a bill (S-65) to extend the charter of the Alexandria & Washington Railroad; Sen. James W. Nye (1815-1876) of Nevada introduces a bill (S-66) to facilitate communication among the several states, a general version of the Raritan & Delaware Bay Railroad bill defeated last session. (CongGlobe)
- Jan. 10, 1866 Henry H. Dunne, Superintendent of the __ Colliery at Heckscherville and one of Pottsville's leading citizens, is murdered by five men while traveling in his rig two miles from Pottsville; it is thought that he was killed for his views on enforcing the draft in Cass Township during the war; again, no one is prosecuted. (Riffinburgh, Lewis - verify MJ)
- Jan. 11, 1866 Pennsylvania Supreme Court begins preliminary hearings on PRR bill for injunction against Catawissa Railroad lease; Reading and East Pennsylvania Railroads are made defendants on own petition; the Reading's counsel Franklin B. Gowen (1836-1889), a flamboyant and persuasive attorney, unexpectedly appears on the Atlantic & Great Western's defense team; PRR contends that A&GW is not recognized in Pa. because its 1865 consolidation was not filed with the Secretary of the Commonwealth (who had refused to accept it under PRR pressure) and that the lease is invalid because the two lines don't physically connect; PRR is represented by Theodore Cuyler and Charles Gibbons, the Catawissa by Francis W. Hughes, W.H. Drayton, Robert J. Walker and George M. Wharton; the A&GW by Garland Church and Jeremiah S. Black. (Casebk, Schlegel, Maybee)
- Jan. 11, 1866 Jeffersonville Railroad Board orders the election of James L. Bradley as Pres. of the Shelbyville Lateral Branch Railroad. (MB)
- Jan. 11, 1866 Pioneer civil engineer Charles B. Fisk (1806-1866) dies in Virginia. (Gen&PersonalHistUpperMonValley)
- Jan. 12, 1866 PRR elects 7 directors, Josiah Bacon, J. Donald Cameron, William J. Howard, George C. Franciscus, Edmund Smith, Herman J. Lombaert and George B. Roberts, to the Board of the Columbia & Port Deposit Railroad, leaving 5 local directors and Christian S. Kauffman as Pres.; Lombaert,

Roberts and Cameron are appointed a committee to negotiate with other railroads; Roberts becomes the dominant factor in the company. (MB)

- Jan. 12, 1866 Washington, Alexandria & Georgetown Railroad notifies the Orange & Alexandria Railroad that the lease is cancelled after Jan. 14 and to deliver the locomotive *Clarke* and rolling stock of the Alexandria, Loudoun & Hampshire Railroad. (MB)
- Jan. 12, 1866 At the request of the House, which had passed it on Dec. 19, 1865, the Senate returns bill HR-11, to facilitate commerce among the several states. (CongGlobe)
- Jan. 13, 1866 *American Railroad Journal* reports that the Reading is to lay a third rail to permit the 6'-0" gauge cars of the Atlantic & Great Western Railway to run to Philadelphia. (ARJ)
- Jan. 15, 1866 Washington, Alexandria & Georgetown Railroad resumes full possession of its railroad. (MB)
- Jan. 15, 1866 Keokuk & Hamilton Mississippi Bridge Company incorporated in Iowa to build a railroad bridge across the Mississippi River at Keokuk. (JrnlFrnklnInst)
- Jan. 1866 Union Pacific Railway Company, Eastern Division, publishes preliminary surveys from Fort Riley to Denver via the Smoky Hill River, including a route running from Denver to within 48 miles of Salt Lake City, suggesting it aims to become a competitor of the Union Pacific Railroad. (Petrowski)
- Jan. 16, 1866 Camden & Atlantic Railroad Board orders the Raritan & Delaware Bay Railroad to settle its accounts or stop all trains and the through passage of passengers and freight. (MB)
- Jan. 17, 1866 Holders of Erie & Pittsburgh Railroad stock issued to Erie & North East Railroad sue in U.S. Circuit Court to block issue of E&P \$500,000 preferred stock; later settled out of court. (Church)
- Jan. 19, 1866 Edwin A. Stevens writes to N.J. Gov. Marcus L. Ward (1812-1884) alerting him to the new Air Line bill in Congress. (MB)
- Jan. 19, 1866 Northern Central Railway signs a new contract with the Erie Railway, cancelling the Buffalo, New York & Erie contract of Apr. 15, 1863; Erie transfers its lease of the Elmira, Jefferson & Canandaigua Railroad (which in turn operates Chemung Railroad) to NC, effective May 1; Erie agrees to build a third rail between Elmira and Watkins by May 1 and convert EJ&C to standard-gauge line within 20 additional days; in return, all traffic off EJ&C bound for New York is to go via Erie Railway; NC cites difficulty in

gauge break at Elmira and very low traffic as reasons for abandoning BNY&E route; NC also contracts with the NYC for through rates between Canandaigua and Buffalo. (MB, AR, NC v. Erie)

- Jan. 19, 1866 Pennsylvania Supreme Court hears final arguments in the case of the PRR vs. the Atlantic & Great Western Railway and Catawissa Railroad. (ARJ)
- Jan. 19, 1866 Reading buys the canal bed from Jonestown to Pine Grove and the Union Canal's railroad from Pine Grove to Lorberry Jct. from the Union Canal Company of Pennsylvania; sale is negotiated by canal Pres. Isaac Jones Wistar. (Wistar)
- Jan. 20, 1866 Samuel D. Young (1819-1866), former Superintendent of Middle Division, dies. (MB)
- Jan. 20, 1866 City of Cincinnati sells its \$150,000 bonds of Eaton & Hamilton Railroad for \$100,000 cash. (ARJ)
- Jan. 20, 1866 U.S. Military Railroads restores Winchester & Potomac Railroad to company; given to B&O, which has agreed to operate it; last railroad in Virginia theater to be restored; also sells the company all the U.S. Military Railroads' rolling stock on the line for \$75,000, as all that once owned by the company has been destroyed in the war. (OR, Kean)
- Jan. 23, 1866 A. J. Cassatt named General Superintendent of Philadelphia & Erie, replacing John J. Lawrence, who becomes Superintendent of Erie & Pittsburgh Railroad. (USRR&MR - verify)
- Jan. 23, 1866 New Jersey ratifies the Thirteenth Amendment abolishing slavery, having rejected it in 1865. (wiki)
- Jan. 1866 Camden & Amboy completes its connecting line between Monmouth Jct. and Jamesburg; Rocky Hill Branch rerouted from Deans Pond to Monmouth Jct. (NBFreedonian - AR for 1865 says will complete)
- Early 1866 Camden & Amboy completes connection between Monmouth Jct. and Jamesburg (built under charter of Freehold & Jamesburg), permitting anthracite coal from Belvidere Delaware Railroad to be shipped to piers at South Amboy; used for freight service only until 1867. (according to New Brunswick paper was nearly done 1/4/66; ARJ has done by 9/22); operated by Camden & Amboy Railroad under agreement of Sep. 15, 1865. (Val,)
- Early 1866 PRR raises the rates on Broad Top coal to favor coal from the Tyrone & Clearfield Railroad on which it enjoys a longer haul. (Baughman)
- Jan. 24, 1866 Convention held in Baltimore to demand the repeal of the Registration Law

that bars former Confederates and Confederate sympathizers from voting.
(Stein)

- Jan. 25, 1866 Columbus & Xenia and Little Miami Railroads refuse aid to Richmond & Fort Wayne Railroad. (MB)
- Jan. 25, 1866 Sharpsville & Oakland Railroad, an unincorporated company, organized to build lateral line at Sharpsville, Pa. (Church - date may be typo)
- Jan. 27, 1866 LIRR Board authorizes cancelling the contract with the East River Ferry Company and making a new one with new freight rates. (MB)
- Jan. 27, 1866 *American Railroad Journal* reports that in response to the Atlantic & Great Western Railway threat, the PRR will join with the Columbus & Indianapolis Central Railway to build a direct line from Union City to Logansport to connect with the Toledo, Logansport & Burlington Railway and the Toledo, Peoria & Warsaw Railway to the Keokuk bridge; the PRR has purchased the bonds of the TL&B, and a few weeks ago, R. D. Barclay and S. Morris Waln of Philadelphia, W. D. Thompson and J. F. Seeley of New York, and William Dennison and Benjamin E. Smith of Ohio have been elected to the TL&B Board. (ARJ)
- Jan. 27, 1866 Maryland act authorizes City of Baltimore to subscribe to the stock of the Western Maryland Railroad.
- Jan. 29, 1866 Through passenger service begins between Trenton and Somerville, N.J., over new connection between the Flemington Railroad & Transportation Company and South Branch Railroad (CNJ); through service is soon abandoned. (StGaz)
- Jan. 29, 1866 Central Ohio Railroad reorganized under same name. (Church - NO check ICC)
- Jan. 29, 1866 Inventor and Union College Pres. Eliphalet Nott (1773-1866) dies. (Reynolds)
- Jan. 30, 1866 Huntingdon & Broad Top Mountain Railroad & Coal Company Board orders negotiating a 99-year lease to the PRR but demands a rental of 8% on the stock; the PRR refuses such a high rent. (Baughman)
- Jan. 30, 1866 Chicago & Great Eastern Railway agrees with the Atlantic & Great Western Railway to be its entry into Chicago from Urbana, Ohio, via Dayton and Richmond; to lay third rail for 6'-0" gauge cars; the A&GW is given an option to lease. (MB, ARJ)
- Jan. 31, 1866 William Wallace Atterbury (1866-1935), tenth president of PRR, born at

New Albany, Ind., youngest of 12 children of John Guest Atterbury (1811-1887), a lawyer turned Presbyterian minister, and Catherine Larned Atterbury; the family soon moves to Detroit. (Davis)

- Jan. 31, 1866 Reno, Oil Creek & Pithole Railway completed to Rouseville. (DerrickHndbk, Newton, Babcock)
- Early 1866 West Philadelphia roundhouses No. 1 & No. 2 and shops open; Mifflin Shops downgraded and most work moved to Altoona.
- Early 1866 Philadelphia & Erie Railroad completes shops at Sunbury, Kane and Erie.
- Early 1866 The two camps owning the U.S. rights to the Bessemer and Mushet patents, both of which are necessary to make successful Bessemer steel, agree to pool their patents and vest them in Daniel J. Morell, John F. Winslow and John A. Griswold, "Trustees of the Pneumatic or Bessemer Process of Making Iron & Steel"; Morrell holds 30% for the Kelly Pneumatic Process Company's Mushet patents and Winslow and Griswold 70% for the Albany & Rensselaer Iron & Steel Company's Bessemer patents; the patents are later transferred to the Pneumatic Steel Association, a joint stock company formed under the laws of New York; the pooling of patents is accompanied by a reduction in royalties, resulting in the construction of 10 Bessemer steel works by 1867 and a great increase in U.S. production of Bessemer steel rails. (Swank)
- Feb. 1, 1866 George C. Wilkins (1835-1916) made Superintendent of Middle Division of Philadelphia & Erie Railroad, replacing John J. Lawrence. (MB)
- Feb. 1, 1866 North Carolina act authorizes the Piedmont Railroad to change its gauge from 4'-8½" to 5'-0" to match that of the Richmond & Danville Railroad. (ARJ/AR)
- Feb. 5, 1866 Lawrenceville shops and engine terminal of Allegheny Valley Railroad, including 11 locomotives, destroyed by fire. (ARJ)
- Feb. 5, 1866 Holladay Overland Mail & Express Company incorporated in Colorado. (Moody's)
- Feb. 6, 1866 Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad Company (shell company) merged into Camden & Burlington County Railroad Company.
- Feb. 6, 1866 Union Railroad Company of Baltimore incorporated to give Western Maryland Railroad and Northern Central an outlet to the Canton waterfront; to build from Relay on NC to Canton; City of Baltimore, NC, WM and Canton Company of Baltimore all allowed to subscribe. (Val,

Digest)

- Feb. 6, 1866 Dorchester & Delaware Railroad incorporated in Maryland to build from Cambridge to the Delaware state line, where it will meet a short branch of the Delaware Railroad. (Digest)
- Feb. 6, 1866 Charter supplement authorizes Allegheny Valley Railroad to issue \$1 million in preferred stock and \$4 million in bonds to complete line to Oil City. (Digest)
- Feb. 7, 1866 John Reilly appointed to the new office of Assistant Superintendent. (PRRColExpo)
- Feb. 7, 1866 Supplying Dept. created in Transportation Dept. to centralize purchases; headed by the Purchasing Agent, replacing the Supply Agent. (MB)
- Feb. 7, 1866 William G. Fargo (1818-1881) of Buffalo elected Pres. of Buffalo & Washington Railway Company. (C&C)
- Feb. 7, 1866 Oil City & Pithole Railroad opens from Oil City as far as the Sumner & Pratt purchase. (Babcock)
- Feb. 8, 1866 Maryland act authorizes Queen Anne's County to issue bonds to subscribe \$60,000 to the Queen Anne's & Kent Railroad. (PL)
- Feb. 8, 1866 White Water Valley Railroad celebrates opening to Brookville, Ind. (ARJ)
- Feb. 1866 California Petroleum Company recalls W. H. Stone and makes Thomas R. Bard, a loyal agent of Tom Scott, General Superintendent. (Hutchinson)
- Feb. 10, 1866 Isaac Hinckley is elected Pres. pro-tem of the Philadelphia & Baltimore Central Railroad because of the continuing illness of Samuel M. Felton. (MB)
- Feb. 10, 1866 In a suit of the Lehigh Coal & Navigation Company against the Lehigh Valley Railroad, the court rules that both companies have the right to extend into the Wyoming Valley. (USRR&MR)
- Feb. 11, 1866 Future Superintendent of the Insurance Dept. Robert Henry Newbern (1866-1934) born at Philadelphia. (PRRBio)
- Feb. 12, 1866 Joint Companies Executive Committee orders the steamboat *Trenton* laid up and retired; authorizes trying to discontinue the 11:30 AM southbound train and the 6:30 PM northbound train between New York and Washington; approves contracts between the Belvidere Delaware Railroad and the Lehigh Valley Railroad and Lehigh Coal & Navigation Company not to

discriminate between coal delivered by each at Phillipsburg. (MB)

- Feb. 13, 1866 Mass meeting in favor of Newark & New York Railroad as Washington Hall chaired by former Mayor and carriage manufacturer James M. Quinby (1804-1874); Isaac Pomeroy denounces New Jersey Railroad for high fare and poor service, overcrowding, etc. (NwkDlyAd)
- Feb. 13, 1866 State of Delaware lowers amount Junction & Breakwater Railroad must raise before receiving \$352,000 state loan from \$200,000 to \$50,000. (Digest)
- Feb. 13, 1866 Alexandria ordinance authorizes Washington, Alexandria & Georgetown Railroad to build a track in Henry Street south to the Orange & Alexandria Railroad at Duke Street and to extend south in St. Asaph Street to King Street; Alexandria & Fredericksburg Railway may extend in the street south from the intersection of Duke & Henry Streets. (Digest)
- Feb. 13, 1866 Lehigh Valley Railroad and Belvidere Delaware Railroad contract for the through shipping of coal to South Amboy on the same terms as any other coal from the Lehigh Region. (MB)
- Feb. 13, 1866 Lehigh Valley Railroad contracts with the Belvidere Delaware Railroad to revise the connection at Phillipsburg, eliminating the lower level of the Delaware River Bridge; the new connecting track at the east end of the bridge is to be built by the Bel Del with the LV paying one third of the cost. (MB)
- Feb. 13, 1866 Lehigh Valley Railroad assumes Asa Packer's 1865 agreement with Charles F. Welles (1812-1872) and purchases all the stock of the Pennsylvania & New York Canal & Railroad Company for \$868,766. (MB, ICC, LVCorp)
- Feb. 13, 1866 Sen. Jacob M. Howard (1805-1871) of the Committee on the Pacific Railroad reports the Southern Pacific bill (S-20) with amendments. (CongGlobe)
- Feb. 14, 1866 Washington, Alexandria & Georgetown Railroad Board reports they are continuing to push for a Washington station at 6th Street & Pennsylvania Avenue with Congress and the city authorities and also for a local station in Alexandria. (MB)
- Feb. 14, 1866 Alexandria & Fredericksburg Railway Board makes a construction contract with William Keeler. (MB)
- Feb. 14, 1866 Chester, Pa., incorporated as a city. (PL)
- Feb. 14, 1866 Pit-Hole City, Pa., incorporated as a borough. (PL)

- Feb. 14, 1866 Delaware & Hudson Canal Company agrees with the Albany & Susquehanna Railroad Company to purchase \$500,000 Second Mortgage bonds 1t 90 in return for carrying the D&H's anthracite coal from a connection at Ninevah to Albany. (CntryofPrgrss)
- Feb. 14, 1866 Piedmont Railroad completes four-day change of gauge from 4'-8½" to 5'-0"; cars begin running through between Richmond, Va., and Greensboro, N.C. (ARJ/AR)
- Feb. 15, 1866 N.J. House passes Newark & New York Railroad bill, 31-21. (MinAssmbly)
- Feb. 15, 1866 Cleveland & Pittsburgh Railroad settles claim of Frederick A. Lane to \$10,000 in Fourth Mortgage bonds. (MB)
- Feb. 15, 1866 The *Augustus Schell* is the first locomotive to cross the new NYC Hudson River Bridge at Albany. (Stiles, ARJ)
- Feb. 15, 1866 New Jersey charter supplement validates the lease of the Morris & Essex Railroad to the Atlantic & Great Western Railway. (USRR&MR)
- Feb. 15, 1866 Richmond & Danville Railroad leases Piedmont Railroad, forming a line of unbroken gauge between Richmond, Va., and Greensboro, N.C. (Harrison)
- Feb. 15, 1866 Sen. Samuel C. Pomeroy of Kansas introduces a bill (S-143) to revive and extend the land grant of the Cairo & Fulton Railroad. (CongGlobe)
- Feb. 1866 PRR completes second track between Lewistown and Andersons Station.
- Feb. 1866 Bill introduced in Pennsylvania Legislature to incorporate Central Railroad Company of Pennsylvania, which is to form a link between the Atlantic & Great Western Railway at the Ohio state line and the Catawissa Railroad in Northumberland County. (ARJ)
- Feb. 1866 Another meeting held in Philadelphia between Thomas C. Durant, Joseph B. Stewart and Alexander Hay and the Union Pacific Railway Company, Eastern Division, to arrange settlement of their claims; Durant finally agrees to drop all claims for \$100,000 in cash; the \$640,000 Series B bonds held by Stewart, Hay and others are to be funded into \$500,000 in Land Grant bonds. (Petrowski)
- Feb. 1866 William S. Sneden (1829-1905) named Chief Engineer of the Williamstown Railroad. (RREmply)
- Feb. 16, 1866 Camden & Atlantic Railroad Board rescinds its ultimatum to the Raritan &

Dealware Bay Railroad. (MB)

- Feb. 16, 1866 Josiah Caldwell assigns operation of the Lykens Valley Railroad & Coal Company to the Summit Branch Railroad Company, retroactive to Feb. 1, 1866. (Val)
- Feb. 16, 1866 J. F. D. Lanier, Chairman of the PFW&C Finance Committee, reports to the Board that the company's system of accounts is sound; Board agrees to contract with the Cincinnati & Fort Wayne Railroad for a through route between Cincinnati and Chicago. (MB)
- Feb. 16, 1866 PFW&C General Superintendent J. N. McCullough submits to the Board plans of a compartment-coach intended to be operated between New York and Chicago; each compartment holds 4 to 6 persons; they are apparently intended to replace the "Silver Palace" cars, which the PFW&C sees as unsatisfactory. (MB)
- Feb. 16, 1866 PFW&C signs an amended contract with the Cleveland & Pittsburgh Railroad changing the division of revenue from through service between Pittsburgh and Cleveland. (MB)
- Feb. 16, 1866 Jay Cooke's Washington office telegraphs him that a group of about 20 promoters of the Northern Pacific Railroad wish to meet with him about negotiating \$100 million in stock; include J. Gregory Smith, Thomas H. Canfield, Frederick Billings and Judge R. D. Rice. (Oberholtzer)
- Feb. 17, 1866 PFW&C Board hears a report from Finance Committee Chairman J. F. D. Lanier that the company has purchased 50,000 shares of the Cleveland & Pittsburgh Railroad; orders restricting further construction and engineering expenses; renews John B. Jarvis's appointment as Consulting Engineer for another year beginning on Apr. 1. (MB)
- Feb. 17, 1866 Marietta & Cincinnati Railroad opens own line between Loveland and Ludlow Grove on the Cincinnati, Hamilton & Dayton Railroad north of Cincinnati; uses station of Indianapolis & Cincinnati Railroad - or CH&D?. (ARJ, Scharf - LM AR has 2/1)
- Feb. 19, 1866 Oil Creek Lake & Titusville Mining & Transportation Company breaks ground at Union Mills, Pa. (ARJ)
- Feb. 19, 1866 St. Louis & Illinois Bridge Company organized at St. Louis. (Jackson)
- Feb. 19, 1866 Missouri act provides for foreclosing the state's lien on certain railroads for the purpose of securing the early completion of the Southwest Branch of the Pacific Railroad, the Platte County Railroad, the St. Louis & Iron Mountain Railroad and the Cairo & Fulton Railroad. (ICC, Miner)

- Feb. 19, 1866 Secretary of the Interior James Harlan, a friend of the Union Pacific Railroad, asks presidents of all railroads existing under the Pacific Railway Acts to submit information on the proposed meeting at the 100th meridian, an act designed to force the Union Pacific Railway Company, Eastern Division, to drop its plans for expansion. (Petrowski)
- Feb. 19, 1866 Promoters of the Northern Pacific Railroad have their first meeting with Jay Cooke in Philadelphia. (Oberholtzer)
- Feb. 19, 1866 Milbury Miller Greene presents his plan for the Mineral Railroad linking Columbus to the Hocking Valley coal field to a gathering of Columbus capitalists at the banking house of Bartlit & Smith; Benjamin E. Smith, William Dennison, William A. Neil and others put up the money for a preliminary survey. (Studer)
- Feb. 20, 1866 PRR annual meeting; Col. James Page (1795-1875) again fails to get the appointment of a committee to investigate the expansion program and stock dividend; majority passes resolution offered by P. Frazer Smith thanking management and one by John M. Kennedy praising policy of discriminating in favor of Philadelphia; approve establishment of a line of steamships to Liverpool. (MB)
- Feb. 20, 1866 ___ Railway lays a temporary track across the ice in Oil Creek at Oil City for construction purposes. (DerrickHndbk)
- Feb. 20, 1866 Brief credit crisis and panic on Wall Street over the government's selling over \$12 million in gold. (Clews)
- Feb. 20, 1866 Maine act authorizes the City of Bangor to subscribe an additional \$500,000 to the European & North American Railway. (PL)
- Feb. 21, 1866 John D. Perry replies to Secretary Harlan that the Union Pacific Railway Company, Eastern Division, will meet the Union Pacific Railroad northwest of Denver, not at the 100th meridian; Harlan then requests advice as to whether such a change is legal. (Petrowski)
- Feb. 21, 1866 Lynchburg & Danville Railroad incorporated in Va. in interest of Orange & Alexandria Railroad and B&O to extend the O&A southward. (ICC)
- Feb. 21, 1866 Baltimore & Virginia Steamship Company incorporated in Va. by Mason L. Weems, Jacob Tome, Alexander K. Phillips, John S. Gittings, Robert A. Taylor, George H. Williams, Joseph James Taylor and James S. Murphy to operate between Baltimore and Fredericksburg; Tome sells Weems a half-interest in the *Wenonah* and Weems contributes the use of the *Matilda*. (Holly)

- Feb. 22, 1866 Northern Central Railway Board authorizes aid to the Columbia & Port Deposit Railroad and the Union Railroad Company of Baltimore; however, none is extended. (MB)
- Feb. 22, 1866 Railroad bridge over the Hudson between Albany and Greenbush opens with formal ceremony, linking the New York Central Railroad with the Hudson River, New York & Harlem and Western Railroads; NYC begins running its new "Red Trains," which are painted crimson, not yellow, with improved Wagner sleeping cars through between New York and Buffalo (same date?) but in summer still delivers most freight to the river steamers; this first bridge is north of the main station near the Delavan House on the site of the later freight line bridge; cars for the "Red Trains" are said to cost between \$18,000 and \$24,000 apiece; the "Hudson River Bridge Company at Albany" is owned jointly by the NYC, the Hudson River Railroad and the Albany & West Stockbridge Railroad. (GrnBk, ARJ, Harlow)
- Feb. 23, 1866 Swedesboro Railroad incorporated in N.J. to build from Woodbury to Swedesboro. (Val)
- Feb. 23, 1866 Pequest & Walkill Railroad incorporated in N.J. to extend the Warwick Valley Railroad southwards into N.J.; no construction under this charter, which later becomes part of the Lehigh & Hudson River Railway. (ICC)
- Feb. 23, 1866 Valley Railroad incorporated in Virginia to build from Harrisonburg through Staunton to Salem in interest of B&O; not allowed to come within 20 miles of Virginia & Tennessee Railroad (at Salem) until one year after Chesapeake & Ohio Railroad is completed. (B&O Val, Hildebrand)
- Feb. 24, 1866 Washington, Georgetown & Alexandria Railroad contracts with Grice & Long for 2 "dummy" locomotives, 4 passenger cars and 2 baggage cars for local service. (MB)
- Feb. 25, 1866 NYC begins revenue passenger service over the new Albany Bridge, also an 8-car "Red Line" freight train. (ARJ)
- Feb. 25, 1866 Breaking up of the ice on Oil Creek causes an ice gorge at Oil City, destroying buildings and the bridge and carrying off boats. (DerrickHndbk)
- Feb. 26, 1866 Joseph P. Bradley reports to the Joint Companies Executive Committee on the situation in Congress; authorizes purchasing a strip of land on the south side of the Raritan River opposite Martin's Dock (MB)
- Feb. 26, 1866 Judge John M. Read of the Pennsylvania Supreme Court issues a preliminary injunction against the Atlantic & Great Western Railway's lease of the Catawissa Railroad on the grounds that the A&GW is not

legally organized in Pa. and the A&GW and Catawissa Railroad do not physically connect; the A&GW appeals to the full court. (USRR&MR, Maybee)

- Feb. 26, 1866 A new Covington & Ohio Railroad incorporated in Virginia for purpose of completing the state-owned Covington & Ohio Railroad as a private enterprise; incorporated in W.Va. on Mar. 1. (C&O)
- Feb. 26, 1866 Carrollton & Oneida Railroad incorporated in Ohio as reorganization of Carroll County Railroad. (ICC)
- Feb. 28, 1866 Future Manager of the Star Union Line William H. Johnson (1866-) born at Buffalo, N.Y. (PRRBio)
- Feb. 28, 1866 New Jersey Senate passes bill for Newark & New York Railroad, 11-9; outgrowth of commuters' opposition to New Jersey Railroad service and fares; new line to have 15 cent fare vs. 25 cents on NJRR. (StGaz)
- Feb. 28, 1866 West Virginia act transfers the state stocks in bridge and turnpike companies inherited from the Virginia Board of Public Works to the counties in which they are located. (Dunaway)
- Early 1866 Steelmaking patents of Bessemer, Kelly and Mushet pooled with John F. Winslow and John A. Griswold of the Rensselaer Iron Works having 70% and Daniel J. Morrell having 30% in trust for the Kelly Pneumatic Process Company. (Neu - see Swank above)
- Mar. 1, 1866 Newark & New York Railroad incorporated in N.J. by merchants upset by poor service and high fares of the New Jersey Railroad; plan is to build an air line from Broad Street to the waterfront opposite lower Manhattan. (PL, ICC)
- Mar. 1, 1866 Baltimore & Potomac Railroad Board meets for first time since 1860 and revives company. (MB)
- Mar. 1, 1866 Pa. act authorizes Summit Branch Railroad to lease the Lykens Valley Railroad & Coal Company. (Digest)
- Mar. 1, 1866 Little Miami and Columbus & Xenia Railroads terminate pooling contract with Cincinnati, Hamilton & Dayton Railroad and end joint ticket office and agency. (MB)
- Mar. 1 1866 Abram S. Hewitt of the Trenton Iron Company writes to Ashbel Welch of the Joint Companies that they have succeeded in making steel-headed rail that he claims are of more uniform quality and better wearing than Bessemer or cast-steel rails; the first order is placed by J. Edgar Thomson

for the PRR. (Nevins)

- Mar. 1, 1866 New York office of Jay Cooke & Co. opens on the northwest corner of Wall & Nassau Streets, a site later occupied by the Bankers Trust Building; Harris C. Fahnestock (1835-1914) is the partner in charge; a New York location is essential as operations move from selling war bonds to refunding the nation's war debts. (Larson, Logan)
- Mar. 1, 1866 Western Union Telegraph Company assumes the operation of the money-losing rival United States Telegraph Company under an agreement of Feb. 27. (Thompson)
- Mar. 1, 1866 Millville, N.J., incorporated as a city. (wiki)
- Mar. 1, 1866 State of Missouri seizes the Southwest Branch of the Pacific Railroad under act of Feb. 19. (ICC)
- Mar. 1, 1866 Hudson River Railroad and New York & Harlem Railroad begin operating into Albany over the Hudson River Bridge Company at Albany's bridge; this is the "north" bridge, later used as a freight-only line and then the main line again after the Albany station is abandoned in favor of one in Rensselaer. (GrnBk)
- Mar. 2, 1866 Columbus & Indianapolis Central Railway Board votes to sell the 8,600 shares of Indiana Central stock which it owns and which is held by Bartlit & Smith as collateral in order to pay debts and maturing bonds of Indiana Central. (MB)
- Mar. 2, 1866 Indianapolis & Madison Railroad agrees to stop operating passenger trains north of Columbus in return for the Jeffersonville Railroad carrying them for 1 cent per mile and 30% of the gross receipts from the local passenger business between Columbus and Indianapolis. (MB)
- Mar. 2, 1866 Virginia act refunds the unpaid interest on the state debt into new bonds, but no interest is to be paid on them until July 1, 1867. (ARJ)
- Mar. 2, 1866 Senate passes the Southern Pacific bill (S-20) but changes the name of the company to the Atlantic & Pacific Railroad and replaces specific routes to San Diego and San Francisco with "the most eligible route to the Pacific." (CongGlobe)
- Mar. 3, 1866 New Jersey Railroad Board orders lobbying to defeat the proposed supplement to the Newark & New York Railroad that will allow it to cross the NJRR at grade. (MB)
- Mar. 3, 1866 "Richmond, Fredericksburg & Potomac and Richmond & Petersburg

Railroad Connection Company” incorporated in Va. to build a permanent link from the Byrd Street Station of the Richmond & Petersburg Railroad in Richmond to the Richmond, Fredericksburg & Potomac Railroad northwest of Elba Station (1.216 miles), thus eliminating the break of line at Richmond for through service to the future Atlantic Coast Line. (ICC)

- Mar. 3, 1866 E. W. Woodward submits his resignation as Superintendent of the Little Miami Railroad effective June 1. (MB)
- Mar. 3, 1866 Certain parties bind themselves to buy all the stock of the Eaton & Hamilton Railroad Company to be issued until Apr. 20, which will be exchanged for stock in the new company. (MB)
- Mar. 1866 Titusville Pipe Company opens a 2-inch pipeline between Titusville and Pithole, the longest of the early gathering lines. (Johnson, Williamson/Daum)
- Mar. 1886 Henry Harley completes two pipelines between Bennehoff Run, a tributary of Oil Creek, and Shaffer Farm on the Oil Creek Railroad. (Johnson)
- Mar. 5, 1866 Reno, Oil Creek & Pithole Railway opens for service, but it is abandoned before reaching Pithole. (Babcock)
- Mar. 7, 1866 PRR Board states intent to lease Huntingdon & Broad Top Mountain Railroad & Coal Co. for 99 years; H&BTM declines; also requires Central Transportation Company to keep its sleeping cars in good repair and PRR officials to inspect them monthly. (MB)
- Mar. 7, 1866 Maryland & Delaware Railroad Board receives a communication from Pres. G. W. Cummins of the Smyrna & Delaware Bay Railroad requesting a connection at Clayton. (MB)
- Mar. 7, 1866 Washington, Alexandria & Georgetown Railroad Board approves contracts with the Adams Express Company and with the “Southern Fast Freight Line” for through freight, effective Apr. 1; authorizes negotiating a through traffic contract with the Alexandria & Fredericksburg Railway. (MB)
- Mar. 8, 1866 House Judiciary Committee reports bill HR-11 to facilitate commerce among the several states with an amendment exempting agreements made with land grant railroads for free transportation. (CongGlobe)
- Mar. 9, 1866 Committee of George B. Roberts, J. Donald Cameron and Herman J. Lombaert report to the Columbia & Port Deposit Railroad that favorable legislation has been passed in Delaware; negotiations with other railroads are continuing; Pres. Christian S. Kauffman reports that he has ordered a survey from Columbia to Wrightsville and down the west bank to

- Goldsboro on the Northern Central Railway; Board authorizes a new survey to connect with the Northern Central near York via Codorus Creek. (MB)
- Mar. 9, 1866 Steamboat *Balloon* sold by the Quartermaster's Dept. to Baltimore owners who operate it on the Miles River route to Annapolis and St. Michael's; where it runs through 1870. (Heyl)
- Mar. 10, 1866 New Jersey Railroad Board authorizes establishing a stop at Waverly between Newark and Elizabeth. (MB, AR)
- Mar. 10, 1866 CNJ-Catawissa *Erie Express* makes last run to and from New York after failing to meet expenses. (CarbDem, USRR&MR)
- Mar. 10, 1866 Congressional resolution recognizes the transfer of Berkeley and Jefferson Counties from Virginia to West Virginia. (Thorpe)
- Mar. 12, 1866 Joint Companies Executive Committee authorizes introducing other parties to do towing on the Delaware & Raritan Canal; Clyde operates as the "Express Steam Boat Company" and William M. Baird as the "Philadelphia Steam Propeller Company." (MB)
- Mar. 12, 1866 Gov. Andrew G. Curtin vetoes a bill that would have given the Philadelphia & Erie Railroad the power to locate an unlimited number of lateral branches in such a way as to block competing lines without having to engage in actual construction. (USRR&MR, ARJ)
- Mar. 12, 1866 Oil City & Pithole Railroad opens to Pithole; built under the charter of the Clarion Land & Improvement Company. (USRR&MR - Babcock has 3/10 for first train)
- Mar. 12, 1866 Pennsylvania act grants railroad conductors on trains passing through Erie and Crawford Counties the power to arrest thieves and others disturbing the peace and deliver them to the proper authorities for trial. (Shaloo)
- Mar. 12, 1866 Cincinnati, Hamilton & Dayton Railroad consents to terminating the 1860 joint traffic contract with the Little Miami Railroad. (MB)
- Mar. 13, 1865 Philadelphia & Trenton Railroad authorizes seven round trips between Kensington and Cornwells for local passenger traffic. (MB - check date)
- Mar. 13, 1866 Kensington & New Jersey Ferry Company incorporated in N.J. by William Cramp, Jacob Neafie, Alexander Fox, Joseph F. Gillingham and Charles M. Lukens to operate between North Point Street, Camden, and Shackamaxon Street, Philadelphia. (Val, Boyer)
- Mar. 13, 1866 Samuel Jeanes (1809-1894) and Joshua Lippincott (1814-1880) of

- Philadelphia elected directors of the Steubenville & Indiana Railroad; Henry M. Alexander replaces his partner Ashbel Green on the Board. (MB)
- Mar. 15, 1866 Junction & Breakwater Railroad employs Myers C. Conwell of Dover as Engineer. (MB)
- Mar. 15, 1866 Rep. Hiram McCullough (1813-1885) of Maryland introduces a bill to allow the Baltimore & Potomac Railroad to extend into the District of Columbia; implication is that it will come in from the south. (CongGlobe)
- Mar. 15, 1866 Buffalo & Oil Creek Cross Cut Railroad suspends construction.
- Mar. 15, 1866 Sir S. Morton Peto completes *Resources and Prospects of America*, which is published in London and the U.S. later in the year; based on his travels in the fall of 1865, Peto is bullish on British investment in the U.S.; calls for greater integration of railroad network and construction of lines linking North and South, a program in which the PRR will enjoy more success than the Atlantic & Great Western Railway. (Peto)
- Mar. 1866 Buffalo & Washington Railway places the entire road from Buffalo to Emporium under contract. (Ellis/Cattaraugus)
- Mar. 1866 B&O Pres. John W. Garrett begins buying stock of the Orange & Alexandria Railroad. (Harwood, Stover)
- Mar. 1866 Saratoga & Hudson River Railroad opens between Schenectady and Athens, allowing the NYC to make better connections with the People's Line steamboats; Cornelius Vanderbilt had supported this project of Daniel Drew's to pressure the Hudson River Railroad, which he now controls, leading to friction with the other factions of the management, including Henry Keep; the road is soon abandoned, but the right-of-way is later used by the West Shore. (Stiles, Harlow - verify NYState??)
- Mar. 1866 Oil Creek Extension of Atlantic & Great Western Railway opens between Franklin and Oil City. (Babcock, Minor - verify see 3/6/65)
- Mar. 1866 American Express Company, Adams Express Company and United States Express Company combine to buy the rival National Bankers Express Company by an exchange of stock; the new company was formed simply to extort money from the old. (PrmsestoPay - verify)
- Mar. 1866 A group of upstate New Yorkers form the Merchants Union Express Company with a capital of \$20 million to compete with the existing companies, which are earning huge profits for their stockholders. (NYT, PrmsestoPay, Harlow)

- Mar. 16, 1866 PFW&C Board hears a letter from livestock shipper Samuel W. Allerton to Tom Scott on building stock yards at Communipaw on the CNJ in Jersey City, to be reached via the Allentown Route. (MB)
- Mar. 16, 1866 Future PRR VP Charles Shalter Krick (1866-1943) born at Reading, Pa. (PRRBio)
- Mar. 16, 1866 Berks & Chester Railroad incorporated in Pa. to build from Reading towards Wilmington. (Rdg)
- Mar. 16, 1866 U.S. House defeats a bill to give Secretary of the Treasury Hugh McCulloch the power to contract the supply of Greenbacks he requested. (CongGlobe)
- Mar. 17, 1866 Exhibition run on CNJ between Jersey City and Plainfield of new Woodruff Silver Palace sleeping cars operated by Central Transportation Company on Allentown Route and PRR; cars are *Pittsburgh*, *Allegheny*, *Altoona* and *Juniata*; have 48 berths and one compartment; sections are separated by 8 nickel-silver pillars. (USRR&MR, Hare)
- Mar. 17, 1866 PFW&C Board agrees to advance up to \$150,000 to build the stock yards at Communipaw on the plan of Samuel W. Allerton; approves a contract with the Empire Transportation Company; authorizes building 4 new compartment cars at Fort Wayne Shops to the design of J. N. McCullough for New York-Chicago service, providing the PRR agrees. (MB)
- Mar. 17, 1866 Ohio portion of the Eaton & Hamilton Railroad (New River Jct. to Indiana state line) sold at foreclosure at Hamilton to Stephen M. Blake, Ezekiel W. McGuire and John L. Minor, Trustees for bondholders; this portion is reorganized as the Cincinnati, Richmond & Chicago Railroad. (Church, C&C)
- Mar. 17, 1866 B&O establishes a line of small steamers between Baltimore and Liverpool with the first sailing of the *Worcester* from Baltimore; runs 14 trips during year. (BaltAm, USRR&MR)
- Mar. 19, 1866 Philadelphia & Baltimore Central Railroad opens for full revenue service between Oxford and Rising Sun, Md. (CCHS)
- Mar. 19, 1866 Boston, Hartford & Erie Railroad issues \$20 million in bonds, secured by a First mortgage to Robert H. Berdell and pushed by the Vanderbilt interests, of which the Erie Railway takes \$5 million. (NHCorp, NY&NE AR, Harlow)
- Mar. 20, 1866 Receivers of the estate of the late Henry B. Slaughter sell the former Slaughter Line steamboat *George Law* at auction at Baltimore. (BaltAm)

- Mar. 20, 1866 North Branch Canal Company reorganized as Pennsylvania & New York Canal & Railroad Company under control of Lehigh Valley Railroad, which is authorized to build a railroad along the towpath. (ICC)
- Mar. 20, 1866 Rep. Martin Welker (1819-1902) of Ohio is blocked from introducing a bill authorizing the B&O to build into the District of Columbia from the west by the objections of Reps. Elihu Washburne of Illinois and Samuel J. Randall of Pennsylvania. (CongGlobe)
- Mar. 20, 1866 Tom Scott reorganizes the California Petroleum Company; John B. Church replaces J. E. Williams as Pres. and is also given authority over the Philadelphia & California Petroleum Company. (Hutchinson)
- Mar. 21, 1866 PRR Board revises terms of Liverpool steamer offer; ships to be iron or steel of minimum 2,000 tons; any over five are to be built in U.S.; are to operate a sailing every other week; PRR to provide operating subsidy of \$10,000 per month. (MB)
- Mar. 21, 1866 House passes HR-11, the bill to facilitate commerce among the several states, aimed at the Camden & Amboy Monopoly, by a vote of 69-46, despite opposition of Andrew J. Rogers of N.J. (CongGlobe)
- Mar. 21, 1866 Sen. John Sherman (1823-1900) and R. R. Springer elected directors of the PFW&C; annual report notes that the PFW&C stock yard property in Chicago, rendered obsolete by the Union Stock Yards, is to be used for railroad shops. (MB)
- Mar. 22, 1866 Squankum Railroad & Marl Company incorporated in N.J. to build a railroad from Freehold to Farmingdale in the interest of the Camden & Amboy Railroad owners. (PL)
- Mar. 22, 1866 Eastern Shore Railroad opens between Salisbury and Princess Anne. (AR)
- Mar. 22, 1866 Barnegat Railroad incorporated in N.J. to build from Manchester to Manahawkin and Tuckerton; project of John Rutherford (1810-1871), the wealthy absentee owner of a large tract in the Pine Barrens that would be transected by the line; beginnings of the Tuckerton Railroad. (PL, Brinckmann)
- Mar. 22, 1866 Fidelity Insurance, Trust & Safe Deposit Company incorporated in Pa.; Clarence H. Clark, Pres. (PL, Holdsworth)
- Mar. 23, 1866 Pennsylvania Legislature passes revised bill giving Philadelphia & Erie Railroad the right to build branches but not in such a way as to preclude construction of other railroads.

- Mar. 23, 1866 Camden Horse Railroad Company incorporated in N.J. (Boyer)
- Mar. 23, 1866 Pennsylvania Steel Company incorporated under the laws of Pennsylvania after being organized in 1865. (BethStl)
- Mar. 23, 1866 Sen. Samuel C. Pomeroy of Kansas introduces a new bill (S-223) to revive and extend the land grant of the Cairo & Fulton Railroad. (CongGlobe)
- Mar. 23, 1866 Tom Scott telegraphs Dr. Jonathan Letterman (1824-1872) ordering him to suspend operations of the Philadelphia & California Petroleum Company after drilling four dry holes on the Rancho San Francisco; Letterman later opens a medical practice in San Francisco. (Hutchinson)
- Mar. 23, 1866 Manufacturers & Consumers Anthracite Railroad Company incorporated in Pa. with a capital of \$5 million; incorporators include John P. Green of the PRR, but the main backing comes from Benjamin Bannan of the Pottsville *Miners Journal* and Schuylkill County coal operators seeking a competitive route to tidewater after the Reading has killed the Schuylkill Haven & Lehigh River Railroad; it is empowered to build from Schuylkill County to Philadelphia. (PL, Rept)
- Mar. 26, 1866 Brooklyn & Jamaica Railway incorporated in New York by Electus B. Litchfield and associates as the reorganization of the Brooklyn Central & Jamaica Railroad; consists of the line in Atlantic Avenue from the East River to Jamaica, the branch in Furman Street from the Fulton Ferry to Atlantic Avenue, and the branch in 5th Avenue to 37th Street. (NYState)
- Mar. 26, 1866 New Jersey Railroad Board appoints a committee of Abraham O. Zabriskie, Hamilton Fish, D.S. Gregory, Jr., and Alfred L. Dennis to consider a closer alliance with the Camden & Amboy Railroad. (MB)
- Mar. 26, 1866 Sinnemahoning Portage Railroad Company issued letters patent in Pennsylvania to build between Emporium towards Buffalo as extension of Buffalo & Washington Railway; inc. in N.Y. in 1865. (Val, C&C)
- Mar. 26, 1866 Rep. Thaddeus Stevens of Pennsylvania introduces a bill for a military and postal railroad from Cumberland to Pittsburgh; referred to the Select Committee on the Air Line Railroad to New York. (CongGlobe)
- Mar. 27, 1866 Charter supplement to the Camden & Amboy Railroad; must operate two trains each way over each route at a low 2½ cents per mile fare. (MB, PL)
- Mar. 27, 1866 Bridgeton & Port Norris Railroad incorporated in N.J. to build from Bridgeton on the West Jersey Railroad to Port Norris and the oyster docks on the Maurice River. (PL, ICC)

- Mar. 27, 1866 Alexandria & Fredericksburg Railway Board adopts the River Line via Hunting Creek and Mount Vernon; adopts a contract with the Washington, Alexandria & Georgetown Railroad to operate as one line to the B&O depot in Washington; also contracts with the Richmond, Fredericksburg & Potomac Railroad Company. (MB)
- Mar. 27, 1866 Supplement to the Manufacturers & Consumers Anthracite Railroad grants it the power to build a line to the Delaware River in the direction of New York. (PL, Rept)
- Mar. 27, 1866 Pottstown Iron Company incorporated in Pa. to take over and expand the works built as a plate mill in 1863 by John E. Wootten and William Mintzer. (Bean)
- Mar. 27, 1866 Charles V. Culver's Oil Region banking empire and Culver, Penn & Co. in New York fail, bringing down the Reno Oil Company and the Reno, Oil Creek & Pithole Railway, which is abandoned before reaching Pithole; the oil bubble breaks, prices collapse, wells are abandoned, and unemployment soars. (Babcock, Williamson/Daum)
- Mar. 27, 1866 Little Miami Railroad committee reports that the 1860 joint traffic agreement with the Cincinnati, Hamilton & Dayton Railroad be annulled. (MB)
- Mar. 28, 1866 Atlantic & Great Western Railway is made a defendant in the case of the PRR vs. the Catawissa Railroad and the Reading. (Casebk)
- Mar. 28, 1866 Erie Railway Pres. Robert H. Berdell appoints a committee to make a traffic contract with the Boston, Hartford & Erie Railroad, although there is no physical connection between the two roads. (Mott)
- Mar. 29, 1866 PRR and Atlantic & Great Western Railway sign agreement for interchange of traffic; to build connection at Union, and A&GW is to build third rail thence to Dayton; A&GW is to be able to use a variety of PRR lines to reach New York and Philadelphia, but is to construct no new lines. (USRR&MR)
- Mar. 29, 1866 Newark Plank Road Company authorized to build a horse car railroad along its right of way. (Digest)
- Mar. 30, 1866 Special act of Pa. authorizes the merger of the Sinnemahoning Portage Railroad into the Buffalo & Washington Railway. (C&C)
- Mar. 31, 1866 Lehigh Coal & Navigation Company completes the "back track" of the Lehigh & Susquehanna Railroad between Solomons Gap and Ashley, Pa., bypassing the Ashley Planes, which are used for eastbound coal; the back

track has a grade of 96 feet per mile and is built under the supervision of engineer Charles F. Ingham; it is used for passenger trains, general freight and westbound coal empties. (ARJ, LC&N AR, Munsell)

- Apr. 1, 1866 Headquarters of General Superintendent of Philadelphia & Erie Railroad moved from Williamsport to Erie. (Wilson)
- Apr. 1, 1866 Jacob Blickensderfer (1816-1899) resigns as Chief Engineer of the Steubenville & Indiana Railroad and becomes Consulting Engineer. (MB)
- Apr. 1, 1866 Raleigh & Gaston Railroad bridge over the Roanoke River at Gaston rebuilt, restoring a link with the Petersburg Railroad. (Nelson - verify)
- Apr. 2, 1866 Columbus & Kinkora Railroad incorporated in N.J. to lay tracks on the bed of the old Delaware & Atlantic Railroad from the Delaware River at Kinkora to Columbus, with an extension to Vincentown; no construction under this name. (PL)
- Apr. 2, 1866 Mount Holly, Lumberton & Medford Railroad incorporated in N.J. (PL, Val)
- Apr. 2, 1866 New Jersey Stock Yard & Market Company incorporated in N.J. by Samuel W. Allerton, John Ramsey, John R. McPherson, Jacob N. McCullough, Josiah O. Stearns, et al., to build a stockyard and abattoir on the CNJ at Communipaw, Jersey City, for livestock brought east over the Allentown Route. (PL)
- Apr. 2, 1866 Last rail laid between Kansas City and Wyandotte, Kansas, linking Pacific Railroad (Mo.) and Union Pacific Railway Company, Eastern Division. (ARJ)
- Apr. 2, 1866 Pres. Andrew Johnson proclaims the Rebellion at an end in all ex-Confederate States except Texas. (OR)
- Apr. 3, 1866 Atlantic & Great Western Railway and Morris & Essex Railroad sign a supplemental lease agreement; as the A&GW has no money, the Morris & Essex Railroad is to raise money on its own credit for the time being. (DL&W Corp)
- Apr. 3, 1866 Boston, Hartford & Erie Railroad reopens the old Midland Railroad between Boston and Readville after rebuilding the Fort Point Channel Bridge and filling the flats across the South Bay at Boston. (NHCorp)
- Apr. 3, 1866 Seaboard & Roanoke Railroad reopens Roanoke River Bridge at Weldon, restoring a connection with the Wilmington & Weldon Railroad. (ARJ/AR)

- Apr. 4, 1866 PRR contracts with Empire Transportation Company for oil traffic; to have exclusive right to run tank cars on P&E in return for shipping all oil via PRR. (MB)
- Apr. 4, 1866 Connecting Railway pays William Lewis \$25,000 for his service in securing right of way. (MB)
- Apr. 4, 1866 Maryland & Delaware Railroad Board approves the substitution of 50-lb. English rail for 45-lb. rail. (MB)
- Apr. 4, 1866 Convention in favor of Valley Railroad held at Staunton, Va. (B&O Val)
- Apr. 5, 1866 Ashbel Welch reports to the Joint Board in favor of greater harmony with the New Jersey Railroad; Joint Board authorizes to purchase about 60 acres of land at South Amboy originally owned by John C. Stevens, which is now surrounded by Camden & Amboy Railroad property. (MB)
- Apr. 5, 1866 Lehigh Coal & Navigation Company agrees to build connection of its Lehigh & Susquehanna Railroad to the Belvidere Delaware Railroad at Phillipsburg, N.J., to create a winter route for coal that is shipped over the Delaware & Raritan Canal in summer; LC&N also notes that it is about to lease the Delaware Division Canal Company of Pennsylvania; arranges to ship coal over the Delaware & Raritan Canal for \$1.50 toll, Mauch Chunk to New York, to be split 2/3-1/3 with the D&R; the two companies are to split the cost of maintaining the dam and rope ferry at Lambertville. (Rdg, MB)
- Apr. 6, 1866 Virginia Board of Public Works restores Orange & Alexandria Railroad to its management. (ARJ/AR)
- Apr. 1866 Summit Branch Railroad opens extension from Lykens to Williamstown Colliery. (just before 4/7 USRR&MR - cards say purchased private mine RR)
- Apr. 8, 1866 Junction & Breakwater Railroad appoints a committee to visit New York; establishes a station at Houston between Harrington and Milford. (MB)
- Apr. 9, 1866 Civil Rights Act passed over Pres. Johnson's veto; grants full civil rights to all born in the U.S except Native Americans, who are presumed to belong to sovereign nations; it avoids the more explosive issue of African American suffrage. (EAH - JSmith has 4/6??)
- Apr. 9, 1866 Committee of Huntingdon & Broad Top Mountain Railroad & Coal Company presents proposal of lease to PRR Road Committee. (MB)
- Apr. 10, 1866 PRR appoints Samuel A. Black (1821?-1890) Superintendent of Middle

Division, replacing Samuel D. Young, deceased. (MB)

- Apr. 11, 1866 Pittsburgh & Yuba River Mining Company formed by Pittsburgh businessmen allied with the PRR; acquires Grand Gulch Gold Mine in Yuba County, Calif. (Cards)
- Apr. 11, 1866 Supplement to the Pennsylvania Railroad Police Act of 1865 extends the power to commission private police to companies operating coal mines, furnaces and rolling-mills; origin of the “coal & iron police” that will be used to control company towns. (Shaloo)
- Apr. 12, 1866 Swiftsure Transportation Company incorporated in Pa. by Richard F. Loper (1800-1880), William M. Baird (1812-1879), John B. Austin, Thomas Sparks and Archimedes Heckman; operates propeller steamboats through the Delaware & Raritan Canal and connections. (PL)
- Apr. 12, 1866 Bright Oil Company incorporated in Pa. with J. Edgar Thomson as acting Pres. with 6,600 shares. (PL, Ward)
- Apr. 12, 1866 Sen. John Sherman arranges a compromise as a supplement to the Revenue Act of Mar. 1865, keeping the Greenbacks in circulation and redeeming the bonds by cutting government spending instead of taxes; the Secretary of the Treasury may at his discretion redeem Treasury notes up to \$10 million in the first 6 months and \$4 million per month thereafter; government spending falls from \$1.3 billion in 1865 to \$520 million in 1866, cutting off the funds needed to rebuild the South and maintain military control; federal troops in the South are cut from 38,700 in 1866 to only 8,000 in 1870 and 3,000 in 1876; the deflation hurts many businesses; the act is repealed in Feb. 1868 after only \$48 million in Greenbacks are redeemed. (CongGlobe, McDougall)
- Apr. 13, 1866 Columbia & Port Deposit Railroad adopts a survey from Columbia to the Northern Central Railway at Conewago Creek. (MB)
- Apr. 13, 1866 Summit Branch Railroad begins operating Lykens Valley Railroad & Coal Company under 999-year lease instead of as assignee from Josiah Caldwell. (Val, C&C)
- Apr. 13, 1866 Poughkeepsie & Eastern Railroad incorporated in N.Y. to build from Poughkeepsie to the Connecticut state line. (ICC)
- Apr. 14, 1866 John A. Dix of the Union Pacific Railroad files a long protest with Edward D. Morgan of the Senate Committee on Pacific Railroads over route changes by Union Pacific Railway Company, Eastern Division, and other “branches.” (Petrowski)

- Apr. 1866 Reading is surveying for the Allentown Railroad between Topton and Port Clinton as part of its link between the Atlantic & Great Western Railway and the Morris & Essex Railroad. (ARJ)
- Apr. 1866 John B. Collin (1831-1886), General Foreman of the Altoona Shops, begins three months leave to travel in the West observing railroad and machine shops. (HistBlairCo)
- Apr. 1866 Future General Superintendent Robert E. Pettit (1846-1894) joins PRR as Assistant Engineer on Low Grade Line of Allegheny Valley Railroad. (Wilson)
- Apr. 1866 After a round of rate cutting, the PRR, Atlantic & Great Western Railway and Erie Railway reach an agreement and raise the rate on crude oil to New York; the effect is unfavorable to New York City and Oil Region refiners. (Granitz)
- Apr. 1866 Attorney General James Speed rules that the time for altering routes of the transcontinental railroads has expired and that only Congress can authorize a change in routes. (Petrowski)
- Apr. 1866 Anthracite miners at all the Lehigh Region mines except those of the Lehigh Coal & Navigation Company and the Hazleton Coal Company strike to protest wage cuts. (CarbDem)
- Apr. 1866 Cooper, Hewitt & Co. separate their Trenton rolling mill as the New Jersey Steel & Iron Company, which is capitalized at \$500,000; the Trenton Iron Company retains the blast furnaces, mines and wire mill; as there is no buyer forthcoming, Peter and Edward Cooper and Abram S. Hewitt purchase the Iron & Steel Company's stock. (Paskoff ed, Woodward - PL shows the charter acq. 1861; supplement for the Trenton Iron Co. to spin off property is 3/9/66 - may have been delayed by war - Nevins has date of reorg as 4/12/66 - verify)
- Apr. 16, 1866 Joint Companies Executive Committee authorizes a subscription to the Camden & Burlington County Railroad in bonds of the West Jersey Railroad; authorizes discontinuing all mixed trains and establishing a single, cheap evening round trip via South Amboy; approves construction of a connection from the new line at Monmouth Jct. to intersect the old line for Rocky Hill business and abandoning Deans Pond station; authorizes granting drawbacks on canal traffic from Albemarle Sound in North Carolina. (MB)
- Apr. 16, 1866 Chester Creek Railroad Company incorporated in Pa. to build from Lenni to Chester. (Val)

- Apr. 16, 1866 Lawrence Railroad Board resolves that the Engineer of the PFW&C is to take over the Engineering Dept. and take charge of ballasting the track. (MB)
- Apr. 16, 1866 Jeffersonville Railroad approves the merger with the Indianapolis & Madison Railroad without opposition. (MB)
- Apr. 16, 1866 Lancaster & Susquehanna Slack-Water Navigation Company sold at foreclosure to Samuel J. Reeves (1818-1878), owner of Safe Harbor Rolling Mill.
- Apr. 16, 1866 House Committee on the Pacific Railroad reports the Atlantic & Pacific Railroad bill (S-20) with amendments; it is sent back to committee. (CongGlobe)
- Apr. 17, 1866 Gen. Pierre G. T. Beauregard elected Pres. of New Orleans, Jackson & Great Northern Railroad, replacing Judge C. C. Shackelford, resigned. (Stover)
- Apr. 17, 1866 Philadelphia & California Vineyard Company incorporated in Pa. by Tom Scott's fronts Richard D. Barclay, Samuel S. Moon and Joseph Lesley. (PL)
- Apr. 18, 1866 Kent County Railroad organized at Chestertown, Md. (ARJ)
- Apr. 18, 1866 N.Y. act authorizes the merger of the Sinnemahoning Portage Railroad into the Buffalo & Washington Railway. (C&C)
- Apr. 18, 1866 Mob of teamsters, enraged by Henry Harley's pipelines, set fire to his tanks at Shaffer Farm, causing \$10,000 in damages; four oil cars of the Oil Creek Railroad also destroyed. (DerrickHndbk, Johnson)
- Apr. 19, 1866 Headquarters of General Superintendent of Philadelphia & Erie Railroad moved from Williamsport to Erie. (USRR&MR)
- Apr. 20, 1866 Camden & Atlantic Railroad Board again orders the Raritan & Delaware Bay Railroad to settle its accounts or stop operating through trains; rules that shippers whose cars have been detained over 24 hours are to be charged \$5 a day as a storage fee. (MB)
- Apr. 20, 1866 Meeting of fast freight lines in Buffalo adopts first rules governing interchange of freight cars. (AAR)
- Apr. 20, 1866 Keystone Hotel Company incorporated in Pa.; becomes lessor of PRR hotels and station restaurants. (PL)
- Apr. 20, 1866 Secretary of the Interior James Harlan writes to Pres. Johnson suggesting

that as the Union Pacific Railway Company, Eastern Division, has failed to complete 100 miles within the allotted time, it may no longer be eligible for government aid; Congress then passes a resolution extending its deadline to June 27, 1866. (Petrowski, 14 Stat 355)

- Apr. 20, 1866 Oil Creek Transportation Company renamed Western Transportation Company, an oil pipeline company not to be confused with the PRR's Western Transportation company associated with Lines West. (PL)
- Apr. 20, 1866 Teamsters stage a second attack on Henry Harley's tanks at Shaffer Farm; Harley succeeds in having the ringleaders arrested through the use of undercover detectives. (Johnson)
- Apr. 21, 1865 Merion Cricket Club, soon to be a Main Line institution, holds an organization meeting and elects officers; the father of member J. Aubrey Jones provides it with a field on his estate at Wynnewood. (MrnCrcktClb, Sheridan - 1865 or 66??)
- Apr. 21, 1865 E. W. Woodward withdraws his resignation as Superintendent of the Little Miami Railroad. (MB)
- Apr. 1866 A. J. Cassatt named Superintendent of Motive Power and Machinery of Philadelphia & Erie. (Wilson)
- Apr. 23, 1866 New Jersey Railroad Board orders a location and estimate of the straight line from East Newark to Market Street, crossing the Passaic River at the Dock; authorizes building a new ferry slip south of the existing one at Jersey City. (MB)
- Apr. 23, 1866 First Maryland & Delaware Railroad locomotive *Baltimore* delivered; M&D train arrives in Smyrna Station (Clayton) from Wilmington following regular Delaware Railroad train; makes first trip on M&D to Slaughters station; to be run for construction work. (SmyrnaTimes)
- Apr. 23, 1866 Delaware & Pennsylvania State Line Railroad and Berks & Chester Railroad merged to form Wilmington & Reading Railroad. (Rdg)
- Apr. 23, 1866 Harlem River & Port Chester Railroad incorporated in N.Y. in the interest of landowners in Westchester, Pelham and West Farms, who had blocked construction of the original New York & New Haven Railroad; LeGrand Lockwood emerges as the leading stockholder. (NHCorp, NYT)
- Apr. 24, 1866 Senate begins a month of off-again-on-again debates on HR-11, the bill to facilitate commerce among the several states, aimed at the Camden & Amboy Monopoly; opposed by Reverdy Johnson of Maryland and Lot M. Morrill of Maine and defended by Jacob M. Howard of Michigan.

(CongGlobe)

- Apr. 25, 1866 Steamboats *Chester* and *Arrow* belonging to the estate of the late H.B. Slaughter sold at auction at Baltimore. (SmyrnaTimes)
- Apr. 25, 1866 Wicomico & Pocomoke Railroad organized at Berlin, Md.; Dr. Hillary R. Pitts (1816-1887) of Berlin, Pres.; Col. Lemuel Showell (1823-1902) is the largest stockholder. (ARJ, Truitt/Salisbury, Truitt/Worcester)
- Apr. 25, 1866 Indianapolis & Madison Railroad stockholders approve merger with the Jeffersonville Railroad. (MB)
- Apr. 26, 1866 Pemberton & Hightstown Railroad Company organized at Bordentown. (C&C)
- Apr. 26, 1866 First timetable for the Brooklyn & Rockaway Beach Railroad (East New York-Canarsie) appears in the *Brooklyn Eagle*; connects at Canarsie with a steamboat to Rockaway Beach. (BrklnEgle)
- Apr. 26, 1866 Jeffersonville Railroad Board orders the rest of the stock of the Shelbyville Lateral Branch Railroad transferred. (MB)
- Apr. 26, 1866 Future Superintendent James Curtis Johnson (1866-1940) born at Curtin, Pa. (PRRBio)
- Apr. 26, 1866 House begins debating a bill to guarantee the bonds of the Northern Pacific Railroad, largely managed by Thaddeus Stevens. (CongGlobe)
- Apr. 27, 1866 Isaac Hinckley and Samuel M. Felton of PW&B visit Smyrna, Del., to arrange for construction of Smyrna & Smyrna Station Railroad. (SmyrnaTimes)
- Apr. 27, 1866 House votes to table the bill to guarantee the bonds of the Northern Pacific Railroad; defeated by the opposition of other Transcontinental railroads. (Lenz)
- Apr. 28, 1866 LIRR Board approves a new ferry contract with the East River Ferry Company; passenger fare of 34th Street ferry is to be 4 cents; 7 cents to James Slip; freight at 23 cents per ton and \$500 for the use of the slips at Hunters Point; to run two boats as before. (MB)
- Apr. 28, 1866 Summit Branch Railroad opens Williamstown Colliery; mines and ships 70,112 tons in 1866. (ARJ)
- Apr. 30, 1866 Cincinnati, Richmond & Chicago Railroad organized for purpose of reorganizing Eaton & Hamilton Railroad; S.S. L'Hommedieu Pres.;

controlled by Cincinnati, Hamilton & Dayton Railroad. (MB)

- Apr. 30, 1866 Senate Committee on the Pacific Railroad reports a message of Pres. Johnson asking an extension of time for completing the first 100 miles of the Union Pacific Railway Company, Eastern Division. (CongGlobe)
- Apr. 30, 1866 Rep. James A. Garfield of Ohio introduces a bill to promote a bill from Washington to the northwest for the benefit of the B&O; also a bill for a railroad from Cleveland to Pittsburgh to enable the Cleveland & Mahoning Railroad to build into Pennsylvania; both are referred to the Select Committee on the Air Line Railroad to New York. (CongGlobe)
- May 1, 1866 Summit Branch Railroad leases railroad of Lykens Valley Railroad & Coal Company, running from Millersburg to tunnel on Buehler lands, under agreement of Apr. 13, 1866. (Digest)
- May 1, 1866 Northern Central Railway creates "Elmira & Canandaigua Divisions" (actually one division with a single Superintendent, the "s" is later dropped) from Elmira Division and Elmira, Jefferson & Canandaigua Railroad; Erie Railway assigns its lease to the Northern Central under an agreement of Jan. 19, 1866, and operation by Erie Railway ends; gauge between Watkins and Canandaigua is narrowed over 3 days; Erie Railway pays for third rail for narrow gauge between Elmira and Watkins; Erie Railway continues to operate broad gauge trains of Blossburg coal to Jefferson on Seneca Lake; Superintendents are now S.S. Blair for the Baltimore Division, H. Pitcairn for the Susquehanna Division; Alfred R. Fiske for the Shamokin Division, and E.S. Brown for the Elmira & Canandaigua Divisions. (AR, C&C, ARJ)
- May 1, 1866 Enoch Lewis (1821-1902) returns to the PRR as its first Purchasing Agent. (MB)
- May 1, 1866 Pennsylvania Canal Company incorporated to assume the operation of the surviving PRR canals. (PL)
- May 1, 1866 Senate passes a joint resolution extending the time for completion of the first 100 miles of the Union Pacific Railway Company, Eastern Division by two months to June 27, 1866, and each subsequent 100 miles by the same amount. (CongGlobe)
- May 1, 1866 Lafayette & Indianapolis Railroad leases Cincinnati & Indiana Railroad. (Church)
- May 1, 1866 Dutchess & Columbia Railroad incorporated in N.Y. to build from Fishkill to Boston Corners. (ICC, Smith/Dutchess)
- May 1, 1866 Three-day race riot begins in Memphis led by off-duty police, leaving 48

dead; local authorities do nothing to stop the violence, which is eventually put down by garrisons of Union troops; the growing violence of Southern whites and the intimidation of African Americans raises fears in the North that the results of the war are being undone and bolsters the Radical Republicans. (Foner, JSmith)

- May 2, 1866 Allegheny Valley Railroad opens between Kittanning and Templeton, Pa. (Wilson)
- May 2, 1866 Burlington County Railroad and Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad merged to form Camden & Burlington County Railroad under agreement of Apr. 24, 1866. (Val)
- May 2, 1866 Representatives of the four Trunk Lines meet at Buffalo to try to settle the rate wars. (Stiles,)
- May 3, 1866 Union Depot Hotel opens on the upper floors of the PRR's Pittsburgh station at 1:30 PM with flags flying and dinner for officials and the press; an ordinary meal rather than a special banquet is served to show off the quality of food to be served in the station restaurant; Ira B. Church, Superintendent; the hotel is leased to the Keystone Hotel Company by June. (PittsGaz, MB)
- May 3, 1866 Maryland & Delaware Railroad Board appoints a committee to investigate the transfer of Charles B. Dungan's construction contract to Henry M. Alexander. (MB)
- May 3, 1866 Cincinnati, Richmond & Chicago Railroad incorporated in Ohio under articles dated Apr. 30 as a reorganization of the Eaton & Hamilton Railroad; S.S. L'Hommedieu, Pres.; controlled by Cincinnati, Hamilton & Dayton Railroad; also continues operation of the portion of the Richmond & Miami Railway between Richmond and Neels. (Church, C&C, USRR&MR)
- May 3, 1866 Benjamin E. Smith sublets the contract for the Union & Logansport Railroad between Union City and Hartford to Mitchell, Sullivan & Lyon; later also sublets the section between Hartford and Marion, Ind. (MB)
- May 3, 1866 Winchester & Potomac Railroad reopens between Harpers Ferry and Winchester with money advanced by the B&O. (ARJ, Kean)
- May 3, 1866 Bill (S-317) introduced in Congress to permit the Union Pacific Railway Company, Eastern Division, to change its route and connect with Union Pacific Railroad not more than 50 miles west of Denver and to allow Atchison & Pikes Peak Railroad to extend to the 100th meridian with government subsidies. (CongGlobe, Petrowski)

- May 3, 1866 In the House, Thaddeus Stevens amends the Union Pacific Railway Company, Eastern Division joint resolution to extend the deadlines on the Northern Pacific Railroad by two years; Tom Scott cannot jeopardize the UPED bill to prevent the NP amendment. (CongGlobe, Renz)
- May 4, 1866 House passes the bill to allow the Baltimore & Potomac Railroad to build into the District of Columbia; no action in the Senate this session. (CongGlobe)
- May 5, 1866 Washington, Georgetown & Alexandria Railroad Board reports that the company has lost money in the failure of the Merchants National Bank and needs money to complete the purchase of rolling stock from Grice & Long; authorizes \$100,000 in promissory notes; are extending track on 6th Street to Maryland Avenue; stations are at Maryland Avenue & 6th Street in Washington and St. Asaph Street in Alexandria. (MB)
- May 5, 1866 General Superintendent Oscar A. Stevens and General Manager W. Jackson Phelps contract to lease the Washington, Georgetown & Alexandria Railroad for 10 years in return for their paying the interest on \$300,000 bonds and \$7,500 per year into the sinking fund and 50% of the gross earnings; the lease is repudiated by the stockholders in Oct. 1866. (MB)
- May 5, 1866 Allegheny Valley Railroad opens between Templeton and Mahoning, Pa. (USRR&MR)
- May 5, 1866 North Carolina Railroad negotiates new through rates with its eastern connections. (Brown)
- May 7, 1866 Joint Companies Executive Committee appoints a committee to consider the New York & Erie Railroad's drive to divert the coal trade and western traffic; another committee to arrange to lease the Long Branch & Sea Shore Railroad the steamboat *William Cook* and enough cars for the summer season and to consider buying a majority of its stock. (MB)
- May 7, 1866 M.B. Loring appears before PRR Road Committee with an offer asking for aid to the Erie & Allegheny Valley Railroad; Frisby & Berry ask for aid for the Union & Titusville Railroad. (MB)
- May 7, 1866 Maryland & Delaware Railroad begins revenue freight and passenger service between Clayton and Slaughters station. (SmyrnaTimes)
- May 7, 1866 Elmira, Jefferson & Canandaigua Railroad reopens as a standard-gauge railroad between Watkins and Canandaigua after conversion from 6'-0" over three days. (ARJ)
- May 7, 1866 Lykens Valley Railroad & Coal Company stockholders approve the lease to

the Summit Branch Railroad Company. (MB)

- May 7, 1866 Pres. Andrew Johnson signs the joint resolution extending the time for completing sections of the Union Pacific Railway Company, Eastern Division; also extends the time for beginning Northern Pacific Railroad to July 2, 1868; secured principally through the lobbying of Thomas Hawley Canfield (1822-1897) and his connections to Speaker of the House Thaddeus Stevens. (CongGlobe, Splawn, Lubetkin)
- May 1866 Northern Central installs 300 tons of steel rails at points of greatest wear, mostly between Bolton and Calvert Station. (AR)
- May 8, 1866 Oil Creek Lake & Titusville Mining & Transportation Company renamed Union & Titusville Railroad Company; promoted by James Sill and P. G. Stranahan. (Val, C&C, HistCrawfrdCo)
- May 8, 1866 Treasury Dept. issues \$368,000 in government bonds on third section of 23 miles of Union Pacific Railway Company, Eastern Division. (Petrowski)
- May 9, 1866 Dorchester & Delaware Railroad organized at Cambridge, Md.; W. Wilson Bryn, Pres. (Val, ARJ, Jones/Dorchester)
- May 10, 1866 London banking house of Overend, Gurney & Co.. Ltd., fails for over £5 million, precipitating a financial crisis in Great Britain; it has unwisely gone from short-term trade finance to long-term loans backed by railway shares and has been posting losses since 1861; the immediate cause is rapidly rising interest rates (from 3½% to 8% over the last four months), which means the firm can only rediscount bills at a higher rate than they received; over the same period, the public withdraws many millions from the firm; the Bank of England raises the discount rate to 10% at level not seen again until the outbreak of World War I; by Aug. 10, 180 houses in the City of London fail; the last lawsuits involving Overend, Gurney are not settled until 1893. (USRR&MR, Wood, Clapham, Duckenfield)
- May 10, 1866 Stockholders of the Delaware & Raritan Canal Company order the management to examine ways to bring the Wyoming Valley coal trade over the lines of the Joint Companies. (MB)
- May 10, 1866 Trunk lines meet at Indianapolis.
- May 10, 1866 William M. Franklin elected Pres. of Indianapolis & Vincennes Railroad, replacing Thomas A. Morris; James P. Harper elected Chief Engineer. (MB)
- May 10, 1866 Cornerstone laid for the first main building of Swarthmore College. (Ashmead)

- May 11, 1866 Panic spreads on the London markets on “Black Friday”; the contracting firm of Peto & Betts, which has been building the Atlantic & Great Western Railway, fails with liabilities of £4 million; this leaves James McHenry practically in sole control of the Atlantic & Great Western Railway; the British government suspends the 1844 Bank Act to permit the Bank of England to issue notes beyond its legal limit to pump money into the economy. (USRR&MR, Felton, Clapham, Duckenfield)
- May 11, 1866 London’s Overend, Gurney panic spreads to Wall Street. (Wyckoff)
- May 12, 1866 Camden & Burlington County Railroad organized at Mount Holly. (Val)
- May 12, 1866 Pennsylvania Steel Company begins construction of works at "Baldwin" (later Steelton) south of Harrisburg to plans by English mechanical engineer Alexander Lyman Holley (1832-1882), the company having been unable to secure the services of William Butcher, Jr., as planned; Holley is assisted by George Fritz, John Fritz, Robert Woolston Hunt (1838-1923) and William R. Jones (1839-1889), all already or soon-to-be major figures in the iron and steel industry. (Egle, BethStl)
- May 14, 1866 Maryland & Delaware Railroad Board reports that Chief Engineer Tench F. Tilghman has approved the transfer of the construction contract to Henry M. Alexander. (MB)
- May 14, 1866 Warren & Franklin Railway opens between Irvine and Tidioute, Pa.; Edward Miller & Co. (Edward Miller and Milton Courtright) contractors. (ARJ, Wilson, C&C)
- May 14, 1866 Union & Logansport Railroad breaks ground at Union City. (ARJ)
- May 15, 1866 Abraham O. Zabriskie (1807-1873) resigns as a director and counsel of the New Jersey Railroad after being appointed Chancellor of New Jersey. (MB)
- May 15, 1866 Union Pacific Railway Company, Eastern Division, opens branch from Leavenworth to Lawrence, Kan. (Petrowski)
- May 15, 1866 Indianapolis, Crawfordsville & Danville Railroad incorporated in Indiana to build from Indianapolis to Danville, Ill.; railroad is projected by Henry C. Lord of the Indianapolis & Cincinnati Railroad (?) to force the Indianapolis & Lafayette Railroad to merge with it. (GrnBk, Dunn)
- May 1866 Altoona-Crestline and Altoona-Columbus sleeping cars placed on *Fast Line*; connects with Crestline-Chicago sleeping car. (PassDept)
- May 1866 After the failure of lease negotiations, the PRR moderates the rates charged to the Huntingdon & Broad Top Mountain Railroad & Coal Company.

(Baughman)

- May 1866 NYC Pres. Dean Richmond suggests to Horace F. Clark that the NYC and Hudson River Railroads be consolidated to eliminate the quarrel over through traffic and rate divisions. (Stiles)
- May 1866 Convention of southern railroad presidents meets in Richmond to establish through ticketing and coordinate schedules between New York and New Orleans by way of Danville and Charlotte and by Weldon and Wilmington; these become the nuclei of the main lines of the South, marginalizing some roads, particularly in the Carolinas, that had enjoyed state protection before the war. (Trelease)
- May 1866 Charlotte, Columbia & Augusta Railroad (?) reopens. (Nelson/AR - verify)
- May 1866 Congress repeals the \$1.00 per barrel federal tax on petroleum because of the collapse of oil prices and depression in the Oil Region; recovery does not occur until 1870. (Martens - verify statutes)
- May 16, 1866 PRR approves lease of Union & Titusville Railroad. (MB)
- May 16, 1866 Chicago & Great Eastern Railway Board confirms Amos Tenney's agreement with James McHenry in London to discount notes totaling £11,000 for four months from Dec. 15, 1865. (MB)
- May 16, 1866 Alexandria Canal Company leases the canal to Henry H. Wells, Philip Quigley and William W. Dungan; they attempt to get the power to build a railroad on its banks that will connect the B&O with the Orange & Alexandria Railroad. (CongGlobe)
- May 19, 1866 Largest export of specie from New York City since 1859 because of the Overend, Gurney crisis. (ARJ)
- May 19, 1866 Meeting held at Millington, Md., for extension of Queen Anne's & Kent Railroad from Millington to Masseys on the Delaware Railroad. (ARJ)
- May 1866 Union & Logansport Railroad executes contract with Benjamin E. Smith to build line from Union City to Anoka Jct. for \$2 million in bonds and \$200,000 in stock, to be operated in connection with Columbus & Indianapolis Central Railway. (Church - see above - was early in month)
- May 21, 1866 Washington, Alexandria & Georgetown Railroad Board reports that they are unable to comply with the Grice & Long contract for two "dummy" railcars and authorizes General Superintendent Oscar A. Stevens and General Manager W. Jackson Phelps to buy them instead. (MB)

- May 21, 1866 Chicago & Great Eastern Railway contracts with Pullman's Palace Car Company for the operation of one sleeping car. (MB)
- May 22, 1866 Start of two-day railroad convention at the St. Nicholas Hotel in New York; John W. Garrett introduces resolutions against fast freight lines, freight solicitors and drawbacks, supported by Erie; Tom Scott joins with New York lines in criticism of Garrett; agree to appoint Samuel Sloan, an ally of Vanderbilt, as Trunk Line Commissioner to police rates and to stop employing runners or agents after June 10; however, rate cutting continues. (Stiles, USRR&MR)
- May 1866 *John Bull* substitutes for dummies on Princeton Branch while they are repaired. (PrnctnPrss)
- May 23, 1866 Delaware River captain Wilmon Whilldin, Jr. (1804-1866) dies. (shorenwstoday)
- May 23, 1866 Jeffersonville, Madison & Indianapolis Railroad Board holds organization meeting, a merger of the Jeffersonville Railroad and Indianapolis & Madison Railroad, it is really a continuation of the former; directors approve a merger with the Indianapolis, Peru & Chicago Railway to form the Louisville, Indianapolis & Chicago Railway, but it is never carried out. (MB)
- May 24, 1866 Washington ordinance permits Washington, Alexandria & Georgetown Railroad to operate locomotives over Long Bridge and down Maryland Avenue and 1st Street to B&O station, provided not exceed 4 MPH; may extend branch down 6th Street to Missouri Avenue in lieu of branch down 7th Street authorized in 1855; to establish depot on Maryland Avenue between 7th & 10th Streets. (Digest)
- May 24, 1866 Little Miami Railroad Board withdraws its offer to build a branch to Lebanon, as the residents have not offered any guarantees. (MB)
- May 24, 1866 Tennessee act authorizes distribution of the state's shares in the East Tennessee & Georgia Railroad to various turnpike companies; Richard T. Wilson (1831-1910) and Charles M. McGhee (1828-1907) begin purchase of both ET&G and East Tennessee & Virginia Railroad shares. (PL, Stover)
- May 24, 1866 California Petroleum Company Pres. John B. Church arrives at Ventura, where he proceeds to fire company chemist and refiner Stephen Farnum Peckham; full scientific analysis of California crude is not published until 1910. (Hutchinson, Hidy&Hidy)
- May 25, 1866 Purchasing Committee deeds the property of former the Sandusky City & Indiana Railroad to the Sandusky & Cincinnati Railroad, effective when

that company is organized. (GrnBk)

- May 25, 1866 Richmond & Petersburg Railroad opens new James River Bridge at Richmond, replacing the one burned at the end of the war. (ARJ, Hoffman)
- May 26, 1866 PRR establishes third round trip on Paoli Local and drops Parkesburg Accommodation; *Day Express* restored for the summer; westbound *Fast Line* and *Erie Express* combined east of Harrisburg. (USRR&MR)
- May 26, 1866 Major fire destroys most of downtown Oil City, Pa.; the Oil City & Pithole Railroad runs freight cars up Centre Street to enable people to evacuate their goods ahead of the fire. (Martens)
- May 26, 1866 Senate passes the Cairo & Fulton Railroad bill. (CongGlobe)
- May 26, 1866 Cincinnati, Hamilton & Dayton Railroad grants the Dayton & Western Railroad trackage rights between Miami City Jct. and 3rd Street (1.27 miles) at Dayton. (B&O Val)
- May 27, 1866 Robert H. Lamborn proposes to William Jackson Palmer that J. Edgar Thomson be made Pres. of the Union Pacific Railway Company, Eastern Division, with Palmer as VP in the field. (Ward)
- May 27, 1866 Consolidated Bank in London declares insolvency; it is the depository for the moneys set aside to pay the Atlantic & Great Western Railroad's bond interest to British investors. (ARJ)
- May 28, 1866 Joint Companies Executive Committee approves the lease of the steamboat *William Cook*, 1 locomotive, 6 passenger cars, and 1 flat car with crates to the Long Branch & Sea Shore Railroad for the summer; orders a new boat for the Camden ferry. (MB)
- May 28, 1866 Senate takes up the bill to facilitate commerce among the several states (HR-11); Sen. Lot M. Morrill of Maine is opposed to the Federal government invading the chartering privileges of any state. (CongGlobe)
- May 28, 1866 In response to a citizens' petition, the Indianapolis City Council passes an ordinance for a \$150,000 bond issue in support of railroads; \$60,000 is to go to the Indianapolis & Vincennes Railroad and \$45,000 each to the Indianapolis, Crawfordsville & Danville and Indiana & Illinois Central, providing they build 40 miles from the city in three years. (Dunn)
- May 28, 1866 Coplay Cement Company incorporated in Pa. by David O. Saylor (1827-1884), Adam Woolever and others to quarry limestone and manufacture cement at Coplay, Pa.; cutting for the Lehigh Valley Railroad, ca. 1855 had revealed deposits of Trenton limestone similar to that worked for cement on

the east side of the Lehigh River at Siegfried's Bridge. (PaSecyState, Mathews/Hngrfrd)

- May 29, 1866 Bill to facilitate commerce among the several states (HR-11) passes Senate, 22-19, but amended to authorize no new construction: Sen. John Sherman of Ohio attacks the PRR for blocking other railroads from crossing Pennsylvania from Ohio as similar to the Camden & Amboy Monopoly. (CongGlobe)
- May 29, 1866 Erie Railway Treasurer Daniel Drew executes a massive short-sale of Erie stock; Drew has given himself 28,000 unissued shares and \$3 million in convertible bonds; he then sells huge quantities of stock at 90 for deliver at the beginning of June; on this date, he dumps all 58,000 shares on the market, causing the price to drop to 57½; Erie stockholders sell in panic, and Drew is able to buy back his collateral for much more than he sold it. (Stiles)
- May 30, 1866 Cincinnati, Hamilton & Dayton Railroad men elected to Eaton & Hamilton Railroad Board. (ARJ)
- May 30, 1866 Rep. James A. Garfield reports a bill (HR-537) to allow the Cleveland & Mahoning Railroad to extend to Pittsburgh to connect with the Pittsburgh & Connellsville Railroad; permits it to appeal directly to the Federal courts instead of state courts to condemn right of way; Thaddeus Stevens introduces a bill for the merger of the Pittsburgh & Connellsville Railroad Companies of Pa. and Md. and the construction of a line from Pittsburgh to Cumberland to make a national route from Washington to the Old Northwest. (CongGlobe)
- May 30, 1866 New Canaan Railroad incorporated in Connecticut. (NHCorp)
- May 31, 1866 Old Colony Railroad takes over Easton Branch Railroad and converts most of it into a new route between Braintree and Fall River via Taunton. (NHCorp)
- May 31, 1866 House passes the bill to allow the Cleveland & Mahoning Railroad to build to Pittsburgh, 77-41, over the protests of Rep. James Kennedy Moorhead of Pittsburgh; also passes the Pittsburgh & Connellsville Railroad bill, 65-37. (CongGlobe)
- June 1, 1866 CNJ leases tract of land south of its Communipaw, Jersey City, terminal to New Jersey Stock Yard & Market Company for 30 years for use as a stock yard and abattoir for livestock brought from the West via the Allentown Route. (Rdg)
- June 1, 1866 PRR extension from 25th Street & Long Lane near the Gas Works to

Greenwich Point in South Philadelphia is turned over to the Transportation Dept.; built to serve as coal and oil terminals to keep them out of the built-up portions of the city. (AR, MB)

- June 1, 1866 Jeffersonville, Madison & Indianapolis Railroad incorporated by merger of Indianapolis & Madison Railroad Company and Jeffersonville Railroad, retroactive to May 1, 1866, under articles dated Apr. 30; JM&I also begins operating Shelby & Rush Railroad and Columbus & Shelby Railroad retroactive to May 1 without agreement. (Church, C&C)
- June 1, 1866 Daniel Drew has his People's Line steamboats stop undercutting the Hudson River Railroad and soon stops landing at Athens; it is believed that this was Cornelius Vanderbilt's price for not interfering with Drew's recent short-sales of Erie Railway stock. (Stiles)
- June 2, 1866 Judge John M. Read of Pennsylvania Supreme Court rules that the Catawissa/Atlantic & Great Western Railway lease is illegal as lines do not physically connect, supporting the PRR on all points; issues a temporary injunction against the lease and voids Catawissa trackage rights over Philadelphia & Erie Railroad between Milton and Williamsport; defendants file appeal claiming that "connection" does not require equal gauge; Franklin B. Gowen attempts to undermine state support for the PRR by claiming that contrary to its assertions, the PRR discriminates in favor of New York, while the A&GW lease will bring a flood of new traffic to Philadelphia. (Casebk)
- June 2, 1866 *American Railroad Journal* reports that \$20 million in specie has been exported from New York over the last two weeks. (ARJ)
- June 5, 1866 Jeffersonville, Madison & Indianapolis Railroad (JM&I) organized. (Church)
- June 5, 1866 Future PRR Pres. Frank Thomson marries Mary Elizabeth Clark (-1887), daughter of Benjamin Green Clark and Sarah Muirhead Clark. (DAB)
- June 5, 1866 Pittsburgh Locomotive & Car Works receives letters patent. (PaSecyState)
- June 6, 1866 New Jersey Railroad approves a plan of taking freight across the Hudson River in boats and removing it from the passenger ferries; may mean the introduction of car floating, but the wording of the account is ambiguous. (MB)
- June 7, 1866 Canton Company of Baltimore resolves to subscribe \$50,000 to Union Railroad Company of Baltimore. (ARJ)
- June 7, 1866 Hugh J. Jewett writes to Benjamin E. Smith of the Columbus &

Indianapolis Central Railway proposing a consolidation of all railroads entering Columbus, viz., the Little Miami, Columbus & Xenia, Cleveland, Columbus & Cincinnati, Steubenville & Indiana, Columbus & Indianapolis Central, and Central Ohio.

- June 7, 1866 Convention of General Ticket Agents issues a circular calling for the end to commission sales of tickets and the sale of first class tickets in emigrant offices. (Proceedings)
- June 8, 1866 Junction & Breakwater Railroad accepts the proposal of W.W. Gilbert of New York to build the line from Milford to Lewes for \$425,000; New York parties to subscribe \$165,000 in stock. (MB)
- June 9, 1866 W. Milnor Roberts makes a report on the status of the North Missouri Railroad for Jay Cooke & Co.; is to run from St. Louis to St. Joseph; is done from St. Louis to Macon City except for a train ferry instead of a bridge over the Missouri River at St. Charles; northern extension is under contract to the Iowa state line and will require \$1.27 million; the western branch from Moberly to Leavenworth will cost \$2.95 million. (Rept)
- June 9, 1866 Kalamazoo & Schoolcraft Railroad incorporated in Michigan. (GrnBk)
- June 11, 1866 Samuel Hanna (1797-1866), banker and Pres. of the GR&I, VP of the PFW&C, and former Pres. of the Fort Wayne & Chicago Railroad, dies at Fort Wayne after a short illness. (Valley of Maumee, MB)
- June 11, 1866 Prussia declares war on Austria; the Prussian Chancellor Otto von Bismarck (1815-1898) is determined to reduce Austria to a second-rank power and construct a unified Germany under Prussian leadership that excludes Austria; the commander-in-chief Count Helmuth von Moltke (1800-1891) uses the new Prussian railway system to deploy and supply his troops, improving on techniques pioneered in the American Civil War. (Bierman)
- June 12, 1866 Lehigh Valley Railroad Board approves an agreement with the Belvidere Delaware Railroad and the Plymouth Coal Company, by which the coal company is to ship 500 tons a day to Trenton for 10 years; agrees to loan the Plymouth & Wilkes-Barre Railroad & Bridge Company \$100,000. (MB)
- June 12, 1866 Chicago, Rock Island & Pacific Railroad incorporated in Iowa for the purpose of reorganizing the Mississippi & Missouri Railroad in the interest of the Chicago & Rock Island Railroad. (Hayes)
- June 12, 1866 Western Union Telegraph Company absorbs the American Telegraph Company through an exchange of stock; the office of the merged company is moved from the old office of Western Union in Rochester to the American office in New York; the new company, which has a near-

monopoly of the telegraph business, soon passes from the Rochester owners of Western Union to New York City capitalists. (Thompson)

- June 12, 1866 House passes bill (HR-559) to allow the B&O build into Washington from the west with a line from Point of Rocks. (CongGlobe)
- June 13, 1866 New Jersey Railroad authorizes a temporary depot at Centre Street, Newark. (MB)
- June 13, 1866 Cleveland & Pittsburgh Railroad Board protests ratification of May 24 agreement between PFW&C and Atlantic & Great Western Railway that it declares hostile to interests of both C&P and PFW&C. (MB)
- June 13, 1866 Congress adopts the Fourteenth Amendment guaranteeing full civil rights for African Americans (overturning the Dred Scott Decision), repudiating the Confederate debts, and barring from holding office any former federal or state officers who swore to uphold the U.S. Constitution and later supported the Confederacy, thus encompassing most Confederate civil and military officers; former Confederate states must ratify the amendment as condition for readmission to the Union; the amendment does not mandate African American suffrage, but non-voting blacks are no longer to count as 3/5 a person for Congressional apportionment. (CongGlobe, JSmith)
- June 13, 1866 After an absence of over a year, Richard D. Wood returns to his office in Philadelphia. (Wood)
- June 14, 1866 State of Missouri accepts the bid of John C. Fremont of New York of \$1.3 million for Southwest Branch of the Pacific Railroad; he fails to comply with the terms of the agreement. (ICC, Miner, Scharf)
- June 14, 1866 Robert H. Lamborn writes to William Jackson Palmer that J. Edgar Thomson has refused the presidency of the Union Pacific Railway Company, Eastern Division, both because he has been ill and because he could never be content with a nominal position and let others do the work; Thomson suggests that Carlos Greely replace John D. Perry as Pres. with Palmer as VP. (Ward)
- June 14, 1866 Dillard Ricketts elected Pres. and Horace Scott General Superintendent of the Jeffersonville, Madison & Indianapolis Railroad. (MB)
- June 14, 1866 Cincinnati & Martinsville Railroad opens an extension of the old Franklin & Martinsville Railroad from Franklin to Fairland, Ind., on the Indianapolis & Cincinnati Railroad; controlled by Gen. Ambrose E. Burnside; leased to the Indianapolis & Cincinnati Railroad. (GrnBk, Sulzer)
- June 15, 1866 Leonard Huyck resigns as Treasurer and director of the Washington,

Alexandria & Georgetown Railroad; replaced by Samuel M. Shoemaker as Treasurer and J. Dean Smith of Baltimore as director; the company has been unable to pay the June 1 interest or pay for the Grice & Long “dummy” locomotives, and Shoemaker advances the money to pay both. (MB)

- June 1866 William Jackson Palmer learns that J. Edgar Thomson, Tom Scott and two other friends have lost \$350,000 in a railroad speculation near Milwaukee. (Ward)
- June 1866 A coalition is formed led by Henry Keep and including ex-Pres. Erastus Corning and the express companies, particularly William G. Fargo, to take control of the NYC from Dean Richmond and the Vanderbilt interests at the Dec. election; in fact, Vanderbilt has sold all his shares. (Stiles, Neu)
- June 1866 Ohio Sinking Fund Commissioners sell the state’s stock in the Sandusky, Dayton & Cincinnati Railroad (formerly the Mad River & Lake Erie Railroad) acquired under the “Plunder Law” of 1837 to Rush R. Sloane for \$33,840 or about 9 cents on the dollar, allowing him to control the company. (Leland)
- June 1866 CNJ completes the first of three large coal piers at Port Johnston on the Kill von Kull in Bayonne; this becomes its main coal terminal on tidewater, replacing the older, smaller piers at Elizabethport, which continue to be used by the DL&W and some Lehigh operators. (ARJ)
- June 1866 Coal strike ends in the Lehigh Region. (CarbDem)
- June 18, 1866 Pres. Johnson signs the general law reasserting right of railroads to engage in interstate commerce but forbidding new construction without state charters; gives some encouragement to opponents of the Camden & Amboy Monopoly. (CongGlobe)
- June 18, 1866 Richard D. Wood calls on Judge John W. Houston (1814-1896) of Delaware re iron for the Junction & Breakwater Railroad from the Cambria Iron Company. (Wood)
- June 19, 1866 Over the last two days, gold at New York drops from 163 to 149½ on the receipt of news from Europe. (ARJ)
- June 19, 1866 Richard D. Wood meets with John G. Stevens and T. Jones Yorke at Camden to discuss consolidation of the railroads in southern New Jersey. (Wood)
- June 19, 1866 Dorchester & Delaware Railroad begins surveys. (ARJ)
- June 19, 1866 Senate passes bill (S-317) allowing the Union Pacific Railway Company,

Eastern Division, to extend west of Denver, but dropping the subsidy for the Atchison & Pikes Peak Railroad by vote of 20-12. (CongGlobe, Petrowski)

- June 20, 1866 Oil Creek Railroad extended from Miller Farm to Petroleum Centre, where it connects with the Farmer's Railroad to Oil City; revenue service to begin shortly. (USRR&MR, HistCrawfrdCo - Boyd Farm was next above Petroleum Centre?? - Williamson/Daum citing Derrick's Handbook says in 1865??)
- June 20, 1866 Columbus & Indianapolis Central Railway appoints committee to meet with representatives of other railroads entering Columbus to consider Hugh J. Jewett's proposition of merger; approves contract with Jeffersonville, Madison & Indianapolis Railroad and Lake Erie & Louisville Railroad; orders extension of old Piqua track eastward from High Street, Columbus, to connect with Central Ohio Railroad. (MB)
- June 20, 1866 Lehigh & Mahanoy Railroad (Black Creek Jct.-Mount Carmel) merged into the Lehigh Valley Railroad under an agreement of May 22. (ICC, MB, Baird)
- June 1866 Union R.R. & Transportation Company (Star Union Line) drops its rate surcharge for time-guaranteed delivery first imposed to cope with blockades that developed at gauge-change points at the close of the Civil War; surcharge was one source of the charges of exorbitant profits made by the fast freight lines.
- June 1866 Empire Transportation Company acquires Titusville Pipe Company (Pithole to Titusville), its first pipeline in the oil regions of northwestern Pennsylvania, to counter the influence of the Erie Railway; the Empire Transportation Company is the first rail transporter to acquire a pipeline and soon expands its pipeline network and becomes a major factor in the oil trade. (RyW, Johnson, Williamson/Daum)
- June 1866 South Side Railroad Company of Long Island begins construction. (C&C - see Seyfried)
- June 22, 1866 Senate Commerce Committee reports the Cleveland & Mahoning Railroad bill and the New York Air Line Railroad bill with the recommendations that they do not pass. (CongGlobe)
- June 23, 1866 New Chestnut Street Bridge (vehicular) formally opens across Schuylkill River at Philadelphia; under construction since 1861; eases access to railroad terminals in West Philadelphia. (Scharf)
- June 23, 1866 PFW&C approves a resolution made by director Louis H. Meyer that the company confer with the PRR to abolish the Central Transportation

Company's contract for "Silver Palace" sleeping cars unless they can be run in a manner satisfactory to the PFW&C and the public; General Superintendent J. N. McCullough is to confer with other sleeping car patentees to see if the company can arrange for better cars; this pressure may have been responsible for Andrew Carnegie switching his interest to Pullman and thus the endless litigation between the Central Transportation Company and Pullman. (MB, Wall)

- June 25, 1866 Engineer John Mifflin Hood, late of the Confederate Army, makes report to Samuel M. Felton on a survey to extend the Philadelphia & Baltimore Central Railroad south of the Susquehanna River to intersect the PW&B at Stemmers Run outside of Baltimore.
- June 25, 1866 PFW&C Board approves draft of agreement with Atlantic & Great Western Railway for a through route to Cleveland via the Lawrence Railroad and the Cleveland & Mahoning Railroad. (MB)
- June 25, 1866 Thaddeus Stevens introduces the Union Pacific Railway Company, Eastern Division, bill (S-317) in the House; Stevens asks that it not be sent to the Pacific Railroad Committee, as that will probably mean the death of the bill. (Palmer)
- June 26, 1866 Junction & Breakwater Railroad accepts the contract with Gilbert & Robinson of New York; New York and Boston subscribers to the new issue of \$165,000 stock are James S. Gibbons, Lyman W. Gilbert, Horace Greeley, George Brown, Jr., Charles Allen Brown, Charles S. Brown, W. W. Gilbert, and A.P. Robinson. (MB)
- June 26, 1866 Jeffersonville, Madison & Indianapolis Railroad stockholders approve the merger with the Indianapolis, Peru & Chicago Railway. (MB)
- June 26, 1866 House passes Union Pacific Railway Company, Eastern Division, bill (S-317) by 98-36. (CongGlobe)
- June 26, 1866 Union Pacific Railway Company, Eastern Division Treasurer William Jackson Palmer writes to Jay Cooke if he can market several millions in their First Mortgage bonds to finance construction as far as Fort Riley; if so, he can get the opportunity to market their government bonds. (Oberholtzer)
- June 27, 1866 Trunk Line Commissioner Samuel Sloan convenes a three-day meeting of the Trunk Lines and their Midwestern connections at his office in New York; Dean Richmond of the NYC in the chair and Alexander S. Diven of the Erie, Secretary; VP John King represents the B&O in the absence of John W. Garrett; Tom Scott represents the PRR as J. Edgar Thomson is confined to his home by "severe indisposition"; in a letter, Thomson favors raising rates, as they are still unremunerative; the PRR's tonnage is up in

May, but receipts are flat and expenses rising; the PRR has already shed all the “excess labor” made necessary by the war. (Proceedings)

- June 27, 1866 Tyrone & Clearfield Railroad sold at foreclosure to J. Edgar Thomson and George B. Roberts; portion between Tyrone and Vail later conveyed to PRR; portion between Vail and Philipsburg conveyed to Tyrone & Clearfield Railway. (C&C)
- June 27, 1866 Congress limits bond subsidy to Union Pacific Railway, Eastern Division, to original section between Kansas City and Fort Riley; may extend to meet the Union Pacific not more than 50 miles west of Denver. (Anderson)
- June 28, 1866 Jury trial in U.S. Circuit Court at Williamsport in the case of *Baltimore v. the Connellsville & Southern Pennsylvania Railroad* finds that the Pittsburgh & Connellsville has not abused its charter and there is no grounds for repeal; issues injunction against interference with Pittsburgh & Connellsville; PRR delays by appeal to the U.S. Supreme Court. (ARJ, Clark)
- June 28, 1866 Trunk Line meeting agrees to raise eastbound rates; effective Aug. 1, Midwestern lines will withdraw all tickets from points in Trunk Line territory from the commission sales system, and only Trunk Lines are to sell tickets in their own territory; the Trunk Lines are to sell through tickets to Midwestern points only in the major seaport cities and are to represent all their Midwestern connections impartially; the Trunk Lines are also to establish joint agencies at Boston and other New England ports. (Proceedings)
- June 29, 1866 Full Pennsylvania Supreme Court reverses verdict in favor of Atlantic & Great Western Railway on appeal by 4-1 with Justice Read dissenting; holds lease of Catawissa Railroad is legal; Philadelphia & Erie does serve to connect A&GW and Catawissa despite gauge difference; reminds PRR it is not a sovereign government body and has no right to question the legality of the A&GW; Franklin B. Gowen, arguing for Catawissa, makes his first appearance in a big railroad trial. (USRR&MR, ARJ, Hare, Schlegel)
- June 29, 1866 Steamer *Samuel M. Felton* built by Reany, Son & Archbold of Chester for PW&B begins summer excursion service between Philadelphia (Chestnut St.), Wilmington, New Castle and Cape May three times a week; connects for Baltimore passengers at New Castle. (Stanton, BaltAm)
- June 30, 1866 Cornelius Vanderbilt sells all of his 6,500 shares of NYC. (Stiles)
- July 1, 1866 Southern part of Junction Railroad opens between Haverford Street and connection with WC&P north of Grays Ferry, Philadelphia, via 32nd Street Tunnel, making direct connection with Philadelphia, Wilmington &

Baltimore Railroad and permitting through trains between Jersey City and Baltimore without reverse movements; PRR retains full ownership of middle section between 35th and Market Streets. (Val - Hare says was through tunnel to WC&P only - rest built in 12/1864) (Casebook - notes connection with WC&P is at Spruce St. - USRR&MR says tunnel open 8/16?)

- July 1, 1866 On return from his western tour, John B. Collin (1831-1886) is appointed first PRR Mechanical Engineer; begins standardization of locomotive design and construction. (HistBlairCo, CMP)
- July 1, 1866 Buffalo & Oil Creek Cross Cut Railroad resumes construction.
- July 1, 1866 PFW&C Comptroller Thomas D. Messler promoted to Assistant to Pres. with special responsibility for accounting, taxes, etc. (MB)
- July 1, 1866 Morris & Essex Railroad completes conversion from 4'-10" "New Jersey" gauge to 4'-8½" after 11 days. (USRR&MR)
- July 1, 1867 Congress passes 10% tax on all state bank note issues designed to drive them out of circulation, leaving the currency issue in the hands of the national banks. (Clements - check date!! - 1866??)
- July 1, 1866 After friends of the Union Pacific Railroad in the House oppose increasing subsidies to Pacific railroads; Thaddeus Stevens introduces a substitute bill permitting the Union Pacific Railway Company, Eastern Division, to extend to a point west of Denver but to receive no more bonds than it would have received for its old route up the Republican River to the 100th meridian. (Petrowski - check NYT - 7/1 is a Sunday, no sitting)
- July 1, 1866 W. Prescott Smith resigns as Master of Transportation of the B&O. (ARJ)
- July 1866 Atlantic & Great Western Railway has completed surveys across the mountains by two routes, one via Bennetts Branch and Driftwood, and one via Anderson Creek, Curwensville, Philipsburg, and Bellefonte to Milton. (USRR&MR)
- July 2, 1866 Northern Central Railway begins operating through coaches to Rochester over NYC from Canandaigua. (USRR&MR)
- July 2, 1866 Columbus & Xenia Railroad appoints committee on consolidation with Cleveland, Columbus & Cincinnati Railroad, Central Ohio Railroad, or other lines; authorizes \$50,000 to aid branch from Columbus to Athens. (MB)
- July 2, 1866 Sandusky & Cincinnati Railroad incorporated in Ohio as the reorganization

of Sandusky, Dayton & Cincinnati Railroad and Sandusky City & Indiana Railroad; also operates the Springfield & Columbus Railroad between Springfield and London. (GrnBk)

- July 3, 1866 Pres. Andrew Johnson signs the amendment to the Pacific Railroad Act (S-317) to allow the Union Pacific Railway Company, Eastern Division, to connect with the Union Pacific Railroad 50 miles west of Denver instead of at the 100th meridian but without any extra subsidy; Central Pacific Railroad is to build east from the California state line until it meets the UP. (Klein)
- July 3, 1866 Future PRR General Superintendent of Motive Power Theodore N. Ely (1846-1916) graduates from Rensselaer Polytechnic Institute with a degree in civil engineering; he soon joins the Fort Pitt Foundry at Pittsburgh. (RPI, NCAB)
- July 3, 1866 Prussia inflicts a crushing defeat on Austria at Sadowa in Bohemia, thereby positioning itself to achieve Bismarck's goal of a Prussian-dominated united Germany that excludes Habsburg Austria. (Bierman)
- July 4, 1866 National convention of railroad presidents, superintendents and chief engineers convenes in Philadelphia for purpose of forming a permanent organization for the exchange of technical information; only 40 of 2,500 invited actually attend; J. Edgar Thomson elected Pres. (USRR&MR)
- July 5, 1866 Cincinnati & Fort Wayne Railroad revived and renamed Cincinnati, Richmond & Fort Wayne Railroad; no accounts carried over from old company; certificate filed Jan. 5, 1871. (Church, Val)
- July 6, 1866 Dorchester & Delaware Railroad surveys completed. (ARJ)
- July 6, 1866 After a favorable report from W. Milnor Roberts, Jay Cooke agrees with Pres. Isaac H. Sturgeon and contractors Champlin, Smith & Co. to place \$3 million of a \$6 million bond issue for the North Missouri Railroad at 75 to enable it to build a bridge over the Missouri River 20 miles from St. Louis and extend to the Iowa state line and connections with the transcontinental railroads. (Oberholtzer)
- July 6, 1866 Gen. Grant issues orders to all Army commanders in the South to arrest civilians committing crimes whenever the civil authorities fail to act. (JSmith)
- July 7, 1866 Lightning strikes a gas pipe at the Western Union Telegraph Well on Bennehoff Run, igniting an adjacent oil storage tank and sending flaming oil surging down the run, destroying 20-30 wooden derricks as well as all wooden oil storage tanks in its path; however, oil in the 3,000-barrel iron tank of the Ocean Oil Company at Petroleum Center is not damaged,

despite being enveloped in flame, clinching the supremacy of iron tankage.
(DerrickHndbk, Williamson/Daum)

- July 7, 1866 Bridge over the Tennessee River at Decatur rebuilt, completing the rebuilding of the line of the Memphis & Charleston Railroad. (ARJ)
- July 8, 1866 Communipaw abattoir of New Jersey Stock Yard & Market Company destroyed by tornado while under construction. (StGaz)
- July 9, 1866 Maryland & Delaware Railroad opens between Slaughter and Halltown (Marydel). (SmyrnaTimes, AR)
- July 9, 1866 Treasury Dept. issues \$320,000 in government bonds on fourth section of 20 miles of Union Pacific Railway Company, Eastern Division. (Petrowski)
- July 9, 1866 Commodore Robert F. Stockton, who is in failing health, sells his summer estate "Sea Girt" to Paul Thurlow and Stephen L. Thurlow of Wilkes-Barre, Pa., who will develop it as a resort. (Ellis)
- July 9, 1866 Mississippi & Missouri Railroad sold at foreclosure at Davenport to the Chicago, Rock Island & Pacific Railroad. (Hayes)
- July 10, 1866 Keystone Hotel Company organized in Philadelphia; PRR takes most of the stock except for shares to qualify directors; T.M. Adams elected Pres.; directors authorize negotiations for operating the Union Depot Hotel at Pittsburgh. (MB)
- July 10, 1866 Lawrence Railroad Board accepts the proposition of contractor John W. Blanchard to finish the railroad from Lowell to Youngstown as soon as he receives the cash payment for work already done. (MB)
- July 11, 1866 Daniel C. McCallum elected Pres. of the Alexandria & Fredericksburg Railway, replacing Robert W. Latham, who becomes VP; Leonard Huyck resigns as Treasurer; Board cancels the old contract to William Keeler for non-performance and approves a new contract between Alexandria and Occoquan, Va., to Bodfish, Mills & Co. of New York, consisting of David P. Bodfish, Alexander H. Mills and A. Grant Childs; Albert G. Bodfish is elected a director; the Board adopts an interior line between Brooke and Colchester; (MB, ARJ)
- July 12, 1866 PRR pays its subscription to the stock of the Keystone Hotel Company with \$5,000 in cash and the fixtures of the Union Depot Hotel at Pittsburgh and the Logan House at Altoona valued at \$54,000. (MB)
- July 12, 1866 When the Washington, Alexandria & Georgetown Railroad Board is about to pass a resolution to have Treasurer Samuel M. Shoemaker negotiate to

compromise the \$144,000 debt to D. R. Martin, director Oscar A. Stevens leaves the room, preventing a quorum. (MB)

- July 13, 1866 Act of Congress reduces war taxes. (CongGlobe)
- July 15, 1866 Robert E. Ricker (1828-1894), formerly Superintendent of the Terre Haute & Indianapolis, named PRR Supt. of Motive Power & Machinery, replacing J. P. Laird (1826-1882), who moves to the Terre Haute, Alton & St. Louis. (MB,)
- July 1866 J. Edgar Thomson leaves for Europe, leaving the Union Pacific Railway Company, Eastern Division, affairs neglected. (Ward)
- July 1866 PRR begins use of steel for axles of freight and passenger cars.
- July 1866 New smith shop opens at Altoona.
- July 1866 PRR completes double track between Mill Creek and Bridgeport on Middle Division.
- July 1866 Revived Allentown Railroad begins construction between Port Clinton and Topton, Pa., to form part of the Atlantic & Great Western Railroad's trunk line. (ARJ)
- July 1866 Joseph K. Edgerton (1818-1893) of Fort Wayne elected Pres. of the GR&I on behalf of the Michigan stockholders, replacing Samuel Hanna, deceased; he works to begin sufficient construction to secure the land grant. (VllyUpprMaumee)
- July 1866 Empire Transportation Company perfects arrangements for shipping oil direct to New York on pipeline bills of lading for the whole distance. (Johnson)
- July 1866 Germantown Cricket Club, originally formed in 1854, is revived and soon acquires ground at Nicetown on part of the H. Pratt McKean estate. (Sheridan)
- July 16, 1866 Pres. Andrew Johnson vetoes a bill expanding the powers of the Freedmen's Bureau; southern leaders come to hope that Johnson will be able to restore their old privileges; Congress passes the bill over Johnson's veto the same day; power struggle between Johnson and the Radical Republicans in Congress intensifies. (CongGlobe)
- July 16, 1866 Senate sends bill to guarantee the bonds of the Northern Pacific Railroad back to committee, 20-19. (Lenz)

- July 18, 1866 New Jersey Railroad Board authorizes a new engine house at Newark. (MB)
- July 18, 1866 Dorchester & Delaware Railroad Chief Engineer D.S. Hessey reports on surveys. (ARJ)
- July 18, 1866 Jeffersonville, Madison & Indianapolis Railroad Board authorizes the purchase of all the stock of the Columbus & Shelby Railroad held by the City of Madison for \$11,500; authorizes taking steps to prevent the City of Jeffersonville from interfering with the tracks in Wall Street; approves a contract with the Columbus & Indianapolis Central Railway and the Lake Erie & Louisville Railroad to finish the LE&L between Rushville and Cambridge City; direct outlets to the East are now taking precedence over that to Chicago. (MB)
- July 18, 1866 Indianapolis & Vincennes Railroad Board considers proposition from Gen. Ambrose E. Burnside of Providence and Gen. R.B. Potter of New York to build the road within five years for \$2 million in bonds and \$1 million in stock. (MB)
- July 19, 1866 Joint Board guarantees \$1 million in bonds of the West Jersey Railroad. (MB)
- July 19, 1866 Secretary of the Interior James Harlan writing for the Union Pacific Railroad and its friends, writes to Sen. Jacob M. Howard of the Committee on Pacific Railroads charging that the bill to change the route of the Union Pacific Railway Company, Eastern Division, was passed through bribery and corruption; later investigations reveal that the UPED disburses large amounts of cash, stock and bonds in Washington between Nov. 1865 and Oct. 1866; Oakes Ames's bribes on behalf of the Union Pacific Railroad and Credit Mobilier in the next session are motivated by a need to counter any other legislation favorable to the UPED. (Petrowski)
- July 20, 1866 Sandusky & Cincinnati Railroad and Springfield & Columbus Railroad between Springfield and London leased to the Cincinnati, Dayton & Eastern Railroad for 99 years. (GrnBk)
- July 20, 1866 Congressional Joint Committee on Reconstruction asserts its right to control reconstruction policy. (Clements)
- July 21, 1866 CNJ, East Pennsylvania Railroad and Reading, with James H. Moore, establish Allentown Transportation Company as fast freight line over Allentown Route to run New York-Harrisburg in 18 hours or less. (Rdg)
- July 23, 1866 Kensington & New Jersey Ferry Company begins operating *Shackamaxon* between Point Street, Coopers Point, Camden, and Shackamaxon Street,

Philadelphia. (Val)

- July 24, 1866 Trunk Lines, meeting at New York, agree to raise rates. (USRR&MR)
- July 24, 1866 Senate Committee on the Pacific Railroad reports the Northern Pacific Railroad bill, splitting the federal guarantee to \$16,000 per mile as far as the 111th meridian, then \$48 million per mile to the 119th meridian, and \$32,000 per mile for the remainder; Senate postpones further consideration to the next session. (CongGlobe)
- July 24, 1866 Tennessee is readmitted to the Union, having ratified the Fourteenth Amendment. (Clements)
- July 25, 1866 Tornado blows down all but one span of the PW&B's Susquehanna River Bridge at Perryville while under construction. (BaltAm, AR)
- July 25, 1866 Act of Congress passes supplement to the charter of the Alexandria & Washington Railroad authorizing the Washington, Alexandria & Georgetown Railroad to extend from the intersection of Maryland and Virginia Avenues down D Street to New Jersey Avenue and via tunnel to 8th Street, East, and connection with B&O. (CongGlobe, Digest)
- July 25, 1866 Act of Congress authorizes the B&O to enter the District of Columbia from the west with a line running to its main line near Point of Rocks. (CongGlobe)
- July 25, 1866 Act of Congress on bridges as post roads authorizes St. Louis & Illinois Bridge Company to bridge Mississippi River providing is not a suspension or draw bridge and is at least 50 feet clear above water; authorizes additional bridges at Quincy, Keokuk-Hamilton, Burlington, Dubuque, Prairie du Chien, and Winona. (Church, CongGlobe, Johnson)
- July 26, 1866 Chief Engineer __ Warner reports on surveys for Kent County Railroad between Townsend and Masseys and Middletown and Masseys. (ARJ)
- July 26, 1866 House passes the Atlantic & Pacific Railroad bill, 57-37, striking out all Congressmen from the list of incorporators; Senate concurs in amendments. (CongGlobe)
- July 26, 1866 West Side & Yonkers Patented Railway Company incorporated in N.Y. to build an elevated railroad. (NYState)
- July 27, 1866 House passes Thaddeus Stevens's bill for the National Railway Company to build a New York-Washington air line by 59-44 after amending it to require the operation of an 11:00 PM mail train and barring it from selling out to the B&O; no time for action by Senate. (CongGlobe)

- July 27, 1866 House passes the Cairo & Fulton Railroad bill, and the Senate concurs with the House amendments. (CongGlobe)
- July 27, 1866 Congress charters Atlantic & Pacific Railroad to build from near Springfield, Mo. to Albuquerque and then on 35th Parallel route to The Needles on the California border, plus a branch to the border of Arkansas; given a land grant of 20 odd-numbered sections per mile on each side in territories and 10 sections in states, but no federal subscription; act also authorizes the Southern Pacific Railroad to build east from San Francisco to The Needles; plan is being pushed by John C. Fremont; James Buchanan Eads, Tom Scott, J. Edgar Thomson, Charles I. du Pont, and Nathaniel Brooks of the Michigan Central are among the incorporators. (CongGlobe, ICC, Miner)
- July 27, 1866 Atlantic cable completed, this time permanently by the Anglo-American Company. (Stokes, Harlow)
- July 27, 1866 Austria signs an armistice at Nikolsburg, agreeing to all of Prussia's demands; a triumphant Prussia now emerges as a threat to France, which Prussian Chancellor Otto von Bismarck views as a declining power. (Bierman)
- July 28, 1866 Kensington & New Jersey Ferry Company begins operating the *Shackamaxon* between Point Street, Camden, and Shackamaxon Street, Philadelphia. (Boyer)
- July 28, 1866 Act of Congress revives land grants totaling 1,057,000 acres made in Arkansas in 1853 for the Cairo & Fulton Railroad, the Memphis & Little Rock Railroad, and the Little Rock & Fort Smith Branch of the Cairo & Fulton Railroad; extends for 10 years and increases from 6 sections per mile to 10 sections per mile. (CongGlobe, ARJ, encycofark)
- July 28, 1866 Senate postpones indefinitely any consideration of the bill to allow the Cleveland & Mahoning Railroad to extend to Pittsburgh. (CongGlobe)
- July 28, 1866 Congress adjourns. (CongGlobe)
- July 28, 1866 Memphis & Little Rock Railroad receives a federal land grant of 365,539 acres. (rockisland'sfamilytree)
- July 1866 City of Philadelphia sues PRR in Pennsylvania Supreme Court to force it to account for the \$1.7 million withheld from payment to the state while the Tonnage Tax was being contested; City wants any surplus paid as dividends. (USRR&MR - ca. 7/31 check Ldgr)

- July 30, 1866 New Orleans rocked by race riots led by the police, when Gov. Wells reconvenes the constitutional convention to curb the growing power of ex-Confederates; 34 African Americans and 3 white radicals killed and 160 injured. (Foner, Clements)
- July 31, 1866 Elnathan W. Tyler of New York elected a director of the Junction & Breakwater Railroad, replacing Charles S. Brown. (MB)
- Aug. 1, 1866 Chief Engineer William S. Sneden (1829-1905) reports on a survey between Atco and Penns Grove for the Williamstown Railroad; urges company to buy the Camden & Atlantic Railroad's Batsto Branch, whose ownership is contested between the C&A and the Torrey family; holds out hope of carrying the peach traffic of the Delaware Railroad, without noting that the PW&B is unlikely to short-haul itself. (Rept/Rdg)
- Aug. 1, 1866 Warren & Franklin Railway opens for revenue service between Irvineton and Oil City, Pa., giving PRR its own line into the oil region; financed by J. Edgar Thomson, Jay Cooke, Tom Scott and William G. Moorhead; Edward F. Gay, Pres.; directors include Moorhead, Milton Courtright, R. D. Barclay, Edward Miller, et al. (USRR&MR, Val, C&C, Maybee - ARJ has open 8/4!! - according to Williamson/Daum -this was achieved through the purchase of the Oil City & Pithole RR running Pithole-Oleopolis-Oil City)
- Aug. 1, 1866 Workers on the Reno, Oil Creek & Pithole Railroad stop work because of non-payment of wages. (DerrickHndbk)
- Aug. 2, 1866 North Carolina voters reject the new constitution by a narrow margin of 19,570 to 21,552; most Democrats boycott the election. (Nelson - verify date - Thorpe)
- Aug. 6, 1866 Baltimore & Potomac Railroad employs William W. Taylor as engineer to locate line from Baltimore to Upper Marlboro with a branch to the District of Columbia; appoints committee to oversee contracts. (MB)
- Aug. 6, 1866 White Line Central Transit Company organized; called the "White Line", the second (?) cooperative fast freight line on NYC; starts with 270 cars. (Maybee - ARJ says 9/3)
- Aug. 6, 1866 Morris & Essex Railroad begins running revenue passenger service to Phillipsburg, N.J. (Taber)
- Aug. 7, 1866 Baltimore & Potomac Railroad awards construction contract to John W. Forney, Clinton Lloyd, John B. Clarke, Jr., Martin H. Cassell, Gideon L. Walker and J.W. Parrish; approves increase of capital stock to \$3 million. (MB)

- Aug. 8, 1866 Pres. Benjamin H. Epperson (1824-1878), VP W.H. Johnson, James Mitchell Daniel, and J.H. Pratt, all of Texas, Roger Fowler of Chicago, Thomas C. McDowell of Harrisburg, and Abraham Rex of Philadelphia agree to subscribe \$4.16 million to build the Memphis, El Paso & Pacific Railroad under the name Thomas C. McDowell & Co.; transfer \$556,700 in unpaid stock to McDowell in trust to be sold to raise capital for construction. (Taylor)
- Aug. 9, 1866 Alexandria & Fredericksburg Railway appoints A. Grant Childs Chief Engineer. (MB)
- Aug. 1866 PRR opens new machine shops at Tyrone.
- Aug. 1866 Engineer J. Mifflin Hood reports on a survey for the extension of the Philadelphia & Baltimore Central Railroad from Susquehanna River to intersect PW&B at Stemmers Run near Baltimore. (USRR&MR say 8/18 "has been made" - see 6/25)
- Aug. 12, 1866 PRR starts sending Delaware Extension freight over Junction Railroad between Market & Spruce Streets in West Philadelphia and ceases using that part of West Chester & Philadelphia Railroad. (, Casebook)
- Aug. 15, 1866 At Baltimore & Potomac Railroad annual meeting, Pres. Oden Bowie notes that entire line, including the Washington Branch, has been placed under contract. (USRR&MR - verify not in MB?)
- Aug. 1866 Franklin Coal Company of Lykens Valley, lessee of the Lykens Valley Coal Company mine, suspends payment; the Lykens Valley Coal Company is unable to recover the moveable property; the Franklin Coal Company has made no improvements and the twenty-year-old breaker is falling down; the Franklin Coal Company and the Short Mountain Coal Company have used the slope, bull engine and pier jointly, and the Short Mountain Coal Company now claims half ownership. (MB)
- Aug. 1866 Gen. John M. Schofield (1831-1906), a moderate, replaces Gen. Alfred H. Terry (1827-1890) as Commander of Military District No. 1 (Virginia). (Lowe)
- Aug. 1866 James Kennedy Moorhead secures the appointment of W. Milnor Roberts, who had worked on his Monongahela Navigation Company as Civil Engineer for the federal project to improve the Ohio River; Roberts favors the canalizing of the river with locks and dams as on the Monongahela; he names Alonzo Livermore, his old fellow engineer from the Pennsylvania Canals, as his assistant. (LJohnson)
- Aug. 1866 Radnor Hunt Club chartered on Darby Creek. (Hotchkiss)

- Aug. 16, 1866 With the conclusion of the Prusso-Austrian War, the Bank of England cuts its discount rate from 10% to 8%, ending the acute phase of the financial crisis that began in May; interest rates decline quickly to 3½% by Christmas, ushering in two years of cheap money. (Clapham)
- Aug. 17, 1866 Retired Main Line transporting merchant Jacob Dock (1800-1866) dies at Long Branch, N.J. (PubLdgr)
- Aug. 20, 1866 Alexandria & Fredericksburg Railway places section between Occoquan and the Richmond, Fredericksburg & Potomac Railroad under contract. (MB)
- Aug. 20, 1866 Delaware Division Canal Company of Pennsylvania leased to Lehigh Coal & Navigation Company; it will be the last functioning section of the old Pennsylvania state canal system; the LC&N agrees with the Delaware & Raritan Canal Company dividing the through tolls on coal to New York in such a way as to yield 6% on the bonds and 4% on the stock. (LC&N AR)
- Aug. 20, 1866 Chicago & Rock Island Railroad (Ill.) and Chicago, Rock Island & Pacific Railroad (Iowa) merged to form the Chicago, Rock Island & Pacific Railroad; John F. Tracy (1827-1878) elected Pres. (Hayes)
- Aug. 20, 1866 Pres. Andrew Johnson proclaims end of Rebellion in Texas marking the official end of the Civil War. (OR)
- Aug. 20, 1866 National Labor Union established at Baltimore with heavy support of the Machinists & Blacksmiths Union and the Iron Molders International Union; it lasts until about 1870. (PMiddleton)
- Aug. 21, 1866 Edward F. Gay elected Pres. of the Warren & Franklin Railway. (C&C)
- Aug. 22, 1866 Through the influence of E.C. Rice, Chief Engineer of the old Mississippi & Atlantic Railroad, the St. Louis, Vandalia & Terre Haute Railroad contracts construction to Edward F. Winslow (1837-1914) from the west bank of the Wabash River to Illinoistown (East St. Louis); Winslow is to receive \$14,000 cash, \$8,000 in bonds, and \$4,000 in stock per mile for the first 20 miles, \$12,000 cash, \$8,000 bonds and \$4,000 stock for the next 20 miles, and \$10,000 cash, \$8,000 bonds and \$4,000 stock for the rest. (MB, Perrin)
- Aug. 22, 1866 Future architect Ernest Robert Graham (1866-1936) born at Lowell, Mich. (Chappell)
- Aug. 23, 1866 U.S. Military Railroads hold a last sale of rolling stock and iron at Alexandria; most sold to the B&O. (ARJ)

- Aug. 24, 1866 Southwest Pacific Railroad incorporated in Missouri by John C. Fremont as reorganization of Southwest Branch of Pacific Railroad. (ICC)
- Aug. 26, 1866 Richard D. Wood travels to Florence, N.J., to examine the foundry of Richard Jones (1812-1890), which he finds in a dilapidated condition. (Wood)
- Aug. 27, 1866 Farmers' Railroad opens between Oil City and Rouseville. (Newton, Babcock)
- Aug. 27, 1866 City of Pittsburgh executes quitclaim deed to stocks of PFW&C, Pittsburgh & Connellsville, Allegheny Valley and Pittsburgh & Steubenville Railroads to William Phillips; stocks had been owned by the city but sold at marshal's sale. (Church)
- Aug. 27, 1866 NYC and Buffalo & State Line Railroad Pres. Dean Richmond (1804-1866) dies at 63 at the home of his friend Samuel J. Tilden on Gramercy Park in New York City; his plan to amalgamate the NYC and Hudson River Railroads dies with him; Richmond and Tilden have been forced to return from a National Union Convention in Philadelphia which they had promoted in an attempt to create a new majority conservative party of traditional Democrats and those who joined with the Republicans out of patriotism rather than anti-slavery principles, one that would be untainted by Rebellion but opposed to Radical Reconstruction; Richmond's death also leaves a power vacuum at the NYC, which Cornelius Vanderbilt moves to fill, and ends his effort to unite the remnants of the Albany Regency with other New York Democratic factions, thereby creating an opening for New York City boss William M. Tweed to take a controlling role in state affairs. (USRR&MR, Stiles, McJimsey, Harlow)
- Summer 1866 "Silver Palace" sleeping cars introduced by Central Transportation Company. (see above)
- Aug. 28, 1866 Jeffersonville, Madison & Indianapolis and Columbus, Cincinnati & Indianapolis Central Railway agree to complete and lease the Lake Erie & Louisville Railroad between Cambridge City and Rushville, Ind., in return for LE&L bonds. (C&C, ICC, Digest)
- Aug. 28, 1866 Pres. Andrew Johnson (1808-1875), vilified by Radical Republicans for his lenient treatment of Confederates and hostility to the freed people, leaves Washington via the B&O on a "swing-round-the-circle" mid-term electioneering campaign against the Fourteenth Amendment; the party includes the entire Cabinet except Secretary of War Stanton, plus Gen. Grant and Adm. David Farragut; arrives in Philadelphia, where the city refuses an official reception; Johnson is well-received in Democratic Maryland and New Jersey and New York City, where Southern sympathies

and hostility to emancipation have run high. (Withers, JSmith)

- Aug. 29, 1866 Pres. Johnson travels from Philadelphia to New York via Camden & Amboy-New Jersey Railroad route; Johnson is well-received in New York City, where he is feted at a dinner at Delmonico's given by leading financiers, including August Belmont, Cornelius K. Garrison, and the Vanderbilt group; Pres. Johnson rides in an elegant 6-horse coach driven by Abram S. Hewitt, while Adm. Farragut and Gens. Grant, Meade, Butterfield and Custer are driven by Leonard W. Jerome; Gen. Grant, a champion horseman, takes the reins and wins a race with Hewitt through Central Park; next day the party proceeds by boat to Albany and west on New York Central, Lake Shore, and Michigan Central route to Chicago; Republicans in the northern, Yankee Midwest heckle and shout down Johnson, whose combative Tennessee stump-speaking style makes him appear uneducated and boorish. (Withers, Stiles, JSmith)
- Aug. 29, 1866 Des Moines Valley Railroad, building from Keokuk, reaches Des Moines ahead of the Chicago, Rock Island & Pacific Railroad. (Hayes)
- Aug. 30, 1866 *Oil City Derrick* reports that New York parties have bought the Reno, Oil Creek & Pithole Railroad and will extend it to Pithole. (DerrickHndbk)
- Aug. 31, 1866 New Jersey Railroad Board appoints a new committee of Hamilton Fish, Martin A. Howell, and Isaac Scudder to consider union with the Camden & Amboy Railroad. (MB)
- Sep. 1, 1866 Washington, Alexandria & Georgetown Railroad directors Samuel M. Shoemaker and J. Dean Smith try to oust Secretary Joseph B. Stewart and replace him with Oscar A. Stevens. (MB)
- Sep. 1, 1866 Future PRR Mechanical Engineer William Frederic Kiesel, Jr. (1866-1954) born in Scranton, Pa. (NCAB)
- Sep. 1, 1866 Lehigh University opens at South Bethlehem, Pa., with an initial \$500,000 gift from Asa Packer of the Lehigh Valley Railroad; he bequeaths it a further \$1.5 million in his will; it becomes a major engineering school feeding graduates to the coal, steel and railroad industries, including the PRR; Packer Hall, the first main building, opens on Mar. 4, 1869. (Levering, Alderfer)
- Sep. 3, 1866 NYC and allies begin the White Line, a cooperative fast freight line with pool of 400 cars operating between Boston and New York and Cincinnati-Louisville-St. Louis. (USRR&MR, ARJ - see above)
- Sep. 4, 1866 Following the failure of the Franklin Coal Company of Lykens Valley, the Lykens Valley Coal Company authorizes leasing the mine through Dec. 31,

1869 to James and Edward Savage; they to deliver coal on the Lykens Valley Railroad; the Lykens Valley Coal Company is to repair the breaker and slope and build a new breaker about 2 miles east of the old one. (MB)

- Sep. 6, 1866 Chester Creek Railroad organized at Chester, Pa. (Val)
- Sep. 7, 1866 Middle Creek Railroad receives letters patent. (C&C)
- Sep. 7, 1866 Matthias W. Baldwin (1795-1866), founder of Baldwin Locomotive Works, dies at 71; succeeded by partner Matthew Baird (1817-1877). (DAB, Brown)
- Sep. 7, 1866 Union Pacific Railway Company, Eastern Division, Board meets in Pittsburgh and awards contracts for 250 miles west from Fort Riley. (ARJ)
- Sep. 8, 1866 Meeting held at Bel Air, Md., in support of Philadelphia & Baltimore Central Railroad. (ARJ)
- Sep. 8, 1866 In order to raise money from its land grant, the Southwest Pacific Railroad contracts with the American Emigrant Aid & Homestead Company, which operates a steamship line from Sweden and Denmark, to secure colonists in Europe. (Miner)
- Sep. 8, 1866 Second failed Atlantic cable of 1865 is reconnected after being grappled from the ocean floor. (Harlow)
- Sep. 9, 1866 Future Lines West Comptroller James William Orr (1866-1931) born. (PaNews)
- Sep. 10, 1866 New two-storey brick combined hotel, station and restaurant, the Sourbeck House, opens at Alliance, Ohio, at the crossing of the PFW&C and Cleveland & Pittsburgh Railroads, replaces a station burned in 1863. (Heald, pennsywest)
- Sep. 10, 1866 Pres. Andrew Johnson travels from St. Louis to Louisville via the Vandalia Line and Jeffersonville, Madison & Indianapolis Railroad. (Withers)
- Sep. 10, 1866 Cleveland & Toledo Railroad opens new line between the Southern Division at Oberlin and Elyria on the Northern Division and abandons the old line between Oberlin and Grafton; CC&C discontinues use of C&T between Berea and Grafton. (ARJ, McLellan)
- Sep. 10, 1866 Oil Creek Refiners Association formed at a meeting on the Boyd Farm. (DerrickHndbk)
- Sep. 11, 1866 Pres. Andrew Johnson travels from Louisville to Cincinnati by steamboat.

(Withers)

- Sep. 11, 1866 City of Jeffersonville, Ind., authorizes Jeffersonville, Madison & Indianapolis Railroad to lay tracks in Pearl Street to the Ohio River in return for removing track in Wall Street; must limit operation to 4 MPH. (Church)
- Sep. 11, 1866 Lehigh Valley Railroad Board authorizes the purchase of the Franklin Coal Company railroad from Charles Parrish (1826-1896) and William L. Conyngham (1829-1907) for \$9,000; runs from Franklin Jct. near Wilkes-Barre to the Franklin Colliery; authorizes subscribing for a share in the Allentown Transportation Company. (MB)
- Sep. 12, 1866 Pres. Andrew Johnson travels from Cincinnati to Columbus via the Little Miami Railroad; then east on Pan Handle line to Pittsburgh. (Withers)
- Sep. 12, 1866 Southwest Branch of Pacific Railroad conveyed by John C. Fremont to Southwest Pacific Railroad; Fremont receives securities worth \$2 million on paper in return for his down payment to the state of \$325,000. (ICC, Miner)
- Sep. 14, 1866 Pres. Andrew Johnson travels east over PRR main line; at Johnstown, at about 11:00 AM, planks over the Cambria Iron Company's railroad on the canal bed collapse under a crowd of 2,000, 6 of whom are killed or fatally injured; Johnson receives a big welcome at Altoona and banquet at the Logan House; arrives in Harrisburg at 6:30 PM. (Storey, Withers)
- Sep. 1866 Columbia & Port Deposit Railroad begins construction. (Val)
- Sep. 15, 1866 Pres. Andrew Johnson completes his "swing-round-the-circle" by traveling from Harrisburg to Washington via the Northern Central Railway and B&O. (Withers)
- Sep. 15, 1866 Shoemaker, Miller & Co. formed as a new construction company for the Union Pacific Railway Company, Eastern Division, adding Edward Miller; with a total of eight partners, Shoemaker can be removed as head by the vote of five partners, reflecting the St. Louis group's dissatisfaction with him; company issues 2,800 certificates liable for calls of \$1,000 each, to be repaid in First Mortgage bonds. (Petrowski)
- Sep. 1866 Winslow Colliery Company begins grading railroad between Driftwood and Brookville. (was in int. of A&GW-Catawissa) (Rdg records)
- Sep. 1866 Steamship *Ottawa* arrives in New York with emigrants who take special PRR train to lands in Rollo, Mo. on Southwest Pacific Railroad; however, American Emigrant Aid & Homestead Company's operations in other parts of the country causes it to fail, and the Southwest Pacific loses \$40,000 on the venture. (Miner - verify NYT?)

- Sep. 1866 Jay Cooke sends his Sandusky agent Rice Harper along the line of the Lake Superior & Mississippi Railroad to buy large tracts for Cooke, William G. Moorhead, and some of their friends. (Oberholtzer)
- Sep. 17, 1866 Joint Companies Executive Committee authorizes building a second outlet lock on the Delaware & Raritan Canal at New Brunswick; sends the demand of the Hoboken Land & Improvement Company for excessive rent for the Barclay Street pier to arbitration. (MB)
- Sep. 17, 1866 Delaware & Raritan Canal Company contracts with R.S. Conover to do all team towing on the canal, taking the mules, etc. from James Buckelew, the contractor since 1855; the Reading continues to use its own teams. (MB)
- Sep. 18, 1866 Engineer Myers C. Conwell reports to the Junction & Breakwater Railroad on the survey to Lewes. (MB)
- Sep. 20, 1866 Floods hit southern Ohio. (ARJ)
- Sep. 21, 1866 Brooklyn & Rockaway Beach Railroad begins running through between South Ferry and Canarsie, using the LIRR to East New York. (BrklnEgle)
- Sep. 21, 1866 Farmers Railroad secures an injunction against the Reno, Oil Creek & Pithole Railroad preventing it from running its trains from Reno to Rouseville; many oil shippers transfer their headquarters to Oil City. (DerrickHndbk)
- Sep. 23, 1866 George W. Thomas meets with Richard D. Wood and tells him that John F. Bodine of Williamstown has asked him to operate the Raritan & Delaware Bay Railroad. (Wood)
- Sep. 24, 1866 Charles E. Smith of Reading elected Pres. pro-tem of Junction Railroad, as J. Edgar Thomson is out of the country. (MB)
- Sep. 25, 1866 Jerome Park Racetrack opens in Fordham, now in the Bronx; built by Vanderbilt ally Leonard W. Jerome (1817-1891) and the American Jockey Club, which he has organized with August Belmont, Sr. (1816-1890) and William R. Travers (1819-1887). (Trager)
- Sep. 24, 1866 Old Colony & Newport Railway completes new Dighton & Somerset line from Braintree Highlands to Stoughton Jct. and North Easton to Somerset Jct., forming a shorter, parallel route from Boston to Fall River and Newport; Fall River Line boat trains rerouted from via Middleboro to via Randolph over new line. (NHCorp, RRH)
- Sep. 26, 1866 New Jersey Railroad Board reports the sale of the ferry *Hudson* for \$5,000.

(MB)

- Sep. 26, 1866 Maryland & Delaware Railroad Board reports that a recent ruling in *Maryland v. Tench Tilghman, et al.* requires that the state directors countersign all certificates issued by the Treasurer; Board authorizes hypothecating \$75,000 in bonds at 40 to pay for construction. (MB)
- Sep. 27, 1866 Alexandria & Fredericksburg Railway Board gives Chief Engineer A. Grant Childs the power to change the route at his discretion. (MB)
- Sep. 27, 1866 Tyrone & Clearfield Railroad sold at foreclosure; the portion between Tyrone and Vail, which forms part of the Tyrone-Lock Haven line, is sold to the PRR, and the portion between Vail and Philipsburg is sold to George B. Roberts, et al., and reorganized as the Tyrone & Clearfield Railway. (Val, C&C)
- Sep. 27, 1866 Future PRR Superintendent John Barclay Fisher (1866-) born at Conemaugh, Pa. (PRRBio)
- Sep. 27, 1866 St. Louis & Iron Mountain Railroad sold at foreclosure at St. Louis to the Commissioners of the State of Missouri. (ICC, ARJ)
- Sep. 29, 1866 Camden & Atlantic Railroad Board authorizes borrowing \$30,000 to pay the interest on the Second Mortgage bonds. (MB)
- Sep. 29, 1866 Junction Railroad Board appoints Isaac Hinckley to confer with the West Chester & Philadelphia Railroad over an exchange of land. (MB)
- Sep. 29, 1866 Farmers Railroad opens between Rouseville and Petroleum Centre on the east bank of Oil Creek, and through trains operate Corry to Oil City in connection with the Oil Creek Railroad; was opened from Oil City to Rouseville in Aug; gives the Philadelphia & Erie Railroad two routes into Oil City, one via Irvineton and one via Corry. (Maybee, ARJ, USRR&MR)
- Sep. 30, 1866 Camden & Burlington County Railroad surrenders lease of Vincentown Branch of the Burlington County Railroad. (Val)
- Oct. 1, 1866 West Chester & Philadelphia Railroad agrees to surrender its track through the Almshouse grounds and exchange property with the Junction Railroad. (MB)
- Oct. 1, 1866 Washington, Alexandria & Georgetown Railroad Board meets after a power struggle; a committee reports that the 3,850 shares issued to Leonard Huyck and Oscar A. Stevens since Feb. 1 are fraudulent; a new Board is elected, including William Keyser of Baltimore, Joseph B. Stewart, Charles H. Stewart, Joseph Davison and Robert W. Latham; the stockholders

disapprove the lease to Oscar A. Stevens and W. Jackson Phelps and cancel the contract with the Adams Express Company; no further meetings are recorded. (MB)

- Oct. 1, 1866 Buffalo & Oil Creek Cross Cut Railroad leases the unfinished Cross Cut Railroad for five years. (Val)
- Oct. 1, 1866 Union Pacific Railway Company, Eastern Division, makes a new contract with Shoemaker, Miller & Co. to build from Fort Riley, Kan., to a point on the Smoky Hill River where the government subsidy ends, for \$50,000 per mile in the ratio of \$16,000 United States bonds, \$16,000 First Mortgage bonds, \$10,000 in Income bonds and \$8,000 in stock; actual payment for the 268 miles was different. (ICC, Petrowski)
- Oct. 1, 1866 Cairo & Fulton Railroad (Mo.) sold at foreclosure to Charles S. Rankin of the State Board of Commissioners for \$957,500. (ARJ)
- Oct. 2, 1866 Middle Creek Railroad Company organized. (USRR&MR)
- Oct. 2, 1866 Petroleum Board of Cleveland incorporated as a trade association of refiners, but excluding the Rockefellers.
- Oct. 2, 1866 Atlantic & Pacific Railroad organized at St. Louis; John C. Fremont elected Pres.; Daniel R. Garrison of St. Louis as VP; directors include Leonard W. Jerome of New York. (Miner - check Poors - ARJ has 10/1)
- Oct. 2, 1866 National Association of General Passenger & Ticket Agents convention solicits proposals for publishing a railway guide that will be the only one officially recognized by the Association. (Guide)
- Oct. 3, 1866 Sinnemahoning Portage Railroad Company merged into Buffalo & Washington Railway Company under agreement of Aug. 6, 1866; George W. Tiff, Pres.; William Wallace, Chief Engineer. (Val, C&C)
- Oct. 3, 1866 At PFW&C Board meeting, GR&I Pres. Joseph K. Edgerton appears to plead for aid; Board agrees providing he can get the deadline for completing the road extended; Board adopts a new organization manual; appoints a committee to negotiate with the Cincinnati & Zanesville Railroad for using the Akron Branch as part of a through line; postpones consideration of aid to the Goshen, Kosciusko & Peru Railroad; agrees in principle to put up money to extend the Indianapolis, Rochester & Chicago Railroad from Rochester to Plymouth providing its stockholders can complete the line between Rochester and Peru. (MB)
- Oct. 3, 1866 PFW&C Board adopts new bylaws and organization; Transportation Dept. headed by General Superintendent J. N. McCullough with two Division

Superintendents, a General Freight Agent and a General Passenger Agent; Construction Dept. headed by Chief Engineer H. A. Gardner; Accounting Dept. headed by VP & Auditor __; Treasury Dept. headed by VP & Treasurer __; and a Legal Dept. (MB)

- Oct. 3, 1866 Cleveland & Pittsburgh Railroad Board subscribes \$50,000 in First Mortgage bonds of Lawrence Railroad at 85. (MB)
- Oct. 5, 1866 Lawrence Railroad Board resolves that the maintenance and ballasting of the track between Mahoningtown and Lowell is to be under the charge of the Superintendent of the PFW&C. (MB)
- Oct. 6, 1866 Richard D. Wood buys the Florence iron foundry property from Col. William C. Patterson for \$42,500; he builds it into a major pipe foundry. (Wood)
- Oct. 7, 1866 Commodore Robert F. Stockton (1795-1866), president of Delaware & Raritan Canal and West Jersey Railroad, dies. (DAB)
- Oct. 8, 1866 Chicago ordinance authorizes Chicago & Great Eastern Railway to build track in Kinzie Street parallel to C&NW from Western Avenue to a point between North Morgan and North Sangamon Streets; also on Carroll Avenue east from Halsted Street to Chicago River. (Church)
- Oct. 8, 1866 Cornelius Vanderbilt buys St. John's Park, formerly an upscale residential square on the lower west side of Manhattan near the present Holland Tunnel, as the site for a freight depot; Vanderbilt pays Trinity Church \$400,000 for the Park itself and \$600,000 to the adjoining lot owners; it had once been a fashionable residential square but is now in an industrial and commercial district. (Stiles)
- Oct. 1866 Circuit Court of Hancock County, Ill., rules that the Toledo, Wabash & Western Railway is the rightful owner of the ex-Toledo, Peoria & Warsaw Railway branch between Elvaston and Carthage; also rules that the Toledo, Wabash & Western Railway owns the north side of the TP&W right of way between Elvaston and the Mississippi River; Wabash only uses the part from Hamilton to Keokuk Bridge.
- Oct. 9, 1866 John White Geary (1819-1873), a Cameron Republican, defeats Democrat Hiester Clymer (1827-1884) for Gov. of Pennsylvania. (NYT)
- Oct. 9, 1866 Future Superintendent George M. Smith (1866-) born at Baltimore County, Md. (PRRBio)
- Oct. 9, 1866 Seat of Wood County, Ohio, changed from Perrysburg to Bowling Green. (Long)

- Oct. 10, 1866 Washington & Alexandria Turnpike Company adopts new bylaws; orders begin legal proceedings to remove all railroad tracks from 100-foot right of way and to compel War Dept. to pay for use of the road during the war and return it to the company. (MB)
- Oct. 10, 1866 Little Rock & Fort Smith Railroad reorganized. (ARJ)
- Oct. 11, 1866 Virginia & Tennessee Railroad stockholders approve a consolidation with the Norfolk & Petersburg Railroad and South Side Railroad. (ARJ)
- Oct. 12, 1866 Railroad meeting held at Erie to promote a direct line to Oil City via the Union & Titusville Railroad. (ARJ)
- Oct. 12, 1866 Newark & New York Railroad contracts the portion between the Hudson and Hackensack Rivers to Lee & Huston. (ARJ)
- Oct. 12, 1866 Chicago, Cincinnati & Louisville Railroad incorporated as a reorganization of the Cincinnati, Peru & Chicago Railroad; begins converting its line between La Porte and Plymouth, Ind., from 4'-10" to standard gauge. (GrnBk, Rehor)
- Oct. 12, 1866 Cairo & Fulton Railroad (Mo.) seized by the State of Missouri. (ICC)
- Oct. 13, 1866 Western Pennsylvania Railroad celebrates formal opening between Freeport and Allegheny; guests include Pres. George B. Roberts and Chief Engineer Antes Snyder. (ARJ, USRR&MR - Allegheny River bridge not done?- Val has 12/1)
- Oct. 15, 1866 Jonah Woodruff, General Superintendent of the Central Transportation Company, hosts a short press trip on the CNJ at Jersey City with the "Silver Palace" sleeping cars *Altoona*, *Allegheny* and *Pittsburgh*; the last two cars leave at night with a private party who are attending the celebration of completion of the Union Pacific Railroad to the 100th meridian; two new cars, the *New York* and *Chicago* are to be built by next spring for use on the Allentown Route. (NYT)
- Oct. 15, 1866 Maryland & Delaware Railroad opens between Halltown and Goldsboro. (AR)
- Oct.? 1866 Warren & Franklin Railway secures control of the Farmers Railroad, running from Oil City to Petroleum Center. (USRR&MR, Williamson/Daum)
- Oct. 1866 Cornelius Vanderbilt retires from the Erie Railway Board. (Mott - verify election date)

- Oct. 16, 1866 Virginia & Tennessee Railroad stockholders reject William Mahone's proposal to merge with his Norfolk & Petersburg and South Side Railroads. (Blake)
- Oct. 16, 1866 Thomas C. McDowell & Co. enters into agreement with John C. Fremont, who agrees to furnish the money to build the Memphis, El Paso & Pacific Railroad; Fremont transfers a one-quarter interest in a concession from the Republic of Mexico to build a railroad from El Paso to Guaymas on the Gulf of California; Fremont has an ambitious plan for a transcontinental railroad from Norfolk to San Diego. (Taylor)
- Oct. 17, 1866 National convention of railroad presidents reconvenes at St. Nicholas Hotel in New York; B.H. Latrobe reports on bridges and construction; Ashbel Welch on signals (block system), and Daniel C. McCallum on preserving timber; PRR is only Trunk Line represented. (RyW) Welch is Chairman of Committee on Safety Signals & Regulations; recommends telegraph block system like that in use for one year between Kensington and New Brunswick. (EngNews 1882, USRR&MR)
- Oct. 17, 1866 At the same meeting, representatives of what are already known as the "Atlantic Coast Lines" agree for uniform ticketing and schedules from Richmond to Florida, Augusta, Atlanta and New Orleans. (USRR&MR)
- Oct. 17, 1866 New Jersey Stock Yard & Market Company abattoir opens at Communipaw, Jersey City on CNJ with 2,000 guests and a parade of butchers' trucks from New York's Washington Market; covers 21 acres; main building 380 x 130 two storeys high, plus a 480 x 100 storehouse for hogs three storeys high; slaughters mostly hogs with capacity of 6,000 per day, plus smaller amounts of sheep and cattle. (ElizDlyJrnl, NYT, StGaz)
- Oct. 17, 1866 Union Pacific Railway Company, Eastern Division, opens to Fort Riley, Kan., completing work under the R.M. Shoemaker & Co. contract. (Petrowski - ARJ has Mon 10/15)
- Oct. 18, 1866 Farmers Railroad completed to Petroleum Centre. (DerrickHndbk)
- Oct. 18, 1866 William H. Vanderbilt meets with the NYC Board in Albany in an attempt to settle the dispute between it and the Hudson River Railroad; NYC agrees to prorate through traffic for one year and pay the Hudson River Railroad \$100,000 annually as compensation for leaving its freight cars idle in summer when the NYC diverts freight to the People's Line steamboats. (Neu, Stiles)
- Oct. 20, 1866 *American Railroad Journal* reports that the NYC is about to import 2 miles worth of English steel rails. (ARJ)

- Oct. 21, 1866 PRR discontinues Sunday Paoli Local; restores Parkesburg Local. (USRR&MR)
- Oct. 21, 1866 Explosion at the oil loading wharf of Fisher Bros. at Oil City destroys almost the entire oil-shipping district of the town. (DerrickHndbk)
- Oct. 22, 1866 Joint Companies Executive Committee authorizes building a dry dock for company boats at Coalport, near Trenton. (MB)
- Oct. 22, 1866 Western Pennsylvania Railroad begins local passenger service at its western end between Allegheny City (Anderson Avenue) and Sharpsburg. (PittsGaz)
- Oct. 22, 1866 B&O begins "B&O Lightning Express", a fast freight line for westbound oysters and dry goods to Cincinnati via Central Ohio Railroad, running in under 30:00. (USRR&MR, ARJ)
- Oct. 22, 1866 Little Miami Railroad Board reviews a letter from Ambrose E. Burnside seeking aid for a railroad from Richmond, Ind., to Fairland, Ind., and another offering control of the Hillsborough & Cincinnati Railroad; appoints a committee on consolidation with the Cleveland, Columbus & Cincinnati Railroad. (MB)
- Oct. 20, 1866 J. Edgar Thomson presides over a meeting of railroad presidents, superintendents and chief engineers with the object of forming a trade association; agree to a further meeting at the St. Nicholas Hotel in New York. (ARJ)
- Oct. 24, 1866 William Johnston asks the Richmond & Danville Railroad Board for help in building the Columbia & Augusta Railroad. (Nelson/MB)
- Oct. 25, 1866 Richard D. Wood meets with John G. Stevens and discusses railroad affairs in southern New Jersey, including the state of the Raritan & Delaware Bay Railroad, the building of the Williamstown Railroad, and the merger of the West Jersey, Millville & Glassboro, and Cape May & Millville Railroads. (Wood)
- Oct. 25, 1866 Samuel G. Wheeler replaces Henry M. Alexander as the second Raritan & Delaware Bay Railroad representative on the Board of the Camden & Atlantic Railroad. (MB)
- Oct. 25, 1866 Hollidaysburg Iron & Nail Company incorporated in Pa. as an incorporation of the rolling mill of B. M. Johnston & Co.; John S. Hemphill (-1869) Pres. (PaSecyState, Africa)

- Oct. 26, 1866 Northern Central Railway Board agrees that the PRR is to have the management of the entire line between Elmira and Canandaigua; executes a joint agreement with the PRR for dividing the profit and loss on traffic from north of Williamsport. (MB, AR)
- Oct. 26, 1866 Baltimore & Potomac Railroad modifies construction contract with John W. Forney, et al., so that bonds received in payment are not convertible into stock. (MB)
- Oct. 27, 1866 North Shore Railroad opens between Flushing (Main Street) and Great Neck on Long Island; operated by New York & Flushing Railroad under agreement of Sep. 26, 1863. (Val, C&C)
- Oct. 29, 1866 William Jackson Palmer and some other officers leave Philadelphia to inspect the Union Pacific Railway Company, Eastern Division, as far as Fort Riley. (Palmer)
- Oct. 29, 1866 Peninsular Railway breaks ground for the Lansing-Battle Creek section at Battle Creek. (ARJ)
- Oct. 30, 1866 Map of the Junction Railroad by William H. Wilson presented to the Junction Railroad Board; George B. Roberts and W.H. Wilson state the PRR claim to own the one mile in the center of the Junction Railroad; PRR provides all locomotive power between Belmont and Grays Ferry. (Casebook)
- Oct. 30, 1866 Chartiers Valley Railroad Company sold at foreclosure at Pittsburgh for \$45,100 to William J. Howard for First Mortgage bondholders; purchase arranged by George B. Roberts. (Church)
- Oct. 30, 1866 Bank of the State of Missouri reorganized under the National Bank Act as National Bank of the State of Missouri, N.A.; Eads syndicate purchases the state's stock and uses the bank as a source of loans to finance Eads Bridge and connecting railroads. (Jackson)
- Oct. 1866 CNJ begins operating Silver Palace cars *Pittsburgh* and *Allegheny* through two times a week between New York and Chicago via the Allentown Route; cars are paneled in black walnut with "silver" fittings, mirrors, and ground glass panels in the clerestory; roof is supported by 8 "silver" columns between the berths; joined by the *Altoona* by Dec. (USRR&MR of 11/3)
- Oct. 31, 1866 County seat of Forest County, Pa., moved from Marienville to Tionesta. (Long)
- Fall 1866 Brooklyn & Rockaway Beach Railroad opens from East New York to

Canarsie. (NYState)

- Nov. 1, 1866 U.S. Army completes demobilization of 1,023,021 Union volunteers. (OR)
- Nov. 1, 1866 War Dept. surrenders the Washington & Alexandria Turnpike to the company but does not pay them for its use during the war. (MB)
- Nov. 1, 1866 New Jersey Railroad makes a new lease of land adjoining the Debrosses Street pier to the Stonington Line of steamboats. (MB)
- Nov. 1, 1866 The original express firm of Wells, Fargo & Co. is merged into the Holladay Overland Mail & Express Company, which changes its name to Wells, Fargo & Co.; Louis McLane replaces Danford N. Barney as Pres. (wiki)
- Nov. 4, 1866 PRR stops using the West Chester & Philadelphia entirely; West Chester & Philadelphia settles litigation with the Junction Railroad (possibly later in 1866) to exchange rights of way so as to cross each other near Spruce Street instead of near the Almshouse. (Casebook)
- Nov. 5, 1866 Eastern Shore Railroad opens between Princess Anne and Annamessex or Somers Cove, Md.; operated by Philadelphia, Wilmington & Baltimore Railroad; the village is renamed Crisfield in honor of backer John Woodland Crisfield (1806-1897) of Princess Anne; entire road is operated by the PW&B under temporary arrangements. (USRR&MR, ARJ, Wilson, C&C)
- Nov. 6, 1866 Republicans capture two-thirds control of both houses of Congress, giving Radicals control of Reconstruction; Republicans also carry all state legislative elections except Maryland; but between Oct. and Jan., all 10 southern states repudiate the Fourteenth Amendment. (EAH, Foner, JSmith)
- Nov. 7, 1866 Steamer *City of Norfolk* arrives at Norfolk on first overnight run from Crisfield; through line established between Philadelphia, Crisfield and Norfolk connecting with Seaboard & Roanoke Railroad for points south (Wilm. paper); Willard Thomson (1837-1917), future General Manager of Baltimore, Chesapeake & Atlantic Railway, named Captain of *City of Norfolk*. (MB)
- Nov. 7, 1866 Stockholders of Manassas Gap Railroad authorize sale to Orange & Alexandria Railroad or a sale to the bondholders in order to get money to reopen the line, after John W. Garrett declines direct aid. (ARJ)
- Nov. 7, 1866 Lehigh Coal & Navigation Company secures a 20-year trackage rights agreement to run all passenger and non-coal freight trains and southbound coal trains over the railroad of the Union Coal Company between Union Jct.

northeast of Wilkes-Barre and Green Ridge on the Delaware & Hudson Canal Company's railroad north of Scranton; the Union Coal Company is to lay down a third rail for Lehigh & Susquehanna Railroad trains, and the LC&N is to lay down a third rail for narrow gauge Delaware & Hudson trains on its Nanticoke Branch between Union Jct. and [Baltimore Mines?]. (LC&N AR, Val)

- Nov. 7, 1866 Former Canal Commissioner, coal operator and capitalist George M. Hollenback (1791-1866) dies at Wilkes-Barre. (Harvey)
- Nov. 8, 1868 Public meeting held in Noble County, Ohio, in support of a railroad running north from Marietta. (HistNbleCo)
- Nov. 8, 1866 Indianapolis & Vincennes Railroad approves construction contract to director Calvin Fletcher, J.P. Harper, et al., on same terms as offered by Ambrose Burnside. (MB)
- Nov. 1866 Brooklyn Central & Jamaica ceases carrying LIRR passenger cars by horse power west of East New York; LIRR resumes indirect lease of BC&J to block use by South Side Railroad and forcing it to build an independent line to the East River at Williamsburg. (Seyfried - need date SS inc. from C&C)
- Nov. 9, 1866 Elijah Hollingsworth (1806-1866) of Harlan & Hollingsworth dies as the result of an accident at the Wilmington shipyard. (findagrave, Tyler)
- Nov. 10, 1866 Union Passenger Depot at Cleveland dedicated with a banquet for over 300 guests; speeches by Amasa Stone, Pres. of the Cleveland, Columbus & Cincinnati Railroad and John H. Devereux of the Cleveland & Pittsburgh Railroad; 603 x 106 feet; it replaces the old depot built on piles over the lake. (Rozman, Haberman, Avery)
- Nov. 12, 1866 Union Passenger Depot opens for revenue service at Cleveland; used by the Cleveland & Pittsburgh Railroad and three other lines. (C&P AR, Avery)
- Nov. 13, 1866 Jeffersonville, Madison & Indianapolis Railroad stockholders approve the contract to complete the Lake Erie & Louisville Railroad between Rushville and Cambridge City. (MB)
- Nov. 13, 1866 Lehigh Valley Railroad contracts with the Warrior Run Mining Company south of Wilkes-Barre; Charles Hartshorne (1829-1908) elected a director, replacing Robert F. Stockton, deceased. (MB)
- Nov. 15, 1866 Blue Line, the third cooperative fast freight line, organized at Albany to begin service on Dec. 1; is to operate over NYC, Great Western of Canada and Michigan Central to Chicago, as soon as Great Western lays a third rail; will run west on Illinois Central, CB&Q, C&NW, Chicago & Alton; is to

have 7,000 cars. (USRR&MR, ARJ says goes into operation 1/1/67)

- Nov. 1866 J. Edgar Thomson returns from Europe. (Ward)
- Nov. 1866 Western Mail from New York, originally run on Erie Railway, switched to Allentown Route. (StGaz)
- Nov. 1866 CNJ places first car float, 140 feet long, in service between Jersey City and New York; carries eight cars; probably first use of car float at New York and first "station float" in which cars are unloaded by hand tied up alongside piers. (StGaz - week after 11/13 - Trager says the car float was invented by John H. Starin)
- Nov. 1866 PFW&C agrees with Louisville, New Albany & Chicago Railway to operate through freight cars to Louisville, Indianapolis, Cincinnati and Madison. (USRR&MR)
- Nov. 1866 PRR opens new Linville iron truss bridge across Brandywine Creek at Coatesville, Pa.
- Nov. 1866 Bellaire Nail Works incorporated by B. R. Cowen and D. J. Smith; the first large manufacturing enterprise in Bellaire, Ohio, and later part of the Carnegie-U.S. Steel empire. (ATMcKelvey)
- Nov. 18, 1866 Jules Guerin (1866-1946), future muralist at Penn Station and other major buildings, born at St. Louis. (wiki)
- Nov. 19, 1866 Robert F. Stockton, Jr. (1832-1898) elected Pres. of the Delaware & Raritan Canal Company in place of his late father; Joint Board appoints a committee to develop the anthracite coal business of the Belvidere Delaware Railroad. (MB)
- Nov. 19, 1866 Western Pennsylvania Railroad opens for revenue service between Freeport and Sharpsburg, and begins through service between Allegheny City and Blairsville; Antes Snyder is Assistant Superintendent under Robert Pitcairn, Superintendent of the Pittsburgh Division. (PittsGaz, PRR AR, Stewart - according to C&C, gauge was 4'-10" Allegheny to Natrona until about 1869)
- Nov. 19, 1866 Maryland & Delaware Railroad Board authorizes contracting with the Post Office Dept. to carry the mail between Clayton and end of track, and by horse and rider thence to Oxford. (MB)
- Nov. 19, 1866 Erie & Pittsburgh Railroad Board authorizes making special contracts with shippers who operate 10 or more cars. (MB)

- Nov. 20, 1866 First locomotive crosses PW&B 13-span bridge over the Susquehanna River at Perryville. (USRR&MR)
- Nov. 20, 1866 Grand Army of the Republic, an organization of Union veterans, holds its first national convention or “encampment” at Indianapolis; the GAR becomes a political force in the North and, incidentally, generates substantial excursion business for the PRR into the 20th century. (Clements)
- Nov. 20, 1866 Charleston & Savannah Railroad sold at foreclosure to Joseph H. Taylor, et al., for \$30,000. (ARJ)
- Nov. 21, 1866 B&O leases Central Ohio Railroad, as Reorganized, effective Dec. 1, extending its influence to Columbus. (B&O AR, Graham/Muskingum)
- Nov. 21, 1866 Columbus & Indianapolis Central Railway Board authorizes increase of capital stock from \$3 million to \$4 million. (MB)
- Nov. 21, 1866 Pa. Supreme Court dissolves the injunction secured by the Farmers Railroad against the Reno, Oil Creek & Pithole Railroad. (DerrickHndbk)
- Nov. 22, 1866 Philadelphia & Baltimore Central Railroad authorizes contracting to extend the road from Rising Sun to the Susquehanna River. (MB)
- Nov. 22, 1866 Train ferry *Maryland* makes last crossing between Perryville and Havre-de-Grace, Md.; is laid up but later purchased and rebuilt for service at New York City. (Wilson, Hilton/StmbtBll)
- Nov. 23, 1866 Catawissa Railroad makes first purchase of Winslow Colliery Company stock; eventually holds 324 shares. (Rdg)
- Nov. 24, 1866 New Jersey Railroad Board authorizes removing the Chestnut Street Station in Newark and fencing the tracks. (MB)
- Nov. 24, 1866 T. Jones Yorke elected Pres. of West Jersey Railroad, replacing Robert F. Stockton, deceased; Gen. William J. Sewell (1835-1901), a veteran of Chancellorsville, named Superintendent; Sewell eventually becomes chief PRR political representative, U.S. Senator (1881-1887, 1895-1901) and Republican Party boss of southern New Jersey; the company declares a dividend of 4%. (MB, CongBio, Prowell)
- Nov. 24, 1866 E.W. Woodward resigns as Superintendent of the Little Miami and Columbus & Xenia Railroads. (MB)
- Nov. 24, 1866 New Orleans, Mobile & Chattanooga Railroad incorporated in ___ to build an eastern connection for the 32nd parallel transcontinental route. (Watson/Brown)

- Nov. 26, 1866 PW&B bridge over Susquehanna River between Perryville and Havre-de-Grace opens with a formal banquet; eliminates last break of line between Jersey City and Washington; George Parker, engineer, and B.H. Latrobe consulting engineer. (USRR&MR - ARJ 11/26 is opening excursion - 11/28 revenue - AR has 11/28 for pass)
- Nov. 26, 1866 Wilmington, Del., businessmen interested in the Wilmington & Reading Railroad hold a press excursion over the newly-opened Delaware Railroad route between Wilmington and Norfolk. (SmyrnaTimes)
- Nov. 27, 1866 Hamilton Fish (1808-1893) writes to the Joint Companies Executive Committee requesting a conference on behalf of the New Jersey Railroad. (MB)
- Nov. 27, 1866 Superintendent E. W. Woodward elected VP of the Little Miami Railroad. (MB)
- Nov. 27, 1866 Future PRR Superintendent Joseph Hildeburn Gumbes (1866-1945) born at Oaks Station, Montgomery County, Pa. (PRRBio)
- Nov. 28, 1866 PRR Board approves Keystone Hotel Company purchasing the stock of the Cresson Springs Company from the Pennocks at 40 cents on the dollar and assuming its management; PRR to exchange its stock in the Cresson Springs Company for that of the Keystone Hotel Company at par; also authorizes purchase of \$25,000 in stock of the New Jersey Stock Yard & Market Company. (MB)
- Nov. 28, 1866 St. Louis, Vandalia & Terre Haute Railroad amends Edward F. Winslow's contract so that he is not to dispose of stocks or bonds at less than par without permission of the Board. (MB)
- Nov. 30, 1866 Northern Central Railway Board confers for the purchase of the Big Mountain Railroad at Shamokin from the Big Mountain Improvement Company. (MB)
- Late 1866? Mahanoy Branch of the Lehigh Valley Railroad extended from Mahanoy City to Mount Carmel, making connection with the Shamokin Valley & Pottsville Railroad. (HistCameronColl - verify)
- Dec. 1, 1866 Isaac Hinckley of the PW&B writes to J. Edgar Thomson to confirm that the PRR owns the middle section of the Junction Railroad; Hinckley had thought the Junction Railroad owned a continuous line. (MB)
- Dec. 1, 1866 B&O assumes operation of Central Ohio Railroad as Reorganized under an agreement of Nov. 21; line needs to be upgraded, including new rails and

ballast; there are many delays on the Columbus & Newark Division, which is only single track. (AR, B&O AR)

- Dec. 1, 1866 Norfolk County Railroad trustees lease the line between Dedham and Blackstone to the Boston, Hartford & Erie Railroad. (NHCorp)
- Dec. 3, 1866 Maryland & Delaware Railroad opens between Goldsboro and Greensboro. (AR)
- Dec. 3, 1866 Robert H. Lamborn writes to William Jackson Palmer urging J. Edgar Thomson “to engulf the Missouri Pacific into the greedy maw of the Kansas & Transcontinental boa,” but Thomson refuses and instead turns to the Southern Transcontinental route. (Ward)
- Dec. 3, 1866 Lame duck session of the 39th Congress begins. (wiki)
- Dec. 4, 1866 J. Edgar Thomson replies to Isaac Hinckley that the PRR paid for the middle section of the Junction Railroad between 35th Street and Market Street, and that is its own property. (MB)
- Dec. 4, 1866 Lykens Valley Coal Company Board authorizes a new contract to Edward Savage and I. L. Foster. (MB)
- Dec. 6, 1866 William Jackson Palmer writes to Robert H. Lamborn noting that Thaddeus Stevens has advised him that there would be greater chance of a Northern Pacific Railroad subsidy if the Philadelphians also invest in a line to Mexico to placate the South; also notes that Tom Scott has called for the Union Pacific Railway Company, Eastern Division, to turn to the south so as to approach his mining properties. (Ward)
- Dec. 1866 PFW&C places in Jersey City-Chicago service two new sleepers designed by its Master Mechanic and built in Fort Wayne Shops; contain five compartments; sold to Central Transportation Company early in 1868.
- Dec. 7, 1866 Former merchant and Bank of the United States director Col. May Humphreys (1792-1866) dies in New York City. (findagrave)
- Dec. 8, 1866 *Lady of the Lake* joins *City of Norfolk* on Crisfield-Norfolk run; through sleepers operated Philadelphia-Crisfield.
- Dec. 8, 1866 California Petroleum Company General Superintendent Thomas R. Bard sends his resignation to Tom Scott citing his continuing frustrations in working with Pres. John B. Church; Scott refuses to accept it and removes Church in Feb. 1867. (Hutchinson)
- Dec. 10, 1866 Chartiers Valley Railroad Company reorganized as Chartiers Valley

Railway Company.

- Dec. 11, 1866 Lehigh Valley Railroad Board appoints a committee to arrange for a joint station with the North Pennsylvania Railroad at Bethlehem. (MB)
- Dec. 12, 1866 Camden & Atlantic Railroad Board approves a new preliminary contract with the Raritan & Delaware Bay Railroad; R&DB is to pay 1½ cents a ton-mile and 25 cents per passenger. (MB)
- Dec. 12, 1866 William G. Fargo, Addison G. Jerome, LeGrand Lockwood (1820-1872), and Henry ("the Silent") Keep (1818-1869) capture control of the NYC, displacing the traditional directors from upstate New York; other new directors include ex-Pres. Erastus Corning, who had supported Keep after being dropped at the last election, Azariah Boody, H. Henry Baxter and John H. Chedell; Keep is elected Pres. and Fargo (Pres. of the American Express Company) as VP; they expel Vanderbilt representatives James H. Banker and Horace F. Clark from the Board and antagonize Vanderbilt's Hudson River Railroad; Lockwood is the largest single stockholder with \$4.6 million; the American Express Company has \$4 million, Keep has \$3.5 million, and Vanderbilt \$2.5 million. (Stiles/MB, USRR&MR)
- Dec. 12, 1866 Richmond & Danville Railroad stockholders vote to increase its nominal capitalization from \$2 million to \$4 million of par 100 shares; since there has been no new money paid in, it amounts to a two-for-one stock split, and the market value of the shares is halved, not doubled, and the stock is paying no dividends and selling well below par before the split; the state of Virginia is credited with an additional 12,000 shares but not notified, except through the regular annual reports to the Board of Public Works. (Rept)
- Dec. 15, 1866 Perryville-Port Deposit branch of the Philadelphia, Wilmington & Baltimore opens as far as Stillhouse Hollow; revenue service begins Dec. 17; branch was the price paid for the Susquehanna River Bridge, which threatened Port Deposit's commerce. (AR, Val, USRR&MR, portdeposit.org)
- Dec. 15, 1866 Lykens Valley Coal Company Pres. George E. Hoffman reports on the state of the mines, following the failure of the Franklin Coal Company of Lykens Valley; the company needs \$80,000 to clear its debts and make improvements; the Board authorizes \$150,000 in bonds and seeking a charter amendment to increase its capital stock. (MB)
- Dec. 1866 GR&I secures enough rail to begin laying 20 miles between Grand Rapids and Cedar Springs. (VllyUpprMaumee)
- Dec. 1866 Jay Cooke agrees to place the remaining \$3 million of the North Missouri Railroad bonds at 85. (Oberholtzer)

- Dec. 16, 1866 First complete new locomotive, 4-4-0 No. 142, is built at Altoona Machine Shops. (Lovell, AltoMirror)
- Dec. 17, 1866 Two story addition 48 feet deep containing an eating house and offices built along south side of Indianapolis Union Station. (ARJ, Daniels, Hetherington)
- Dec. 17, 1866 Little Rock & Fort Smith Railroad stockholders approve a merger with the Memphis & Little Rock Railroad to form the Central Pacific Railroad; not carried out. (ARJ)
- Dec. 18, 1866 Jersey City ordinance authorizes the Jersey City & Bergen Railroad to lay tracks in Erie Street from 2nd Street to Pavonia Avenue and in Erie Street from the present end of track to Newark Avenue on a private right of way. (Digest)
- Dec. 18, 1866 George B. Roberts reports to the Columbia & Port Deposit Railroad Board that he has had interviews with Pres. Isaac Hinckley of the PW&B, who has offered to provide terminals on Delaware and Chesapeake Bays but offers no cash aid; Roberts also discovers that the PW&B and the Philadelphia & Baltimore Central Railroad are about to occupy the right-of-way between Port Deposit and Octoraro Creek, so the C&PD will begin construction there and grant trackage rights to the P&BC. (MB)
- Dec. 18, 1866 St. Louis & Illinois Bridge Company makes contract with Lucius B. Boomer (1826-1881) of Chicago to build bridge across the Mississippi. (Jackson)
- Dec. 19, 1866 PFW&C Board appoints committees to negotiate a lease of the Erie & Pittsburgh Railroad and to negotiate with other railroads for creation of a Union Passenger Depot at Chicago. (MB)
- Dec. 19, 1866 Cleveland & Pittsburgh Railroad Board authorizes negotiating contract for boats on Great Lakes to bring traffic to and from Cleveland. (MB)
- Dec. 19, 1866 Little Miami Railroad reconveys property of partly completed Cincinnati, Lebanon & Xenia Railroad (later Cincinnati, Lebanon & Northern Railway) to old company after 1864 sale set aside by courts. (Church)
- Dec. 19, 1866 Mineral Railroad organized in City Hall at Columbus with Benjamin E. Smith, William G. Deshler, William Dennison, et al., as directors; Peter Hayden of Columbus as Pres. and Milbury Miller Greene as VP. (Studer)
- Dec. 20, 1866 Joint Companies Executive Committee authorizes a \$200 subscription for a relief fund for pioneer passenger car builder Richard Imlay (1784-1867);

hears requests of residents for passenger service between Jamesburg and Monmouth Jct. with a steam “dummy” railcar; passenger service had been promised when the company obtained the land, but has not started yet; Thomas Clyde agrees not to run an outside line during the upcoming winter under pressure from Edwin A. Stevens; discuss a proposition for a new contract with the New Jersey Railroad, replacing the one of Oct. 1, 1862. (MB)

- Dec. 20, 1866 Delaware Railroad Board authorizes a branch from Townsend to meet the Ken County Railroad at the Maryland state line. (MB)
- Dec. 20, 1866 Chicago & Great Eastern Railway authorizes \$1.5 million in bonds to enlarge shops, double track, and building an independent track of its own through Logansport. (MB)
- Dec. 20, 1866 The new NYC management revokes the \$100,000 annual payment to the Hudson River Railroad reimbursing it for keeping its freight cars idle while the river is open; Cornelius Vanderbilt, incensed, waits for a propitious moment to retaliate. (Neu, Stiles/MB)
- Dec. 21, 1866 Joint Companies Executive Committee rejects the New Jersey Railroad’s current proposals for a new contract; notes some NJRR directors claim the Oct. 1, 1862 contract is not legally binding; say NJRR supports a plan to seek a charter next session for a railroad between Millstone and Trenton, which would enable it to divert the PRR and coal traffic; agree to continue negotiations. (MB)
- Dec. 21, 1866 Camden & Atlantic Railroad Board orders a clause inserted in the Raritan & Delaware Bay Railroad contract that it applies only to non-New York-Philadelphia traffic; again threatens the R&DB to settle its accounts or stop its trains; changes the name of Longacoming station to Dayton. (MB)
- Dec. 21, 1866 PFW&C Board requests General Superintendent J.N. McCullough to make report on fast freight lines operating over its road; Charles Moran of New York and Erasmus Gest of Cincinnati present their plan to complete the Cleveland, Zanesville & Cincinnati Railroad, and PFW&C appoints committee to arrange sale or lease of Akron Branch. (MB)
- Dec. 21, 1866 Savannah & Charleston Railroad incorporated in S.C. as the reorganization of the war-battered Charleston & Savannah Railroad. (ICC)
- Dec. 24, 1866 Ashbel Welch reports to the Joint Board on negotiations with the New Jersey Railroad; the NJRR proposes to split rates according to actual distance and to restrict traffic via South Amboy; the Joint Board rejects this but continues negotiations. (MB)

- Dec. 24, 1866 George W. McCook, contractor for Steubenville Bridge, transfers lease of bridge to J. Edgar Thomson as trustee for PRR. (Church)
- Dec. 24, 1866 D. Ricketts and William B. Hamilton appointed to secure subscriptions to Louisville Bridge Company. (AR)
- Dec. 25, 1866 ___ Railroad opens between Rushville and Connorsville, Ind. (NYT - part of Cin, Indianap & Western?)
- Dec. 25, 1866 Junction Railroad opens between Hamilton, Ohio, and Rushville, Ind. (ARJ)
- Dec. 25, 1866 Banker Jay Cooke celebrates his first family Christmas at his new palatial country estate, "Ogontz," located north of Philadelphia; the estate takes its name from an Indian chief who had been a friend of the family back in Sandusky; the building of "Ogontz" helps spur the development of suburbs along the North Pennsylvania Railroad, especially for nouveau-riche families that have made their fortunes during the war. (Logan, Oberholtzer, Baltzell)
- Dec. 26, 1866 Lewisburg, Centre & Spruce Creek Railroad stockholders agree to transfer the company franchise to the Philadelphia & Erie Railroad or any other company that will complete it. (ARJ)
- Dec. 27, 1866 Future PRR counsel Wayne MacVeagh (1834?-1917) marries Virginia Rolette Cameron (1840-1920), the youngest daughter of Simon Cameron, marking his switch from Andrew G. Curtin's disintegrating Republican faction to the Cameron machine. (politicalgraveyard, Bradley)
- Dec. 28, 1866 A major blizzard strikes eastern New York State, immobilizing all trains in the vicinity of Albany. (Harlow)
- Dec. 28, 1866 Merchants' Steamship Company steamer *Commodore* is driven ashore near Horton's Point, Long Island, in a blizzard; with the loss of the *Commonwealth* the year before and the \$1.25 million being spent on the new *Bristol* and *Providence*, the company is driven to bankruptcy. (Dunbaugh)
- Dec. 29, 1866 Pennsylvania Canal Company receives letters patent. (C&C)
- Dec. 29, 1866 Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell and Oliver Charlick of the Hudson River Railroad meet with Henry Keep, Erastus Corning, H. Henry Baxter and Azariah Boody of the NYC in a vain attempt to retain a joint traffic contract; Keep refuses. (Stiles)
- Dec. 29, 1866 Erastus Clark Scranton (1807-1866), Pres. of the New York & New Haven Railroad, is instantly killed when he falls under the wheels while trying to

- reboard a moving train at South Norwalk station. (NYT)
- Dec. 31, 1866 Keystone Hotel Company Board authorizes negotiations for leasing all the railroad hotels along the PRR from the railroad company. (MB)
- Dec. 31, 1866 Richard D. Wood sells one-quarter of his interest in the Broad Top Improvement Company to Ario Pardee in return for \$35,000 in the stock of the Ogden Iron Company in Sussex County, N.J. (Wood)
- Dec. 31, 1866 Lehigh Coal & Navigation Company's Lehigh & Susquehanna Railroad opens between Penn Haven and White Haven and between South Wilkes-Barre and Market Street, Wilkes-Barre, completing the line between Coalport, near Mauch Chunk, and Wilkes-Barre; a locomotive and passenger car run from Coalport to Wilkes-Barre, opening the line. (LC&N AR, ARJ)
- 1866 Rate cutting by the Atlantic & Great Western Railroad drives the rate on petroleum to New York down from \$3.70 a bbl. in 1865 to \$2.87 in 1866. (Grodinsky)
- 1866 Southwark Railroad track removed from Broad Street, Philadelphia, between South Street and Washington Avenue.
- c. 1866 New Jersey Railroad begins floating of loaded freight cars between New York and Jersey City; first use of car floats in New York harbor.
- 1866 New Jersey Railroad begins installing its first few tons of Bessemer steel rails on curves. (ARJ)
- 1866 Camden & Amboy Railroad builds new 800' x 85' pier at South Amboy. (C&C)
- 1866 Peak traffic year for Delaware & Raritan Canal; 2,857,243 million tons; higher than the Erie Canal for the same year; operating profit peaks at \$1,050,662. (Cranmer)
- 1866 Peak year for the Morris Canal, 889,220 tons, of which 459,175 tons are coal; it is now closely paralleled by the Morris & Essex Railroad. (Winfield, Baird, CLJones)
- 1866 Coal tonnage of the Lehigh Valley Railroad first exceeds 2 million tons. (AR)
- 1866 Washington & New York RPO renamed New York & Washington RPO. (Kay)

- 1866 Second track completed between Philadelphia and Baltimore on PW&B, except for section between Aberdeen and Chase and on Bush and Gunpowder River bridges; work is stopped because of a sudden drop in traffic, and not resumed until 1875. (AR)
- 1866 Northern Central Railway begins installing steel rails. (C&C)
- 1866 Northern Central Railway completes new passenger and freight stations at Canton. (AR)
- 1866 Philadelphia & Altoona RPO and Altoona & Pittsburgh RPO combined to Philadelphia & Pittsburgh RPO. (Key)
- 1866 PRR 4-4-0 *Butler* No. 24 rebuilt as a coal burner at Altoona. (Lovell)
- 1866 PRR installs 1,541 tons of imported Bessemer steel rail; 600 tons are 56-lb. P&E pattern and the rest the new 67-lb. PRR pattern; cost twice as much as iron rails but eight times more durable; Thomson decides to re-roll old iron rail and use steel only to replace amount of rail lost to wear and tear until price of steel rails comes down with expanded production. (AR)
- 1866 PRR completes double track between Royalton and Marietta, Pa.
- 1866 New station built at Chambersburg and freight house and passenger station built at Shippensburg on the Cumberland Valley Railroad. (C&C)
- 1866 Williamsport Lumber Branch of Philadelphia & Erie Railroad extended 0.57 mile. (Val)
- 1866 Philadelphia & Erie Railroad constructs a number of large houses for managers and foremen at Renovo, located in the glen at the foot of the mountain north of the tracks. (clintoncogensociety)
- 1866 Dock No. 2 opens at Erie; first Lockport ore cranes installed on Dock No. 1 (Watkins); first coal pier opens at Erie (AR says coal pier open fall of 65); anthracite coal shipped from Shamokin and Lehigh regions to Lake ports. (? - C&C has first freight & passenger pier built)
- 1866 Philadelphia & Erie Railroad completes engine houses at Sunbury, Renovo, Kane and Erie. (C&C)
- 1866 Red Line Transit Company (the "Red Line"), first cooperative fast freight line (car pool of participating lines rather than owned by the railroad or individuals connected with it), begins operating between Boston/New York and western points via NYC, Lake Shore route, and Wabash; carries mostly eastbound flour, meat, and other 4th class freight; makes deep inroads on

traffic of PFW&C, which had 60% of eastbound traffic from Chicago in winter of 1865-66. (prob. began in spring - see fall 1865)

- 1866 PFW&C completes two-stall engine house at Leetsdale, Pa., for Pittsburgh-Leetsdale locals.
- 1866 Neshannock Extension of Sharpsville & Oakland Railroad (0.87 mile) opens. (Church)
- 1866 Cleveland & Pittsburgh Railroad buys additional land in Allegheny/Pittsburgh and builds freight tracks. (C&C)
- 1866 Joseph Lomax (1809-1914) resigns the presidency of the Grand Rapids & Indiana Railroad after 12 years of trying to raise capital; post soon passes to Joseph K. Edgerton (1818-1893) of Fort Wayne.
- 1866 Cincinnati, Richmond & Fort Wayne Railroad resumes construction; DeGraff & Sons, contractors. (ICC, Val)
- 1866 Grand Rapids & Indiana Railroad resumes construction. (C&C)
- 1866 Toledo, Peoria & Warsaw Railway sells Elvaston-Carthage section of line to Illinois, & Southern Indiana Railroad; passes out of Toledo, Peoria & Western system into Wabash system.
- 1866 John B. Jervis resigns as Superintendent and Engineer of PFW&C. (Stevens - verify - Larkin has repl as GS in 1863 and as Consulting Engineer in 1866)
- 1866 Future Lines West VP Joshua Twing Brooks (1840-1901) joins the PRR system as Deputy Solicitor for the PFW&C. (AR, MB)
- 1866 J. D. Herkimer named Superintendent of the Terre Haute & Richmond Railroad, replacing Robert E. Ricker, resigned. (AR)
- 1866 Tom Scott, two PRR associates, and directors of Pacific Railroad of Missouri form the St. Louis & Pacific Fast Freight Company to operate between St. Louis and Kansas City. (Jackson)
- 1866 David McCargo, formerly Superintendent of the Oil Creek Railroad, becomes Superintendent of the Milwaukee & Minnesota Railroad and of the Horican Division of the Milwaukee & St. Paul Railway. (Wilson)
- 1866 Charles D. Law (1844-1902), later a Lines West official, begins his railroad career on the engineer corps of the Philadelphia & Trenton Railroad, after serving in the engineer corps of the Army of the Cumberland.

(VllyUpprMaumee)

- 1866 The entire Cassatt family moves from Renovo to Irvine, Pa. (Mathews)
- 1866 Andrew Constant Vauclain (1809-1887) is promoted from foreman of the Altoona Shops to Assistant Foreman of the Erecting Shop. (Crimmins)
- 1866 Lehigh & Mahanoy Railroad opens between Laurel Jct. near Delano and New Boston Jct.; this line later becomes part of a joint PRR-Lehigh Valley service between Philadelphia and Wilkes-Barre. (ICC, Baird- verify)
- 1866 Boston, Hartford & Erie Railroad leases the Dutchess & Columbia Railroad; BH&E is to have the right to build on the D&C right-of-way between Hopewell Jct. and Fishkill. (Baker)
- 1866 B&O leases Winchester & Potomac Railroad and begins investing in Orange & Alexandria Railroad in bid to extend into South. (Hildebrand, Kean - ARJ has 1867)
- 1866 New Orleans, Jackson & Great Northern Railroad fully reopened between New Orleans and Canton, Miss. (Stover)
- 1866 Ten large 0-6-0 locomotives of 5'-6" gauge are built for the Memphis, El Paso & Pacific Railroad by the Andree Koechlin Works at Mulhausen, Alsace, France; they are named for the rivers to be crossed by the line, starting with the Mississippi and ending with the Brazos. (Watson/Brown)
- 1866 Cleveland & Toledo Railroad sells its never-used 1853 bridge across the Maumee River at Maumee. (Harlow, McLellan)
- 1866 Michigan Southern & Northern Indiana Railroad and Chicago & Rock Island Railroad open a new joint passenger terminal at La Salle & Van Buren Streets in Chicago, replacing separate stations side by side at 12th Street. (McLellan - verify - ARJ of 2/9/67 describes as "just completed")
- 1866 Iowa Southern Rail__ incorporated in Iowa to build west from the Keokuk Bridge. (verify ICC-CB&Q - were Smith & Carnegie in this?)
- 1866 Individual Enterprise Line, running between Baltimore and the Eastern Shore, completes the steamboat *Samuel J. Pentz*, rebuilt from the *Long Island*, burned at New Bern, N.C., while in government service. (Burgess)
- 1866 Allegheny House at Long Branch, N.J., destroyed by fire. (Ellis)
- 1866 Philadelphia Chamber of Commerce incorporated for the purpose of erecting a building to act as an exchange; 31% of the stock is taken by the

Corn Exchange Association of Philadelphia. (Scharf - not in Beitel)

- 1866 New York banker Robert Lenox Kennedy becomes sole stockholder of the Ironton Railroad. (Mathews/Hngrfrd - verify MB)
- 1866 Penn Gas Coal Company buys the Coal Run Railroad built by Painter & Leuffer near Irwin, Pa., and begins mining in this section. (Albert - verify WCCo)
- 1866 Villages of Imperial, Laytonia and Leetown on the south side of the Allegheny River opposite Oil City merged to form the borough of Venango City. (Babcock)
- 1866 Col. James Brackett and N. T. Hilton purchase all the stock of the Pennsylvania Tubing & Transportation Company (pipelines) and organize the Rochester & Oleopolis Oil Company. (Babcock)
- 1866 James Patterson sells the site of Brighton, Pa., to the Harmony Society, who enlarge the plat and rename it Beaver Falls, to avoid confusion with New Brighton on the PFW&C. (Richard)
- 1866 James Rhodes builds a 3'-6" gauge railroad from his coal mines 4 miles north of New Castle, Pa., to the Shenango Iron Works in New Castle. (Durant)
- 1866 Whitaker Iron Company incorporated in W.Va. by George P. Whitaker (1803-1890), who operates the Principio Iron Works in Maryland, to take over the Crescent Iron Works at Wheeling, which had failed in the Panic of 1857 in debt to Whitaker. (Scott)
- 1866 George Westinghouse forms a partnership to manufacture a new cast-steel frog for railroad switches that he has invented. (Skrabec)
- 1866 In Chicago, George Westinghouse (1846-1914) meets a Mr. ___ Ambler, who has invented a continuous chain brake for railroads; when Westinghouse mentions he has been working on the brake problem, Ambler tells him to give up, as he has patented the only workable design; Westinghouse then experiments with a steam-operated brake before learning of the use of compressed air transmitted over long distances to drill the Mt. Cenis Tunnel in the Alps. (StdHistPitts)
- 1866 Charles H. Morse (1833-1921) is made a partner in the Cincinnati office of E. & T. Fairbanks, which becomes Fairbanks, Morse & Co. (it is later hyphenated as "Fairbanks-Morse" when used as a brand name); the firm is separate from its parent, and Morse diversifies away from the manufacture and sale of scales, eventually into windmills, pumps, gasoline engines, track

cars and gasoline railcars. (Kirkland - is 1862!! - NCAB)