

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

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1864

May 2015 Edition

All data subject to correction and change

- Jan. 1, 1864 New Jersey Railroad discontinues its \$1 New Year's gift to each employee. (MB)
- Jan. 1, 1864 Middle Division (P&E) created; Renovo-St. Marys ceded from Eastern Division and St. Marys-Kane from Western Division; J. J. Lawrence, Superintendent. (, clintoncogensociety)
- Jan. 1, 1864 Erie & Pittsburgh Railroad completed between Sharon and West Middlesex, Pa. (no pass. service - Spence says this is "by" 1/1 from AudGen)
- Jan. 1, 1864 City of Cincinnati agrees with Little Miami Railroad and Cincinnati & Indiana Railroad to maintain connecting track, called the Cincinnati Street Connection Railway, on Smith, Water, Sycamore and Front Streets for 15 years. (Church)
- Jan. 1, 1864 Western Union Telegraph Company leases the New York, Albany & Buffalo Telegraph Company under an agreement of Dec. 23, 1863, gaining access to the Eastern Seaboard for its empire in the Midwest; it soon effects a merger of the NYA&B through an exchange of stock. (Thompson)
- Jan. 1, 1864 Harrison Branch Railroad, an unincorporated railroad owned by Henry C. Lord and Henry Dwight and built by the Cincinnati & Indiana Railroad, opens between Valley Jct. and Harrison, Ohio; operated by the Indianapolis & Cincinnati Railroad under lease. (GrnBk)
- Jan. 1864 Subscription books for \$1.1 million of First Mortgage bonds of the Chicago & Great Eastern Railway opened at the New York banking house of Schuchardt & Gebhard. (ARJ)

- Jan. 3, 1864 Ice jam results in the grounding of the PW&B train ferry *Maryland*, severing the line between Philadelphia and Baltimore; refloated at 4:30 PM. (Felton)
- Jan. 4, 1864 Erie & Pittsburgh Railroad opens for regular service between West Greenville and Sharon, Pa. (Spence)
- Jan. 4, 1864 John C. Fremont, who has fallen under the influence of a New York lawyer, Edward Learned and his cronies, makes a new construction contract for the Union Pacific Railway Company, Eastern Division, with Ross, Steele & Co. (Petrowski)
- Jan. 5, 1864 West Chester & Philadelphia Railroad sues the Junction Railroad and PRR in the Pennsylvania Supreme Court to block the crossing near the Almshouse property in West Philadelphia. (Casebook)
- Jan. 5, 1864 Washington, Alexandria & Georgetown Railroad Board authorizes borrowing \$50,000 to meet due bills; authorizes compromising the suit brought by the District of Columbia by assuming half the certificates issued by James S. French in 1855; the offer has been rejected by the Washington City Council. (MB)
- Jan. 5, 1864 Columbus & Xenia Railroad appoints committee with Cleveland, Columbus & Cincinnati Railroad to enlarge Columbus Union Depot to avoid blocking High Street while making up trains. (MB)
- Jan. 5, 1864 Summit Branch Railroad Board meets at Boston; William Colder and William Buehler resign as directors and are replaced by Samuel H. Gookin and Henry A. Pierce; George P. Sanger, who is also Pres. of the Bear Valley Coal Company, replaces William Colder as Pres. (MB)
- Jan. 5, 1864 Mercer Mining & Manufacturing Company, formerly an unincorporated association, incorporated in Pa. under a July 19, 1863 general law; may hold 50,000 acres of mineral lands but not build a railroad. (Felton - PaSecyState has 10/29/63!!)
- Jan. 6, 1864 House appoints a nine-man select committee on the proposed New York-Washington Air Line Railroad, 66 to 45, after having failed to get a quorum on Jan. 5. (CongGlobe)
- Jan. 6, 1864 Cleveland & Pittsburgh Board appoints James F. Clark VP; refers contract with PFW&C and Union Transportation Company to Executive Committee; debates question of adopting compromise gauge. (MB)
- Jan. 7, 1864 House Speaker Schuyler Colfax (1823-1885) names Augustus Brandegee

(1828-1904) of Conn., John B. Alley (1817-1896) of Mass., Samuel J. Randall (1828-1890) of Pa., John F. Farnsworth (1820-1897) of Ill., James A. Garfield (1831-1881) of Ohio, Edwin H. Webster (1829-1893) of Md., Daniel W. Voorhees (1827-1897) of Ind., and Ithamar C. Sloan (1822-1898) of Wisc. to the Select Committee on the Railroad to New York. (CongGlobe)

- Jan. 7, 1864 Gov. Andrew Curtin vetoes supplement to charter of Lykens Valley Railroad & Coal Company giving it combined mining and transporting powers and permission to increase land holdings from 3,000 to 15,000 acres. (USRR&MR)
- Jan. 7, 1864 Ashtabula & New Lisbon Railroad stockholders agree with Marvin Kent, Williams Reynolds and others associated with the Atlantic & Great Western Railroad to lease the Southern Division with a new company to be incorporated to build from the Cleveland & Mahoning Railroad to New Lisbon. (MB)
- Jan. 7, 1864 Columbus banker Benjamin E. Smith elected a director of the Indiana Central Railway; Board creates a separate Executive Dept. under Pres. John S. Newman and a Comptroller's Dept. under John H. Bradley, appointed Comptroller; Board authorizes negotiating an equipment pool or merger with the Columbus & Indianapolis Railroad and Richmond & Covington Railroad. (MB)
- c. Jan. 8, 1864 First through mail train operated from Jersey City to Washington.
- Jan. 9, 1864 Joint Companies Executive Committee authorizes running a stagecoach from the new Princeton Jct. station on the direct line into town; orders John G. Stevens to investigate the rash of recent delays. (MB)
- Jan. 9, 1864 Little Miami Railroad Pres. William H. Clement reports that the Little Miami and the Cincinnati & Indiana Railroad have asked the War Dept. for military protection in building the Connection Track in Cincinnati. (MB)
- Jan. 10, 1864 Indiana Central Railway, Richmond & Covington Railroad and Columbus & Indianapolis Railroad sign agreement for joint operation of their properties, forming a line between Columbus and Indianapolis via Bradford, Ohio, and Richmond, Ind., with a branch between Bradford and Union City, as the "Great Central Line"; Indiana Central Railway is the primary company. (Church)
- Jan. 11, 1864 Rep. Reuben E. Fenton (1819-1885) of New York introduces a bill for a National Military and Postal Railway from Washington to New York; referred to the Select Committee on the Railroad to New York. (CongGlobe)

- Jan. 11, 1864 Junction & Breakwater Railroad stockholders appoint committees to meet with the PW&B re completing and operating it and to seek financial aid from the Delaware Legislature; Rev. T.P. McColley elected Pres., replacing Henry B. Fidderman. (MB)
- Jan. 11, 1864 Tom Scott resigns from the Board of the Columbia & Maryland Line Railroad. (MB)
- Jan. 11, 1864 Sen. John B. Henderson (1826-1913), a War Democrat from Missouri, introduces a joint resolution for a constitutional amendment (the Thirteenth) to abolish slavery throughout the U.S., not merely emancipate slaves in Confederate territory. (wiki)
- Jan. 13, 1864 Catawissa Railroad cancels lease of Lehigh & Mahanoy Railroad, successor to the Quakake Railroad, and substitutes a through traffic contract; L&M becomes part of the Lehigh Valley Railroad and Catawissa part of the Reading. (Rdg)
- Jan. 13, 1864 Sen. James W. Grimes (1816-1872) introduces a bill to incorporate the Metropolitan Railroad in the District of Columbia. (CongGlobe)
- Jan. 14, 1864 Railroads between New York and Washington issue statement to Postmaster General Montgomery Blair (1813-1883) on recent delays to mails; blame on single track, burning of Grays Ferry Bridge and ice in Susquehanna and River; notes that improvements are under way.
- Jan. 14, 1864 Atlantic & Great Western Railway agrees with Oil Creek Railroad giving it control of its charter and of rate-making for oil traffic for two years. (Maybee)
- Jan. 14, 1864 Oil Creek Railroad gives the Atlantic & Great Western Railroad Company of Pennsylvania the right to build from Franklin to Oil City under the Oil Creek charter and then operate it under lease; however, A&GW builds the line as its own without consideration of leasing from the Oil Creek Railroad. (Minor)
- Jan. 14, 1864 Secretary of War Stanton authorizes Little Miami Railroad to build track from depot on East Front Street, Cincinnati, to public landing on river and to railroads leading west from city. (Church)
- Jan. 14, 1864 NYC Pres. Erastus Corning secures the resignation of Jacob Gould of Rochester from the NYC Board and replaces him with James H. Banker (1827-1885), a representative of the Vanderbilt interests; this is the first Vanderbilt presence in the NYC. (MB, Neu)

- Jan. 14, 1864 U.S. Military Railroad reopens Memphis & Charleston Railroad between Bridgeport, Ala., and Chattanooga. (Clark)
- Jan. 14, 1864 The heirs of Peter Grubb and Robert Coleman form a partnership, the Cornwall Ore Bank Company, to own and operate the iron ore mines at Cornwall, Pa.; the Grubb heirs own 16.67% and the Coleman heirs 83.33%. (BethStl - verify PaCorps)
- Jan. 15, 1864 New Jersey Railroad places telegraph connection to the Camden & Amboy Jct. south of New Brunswick in service. (MB)
- Jan. 15, 1864 Public meeting held in support of steamship line between Philadelphia and Liverpool; PRR offers free wharfage if public will subscribe \$500,000; \$101,000 subscribes on the spot. (Scharf)
- Jan. 15, 1864 New Lisbon Railway incorporated in Ohio to complete the part of the unfinished Ashtabula & New Lisbon Railroad from New Lisbon to Niles, Liverpool or some other point on the Cleveland & Mahoning Railroad. (Minor, Trumbull/Mahoning)
- Jan. 15, 1864 Columbus & Indianapolis Railroad creates separate Executive and Comptroller's Depts.; increases pay of engineers to \$3 per day; appoints James M. Lunt Superintendent and Thomas Losee Master Mechanic of the Indianapolis Shops. (MB)
- Jan. 15, 1864 Indiana Central Railway signs a 10-year consolidation agreement with the Columbus & Indianapolis Railroad. (MB)
- Jan. 1864 Through sleeping cars established between Jersey City and Pittsburgh via Allentown Route; one change of cars at Pittsburgh for Chicago and Cincinnati. (this date from Pass. Dept.-see 11/62? or 1861?)
- Jan. 1864 Lehigh Coal & Navigation Company builds a railroad from its coal chutes at Mauch Chunk to connect with the Lehigh Valley Railroad in the Narrows below Mauch Chunk. (LV MB)
- Jan. 1864 Strike cuts into earnings of PFW&C. (MB)
- Jan. 1864 David S. Gray (1829-1921) joins Lines West as the General Superintendent of the Union R.R. & Transportation Company. (MB)
- Jan. 1864 Samuel Hannah retires as Treasurer of the Indiana Central Railway. (Sulgrove)
- Jan. 1864 U.S. Circuit Court for the Western District of Pennsylvania rules that the Cleveland & Pittsburgh Railroad is liable to pay the coupons of the

Allegheny County railroad bonds guaranteed by it. (ARJ)

- Jan. 1864 First hospital train departs Chattanooga for Nashville; Frank Thomson, then with US Military Railroad, develops a hospital car for carrying wounded soldiers based on old plan of three tiers of bunks as in early sleepers and canal packets, but with cloth stretchers hung in straps to prevent jarring. (Watkins, Btles&Ldrs - first mention of hospital trains in FT's correspondence is 12/2/63)
- Jan. 1864 Col. William Jackson Palmer's cavalry routs a Confederate cavalry force from North Carolina at Cosby Creek, capturing Gen. Zebulon Vance and most of his staff, for which Palmer is promoted to Brigadier-General. (Fisher)
- Jan. 1864 A military commission convenes to try the "Buckshots" arrested in the Anthracite Fields. (Palladino)
- Jan. 1864 In an effort to quell violence in the Anthracite Fields, Catholic Archbishop of Philadelphia James Frederick Bryan Wood (1813-1883), an English convert from Protestantism, issues a pastoral letter denouncing all secret societies, naming the "Molly Maguires, Buckshots" etc. (Broehl)
- Jan. 16, 1864 Alfred L. Dennis (1817-1890), a Newark financier, elected Pres. of the New Jersey Railroad, replacing Hamilton Fish (1808-1893), resigned and made VP without salary; Newark businessman Nehemiah Perry (1816-1881) elected a director. (MB)
- Jan. 16, 1864 Pennsylvania Supreme Court reverses its Nov. 1863 ruling that the draft is unconstitutional and lifts the injunction against draft commissioners by 3-2 vote; ouster of Chief Justice Walter H. Lowrie (1807-1876) and 1863 election of Unionist Justice Daniel Agnew (1809-1902) provides the swing vote. (Scharf, Shankman)
- Jan. 16, 1864 Excursion run over the Atlantic & Great Western Railroad from Galion to Akron. (ARJ)
- Jan. 17, 1864 House Committee on Air Line Railroad asks Post Office and War Depts. for reports on delays to mail, troops and supplies on existing railroads between New York and Washington.
- Jan. 18, 1864 New Jersey Railroad executes the contract of Oct. 1, 1862, deeding the branch from East Newark Jct. to the Morris & Essex Railroad station on Broad Street, Newark, to the Morris & Essex. (DL&WCorp)
- Jan. 18, 1864 New Castle & Beaver Valley Railroad Board approves selling commutation tickets in denominations of 10, 20 and 50 trips; reappoints J. W. Blanchard

Superintendent for the year. (MB)

- Jan. 18, 1864 John C. Fremont transfers title to his Union Pacific Railway Company, Eastern Division, stock to Henry M. Dakin and Courtlandt P. Dixon, two cronies of Edward Learned, the three of whom are trying to get control; Dakin informs Thomas C. Durant and warns him to keep out of the UPED. (Petrowski)
- Jan. 20, 1864 Raritan & Delaware Bay begins lobbying in Washington for federal law to override the Camden & Amboy Monopoly; Camden & Amboy counter-lobbies to maintain its privileges. (Baer/Coxey)
- Jan. 20, 1864 PRR Board grants \$200 to Cooper Shop Volunteer Refreshment Saloon at foot of Washington Street, which feeds soldiers passing through Philadelphia. (MB)
- Jan. 20, 1864 Bear Valley Coal Company leases the land of the Summit Branch Railroad Company in the Lykens Valley for \$425,000, which the Summit Branch Railroad is to use to buy the land. (MB)
- Jan. 22, 1864 Tom Scott's Arizona expedition, led by John Wyeth and George Noble, arrives at San Francisco on the *America*. (Hutchinson)
- Jan. 22, 1864 Pioneer civil engineer M. Evelyn Lyons (1834?-1864) of Reading dies at Veracruz of wounds inflicted by guerrillas who attacked his survey party in the fall of 1863; had been Chief Engineer of the Mexican Railway (Ferrocarril Mexicano) since 1861. (USRR&MR, Brks&SchlklJrnl)
- Jan. 23, 1864 Act of Alexandria government of Virginia authorizes Washington, Alexandria & Georgetown Railroad to increase stock to \$500,000 and issue \$200,000 bonds; also revokes restriction on being controlled by non-Virginians. (Digest)
- Jan. 23, 1864 Future PRR VP Benjamin McKeen (1864-1947) born at Terre Haute, Ind.; son of future Terre Haute & Indianapolis Railroad Pres. William Riley McKeen (1829-1913). (PRRBio)
- Jan. 23, 1864 The new First National Bank of the City of New York becomes an agent for the 5-20 government loan; its main business will be war and government finance for much of the decade. (Logan)
- Jan. 25, 1864 New Jersey Railroad Board reports signed copies of the Camden & Amboy Railroad and Morris & Essex Railroad contracts have finally been exchanged; reports sale of \$100,000 bonds of Perth Amboy & Woodbridge Railroad and \$100,000 bonds of the Jersey City & Bergen Railroad; have a bill ready for the next Legislature extending the charter and powers of the

company. (MB)

- Jan. 25, 1864 Joint Board approves an agreement with the New Jersey Railroad and the Union Railroad for a railroad between South Amboy and the Hudson River; authorizes applying for a charter supplement to be able to issue 20,000 new shares for the purpose of building a double track, etc. (MB)
- Jan. 25, 1864 Joint Companies' Executive Committee appoints committee to act with PW&B in building a double track railroad on Delaware Avenue from Kensington to Washington Street. (MB)
- Jan. 25, 1864 B&O completes first section of double track of Washington Branch between Elk Ridge and Annapolis Jct. (B&O AR)
- Jan. 25, 1864 Rep. Cornelius Cole (1822-1924) of California introduces a bill to amend the Pacific Railroad Act. (CongGlobe)
- Jan. 26, 1864 Quartermaster-General Montgomery C. Meigs (1816-1892) reports to Secretary of War Stanton on problems with railroads between New York and Washington; blames many recent delays on ice interfering with ferries but notes that existing service is inadequate, and B&O fares are higher than normal because of the state surcharge. (Pam)
- Jan. 26, 1864 Sen. Murphy of Brooklyn introduces a new bill in N.Y. Legislature to permit Brooklyn Central & Jamaica Railroad to operate steam dummies on Atlantic Avenue as far west as Flatbush Avenue providing it pays compensation to property owners. (BrklnEgle, NYT)
- Jan. 26, 1864 J. Edgar Thomson writes to Thaddeus Stevens, noting that he has subscribed to the Union Pacific Railroad and become a director in the recent election on the assumption that the directors were to represent the leading railroad management interests and act as trustees for the government, which would put up most of the money; however, the bulk of the Board elected recently are speculators out for their own interests. (Palmer)
- Jan. 26, 1864 Delaware Democratic Senator James A. Bayard (1799-1880) resigns in protest over the "iron-clad" loyalty oath for Congress passed by Charles Sumner and the Radical Republicans. (Scharf)
- Jan. 27, 1864 Scott expedition arrives in San Francisco. (The Road)
- Jan. 27, 1864 New York & Harlem Railroad Board authorizes Pres. Cornelius Vanderbilt to sell the \$2,139,950 in stock to be used to extend double track to Chatham. (Stiles/MB)
- Jan. 29, 1864 Camden station and freight house of Camden & Amboy burned; 400 feet

long. (AR, StGaz)

- Jan. 29, 1864 Washington, Alexandria & Georgetown Railroad Board authorizes increasing the capital stock to \$500,000; later rescinded. (MB)
- Early 1864 Philadelphia & Erie Land Company sends Maj. G. J. Ball to be agent at Renovo and begins the sale of lots. (clintoncogensociety)
- Feb. 1, 1864 Pres. Lincoln increases the draft call to 500,000 men. (Scharf)
- Feb. 1, 1864 Joint Companies' Executive Committee authorizes developing a plan for rebuilding the Camden station area after fire. (MB)
- Feb. 1, 1864 New York City resolution bars the Hudson River Railroad from drawing more than one freight car at a time by horses or mules south of 31st Street, or at less than 5 MPH or block the side streets any longer than necessary; multiple cars may be drawn by one team each no closer than one block apart; the ruling comes after numerous complaints of blocking the streets. (Valentine)
- Feb. 1, 1864 Schuylkill Navigation Company surrenders the lease of the South Philadelphia piers of the Greenwich Land & Improvement Company; the steam engines and machinery are removed to Reading. (AR)
- Feb. 1, 1864 Marietta & Cincinnati Railroad terminates its trackage rights agreement with the Little Miami Railroad. (MB)
- Feb. 1, 1864 At the suggestion of Capt. Charlemagne Tower, the operators in Cass Township file affidavits attesting to intimidation by groups of miners to stop work or drive off obnoxious bosses and enforce a closed shop, which is presented as an antiwar conspiracy. (Palladino)
- Feb. 1, 1864 Future PRR Superintendent Thomas A. Roberts (1841-1907) joins the PRR as a rodman in the Construction Dept. of the Pan Handle Road. (ATO)
- Feb. 2, 1864 Railroad Committee of the N.Y. State Senate holds public hearings on the application of the Brooklyn Central & Jamaica Railroad to operated "dummy" locomotives west to Flatbush Avenue. (BrklnEgle)
- Feb. 2, 1864 Michigan act authorizes municipalities to issue bonds in support of the Grand Rapids & Indiana Railroad, the company to guarantee semi-annual payment of interest at New York; the City of Grand Rapids votes to issue \$100,000 in bonds; the issue is voided by the Michigan Supreme Court but upheld by the U.S. Supreme Court in 1872; the City of Fort Wayne also issues bonds. (Baxter)

- Feb. 2, 1864 Capt. Charlemagne Tower asks Gen. Franz Sigel to station one or two companies, including cavalry, in Cass Township, where a strike is in progress. (Palladino)
- Feb. 3, 1864 PRR Board grants \$300 to Union Volunteer Refreshment Saloon & Hospital in Philadelphia; David Salomon, a City director of PRR resigns and moves to New York; had joined Board to promote steamship line. (MB)
- Feb. 3, 1864 Postmaster General Montgomery Blair replies to Senate resolution on mail delays; says new railroad not needed; existing railroads are making improvements; delays caused by burning of Grays Ferry Bridge and ice in Susquehanna River. (NwkSentFrdm, CongGlobe)
- Feb. 3, 1864 Alexandria & Fredericksburg Railway incorporated by Alexandria government of Virginia by parties controlling the Washington, Alexandria & Georgetown Railroad to build from end of Washington, Alexandria & Georgetown Railroad to nearest point on the Richmond, Fredericksburg & Potomac Railroad; incorporators are Henry S. McComb (1825-1881), Robert W. Latham, Reuben Johnson, Silas Seymour (1817-1896), Joseph B. Stewart and Alexander Hay (1814-1884); McComb and Seymour are also involved in the Union Pacific, and Stewart is a lawyer and Congressional lobbyist who helps write the Pacific Railway Act of 1864; largest recorded stockholder is Lenoard Huyck. (MB, Digest, Harrison, Bain)
- Feb. 3, 1864 Erie & Pittsburgh Railroad completes Dock Branch from Dock Jct. to Erie waterfront. (Spence)
- Feb. 3, 1864 Samuel Hallett (1827-1864), who is trying to get sole control of the Union Pacific Railway Company, Eastern Division, makes an agreement with John D. Perry (1815-1895), Pres. of Exchange Bank of St. Louis; Perry to advance \$500,000 for every 40 miles of railroad built in return for \$640,000 in U.S. bonds. (Petrowski)
- Feb. 3, 1864 Thomas C. Durant makes an agreement with Samuel Hallett to supply Hallett with money to build the Union Pacific Railway Company, Eastern Division; Durant is to use UPED securities to raise money in return for one-third of all profits from the construction contract, while Hallett gets two-thirds, except that one-third of company's stock is to go to John D. Perry, so that each has a third interest. (Petrowski)
- Feb. 3, 1864 Gen William T. Sherman begins an advance on Meridian, Miss., from Vicksburg; his troops cause such havoc and destruction in the surrounding countryside, that Meridian is evacuated without a fight on Feb. 14. (Wagner)
- Feb. 4, 1864 Virginia act authorizes Washington & Alexandria Turnpike Company to

move its road 100 feet to remove from proximity to the Washington, Alexandria & Georgetown Railroad and sell the old roadbed to the railroad. (MB - or 2/9? verify PL)

- Feb. 4, 1864 Engineer Richard Boyse Osborne issues a report of survey for the Jersey Shore, Pine Creek & State Line Railroad; to build from Williamsport/Jersey Shore to New York state line below Olean via Port Allegheny; the object is to link the Catawissa Railroad with the Erie Railway at Olean. (USRR&MR)
- Feb. 4, 1864 Orlando Talcott, a disgruntled employee of the Union Pacific Railway Company, Eastern Division, writes to Pres. Lincoln that the track being built by Samuel Hallett fails to meet the standards set by the Pacific Railway Act of 1862; through his political friend Interior Secretary John P. Usher in Washington, Hallett later obtains a copy of the correspondence and has his brother Tom literally throw Talcott out of the office. (Petrowski)
- Feb. 5, 1864 Frank Thomson resigns as Superintendent of the U.S. Military Railroads at Nashville. (FThomsonPapers)
- Feb. 5, 1864 Michigan acts extend time for completing first 40 miles of Grand Rapids & Indiana Railroad to Jan. 1, 1866; permit townships, villages and cities along line to issue bonds to support construction. (Church)
- Feb. 5, 1864 St. Louis & Illinois Bridge Company incorporated in Missouri to bridge Mississippi River (Eads Bridge); revives earlier company of 1855. (Church, Jackson)
- Feb. 6, 1864 *American Railroad Journal* reports that the Wyoming Valley Canal Company is ready to exchange its bonds with the old Wyoming Canal Company. (ARJ)
- Feb. 8, 1864 Future Superintendent Ernest John Cleave (1864-) born at Philadelphia; a descendant on his father's side of Sir John Cleave and on his mother's side of William Pynchon (-), founder of Springfield, Mass., and of Chichester Reynolds (-) who came to Pennsylvania in the 1680s. (PRRBio)
- Feb. 8, 1864 Sen. Charles Sumner of Massachusetts, a long-time abolitionist, introduces a more radical joint resolution to abolish slavery and grant civil equality. (wiki)
- Feb. 9, 1864 PW&B Pres. Samuel M. Felton writes a pamphlet, *The Impolicy of Building another Railroad between Washington and New York*, addressed to Sen. Charles Sumner, one of the chief spokesmen of the anti-Camden & Amboy movement in Congress; blames delays on unavoidable accidents and bad weather; notes that PW&B is as close to an air-line as possible; recites

PW&B's record of unselfish devotion to the Union cause, including being the first railroad to supply hospital cars to the Sanitary Commission; pamphlet is issued to the public with preprinted letters for recipients to write to Congress in support of the PW&B. (Pam)

- Feb. 9, 1864 Future Cumberland Valley Superintendent Capt. Joseph F. Boyd (1832-1907) is one of about 100 Union prisoners of war who escape from Richmond's infamous Libby Prison through a tunnel dug under the direction of Col. Thomas E. Rose of Pennsylvania; Boyd reaches the Union lines at Williamsburg on Feb. 13 and returns to the western theater as Quartermaster of the Army of the Ohio. (Wilson)
- Feb. 10, 1864 Kent County Railroad incorporated in Maryland. (Digest)
- Feb. 10, 1864 Washington, Alexandria & Georgetown Railroad Secretary Joseph B. Stewart reports that the company is much embarrassed with only \$10,000 of the bonds sold; the Washington City Council has appointed a committee to negotiate a settlement of the company's pre-war debt; the WA&G agrees to return and cancel all certificates of the Alexandria & Washington Railroad outstanding as of Jan. 11, 1862, when they were endorsed by the city, within six months of the passage of the necessary ordinance. (MB)
- Feb. 10, 1864 Richard D. Wood subscribes \$5,000 to the Lewistown Furnace. (Wood)
- Feb. 1864 B&O completes second track of Washington Branch between Elk Ridge and Relay. (B&O AR)
- Feb. 1864? NYC and Michigan Central purchase Western Transportation Company line of freight propellers operating between Buffalo and Detroit. (USRR&MR - Maybe 1/64 - check ARJ?)
- Feb. 11, 1864 Philadelphia & Baltimore Central Railroad Board authorizes extending the road 8 miles to the Susquehanna River. (MB)
- Feb. 11, 1864 Washington, Alexandria & Georgetown Railroad Secretary Joseph B. Stewart announces an arrangement with D. Randolph Martin of New York; calls for a maximum of 3,000 shares; rescinds the resolution of Jan. 29, 1864, increasing the capital stock to \$500,000. (MB)
- Feb. 11, 1864 Richmond & Covington Railroad Board votes to issue \$125,000 in new stock and \$125,000 in Income bonds to pay off director-contractor H.G. Carey. (MB)
- Feb. 11, 1864 Property of former Illinois River Railroad (Virginia-Pekin) conveyed by deed to Peoria, Pekin & Jacksonville Railroad. (Church - C&C has 5/24/1964)

- Feb. 12, 1864 Henry Fletcher Kenney promoted from Master of Transportation to Assistant Superintendent of PW&B. (Obit)
- Feb. 12, 1864 Tom Scott's Arizona expedition is landed at San Pedro, California. (Hutchinson)
- Feb. 13, 1864 Union Pacific Railway Company, Eastern Division, signs a new construction contract with Samuel Hallett, one of its members, having abrogated the 1862 contract to Ross, Steele & Co.; Hallett and a gang of armed men forcibly eject Ross, Steele & Co.; Hallett changes the eastern terminus from Wyandotte (which become the terminus of a branch line) to Kansas City; (ICC, Anderson)
- Feb. 15, 1864 PRR declares stock dividend of \$15 per share (30%) on top of a regular 10% dividend; distributes 85,000 shares with a par value of \$4.2 million and a market value of \$6.04 million. (USRR&MR, ARJ)
- Feb. 15, 1864 Joint Companies Executive Committee authorizes counsel Joseph P. Bradley to draw up a law to permit the Joint Companies to own property in New York and Pennsylvania and to lease the Philadelphia & Trenton Railroad; the Committee authorizes extending the Bordentown Shops and building locomotives there; also building an engine house at New Brunswick. (MB)
- Feb. 15, 1864 Rep. James S. Brown (1824-1878) of Wisconsin introduces a bill for a military and postal railway from Washington to New York; referred to the Select Committee on the Railroad to New York. (CongGlobe)
- Feb. 15, 1864 James C. Stone, Andrew J. Isacks, James H. McDowell and Thomas Ewing turn over stock control of the Union Pacific Railway Company, Eastern Division, to Samuel Hallett, despite efforts of Edward Learned and his associates. (Petrowski)
- Feb. 1864 Raritan & Delaware Bay Railroad officers establish the Trenton *Monitor*, named for the ironclad, with Dorsey Gardner (1842-1894) as editor as an organ for anti-monopoly news and editorials in the state capital. (Woodward)
- Feb. 1864 Miners' "ringleaders" at Heckscherville and New Mines are arrested and sent to Fort Mifflin although not guilty of interfering with the draft; local mine committees worked to restrict production to keep up prices and wages and maintain a closed shop; the operators have them suppressed on the grounds that they are an organized conspiracy to retard the war effort and aid the Confederacy. (Palladino)

- Feb.? 1864 U.S. Circuit Court rules in *Evans v. Cleveland & Pittsburgh Railroad Company*, a suit brought to recover money on the bonds of Allegheny County, that the railroad is liable for the guarantee. (ARJ)
- Feb. 1864 G. W. McClintock sells 200 acres on the west side of Oil Creek midway between Titusville and Oil City to the Central Petroleum Company of New York, organized by Frederic Prentiss and George H. Bissell; they earn \$5 million in royalties paid by lessees and lay out the town of Petroleum Center, which becomes another oil boomtown for two or three years with a temporary population of 4,000-15,000. (Babcock)
- Feb. 16, 1864 At PRR annual meeting, Col. James Page (1795-1875), Pres. of the Union Canal Company of Pennsylvania, introduces resolutions calling for a committee to ascertain the disposition of \$850,000 from the commutation of the Tonnage Tax and condemning the conduct of the officers who had secured the charter supplement of Mar. 16, 1863, changing the Board and adding a Vice President without consent of the stockholders; also calling for an end to purchases, leases, or guarantees of lines outside of state, no rate discrimination against Philadelphia and Pittsburgh in favor of the West and Europe, no favors to coal and lumber companies, etc.; both resolutions are tabled, and stockholders approve a resolution approving actions of the Board. (AR, MB)
- Feb. 16, 1864 Two Union generals (Couch & Franz Sigel) arrive in Cass Township to assess the situation. (Munsell/Sch, Kenny)
- Feb. 16, 1864 Gen. Grenville M. Dodge with a force of 8,000 men completes the rebuilding of the Tennessee & Alabama Central Railroad from Nashville to Decatur, Ala. on the Memphis & Charleston Railroad, opening a second supply line to Chattanooga; includes 182 miles of track and 182 bridges. (Hirshson, Meredith)
- Feb. 17, 1864 Henry Fletcher Kenney (1824-1908) named Acting Superintendent of the PW&B. (AR)
- Feb. 17, 1864 Erie Railway submits its first semi-annual report on the operation of the Chemung Railroad and Elmira, Jefferson & Canandaigua Railroad to the Northern Central Railway. (NC v. Erie)
- Feb. 18, 1864 Flushing & Woodside Railroad organized at Flushing to build from Woodside on the LIRR to Flushing; James B. Brewster, Pres.; articles filed on Feb. 24. (C&C)
- Feb. 18, 1864 North Shore Railroad contracts with N. H. Decker to build the line from Main Street, Flushing, to Great Neck. (C&C)

- Feb. 18, 1864 State Sen. John B. Dutcher (1830-1911) gives notice of introducing a bill to legalize the New York Common Council's grant to the New York & Harlem Railroad for a railroad in Broadway down to the Battery; the company must buy out the existing stage operators. (NYT)
- Feb. 18, 1864 Eaton & Hamilton Railroad bondholders begin two days of meetings at Cincinnati to devise a debt adjustment plan. (MB)
- Feb. 19, 1864 Fire destroys car shops of New Jersey Railroad at East Newark; not rebuilt, and a new shop is built in Jersey City. (AR)
- Feb. 19, 1864 Camden & Atlantic Railroad Board changes the name of Weymouth station to Ellwood. (MB)
- Feb. 22, 1864 New Jersey Railroad Board reads a letter from Daniel Drew asking to assign his lease of the Liberty Street pier to the CNJ. (MB)
- Feb. 22, 1864 Joint Companies Executive Committee authorizes purchasing 2/5 of the \$13,000 bonds of the Vincentown Branch Railroad; reports the receipt of a letter from the War Dept. accusing it of interfering with routing freight over the Allentown Route. (MB)
- Feb. 22, 1864 Samuel Hallett signs three agreements, acknowledging a \$750,000 debt to John D. Perry and assigning to Perry a one-third interest in all his Union Pacific Railway Company, Eastern Division, stock and half of his construction profits. (Petrowski)
- Feb. 23, 1864 Edwin A. Stevens replies to the War Dept. that the New Jersey Railroad and Camden & Amboy Railroad are in no way related, that the C&A has never interfered with westbound freight going via the Allentown Route, and it is willing to have the rate based on the distance via Allentown instead of via Philadelphia; also states that the agreements between the C&A, CNJ and PRR are private business matters and none of the government's business. (MB)
- Feb. 24, 1864 Flushing & Woodside Railroad incorporated in N.Y. under articles dated Feb. 15 as an LIRR subsidiary to build a line from Woodside to Flushing, plus a branch to Whitestone, in competition with the New York & Flushing Railroad. (Val, CorpHist, NYState)
- Feb. 24, 1864 PFW&C Pres. George W. Cass proposes creating a separate Engineer Bureau under a Chief Engineer and relieving General Superintendent John B. Jervis of operating duties; urges increase of stock from \$6.5 million to \$25 million to finance expansion. (MB)
- Feb. 24, 1864 Western Transportation Company Board orders pushing the construction of

the Pittsburgh & Steubenville Railroad, including the use of temporary expedients. (MB)

- Feb. 24, 1864 Little Miami Railroad Board declines the offer of Frederick A. Lane to lease the Cincinnati, Wilmington & Zanesville Railroad to the Little Miami at \$125,000 a year. (MB)
- Feb. 24, 1864 Sen. John Sherman (1823-1900) of Ohio introduces a bill (S-132) on behalf of the various branches of the Pacific Railroad. (CongGlobe)
- Feb. 25, 1864 PFW&C Board appoints committee, including J. Edgar Thomson, to negotiate new percentage contract with Cleveland & Pittsburgh Railroad; approves contract with Union Transportation & Insurance Co. (MB)
- Feb. 25, 1864 Cleveland & Pittsburgh Railroad appoints John H. Devereux (1832-1886), formerly Superintendent of U.S. Military Railroads in Virginia, as Superintendent, replacing Pres. Jacob N. McCullough (1821-1891), who is promoted to General Superintendent of both C&P and PFW&C; McCullough also remains Pres. of the Cleveland & Pittsburgh Railroad. (MB, AR)
- Feb. 27, 1864 Steubenville & Indiana Railroad sold at foreclosure to J. Edgar Thomson, Henry M. Alexander (1822-1899) and George Wythe McCook (1822-1877) for \$1.89 million in disregard of creditors' agreement; sale not confirmed and not formally set aside until Oct. 1870. (Church)
- Feb. 29, 1864 John H. Devereux resigns from the U.S. Military Railroads. (Rozman)
- Feb. 29, 1864 Ohio Coal & Mining Company organized at Cleveland in the interest of the Atlantic & Great Western Railroad; leases 16,000 acres in Mahoning and Columbiana Counties on the line of the New Lisbon Railway. (Felton)
- Mar. 1, 1864 PFW&C appoints John B. Jervis Chief Engineer as head of new Engineer Dept. and separates duties from those of General Superintendent; Jacob Nessly McCullough named General Superintendent in place of Jervis; McCullough remains Pres. and General Superintendent of Cleveland & Pittsburgh Railroad. (MB, AR)
- Mar. 1, 1864 John Reilly (1836-1904) named Chief Clerk in the newly-established Car Record Office at Altoona; first centralized collecting and analysis of reports of car movements; he supervises the first fully accurate inventory and numbering of PRR freight cars; the Car Record Office then collects daily reports of car movements from yard clerks. (RyW, Loree)
- Mar. 1, 1864 John A. Wilson (1837-1896), son of William Hasell Wilson, named Chief Engineer of Philadelphia & Erie Railroad. (AR)

- Mar. 1, 1864 Future Lines West traffic officer George W. Davis (1845-) first joins the PRR system as a freight clerk on the Little Miami Railroad. (MB)
- Mar. 1, 1864 Lehigh Coal & Navigation Company informs the State of Pennsylvania that it will keep the first three dams below Wright's Creek at White Haven, one dam below Hickory Run, and the dam and canal between the Turnhole and Mauch Chunk; the rest of the Upper Grand Section of the Lehigh Canal will be abandoned. (LC&N AR)
- Mar. 1, 1864 Fourth National Bank organized at New York with a capital of \$5 million; the first three national banks there have relatively small capitals, although the First National will later become one of the city's top commercial banks. (Larson)
- Mar. 1, 1864 About 20 "Buckshots," Irish miners who had been convicted for trying to block the implementation of the draft in Schuylkill County, are imprisoned at Fort Mifflin in Philadelphia. (Brks&SchlklJrnl)
- Mar. 2, 1864 PRR Board approves lease of Greenwich wharves of J.S. McAllister for a petroleum terminal, which must be outside the built-up portions of the city because of fire hazard. (MB)
- Mar. 3, 1864 Maryland act revives the Wicomico & Pocomoke Railroad charter of 1848. (Val)
- Mar. 3, 1864 Thomas C. Durant of Union Pacific Railroad buys the 1859 charter of the Pennsylvania Fiscal Agency. (ICC)
- Mar. 3, 1864 Thomas C. Durant becomes Pres. of Pennsylvania Fiscal Agency, incorporated in 1859 to deal in railroad securities; he and George Francis Train (1829-1904) have acquired the charter to be the construction company for the Union Pacific Railroad. (Klein)
- Mar. 3, 1864 Sen. Jacob M. Howard (1805-1871) of Michigan from the Committee on the Pacific Railroad reports a bill (S-135) to amend the Pacific Railroad Act. (CongGlobe)
- Mar. 4, 1864 New York & Harlem Railroad stock hits 147½ on hopes of passage of the Broadway bill; director Daniel Drew is conniving with the State Legislature, short-selling Harlem with the understanding that they will refuse to pass the bill; so is Addison G. Jerome, who has lost \$800,000 in a failed attempt to corner the Michigan Southern & Northern Indiana Railroad and hopes to rebuild his fortune. (NYT, Harlow)
- Mar. 4, 1864 Sen. Samuel C. Pomeroy (1816-1891) of Kansas introduces an amendment

to bill S-135 to amend the Pacific Railroad Act. (CongGlobe)

- Mar. 5, 1864 New Jersey Railroad Board authorizes the disposal or abandonment of the branch from East Newark Jct. to the Morris & Essex Railroad. (MB)
- Mar. 5, 1864 *American Railroad Journal* reports rumors that the Camden & Amboy Railroad has applied to extend its monopoly for 20 years beyond Jan. 1, 1869. (ARJ)
- Mar. 5, 1864 Washington, Alexandria & Georgetown Railroad Secretary Joseph B. Stewart reports that D. Randolph Martin has paid the arrears due Post & Co.; the company still has not settled with the Washington city government. (MB)
- Mar. 5, 1864 Over the next 9 days, the gauge of the Sandusky, Mansfield & Newark Railroad is changed from 5'-4" to 4'-9½ to equal that of the Cleveland & Toledo Railroad; to be its outlet to Baltimore via the B&O. (ARJ)
- Mar. 5, 1864 The Twentieth Regiment of Colored Troops departs New York City by steamer for New Orleans. (Burrows/Wallace)
- Mar. 1864 B&O rejects offer to lease Cincinnati, Wilmington & Zanesville Railroad. (Mould)
- Mar. 7, 1864 Thomas Mellon of Pittsburgh leaves the PRR Board. (B&K)
- Mar. 7, 1864 Sen. John Conness (1821-1909) of California introduces another bill (S-152) to amend the Pacific Railroad Act. (CongGlobe)
- Mar. 7, 1864 Samuel Hallett writes to Thomas C. Durant strongly recommending that the Union Pacific Railway Company, Eastern Division, start at Kansas City, not Leavenworth, as having better grades and potential connections to the Hannibal & St. Joseph Railroad in Missouri. (Petrowski)
- Mar. 7, 1864 Landis Township, including the settlement of Vineland, N.J., separated from Millville Township; the act embodies most of Charles K. Landis's restrictions governing the laying out of streets, the planting of shade trees, building setbacks, a ban on fences, and the prohibition of liquor and saloons. (Cushing)
- Mar. 8, 1864 New York City ordinance authorizes New York & Harlem Railroad to build a spur from 4th Avenue to the East River at 34th Street, either by 34th Street alone, or if this is impracticable, by 32nd Street, Lexington Avenue & 34th Street. (NYState)
- Mar. 8, 1864 Columbus & Indianapolis Railroad, Richmond & Covington Railroad,

- Indiana Central Railway, and Atlantic & Great Western Railroad agree to form a through route. (MB)
- Mar. 8, 1864 Lehigh Valley Railroad Board authorizing replacing the Delaware River Bridge at Easton with an iron span. (MB)
- Mar. 9, 1864 House Committee on Military Affairs reports that Congress should honor the petition of the Raritan & Delaware Bay Railroad and intervene against the Camden & Amboy; reports a bill (HR-307) to declare the Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad to be military and post roads and operate a New York-Philadelphia line in spite of the Monopoly grant law of New Jersey. (CongGlobe)
- Mar. 9, 1864 George B. Roberts appointed Chief Engineer of the Connecting Railway, replacing John A. Wilson, resigned; Board approves contract with Thomas Seabrook for masonry. (MB)
- Mar. 9, 1864 Lincoln commissions U.S. Grant as the first Lieutenant-General since George Washington and gives him command of all Union armies. (Long)
- Mar. 9, 1864 PW&B and Reading sign contract to build a deep-water, all-year coal pier at New Castle, Del. (Rdg)
- Mar. 9, 1864 John H. Devereux leaves Alexandria for Cleveland to be Superintendent of the Cleveland & Pittsburgh Railroad. (Rozman)
- Mar. 10, 1864 Cincinnati & Zanesville Railroad organized in Cincinnati as the reorganization of the Cincinnati, Wilmington & Zanesville Railroad under old charter; Erasmus Gest (1820-1908) Pres., Charles Moran of New York a director. (Church, ARJ)
- Mar. 10, 1864 James M. Roosa, receiver of Cincinnati, Lebanon & Xenia Railroad (later Cincinnati, Lebanon & Northern Railway), deeds the partly completed railroad, Lebanon to Mason, to the Little Miami Railroad for \$3,000; the transaction is opposed by CL&X stockholders and disapproved by the court, and the property is reconveyed to the original company on Dec. 19, 1866. (Church, C&C, MB)
- Mar. 10, 1864 Safe Deposit Company of Baltimore incorporated in Maryland by Enoch Pratt (1808-1896), Benjamin F. Newcomer (1827-1901), et al.; renamed the Safe Deposit & Trust Company of Baltimore in 1876. (Scharf)
- Mar. 10, 1864 Gen. Grant travels by train to Brandy Station, Va., to inspect the Army of the Potomac. (JSmith)
- Mar. 11, 1864 Peru & Indianapolis Railroad reorganized as Indianapolis, Peru & Chicago

Railway by Francis B. Cutting (1804-1870), Volney T. Malott (1838-1921), David Macy, and other bondholders. (Rehor)

- Mar. 12, 1864 Summit Branch Railroad Company authorizes the sale of its land north of the center line of Bear Valley to a new company (North Mountain Coal Company). (MB)
- Mar. 12, 1864 New York & Harlem Railroad Board authorizes seeking a bill from the N.Y. Legislature legalizing its right to build a street railway in Broadway; Sen. John B. Dutcher issues a favorable report and Harlem rises to 145. (Stiles/MB)
- Mar. 14, 1864 New Jersey Railroad commuters hold mass protest meeting at Washington Hall in Newark, objecting to new rules for showing tickets at ferry, which had been met by open defiance by commuters and stationing of police by NJRR; form "Permanent Committee to Procure New Avenues of Communication with New York", Isaac Pomeroy, chairman; approach Morris & Essex Railroad for better service and lobby for charter to build a horse railroad on the Newark Plank Road. (NwkSentFrdm)
- Mar. 14, 1864 New Jersey Railroad Board authorizes new car shops at Jersey City to replace those destroyed by fire at East Newark. (MB)
- Mar. 14, 1864 Steubenville & Indiana Railroad contracts with the Central Ohio Railroad to purchase an undivided half-interest in its line between Newark and Columbus. (MB, C&C)
- Mar. 14, 1864 Little Miami Railroad begins the operation of the *Night Express* eastbound to Cleveland. (MB)
- Mar. 1864 Pittsburgh & Connellsville Railroad advertises for bids to complete its line from Connellsville to a connection with the B&O at Cumberland, threatening the PRR's monopoly of traffic between Pittsburgh and the East. (B&O Corp)
- Mar. 1864 Cleveland, Painesville & Ashtabula Railroad leases Jamestown & Franklin Railroad, then under construction, giving it access to the Pennsylvania Oil Region and opening a direct route to Cleveland, which becomes the first major refining center. (detaching from E&P??) (Maybee)
- Mar. 1864 Indianapolis & Cincinnati Railroad has purchased the White Water Canal and laid track on its bed to reach Cincinnati. (ARJ)
- Mar. 1864 Severe pulse of inflation in commodity and stock prices. (StdHistPitts)
- Mar. 16, 1864 Camden & Amboy Railroad charter supplement passed allowing it to issue

20,000 new shares for improvements. (MB)

- Mar. 16, 1864 PFW&C stockholders approve new \$3.5 million stock issue. (MB)
- Mar. 16, 1864 Sen. Hiram Price (1814-1901) of Iowa introduces another amendment to the Pacific Railroad Act; Price favors the Mississippi & Missouri Railroad of Henry Farnam (1803-1883) and Thomas C. Durant; the bill is referred to the Select Committee on the Pacific Railroad chaired by Thaddeus Stevens of Pa.; its other members include Rep. Oakes Ames (1804-1873) of Mass., a wealthy manufacturer of Old Colony shovels known as the “King of Spades”; Ames has stock in the rival Cedar Rapids & Missouri River Railroad, later a part of the Chicago & North Western system. (CongGlobe, Bain)
- Mar. 16, 1864 Pa. act authorizes the Lehigh Coal & Navigation Company to extend its Lehigh & Susquehanna Railroad from Mauch Chunk to Easton, running parallel to the Lehigh Valley Railroad; LC&N orders a survey by its Chief Engineer John Leisenring (1819-1884). (LC&N AR)
- Mar. 16, 1864 Preston Coal & Improvement Company incorporated in Pa. to develop anthracite coal lands near Mount Carmel in the Western Middle Field by Jay Cooke, and William G. Moorhead; Tom Scott elected a director; they find it a drain that requires more capital than they hoped to invest, particularly in light of falling coal prices; the company is later sold to the Reading. (PL, MnrJrnl, Larson)
- Mar. 17, 1864 House begins debating the bill (HR-307) to legalize the Raritan & Delaware Bay Railroad pitting Democratic advocates of States Rights against Radical Republican advocates of nationalism. (CongGlobe)
- Mar. 17, 1864 Senate passes the Metropolitan Railroad bill after Sen. Charles Sumner amends it to bar racial segregation in the cars. (CongGlobe)
- Mar. 17, 1864 Jeffersonville Railroad Finance Committee reports that they have opened negotiations to purchase control of the Indianapolis & Madison Railroad for \$300,000 in stock. (MB)
- Mar. 18, 1864 Northern Central Railway Board authorizes completing double track to Sunbury. (MB)
- Mar. 21, 1864 Portion of Logansport, Peoria & Burlington Railroad east of Peoria sold under separate foreclosure to Charles L. Frost, Edward Weston and Henry G. Marquand for \$50,000; balance of LP&B west of Peoria becomes the Peoria & Burlington Railroad and eventually part of the main line of the Burlington system. (Church)

- Mar. 22, 1864 Rep. Andrew J. Rogers (1828-1900) of N.J. makes the first major speech against the Raritan & Delaware Bay Railroad bill, presenting affidavits from Edwin A. Stevens and other officers that the Camden & Amboy has done everything demanded of it in moving troops and materiel. (CongGlobe, Pam)
- Mar. 22, 1864 Little Miami Railroad Pres. William H. Clement reports that he has been unable to contract with the Columbus & Indianapolis Railroad, successor to the Columbus, Piqua & Indiana Railroad, and the Indiana Central Railway, and the prospects for an arrangement are not good; they will continue to favor the route via Bradford over the one via Xenia; however, a settlement is reached by next month. (MB)
- Mar. 23, 1864 N.Y. Senate's Committee on Railroads reports against the bill legalizing the New York & Harlem Railroad's building a line in Broadway after stormy hearings; on the motion of Sen. John B. Dutcher, the report is laid on the table by a vote of 22-1. (NYT)
- Mar. 23, 1864 Second Mortgage bondholders of the Eaton & Hamilton Railroad meet at Cincinnati; they agree to extend the maturity of the bonds from 5 to 30 years and waive interest due until 1860, providing the City of Cincinnati surrenders its back interest claim on the First Mortgage bonds and the Third Mortgage and Sterling bonds are cancelled and converted to stock. (MB)
- Mar. 24, 1864 Pemberton & Hightstown Railroad incorporated in N.J. to build through farm country east of the old Camden & Amboy Railroad main line (C&C)
- Mar. 24, 1864 Pleasantville & Atlantic Turnpike or Plank Road Company reincorporated in N.J. to build across meadows between Pleasantville and Atlantic City; later route of U.S. 40. (PL)
- Mar. 24, 1864 Gen. Grant travels to Culpeper, Va., to establish his headquarters for his campaign against Gen. Robert E. Lee and the Army of Northern Virginia, which is deployed to the south of the Rapidan; Grant hopes to turn Lee's right flank and get between him and Richmond, forcing Lee to fight in open country, where the North's superior numbers and resources can prevail. (JSmith)
- Mar. 25, 1864 New Castle & Franklin Railroad Company incorporated in Pa. to build from New Castle to Franklin with lateral branches to the coal fields in Mercer, Lawrence and Butler Counties. (Val, C&C)
- Mar. 25, 1864 N.Y. Legislature defeats a move by Sen. John B. Dutcher to have the report on the bill to legalize the New York & Harlem Railroad's rights to lay tracks on Broadway considered by the Committee of the Whole, 24-4, killing any further consideration of it; Harlem stock falls to 101; N.Y. State

Sen. John B. Dutcher charges opponents of the bill with speculating in the stock and making a killing selling Harlem short; Daniel Drew, heretofore a friend and ally of Cornelius Vanderbilt, is rumored to be one of the leading short-sellers; Vanderbilt, John M. Tobin and Leonard W. Jerome then create a pool of \$5 million and begin buying to effect a second corner in Harlem. (NYT, Clews, Stiles, Harlow)

- Mar. 26, 1864 Future PRR VP Edward Tait Whiter (1864-1947) born at Steubenville, Ohio. (PRRBio)
- Mar. 26, 1864 Pa. act renames Pennsylvania Fiscal Agency the Crédit Mobilier of America; is to be used to raise money for and construct Union Pacific Railroad; acquires \$2.18 million in UP stock; Duff Green fails in an attempt to recover the company after the war. (PL, ICC, Green)
- Mar. 28, 1864 The Vanderbilt group's buying has pushed New York & Harlem Railroad stock to 126½; it continues to rise to 141. (Stiles)
- Mar. 29, 1864 Joint Companies Executive Committee authorizes construction of company houses at South Amboy; reads a letter from J. Edgar Thomson to Edwin A. Stevens. (MB)
- Mar. 29, 1864 Donaldson Improvement and Railroad Company renamed Tremont Coal Company; owns coal lands near Tremont west of Pottsville. (PL)
- Mar. 30, 1864 Millville & Glassboro Railroad Board declines proposition of Raritan & Delaware Bay Railroad and Williamstown Railroad to make connection; orders lessees to remedy complaints against poor freight service. (MB)
- Mar. 30, 1864 Little Miami/Columbus & Xenia Railroads agree to pool and divide earnings with Columbus & Indianapolis Railroad, Richmond & Covington Railroad, Indiana Central Railway, Dayton & Western Railroad and Dayton, Xenia & Belpre Railroad forming the "Great Central Route" between Cincinnati and Indianapolis via Dayton and via Piqua, effective May 1. (MB, Church)
- Mar. 31, 1864 Pres. J. Edgar Thomson writes to Philadelphia Division Superintendent George C. Franciscus on taking back Frank Thomson for one or two months "to his perfection in the arts and misteries [sic!] of a Rail Road superintendent on the roads of this company." (FThomsonPapers)
- Mar. 31, 1864 Rep. James A. Garfield of Ohio makes a major speech in favor of the Raritan & Delaware Bay railroad bill. (CongGlobe)
- ca. Apr. 1864 Union Line begins operation over PRR.

- ca. Apr. 1864 U.S. Military Railroad completes new draws at Long Bridge. (OR)
- Apr. 1, 1864 Joint Companies increase wages because of war inflation. (MB)
- Apr. 1, 1864 West Chester & Philadelphia Railroad assumes operation of West Chester Railroad from PRR. (Val)
- Apr. 1, 1864 PRR abolishes former system of quarterly commuter coupons and school tickets in favor of monthly coupon tickets good for 54 rides at reduced rate; good for Philadelphia-Parkesburg and Pittsburgh-Latrobe areas. (MB)
- Apr. 1, 1864 Reading & Columbia Railroad opens between Sinking Spring and Columbia, Pa., giving PRR its first competition at Columbia. (Rdg Corp Hist)
- Apr. 1, 1864 Swarthmore College incorporated in Pennsylvania by Hicksite Quakers, including James Mott (1788-1868), husband of feminist Lucretia Coffin Mott (1793-1880), who obtains a commitment that the college provide equal education for women; it buys several farms along the West Chester & Philadelphia Railroad east of Media. (PaCorps, WwaW, Jordan/DelCo)
- Apr. 2, 1864 Having traveled overland, the Tom Scott expedition arrives at a camp in the silver lode country 5 miles upstream from the site of Hardyville, Arizona. (Hutchinson)
- Apr. 2, 1864 Whitaker family sells the Durham Furnaces to Edward Cooper and Abram S. Hewitt. (BucksCoHS:7)
- Apr. 4, 1864 Gen. Philip Sheridan (1831-1888) named cavalry commander of Army of the Potomac, hitherto no match for its Confederate counterpart. (Long)
- Apr. 4, 1864 William Hasell Wilson appointed Chief Engineer of the Junction Railroad. (MB)
- Apr. 4, 1864 Junction & Breakwater Railroad Board approves a mortgage loan up to \$40,000; committee reports that they have proposed to Samuel M. Felton to sell the Junction & Breakwater for \$25,000 in stock, the Delaware Railroad to complete it to Georgetown and operate it. (MB)
- Apr. 4, 1864 U.S. Sanitary Commission opens a Sanitary Fair and New York with a grand parade funded by contributions from the business community. (Stiles)
- Apr. 5, 1864 Commodore Robert F. Stockton issues an open letter to New York *Post* editor William Cullen Bryant, also published as a pamphlet, *Defence of the System of Internal Improvements of the State of New Jersey*, defending the Camden & Amboy Monopoly. (Pam)

- Apr. 5, 1864 Columbia & Maryland Line Railroad renamed Columbia & Port Deposit Railroad (Pa.); Chief Engineer John A. Sheaff reports on survey; Board authorizes placing the road under contract. (MB, Val)
- Apr. 5, 1864 Columbus & Xenia Railroad and Little Miami Railroad authorize sale of their stock in Indiana Central Railway at less than cost. (MB)
- Apr. 5, 1864 Iowa act authorizes the construction of railroad bridges across the Mississippi and Missouri Rivers. (JrnlFrnklnInst)
- Apr. 6, 1864 PRR Board authorizes Pres. Thomson to dispose of PRR's shares in Pittsburgh, Fort Wayne & Chicago as he sees fit; donates \$1,000 to 2nd Regiment Reserve Brigade (Blue Reserves of Philadelphia) who are charged with guarding the city; also \$2,000 to committee for recruiting colored regiments. (MB)
- Apr. 6, 1864 Lehigh Coal & Navigation Company Chief Engineer John Leisenring (1819-1884) completes the location of an extension of the Lehigh & Susquehanna Railroad from Mauch Chunk to Easton, paralleling the Lehigh Valley Railroad on the opposite bank. (USRR&MR)
- Apr. 1864 Atlantic & Great Western Railroad has bill for Bear Creek Railroad, that would give it an entrance to Pittsburgh, before Pa. Legislature; Tom Scott and PRR use their influence to have Senate amend bill to fix gauge at 4'-10". (check if passes, when intro?)
- Apr. 1864 Units of the 10th New York are stationed in Cass Township, Schuylkill County, to preserve order at the coal mines. (Munsell/Sch)
- Apr. 7, 1864 Columbus & Indianapolis Railroad Board and Little Miami Railroad Board approve a through traffic contract with the Little Miami/Columbus & Xenia Railroads, the Dayton, Xenia & Belpre Railroad, the Dayton & Western Railroad, the Richmond & Covington Railroad, and the Indianapolis Central Railway, dated Mar. 30; calls for dividing the through traffic on the parallel routes between Columbus and Richmond via Piqua and via Dayton, pooling all earnings above 42%; to be effective May 1; however the LM stockholders object to the terms. (MB)
- Apr. 8, 1864 Pres. George W. Cass informs PFW&C Board he has sold the Pittsburgh office building for \$35,000. (MB)
- Apr. 8, 1864 PFW&C agrees with its mortgage trustees that it may issue additional stock from year to year to pay for double tracking and other improvements. (Church)

- Apr. 8, 1864 Columbus & Indianapolis Railroad approves through traffic contract with the Richmond & Covington Railroad, Indiana Central Railway and Atlantic & Great Western Railroad, dated Mar. 8. (MB)
- Apr. 8, 1864 Philadelphia & Colorado Gold Mining Company incorporated in Pa. by H.R. Lindeman, William H. Barnes, and Morton McMichael, Jr. (PL)
- Apr. 8, 1864 Thirteenth Amendment abolishing slavery passes the Republican-controlled Senate, 38-6. (Long, wiki)
- Apr. 9, 1864 Steubenville & Indiana Railroad stockholders authorize trying to buy the Central Ohio Railroad if it can be had for \$775,000 in new bonds to be issued against the Columbus & Newark Division. (MB)
- Apr. 9, 1864 Indiana Central Railway Board approves a contract with Columbus & Indianapolis Railroad, Richmond & Covington Railroad, Little Miami Railroad, Dayton, Xenia & Belpre Railroad, and Dayton & Western Railroad, forming "Great Central Route"; also approve separate contract with Atlantic & Great Western Railroad for through business conditional on striking out all references to the Erie Railway. (MB)
- Apr. 9, 1864 Yale chemist Benjamin Silliman, Jr. (1816-1885) and his secretary Frank Semple arrive at San Francisco on the *Golden City* to examine mining properties in Nevada. (Hutchinson)
- Apr. 11, 1864 New Jersey establishes a six-member Riparian Commission to enforce the state's claim to ownership of all land between high and low tide, especially opposite New York and Philadelphia, where railroad companies and others are attempting to fill land for terminals; Robert C. Bacot (1818-1901) is named engineer; Commission is to report on a method of selling riparian rights by Feb. 1, 1865, and all further sales or grants are to be stopped pending their report. (PL, RipCommRepts)
- Apr. 11, 1864 Under the command of Tom Scott, two bills are introduced in the Pennsylvania House; the first declares that the Pittsburgh & Connellsville Railroad has forfeited its right to extend further because of delays; the second creates the Connellsville & Southern Pennsylvania Railroad Company (a PRR front) to build from Connellsville to the Susquehanna River as a substitute for continuing the P&C to Cumberland and a connection with the B&O. (Clark)
- Apr. 11, 1864 Warren & Tidoute Railroad receives letters patent. (C&C)
- Apr. 11, 1864 Steubenville & Indiana Railroad Board approves reorganization plan; stockholders surrender half of stock to pay coupons on First Mortgage bonds; \$3 million in new First Mortgage bonds to be issued covering old

First Mortgage bonds and three and a half years interest; Second Mortgage bonds, including \$380,000 held as collateral by Robert Garrett & Sons, also to be exchanged for First Mortgage bonds; \$1.5 million in new Second Mortgage bonds are to replace the old Third Mortgage bonds, Income bonds and floating debt; although road has already been sold at sheriff's sale; as a result, sale is not confirmed; J. Edgar Thomson, Henry M. Alexander and Jeremiah Wilbur named trustees of the new First and Second mortgages. (MB, Church)

- Apr. 11, 1864 Unionist constitutional convention sitting in Alexandria produces a new constitution for Virginia; abolishes slavery, reduces residency requirements for voting so that recent emigrants from the North can vote and hold office; repudiates Confederate debts, equalizes property taxes, and establishes a public school system; nearly all Confederate soldiers and civilian officials are disenfranchised. (Thorpe, Lowe)
- Apr. 12, 1864 Third Assistant Postmaster General A. N. Zavely writes to Edwin A. Stevens requesting that the Camden & Amboy Railroad furnish two of the new railway post office (RPO) mail cars to be used between New York and Washington; Zavely is pushing the sorting of mail on trains in transit, based on British practice as modified in Canada, with the assistance of Gilbert Griffin and his brother W. H. Griffin of the Canadian Post Office. (HistRyMail)
- Apr. 12, 1864 Portion of Logansport, Peoria & Burlington Railroad west of Peoria reorganized as Peoria & Burlington Railroad; becomes part of Burlington system; remainder of line becomes part of Toledo, Peoria & Western. (ICC)
- Apr. 12, 1864 Peoria & Burlington Railroad incorporated in Illinois as the reorganization of the western part of the Peoria & Oquawka Railroad between Peoria & Burlington; merged into the CB&Q on July 11; the eastern part of the P&O eventually becomes part of the Toledo, Peoria & Western. (ICC)
- Apr. 13, 1864 Railroad Committee of Pennsylvania House reports both Pittsburgh & Connellsville bills after refusing to hear P&C Pres. Benjamin H. Latrobe. (Clark)
- Apr. 13, 1864 Elmira & Williamsport Railroad refuses to interchange through traffic with the Catawissa Railroad; resumes on Apr. 16. (Rdg)
- Apr. 13, 1864 Nanticoke Coal & Iron Company incorporated in Pa. by Washington Lee, Ziba Bennett (1800-1878), John C. Phelps (1825-1892), et al., to hold 5,000 acres in Luzerne County with mining privileges. (PL)
- Apr. 13, 1864 With gold at 188 in greenbacks, Secretary of the Treasury Salmon P. Chase comes to New York to confer with Jay Cooke and Assistant Treasurer John

- J. Cisco (1806-1884) who runs the Subtreasury at New York; Chase authorizes the sale of gold from the government stocks. (NYT, Trager)
- Apr. 14, 1864 Joint Board authorizes Ashbel Welch to sell or lease one or both Mauch Chunk coal boats. (MB)
- Apr. 14, 1864 Joint Companies Executive Committee authorizes building a float at Pier 1, N.R.; discusses a proposal of ___ to furnish sleeping cars. (MB)
- Apr. 14, 1864 West Jersey Express Company incorporated to operate over West Jersey Railroad. (MB)
- Apr. 14, 1864 Maryland & Delaware Railroad Board authorizes settling with the holders of the France lottery grant from the State of Delaware at 50 cents on the dollar. (MB)
- Apr. 14, 1864 Mineral Railroad incorporated in Ohio by Milbury Miller Greene (1830-1887), William P. Cutler (1812-1889), et al., to build from Columbus to Athens; Greene tries to raise money in southern Ohio without any luck. (ICC, Studer)
- Apr. 15, 1864 Northern Central Railway Board approves the lease of the McCall coal lands near Shamokin to William Atwater, except for the Lancaster Colliery. (MB)
- Apr. 15, 1864 Erie & Pittsburgh Railroad completed between West Middlesex and Pulaski, Pa. (no pass service? - according to Spence is approx.)
- Apr. 15, 1864 Old directors of Richmond & Covington Railroad resign, and Benjamin E. Smith, William Dennison and W.D. Thompson elected; Smith elected Pres. (MB)
- Apr. 15, 1864 Saratoga & Hudson River Railroad incorporated in N.Y. by Cornelius Vanderbilt, Daniel Drew, Henry Keep and Azariah Boody (1815-1885); to build from Schenectady on the NYC to the Hudson River at Athens, which is more accessible to Drew's People's Line of steamboats in winter; Vanderbilt hopes to use this as a wedge to force the capitulation of the Hudson River Railroad. (Stiles)
- Apr. 15, 1864 Western Union Telegraph Company leases the Atlantic & Ohio Telegraph Company operating between Pittsburgh and Philadelphia, giving it a second line to the East; it soon absorbs the A&O by an exchange of stock. (Rdg, Thompson)
- Apr. 16, 1864 To curb speculation in gold at the New York exchange, Secretary of the Treasury Salmon P. Chase sells a large amount of government gold for

greenbacks, which he then withdraws from circulation, causing a deflationary shock and precipitating a brief panic on Wall Street, as banks are forced to call in their short-term loans to speculators, who are in turn forced to sell their stocks. (Stiles, Clews)

- Apr. 18, 1864 The so-called Morse Panic occurs on Wall Street; bull speculator Anthony W. Morse had ridden the inflationary curve by pushing up the price of stocks, including the PFW&C, Cleveland & Pittsburgh, Ohio & Mississippi and Rock Island; as stocks begin falling in the morning in response to Secretary Chase's withdrawal of Greenbacks, Morse walks off the floor of the Stock Exchange and sends back the notice of the suspension of Morse & Co.; PFW&C falls from 153 to 119, Reading by 19%, Cleveland & Pittsburgh by 17%, Hudson River Railroad by 23%; New York & Harlem falls to 133, forcing the Vanderbilt group to pour more money into the Harlem Corner; many small investors have followed Morse's lead and are ruined; Morse is forced to leave the city for a while and dies in poverty within a year. (Clews, Stiles)
- Apr. 18, 1864 New Castle & Beaver Valley Railroad Board authorizes selling the locomotive *Beaver*. (MB)
- Apr. 19, 1864 Baltimore City Council resolves to sell its entire claim against the Pittsburgh & Connellsville Railroad for a minimum of \$1.2 million and its claim against the North Western Virginia Railroad for over \$1.1 million. (ARJ)
- Apr. 19, 1864 Consolidation Coal Company, originally incorporated in 1860, is finally organized by the merger of the Ocean Steam Coal Company, the Frostburg Coal Company and the Mount Savage Iron Company, the last of which includes control of the Cumberland & Pennsylvania Railroad; the new firm controls 11,000 acres of high-quality steam coal; the merger is organized by New York capitalists, including William H. Aspinwall, Erastus Corning, the Delanos and Roosevelts, and the Boston financier John Murray Forbes; the company will grow to become the largest U.S. producer of bituminous coal. (Consol, B&O Corp)
- Apr. 20, 1864 PRR Board grants \$1,000 to Blue Reserves of Philadelphia for new uniforms; \$2,000 for recruiting of African-American regiments; \$10,000 to Central Sanitary Fair and agree to ship goods for it free of charge. (MB)
- Apr. 20, 1864 New Lisbon Railway organized at Cleveland. (Reynolds)
- Apr. 20, 1864 Charter supplement to the Hudson River Bridge Company at Albany permits a change of location; the bridge, which is located north of the NYC station, is then put under contract. (GrnBk)

- Apr. 20, 1864 Hanover Branch Railroad charter revived. (nhrhta.org - check)
- Apr. 21, 1864 Full House passes both Pittsburgh & Connellsville bills 68-23 after suspending regular rules. (Clark)
- Apr. 21, 1864 Jay Cooke has sold \$7 million in government gold, and the price has fallen to 160. (Trager)
- Apr. 21, 1864 Philadelphia & Youghiogeny Coal Company incorporated in Pa. by Ario Pardee (1810-1892), J. Gillingham Fell (1816-1878), George H. Potts (1811-1888) and William T. Carter (1827-1893), all anthracite coal operators from the Hazleton-Tamaqua area; purchases 503 acres on the Youghiogeny River at Alps, Pa. (WCCo)
- Apr. 23, 1864 PRR secures passage of an act authorizing the Columbia Bank to sell the Columbia Bridge and incorporation of new Columbia Bridge Company, to which any railroad may subscribe stock. (Digest, C&C)
- Apr. 23, 1864 Pennsylvania act authorizes PRR to tunnel under a house of worship without consent, clearing the way for construction of Grants Hill Tunnel in Pittsburgh. (PL, Church)
- Apr. 23, 1864 South Mountain Iron Company incorporated in Pa. by William G. Moorhead, et al., to hold the Pine Grove Furnace property of 20,000 acres (est. ca. 1770) in Cumberland County, purchased from William Watts. (Rdg CorpHist, Watts)
- Apr. 23, 1864 Lawrence Railroad & Transportation Company (of Pennsylvania) incorporated to build from Mahoningtown to Ohio state line near Lowell; authorized to occupy or lease Ohio & Pennsylvania Canal, but did not exercise this right. (Church)
- Apr. 23, 1864 Pa. act authorizes the Cranberry Coal Company to build a railroad from its mines in Cranberry Township to Oil City, subject to the 1849 General Railroad Law; may borrow \$20,000. (PL)
- Apr. 24, 1864 Princeton & Kingston Branch Turnpike Company sold at foreclosure. (Cards)
- Apr. 24, 1864 Reorganization plan adopted for Central Ohio Railroad. (B&O Val)
- Apr. 25, 1864 New Jersey Railroad Board authorizes purchase of a new ferry engine from George Birbeck & Co.; considers proposition of the "sleeping car company." (MB)
- Apr. 25, 1864 Joint Companies Executive Committee adopts location for the Princeton

Branch between Princeton Jct. and Princeton; authorizes advances of \$25,000 to the West Jersey Railroad and \$30,000 to the Belvidere Delaware Railroad. (MB)

- Apr. 25, 1864 Massachusetts Sen. Charles Sumner introduces a joint resolution (S-46) to facilitate commercial, postal and military communication among the several states. (CongGlobe)
- Apr. 25, 1864 Erie & Pittsburgh Railroad Executive Committee authorizes a subscription of \$2,000 to dredging Erie Harbor. (MB)
- Apr. 26, 1864 Union Coal Company incorporated in Pa. by E. A. Quintard and Ossian D. Ashley of New York; may hold 2,000 acres in the Northern Anthracite Coal Field and build a railroad. (PL, Val, CntryofPrgrss)
- Apr. 27, 1864 Pennsylvania Senate passes bill to prevent Pittsburgh & Connellsville from building east of Connellsville by 22-10 and incorporating Connellsville & Southern Pennsylvania Railroad by 24-8; final passage comes around midnight, with Tom Scott present; according to a speech made in debate on Feb. 14, 1867, by Rep. Thomas J. Bigham of Allegheny County who was present, a senator got up and said in good humor, "Mr. Speaker, may we now go Scott-free?"; the anecdote becomes a permanent part of the Scott legend. (LegRec)
- Apr. 27, 1864 Peoria, Pekin & Jacksonville Railroad organized as reorganization of the Illinois River Railroad. (Church)
- Apr. 27, 1864 Pennsylvania act authorizes PRR to sell remnants of Western Division Canal to Western Pennsylvania Railroad. (PL)
- Apr. 27, 1864 Northern Coal & Iron Company incorporated in Pa. by Thomas Dickson, Ira Tripp, A. B. Dunning, et al., in the interest of the Delaware & Hudson Canal Company, allowing it to hold coal lands in excess of the amount allowed by the D&H charter; it can hold 3,000 acres and also extend a railroad up to 20 miles down the Lackawanna and Wyoming Valleys. (PL, Val, CntryofPrgrss)
- Apr. 27, 1864 Maryland Constitutional Convention convenes; most Confederate sympathizers have been excluded from the polls. (Stein)
- Apr. 28, 1864 Pennsylvania act authorizes PRR to acquire land bounded by Market Street, 15th Street, Filbert Street and Western Market for Philadelphia depot site. (PL)
- Apr. 28, 1864 Littlestown Railroad sold at foreclosure to Ephraim Myers. (Val, C&C)

- Apr. 28, 1864 Erastus Corning (1794-1872) resigns as Pres. of the NYC because of poor health and age, and Dean Richmond (1804-1866) of Buffalo is elected; Richmond soon begins to distance himself from Corning, who remains on the Board, and aligns himself with the rising Vanderbilt interest. (ARJ, Neu)
- Apr. 29, 1864 Supplement to the charter of the Keystone Gold & Silver Mining Company, planned to operate in Colorado, adds Richard D. Barclay, George Taber, Strickland Kneass, Lewis L. Houpt, J.V. Elwell, Oliver W. Barnes, Joseph Lesley, and Edward Miller, all associated with the PRR, to the list of incorporators. (PL)
- Apr. 29, 1864 Burnside Coal & Iron Company incorporated in Pa. by Andrew M. Eastwick, Charles J. Eastwick, George W. Montgomery, D. Montgomery Boyd, Henry D. Flickwer, et al. to operate in the Shamokin area; capital of \$200,000 and a maximum of 2,000 acres; land is later acquired by the PRR. (PL)
- Apr. 29, 1864 Charter supplement changes the name of the Forest Improvement Company to the Union Improvement Company and grants it mining privileges for the first time, as the former barriers to incorporated mining companies in Schuylkill County have fallen during the war boom; controlled by Moses Taylor and the Heckschers; because there is already a Union Improvement Company near Hazleton and another paper charter held by R.D. Barclay for the PRR, the name is changed to New York & Schuylkill Coal Company on Aug. 3. (PL, Pam, Hodas)
- Apr. 29, 1864 Karthaus Iron, Coal & Railroad Company incorporated in Pa. by James B. Graham, Joseph Lesley, Thomas C. McDowell, B. Rush Petriken, et al., with a capital of \$250,000; may own up to 3,000 acres in Clearfield County and build blast furnaces and a railroad. (PL)
- Apr. 30, 1864 Washington, Alexandria & Georgetown Railroad Board authorizes negotiations with Cornelius K. Garrison for the surrender of \$10,000 bonds purchased by him; the company will then cancel them and issue \$300,000 in new bonds. (MB)
- Apr. 30, 1864 Charter supplement grants "Winslow Colliery" ("Company" left off enabling act but used on stock), incorporated on Apr. 10, 1862, at Benezette (mines in Elk Co.), the right to construct a railroad to connect with the Western Central on the west and at any point on the Philadelphia & Erie on the east; company plans to occupy the strategic low summit near Brookville. (Rdg)
- May 1, 1864 Thomas D. Messler resigns as Comptroller of PFW&C; replaced by William H. Barnes. (MB)

- May 1, 1864 Joseph Seligman (1819-1880) establishes the New York banking house of J. & W. Seligman with his seven brothers; originally dealing in war finance, it becomes an important player in railroad finance after the war. (Muir/White)
- May 2, 1864 PRR declares special dividend of 30% payable in new stock to holders of record as of Feb. 15, 1864. (MB)
- May 2, 1864 Princeton & Kingston Branch Turnpike sold at foreclosure to John G. Stevens. (Digest)
- May 2, 1864 Philadelphia & Erie Railroad opens between Emporium and St. Marys, Pa., for freight service only. (AR)
- May 2, 1864 Little Miami and Columbus & Xenia Railroad refuse to participate in Cincinnati, Hamilton & Dayton Railroad's contract with Dayton & Michigan Railroad. (MB)
- May 2, 1864 Andrew Carnegie first enters the iron business when he mediates a dispute between Andrew and Anton Kloman, two Prussian blacksmiths, and his boyhood friends Tom Miller and Henry Phipps, Jr. (1839-1930); in buying out Miller, Carnegie's younger brother Tom Carnegie (1843-1886) takes a one-sixth interest in the Iron City Forge Company with money supplied by Andrew. (HistPitts, Nasaw)
- May 3, 1864 Pennsylvania act waives requirement that purchasers of state canals are required to keep them in repair. (PL)
- May 3, 1864 Scotland & Mont Alto Railroad incorporated in Pa. to build from Cumberland Valley Railroad near Scotland to Mont Alto Furnace, built in 1808 and then owned by Isaac Waterman, Thomas Beaver, and George Weistling. (Digest, Watts)
- May 3, 1864 Cross Cut Railroad incorporated in Pa. to build from Corry towards Buffalo creating a direct line between Buffalo and the Oil Region. (Val)
- May 3, 1864 Arizona Gold & Silver Mining Company incorporated in Pa. by Tom Scott, Richard D. Barclay, Joseph Lesley, J.M. Ritters, George Taber and Oliver W. Barnes to develop mines in the San Francisco District of Arizona. (PL, Hutchinson)
- May 4, 1864 Joint Companies' Executive Committee approves plan for extension of Camden station. (MB)
- May 4, 1864 PRR's Mineral Railroad & Mining Company bill presented to Gov. Andrew G. Curtin, who refuses to sign or veto it, so it becomes law without his

signature three days after the new session convenes in Aug. (MB, PL)

- May 4, 1864 Millersburg & Rausch Gap Railroad incorporated in Pa.; may hold 3,000 acres of coal land with right to conduct mining and sales operations. (Digest)
- May 4, 1864 Kensington & New Jersey Ferry Company incorporated in Pa. to operate ferry between Coopers Point, Camden, and Shackamaxon Street, Philadelphia; not incorporated in N.J. until 1866. (Val)
- May 4, 1864 Little Miami Railroad and Columbus & Xenia Railroad decline to participate in the agreement between the Cincinnati, Hamilton & Dayton Railroad and the Dayton & Michigan Railroad. (MB)
- May 4, 1864 Pennsylvania revokes the rights of Cleveland & Mahoning Railroad within the state, as it has built no railroad. (Minor)
- May 4, 1864 Gen. U. S. Grant begins moving south across the Rapidan, beginning the campaign that will take him to Richmond and Appomattox; the Army of the Potomac crosses the Rapidan to the east of Lee, however, Lee has anticipated Grant's movements and is prepared to fall on his right flank before he can get clear of the Wilderness, the tangled scrublands lying west of Fredericksburg and south of the Rapidan. (JSmith)
- May 4, 1864 U.S. Military Railroads abandons the Orange & Alexandria from Mitchell's Station south of Culpeper to Burke's Station near Alexandria, as Grant cuts his supply line. (OR)
- May 5, 1864 Confederate raid on Bloomington and Piedmont cuts B&O and destroys equipment. (B&O AR)
- May 5, 1864 Congress makes a federal land grant of 10 sections per mile to Minnesota in aid of the Lake Superior & Mississippi Railroad, on condition that it is completed by July 4, 1870. (ARJ, Shippee)
- May 6, 1864 Northern Central Railway Board hears a proposal of J. Langdon & Co. of Elmira, N.Y., to lease the Shamokin coal lands. (MB)
- May 6, 1864 Erie & Pittsburgh Railroad appoints J. Lewis Grant Superintendent, replacing R. W. Brown, resigned. (MB)
- May 6, 1864 Two-day Battle of the Wilderness ends in a draw; the Union loses 17,600 men to the South's 11,000, or about 18% casualties for both armies; in a pincers movement, Gen. Benjamin Butler advances to within seven miles of Petersburg from the east. (Long, JSmith)

- May 6, 1864 Sen. Jacob M. Howard (1805-1871) from the Committee on the Pacific Railroad reports Sen. Sherman's bill (S-132) with amendments; under the amendments, the Leavenworth, Pawnee & Western Railroad is authorized to build west to the 100th meridian, and the Hannibal & St. Joseph Railroad is to build from St. Joseph through Atchison to join the railroad in Kansas. (CongGlobe)
- May 7, 1864 Instead of withdrawing like his predecessors, Gen. Grant resumes his southward movement trying to get around Lee's right flank and getting clear of the Wilderness. (JSmith)
- May 7, 1864 Gen. William T. Sherman begins moving south against Atlanta with an army of nearly 100,000 men and 254 guns; his supply line is the Western & Atlantic Railroad, which is maintained by Adna Anderson (1827-1889), Eben C. Smeed (1830/1-1892) and William W. Wright (1824-1882), all of whom are veterans of service with Herman Haupt in the East. (Long, Meredith)
- May 9, 1864 New Jersey Railroad Board approves plans for a new bridge at New Brunswick. (MB)
- May 9, 1864 Toledo, Peoria & Warsaw Railway incorporated in Illinois as reorganization of Logansport, Peoria & Burlington Railroad. (Church)
- May 9, 1864 A massed cavalry raid led by Gen. Sheridan destroys Lee's advance supply base at Beaver Dam Station and destroys 20 miles of track and half the locomotives of the Virginia Central Railroad; at Spotsylvania, popular Union Gen. John Sedgwick (1813-1864) is shot in the head by a sniper only moments after telling a soldier they could not hit an elephant at that range. (JSmith, McPherson)
- May 9, 1864 Diversionary attack by Gen. Benjamin F. Butler cuts the Richmond & Petersburg Railroad at Port Walthall Jct.; cavalry raid by Gen. George A. Custer cuts the Virginia Central Railroad at Beaver Dam station and burns Confederate stores; however, Butler's advance on Richmond from the southeast is blunted at Swift's Creek. (Johnston, Wagner)
- May 10, 1864 New 40-foot RPO car makes first trial run between Baltimore and Jersey City, returning next day; to run in regular service between Jersey City and Washington; the object is to sort the mail en route rather than in the distributing post offices where clerks have to work against a deadline for dispatching it; the idea has been put forward by Third Assistant Postmaster General A. N. Zavelly; the car is an experiment and is an ordinary railroad baggage car, painted red and fitted with sorting pigeonholes and other equipment. (, HistRyMail - verify BaltAm??NYT??)

- May 10, 1864 Vincentown Branch of the Burlington County Railroad opens between Ewansville and Vincentown, N.J. (Val, ARJ)
- May 10, 1864 Gen. Grant launches his attack against Gen. Lee, who has again anticipated his move and is dug in at Spotsylvania. (Wagner, JSmith)
- May 11, 1864 PRR Board considers offer of majority of stock of Lackawanna & Bloomsburg Railroad (Scranton-Sunbury); Delaware, Lackawanna & Western arranges to purchase the L&B even before the offer reaches Philadelphia. (MB)
- May 11, 1864 PFW&C General Superintendent J. N. McCullough recommends that Isaac Dripps, Master Mechanic of the Western Division, receive an increase to \$3,500 per year because of a better offer from the PRR. (MB)
- May 11, 1864 Confederate cavalry commander J.E.B. Stuart (1833-1864) is mortally wounded when he makes a stand against Gen. Philip Sheridan's raiding party, who outnumbers his forces two to one, at Yellow Tavern just north of Richmond. (Long, McPherson, JSmith)
- May 11, 1864 Little Miami Railroad and Cincinnati & Indiana Railroad agree for construction and joint ownership of the Cincinnati Street Connection Railway in Front and Water Streets. (Church)
- May 12, 1864 Battle of Spotsylvania ends with further Union losses of 18,400 to the South's 12,000; however, Lee has lost more officers; Grant fails to break through Lee's defenses and begins moving south and east hoping to get between Lee and Richmond; Confederate soldier John Mifflin Hood has his left arm shattered by a Minie ball and is later taken secretly to Baltimore for treatment. (Long, JSmith, Alexander, Hood Memoir, Wagner)
- May 12, 1864 House debates the Raritan & Delaware Bay Railroad bill; Rep. George Hunt Pendleton (1825-1889), Democrat of Ohio, and Rep. Philip Johnson (1818-1867) make the major speeches in opposition; Rep. George H. Yeaman (1829-1908) of Kentucky the major speech in favor; to end the debate, Rep. James F. Wilson (1828-1895) amends the bill to eliminate specific references to the Raritan & Delaware Bay and Camden & Atlantic Railroads and recasts it as a general bill authorizing all railroads to engage in interstate commerce; in this form, it passes 63-57. (CongGlobe)
- May 12, 1864 Joint Companies Executive Committee refuses to ship Delaware peaches via the New Jersey Railroad to Jersey City and insists they be shipped via South Amboy. (MB)
- May 12, 1864 Bear Valley Coal Company relinquishes its lease of the land of the Summit Branch Railroad Company in favor of the new North Mountain Coal

Company. (MB)

- May 12, 1864 Reading consummates the lease of the Mine Hill & Schuylkill Haven Railroad, completing its control of the feeder railroads in the Schuylkill Coal Field, and signs the pooling agreement with the Schuylkill Navigation Company to maintain equal rates on coal between Schuylkill County and Philadelphia; the Reading is to get 55% of the Schuylkill coal tonnage and the canal 45%; the 1861 pooling contract between the Schuylkill Navigation Company and Mine Hill & Schuylkill Haven Railroad is cancelled. (AR)
- May 12, 1864 Senate Committee on Military Affairs & the Militia reports a bill (S-102) for establishing postal and military railroads and asks to be discharged from further consideration. (CongGlobe)
- May 13, 1864 Having pushed the Confederates back, Gen. Benjamin F. Butler halts his attack in front of their main defenses at Drewry's Bluff on the James River, only 8 miles below Richmond. (Wagner)
- May 14, 1864 Steubenville & Indiana Railroad agrees to purchase an undivided one-half interest in the track of the Central Ohio Railroad between Newark and Columbus, Ohio; deed signed Aug. 31. (Church)
- May 14, 1864 Portion of Logansport, Peoria & Burlington Railroad east of Peoria conveyed to Toledo, Peoria & Warsaw Railway.
- May 14, 1864 George B. Armstrong (1822-1871), assistant postmaster at Chicago sends a memorandum on Post Office reorganization to Third Assistant Postmaster General A. N. Zavely that includes railroad "traveling post offices," what later become known as railway post offices or RPOs, where clerks can sort mail en route; Zavely gets the support of Postmaster General Montgomery Blair. (HistRyMail)
- May 15, 1864 Confederates turn back the Union advance up the Shenandoah Valley under Gen. Franz Sigel (1824-1902), another inept political general, in the Battle of New Market. (Long)
- May 1864 Jeffersonville Railroad acquires control of Indianapolis & Madison Railroad; taken up between Edinburg and Columbus, Ind., and I&M begins using parallel line of Jeffersonville Railroad; the old I&M track is torn up. (Church, Sulzer - see 6/30 -the track was torn up in 1865 - prelim agreement is 3/5/64)
- May 16, 1864 Extension of the Belvidere Delaware Railroad opens for revenue service from Belvidere to Manunka Chunk, N.J., and a cross-platform interchange with Delaware, Lackawanna & Western Railroad; because of the gauge difference, there is no direct rail connection until 1876. (Lee)

- May 16, 1864 Gen. Pierre G. T. Beauregard dislodges Gen. Benjamin F. Butler from the Richmond & Petersburg Railroad and ends his advance on Richmond in the Second Battle of Drewry's Bluff, then drives him back into his old fortifications at Bermuda Hundred, where he is pinned down. (Johnston, McPherson)
- May 16, 1864 Postmaster General Montgomery Blair writes to Reading Pres. Charles E. Smith asking his cooperation in moving the new RPO car operated between Washington and New York over the Junction Railroad and Reading so as to connect with the 1:00 AM train from the Kensington station. (HistRyMail)
- May 1864 Chief Engineer Robert H. Sayre installs the first 200 tons of steel rails on the Lehigh Valley Railroad. (AR)
- May? 1864 Gen. Isaac Jones Wistar (1827-1905), later head of the PRR's canals and anthracite coal companies, is forced to take a long leave for deteriorated health after the Second Battle of Drewry's Bluff; he returns to Philadelphia and then recuperates at the country house of his old Haverford classmate Thomas Kimber (-) near Claymont, Del.; Kimber is Pres. of the ___ Railroad; Wistar has invested his savings in city mortgages before joining the Army, and his funds have been wasted by wartime inflation; he then gets a job as Pres. of the moribund Union Canal Company of Pennsylvania. (Wistar)
- May 17, 1864 Rocky Hill Railroad & Transportation Company organized at Princeton. (Val)
- May 17, 1864 Philadelphia & Trenton Railroad orders sale of its interest in "Third Street Hall" at 3rd & Willow Streets, Philadelphia, after years of stalemate in its attempts to effect a connection with the Northern Liberties & Penn Township Railroad and City Railroad. (MB)
- May 17, 1864 West Jersey Ferry Company donates the entire day's receipts to the Sanitary Fair Fund. (Watkins)
- May 17, 1864 U.S. Military Railroads reopens Richmond, Fredericksburg & Potomac Railroad from Aquia Creek to Falmouth, Va., to supply Gen. Grant's offensive and remove the wounded; Potomac Creek Bridge rebuilt in 40 hours. (OR)
- May 17, 1864 The price of New York & Harlem Railroad stock peaks at 285 as Cornelius Vanderbilt completes the Second Harlem Corner; Vanderbilt supposedly nets \$2 million, while Daniel Drew is forced to pay \$1 million; the corrupt state legislators who began the bear raid are also fleeced. (Stiles)

- May 17, 1864 Cornelius Vanderbilt drops Daniel Drew from the New York & Harlem Railroad Board and replaces him with State Sen. John B. Dutcher; Addison G. Jerome also retires; the new Board has 8 new Vanderbilt appointees. (Stiles, Harlow)
- May 18, 1864 PRR Board donates \$300 to Citizens Volunteer Hospital of Philadelphia; \$500 to U.S. Christian Commission for hospital supplies for soldiers; \$10,000 to Pennsylvania Hospital, which has treated all injured on PRR at no cost since 1849. (MB)
- May 18, 1864 Maryland & Delaware Railroad Board authorizes settling the claims of the bondholders. (MB)
- May 18, 1864 Cornelius Vanderbilt appoints his son, William H. Vanderbilt (1821-1885), as VP of the New York & Harlem Railroad, signaling the latter's rise to junior partner in managing the Commodore's business interests. (Stiles)
- May 19, 1864 Buffalo Extension of the Atlantic & Great Western Railroad incorporated in N.Y. to build from the A&GW at Randolph to Suspension Bridge. (Felton)
- May 19, 1864 Senate continues to debate the amendment to the Pacific Railroad Act; increases the amount any one stockholder may subscribe from 2,000 to 5,000 shares. (CongGlobe)
- May 21, 1864 Property of Littlestown Railroad transferred by deed to Ephraim Myers for purchasers; Hanover Branch Railroad continues operation of the Littlestown Railroad between Hanover and Littlestown, Pa. (Val)
- May 21, 1864 Piedmont Railroad opens between Danville and Greensboro, N.C., with proceeds of \$1 million Confederate government loan, creating a new through route from Richmond required by war traffic; originally a standard gauge line to match North Carolina railroads, it is converted to 5'-0" gauge as a military necessity only with the provision that it be changed back six months after the war is over. (Trelease, Clark, Harrison)
- May 21, 1864 Gen. Grant resumes his southward march toward Hanover Jct. (JSmith)
- May 22, 1864 U.S. Military Railroad abandons and tears up Richmond, Fredericksburg & Potomac Railroad between Aquia Creek and Falmouth, Va., after removing 8,000 wounded from Spotsylvania; not restored for the remainder of the war. (OR)
- May 23, 1864 New Jersey Railroad Board orders the East Newark Branch deeded to the Morris & Essex Railroad as per 1862 contract; it eventually becomes part of the DL&W main line. (MB)

- May 23, 1864 Joint Companies Executive Committee authorizes publishing a reply to “A Citizen of New Jersey” writing in the *New York Evening Post*; appoints William R. Markley Assistant Superintendent of the Camden & Amboy Railroad. (MB)
- May 23, 1864 War Dept. orders excluding anyone from trespassing on the U.S. military reservation on Sandy Hook, N.J. (Moss)
- May 23, 1864 Philadelphia & Erie Railroad opens between Sheffield and Kane, Pa. (AR - USRR&MR has same date for open Emporium-St. Marys passenger?)
- May 23, 1864 PRR establishes a single round trip Paoli Accommodation for persons spending the business day in Philadelphia, inaugurating the famous Paoli Local; wye and siding constructed, and engine house originally built for M-of-W engine used to store the locomotive for the Paoli Local; also establishes a second Parkesburg Accommodation. (AR, USRR&MR)
- May 23, 1864 Through cars between Jersey City and Williamsport established via Allentown Route. (NJJrnl)
- May 23, 1864 Warren & Tidouite Railroad renamed Warren & Franklin Railway; certificate filed June 25, 1864; company organizes with Henry P. Rutter, Pres., and W.M. Morrison, Chief Engineer. (Val, C&C)
- May 23, 1864 Senate passes the Sherman bill amending the Pacific Railroad Act by vote of 23-5; under a back-room deal between Thomas C. Durant and Collis P. Huntington, the Central Pacific Railroad is allowed to build 150 miles into Nevada. (CongGlobe, Bain)
- May 23, 1864 Thaddeus Stevens introduces a bill for a Northern Pacific Railroad in the House; to build from Lake Superior to Puget Sound. (Oberholtzer)
- May 25, 1864 Little Miami Railroad Pres. William H. Clement reports that he has purchased an additional \$25,000 Pittsburgh & Steubenville Railroad bonds. (MB)
- May 25, 1864 Dillard Rickets (the major stockholder), James Guthrie, Michael G. Bright, Herman Francisco, William McEwen, William H. Jennings and James Johnson elected directors of the Indianapolis & Madison Railroad; Frederick H. Smith and Nathan Powell are the only holdovers of the eastern investors. (MB)
- May 26, 1864 West Jersey Railroad Board authorizes a further subscription of \$50,000 to the Salem Railroad, bringing the total to \$70,000. (MB)
- May 26, 1864 Erie & Pittsburgh Railroad Executive Committee orders a lawsuit against

the Atlantic & Great Western Railroad Company of Pennsylvania to prevent it from building a branch to Sharon, Pa. (MB)

- May 26, 1864 Dayton & Western Railroad and Cincinnati, Hamilton & Dayton Railroad agree for joint operation of parallel tracks between Ludlow Street and 3rd Street in Dayton; CH&D may build broad gauge track on the Great Miami Bridge. (Church)
- May 27, 1864 Stockholders of Richmond & Covington Railroad approve contract with Columbus & Indianapolis Railroad, Indiana Central Railway, Little Miami Railroad, Dayton, Xenia & Belpre Railroad, and Dayton & Western Railroad, forming "Great Central Route"; also approve separate contract with Atlantic & Great Western Railroad, Columbus & Indianapolis Railroad, and Indiana Central Railway. (MB)
- May 27, 1864 PRR appoints Herman J. Lombaert (1816-1885) permanent Second VP in charge of the Treasury, Accounting and Transportation Departments. (MB)
- May 27, 1864 Gen. Grant resumes his flanking movement and crosses the Pamunkey River, but leaves the Virginia Central Railroad intact, allowing supplies to reach Lee and Richmond from the Shenandoah Valley. (Johnston)
- May 28, 1864 Camden & Atlantic Railroad donates this day's receipts (a Saturday) to the Sanitary Commission. (MB)
- May 28, 1864 Indiana Central Railway Board authorizes negotiations to merge all the companies forming the "Great Central Route" into one company. (MB)
- May 31, 1864 About 30,000 barrels of oil are lost when boats are jammed and crushed in the narrow waters of Oil Creek during a pond freshet. (Babcock)
- May 31, 1864 Mexican Emperor-designate Archduke Maximilian (1832-1867) and his wife Charlotte of Belgium (1840-1927), better known by the Spanish form of her name, Carlotta, arrive at Veracruz to claim the throne and establish a Habsburg-style court; in fact, Maximilian is relatively progressive and thus alienates both the conservative Catholic landowners and clerics, who have desired a monarch to save them from expropriation, and the republicans who view him as a foreign invader and stooge of Napoleon III; Napoleon hopes to reassert European control in parts of North America while the U.S. is preoccupied with the Civil War. (Bierman)
- June 1, 1864 Operation of Bald Eagle Valley and Tyrone & Clearfield Railroads detached from Middle Division and placed under a Superintendent of Branch Roads, Samuel A. Black. (AR, MB)
- June 1, 1864 Henry W. Gwinner (1824-1883) appointed General Ticket Agent, replacing

Lewis L. Houpt (Haupt) (1826-1898), brother of Herman Haupt, resigned after 17 years service. (MB)

- June 1, 1864 PRR Board authorizes purchase of Franklin Market House property on west side of 10th Street between Market & Chestnut as a site for passenger station. (MB)
- June 1, 1864 Agreement signed for merging Columbia & Port Deposit Railroad companies of Pennsylvania and Maryland. (Val)
- June 1, 1864 Erie & Pittsburgh Railroad completed from Pulaski to Harbor Bridge, five miles above New Castle. (no pass. service - according to Spence is "by" date)
- June 1, 1864 Frank Thomson, released from military duty, named Superintendent of Eastern Division of Philadelphia & Erie Railroad at age 22, replacing Samuel A. Black, appointed Superintendent of the Bald Eagle Valley and Tyrone & Clearfield. (MB)
- June 1, 1864 PFW&C appoints Charles E. Gorham (1813?-1883) Superintendent of Western Division, replacing H.A. Gardner made Principal Assistant Engineer. (MB)
- June 1, 1864 David C. Branham resigns as Superintendent of the Indianapolis & Madison Railroad. (MB)
- June 1, 1864 Gen. Grant begins another assault on Gen. Lee's position at Cold Harbor, only 12 miles from Richmond. (Wagner)
- June 1, 1864 One-month Great Sanitary Fair held at Allegheny City, Pa.; raises over \$360,000. (HistAllghnyCo)
- June 1, 1864 Ohio Falls Car & Locomotive Company organized at Jeffersonville, Ind.; it eventually becomes part of American Car & Foundry Company in 1899. (Baird)
- June 2, 1864 Radical leader Sen. Zachariah Chandler (1813-1879) of Michigan reports the former Raritan & Delaware Bay Railroad bill (HR-307) from the Committee on Commerce. (CongGlobe)
- June 2, 1864 Rep. Thaddeus Stevens (1792-1868) from the House Committee on the Pacific Railroad reports a bill (HR-438) to amend the Pacific Railway Act. (CongGlobe)
- June 2, 1864 Lawrence Railroad & Transportation Company (of Pennsylvania) receives letters patent. (C&C)

- June 3, 1864 Gen. Robert E. Lee wins his last victory at Cold Harbor; the Army of the Potomac loses its initial advantage by being unable to draw up in a line to begin the attack before Lee completes his fortifications; Lee inflicts huge losses on the Army of the Potomac, 7,300 in one futile charge at close range on the 3rd, although losses are less than at the Wilderness or Spotsylvania; Union troops fail to move when Grant orders the attack renewed; Grant then begins a flanking movement to capture Petersburg and cut the railroads supplying Richmond; the Army of the Potomac has suffered total casualties of 39,259 since crossing the Rapidan, including 6,586 killed; at the same time, the Army of Northern Virginia has suffered proportional losses, has no available reserves, and is suffering from scurvy. (Long, JSmith, Alexander)
- June 3, 1864 Confederates pursuing the retreating Gen. Franz Sigel occupy Martinsburg and cut the B&O. (Bain)
- June 6, 1864 Stockholders of the Summit Branch Railroad Company authorize the purchase of the lands of the Union Railroad & Mining Company and ratify the lease of land to the Bear Valley Coal Company. (MB)
- June 6, 1864 New Castle & Beaver Valley Railroad Board appoints a committee to meet with the Erie & Pittsburgh Railroad to arrange a connection and joint depot. (MB)
- June 6, 1864 Separate Lawrence Railroad & Transportation Company (of Ohio) incorporated to build from Cleveland & Mahoning Railroad in Youngstown to Pennsylvania state line. (Church)
- June 6, 1864 Penn Haven & White Haven Railroad officially opened, linking the Beaver Meadow Railroad at Penn Haven with the Lehigh & Susquehanna Railroad at White Haven and creating an all-rail route from the lower Lehigh Valley to Wilkes-Barre. (CarbDem - see below)
- June 6, 1864 Yale chemist Benjamin Silliman, Jr., and his secretary Frank Semple return to San Francisco from Nevada and prepare to inspect Tom Scott's Arizona properties. (Hutchinson)
- June 6, 1864 Third Assistant Postmaster A. N. Zevely writes to the postmasters of New York, Philadelphia, Baltimore and Cleveland explaining that he has been delegated to institute the system of traveling post offices (RPOs), which he hopes to have running between New York and Washington and New York and Cleveland by July 1 and asking that they send competent clerks who can be assigned to this service. (HistRyMail)
- June 7, 1864 Congress extends a land grant to Michigan for the Grand Rapids & Indiana

Railroad to cover the section between Grand Rapids and Fort Wayne; GR&I is allowed to select its land north of Grand Rapids from a band 20 miles deep on each side of the line instead of 15 miles. (Church)

- June 7, 1864 Great Sanitary Fair opens in Logan Square in Philadelphia to raise money for the care of Union soldiers; organized by the Sanitary Commissions of New Jersey, Pennsylvania and Delaware. (Scharf, USRR&MR)
- June 7, 1864 Gen. Sheridan and 9,000 Union cavalry leave the Army of the Potomac on a raid towards Charlottesville to destroy the Virginia Central Railroad and possibly link up with Union forces in the Shenandoah Valley. (Wagner)
- June 8, 1864 LIRR agrees to build Flushing & Woodside Railroad and acquire it upon completion; work is not completed until 1868. (Val, C&C)
- June 8, 1864 Brooklyn, Bath & Coney Island Railroad opens for regular revenue service from the city line at 36th Street near 5th Avenue, Brooklyn, to Bath Beach (Gunthersville) via the Bath Plank Road (present New Utrecht Avenue); uses “dummy” locomotives. (BklnEgle)
- June 9, 1864 Rep. Augustus Brandegee (1828-1904) of Conn. from the House Committee on the Air Line Railroad reports a bill for a new railroad between Washington and New York; Rep. Henry Winter Davis (1817-1865) of Maryland keeps it bottled up in committee. (CongGlobe)
- June 9, 1864 Ashtabula & New Lisbon Railroad Board authorizes leasing to the Cleveland, Painesville & Ashtabula Railroad any portion of their road that the CP&A is willing to adopt as a branch. (MB)
- June 10, 1864 Littlestown Railroad (1864) organized by purchasers of Littlestown Railroad (1854); articles not filed until Jan. 9, 1866. (Val)
- June 10, 1864 Future PRR General Superintendent Dr. Edward H. Williams appointed Superintendent of Galena Division of newly-consolidated Chicago & North Western Railway. (Ystrdy&Tdy)
- June 11, 1864 Pittsburgh & Connellsville Railroad Board authorizes construction from Connellsville to Cumberland, Md., and a connection with the B&O. (ARJ)
- June 11, 1864 Gen. Sheridan’s raid is repulsed by Gen. Wade Hampton (1818-1902) at Trevillian Station before it can really start, and Sheridan withdraws towards Cold Harbor. (Wagner)
- June 12, 1864 Gen. Grant begins moving south for a crossing of the James below Richmond, hoping to menace Richmond from the south, achieving total surprise; Lee, mistakenly expecting a frontal attack on Richmond, forms his

line east of the city. (JSmith, Long)

- June 12, 1864 Union army under Gen. David Hunter (1802-1886) takes and plunders Lexington, Va., in the Shenandoah Valley, burning down much of the town, including the home of Gov. John Letcher and the Virginia Military Institute, whose cadets played a heroic role in defeating Sigel at New Market. (McPherson, Wagner)
- June 13, 1864 Joint Companies Executive Committee rules that the new canal line between Wilmington, Chester and New York be charged the same reduced rates as the old lines between Philadelphia and New York; grants \$5,000 to the Great Sanitary Fair at Philadelphia. (MB)
- June 13, 1864 At the annual election, Cornelius Vanderbilt secures control of the Board of the Hudson River Railroad, giving him control of all railroads entering New York City from the north; Samuel Sloan, Moses H. Grinnell, Addison G. Jerome and others are dropped, and Horace F. Clark, James H. Banker, Augustus Schell, Oliver Charlick, and Joseph Harker are elected. (Stiles/MB)
- June 14, 1864 John M. Tobin is elected Pres. of the Hudson River Railroad, replacing Samuel Sloan, who realizing he will remain second fiddle to Vanderbilt, resigns amicably and goes on to head the DL&W and other railroads; an Executive Committee is created consisting of Horace F. Clark, Augustus Schell, James H. Banker, Leonard W. Jerome, Oliver Charlick, and Tobin. (Stiles/MB)
- June 14, 1864 Penn Haven & White Haven Railroad opens between Penn Haven Jct. and White Haven, Pa., along the upper Lehigh River, connecting with the Lehigh & Susquehanna Railroad of the Lehigh Coal & Navigation Company; two passenger round trips established between Mauch Chunk and Wilkes-Barre. (LV AR)
- June 14, 1864 Army of the Potomac begins crossing the James River at Wilcox Landing below Richmond; Gen. William F. "Baldy" Smith tarries in attacking the undermanned Confederate entrenchments at Petersburg and then fails to press the attack next day. (JSmith)
- June 14, 1864 As Gen. Sherman and his troops maneuver near Marietta, Ga., he observes Confederate Gens. Leonidas Polk (1806-1864), William J. Hardee (1815-1873) and Joseph E. Johnston watching them from an exposed position; he orders Gen. O. O. Howard (1830-1909) to open fire; the "Fighting Bishop" Polk is too portly to take cover quickly, and the third shot passes completely through his chest from side to side, nearly cutting him in two. (wiki)
- June 15, 1864 PRR Board authorizes a contract to move city coal from the Philadelphia &

Reading over the Junction Railroad and Delaware Extension so the City Railroad tracks on Broad Street may be abandoned south of Olive Street (Penn Square South). (MB)

- June 15, 1864 A group of postal clerks, including George B. Armstrong and C. E. Wheeler, meet in Washington at the request of Postmaster General Montgomery Blair to discuss the plan for railway post offices that Third Assistant Postmaster General A. N. Zavely is experimenting with between New York and Washington; Wheeler is appointed superintendent of lines to the Ohio-Indiana border and Armstrong of lines west of that point. (HistRyMail)
- June 15, 1864 Third Assistant Postmaster General A. N. Zavely writes to Edwin A. Stevens reminding him that he has still not furnished the two RPO cars for New York-Washington service; the PW&B has already complied, and the B&O will complete a car next week. (HistRyMail)
- June 15 ,1864 Cross Cut Railroad receives letters patent; Thomas Struthers, Pres. (C&C)
- June 15, 1864 Erie & Pittsburgh Railroad completed to junction with New Castle & Beaver Valley Railroad at New Castle, Pa.; no revenue passenger service. (Spence)
- June 15, 1864 House fails to pass the Thirteenth Amendment outlawing slavery by the necessary two-thirds vote, being only 93-65; there are only 84 Republicans to 72 Democrats, with 27 "Unionists" of various stripes, who are generally more conservative, opposing secession, but not supporting a full Republican Party agenda. (Wagner, wiki)
- June 15, 1864 The main body of the Army of the Potomac, 115,000 men, crosses the James River on a 2,170-foot pontoon bridge, the longest of its type before World War II; Gen. Grant establishes his headquarters at City Point before Petersburg, where it is easily supplied by deep-water shipping and Bay steamboats. (JSmith Wagner)
- June 1864 NYC and Hudson River Railroad now operate through trains between New York and Buffalo via Troy. (ARJ)
- June 1864 U.S. Circuit Court at Indianapolis has set aside the sale of the White Water Canal and the Cincinnati, Peru & Chicago Railroad (?) on a suit of the minority stockholders and creditors. (ARJ)
- June 1864 Republican National Convention meeting in Baltimore nominates Pres. Lincoln for a second term on a platform that includes pushing the war to victory and a constitutional amendment banning slavery. (JSmith - verify)

- June 1864 Henry W. Wilson (1843-1928), son of William Hasell Wilson, graduates from Rensselaer Polytechnic Institute with a degree in Civil Engineering; also graduating is Christopher Waite, who will become an officer of Midwestern railroads. (Rezneck - verify)
- June 16, 1864 West Jersey Ferry Company Board approves sale of ferry *Mariner* to U.S. government for \$18,000. (Watkins)
- June 16, 1864 Erie & Pittsburgh Railroad opens first coal pier (Dock No. 1) at Erie and Shenango Valley coal transshipped to lake boats for the first time. (Spence, ABuchan)
- June 16, 1864 Army of the Potomac attacks the Confederate line at Petersburg, but their delays have given Gen. Beauregard time to bolster the defenses; in the evening, he falls back to the outskirts of Petersburg and waits for Lee to come up. (JSmith)
- June 17, 1864 Jersey City ordinance bans the Jersey City & Bergen Railroad from operating steam dummies within the city limits. (Digest)
- June 17, 1864 House begins debating the amendment to the Pacific Railroad Act; Rep. Thaddeus Stevens manages it on the floor; amends it to reduce the number of government directors on standing committees from two to one. (CongGlobe)
- June 18, 1864 Three-day Battle of Petersburg concludes; although he has pushed back the Confederate lines to the east of the city, Grant realizes he cannot move further by frontal assault and begins a siege, pinning Lee's army in Petersburg; Union forces cut the Petersburg Railroad, leaving the Richmond & Danville and Southside Railroads as the only lifelines to Richmond; the Army of the Potomac has lost 62,000 men between The Wilderness and Petersburg; Confederate losses are proportional; the Army of the Potomac is exhausted, and war-weariness in the North is running high; on the other hand, Grant has succeeded in immobilizing Lee, as any movement by Lee would immediately bring the fall of Richmond. (Long, Clark, Alexander, McPherson, Wagner)
- June 18, 1864 Gen. Jubal Early blocks Gen. David Hunter's southward advance at Lynchburg; Hunter retreats into West Virginia, leaving the Shenandoah Valley wide open. (McPherson)
- June 18, 1864 Pennsylvania Supreme Court approves bond for Junction Railroad crossing of West Chester & Philadelphia Railroad near Almshouse property in West Philadelphia. (Casebook)
- June 18, 1864 Sen. Samuel C. Pomeroy introduces a joint resolution to secure payment to

the Delawares and Pottawatomies for land sold to the Leavenworth, Pawnee & Western Railroad. (CongGlobe)

- June 19, 1864 Brooklyn City Railroad begins running its Greenwood (Court Street) streetcars through to 36th Street to make connection with the Brooklyn, Bath & Coney Island Railroad; attempts are being made to get the Brooklyn Central & Jamaica Railroad to extend its 5th Avenue Line to the BB&CI. (BrklnEgle)
- June 19, 1864 American Telegraph Company completes line between Camden and Cape May, N.J.
- June 19, 1864 *U.S.S. Kearsarge* sinks the highly successful and feared Confederate commerce raider *C.S.S. Alabama*, which has taken about 65 Northern ships as prizes, off Cherbourg, France. (Wagner)
- June 20, 1864 Joint Companies Executive Committee rescinds the extra dividend of 25%; plans an increase in the rate for steam towing. (MB)
- June 20, 1864 T.W. Kennard, William Reynolds and other officials arrive at Dayton in Kennard's private car for the ceremony marking the completion of the Atlantic & Great Western Railroad; Kennard, Reynolds and Marvin Kent drive the last spikes connecting the A&GW to the broad-gauge track of the Cincinnati, Hamilton & Dayton Railroad, which has laid a third rail permitting broad-gauge Erie/Atlantic & Great Western cars to operate between Dayton and Cincinnati and, with the Ohio & Mississippi, completing a 6'-0" gauge line between Jersey City and East St. Louis; A&GW is the largest northern rail project to be undertaken during the Civil War, but could be built only at a cost of enormous debt and stock watering, and is poorly constructed; like the Erie, its principal competitive strategy will be to act as a rate-cutter. (Reynolds, ARJ, Felton)
- June 20, 1864 Pres. Lincoln arrives at City Point, Va., for two days of conferences with Gen. Grant. (JSmith)
- June 21, 1864 Cincinnati, Hamilton & Dayton Railroad Pres. S.S. L'Hommedieu presides at a banquet at the Phillips House in Dayton, marking the completion of the Atlantic & Great Western Railroad. (Reynolds)
- June 22, 1864 Gen. U.S. Grant sends cavalry under Gen. James Harrison Wilson (1836-1903) and Gen. August V. Kautz (1828-1895) to cut the Petersburg Railroad 7 miles south of Petersburg; they move on to destroy the South Side Railroad at Ford's Station. (McPherson, wiki)
- June 22, 1864 Anthracite coal operator Enoch W. McGinnis makes a \$5,000 deposit for buying the Abbott & Wood coal tract near Pottsville. (Wood)

- June 23, 1864 Lawrence Railroad & Transportation Company (of Pennsylvania) organized; J. M. Crawford, Pres.; W. G. Darley, Chief Engineer. (Church, C&C)
- June 23, 1864 Gen. James H. Wilson attacks the Richmond & Danville Railroad at Burkeville, Va., but encounters Confederate cavalry. (wiki)
- June 23, 1864 Having forced Gen. David Hunter back into the mountains of West Virginia, Gen. Jubal A. Early turns his 13,000-man army north down the wide-open Shenandoah Valley towards the Potomac. (Wagner)
- June 24, 1864 Woodburne Mining Company incorporated in Pa. by Richard D. Barclay, J.V. Elwell, Joseph Lesley, George Taber and Oliver W. Barnes to operate gold or silver mines in Arizona; the company is controlled by Tom Scott and is named after his country estate; it replaces the Arizona Gold & Silver Mining Company. (PL, Hutchinson)
- June 24, 1864 Delaware, Lackawanna & Western Railroad Pres. John Brisbin (1818-1880) announces to the Board that he has purchased additional stock to secure control of the Lackawanna & Bloomsburg Railroad, one of its chief coal feeders, for \$194,000, keeping it out of the hands of the PRR, which is later forced to build a parallel line along the south bank of the Susquehanna River. (MB)
- June 25, 1864 Pennsylvania Supreme Court refuses preliminary injunction to block the Junction Railroad from crossing West Chester & Philadelphia Railroad near the Almshouse property in West Philadelphia. (Casebook)
- June 25, 1864 Gens. Wilson and Kautz are repulsed at the Staunton River Bridge southwest of Petersburg without destroying it. (wiki)
- June 25, 1864 House passes its version (HR-438) of the amendment to the Pacific Railroad Act. (CongGlobe)
- June 25, 1864 Marine Pavilion hotel at Far Rockaway, N.Y., destroyed by fire. (Bellot)
- June 1864 PRR steam canal boat *New Era* with towed barge carrying a total of 200 tons of coal operates between Wilkes-Barre and Delaware City or Baltimore; PRR halts enlargement of canal locks because of inflated war prices. (AR)
- June 1864 *Pequest* is the first locomotive built at Lambertville Shops of Belvidere Delaware Railroad. (Lee)
- June 1864 Warren & Franklin Railroad opens between Buchanan Jct. on A&GW and

Oil City, Pa., giving Erie Railway access to Oil Regions; (first to do so?? NO W&F is part of PRR system and opens 7/66 - name may be wrong); creates direct route to Cleveland, which supersedes Pittsburgh as the major refining center.

- June 27, 1864 Gen. William T. Sherman's forces are bloodied as he hurls them against the center of Gen. Joseph E. Johnston's well-built defensive lines at Kennesaw Mountain, Ga.; Southern morale rises. (Wagner)
- June 28, 1864 Pres. Lincoln signs a bill finally repealing the Fugitive Slave Law. (Wagner)
- June 29, 1864 First excursion train, consisting of locomotive *Union* and four coaches, operates between Erie and New Castle opening Erie & Pittsburgh Railroad. (Spence, USRR&MR)
- June 29, 1864 Columbus & Indianapolis Railroad agrees to purchase Richmond & Covington Railroad for \$640,000 in C&I stock. (Church)
- June 29, 1864 Secretary of the Treasury Salmon P. Chase (1808-1873), who has been intriguing for the Republican nomination, is startled when Pres. Lincoln calls his bluff and accepts his offered fourth resignation; he is replaced by William Pitt Fessenden (1806-1869), the Radical Chairman of the Senate Finance Committee. (Wagner)
- June 29, 1864 Virginia Iron Works near Wheeling, W.Va., sold at sheriff's sale to Edward M. Norton, et al., who incorporate the works as the Benwood Iron Works. (Scott)
- June 30, 1864 Camden & Amboy Railroad depot at foot of Bridge Street, Camden, burns with loss of a number of freight cars. (Boyer)
- June 30, 1864 Special PFW&C train arrives at New Castle to meet Erie & Pittsburgh excursionists; dinner held at Cochran House, after which, both parties go to Pittsburgh. (Spence)
- June 30, 1864 Henry H. Houston begins investing \$11,250 in F.W. Greene (&) Co. of Red Hook, Brooklyn, whose property later becomes part of the National Storage Company. (Contosta)
- June 30, 1864 Erie Railway submits statement for its joint operating arrangement with Northern Central for Buffalo, New York & Erie Railroad for the year ending Apr. 30; Northern Central objects and eventually brings suit to enforce the contract; the NC holds that the Erie has diverted traffic moving from Buffalo to the NC to its own line via Hornell instead of via Corning; Erie refuses to supply a proper proportion of rolling stock, and mingles joint

service money with its own. (NC v. Erie)

- June 30, 1864 Jeffersonville Railroad Board authorizes modifying the Indianapolis & Madison Railroad purchase contract to permit removing one track between Columbus and Edinburg and allowing the Jeffersonville Railroad to do a local business between Edinburg and Indianapolis; authorizes acquiring the First Mortgage bonds of the I&M; G. H. Ellery resigns as VP and the office is abolished. (MB)
- June 30, 1864 U.S. Treasury stops issuing Greenbacks, with \$431 million in circulation. (Wyckoff)
- June 30, 1864 Congress amends the Internal Revenue Act cutting the war tax on passenger gross income from 3% to 2½% but also imposing a 2½% tax on freight income and raising the tax on interest and dividends from 3% to 5%. (StatutesatLarge)
- June 30, 1864 Tariff Act raises ad valorem duties from 37.5% to 49%, under pressure from the American Iron & Steel Association and other manufacturers' organizations. (StatutesatLarge, Ratner)
- July 1, 1864 Camden & Amboy Railroad begins charging the Philadelphia & Trenton Railroad \$20,000 a month for the use of its cars and throwing a large volume of freight over it. (MB)
- July 1, 1864 PRR and NYC place Oil Creek Railroad stock in a voting trust; agree that traffic will be delivered to NYC over P&E to Erie and to Erie Railway at Corry; half of traffic for New York to be carried via NYC and half via PRR; NYC to get all traffic for New England and points north of Erie; PRR all traffic to points south of Erie. (gauge is to be changed from 6'-0" to 4'-8½"); by detaching it from the Erie/A&GW system, this costs the Atlantic & Great Western Railroad \$200,000 a year in lost revenue. (this must be a retroactive date from July 7 sale or date of an agreement prior to actual purchase)
- July 1, 1864 Gov. Curtin writes to PRR notifying them that \$50,000 donated in 1862 will be applied to the relief of orphans of veterans. (MB)
- July 1, 1864 South Branch Railroad opens between Somerville and Flemington, N.J., with a 14-car excursion train; controlled by CNJ; the connection with the Flemington Railroad & Transportation Company at Flemington is built later. (StGaz)
- July 1, 1864 Erie & Pittsburgh Railroad excursionists feted at banquet at the Monongahela House at Pittsburgh before returning to Erie. (Spence)

- July 1, 1864 Sen. Zachariah Chandler of Mich. makes a last unsuccessful effort to get a vote on the former Raritan & Delaware Bay Railroad bill before the end of the session. (CongGlobe)
- July 1, 1864 Engine and train crews on the Reading and its coal laterals strike for an increase of 50 cents a day for each class of labor, cutting off anthracite coal shipments. (Hare, Blackman)
- July 1, 1864 Heckscher & Co. in Cass Township, the largest coal operators on the Reading, offer their miners an increase, but they remain on strike. (Blackman)
- July 1, 1864 Act of Congress incorporates the Metropolitan Railroad in the District of Columbia. (CongGlobe)
- July 1, 1864 Trevorton Coal Company west of Shamokin defaults on interest. (Hare)
- July 1, 1864 Postmaster General Montgomery Blair authorizes George B. Armstrong to establish and test a railway post office (RPO) on a line of his choosing running out of Chicago. (HistRyMail)
- July 1, 1864 Gen. James Harrison Williams and Gen. August V. Kautz return to Petersburg from a 300-mile cavalry raid during which they have destroyed 60 miles of the South Side and Petersburg Railroads, although with 1,445 casualties and the loss of 16 guns; the Confederates quickly repair the damage. (wiki, Meredith)
- July 2, 1864 Last rail laid on Philadelphia & Erie Railroad two miles west of Johnsonburg. (USRR&MR)
- July 2, 1864 Pres. Lincoln signs the Pacific Railway Act of 1864 passed by the combined lobbying of all parties interested in Pacific railroads; doubles the size of the land grant to 10 alternate sections in a strip 40 miles wide (?); permits all companies to issue their own First Mortgage bonds in equal amount to government bonds and relegate the government bonds to a second mortgage (a provision that permits promoters to float speculative issues and reap large, speculative profits while burdening the companies with debt); reduces sections from 40 miles to 20 miles; Union Pacific Railway Company, Eastern Division, is allowed to extend to meet the Central Pacific if it reaches the 100th meridian before the UP; however, any construction beyond the 100th meridian will not be eligible for government bonds or land grants until the UP reaches the 100th meridian; UPED is granted 20 sections per mile in a strip 40 miles wide and U.S. bonds at the rate of \$16,000 per mile; Leavenworth Branch of UPED is not to be entitled to government bonds. (CongGlobe, Klein, ICC, Petrowski)

- July 2, 1864 Separate Act of Congress incorporates the Northern Pacific Railroad to build from Lake Superior to Puget Sound with a branch to Portland, Ore., with a capital of \$100 million; list of incorporators include John C. Fremont, Samuel M. Felton, J. Edgar Thomson, George W. Cass and William B. Ogden; receives no cash subsidy but is given a 50 million acre land grant in 20 alternate sections on each side through the territories and 10 sections through states, or 12,800 acres per mile in the states (Wisconsin, Minnesota and Oregon) and 25,600 acres per mile through the territories; this is the largest land grant ever given to a railroad and larger than all the New England States put together; the project is initially pushed by Josiah Perham (1803-1868), a quixotic New England promoter, who is later elected Pres. (CongGlobe, Splawn, Oberholtzer, Lubetkin, Winks)
- July 2, 1864 Benjamin Silliman writes his first report on the petroleum resources of the Rancho Ojai in Ventura County, Calif., noting its "fabulous wealth." (Rept)
- July 3, 1864 Federal troops retreat from Martinsburg; B&O evacuates equipment eastward in advance of Confederates under Gen. Jubal Early, who occupies the line between Harpers Ferry and Martinsburg. (B&O AR)
- July 4, 1864 Western Pennsylvania Railroad opens from Blairsville to Saltsburg; operated by the Construction Dept. and Antes Snyder as Principal Assistant Engineer. (Triumph/tt, Stewart)
- July 4, 1864 Confederate raiders under John S. Moseby (1833-1916) cross the Potomac west of Point of Rocks and attack the B&O, then retreat to the Virginia side when reinforcements appear; Federal troops evacuate Harpers Ferry; B&O's iron-clad car, used to protect military trains, is captured and destroyed. (B&O AR, Bain)
- July 5, 1864 Confederates under Gen. Jubal Early cross the Potomac at Shepherdstown; this last invasion of the North is aimed at threatening Washington to take pressure off Lee; Early's forces are at Hagerstown by nightfall. (Long, Hutchinson)
- July 5, 1864 U.S. Military Railroads reopens the City Point Railroad from City Point to Grant's front lines before Petersburg; changed from 5'-0" to standard gauge; it becomes the main supply line to Grant's army, with branches extended as the siege works and trenches are extended in front of the town. (OR)
- July 5, 1864 Pres. Lincoln places Kentucky under martial law and suspends habeas corpus because of guerilla raids. (NYT)
- July 5, 1864 Following the orders of Gen. Sherman, Gen. Andrew J. Smith leaves La Grange, Tenn., with 14,000 troops to destroy the base of Confederate cavalry raider Gen. Nathan Bedford Forrest in northern Mississippi; they

devastate the countryside en route. (Wagner)

- July 5, 1864 Little Miami Railroad purchases the last \$25,000 installment of Pittsburgh & Steubenville Railroad bonds. (MB)
- July 6, 1864 Gen. Jubal Early's troops capture Hagerstown; Cumberland Valley Railroad engine house burned; while a fire rages in the streets, Thomas R. Bard, telegrapher William B. Wilson, and two railroad men flee on a handcar to Greencastle, where Wilson is able to tap the telegraph line and report; they then proceed to Chambersburg. (Long, Hutchinson, C&C)
- July 6, 1864 Confederates attempting to burn the B&O bridge over Great Cacapon River are driven off by Federal troops in an armored train. (Bain)
- July 6, 1864 A new Columbia Bridge Company organized; Herman J. Lombaert Pres. (Wilson, C&C)
- July 6, 1864 Philadelphia & Erie Railroad opens between Kane and Wilcox, Pa. (AR)
- July 6, 1864 Asa Packer resigns as Pres. of the Lehigh Valley Railroad for health; replaced by William W. Longstreth (1802-1879). (MB)
- July 6, 1864 Hudson River Railroad Executive Committee, now controlled by the Vanderbilt interests, votes to end competition with the Vanderbilts' New York & Harlem Railroad. (Stiles/MB)
- July 6, 1864 Gen. Sherman destroys the cotton mills at Roswell, Ga., upon learning that they have been producing cloth for the Confederate armies under a neutral French flag; the workers, mostly women, are deported to Indiana to deprive the Confederacy of their services. (Wagner)
- July 6, 1864 Prison camp for Confederate POWs opens in the former Barracks No. 3 of the abandoned Camp Rathbun in Elmira, N.Y., a site chosen because it is at the junction of the Erie Railway and the Elmira & Williamsport Railroad; it eventually houses over 12,100 prisoners, of whom nearly 25% die of malnutrition, exposure to the harsh northern winter and poor sanitation; inmates call it "Hellmira." (wiki)
- July 7, 1864 On rumors that the confederates have evacuated Hagerstown, Thomas R. Bard, William B. Wilson and two railroad men leave Chambersburg on a handcar to check out the situation; they go into town only to find it still full of Confederate soldiers; after several anxious moments and hiding overnight, they flee back north in the handcar. (Hutchinson)
- July 7, 1864 Tom Scott and Dean Richmond meet with Worthy S. Streater (1816-1902) of the Oil Creek Railroad at Erie and purchase joint control of the Oil Creek

Railroad on their own account from Streator and Thomas Struthers (1803-1892) at 150; William Reynolds had worked for over a year to block the sale and secure the Oil Creek Railroad for the Atlantic & Great Western Railroad, but received no support from T.W. Kennard and James McHenry; as a result, the A&GW loses its potential lock on the oil trade; PRR later acquires NYC interest. (when??) (Reynolds, Felton, Maybee)

- July 8, 1864 Gen. Sherman's advance has pushed Confederate Gen. Joseph E. Johnston back to Atlanta, and Sherman is only 4 miles from the well-defended city; Sherman has the Western & Atlantic Railroad rebuilt to support his assault on the city, including restoring the 780 foot long, 92 foot high bridge over the Chattahoochie River, rebuilt by Eben C. Smeed (1830-1892) in four and a half days with timber cut from the stump. (Alexander, Meredith, Haupt)
- July 8, 1864 Lehigh Valley Railroad merges the Beaver Meadow Railroad & Coal Company under an agreement of June 18, inheriting its mining privileges and nearly 2,000 acres of coal land. (AR, ICC, Bogen)
- July 9, 1864 Confederates under Gen. Jubal Early defeat 1,400 hastily-assembled Union troops under Gen. Lew Wallace (1827-1905) at the Battle of Monocacy; occupy Frederick and move east to cut the Northern Central Railway and PW&B. (Long, BaltAm)
- July 10, 1864 Battle-hardened reinforcements dispatched by Gen. Grant from Petersburg arrive in Washington to defend the city from Gen. Early. (Wagner)
- July 10, 1864 Gen. Daniel C. McCallum of the U.S. Military Railroad orders a force of 142 men now idled at Alexandria to replace striking engine and train crews on the Philadelphia & Reading Railroad to prevent the interruption of essential coal traffic. (OR, Blackman)
- July 10, 1864 Confederate cavalry raiders under Maj. Harry Gilmor cut the Northern Central Railway telegraph line at Texas, burn the bridges at Hanover Jct., Ashland and over the Gunpowder River on the Northern Central Railway and tear up the tracks between Cockeysville and Timonium; at the urging of John Merryman, a Confederate sympathizer, the Ashland Iron Works is spared; Gen. Bradley T. Johnson then divides his forces; Gilmor moves down the Northern Central towards Towson, burning bridges; Johnson moves into the Green Spring Valley to destroy the tracks of the Western Maryland Railroad. (BaltAm, Gunnarsson)
- July 10, 1864 Wild rumors sweep Wilmington, Del., that an arm of Gen. Early's invasion will advance across the Delmarva Peninsula, leading to a mobilization of volunteers. (Scharf)
- July 11, 1864 Gen. George Cadwalader issues an order for placing the Reading and its

coal branches under martial law in order to break the strike and secure the coal supply; idled crews from the U.S. Military Railroads are sent north on the PW&B as strikebreakers. (Hare)

- July 11, 1864 Gen. Early breaks through Union lines and enters the District of Columbia and begins two days of attacking Fort Stevens on the outer perimeter of the Capital's defenses near the northern apex of the District, but he is unable to break through to Washington proper; greenbacks trade at their lowest value, 39 cents in gold; Early's raid drives the price of gold up to 285, but it closes at 281. (NYT, Long, Wagner, B&O AR)
- July 11, 1864 Gilmore's raiders reach Magnolia on the PW&B; capture and plunder the 8:40 AM local and the 9:45 express out of Baltimore; as the Gunpowder River Bridge to the south is protected by a gunboat, the raiders set the second train on fire and send it backwards onto the bridge, where it stops without going very far; only about 350 feet of the bridge is burned; the last train through is the one carrying engineers and firemen to the Reading. (BaltAm, Wilson, Hare)
- July 11, 1864 Confederate raiders are driven from Frederick, Md.; U.S. troops retake Hagerstown and Martinsburg. (BaltAm)
- July 11, 1864 Camden & Amboy steamer *John Potter* burns at Pier 1, New York; fire discovered at 12:30 AM after vessel is tied up for the night and boiler fires are quenched; fire spreads and consumes the freight station on Pier 1, which is replaced later in the year. (MB, AR, NYT)
- July 11, 1864 West Chester & Philadelphia Railroad Board approves exchange of rights of way with Junction Railroad in West Philadelphia; demands that Philadelphia & Baltimore Central Railroad sign a through traffic contract by Aug. 1 or be charged full local rates. (MB)
- July 11, 1864 At the request of Pres. Charles E. Smith, Gen. George Cadwalader seizes the strike-bound Philadelphia & Reading Railroad to be used for military purposes; Smith feared that the government railroad employees would refuse to act as strikebreakers on a private company; Cadwalader names Smith Superintendent for the period of government control. (Hare, Blackman)
- July 11, 1864 Peoria & Burlington Railroad (Peoria-East Burlington) merged into the CB&Q Railroad under an agreement of June 24, 1864. (ICC, Overton)
- July 12, 1864 PW&B resumes service using two chartered steamboats between Perryville and Baltimore. (BaltAm)
- July 12, 1864 Raiders from Gen. Early's army cut B&O Washington Branch at Beltsville.

(B&O AR)

- July 12, 1864 Columbia Bank deeds the Columbia Bridge, including surviving piers and franchise, to Josiah Bacon, et al. (C&C, Wilson)
- July 12, 1864 Assistant Quartermaster General Col. G. H. Crossman directs the Reading to haul coal from 32 specified collieries to the government agent, Tyler & Co. (Gen. Daniel Tyler) in Philadelphia; operators may ship those sizes not suitable for government use, providing the government gets at least 50% of the total shipments; several operators refuse to load coal because the government pays only \$5-6 per ton, vs. the market rate of \$7.50. (Blackman, Hare)
- July 12, 1864 Gen. Sherman's army crosses the Chattahoochee River at Roswell on a bridge rebuilt by Granville M. Dodge. (Hirshson)
- July 13, 1864 New Castle & Franklin Railroad receives letters patent. (C&C)
- July 13, 1864 Cincinnati & Chicago Air-Line Railroad Board authorizes settling all claims with the government for military transportation. (MB)
- July 14, 1864 Third Assistant Postmaster General A. N. Zavely writes to C. A. Walborne, postmaster at Philadelphia, stating that he wants to have RPOs installed on the PRR as soon as possible. (HistRyMail)
- July 14, 1864 Gen. Jubal Early recrosses the Potomac into Virginia, ending the last Confederate foray into the North. (Long)
- July 14, 1864 In the Battle of Tupelo, Gen. Nathan Bedford Forrest's attack on the force sent against him is repulsed, and Forrest is wounded, relieving the threat to Gen. Sherman's supply lines. (Wagner)
- July 14, 1864 B&O restores service on Washington Branch. (B&O AR)
- July 14, 1864 Joint Companies' Executive Committee offers \$5,000 reward for arrest of arsonists suspected in the burning of the steamboat *John Potter*; authorizes Ashbel Welch to build two barges capable of carrying 12 PRR freight cars to run between New York and South Amboy for Star Union Line, providing Star Union Line provides a New York pier, performs all labor, and guarantees at least 20 cars per day. (MB)
- July 14, 1864 Ashtabula & New Lisbon Railroad leases its unfinished road between Niles and New Lisbon to the New Lisbon Railway for \$6,000; the new company is to complete the line; it eventually becomes part of Erie system. (MB, Minor, Church)

- July 14, 1864 Columbus & Xenia Railroad Board declines to purchase bonds of Chicago & Great Eastern Railway as beyond its means. (MB)
- July 14, 1864 William H. Clement of the Little Miami Railroad presides at a rate meeting at the St. Nicholas Hotel in New York. (ARJ)
- July 15, 1864 PFW&C appoints committee to secure stock control of Cleveland & Pittsburgh Railroad and Cincinnati & Chicago Air Line Railroad; also authorizes purchase of Cleveland, Zanesville & Cincinnati Railroad; receives letter from Chicago & Great Eastern Railway asking for use of PFW&C Chicago depot. (MB)
- July 15, 1864 John Tucker for the Reading asks Gen. Daniel C. McCallum to send a manager that the Alexandria crews are used to obeying, as some have been refusing to act as strikebreakers; McCallum probably sends M. J. McCricket, who discharges three men for insubordination; they are returned to combat units as regular soldiers. (Blackman)
- July 1864 PRR installs first 150 tons of imported cast crucible steel rails (56-lb.) at Altoona and Pittsburgh yards as experiment; rail was purchased in 1863 but not installed because of delay in slotting for chairs and spikes; rails were thought to be too brittle for main line use.
- July 1864 Columbia & Port Deposit Railroad companies of Pa. and Maryland merged under agreement of June 1, 1864. (Val)
- July 1864 Northern Central Railway is building a large Baltimore freight depot in the block bounded by North, Centre, Davis & Monument Streets. (USRR&MR)
- July 1864 Oil Creek Railroad extended to Shaffer Farm eight miles south of Titusville. (Maybe, Babcock, Williamson/Daum citing Derrick's Handbook - ARJ, USRR&MR report open in 11/5-12 issues - Shaffer Farm is between Miller Farm and Boyd Farm)
- July 1864 B&O and Baltimore parties have subscribed to the bonds of the Chicago & Great Eastern Railway. (ARJ)
- July 1864 City of Baltimore has sold its North Western Virginia Railroad bonds to the B&O for \$1.2 million. (ARJ)
- July 1864 Cornelius Vanderbilt sells his last Atlantic & Pacific Line steamships and severs his business ties with his son-in-law, Daniel B. Allen (1815-1902), who remains in the Atlantic Mail Steamship Company with Cornelius K. Garrison (1809-1885); Vanderbilt henceforth concentrates on his railroads. (Stiles)

- July 1864 Pres. Lincoln appoints Indiana civil engineer Jesse L. Williams (1807-1886) to be one of the government directors of the Union Pacific Railroad. (VllyUpprMaumee)
- July 16, 1864 Lawrence Railroad & Transportation Company (Ohio) organized at Cleveland with George W. Cass, Kent Jarvis and J.N. McCullough among directors. (MB)
- July 16, 1864 Striking Reading train crews agree to return to work at the old rates; about half are discharged. (Hare, Blackman)
- July 17, 1864 Pres. Jeff Davis removes the brilliant but cautious and defense-minded Gen. Joseph E. Johnston as commander at Atlanta for surrendering so much ground and replaces him with Gen. John Bell Hood (1831-1879), a dull-witted young fighting man who proceeds to dash his army to pieces in frontal assaults against Sherman. (Alexander)
- July 18, 1864 Army lifts martial law on the Reading; U.S. Military Railroads crews who have been operating the Reading leave for Alexandria; return to Alexandria on July 21. (OR, Hare, Blackman)
- July 18, 1864 Benjamin Silliman, who has just inspected the petroleum resources of Rancho Ojai, leaves the Los Angeles area with John Wyeth to inspect Tom Scott's Arizona properties; on the trip, Silliman explains the potential of Rancho Ojai, with the result that Scott decides to switch his investment from Arizona silver to California petroleum, hoping it will repeat the success of his investments in the Oil Region of Pennsylvania; as it turns out, California will prove much more difficult geologically for drilling, and its crude will be much heavier and impossible to refine into a saleable product with current techniques. (Hutchinson)
- July 18, 1864 Nathaniel Marsh (1815-1864), Pres. of the Erie Railway, dies at his home on Staten Island; replaced by his uncle, Samuel Marsh (1786-1872); Dudley S. Gregory is elected VP. (NYT, Mott - get date of actual elections from Mott? Minor?)
- July 18, 1864 Pres. Lincoln issues a call for 500,000 men. (McPherson)
- July 19, 1864 New Jersey Railroad Board authorizes the purchase of the Peoples Line dock north of Debrosses Street. (MB)
- July 19, 1864 Having repaired the Gunpowder River Bridge, the PW&B resumes normal service between Philadelphia and Baltimore. (BaltAm)
- July 19, 1864 Philadelphia postmaster C. A. Walborne forwards J. Edgar Thomson's responses on RPO cars to Postmaster General Montgomery Blair; Thomson

wants special compensation for building and handling the cars.
(HistRyMail)

- July 19, 1864 Gen. James B. McPherson enters Decatur, Ga., and cuts the last railroad between Atlanta and Richmond. (Hirshson)
- July 20, 1864 Northern Central Railway Board approves a \$300,000 subscription to the Mineral Railroad & Mining Company. (MB)
- July 20, 1864 James McHenry agrees to build the New Lisbon Railway. (Felton)
- July 20, 1864 Gen. John Bell Hood's first attack on the Union Army of the Tennessee is repulsed with heavy losses at the Battle of Peach Tree Creek.
(Foulke&Foulke)
- July 21, 1864 Pres. Lincoln grants the Long Branch & Sea Shore Railroad permission to build on the Sandy Hook military reservation to a terminal dock at Spermaceti Cove. (Moss)
- July 21, 1864 Third Assistant Postmaster General A. N. Zavely notes that the B&O's RPO car will be ready at Baltimore on Aug. 1, and one of the Camden & Amboy's is under construction at Bordentown. (HistRyMail)
- July 21, 1864 B&O main line reopens after damage from Gen. Early's raids is repaired.
(B&O AR)
- July 22, 1864 Gen. John Bell Hood launches another attack against the Army of the Tennessee, beginning the final battle for Atlanta; the popular Union commander, Gen. James B. McPherson (1828-1864), is killed by a sniper's shot to the head immediately after stating they couldn't hit an elephant at that distance. (Wagner - does this anecdote refer to McPherson or Sedgewick???)
- July 23, 1864 New railroad Long Bridge over the Potomac is completed but not yet opened. (BaltAm, USRR&MR - unclear if this means draws of the old bridge - MB has new WA&G bridge done Sep. 15)
- July 23, 1864 A Louisiana Constitutional Convention called at the order of Gen. Banks adjourns; the Constitution, which abolishes slavery, is approved in Sep. 1864 by a vote of 6,836 to 1,566; the government organized under it is not recognized by Congress. (Thorpe)
- July 24, 1864 Gen. Jubal A. Early routs another Union force near Kernstown in the lower Shenandoah Valley and heads for the Potomac. (Wagner)
- July 25, 1864 Union troops fall back from Martinsburg, W.Va. under Confederate attack;

B&O cut between Sandy Hook and Cumberland. (B&O AR)

- July 25, 1864 Joint Companies' Executive Committee accepts proposition of Samuel M. Felton to add 50 cents to New York-Washington fare to cover cost of using Junction Railroad at Philadelphia, to be split 50-50. (MB)
- July 25, 1864 Asa Packer elected a director of the Lehigh Valley Railroad, replacing Robert A. Packer, resigned. (MB)
- July 26, 1864 Fifty-eight ton mortar built at Fort Pitt Iron Works arrives in Harrisburg en route to New York via the Allentown Route; carried on a special car built at Altoona Shops; this may be "The Dictator" en route to Petersburg by sea. (USRR&MR)
- July 26, 1864 Third Assistant Postmaster General A. N. Zavely presents Postmaster General Montgomery Blair's response to the PRR's demand for extra compensation; he demands RPO cars as essential to handling the mail more efficiently; notes the Post Office has a contract with the PRR and they cannot use RPOs as an excuse for demanding new terms; the Post Office will offer reasonable compensation but must have control of how the service is to be performed. (HistRyMail)
- July 26, 1864 Confederates again raid 75 miles of B&O main line between Harpers Ferry and Cumberland. (Summers)
- July 27, 1864 First train of forage and supplies sent from Harrisburg to Hagerstown over the rebuilt Cumberland Valley Railroad. (Hutchinson)
- July 27, 1864 Orlando Talcott shoots Samuel Hallett (1827-1864) of the Union Pacific Railway Company, Eastern Division, in the back from ambush in revenge for being fired for whistle-blowing; both John D. Perry and Hallett's brothers use Hallett's murder to fight with Thomas C. Durant for control. (Petrowski, NYTrib)
- July 28, 1864 James McHenry arrives in U.S. to tour the line of the Atlantic & Great Western Railroad and settle disputes between American officers and British Chief Engineer T.W. Kennard. (Felton)
- July 28, 1864 Gen. Sherman repulses the third attack by Gen. Hood against his line a few miles west of Atlanta; Hood has lost 17,300 men in eight days of futile assaults to Sherman's 6,100, and his army all but disintegrates as a fighting force. (Alexander)
- July 29, 1864 CNJ extension from Elizabethport to Communipaw, Jersey City opens with an excursion and cruise on the ferry boat *Central*; terminal is an open platform and temporary slip for its ferry to Liberty Street, New York, just

south of the New Jersey Railroad ferry; a permanent station with two slips is built later in the year; trains withdrawn from New Jersey Railroad, Elizabeth-Jersey City; the line is originally built on trestling over the flats from Communipaw to deep water, which is later filled in using street sweepings (i.e, dirt and horse manure) and garbage from New York City; the land is now part of Liberty State Park; Charles A. Woolsey, later Superintendent of PRR ferries, is captain of the first CNJ ferry *Central*. (NYT, AR, NJJrnl, EDJrnl, StmbtBlI)

- July 30, 1864 Pennsylvania coal miners working under Lt. Col. Henry Pleasants (1833-1880), a mining engineer, explode an enormous mine of 4 tons of gunpowder under the strongest point of the Confederate fortifications at Petersburg; unfortunately, the resulting crater is so large and deep that Union troops, many of them African Americans, are unable to fight their way up the other side and are trapped; Gen. Meade delays in moving his forces forward, allowing the Confederates under Gen. William Mahone (1826-1895) to rally and win the "Battle of the Crater," killing many black soldiers even as they try to surrender and ensuring a continued stalemate; Union losses are 4,000; Gen. Ambrose E. Burnside, who has devised the plan, retires from the Army after its failure. (Long, Blake, Wagner, Markle)
- July 30, 1864 Gen. Early's cavalry under Gen. John McCausland (1836-1927) burns Chambersburg when it fails to pay a ransom of \$100,000 in gold in revenge for Gen. Hunter's devastation in the Shenandoah Valley; the Cumberland Valley Railroad has removed all the machinery from its shops and suffers little loss. (Long, McPherson, C&C)
- July 30, 1864 New Castle & Franklin Railroad organized at New Castle, Pa.; George W. Cass, Pres. (Val, C&C)
- July 30, 1864 Banker and entrepreneur Samuel Wiggins (1776?-1864), owner of the St. Louis ferry monopoly, dies at Cincinnati. (rootsweb)
- July 30, 1864 Brothers Alexander and Samuel Laughlin, Wheeling druggists, are allowed to buy 50 shares each in the Benwood Iron Works. (Scott)
- July 31, 1864 Pres. Lincoln meets with Gen. Grant at City Point and they agree to Gen. Philip Sheridan taking command in the Shenandoah Valley with a force of 48,000 men to pursue and destroy Gen. Jubal Early's army, ending his threat once and for all. (JSmith)
- July 31, 1864 Gen. McCausland moves on Cumberland. (Long)
- Summer 1864 Contractor James Oswald of Lake Erie & Pacific Railroad dies after completing most of the grading between Union City and Cambridge City and about half of the grading between Cambridge City and Rushville, and

all work is suspended; to be resumed by the successor Lake Erie & Louisville Railroad. (Rehor, C&C)

- Aug. 1, 1864 Gen. McCausland's attack on Cumberland is repulsed; last serious threat to the B&O. (Bain)
- Aug. 1, 1864 Effective this date, Jersey City bans the operation of "dummy" locomotives within the city limits; Jersey City & Bergen Railroad dummies now connect with horse cars at the "Junction" of Ocean & Communipaw Avenues. (NYT)
- Aug. 1, 1864 Camden & Amboy Railroad temporarily discontinues all commutation and round-trip tickets. (MB)
- Aug. 1, 1864 Gen. Phil Sheridan is made commander of the Army of the Shenandoah to end the threats from Gen. Early; his orders are to destroy Early's army and so devastate the Valley that a crow could not cross it without packing provisions; Sheridan's forces outnumber Early's about three to one, and he enjoys superiority in cavalry, Early's having been wasted by repeated battles and shortages of fodder. (Long, Wagner, Morton)
- Aug. 1, 1864 Erie & Pittsburgh Railroad begins revenue passenger service from Sharon (?) to New Castle with one through train, a mixed train between North Girard and Sharon, and an accommodation train between Sharon and New Castle. (Spence, Church)
- Aug. 1, 1864 Deserters in the agrarian Democratic stronghold of Benton Township, Columbia County, Pa., fire on a small party of Union soldiers come to arrest them; Lt. James Steward Robinson (1835?-1864) is mortally wounded; this gives rise to rumors that there is an organized Copperhead community with a fort and cannon in the Fishing Creek Valley, which becomes known as the "Fishing Creek Confederacy. (PaHeritage)
- Aug. 1864 PRR and Union R.R. & Transportation Company open a freight and passenger agency at Randolph & LaSalle Streets in Chicago. (USRR&MR)
- Aug. 2, 1864 CNJ extension to Jersey City opens for regular revenue service, and its cars are removed from the New Jersey Railroad east of Elizabeth. (ARJ)
- Aug. 2, 1864 Lehigh Valley Railroad Board orders telegraphs placed in all stations and all trains timed so as to slow down coal trains; Asa Packer elected VP; Lloyd Chamberlain (1808?-1883) elected Treasurer, replacing William H. Ely, resigned. (MB)
- Aug. 3, 1864 Union Improvement Company, formerly the Forest Improvement Company, changes its name to the New York & Schuylkill Coal Company; controlled

by Moses Taylor and the Heckschers; Taylor and Adolph E. Borie are trustees of the First Mortgage, and Charles H. Heckscher is Pres.; the company owns 19,059 acres west of Pottsville and 14 collieries, originally assembled by the first New York & Schuylkill Coal Company in the 1820s. (PL, Pam, Hodas)

- Aug. 3, 1864 United States Telegraph Company incorporated in N.Y. by the merger of the old United States Telegraph Company, the Inland Telegraph Company, the Inland Extension Telegraph Company, the Independent Telegraph Company and the United States Extension Telegraph Company; it becomes the main rival to Western Union in the Midwest and to the American Telegraph Company in the Northeast. (Thompson)
- Aug. 5, 1864 Penn Haven & White Haven Railroad merged into Lehigh Valley Railroad under agreement of July 12. (AR, ICC)
- Aug. 5, 1864 Admiral David Farragut (1801-1870) forces the entrance to Mobile Bay, leaving Wilmington, N.C. as the sole open Confederate port east of Texas. (Long)
- Aug. 8, 1864 West Chester & Philadelphia Railroad Board authorizes building an engine house and shop in West Philadelphia. (MB)
- Aug. 8, 1864 Shamokin Coal Company receives letters patent; land later acquired by the PRR. (PaSecyState)
- Aug. 9, 1864 After the raid on Chambersburg, Gov. Andrew Curtin sends a message to the Legislature proposing the formation of a private state army to be called the "Minute Men," who are to defend the border and never leave the state; the plan is abandoned after Gen. Sheridan's successful campaign. (Everett)
- Aug. 10, 1864 Clarion Land & Improvement Company incorporated in Pa. by W.H. Kemble, William Reynolds, et al., to hold 5,000 acres of land; may build a railroad up to 20 miles long. (PL)
- Aug. 11, 1864 B&O reopens as far east as Hancock. (B&O AR)
- Aug. 12, 1864 Philadelphia & Erie Railroad completed with ceremonial silver spike driven by Robert Faries at Tambine west of Johnsonburg; first (non-revenue) train arrives in Erie from Sunbury. (ARJ, Celeb)
- Aug. 12, 1864 American Central Railway (Ohio & Ind.) sold at foreclosure; this splits the projected American Central line, and this partial right of way between Tiffin and Fort Wayne is later used to build the Nickel Plate across Ohio and Indiana; the Illinois corporation of the same name becomes part of the CB&Q. (ICC)

- Aug. 1864 John D. Perry and Thomas C. Durant meet at Saratoga to discuss the Union Pacific Railway Company, Eastern Division; Perry wants to absorb the late Samuel Hallett's interest without his obligations, relegating Durant to a one-third interest. (Petrowski)
- Aug. 13, 1864 Federal troops and artillery arrive in Bloomsburg, Columbia County, in force in response to the Robinson murder and the wild rumors that hundreds of armed anti-draft farmers and deserters are lurking behind fortifications in the remote Fishing Creek Valley. (Shankman, PaHeritage)
- Aug. 14, 1864 John D. Perry purchases 99,800 shares from Samuel Hallett's estate at a forced sale for \$760; Durant then sues the Union Pacific Railway Company, Eastern Division, to recover the \$44,000-\$100,000 he had advanced to it; the lawsuit and the disorder following Hallett's murder bring construction to a halt. (Petrowski)
- Aug. 14, 1864 German and Scots-Irish farmers meet in Benton Township to oppose what they see as a Yankee invasion; they are part of the long-standing Democratic Party alliance between Northern small farmers and Southern slave owners. (PaHeritage)
- Aug. 15, 1864 Joint Companies Executive Committee appoints a committee to consider selling local tickets in bulk to residents. (MB)
- Aug. 1864 War inflation has raised the price of anthracite coal at Philadelphia to \$10.75 a ton, up from \$2.78 a ton in May 1862. (Roberts)
- Aug. 1864 Coal prices at the mines in the Shamokin Region peak at \$5.50 per ton because of war inflation; Philadelphia price reaches a new record of \$10.75. (HistCameronColl)
- Aug. 16, 1864 Third Assistant Postmaster General A. N. Zavely notes that the B&O's RPO car is scheduled to be delivered at Baltimore on Saturday, Aug. 20; with two cars, they may commence operations; he orders the Philadelphia postmaster to inspect the Camden & Amboy RPO being built at Bordentown and determine how long it will take to complete it; after the B&O car is delivered, it should be sent to Trenton or Bordentown for the Camden & Amboy people to inspect. (HistRyMail)
- Aug. 17, 1864 Bedford Railroad (Hopewell-Mount Dallas) merged into Huntingdon & Broad Top Mountain Railroad & Coal Company under agreement of July 13. (Val)
- Aug. 17, 1864 At a convention in Indianapolis, Brotherhood of the Foot-Board is renamed Grand International Brotherhood of Locomotive Engineers (BLE); now

only engineers may be members; Charles Wilson replaces the militant founder William D. Robinson as Grand Chief Engineer, and the organization stresses bargaining and arbitration over strikes, possibly in reaction to the military seizure of the Reading. (Constit, Blackman, ble-t)

- Aug. 17, 1864 Gen. Jubal Early reoccupies Winchester and Martinsburg. (Johnston)
- Aug. 18, 1864 Howard Coal & Iron Company incorporated in Pa., by Washington Lee, Jr., et al.; begins some railroad construction between Wilkes-Barre and Scranton but soon merged into the Union Coal Company. (PL, Val, CntryofPrgrss)
- Aug. 18, 1864 Union cavalry raid cuts the Petersburg Railroad at Globe Tavern south of Petersburg; meets with heavy resistance and reinforcements are sent in what develops into a week-long series of battles. (Johnston)
- Aug. 19, 1864 Having remained unsigned by Gov. Andrew G. Curtin for three days after the start of the special session, the charter of the Mineral Railroad & Mining Company becomes law; incorporators are Oliver W. Barnes, Richard D. Barclay, Samuel S. Moon, J. V. Elwell, Edward Miller and C. B. Barclay; capitalized at \$1 million; may own up to 5,000 acres of coal land, mine and sell coal, and build branch railroads up to 10 miles; its purpose is to expand the PRR's subordinate anthracite coal mining operations near Shamokin. (PL, MB)
- Aug. 19, 1864 Charter of Connellsville & Southern Pennsylvania Railroad and act revoking Pittsburgh & Connellsville's rights east of Connellsville become law without the signature of Gov. Curtin under provision of the state constitution; Connellsville & Southern Pennsylvania Railroad is empowered to buy parts of Pittsburgh & Connellsville Railroad and extend it to a point on the Maryland line and through the southern tier of counties to a connection with any other railroad west of the Susquehanna River; a second act gives Western Transportation Company, PFW&C, Cleveland & Pittsburgh, and Cumberland Valley Railroads right to subscribe to stock and any railroad east of the Susquehanna and the City of Baltimore the right to guarantee its bonds. (Digest, AR, Clark, ARJ)
- Aug. 19, 1864 Third Assistant Postmaster General A. N. Zavely writes to New York postmaster A. Wakeman regarding the number of clerks to be assigned to the new New York-Washington RPO cars; from experiments, wants to use 6 clerks on each car; separate sets of clerks are to work New York-Philadelphia and Philadelphia-Washington. (HistRyMail)
- Aug. 19, 1864 U.S. Military Railroads reopens Winchester & Potomac Railroad from Harpers Ferry to Halltown, replacing strap rail with T-rail for the first time. (OR)

- Aug. 1864 PRR Canal Dept. builds small steamboat *Vici* for use as ferry between Columbia and Wrightsville. (AR)
- Aug. 1864 Bald Eagle Valley Railroad opens between Milesburg and Howard, Pa. (AR, Val - verify - may be earlier - USRR&MR says before 7/1)
- Aug. 1864 Worthy S. Streator and Thomas Struthers sell control of Oil Creek Railroad to Tom Scott of PRR and Dean Richmond of NYC, breaking A&GW influence. (see 6/64)
- Aug. 20, 1864 B&O completes its RPO car at Mount Clare Shops; 45'-5" long; built to the design of Third Postmaster General A. N. Zavely; a second cars is under construction on the Camden & Amboy at Bordentown. (HistRyMail)
- Aug. 22, 1864 Draw at south end of Long Bridge hit by tugboat. (OR)
- Aug. 22, 1864 New Jersey Railroad Board orders the demolition of the old Jersey City station and reusing the materials in a new roundhouse; authorizes advancing up to \$25,000 to the Jersey City & Bergen Railroad in return for its bonds, the total JC&B bond issue of \$50,000 to be guaranteed by the Associates of the Jersey Company. (MB)
- Aug. 22, 1864 Troops of Gen. Winfield S. Hancock's (1824-1886) II Corps begin destroying the track of the Petersburg Railroad south from Globe Tavern to within 2 miles of Reams' Station. (wiki)
- Aug. 22, 1864 Pa. Gov. Andrew G. Curtin signs the enabling act allowing state banks to become national banks; to offset the huge loss in state taxes the banks must return to the state the certificates representing the gold premium on gold lent to the state to allow it to pay the interest on its bonds in specie. (Wainwright)
- Aug. 24, 1864 Through passenger train leaves Erie depot at Jersey City en route to East. St. Louis via Erie/Atlantic & Great Western/Ohio & Mississippi wide-gauge route; runs through in 44 hours, arriving on Aug. 27 trip was demonstration run only and regular service not begun until later in year (Reynolds, Weber, Smith - check sched. in NYTrib - may not have been offered)
- Aug. 24, 1864 Back in California, John Wyeth and Levi Parsons agree to buy a one-third interest in Rancho Ojai from John B. Church and Thomas Sprague. (Hutchinson)
- Aug. 24, 1864 Tyrone, Pa., incorporated as a borough. (PL)

- Aug. 24, 1864 Parkin, Marshall & Co. buy 8 acres of land at Washington, Pa., and begin sinking a shaft, which strikes coal in 1865; it is abandoned in 1870 when it becomes too expensive to comply with the new mine ventilation law requiring a second escape route. (Crumrine)
- Aug. 25, 1864 Confederates under Gen. A.P. Hill (1825-1865) counterattack in the Second Battle of Ream's Station, and Gen. Hancock is forced to withdraw to Petersburg; although a Confederate victory, about 15 miles of the Petersburg Railroad has been destroyed and remains out of service for the balance of the war; supplies from the south for Petersburg have to be ferried by wagon from Stony Creek; only the South Side Railroad remains open to Petersburg. (wiki)
- Aug. 25, 1864 Pennsylvania act imposes a tonnage tax of ___ per ton on all railroads, steamboat lines, canals and transportation companies. (ARJ - verify in PL)
- Aug. 26, 1864 Publicity run of new sleeping cars for Allentown Route. (NJJrnl, StGaz)
- Aug. 26, 1864 First broad-gauge train arrives in St. Louis from Jersey City over the Erie, Atlantic & Great Western and Ohio & Mississippi Railroads, having run through in 44:00. (ARJ, USRR&MR)
- Aug. 28, 1864 Post Office Dept. inaugurates the first regular railway post office (RPO) between Chicago and Clinton, Iowa, on Chicago & North Western Railway; RPO system devised by George B. Armstrong (1822-1871), Post Office official at Chicago; this is often considered the first RPO, although such cars have been operating experimentally between New York and Washington since May. (DAB, White, HistRyMail, Long/Dennis)
- Aug. 28, 1864 New submarine cable laid across the mouth of Chesapeake Bay between Cape Charles and Fort Monroe, replacing one laid earlier in the war; all telegraph messages between Washington and Gen. Grant pass around via Wilmington, Dover, Lewes, Salisbury and Cape Charles, rather than through the contested battlefields of mainland Virginia. (Markle)
- Aug. 29, 1864 The B&O RPO car is exhibited for the press and Post Office Dept. officials at the B&O depot in Washington; service will begin once the Camden & Amboy car is delivered. (HistRyMail)
- Aug. 30, 1864 Hope's New York & Washington Express via CNJ and Northern Central Railway discontinued. (Rdg)
- Aug. 30, 1864 Camden & Amboy Railroad files location of Princeton Branch. (NJCorp)
- Aug. 30, 1864 Cambria Iron Company establishes a \$25,000 fund to pay bonuses to let its workers avoid the draft. (Wood)

- Aug. 31, 1864 Third Assistant Postmaster General A. N. Zavely writes to Philadelphia postmaster C. A. Walborne noting that the New York-Washington RPO will be running in a few days, and that he should be designating “head offices” for a similar service along the PRR. (HistRyMail)
- Aug. 31, 1864 Maryland & Delaware Railroad Board authorizes contracting with the PW&B to build and operate the M&D; appropriates \$2,500 to obtain a lottery grant from the State of Delaware. (MB)
- Aug. 31, 1864 Receiver Hugh J. Jewett of Central Ohio Railroad (B&O) sells the Steubenville & Indiana Railroad an undivided half interest in its line between Newark and Columbus for \$775,000 under agreement of Mar. 14, 1864. (Church)
- Aug. 31, 1864 Gen. Sherman cuts the last railroads leading into Atlanta, forcing Gen. Hood to evacuate the city next day. (Alexander)
- Aug. 31, 1864 About 100 Democratic citizens of Columbia and adjacent Luzerne Counties are arrested by the military in a nighttime sweep and collected at the Presbyterian church in Benton Township; 44 are imprisoned in Fort Mifflin, where one dies and another goes insane; it is a face-saving move for the military, as Gen. George Cadwalader has decided that rumors of an armed “Fishing Creek Confederacy” are false; 8 men are later convicted for antiwar activities by a military tribunal but pardoned by Pres. Lincoln and Pres. Johnson. (Shankman, PaHeritage)
- Aug. 31, 1864 Democratic convention meeting in Chicago nominates Gen. George B. McClellan for Pres. and Ohio Peace Democrat George H. Pendleton for VP on a platform that calls for a negotiated peace (tantamount to Confederate independence) and against emancipation. (Wagner)
- Sep. 1, 1864 PRR appoints George W. I. Ball (1823-1903) Military Agent in charge of accounting for government transportation. (MB)
- Sep. 1, 1864 Richmond & Miami Railroad terminates its lease to the Eaton & Hamilton Railroad; work begins on negotiating a new lease. (MB)
- Sep. 1, 1864 A.B. Culver appointed Superintendent of the Indianapolis & Madison Railroad. (MB)
- Sep. 1, 1864 Toledo, Logansport & Burlington Railway makes telegraph contract with Western Union Telegraph Company for line between Logansport and Effner. (Church)
- Sep. 2, 1864 Gen. William T. Sherman enters Atlanta after the Confederates evacuate

rather than risk encirclement; the victory boosts Lincoln's reelection chances, which had looked dubious only weeks before. (Long, Wagner)

- Sep. 3, 1864 Western Transportation Company Board cancels its contract of Apr. 21, 1863 with the Adams Express Company; Adams returns the \$100,000 Western Transportation stock held as collateral, and the Western Transportation Company sells \$100,000 Pittsburgh & Steubenville Railroad First Mortgage bonds to Adams. (MB)
- Sep. 1864 New model sleeping cars placed in service on Allentown Route; have 48 berths or 56 day seats; every other section is stateroom with latticed doors; extra fare of 75¢ for lower berth and \$1.25 for upper. (ElizDJrnl)
- Sep. 4, 1864 Pioneer civil and military engineer Stephen H. Long (1784-1864) dies at Alton, Ill. (WwasW)
- Sep. 4, 1864 Confederate raider Gen. John Hunt Morgan (1825-1864) is killed in a clash with Union cavalry at Greeneville, Tenn.; his military funeral in Richmond is interrupted when the soldiers are called to reinforce Lee at Petersburg. (Wagner)
- Sep. 5, 1864 New Castle & Beaver Valley Railroad Board authorizes the purchase of two coaches. (MB)
- Sep. 5, 1864 Richmond & Covington Railroad sells its railroad running from Bradford, Ohio, to the Indiana state line west of New Paris to the Columbus & Indianapolis Railroad under agreement of June 29, 1864. (Church, C&C)
- Sep. 6, 1864 Josiah Bacon, et al., convey the remains and franchise of the Columbia Bridge to the new Columbia Bridge Company controlled by the PRR. (C&C)
- Sep. 6, 1864 Cornelius Vanderbilt forces the resignation of William R. Travers (1819-1887) and Francis Skiddy (1811-1879) as directors of the Hudson River Railroad and takes one seat for himself and the other for the new NYC Pres. Dean Richmond. (MB, Stiles)
- Sep. 7, 1864 PRR Board declines to purchase new bonds of Western Pennsylvania Railroad to meet its financial needs but does agree to purchase bonds already outstanding; authorizes sending an agent to Europe to recruit skilled machinists because of war-induced shortage; authorizes construction of four hospital cars. (MB)
- Sep. 7, 1864 James F. Clark of Cleveland elected Pres. of Lawrence Railroad & Transportation Company (of Ohio); adopts line on south side of Mahoning River; contracts with Lawrence Railroad & Transportation Company (of

Pennsylvania) to build; authorizes negotiations with Atlantic & Great Western Railroad or Cleveland & Mahoning Railroad to purchase or lease two miles of track east of Youngstown; work soon abandoned. (MB, Church)

- Sep. 8, 1864 Confederates reoccupy Martinsburg. (B&O AR)
- Sep. 8, 1864 Sensing that the tide of battle is turning and that his former soldiers would turn against him even more, Democratic presidential candidate George B. McClellan repudiates the “peace plank” calling for an immediate end to hostilities drafted by Ohio Copperhead Clement L. Vallandigham, still in Canadian exile. (Wagner)
- Sep. 9, 1864 Gen. William T. Sherman expresses his intent to force all civilians to evacuate Atlanta; those who take the loyalty oath will be evacuated to Chattanooga; African Americans may go with their masters if they choose, but not otherwise; Gen John B. Hood agrees to a 10-day cease-fire to enable civilians to pass through the lines. (NYT)
- Sep. 9, 1864 North Mountain Coal Company incorporated under the general laws of Pa. with a capital of \$1 million to operate in the Lykens Valley. (MB)
- Sep. 11, 1864 Thomas R. Bard of Chambersburg, formerly a member of Zeller & Co., freight transporters on the Cumberland Valley Railroad accepts an offer arranged by his boyhood friend Frank Thomson to manage Tom Scott’s interests in California, where Scott is planning to develop the petroleum industry. (Hutchinson)
- Sep. 12, 1864 Joint Companies Executive Committee orders the issuing of yearly commutation tickets for \$2 per mile and \$50 per year; orders eastbound trains to use the old track along the canal and all westbound trains to use the new straight track; notes the CNJ is about to run two round trips to the West in violation of their agreement. (MB)
- Sep. 12, 1864 Levi Parsons buys 17,717 acres of Rancho Ojai under his contract with John Wyeth and Tom Scott. (Hutchinson)
- Sep. 13, 1864 Confederate raid on B&O's Back Creek bridge driven off by crew with iron-clad car. (B&O AR)
- Sep. 13, 1864 Maj. E. L. Wentz of the U.S. Military Railroads completes a standard-gauge military railroad serving Grant’s extending front lines from the City Point Railroad south to the torn-up Petersburg Railroad at Globe Tavern. (Johnston)
- Sep. 13, 1864 John Brandt, Jr., resigns as a director of the Chicago & Great Eastern

Railway; replaced by Henry Morgan; Frederick Schuchardt and James D. Fish also elected. (MB, ARJ)

- Sep. 14, 1864 Gen. Wade Hampton captures a herd of 2,468 head of beef cattle being tended by Union troops south of Petersburg; they feed the Petersburg garrison for almost a month. (Wagner)
- Sep. 15, 1864 Washington, Alexandria & Georgetown Railroad completes a new, railroad Long Bridge across the Potomac River just south of the old bridge, but without track laid; urges the War Dept. to take the trains off the old bridge. (MB)
- Sep. 1864 PRR 0-8-0 *Bedford* No. 98 (BLW c/n 577) rebuilt as 2-8-0 saddle tank locomotive; probably first 2-8-0 type built. (Lovell)
- Sep. 1864 Connection built from the Erie & Pittsburgh Railroad at Sharon to Coleman, Westerman & Company's track, which connects with the Hubbard Branch of the Cleveland & Mahoning Railroad. (ARJ)
- Sep. 1864 First U.S. Bessemer steel manufactured in an experimental plant at Wyandotte, Mich., under the William Kelly patent by William F. Durfee of the Kelly Pneumatic Process Company, owned by Eber B. Ward, Z.S. Durfee, Daniel J. Morrell, and others; they are infringing on Sir Henry Bessemer's American patents by copying some of his patented machinery; the experimental works are attached to Ward's rolling mill and are abandoned in 1869. (Swank, Neu)
- Sep. 1864 Iron Cliffs Company incorporated by William B. Ogden, John W. Foster, Charles J. Canda and Samuel J. Tilden; purchases about 38,000 acres of iron ore land in the Marquette Range of the Upper Peninsula of Michigan from the St. Mary's Canal Mineral Land Company. (Neu, Reynolds/Dawson)
- Sep. 1864 Hazleton, Pa., coal operator Ario Pardee (1810-1892), who is now making over \$1 million a year, makes a donation of \$20,000 to save faltering Lafayette College at Easton, Pa., a small Presbyterian liberal arts school; in 1866, Pardee makes a further gift of \$100,000 to turn it into an engineering school, and in 1871 he donates \$200,000 to build Pardee Hall. (Foulke&Foulke)
- Sep. 1864 Gen. U.S. Grant settles his family in Burlington, N.J., as a quiet spot to wait out the war while he is at the front. (Schermerhorn)
- Sep. 16, 1864 Camden & Atlantic Railroad Board grants every settler who buys land within 6 miles of the railroad east of Jackson, effective Oct. 1, 1864, and actually farms it free tickets for whole family through Dec. 31, 1867. (MB)

- Sep. 17, 1864 T.W. Kennard throws a lavish farewell banquet for James McHenry at his Glen Cove estate on the North Shore of Long Island; Kennard has purchased and improved the estate with company funds. (Reynolds, Felton)
- Sep. 19, 1864 Gen. Philip H. Sheridan defeats Gen. Jubal Early in the last Battle of Winchester, capturing a quarter of his army and permanently ending the ability of Confederate forces operating in the Valley to threaten the B&O main line. (B&O AR, McPherson)
- Sep. 19, 1864 Second express to Pittsburgh established on Allentown Route for Chicago passengers and mail, leaving New York at 9:00 AM and 7:00 PM and Harrisburg at 3:00 AM; trains leave New York two hours later than other lines and arrive in the West at the same time; one change of cars to Cincinnati and Chicago and two to St. Louis; evening train begins running on Sundays. (ARJ, Rdg)
- Sep. 19, 1864 RPO with 5 clerks is operated over the PW&B. (HistRyMail)
- Sep. 19, 1864 Confederate agents based in Canada seize and plunder two ships on Lake Erie, raising fears of saboteurs and prison escapes. (Wagner)
- Sep. 21, 1864 Second track of Camden & Amboy direct line between Deans Pond and Trenton opens; old line along canal remains for southbound freight; double track; also open second track between Clinton Street and Delaware River at Trenton during 1864. (last from AR - see below)
- Sep. 21, 1864 PRR Board considers the question of a future passenger depot at 10th & Market Street and a permanent lease of the City Railroad vs. locating a depot in West Philadelphia with access to Center City by streetcar lines; confirms appointment of David M. Boyd (1840-1877) as Assistant General Ticket Agent of the Philadelphia & Erie Railroad; authorizes sale of Western Reservoir for \$4,000; Boyd had been General Ticket Agent of the Bellefontaine & Indiana Railroad and is destined to become the PRR's chief passenger traffic officer. (MB, RyW)
- Sep. 22, 1864 Little Miami-Columbus & Xenia Railroad committee recommends it buy \$100,000 worth of freight cars and lease to Chicago & Great Eastern Railway. (MB)
- Sep. 22, 1864 Gen. Sheridan inflicts another defeat on Gen. Jubal A. Early at Fisher's Hill, pushing the last Confederate forces out of the northern Shenandoah Valley; gold drops from 220 to 209. (Wagner, Markle)
- Sep. 24, 1864 Iron roof trusses being placed at the new PRR freight depot at 16th & Market collapse, killing two workers and injuring five. (Scharf)

- Sep. 25, 1864 Gen Sheridan succeeds in forcing Gen. Early out of the Shenandoah Valley; Sheridan proceeds to destroy or carry off crops and livestock; he butchers at least 3,000 sheep, burns 2,000 barns full of grain, 70 flour mills and destroys all farm implements to deny the resources of the former breadbasket to the Confederate armies and guerillas. (Johnston, McPherson, Markle)
- Sep. 26, 1864 Joint Companies Executive Committee exempts the 12:00 PM train from New York and freight trains from the rule that westbound trains are to use the old line along the canal; authorizes purchasing a “dummy” railcar for the Princeton Branch; authorizes purchasing land at 2nd Street, Hoboken, for a marine shops to be built and supervised by Francis B. Stevens; authorizes locating an engine house at New Brunswick (“COUNTY”). (MB)
- Sep. 26, 1864 Camden & Amboy opens second track on straight line between Deans Pond and Trenton; all but one southbound accommodation passenger train removed from old line via Kingston and Princeton; omnibus service run between Princeton and new stop at Princeton Jct. (PrnctnPrss)
- Sep. 26, 1864 Gen. Alfred Thomas Archimedes Torbert (1833-1880) occupies Staunton, Va., and proceeds to march east to Waynesboro, destroying the Virginia Central Railroad. (Johnston)
- Sep. 27, 1864 B&O main line reopens; remains intact for remainder of war. (B&O AR)
- Sep. 27, 1864 Marcus A. Hanna (1837-1904), currently the proprietor of a family wholesale grocery business marries Charlotte Augusta Rhodes, the daughter of Daniel P. Rhodes (1814-1875), whose Rhodes & Co. is a leading coal, iron and shipping firm at Cleveland. (NCAB)
- Sep. 28, 1864 U.S. Military Railroads reopens Orange & Alexandria Railroad to the Rappahannock River. (OR)
- Sep. 30, 1864 William Reynolds resigns as Pres. of Atlantic & Great Western Railroad of Pa., the Atlantic & Great Western Railroad Company in New York and of the Central Board, and Marvin Kent as Pres. of Atlantic & Great Western Railroad of Ohio in dissatisfaction with the financial manipulations of T.W. Kennard and James McHenry; McHenry consolidates his control and stock-watering accelerates secures the election of James Robb as Pres. of all three companies. (Reynolds, Felton)
- Fall 1864 Western Pennsylvania Railroad opens between Saltsburg and Kiskiminetas Jct. (Wilson - HistIndCo says high bridge over Wolford Run west of Saltsburg not finished until 1865)

- Fall 1864 Peoria, Pekin & Jacksonville Railroad opens between Peoria and Pekin. (Church)
- Oct. 1, 1864 Burlington County Railroad assumes operation under lease of 2.77-mile Vincentown Branch Railroad between Ewansville and Vincentown, N.J. (Val)
- Oct. 1, 1864 Future PRR Chief Engineer William H. Brown transferred from Principal Assistant Engineer of the Philadelphia & Erie Railroad to special duty on the Philadelphia and Pittsburgh Divisions of the PRR. (MB)
- Oct. 1, 1864 Future Lines West Comptroller John W. Renner (1845-) is transferred from Altoona to the Steubenville & Indiana Railroad as chief clerk. (MB)
- Oct. 1, 1864 Thomas R. Bard (1841-1915) of Chambersburg, Pa., a sometimes employee of the Cumberland Valley Railroad and volunteer Civil War border scout, meets Tom Scott for the first time at Scott's office in Philadelphia, where he also meets Scott's secretaries Joseph Lesley and Richard D. Barclay; Bard is later a guest at parties at Scott's country house, "Woodburne," near present-day Lansdowne; Bard agrees to take charge of Scott's petroleum interests in southern California; Scott realizes that the southern California oil fields are at least as rich as those of Pennsylvania and has bought a total of over 277,000 acres in Ventura, Los Angeles and Humboldt Counties, including Rancho Simi (99,009 acres), Rancho Las Posas (26,623 acres), Rancho San Francisco (42,218 acres), Rancho Caleguas (5,916 acres), Rancho El Rio de Santa Clara ó Colonia (32,100 acres), Rancho Cañada Larga (6,660 acres) and Rancho Ojai (17,717 acres). (Hutchinson, BioAnnalsofFrnklnCo - note Humboldt County is in the north by Eureka)
- Oct. 1, 1864 Union forces extend their lines at Petersburg west of the Petersburg Railroad, leaving only the South Side Railroad available to the Confederates. (McPherson)
- Oct. 1, 1864 The London banking house of J.S. Morgan & Co., headed by former partner Junius Spencer Morgan (1813-1890) succeeds George Peabody & Co.; Peabody (1795-1869) retires and begins dispensing \$9 million of his fortune in various bequests, including \$2.5 million for model working class housing in London, museums at Harvard, Yale and his native Salem, Mass., and after the war, \$2 million to improve public education in the South. (Carosso, Strouse)
- Oct. 2, 1864 Orange & Alexandria Railroad cut back from the Rappahannock River to Manassas. (OR)
- Oct. 4, 1864 Excursion train leaves Philadelphia for official opening celebration of Philadelphia & Erie; arrives at Lock Haven. (ARJ, Celeb)

- Oct. 4, 1864 Hudson River Railroad Board grants the New York & Harlem Railroad trackage rights between Castleton and Greenbush, opposite Albany. (Stiles/MB)
- Oct. 5, 1864 Philadelphia & Erie excursion train proceeds from Lock Haven to Erie; at Emporium, open Biddle House built by Philadelphia & Erie Land Company, where lunch is served; arrives at Erie at 5:20 PM. (ARJ, Celeb)
- Oct. 5, 1864 Gen. William Jackson Palmer with 75 cavalymen leaves Kingsport, Tenn., across the Cumberland Mountains to Catlettsburg on the Ohio River. (Fisher)
- Oct. 6, 1864 Philadelphia & Erie excursionists take a cruise on Lake Erie. (Celeb)
- Oct. 6, 1864 Gen. Philip Sheridan reports that he has destroyed over 2,000 barns full of crops and farm implements, over 70 mills and their stocks of grain. (JSmith)
- Oct. 7, 1864 Excursion train leaves Erie and returns to Philadelphia at 6:00 AM on Oct. 8. (ARJ)
- Oct. 7, 1864 Future PRR Superintendent James Buckelew (1864-1948) born at Jamesburg, N.J., son of Isaac S. Buckelew (1830-1884) of the Freehold & Jamesburg Agricultural Railroad. (PRRBio,)
- Oct. 7, 1864 Union Pacific Railroad makes contract to construct the road as far as the 100th meridian to Cornelius S. Bushnell, H. W. Gray, Charles A. Lambard and Henry S. McComb. (Klein)
- Oct. 7, 1864 West Virginia divides its counties into townships, creating a northern-style local government in place of the traditional county-wide governments that characterize the South. (Evans)
- Oct. 8, 1864 *Frank Leslie's Illustrated Newspaper* notes that the Washington & New York RPO is running, leaving Washington at 5:20 PM and arriving at Jersey City at 6:00 AM, and leaving Jersey City at 7:30 PM and arriving at Washington at 6:00 AM. (HistRyMail)
- Oct. 8, 1864 Little Miami Railroad Pres. William H. Clement reports that the stockholders have declined to approve the Apr. 7 traffic pooling agreement with the route via Piqua and will vote on an amended agreement on Nov. 22; reports on a permanent lease of the Dayton & Western Railroad. (MB)
- Oct. 10, 1864 Books opened for the Connellsville & Southern Pennsylvania Railroad at Philadelphia. (USRR&MR)

- Oct. 10, 1864 Repair train on the Manassas Gap Railroad is derailed and thrown down an embankment by guerillas at White Plains, Va., killing M. J. McCrickett (- 1864), the popular Superintendent of the U.S. Military Railroads at Alexandria and four crewmen. (OR)
- Oct. 10, 1864 Indianapolis & Madison Railroad raises freight rates 50%. (MB)
- Oct. 11, 1864 Perth Amboy & Woodbridge Railroad opens between Rahway and Perth Amboy, N.J.; operated with an enclosed "dummy" steamcar and trailer; operated by New Jersey Railroad. (AR,)
- Oct. 11, 1864 Director Robert H. Berdell (1820-1896) elected Pres. of the Erie Railway at the insistence of Cornelius Vanderbilt over Alexander S. Diven (1809-1896) of Elmira, who becomes VP. (NYT, Mott, Minor)
- Oct. 12, 1864 U.S. Military Railroads reopens the Manassas Gap Railroad from Manassas to Piedmont. (OR)
- Oct. 12, 1864 Chief Justice Roger B. Taney (1777-1864), an old Maryland Jacksonian Democrat and author of the Dred Scott Decision, dies, leaving the way open for the appointment of a Republican Chief Justice. (Wagner)
- Oct. 1864 Future VP of Lines West Joseph Wood (1846-1922) joins PRR as rodman on the Connecting Railway. (MB)
- Oct. 13, 1864 Columbus & Indianapolis Central Railway organized by merger of Columbus & Indianapolis Railroad and Indiana Central Railway under agreement of Aug. 10; Columbus banker Benjamin E. Smith, Pres. (MB, Church, C&C)
- Oct. 13, 1864 Postmaster General Montgomery Blair writes to Pres. Amasa Stone of the Cleveland, Painesville & Ashtabula Railroad regarding constructing RPO cars for use between Buffalo and Cleveland. (HistRyMail)
- Oct. 13, 1864 Maryland voters approve a new Radical Constitution by a narrow margin of 375 votes, on the absentee ballots of Union soldiers; it abolishes slavery without compensation, disenfranchises all those who went south and fought for the Confederacy or sympathized with them, and reapportions the Legislature on the basis of white residents only, thus drastically reducing the political clout of the eastern rural counties with large numbers of slaves; the Constitution is naturally rejected by voters on the Eastern Shore. (Thorpe, NYT, Stein, Sobel, wiki, Clark)
- Oct. 14, 1864 Connellsville & Southern Pennsylvania Railroad opens books at Bedford; \$5 million subscribed. (ARJ, USRR&MR)

- Oct. 14, 1864 Andrew Carnegie, his boyhood friend Tom Miller, Aaron G. Shiffler, J. L. Piper, et al., found the Cyclops Iron Company, Carnegie's first iron enterprise; \$100,000 capital; builds Union Upper Rolling Mills at 33rd Street, Pittsburgh, on the Allegheny Valley Railroad. (StdHistPitts)
- Oct. 14, 1864 Washington & New York RPO finally goes into full operation with one round trip; the demands of the railroads for extra compensation prevent a second trip for the time being. (HistRyMail, Key)
- Oct. 14, 1864 Col. John Singleton Mosby's Confederate raiders break the B&O line 11 miles west of Harpers Ferry and derail a westbound express, taking \$168,000 in Greenbacks being sent to pay Union troops and burning the train down to the rails. (Stover)
- Oct. 15, 1864 Third Assistant Postmaster General A. N. Zavely writes to Superintendent F. Wolcott Jackson of the New Jersey Railroad suggesting that RPO cars be placed on the day train in addition to the night mail. (HistRyMail)
- Oct. 1864 John B. Collin (1831-1886) returns to the PRR from Boston to be General Foreman of the Altoona Shops. (HistBlairCo)
- Oct. 1864 Future Lines West VP Joseph Wood (1846-1922) enters PRR service as a rodman on the Connecting Railway after graduating from the Pennsylvania Polytechnic College. (PRRBio)
- Oct. 1864 A huge 13-inch seacoast siege mortar, "The Dictator," cast at the Pittsburgh foundry of Knapp, Rudd & Co. and mounted on its own 8-wheel flat car, is wheeled into position at Petersburg; capable of hurling a 200-lb. shell packed with gunpowder up to 2.5 miles, the first shot does little more than panic the local cats, as the fuse is extinguished by the blast of firing; subsequent shots are usually visible, and the long flight time enables most people to evade direct hits, although it is observed to blast Confederate cannon into the air like kindling. (Meredith - verify prob. Sep.)
- Oct. 1864 Tom Scott's nephew George Noble leaves Arizona to locate California oil claims for Levi Parsons. (Hutchinson)
- Oct. 16, 1864 New PRR passenger station opens on north side of Market Street between 30th and 31st in West Philadelphia, remodeled from an existing stone building; roof of the 337' x 57' frame shed for arriving trains uses components from the Sanitary Fair building that had been erected in the summer in Logan Square; 11th & Market Street station abandoned and operation of PRR passenger cars on Market Street discontinued. (AR, USRR&MR)
- Oct. 16, 1864 PRR establishes the *Philadelphia Express* as a round trip between

Philadelphia and Pittsburgh. (USRR&MR)

- Oct. 17, 1864 Philadelphia & Erie opens for regular revenue service between St. Marys and Wilcox, completing line between Sunbury and Erie; through cars begin running between Philadelphia and Erie; PRR established the *Erie Express* running through from Philadelphia in 21:47. (AR, Val)
- Oct. 1864 Through cars begin running between Baltimore and Erie. (ARJ)
- Oct. 18, 1864 Joint Companies Executive Committee authorizes issuing an official denial of the charges in the Trenton *Monitor* that Edwin A. Stevens and Robert F. Stockton met at the Astor House for the purpose of arranging to bribe the New Jersey Legislature into extending the Camden & Amboy Monopoly. (MB)
- Oct. 18, 1864 William H. Ely resigns as Secretary of the Lehigh Valley Railroad; replaced by Lloyd Chamberlain. (MB)
- Oct. 19, 1864 Columbus & Indianapolis Central Railway incorporated by the merger of the Columbus & Indianapolis Railroad and the Indiana Central Railway, under article dated Aug. 10, 1864. (Church, C&C)
- Oct. 19, 1864 Union & Logansport Railroad Board reports that the terms of subscription required that the iron be in hand before the notes given for subscription could be converted to cash; the price of iron has risen with war inflation from \$60 per ton to \$125 per ton payable in gold at delivery; the company has been unable to close a deal, and work is at a standstill. (MB)
- Oct. 19, 1864 Gen. Jubal Early returns to the Shenandoah Valley with a surprise attack on Gen. Philip H. Sheridan's camp at Cedar Creek while Sheridan is at Winchester returning from Washington; Gen. Sheridan makes his famous ride south to rally his retreating troops and drive Gen. Early's forces southward; Sheridan's troops then lay waste the entire Shenandoah Valley breadbasket, ending its ability to supply Richmond and the Confederate armies. (Long, Wagner)
- Oct. 20, 1864 Future PRR traffic officer George B. Edwards (1842-1887) marries Eliza, the daughter of William Thaw; and enters the transporting business. (NCAB)
- Oct. 21, 1864 Northern Central Railway Board authorizes building an engine house and shops at Bolton; committee recommends organizing a coal company to work the company's coal lands and declines to lease to J. Langdon & Co. (MB)
- Oct. 22, 1864 *American Railroad Journal* reports that the PRR directors propose to build

a new line between Tyrone and Blairsville to avoid the Allegheny Tunnel, which is caving in. (ARJ)

- Oct. 22, 1864 PFW&C Board approves proposal of New York lawyer Frederick A. Lane (1829-1881) to join in purchasing the bonds of the Akron Branch of the Cleveland & Pittsburgh Railroad, then buying it at foreclosure and developing a through line between Cleveland and Cincinnati via the Cincinnati & Zanesville and Little Miami Railroads; to be leased to PFW&C at 6% on stock. (MB)
- Oct. 24, 1864 Connecting Railway Board approves an issue of \$1 million mortgage bonds. (MB)
- Oct. 24, 1864 Allegheny Valley Railroad contracts with the Mahoning & French Creek Railroad to extend to Oil City; work postponed until after the war. (AR)
- Oct. 24, 1864 Zoheth S. Durfee (1831-1880), on behalf of the Kelly Pneumatic Process Company, obtains the American rights to Robert Mushet's patent for spiegeleisen in the Bessemer process in return for admitting Mushet, Thomas D. Clare and John N. Brown of England to the company; the two halves of the process for making Bessemer steel in America are thus held by rival parties. (Swank, Neu)
- Oct. 25, 1864 Joint Companies' Executive Committee authorizes revised timetable, changing 10:00 PM southbound train to Washington to 12:00 M via Junction Railroad; adds 10:00 AM train from New York to Philadelphia and 9:30 AM train from Kensington to New York; agrees to PW&B proposal to build wye bridge on Reading at West Falls to eliminate reverse movement, providing all three companies share cost; this is not done. (MB)
- Oct.25, 1864 The Philadelphia Bank becomes the Philadelphia National Bank. (Wainwright)
- Oct. 1864 PRR installs another 78 tons of imported crucible steel rails at Pittsburgh; this second order was for harder rails; by end of 1864 PRR finds cast steel rails too expensive and iron rails with steeled surface not successful.
- Oct. 27, 1864 Pres. Joseph C. Potts of the Raritan & Delaware Bay Railroad elected to the Board of the Camden & Atlantic Railroad. (MB)
- Oct. 28, 1864 Philadelphia & Trenton Railroad Executive Committee approves creating a separate freight train to take freight cars off market train; are building new depot on southwest corner of Cox's Alley between Walnut & Dock Streets on South Delaware Avenue, which is nearly done. (MB)
- Oct. 28, 1864 Delaware act authorizes \$3,500 per year from NC&F tax be used for

- subscription to Junction & Breakwater Railroad. (PL, Digest)
- Oct. 31, 1864 PRR establishes second round trip on the Paoli Local leaving Philadelphia at 10:00 AM. (USRR&MR)
- Oct. 31, 1864 Eaton & Hamilton Railroad makes a telegraph contract with the United States Telegraph Company for line between Hamilton and Richmond. (Church)
- Oct. 31, 1864 First PRR office car built for Pres. Thomson at Altoona. (AltoMirror)
- 1864? PRR sells most of its stock and bonds of PFW&C.
- Fall. 1864 Samuel Ruth (1818-1872), Superintendent of the Richmond, Fredericksburg & Potomac Railroad and a Northerner by birth, seeing that the war is lost, begins passing intelligence through the lines to U.S. troops and also slowing down operations. (Johnston)
- Fall 1864 Boston, Newport & New York Steamship Company switches its northern terminus from Fall River to Newport, becoming the "Newport Line." (Dunbaugh - verify tt in Times or Trib?)
- Nov. 1, 1864 Maryland slaves are freed under the new Constitution, without compensation, but also no legal rights to prevent them from exploitation; the old families owning large plantations suffer great losses of invested capital and lose the enslaved work force necessary to raise large crops of tobacco; Gen. Lew Wallace creates a Freedman's Bureau for Maryland to look out for the interests of the ex-slaves until the new Legislature can repeal the restrictive race laws and slave codes; the freed slaves now come under an old act meant to control free blacks which provides that black children can be forced into apprenticeships upon application to the county courts, a kind of semi-slavery to former masters; Chief Justice Salmon P. Chase finally rules that such apprenticeships are unconstitutional forced servitude in Oct. 1867. (Preston, Clark, MdHistMag 108:1)
- Nov. 2, 1864 PRR Board authorizes increase of capital stock to \$20 million to complete P&E. (MB)
- Nov. 2, 1864 Cleveland, Zanesville & Cincinnati Railroad sold at foreclosure to George W. Cass and John J. Marvin for PFW&C for \$365,400; PFW&C extends it 3.5 miles south from Millersburg in 1868; Simon Perkins appointed Superintendent. (MB, Church, C&C, Perrin)
- Nov. 3, 1864 Secretary of the Interior John P. Usher tries to arrange a settlement between John D. Perry and Thomas C. Durant in the dispute for control of the Union Pacific Railway Company, Eastern Division; Durant replies that he has no

preference for the point of junction between the UPED and the Union Pacific. (Petrowski)

- Nov. 7, 1864 New Castle & Beaver Valley Railroad Board authorizes building a blacksmith shop, purchasing 10 coal cars, and grading a road to Clinton Station if the residents will furnish the money to buy iron. (MB)
- Nov. 7, 1864 R. H. Gratz of Philadelphia, Barker Gummere (1822-1895), and several associates buy a quarter-interest in Rancho Las Posas and Rancho Simi in Ventura County, Calif. (Hutchinson)
- Nov. 8, 1864 Abraham Lincoln, running as the candidate of the Union Party with anti-secession Democrat Andrew Johnson (1808-1875) of Tennessee as his running mate, is reelected over his Democratic challenger, Gen. George B. McClellan; Lincoln takes 55% of the popular vote and the electoral vote, 212-21; gold rises to 259½.; McClellan carries only Delaware and Kentucky, both border slave states, and New Jersey, a small state touchy about States' Rights with a lot of Jacksonian small farmers and few supporters of abolition; McClellan also carries New York City by a two-to-one margin, although Lincoln wins the state by a small margin; the New York City vote takes place under a heavy military guard commanded by Gen. Benjamin F. Butler on rumors that Confederate spies and Copperheads hope to stage another uprising. (JSmith, Trager, Burrows/Wallace, Scharf)
- Nov. 8, 1864 Republican Reuben E. Fenton (1819-1885) defeats New York's Democratic Gov. Horatio Seymour. (NYT)
- Nov. 10, 1864 Connellsville & Southern Pennsylvania Railroad Company organized in Philadelphia in interest of PRR; directors include Tom Scott, Alexander K. McClure, George W. Cass, Edward C. Knight and Josiah Bacon; is to connect Pittsburgh & Connellsville with Huntingdon & Broad Top Mountain at Mt. Dallas and divert its traffic from B&O. (ARJ, USRR&MR)
- Nov. 10, 1864 U.S. Military Railroads completes the removal of the Manassas Gap Railroad between Manassas and Piedmont after the success of Gen. Sheridan's campaign; operation of the Orange & Alexandria Railroad is cut back to Fairfax Station for the duration of the war. (OR)
- Nov. 11, 1864 Erasmus Gest of the Cincinnati & Zanesville Railroad writes the Little Miami Railroad for terms for trackage rights into Cincinnati. (MB)
- Nov. 12, 1864 Pioneer civil engineer Robert Faries (1802-1864) dies at Williamsport, Pa. (AmericansofRoyalDescent)
- Nov. 1864 Samuel M. Felton suffers a stroke, forcing him to resign as Pres. of PW&B; he remains a director and also Pres. of Delaware Railroad. (DAB,

Casebook)

- Nov. 14, 1864 Brooklyn Central & Jamaica Railroad petitions Brooklyn City Council to increase its fare from 5 cents to 7 cents; war inflation has increased the cost of feed and other materials. (BrklnEgle)
- Nov. 14, 1864 Joint Companies Executive Committee reads a letter sent to Joseph P. Bradley by John Taylor Johnston stating that he does not consider the CNJ's contract with the Camden & Amboy governing the Allentown Route as binding and that he has destroyed his copy; Executive Committee resolves to buy the Hoboken shop property; approves insuring freight in transit at request of shippers. (MB)
- Nov. 14, 1864 Lake Erie & Pacific Railroad cancels construction contract to James Oswald in return for First Mortgage bonds; most of grading was complete between Cambridge City and Union City and about half between Cambridge City and Rushville. (Church)
- Nov. 15, 1864 Lehigh Valley Railroad Board authorizes contracting with the American Telegraph Company for lines between Mauch Chunk and White Haven and between Penn Haven Jct. and Hazle Creek Jct. (MB)
- Nov. 15, 1864 New York banking house of J. Pierpont Morgan & Co. is reorganized as Dabney, Morgan & Co., with Charles H. Dabney (-), formerly with Duncan, Sherman & Co., as senior partner at \$25,000, Junius S. Morgan and Pierpont Morgan at \$100,000, and James Goodwin and his father at \$125,000; Junius is infuriated that Pierpont has been speculating in gold on the side and making significant profits; Pierpont has also bankrolled speculators in the so-called Hall Carbine Affair in 1861, in which obsolete guns are purchased from the government's Governor's Island Arsenal at \$3.50 and resold after modification to Gen. Fremont at \$22; the elder Morgan wants an older, experienced banker to keep his son in line. (Carosso, Strouse)
- Nov. 1864 Franklin B. Gowen (1836-1889) resigns as Democratic District Attorney of Schuylkill County; during his 1862-1864 term, he has undertaken no prosecutions of the numerous murders and riots lest he antagonize Democratic Irish voters; within a decade, and by then beholden to no one but pliant Reading stockholders, he will pursue the opposite course with a literal vengeance. (Broehl)
- Nov. 1864 Dr. Richard H. Thompson (-1864) dies, leaving his Rockaway Beach property to his two daughters and naming DeWitt C. Littlejohn as executor and trustee; Littlejohn conveys the property to a dummy who then transfers it to Littlejohn's wife; Littlejohn later sells parcels once it becomes valuable for resort development. (Bellot)

- Nov. 16, 1864 Gen. Sherman burns Atlanta and begins his March to the Sea with 62,000 men; U.S. Military Railroads retreats to Chattanooga and tears up the Western & Atlantic Railroad between Resaca and Dalton; Sherman's army lives off the country, stripping it as they move east over an area 220 miles long and up to 60 miles wide; the Confederacy has less than 20,000 scattered men in front of Sherman, and they are unable to predict his movements; transportation is under the direction of William W. Wright, repairs of railroads under Adna Anderson, and bridges under Eben C. Smeed; among Sherman's officers on the March to the Sea is future PRR VP Capt. John P. Green, who is later sent back to the Army of the Potomac. (Long, OR, Alexander, Haupt, Wilson, PR)
- Nov. 16, 1864 PRR Board declines request to operate a night local between Philadelphia and Paoli; confirms appointment of James Lewis as Superintendent of Branch Lines (Bald Eagle Valley and Tyrone & Clearfield), replacing Samuel A. Black, resigned. (MB)
- Nov. 16, 1864 J. Edgar Thomson agrees to build an additional 600 coal cars for the Broad Top coal trade. (Baughman)
- Nov. 16, 1864 City of Philadelphia informs PRR it will not take a share of its new stock issue. (Watkins)
- Nov. 17, 1864 Junction & Breakwater Railroad Board authorizes corresponding with Pennsylvania parties who want to complete the railroad. (MB)
- Nov. 17, 1864 American Iron & Steel Association organized at the Board of Trade rooms in Philadelphia; Eber B. Ward, Pres.; Samuel J. Reeves of Phoenix, James M. Cooper of the Cooper-Hewitt interests, Charles S. Wood of Cambria, and Joseph H. Scranton of Lackawanna are VP's; Robert H. Lamborn, Secretary; the first truly effective trade organization for the iron and steel industry. (Paskoff, ed., Scharf)
- Nov. 18, 1864 Northern Central Railway Board considers a proposal from John Hulme, John C. Bullitt, Drexel & Co., C. Camblos & Co., et al., on making the company's coal lands profitable; propose to organize a mining company whose stock would be distributed as a dividend to NC stockholders; Board reports in favor of a lease to the Mineral Railroad & Mining Company. (MB)
- Nov. 18, 1864 Joint Committee of Little Miami, Columbus & Xenia and CH&D Railroads holds last meeting. (MB)
- Nov. 19, 1864 Secretary of the Interior John P. Usher informs Thomas C. Durant that the John D. Perry group want to buy him out of the Union Pacific Railway

Company, Eastern Division, or at best allow him a 30% interest.
(Petrowski)

- Nov. 20, 1864 New ferryboat *Newark* placed on the Debrosses Street run. (HC)
- Nov. 20, 1864 Secretary of the Interior John P. Usher informs Thomas C. Durant that John D. Perry is negotiating to bring Tom Scott, William Dennison, Thomas L. Jewett and other Pennsylvania and Ohio railroad men into the Union Pacific Railway Company, Eastern Division; scheme is to give PRR a transcontinental connection via Columbus, the Little Miami to Cincinnati, the Ohio & Mississippi, the Pacific Railroad (Mo.), the UPED and the Central Pacific. (Petrowski)
- Nov. 21, 1864 Rocky Hill Railroad & Transportation Company opens for revenue service between Kingston, on old Camden & Amboy line, and Rocky Hill, N.J.; three round trips and freight train; locomotive assigned is the *John Bull*. (PrnctnPrss)
- Nov. 21, 1864 West Chester Railroad trains begin using West Chester & Philadelphia Railroad station in West Chester, operating over new connecting line; old WCRR station retained as office as deed stipulates property must be used for railroad purposes. (C&C, Moore)
- Nov. 21, 1864 Chicago & Great Eastern Railway makes telegraph contract with Western Union Telegraph Company for line between La Crosse and Chicago. (Church)
- Nov. 23, 1864 Little Miami Railroad Board reports it has purchased \$15,000 Dayton, Xenia & Belpre Railroad bonds at 90 and negotiated for \$30,000 more; also purchased 7,664 shares at \$8.692; authorizes purchasing the Dayton, Xenia & Belpre Railroad at the foreclosure sale; notes that it will lease trackage and terminal rights to the Cincinnati & Zanesville Railroad for \$120,000 a year; authorizes construction of a grain elevator at Cincinnati. (MB)
- Nov. 23, 1864 Georgia state government flees the capital, Milledgeville, in a panic at the approach of Gen. Sherman's armies. (Parks)
- Nov. 24, 1864 Brooklyn Central & Jamaica Railroad raises fare from 5 cents to 7 cents; wants an additional increase to 8 cents; has not paid a dividend for three years and passed interest six months ago. (BrklnEgle)
- Nov. 24, 1864 William G. Moorhead resigns as President of the Philadelphia & Erie Railroad; succeeded by Edward F. Gay. (Celeb)
- Nov. 24, 1864 U.S. Military Railroads reopens the Winchester & Potomac Railroad between Halltown and Stephensons, where Gen. Sheridan has established a

- depot, using rail removed from the Manassas Gap Railroad. (OR)
- Nov. 25, 1864 Columbus & Xenia Railroad Board hears proposal of J. Edgar Thomson re its Pittsburgh & Steubenville Railroad bonds. (MB)
- Nov. 25, 1864 Chicago & Great Eastern Railway Board approves contract with the Chicago & North Western Railway for the use of the latter's tracks at Chicago. (MB)
- Nov. 25, 1864 Confederate agents set fires at a number of New York City hotels, including the St. Nicholas, but most are quickly extinguished; only one agent is captured and later hanged. (Trager, Burrows/Wallace)
- Nov. 26, 1864 Richmond & Miami Railway executes new leases to Dayton & Western Railroad and Eaton & Hamilton Railroad retroactive to Nov. 1, 1864; portion between Richmond and Richmond Jct. shared 50-50 by both roads; Dayton & Western leases Richmond Jct.-New Paris, and Eaton & Hamilton leases Richmond-Neels. (MB, Church, C&C)
- Nov. 28, 1864 Joint Companies Executive Committee recommends that the Philadelphia & Trenton Railroad accept the offer of Asa Packer to pay his obligations to them in \$50,000 cash and the rest in P&T Consolidated Mortgage bonds at par. (MB)
- Nov. 28, 1864 Confederate raiders take New Creek and Piedmont, destroying B&O shops at the latter point. (B&O AR)
- Nov. 29, 1864 Second Mortgage bondholders of the Eaton & Hamilton Railroad meet at New York. (MB)
- Nov. 30, 1864 Richard D. Wood, writing from London, resigns as a director of the Millville & Glassboro Railroad. (Wood)
- Nov. 30, 1864 Union Gen. John M. Schofield (1831-1906) defeats Gen. John Bell Hood at the Battle of Franklin, Tenn.; Hood stages another rash and disastrous frontal assault on entrenched positions; 6 Confederate generals are killed, 5 wounded and 1 captured; future Southern Railway Pres. Samuel Spencer (1847-1906) participates in the battle. (Wagner, findagrave)
- Late 1864 Having made a fortune smuggling contraband cotton to the North during the war, Jim Fisk (1835-1872) leaves Jordan, Marsh & Co. and sets up as a broker on Wall Street. (Swanberg)
- Dec. 1, 1864 Bald Eagle Valley Railroad completed between Howard and Lock Haven, but not ballasted and not opened until May 1, 1865. (AR)

- Dec. 1, 1864 Andrew Carnegie, Superintendent of the Pittsburgh Division, offers David Homer Bates (1843-1926) of the U.S. Military Telegraph Corps the vacant post of Superintendent of Telegraph of the PRR at \$125 a month; Bates declines unless the salary is raised. (Markle)
- Dec. 1, 1864 War Dept. abolishes the Dept. of the Susquehanna, which has directed military occupations in Pennsylvania, and replaces it with the Dept. of Pennsylvania based in Philadelphia. (Shankman)
- Dec. 1, 1864 Gen. George Stoneman (1822-1894) leaves Knoxville for a month-long cavalry raid into southwestern Virginia, for the purpose of destroying the Virginia & Tennessee Railroad and the Saltville salt works. (Wagner)
- Dec. 1, 1864 Andrew Carnegie's Cyclops Iron Company receives letters patent. (PaSecyState)
- Dec. 2, 1864 Josiah Caldwell presents a draft agreement with the Lykens Valley Railroad & Coal Company for transporting coal from the land of the Bear Valley Coal Company to the Board of the Summit Branch Railroad Company. (MB)
- Dec. 4, 1864 Future Lines West officer David Francis Crawford (1864-) born at Pittsburgh. (MB obit)
- Dec. 5, 1864 Herman Haupt appears before the Hoosac Tunnel Commission. (Ward)
- Dec. 6, 1864 Northern Pacific Railroad organized at Boston; dominated by New Englanders; Josiah Perham (1803-1868), Pres. (Renz)
- Dec. 6, 1864 Pres. Lincoln nominates Salmon P. Chase for Chief Justice to replace the late Roger B. Taney, and he is confirmed by the Senate; the Jacksonian, pro-slavery court majority is now replaced by an anti-slavery one; one of Chase's first acts is to allow the first African American lawyer to practice before the very court that less than a decade earlier ruled that he had no civil rights as a person. (Wagner, wiki)
- Dec. 6, 1864 Reading-Birdsboro area ironmasters E. & G. Brooke and Seyfert, McManus & Co. and Samuel E. Griscom, operating as Samuel E. Griscom & Co., take Lease No. 8 of the Girard Estate coal lands on the Mahanoy & Shamokin Railroad near Shenandoah, Pa., and proceed to open the William Penn Colliery; the mine lease will pass to PRR interests in 1892. (Hoffman, Montgomery)
- Dec. 7, 1864 Bald Eagle Valley Railroad leased to PRR for 99 years. (Val)
- Dec. 7, 1864 Summit Branch Railroad Company Board reports that they are unable to

- agree on terms with the Lykens Valley Railroad & Coal Company. (MB)
- Dec. 7, 1864 Union troops begin another raid on the Petersburg Railroad, destroying 15 miles. (Wagner)
- Dec. 1864 Tom Scott and friends organize the California Petroleum Company in New York; owns oil rights on Rancho Ojai near Santa Barbara. (TheRoad)
- Dec. 1864 One track of Junction Railroad opens between WC&P in West Philadelphia to Grays Ferry; through trains begin operating without reverse movement across Arsenal and Grays Ferry Bridges. (Casebook, Hare - according to Rdg AR, is finished except for the tunnel)
- Dec. 10, 1864 William Wallace of East Aurora, N.Y., who had worked on the aborted Aurora & Buffalo Railroad in the 1830s, obtains the subscriptions of six leading citizens of Olean to the projected Buffalo & Washington Railroad; it is to run up the Allegheny River from Olean, instead of down, as with the earlier projects. (HPSmith)
- Dec. 12, 1864 Ashbel Welch reports to the Joint Companies Executive Committee on a new agreement with the Post Office Dept.; two mails are to be run through New York to Washington in 10:00 with 7-8 cars maximum and no sleeping car; two other New York-Washington round trips in 10:30. (MB)
- Dec. 12, 1864 Thomas R. Bard has a final dinner with Tom Scott and Andrew Carnegie before leaving for California. (Hutchinson)
- Dec. 13, 1864 Maryland & Delaware Railroad Board reports that they have settled with the bondholders for \$23,000. (MB)
- Dec. 13, 1864 South Pennsylvania Railroad Board meets at Landisburg, Perry County, and authorizes the location of the whole road; the majority of stock is now subscribed by McCalmont Brothers & Co., the British bankers who control the Reading and the East Pennsylvania Railroad; they operate through Reading capitalists, including Edward M. Clymer (1822-1883), W.H. Clymer, William M. Heister and Heister Clymer (1827-1884); however very little money has been paid in. (MB)
- Dec. 13, 1864 Thomas R. Bard sails from New York on the *Costa Rica* on the Isthmian route to California, where he is to manage Tom Scott's investments; Bard has many adventures defending Scott's claims from squatters and eventually becomes Senator from California. (Hutchinson, BioAnnalsofFrnklnCo)
- Dec. 14, 1864 B&O completes double-tracking of Washington Branch. (B&O AR)

- Dec. 1864 PW&B completes a coal pier for the Reading at New Castle, Del. (ARJ, Rdg AR)
- Dec. 1864 John D. Perry agrees to purchase John C. Fremont's claims to stock in the Union Pacific Railway Company, Eastern Division, for \$200,000, payable in government bonds upon completion of the first section. (Petrowski)
- Dec. 1864 Lehigh Valley Railroad completes second track between Easton and Mauch Chunk. (MB)
- 1863 Philadelphia & California Petroleum Company issues a prospectus on the basis of explorations by Prof. Benjamin Silliman, Jr. (1816-1885) of Yale, it purchases the Rancho Simi and Rancho Las Posas totaling 140,000 acres south and east of the Santa Clara River northeast of Santa Barbara; because it is an out-of-state company, the property is to be vested in 5 trustees: Tom Scott, John C. Cresson (1806-1876), Lewis Cooper, all of Philadelphia, John B. Church of New York, and Levi Parsons of San Francisco; the company hopes to issue 100 of its 1,000 shares to raise working capital; it hopes to overcome the labor shortage by the importation of Chinese, already an explosive issue in California. (PubLdgr, Pam - Hutchinson has org. 12/15/65 from Barclay Mining Co.)
- Dec. 16, 1864 Little Miami Railroad Board agrees to build \$100,000 worth of freight cars for the Chicago & Great Eastern Railway; approves further amendments to the traffic pooling agreement with the lines via Piqua. (MB)
- Dec. 16, 1864 Gen. George H. Thomas's Army of the Cumberland completes the destruction of John Bell Hood's Army of Tennessee in the two-day Battle of Nashville, ending all hopes of a Confederate counterattack towards the Ohio; the remnants of Hood's completely shattered army flee south into Mississippi and out of action; former Pennsylvania civil engineer Charles Lyon Schlatter, now a Confederate lieutenant, is taken prisoner. (Long, Alexander, ConfedSoldGa)
- Dec. 16, 1864 Gen. George Stoneman's Union cavalry cuts the Virginia & Tennessee Railroad at Marion, Va. (Johnston)
- Dec. 18, 1864 Gen. George Stoneman destroys the vital salt works at Saltville, Va., along with 13 trains, depriving the Confederates of a means of preserving meat for the Army; Stoneman then moves south destroying all the railroad bridges, factories and mills for 85 miles to Bristol; the Virginia & Tennessee Railroad, once the main trunk line of the South, remains out of service for the duration of the war. (Johnston)
- Dec. 18, 1864 Union Pacific Railway Company, Eastern Division, opens between Kansas City and Lawrence, Kan. (Anderson)

- Dec. 20, 1864 Bellefontaine & Indiana Railroad and Indianapolis, Pittsburgh & Cleveland Railroad merge to form Bellefontaine Railway, a direct line from Galion, Ohio, to Indianapolis; called the "Bee Line." (GrnBk)
- Dec. 20, 1864 PFW&C Chief Engineer John B. Jervis reports on the Cincinnati & Zanesville Railroad; predicts a large coal traffic. (MB)
- Dec. 20, 1864 New York City resolution authorizes the Hudson River Railroad to extend their tracks from Chambers Street through College Place and Warren Street to Broadway for the use of their city cars; also to lay a side track in Hudson Street from Canal to Chambers Street and to extend their 11th Avenue track south to 14th Street and thence to their track in 10th Avenue. (Valentine)
- Dec. 21, 1864 PFW&C Board orders Pres. George W. Cass to inform Frederick A. Lane that the PFW&C declines to participate in building a line between Cleveland and Cincinnati. (MB)
- Dec. 21, 1864 After cutting a swath of destruction and plunder across Georgia and causing \$100 million in damages, Gen. William T. Sherman's troops occupy Savannah, as its defenders flee northwards into South Carolina. (Long, Wagner)
- Dec. 22, 1864 Bellefontaine Railway organized; John Brough, Pres.; Cleveland capitalists hold 8 of 11 Board seats. (AR)
- Dec. 22, 1864 Post Office Dept. appoints George B. Armstrong as special agent to further organize railway post offices and railway mails with Harrison Park and Charles E. Wheeler as special agents and assistants. (HistRyMail)
- Dec. 23, 1864 Property and franchises of Cleveland, Zanesville & Cincinnati Railroad Company sold at foreclosure to PFW&C.
- Dec. 25, 1864 The Union attack on Fort Fisher, guarding the last open Confederate port at Wilmington, N.C., fails, when Gen. Benjamin F. Butler withdraws and returns to Fort Monroe against Gen. Grant's specific orders; Grant then removes Butler from duty. (Wagner)
- Dec. 26, 1864 Double track opens between Columbia and Collins station on the Columbia-Middletown Branch. (AR)
- Dec. 27, 1864 New Jersey Railroad Board approves the sale of the Liberty Street-Cedar Street ferry and dock to the CNJ; it becomes its New York terminal; authorizes ceding portion of the Essex & Middlesex to the Town of Rahway. (MB)

- Dec. 27, 1864 Joint Companies Executive Committee authorizes leasing part or all of Elwell's Hotel at Camden to the West Jersey Railroad. (MB)
- Dec. 28, 1864 Cincinnati & Chicago Air-Line Railroad Board approves advances made to the Chicago & Great Eastern Railway to aid its completion. (MB)
- Dec. 29, 1864 PRR Board grants additional \$400 to Union Volunteer Refreshment Saloon of Philadelphia. (Watkins has 12/28)
- Dec. 30, 1864 New York financier Addison G. Jerome (1811-1864) dies, having lost his short-lived fortune in the failed corners in Michigan Southern & Northern Indiana and New York & Harlem. (rootsweb, Clews)
- Dec. 31, 1864 James Robb resigns as Pres. of the Atlantic & Great Western Railroad after suffering a stress-induced heart attack, claiming he was duped into taking office by James McHenry and T.W. Kennard under false pretenses; he later accuses them and Sir S. Morton Peto of bilking the company of £6 million through stock watering and other manipulations. (Reynolds, Felton)
- 1864 Philadelphia & Erie Railroad carries 133,882 bbl. of oil, 22,422 tons of bituminous coal and 94,822 tons of anthracite coal westbound. (AR)
- 1864 PRR completes conversion of all old passenger locomotives from wood-burning to coal-burning; wood consumption reduced from 52,763 cords in 1863 to 36,836 cords in 1864. (AR)
- 1864 PRR completes conversion of all locomotives to coal burning by use of simple firebrick wall in the firebox. (AR)
- 1864 New local freight station opens on the north side of Market Street between 15th & 16th Streets in Philadelphia, replacing use of 13th & Market, which is now used exclusively for through freight.
- 1864 LIRR opens between Mineola and Glen Head. (Val - verify - Seyfried has 1/23/65)
- 1864 Camden & Amboy Railroad moves steamboat repair facilities from old John Stevens Hoboken Shops of 1804 to new Hoboken facility later inherited by PRR. (Watkins)
- 1864 New Jersey Railroad double-tracked between New Brunswick and Millstone Jct.
- 1864 New Jersey Railroad and Joint Companies end mutual antagonism begun in 1859.

- 1864 Camden & Amboy installs manual block signals between Trenton and New Brunswick. (Watkins - as part of new line??)
- c. 1864 Freehold & Jamesburg Agricultural Railroad begins construction of branch between Deans Pond (Monmouth Jct.) and Jamesburg to permit anthracite coal off the Belvidere Delaware Railroad to be sent to piers at South Amboy. (Val)
- 1864 Place two through New York-Washington trains in service without stops at Philadelphia and Baltimore. (Catton - verify - ca. early 1/64?)
- 1864 Peak year for Broad Top coal shipped from the PRR over the Reading to Port Richmond; 232,991 tons. (AR)
- 1864 PRR's West Philadelphia car shop completed. (AR)
- 1864 Northern Central Railway makes a settlement with the City of Baltimore; the NC is to get the right to extend to Canton and build a new approach to Calvert Station in return for paying the City \$22,000 in cash and \$300,000 in bonds; the City is to retain its 4,000 shares of NC stock. (AR)
- 1864 Northern Central Railway extends double track from Relay to Cockeysville (8.0 miles) and from Summit No. 1 to Glenrock (7 miles). (AR)
- 1864 PRR builds new stations at Merion, Gallitzin, Kittanning Point, Conemaugh Furnace, Cresson and Torrens. (AR)
- 1864 PRR opens new Pratt truss bridge over East Branch of Brandywine Creek at Downingtown. (AR)
- 1864 Tunnel west of Columbia widened to pass the widest cars on both tracks. (AR)
- 1864 PRR builds connections with Northern Central Railway at west end of Rockville Bridge and at Marysville. (PRR AR - NC AR implies earlier?)
- 1864 Northern Central Railway is negotiating for trackage rights over the Schuylkill & Susquehanna Railroad between Rockville and Dauphin; presently, passenger trains back in and out of Harrisburg on the Cumberland Valley bridge and cross back on the Marysville Bridge. (AR)
- 1864 Cumberland Valley Railroad builds new engine house and turntable at Carlisle. (C&C)
- ca. 1864 Daniel V. Ahl purchases Mount Pleasant Furnace at present-day Richmond, Pa., that had been built in 1783 by William, Benjamin and George

- Chambers and abandoned in 1834. (Watts)
- 1864 PRR completes double track between Andersons and McVeytown. (AR)
- 1864 Williamsport Lumber Branch of Philadelphia & Erie Railroad (1.36 miles) opens at Williamsport. (Val)
- 1864 PRR builds 15-stall roundhouse at Tyrone and engine house at Philipsburg, Pa. (AR)
- 1864 One mile of Tyrone & Clearfield Railroad's Osceola (later Moshannon) Branch opens extending west from Osceola Jct. (Val)
- 1864 PRR completes East Liberty Stock Yards east of Pittsburgh, along with hotel for cattle dealers built by Samuel W. Allerton, et al.; also completes two sets of rails on south track for 4'-10" gauge equipment between Pittsburgh and East Liberty so western trains can run direct to stock yards, which become the transfer point for cattle between Lines East and Lines West.
- 1864 Future PRR Pres. A. J. Cassatt named Resident Engineer of Middle Division of Philadelphia & Erie and moves to Renovo. (NYT 1880, Mathews)
- 1864 First Erie (Pa.) Union Depot opens; is jointly owned by the Erie & North East Railroad and the Cleveland, Painesville & Ashtabula Railroad, both later part of the NYC system; the Philadelphia & Erie uses the depot as a tenant. (HistErieCo)
- 1864 Future PRR VP Sutherland Mallet Prevost (1845-1905) enters railroad service as a rodman on Elmira Division of Northern Central Railway.
- 1864 Future PRR Chief Engineer William H. Brown (1836-1910) joins the PRR in special service on the Pittsburgh Division. (CInl&RevFmlsPa)
- 1864 Future PRR VP Charles E. Pugh (1841-1913) appointed a train dispatcher on Philadelphia Division.
- 1864 William Stewart (1833-1914) named General Freight Agent of Cleveland & Pittsburgh Railroad. (MB)
- 1864 Cornelius Vanderbilt applies for a charter for a railroad on the west shore of the Hudson to put pressure on the Hudson River Railroad. (Stiles)
- 1864 DL&W uses its huge wartime profits from mining and hauling anthracite coal to pay a 15% cash dividend and 70% stock dividend; the company uses

its prosperity to reduce its funded debt, while more than doubling its stock; the stock price, which had been as low as 5 during the Panic of 1857, rises to 250 for par-50 shares; the DL&W's strength lies in the fact that it is both miner and transporter and buys the coal of smaller Lackawanna producers at the mine mouth; the railroad is allowed to operate at a loss, supported by the large profits of the Coal Dept. (Bogen - verify MB?)

- 1864 Lake Erie & Pacific Railroad discontinues work between Rushville and Union City, Ind.
- 1864 PFW&C extends double track to Freedom, Pa. (AR)
- 1864 Cleveland & Pittsburgh Railroad buys terminal real estate in Pittsburgh-Allegheny for \$1 million. (C&C)
- 1864 Locomotive and car shops built at Cleveland on the Cleveland & Pittsburgh Railroad. (C&C)
- 1864 First wooden station-hotel at Alliance, Ohio, destroyed by fire. (Heald)
- 1864 New three-storey Continental Hotel and station opens at Crestline at the crossing of the PFW&C and CC&C railroads, replacing an earlier structure destroyed by fire; large dining hall on the second floor is used for meal stops. (Graham/Richland, pennsywest)
- 1864 Steamboat *George Law* placed on the Slaughter Line on the Chester River. (Burgess)
- 1864 Dennison Land Company organized by Tom Scott, J. Edgar Thomson, Hugh J. Jewett, Thomas L. Jewett, George W. McCook, George W. McIlvaine, William Dennison, William H. Clement, Henry M. Alexander and Ashbel Green; buys about 500 acres about midway between Pittsburgh and Columbus as the site of shops and a shop town (Dennison) for the Pan Handle Line. (Mansfield - verify newspapers.com?)
- 1864 In the Shamokin Anthracite Region, Bittenbender & Co. build the Burnside Colliery; Shamokin & Bear Valley Coal Company builds a breaker on Carbon Run; Pennington & Douty opens the Daniel Webster Colliery; May, Patterson & Brothers build a breaker on the Ranshaw & Johnson Tract at Buck Ridge, later Brady. (HistCameronColl)
- 1864 Lehigh & Mahanoy Railroad opens between Park Place and Barry Jct. (ICC - verify - AR says Mahanoy City to Shenandoah, n.d)
- 1864 Lehigh Coal & Navigation Company buys 800 acres of coal land in Hanover Township near the foot of the Ashley Planes from the Biddles.

(LC&N AR)

- 1864 Medway Branch Railroad (Mass.) torn up because of competition from New York & Boston Railroad. (Humphrey)
- 1864 Maine act authorizes the City of Bangor to loan \$500,000 to the European & North American Railway, which is to build to St. John and Halifax in the Canadian Maritimes; it is conceived as a broad-gauge road to match the Grand Trunk Railway of Canada. (Kirkland - verify PL)
- 1864 Franklin Branch of the Atlantic & Great Western Railroad extended from Franklin to Oil City. (HistCrawfrdCo)
- 1864 B&O installs its first steel rails. (AR)
- 1864 Cincinnati, Hamilton & Dayton Railroad opens a new Cincinnati terminal station at West 5th & Baymiller Streets; Marietta & Cincinnati Railroad is a tenant. (Condit)
- 1864 Firm of Mitchell, Miltenberger & Tansey establishes East St. Louis Transfer Company in opposition to the St. Louis Transfer Company, which is allied with the Ohio & Mississippi Railroad, which has a monopoly on the west bank of the Mississippi at St. Louis; new service operates between St. Louis and Venice, which is outside the bounds of the Wiggins grant and is operated in the interest of the Chicago & Alton Railroad. (Wallace, Jackson)
- 1864 Individual Enterprise Line, operating between Baltimore and the Eastern Shore, buys the steamboat *Highland Light* from New York. (Burgess)
- 1864 Leander Garey, Master Car Builder of the NYC, begins holding informal meetings with the master car builders of nearby roads; first predecessor of the Master Car Builders' Association. (Loree)
- 1864 Ohio deeds the line of the Miami & Erie Canal in Toledo to the City. (Trevorrow)
- 1864 John F. Winslow (1810-1892), John A. Griswold (1818-1872), and Alexander Lyman Holley (1832-1882), all of the Albany & Rensselaer Iron & Steel Company of Troy, N.Y., secure the U.S. rights to the Bessemer patents. (Swank)
- 1864 Jervis Langdon of Elmira and W. Allbright reopen the iron furnace at Astonville south of Ralston, Pa., using imported ore to mix with the native ore; the experiment is not successful and is abandoned after the flood of Mar. 1865. (Meginnis/Lycoming)

- 1864 Mont Alto Iron Company, George B. Wiestling, Superintendent, purchases the old Mont Alto Iron Works in Franklin County, Pa., which they enlarge. (HistFranklinCo)
- 1864 About one-eighth of the pig iron made in the U.S. comes from Lake Superior ore from Marquette County; shipments of ore through the Sault Ste. Marie Canal have increased from 1,445 tons in 1855 to 235,123 tons in 1864. (Daddow/Bannan)
- 1864 The number of oil wells in Venango County, Pa., doubles from 500 in 1863 to 1,000, buoyed by Civil War inflation that drives the price from \$3.15 to \$9.87½ in one year; at the same time, actual production remains flat. (Babcock)
- 1864 Petroleum Farms Association purchases 300 acres of the old Cornplanter and Oil Creek Furnace Tract and lays out lots on the east side of Oil City; the total population on both sides of the river is 6,000 by the end of the year. (Babcock)
- 1864 Immigration to U.S. resumes on a large scale, having been depressed for a decade by wars in Europe and the U.S. (RRGaz)