

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

**By Christopher T. Baer**

**1862**

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**All data subject to correction and change**

- Jan. 1, 1862      Joseph N. Du Barry named General Superintendent of Northern Central Railway, replacing Superintendent James C. Clarke (1824-1902), who resigns and becomes a farmer at Frederick, Md.; Clarke is later Pres. of Illinois Central Railroad. ( , Ackerman - MB says 11/28/62? - see 12/31/1861!!)
- Jan. 1, 1862      Cleveland, Columbus & Cincinnati Railroad purchases portion of Springfield, Mt. Vernon & Pittsburgh between Delaware and Springfield, Ohio, from David Dows and opens to traffic; moves this line into NYC orbit and gives CC&C a more direct line to Cincinnati; incomplete portion of Springfield, Mt. Vernon & Pittsburgh between Loudonville and Delaware, Oh., sold in Aug. 1867 and reorganized as Pittsburgh, Mt. Vernon, Columbus & London Railroad; later returns to PRR system. (GrnBk, C&C)
- Jan. 1, 1862      Indiana Central Railway and Dayton & Western Railroad implement a new joint operating agreement dated Nov. 14, 1861; revenues are to be split 68½% to the Indiana Central and 31½% to the D&W; the agreement also permits the Greenville & Miami Railroad to remove their tracks from Dayton to the junction at Dodson Station and use the tracks of the D&W. (MB)
- Jan. 1, 1862      Quartermaster's Dept. seizes the Weems Line steamboat *Planter*. (Holly)
- Jan. 1, 1862      Cambria County newspapers note that the PRR has just added 200 8-wheel coal cars carrying 9-10 tons for the trade of the Westmoreland Coal Company. (Storey)

- Jan. 1, 1862 Stonewall Jackson begins a westward advance with 2,200 men aimed at capturing Grafton, W.Va. (Morton)
- Jan. 2, 1862 Shamokin Valley & Pottsville Railroad Board authorizes developing new shipping facilities at Sunbury by building new basins and locks and completing the basin begun by the Philadelphia & Sunbury Railroad. (MB)
- Jan. 2, 1862 Federal government suspends specie payments. (Logan - verify - may be 1/1)
- Jan. 4, 1862 Maryland & Delaware Railroad Pres. Tench Tilghman refuses to surrender the company's books to the rival Board headed by Henry H. Goldsborough; Goldsborough renews his demand that they do so; the directors vote 3-1 to surrender the books pending a settlement of the dispute by lawsuit; Col. Samuel Hambleton is elected Pres. pro-tem during the illness of Tilghman. (MB)
- Jan. 4, 1862 William Reynolds writes to Robert Thallon that the Atlantic & Great Western Railroad must reach the Oil Region before its rivals and should buy the charter of the Oil Creek Railroad. (Reynolds)
- Jan. 5, 1862 Stonewall Jackson's forces appear opposite Hancock, Md. and wreck the B&O; no trains operated east of Green Spring. (B&O AR, Summers)
- Jan. 6, 1862 PRR agrees to complete Philadelphia & Erie Railroad and lease it retroactive to Jan 1, 1862, at 30% of gross earnings; PRR also acquires all P&E rolling stock and moveable property, including 14 locomotives, 10 passenger and 200 freight cars. (MB, Casebk)
- Jan. 7, 1862 Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad sign memo of agreement with receiver of Columbus, Piqua & Indiana Railroad granting CP&I use of tracks east of High Street to Columbus depot and connection with Central Ohio Railroad. (MB)
- Jan. 1862 Congress investigates performance of railroads between New York and Washington at the instigation of anti-Camden & Amboy groups; recommends no interference with existing lines. (verify CongGlobe?)
- Jan. 8, 1862 Cleveland, Columbus & Cincinnati Railroad stockholders approve the lease of the Springfield, Mt. Vernon & Pittsburgh Railroad. (ARJ)
- Jan. 9, 1862 West Chester & Philadelphia Railroad appoints committee to meet with receiver of Philadelphia & Baltimore Central Railroad and discuss lease to WC&P. (MB)
- Jan. 9, 1862 Little Rock & Memphis (?) Railroad begins revenue service between

Huntersville (North Little Rock) and De Vall's Bluff on the White River; the company down the White River and up the Mississippi to Memphis, as the eastern section of the railroad through swampy bottom lands between Hopefield and Madison is useless. (Wood)

- Jan. 10, 1862 War Dept. orders the Alexandria & Washington Railroad rebuilt with T-rail and track laid over the Long Bridge and connected to Orange & Alexandria Railroad to create an unbroken rail link to bring supplies to the front in Virginia. (OR)
- Jan. 10, 1862 Tom Scott attends a Council of War in the White House with Pres. Lincoln, Secretaries Chase and Seward, and Generals McDowell and William Franklin; Gen. McClellan is ill; Lincoln is dissatisfied with the lack of action and McClellan's refusal to tell others his plans; McDowell proposes to attack the Confederate supply lines at Manassas; Franklin puts forward McClellan's idea of an attack on Richmond from the lower Chesapeake. (Sears)
- Jan. 10, 1862 Camden & Atlantic Railroad Board requires that the free tickets granted to potential settlers be registered. (MB)
- Jan. 10, 1862 Maryland & Delaware Railroad Board reconsiders its vote and refuses to surrender the books to the rival Goldsborough Board by a vote of 4-2. (MB)
- Jan. 10, 1862 H. Gatch Carey promoted to Superintendent of the Indiana Central Railway. (MB)
- Jan. 11, 1862 New Jersey Railroad Board authorizes a wage increase to cope with war inflation; agrees to a plan of Samuel M. Felton and Edwin A. Stevens for improving New York-Washington service. (MB)
- Jan. 11, 1862 Washington Mayor Richard Wallach (1816-1881) endorses the certificates of the Alexandria & Washington Railroad. (MB)
- Jan. 11, 1862 B&O reopens as far east as Pattersons Creek with military trains run to South Branch. (B&O AR)
- Jan. 12, 1862 Pres. Lincoln decides to fire Secretary of War Simon Cameron as a political liability; sends him a curt resignation letter dated the day before and offers him the post of minister to Russia; before midnight, Cameron breaks down in front of Tom Scott and Alexander K. McClure, who assure him Lincoln means no personal offense; Lincoln then writes a more conciliatory letter intended to be released to the public. (NYT, Bradley)
- Jan. 12, 1862 Future Lines West and Rock Island official Henry Irving Miller (1862-1930) born at Cleveland; son of future Lines West official John F. Miller

(1830-1916). (WhosWho)

- Jan. 13, 1862 PW&B Board approves contract with PRR for joint use of part of Southwark Railroad. (MB)
- Jan. 13, 1862 Slate headed by Samuel M. Felton defeats a local slate in annual election of Philadelphia & Baltimore Central Railroad; makes it a de facto branch of the PW&B. (MB, USRR&MR)
- Jan. 13, 1862 In the U.S. House, Rep. Henry L. Dawes (1816-1903) of Mass. gives a speech exposing fraud and corruption in the War Dept.; Dawes is friendly to the PW&B, which is controlled in Massachusetts and hostile to the Northern Central Railway, controlled in part by Secretary of War Cameron; the White House announces Simon Cameron's "resignation" and nominates Edwin M. Stanton (1814-1869) as the new Secretary of War; Stanton is a lawyer and zealous Union Democrat from Ohio who had been Pres. Buchanan's last Attorney-General; Cameron is "rewarded" by being appointed U.S. envoy to Russia and packed off to distant St. Petersburg. (NYT, DAB)
- Jan. 13, 1862 Junction & Breakwater Railroad Board reports that Richard France, who had been operating the Delaware internal improvement lottery, has defaulted after making the fourth annual installment of \$36,000, and the lottery grant has been transferred to John A. Morris & Co.; now calls for the Federal government to complete the line as a war measure. (MB)
- Jan. 13, 1862 Gen. Bartram A. Sheaffer elected Pres. of the Columbia & Maryland Line Railroad, replacing John Black. (MB)
- Jan. 13, 1862 Asa Packer elected Pres. of the Lehigh Valley Railroad, replacing J. Gillingham Fell, who declines reelection; William H. Ely replaces John N. Hutchinson as Secretary-Treasurer. (MB)
- Jan. 14, 1862 William Hopkins of Washington County, a former Canal Commissioner, obtains a resolution of the Pennsylvania House directing the Judiciary Committee to prepare a bill to annul the repeal of the Tonnage Tax. (USRR&MR)
- Jan. 15, 1862 Senate confirms Edwin M. Stanton as Secretary of War; he takes office on Jan. 20; Stanton is a friend of John W. Garrett from the days when he was counsel to the Central Ohio Railroad, and the Garretts financed that road; he is better disposed toward the B&O and at best neutral toward the PRR; Stanton gradually marginalizes Tom Scott's role at the War Dept. and makes greater efforts to keep the B&O open, although Scott continues to enjoy the confidence of Lincoln. (DAB, Long, Summers, Kamm, Williams)

- Jan. 15, 1862 U.S. House passes a resolution introduced by Rep. Stephen Baker of New York directing Secretary of War Stanton to report on possible arrangements for building bypass railroads from Bristol to West Philadelphia and from Back River on PW&B around Baltimore to Relay on the B&O, plus another track from Relay to Washington; aimed at eliminating the delays caused by breaks of line and horse haulage through the city streets in Baltimore and Philadelphia and the inadequacy of the B&O's single-track Washington Branch; is also to invite proposals for a complete new line between New York and Washington. (CongGlobe, Summers)
- Jan. 15, 1862 Camden & Amboy Joint Board declares a 5% dividend; have written a letter of protest to Gov. Olden against Congress authorizing a post or military railroad across New Jersey between New York and Washington; authorizes settling with PRR on the basis of the Swift report. (MB)
- Jan. 15, 1862 Michigan act extends time for completing first 20 miles of Grand Rapids & Indiana Railroad to Jan. 1, 1864, second 20 miles to Jan. 1, 1865, and third 20 miles to Jan. 1, 1866. (Church)
- Jan. 1862 Quakake Railroad issues new contracts for the line from Quakake Jct. to Ashland in the Mahanoy Valley. (USRR&MR)
- Jan. 1862 Quartermaster's Dept. seizes the Weems Line steamboat *Mary Washington*. (Holly)
- Jan.? 1862 Stonewall Jackson takes Romney, W.Va., but ends his advance and returns to Winchester, in part because of bad weather. (Morton)
- Jan. 16, 1862 LIRR Board gives notice to Electus B. Litchfield that it will sell the securities it holds on his account. (MB)
- Jan. 16, 1862 F. Wolcott Jackson (1833-1904), son of John P. Jackson, named General Superintendent of New Jersey Railroad & Transportation Company. (MB)
- Jan. 17, 1862 In the Pennsylvania House, William Hopkins introduces a resolution to appoint a committee of five to investigate bribery and corruption in securing the repeal of the Tonnage Tax in 1861; chaired by William Hopkins assisted by Thomas Williams, both leaders of the anti-repeal forces in 1860-61; State Sen. Landon offers a resolution to bring in a bill to tax the freight and passengers of all railroads and canals as a means of raising war revenue. (PubLdgr, Kamm)
- Jan. 17, 1862 Assistant Secretary of War John Tucker is summoned to Washington by Tom Scott; has an interview with Gen. McClellan and Pres. Lincoln regarding McClellan's plan to transfer the Army of the Potomac to Fort Monroe. (OR)

- Jan. 18, 1862 New Jersey Railroad Board approves a modified contract with the Camden & Amboy Railroad and with the Morris & Essex Railroad; Newark capitalist Alfred L. Dennis (1817-1890) attends his first meeting as a director. (MB)
- Jan. 20, 1862 Pa. Senate passes a resolution introduced by Sen. Lowry of Erie to appoint a committee to investigate the “legislation” of the last session without direct mention of the Tonnage Tax or the PRR; Lowry says that corporations pose a greater threat to democracy than Jeff Davis. (PubLdgr)
- Jan. 20, 1862 As Samuel M. Felton has not yet accepted his election as Pres. of the Philadelphia & Baltimore Central Railroad, Josiah Phillips is elected Pres. pro-tem. (MB)
- Jan. 21, 1862 Pa. House refuses to substitute the Senate resolution for an investigation of the repeal of the Tonnage Tax for its own, which passes. (PubLdgr)
- Jan. 21, 1862 Fremont, Lima & Union Railroad incorporated in Ohio under articles dated Jan. 6, 1862, as the reorganization of Fremont & Indiana Railroad; to build between Fremont and Union City; managed to open Fremont-Findlay and grade Findlay-St. Marys, but ran out of money before could purchase rails. (Church, C&C, Rehor)
- Jan. 22, 1862 Cambria Iron Company reorganized with Charles S. Wood as Pres. and E. Y. Townsend (1824-1891) as VP, preparatory to having it resume operations of its works from Wood, Morrell & Co. (Wood)
- Jan. 23, 1862 At Secretary of War Stanton's request, Tom Scott makes recommendations for war transportation, including a transportation and telegraph bureau within the War Dept. independent of Quartermaster's Corps, transportation officers on staff of each military dept. and in each state; autonomous transportation corps are not actually established until World War II. (Kamm)
- Jan. 25, 1862 William H. Wilson runs the first locomotive over the Arsenal Bridge on the PRR's Delaware Extension; designed by Jacob H. Linville (1825-1906) and the first to use wide forged eye-bars. (AR, USRR&MR, Jackson)
- Jan. 25, 1862 Indiana portion of Eaton & Hamilton Railroad (Richmond-Neels) sold to John Hunt for \$73,000 at Centerville, Ind., on foreclosure of the First Mortgage bonds of the former Richmond & Miami Railroad; company's appeal to overturn the sale is rejected in May 1863; this section is reorganized as the Richmond & Miami Railway in May 1862. (Church, C&C)

- Jan. 25, 1862 Confederate Quartermaster-General Abraham C. Myers (1811-1889) orders Capt. Thomas R. Sharp to resume operations hijacking equipment from the B&O. (csa-railroads.com/Sharp Diary)
- Jan. 26, 1862 Gen. McClellan proposes to Stanton that 70,000 men and 250 guns be sent from the Army of the Potomac to Kentucky for an early offensive in the West. (Sears)
- Jan. 27, 1862 First freight train of 50 cars crosses Arsenal Bridge, and the Delaware Extension opens over its full length; freight line between Arsenal and the foot of Washington Ave. in Philadelphia uses part of the PW&B and Southwark Railroad and gives the PRR access to the Delaware River piers; PRR begins using temporarily the depot and one of the wharves of the PW&B. (MB, AR)
- Jan. 27, 1862 U.S. Supreme Court announces decision in Hackensack & Passaic Bridge Case; Court is split and therefore the 1858 ruling of the New Jersey court approving the bridge stands; suits were brought by a non-NJRR stockholder in the Bridge Company to block construction of the cutoff and “Dock” Bridge and also the Communipaw Avenue bridges of the Newark & Jersey City Plank Road Company; also to block construction of the bridges on grounds it will interfere with navigation; decision clears the way for building the direct line between East Newark Jct. and Market Street, but construction is delayed by the war. (NYT, USRR&MR, AR)
- Jan. 27, 1862 Kaighns Point & Philadelphia Ferry Company secures a lease of a dock property at South Street, Philadelphia. (MB)
- Jan. 27, 1862 Junction & Breakwater Railroad Board resolves to employ counsel to help defeat a bill pending in the Delaware Legislature to repeal the Jan. 1859 bill creating the internal improvement lottery, however, the bill passes. (MB)
- Jan. 27, 1862 Frustrated by McClellan's inaction, Pres. Lincoln issues General War Order No. 1, ordering all armies to advance on Feb. 22. (DAB)
- Jan. 28, 1862 Delaware repeals its 1859 Internal Improvement Act after the lottery contractors fail to make the regular payment due July 1, 1861; cuts off aid to the Junction & Breakwater and other downstate railroads effective July 31. (PL)
- Jan. 28, 1862 Army orders thirty 13-inch mortar beds from Cooper & Hewitt of Trenton, N.J.; they are to be used by Gen. U. S. Grant in his attack on Fort Donelson and must be delivered in less than 30 days; parts are subcontracted to Abbott & Son at Baltimore and to the Phoenix Iron Company at Phoenixville. (OR, Paskoff ed, Nevins)

- Jan. 28, 1862 Joint resolution of Ohio Legislature again calls on Virginia to authorize a bridge over the Ohio at Steubenville for the Steubenville & Indiana Railroad. (Church)
- Jan. 28, 1862 Thomas L. Jewett submits resignation as Pres. of Steubenville & Indiana Railroad, which the Board refuses to accept. (MB)
- Jan. 29, 1862 PRR Board approves contract of Jan. 17 with Edward Miller & Co. (Edward Miller and Milton Courtright) to complete the Philadelphia & Erie Railroad from Whetham to Warren; Miller has managed to escape from war-torn Missouri and, as ever, needs the work; most of his projects over the course of his career have been aborted, and he has remained relatively poor compared to some engineers; he secures positions in this and other contracts on roads associated with the PRR through the influence of J. Edgar Thomson in order to be able to leave a legacy to his large family. (MB, USRR&MR, Leeson, Roberts)
- Jan. 29, 1862 PRR Board makes donation of \$500 to the Gray Reserves of Philadelphia. (MB)
- Jan. 29, 1862 Secretary of War Edward M. Stanton orders Tom Scott on a tour of the West to ascertain the number of troops and condition of railroads for mounting an offensive into the Confederacy via the Kentucky and Tennessee Rivers and also to investigate the logistics of McClellan's plan for moving troops from the East; trip also keeps him out of reach of process-servers from the Tonnage Tax investigation; according to Alexander K. McClure, he, McClure, asked Sen. David Wilmot (1814-1868) to tell Lincoln how much Scott's testimony would hurt the Republican Party in Pennsylvania; Lincoln informed Stanton, who sent Scott out of reach. (Sipes, Kamm, Sears)
- Jan. 30, 1862 Tom Scott leaves Washington for Pittsburgh via Philadelphia, accompanied by his private secretary Joseph Lesley (1831-1889); Scott passes through Harrisburg while his nemesis Williams is asleep, and by the time Williams leaves for Washington looking for Scott, Scott is crossing out of Pennsylvania. (Kamm)
- Jan. 30, 1862 *Monitor*, an ironclad floating battery with a revolving gun turret, developed by John Ericsson ( - ) is launched at Greenpoint, N.Y. (Stokes)
- Jan. 31, 1862 Railways & Telegraph Act authorizes Pres. Lincoln to seize and operate any railroad or telegraph line needed for the war effort; interference with military operations punishable by court-martial; also provides for operation of captured Southern railroads by a new organization, the U.S. Military Railroads. (CongGlobe)

- Jan. 31, 1862 PRR contracts with PW&B and Southwark Railroad; PRR can use tracks in Washington Avenue in return for paying 3% on the cost and half the annual maintenance, and PW&B can use PRR's Arsenal Bridge. (MB, Digest)
- Jan. 31, 1862 Pres. Lincoln issues Special War Order No. 1, decreeing that the Army of the Potomac shall advance on Manassas. (DAB)
- Early 1862 William L. Scott of Erie take the contract to build the Erie & Pittsburgh Railroad from Jamestown to New Castle, Pa. (Bausman)
- Early 1862 Confederates abandon and burn the Richmond, Fredericksburg & Potomac Railroad between Aquia Creek and Fredericksburg. (Mordecai)
- Feb. 1, 1862 PRR assumes operation of Philadelphia & Erie Railroad under lease of Jan. 6; divided into Eastern Division (Sunbury-St. Marys) and Western Division (St. Marys-Erie); Joseph D. Potts appointed General Manager of P&E. (MB)
- Feb. 1, 1862 Tom Scott arrives in Columbus to meet with Gov. Tod about transportation matters in Ohio. (Kamm)
- Feb. 1, 1862 Partnership of Piper & Shiffler organized at Pittsburgh by Andrew Carnegie, who invites Jacob Hays Linville (1825-1906), the PRR's chief bridge engineer who had designed an iron truss bridge manufactured at Altoona, and two other bridge engineers, John L. Piper of the PRR and Aaron G. Shiffler to join him; J. Edgar Thomson and Tom Scott are silent partners, as is Linville, who remains a PRR employee. (Nasaw, Jackson, Wall)
- Feb. 2, 1862 Tom Scott returns to Pittsburgh, where he meets with representatives of the PFW&C, Cleveland & Pittsburgh, and Clarke & Thaw regarding the possible transfer of 1,700 men per day from the East to Kentucky. (OR, Kamm)
- Feb. 3, 1862 At the PRR annual meeting, stockholders hear a report on investigation with a minority report critical of PRR management by Col. James Page (1795-1875), an old Jacksonian and former Postmaster of Philadelphia; both are referred to the Board for action.(AR, MB)
- Feb. 3, 1862 English holders of the Alexandria & Washington Railroad Second Mortgage bonds secure a ruling from the Alexandria County Court substituting Joseph B. Stewart as trustee in place of Walter Lenox, on the grounds that Lenox has deserted to the Confederacy; they move to foreclose. (Harrison)
- Feb. 3, 1862 Gen. McClellan submits his formal objections to Pres. Lincoln's call for an

attack on Manassas and instead recommends landing at Urbanna on the lower Rappahannock River to get between Johnston's army and Richmond. (Sears)

- Feb. 3, 1862 Tom Scott arrives in Detroit for a conference with Gov. Austin Blair. (Kamm)
- Feb. 4, 1862 Railway & Telegraph Act issued to the armed forces as General Order No. 10 of the Adjutant-General's Office. (OR)
- Feb. 5, 1862 Tom Scott arrives in Indianapolis. (Kamm)
- Feb. 6, 1862 Tom Scott leaves Indianapolis for Louisville to meet Gen. Don Carlos Buell (1818-1898); goes on to St. Louis and Cairo to investigate the military organization there and then to Nashville; the knowledge Scott gains is put to good use when most of these points define the PRR's postwar expansion plans. (Kamm)
- Feb. 6, 1862 Gen. Frederick W. Lander (1821-1862) re-occupies Romney, Va., eliminating the Confederate threat to the B&O as far east as Hancock. (Summers)
- Feb. 6, 1862 Federal gunboats commanded by Andrew H. Foote (1806-1863) and Gen. U. S. Grant force the surrender of Fort Henry on the Tennessee River; Fort Henry is commanded by Gen. Lloyd Tilghman (1816-1863), formerly a civil engineer on the Baltimore & Susquehanna Railroad in the 1830s; the shallow-draft ironclad gunboats have been built in St. Louis by James B. Eads (1820-1887); the barrage they lay down causes the Confederate defenders to panic and run for the safety of larger Fort Donelson on the Cumberland River; Fort Henry surrenders after an hour. (Long, McPherson, JSmith)
- Feb. 6, 1862 New Castle & Beaver Valley Railroad incorporated in Pennsylvania to build a line from New Castle to Homewood. (MB, Church)
- Feb. 7, 1862 Joseph Torrance elected VP of the Eaton & Hamilton Railroad, replacing Lurton Dunham. (MB)
- Feb. 7, 1862 Union amphibious forces under Gen. Ambrose E. Burnside launch an attack on Roanoke Island, N.C. (NYT)
- Feb. 7, 1862 Gen. Grant destroys the Memphis & Ohio Railroad bridge over the Tennessee River, severing the railroad between Bowling Green, Ky., and Memphis and driving a wedge between Confederate forces in eastern and western Kentucky; Commodore Foote sends his gunboats on a raid up the Tennessee River as far as the head of navigation at Muscle Shoals, Ala.

(JSmith)

- Feb. 8, 1862 First four of 30 cast beds for 13-inch mortars needed for western campaigns of Gen. Grant shipped from Cooper & Hewitt at Trenton to Cairo, Ill. in 70 hours via the Allentown Route and PRR; attached to passenger trains; four shipped daily until the order is cut to 21 beds on Feb. 14; cars are marked, "U.S. Grant, Cairo - Not to be switched under penalty of death"; the mortars are to be mounted in armored scows for the attack on Fort Donelson; however, the quick capitulation of Fort Donelson renders them unnecessary, although two are later used to reduce Island No. 10. (OR, NJJrnl, Nevins/Hewitt)
- Feb. 8, 1862 Under pressure from the Confederate Government, North Carolina charters the Piedmont Railroad to build between Danville, Va., and Greensboro, N.C., closing a strategic gap in the Confederate railroad network, what will become part of the main line of the Southern Railway. (ICC)
- Feb. 8, 1862 Union amphibious force under Gen. Ambrose E. Burnside capture Roanoke Island and 3,000 prisoners; Confederate commander Gen. Henry A. Wise escapes; Burnside goes on to capture all the ports on the North Carolina sounds; the victory raises Burnside's reputation, which will be sunk just as quickly later in the war. (McPherson, Wagner)
- Feb. 9, 1862 New standard railroad opens between Alexandria and Washington; built by U.S. Army alongside the old Alexandria & Washington roadbed; Alexandria & Washington is rebuilt as a heavy standard railroad in place of the pre-war rattletrap; includes new track on the Long Bridge and in Maryland Avenue and 1st Street in Washington to connect with B&O; also build a connecting track on Henry Street in Alexandria between St. Asaph Jct. on the A&W and Orange & Alexandria terminal at Duke Street; permits the first through movement of cars from the B&O to railroads in Virginia; Duke Street terminal becomes the main base for U.S. Military Railroads operating to supply the front in Virginia. (OR, 2/9 date is from USMR rept.)
- Feb. 9, 1862 Pres. John W. Garrett replies to Secretary of War Stanton opposing a new railroad between Baltimore and Washington. (Summers)
- Feb. 10, 1862 Philadelphia & Trenton Railroad Executive Committee agrees to support the pending supplement to the charter of the Frankford & Southwark Philadelphia City Passenger Railroad that will permit it to link the P&T at Kensington with the PW&B by horse power. (MB)
- Feb. 10, 1862 Philadelphia & Baltimore Central Railroad Board authorizes the sale of \$75,000 in bonds to the PW&B for \$25,000; a committee reports that they have arranged that Samuel M. Felton is to take \$400,000 in bonds and 2,200 shares of stock and is to accept the presidency to which he was elected on

Jan. 13, Felton to provide \$200,000 during the year; the treasury has less than \$300,000 in bonds, so that certain bondholders then come forward to sell \$100,000 in bonds at 40, and the stockholders surrender most of their stock for nothing; thus ends the impossible dream that farmers can build a viable railroad through an entirely agricultural country with their own means. (MB)

- Feb. 10, 1862 Northern Central Railway begins making connections to and from Washington via B&O for all its trains. (USRR&MR)
- Feb. 10, 1862 Confederate Congress passes an act for connecting the Richmond & Danville Railroad with the North Carolina Railroad to create a new through route south from Richmond. (Harrison)
- Feb. 10, 1862 Union Navy captures Elizabeth City, N.C. (Brown)
- Feb. 11, 1862 Lehigh Valley Railroad Board authorizes securing an interest in the Quakake Railroad. (MB)
- Feb. 11, 1862 Pres. Lincoln appoints Col. Daniel C. McCallum (1815-1878), formerly of the New York & Erie Railroad, as Military Director & Superintendent of Railroads in charge of the U.S. Military Railroads, the organization that operates commandeered railroads to support the Army. (OR)
- Feb. 11, 1862 Winter weather and Union military pressure having forced Stonewall Jackson to withdraw towards Winchester, crews begin repairing the B&O main line. (Johnston)
- Feb. 11, 1862 Reacting to the fall of Fort Henry, Gen. Albert Sidney Johnston (1803-1862), Confederate commander in the West and the South's highest ranking general, begins evacuating Bowling Green, Ky., and falling back to Nashville, Tenn. (Long)
- Feb. 12, 1862 PRR agrees with the Atlantic & Great Western Railroad for terms for crossing the Sunbury & Erie Railroad at Corry; William Reynolds meets Thomas Struthers on acquiring the Oil Creek Railroad charter. (Reynolds)
- Feb. 12, 1862 Union Naval forces discover that Confederates have already sunk vessels to block the Albemarle & Chesapeake Canal. (Brown)
- Feb. 12, 1862 Congress authorizes an additional \$10 million in demand notes. (Logan)
- Feb. 14, 1862 Camden & Atlantic Railroad Board refers to a committee a proposal for establishing a direct line of steamboats between New York and Egg Harbor City to induce German immigrants to pass that way on their way west in the hopes that some will settle in the German tracts. (MB)

- Feb. 14, 1862 West Chester & Philadelphia Railroad appoints committee on securing continuance of through traffic contract with Philadelphia & Baltimore Central Railroad. (MB)
- Feb. 14, 1862 B&O main line reopens between Hancock and Cumberland. (B&O AR)
- Feb. 15, 1862 PRR appoints Samuel A. Black (1821?-1890) Superintendent of Eastern Division of P&E and William A. Baldwin (1835-1911) Superintendent of Western Division of P&E. (Black had been Superintendent of Western Division since 1859). (USRR&MR - HistErieCo has 2/7)
- Feb. 1862 James L. Sutton withdraws from his partnership with Henry Thomas for leasing the Lykens Valley Coal Company mines and the Lykens Valley Railroad. (MB)
- Feb. 1862 PRR resumes construction of Philadelphia & Erie Railroad between Whetham and Warren. (Val)
- Feb. 1862 Confederate government completes a 5.5-mile rail spur from the Manassas Gap Railroad to Centreville to supply Gen. Joseph E. Johnston's army camped near the old Bull Run battlefield; uses rails looted from the B&O. (Johnston)
- Feb. 1862 War Dept. extends the telegraph line from Salisbury, Md., to Cape Charles, Va., from which it is extended by submarine cable to Fort Monroe by early Mar. 1862; this line around the bay is the only telegraph link between Washington and Fort Monroe and is under full military guard. (Cooper)
- Feb. 1862 Jay Cooke & Co. opens a separate Washington partnership with brother Henry D. Cooke (1825-1881) and Harris C. Fahnestock (1835-1914) as additional partners, Cooke to handle the politicians and Fahnestock to run the business. (Larson)
- Feb. 16, 1862 Camden & Atlantic Railroad signs revised contract with Raritan & Delaware Bay Railroad. (AR)
- Feb. 16, 1862 Union forces under Gen. U. S. Grant and Andrew H. Foote (1806-1863) capture Fort Donelson on the Cumberland River, after a three-day engagement in which the Union naval assault is repulsed, followed by hard fighting; Grant nets over 12,000 prisoners, the first time in the war that a major field army has been taken; some of the garrison, including Col. Nathan Bedford Forrest's cavalry, escapes under cover of darkness; the fall of Fort Donelson forces the Confederates to evacuate Kentucky and opens the route through Tennessee, denying the resources of that state to the South. (Long, McPherson, Wagner, JSmith)

- Feb. 16, 1862 Union forces under Gen. Don Carlos Buell occupy Bowling Green, Ky. (Wagner)
- Feb. 17, 1862 Gen. Albert Sidney Johnston begins evacuating Nashville in response to the fall of Fort Donelson, falling back to the line of the Memphis & Charleston Railroad. (McPherson)
- Feb. 17, 1862 Process servers serve a summons on the Philadelphia & Baltimore Central Railroad Board. (MB)
- Feb. 17, 1862 Amelia Sturges Morgan (-1862), first wife of banker J. Pierpont Morgan, dies near Nice, France, after only 5 months of marriage. (Strouse)
- Feb. 1862 Thomas Thompson Eckert (1825-1910) replaces James R. Gilmore as Superintendent of the U.S. Military Telegraph Corps. (Bates)
- Feb. 1862 Audenried & Co. begins shipping Broad Top coal to New York via the Allentown Route to take the place of Cumberland coal cut off by the seizure of the B&O. (NJJrnl)
- Feb. 1862 William L. Scott of Erie contracts to complete the Erie & Pittsburgh Railroad from Jamestown to New Castle. (Church, USRR&MR, may be earlier)
- Feb. 18, 1862 Little Miami Railroad Board postpones action on a proposed lease of the Sandusky, Dayton & Cincinnati Railroad. (MB)
- Feb. 18, 1862 Charles Michael Schwab (1862-1939), future architect of the Bethlehem Steel Corporation, born at Williamsburg, Pa. (Gable)
- Feb. 19, 1862 Brooklyn, Bath & Coney Island Railroad incorporated in N.Y. to build from the Brooklyn Central Railroad at 36<sup>th</sup> Street & 5<sup>th</sup> Avenue via Bath to Coney Island; later in the year acquires the right to build a single track along the Brooklyn, Greenwood & Bath Plank Road. (NYState)
- Feb. 19, 1862 Pennsylvania Legislature passes a joint resolution asking the Union government of Virginia to grant a right of way to a railroad across the Virginia Panhandle. (Church)
- Feb. 19, 1862 Louisville Bridge Company of 1856 revived by charter supplement. (LBCo AR, Church)
- Feb. 19, 1862 Virginia act authorizes the construction of a connection between the Richmond, Fredericksburg & Potomac Railroad from a point between Fredericksburg and Aquia Creek to the Orange & Alexandria and Manassas

Gap Railroads at Manassas Jct. as a war measure; it is not built, in part because the front usually moves south of Manassas. (PL)

- Feb. 19, 1862 Gen. Albert S. Johnston's troops blow up the two bridges over the Cumberland River at Nashville. (Meredith)
- Feb. 20, 1862 LIRR Board authorizes selling the 6% state stock it holds. (MB)
- Feb. 20, 1862 Meeting of railroad executives arranged through Erastus Corning of New York and Noah L. Wilson of Ohio convenes at Willard's Hotel in Washington at the call of Secretary of War Stanton; agree to keep 33% reduction for troops, but now permit 80 pounds of free baggage per man and a 10% reduction in freight rates for military supplies. (OR, PubLdgr, USRR&MR)
- Feb. 20, 1862 Gen. McClellan telegraphs Tom Scott that he will not transfer any forces to Kentucky. (Sears)
- Feb. 20, 1862 Army of the Ohio under Gen. Ormsby MacKnight Mitchel occupies Bowling Green, Ky. (Mitchel)
- Feb. 20, 1862 Columbus & Xenia Railroad Board appoints committee with Little Miami Railroad to consider lease of Sandusky, Dayton & Cincinnati Railroad; another on equalizing stocks of C&C, LM and Cincinnati, Hamilton & Dayton Railroad; another to confer with Pres. John S. Newman of Indiana Central Railway over differences. (MB)
- Feb. 21, 1862 Col. James Neilson (1784-1862), former Treasurer of the Delaware & Raritan Canal and member of the Joint Board, dies at New Brunswick. (Thompson, MB)
- Feb. 21, 1862 Assistant Secretary of War Tom Scott and Gen. Don Carlos Buell arrive in Bowling Green to confer with Gen. Mitchel re an advance on Nashville. (Mitchel)
- Feb. 21, 1862 Virginia act authorizes the Board of Public Works to build a connection between the Manassas Gap Railroad at Strasburg and the Winchester & Potomac Railroad at Winchester to facilitate military operations in the Shenandoah Valley; not built. (PL)
- Feb. 22, 1862 Gens. Buell and Mitchel, accompanied by Tom Scott, advance by train from Bowling Green towards Nashville; 37 miles north of Nashville, they find the roadbed destroyed by flood; Scott remains to direct repairs, while Mitchel goes ahead. (Mitchel)
- Feb. 23, 1862 Confederates complete evacuation of Nashville. (McPherson)

- Feb. 24, 1862 Small Union force under Col. Geary crosses the Potomac on a rope ferry and secures Harpers Ferry and the surrounding Virginia heights. (BaltAm)
- Feb. 24, 1862 Advance party under Gen. Mitchel takes the surrender of Nashville., the first Confederate capital to fall; the entire Louisville & Nashville Railroad is now in Union territory, although threatened by Confederate raiders. (Mitchel, Klein)
- Feb. 24, 1862 In U.S. House, Rep. Philip Johnson (1818-1867) of Pa. introduces a bill for increased railroad facilities between Washington and New York; referred to the Committee on Roads & Canals, which kills it through inaction. (CongGlobe)
- Feb. 25, 1862 Pa. House Committee to investigate the passage of the bill commuting the Tonnage Tax begins hearings at Philadelphia; seven PRR directors and officers testify that they have no knowledge of any irregularities. (LegDoc)
- Feb. 25, 1862 Legal Tender Act authorizes \$150 million issue of irredeemable paper money called "Greenbacks" and \$500 million in 6%, 20-year bonds to finance the war; the bonds are callable after five years and thus become known as "five-twenties"; the issue nearly doubles the money supply reviving financial markets but leading to inflation; unlike in the South, Greenbacks are legal tender except for customs duties; because the gold dollar remains as a medium for foreign trade, New York becomes the center of speculation in the value of Greenbacks against gold, which fluctuates with Union victories and defeats; over \$400 million in Greenbacks will be in circulation in 1865; about 13% of the Union's war costs are met by printing money, versus over 90% in the South. (McPherson, Stiles, Wagner)
- Feb. 25, 1862 Union forces under Gen. Don Carlos Buell advancing slowly down the line of the Louisville & Nashville Railroad finally reach Nashville; the move deprives the Confederacy of the Tennessee breadbasket and the powder mills around Nashville. (Long, McPherson)
- Feb. 25, 1862 *U.S.S. Monitor*, the first completely original ironclad warship designed by Swedish-born engineer John Ericsson (1803-1889), is commissioned in New York; a mostly-submerged gunboat designed for harbor defense and attack, it features many other innovations, including a revolving gun turret. (Wagner)
- Feb. 26, 1862 War Dept. takes possession of all telegraph companies for the purpose of controlling the flow of military news; imposes military censorship of news. (OR)
- Feb. 26, 1862 After a pontoon bridge arrives by rail from Baltimore, main Union force

under Gen. Nathaniel F. Banks crosses into Virginia at Harpers Ferry to help reopen the B&O and march on Winchester. (BaltAm)

- Feb. 26, 1862 Pittsburgh, Fort Wayne & Chicago Railway (PFW&C) organized as successor to Pittsburgh, Fort Wayne & Chicago Railroad; directors are: J.F.D. Lanier, Samuel J. Tilden and Louis H. Meyer of New York, J. Edgar Thomson, George W. Cass and Springer Harbaugh of Pa., Kent Jarvis, Willis Merriman and Robert McKelly of Ohio, Samuel Hanna, Jesse L. Williams, and Pliny Hoagland of Indiana, and William Butler Ogden of Chicago; George W. Cass, Pres., Samuel Hanna VP, and William H. Barnes Secretary. (MB)
- Feb. 26, 1862 Oil Creek Transportation Company incorporated in Pa. with the power to build oil pipelines from Oil Creek in Venango and Crawford Counties to the Philadelphia & Erie Railroad in Erie, Crawford or Warren Counties; its first line from the Noble & Delameter Well to Shaffer Farm fails because of leaks. (PL, Maybee, Williamson/Daum)
- Feb. 27, 1862 Union plan to build a heavy pontoon bridge of Chesapeake & Ohio canal boats at Harpers Ferry collapses when the boats prove to be six inches too wide to pass the outlet lock there, which is designed for the narrow boats plying the Shenandoah River; the advance on Winchester has to be postponed, leaving Stonewall Jackson outnumbered but unmolested. (Sears)
- Feb. 27, 1862 Northern Central Railway stockholders approve resuming purchase of right-of-way and completing the Canton Branch; Henry Welsh and Joseph D. Potts elected directors, increasing PRR control. (AR, MB)
- Feb. 27, 1862 Secretary of War Stanton orders Assistant Secretary John Tucker to begin assembling a fleet to transfer the Army of the Potomac from Alexandria to Hampton Roads. (OR)
- Feb. 28, 1862 PFW&C Railway formally incorporated in Pennsylvania, Indiana and Illinois under articles dated Feb. 26 as the reorganization of PFW&C Railroad; claims to operate in Ohio under its General Railroad Law of Apr. 11, 1861; articles are not filed in Ohio until Sep. 15, 1866. (Church, C&C)
- Feb. 28, 1862 House Committee on Tonnage Tax bill writes to Secretary of War Stanton demanding Tom Scott appear, after they left a subpoena at his house in Philadelphia; postpone deposition of J. Edgar Thomson, who was supposed to appear today, until Mar. 4. (LegDoc)
- Mar. 1, 1862 Massachusetts and Rhode Island settle their eastern boundary dispute, separating the Town of Seekonk, Mass., from Pawtucket and East Providence, R.I.; Fall River is returned to Massachusetts. (Field/RI)

- Mar. 2, 1862 Philadelphia financier Charles H. Fisher suffers a stroke brought on by anxiety over the affairs of the Little Schuylkill Navigation, Railroad & Coal Company, of which he is a director; a stockholders' committee, angered by the passing of dividends for several years, has discredited his management, and the Morrisons, British bankers, have brought suit over how their funds were invested in the Little Schuylkill. (FisherDiary – or 1863?)
- Mar. 3, 1862 Fremont, Lima & Union Railroad organized. (C&C)
- Mar. 4, 1862 J. Edgar Thomson informs the House Tonnage Tax Committee he has an appointment in Pittsburgh this day and will be unable to testify; when he returns, he claims illness. (LegRec)
- Mar. 4, 1862 Tom Scott leaves Nashville for Cairo, Ill., to join Gen. Halleck's attack on New Madrid. (Kamm)
- Mar. 5, 1862 Tom Scott arrives in Cairo in the evening. (Kamm)
- Mar. 6, 1862 Gen. Joseph E. Johnston orders a withdrawal from Manassas to new defensive positions south of the Rappahannock River; results in the abandonment of the Centreville military branch railroad, the rails of which are reclaimed by the B&O. (Johnston)
- Mar. 6, 1862 Pres. Lincoln proposes the abolition of slavery, but with compensation to slave-owners. (Clark)
- Mar. 7, 1862 Outnumbered Confederate army under Gen. Joseph E. Johnston begins moving south from Manassas, where it has been entrenched since First Bull Run, to Culpeper. (Long, McPherson)
- Mar. 7, 1862 Secretary of the Treasury Salmon P. Chase (1808-1873) names the Philadelphia banking house of Jay Cooke & Co. agent for the national loan, giving it control over the sale of all war bonds; during the course of the war, Cooke will float \$1.6 billion in loans, or over a quarter of the Union's war debt. (Lubetkin - see below)
- Mar. 7, 1862 Joint Companies Executive Committee agrees to reduce through coal rates with the Schuylkill Navigation Company and the Reading to \$3.25 per ton to New York for the 1862 season. (MB)
- Mar. 8, 1862 New Jersey Railroad Board approves an arrangement with the Norwich & New York Transportation Company to land passengers directly at Jersey City; authorizes sales of ferry tickets by the Newark Plank Road Company and the Hackensack Bridge Company. (MB)
- Mar. 8, 1862 Philadelphia ordinance authorizes PRR to extend a telegraph line from its

office building at 238 South 3rd Street to Washington Street Wharf.  
(Digest)

- Mar. 8, 1862 Pres. Lincoln issues General War Order No. 2, commanding that McClellan leave sufficient force to protect Washington; Lincoln removes McClellan as General-in-Chief, ostensibly to allow him to devote full attention to the field campaign against Richmond; Lincoln creates the Mountain Dept. in western Virginia and places Gen. John C. Fremont in command, placating Fremont's Radical friends in Congress, while keeping him out of the way. (Long, Wagner)
- Mar. 8, 1862 Gen. Joseph E. Johnston continues his withdrawal from his exposed position at Centreville, first to the Rappahannock and then to the Rapidan. (Alexander)
- Mar. 8, 1862 Confederate ironclad *C.S.S. Virginia*, built on the hull of the scuttled steam frigate *U.S.S. Merrimack*, sinks the Union sloop-of-war *U.S.S. Cumberland*, burns the frigate *U.S.S. Congress* and forces the steam frigate *U.S.S. Minnesota* aground at Hampton Roads, threatening Union control of Chesapeake Bay; the *U.S.S. Monitor* arrives at Fortress Monroe in the evening. (McPherson, Stokes)
- Mar. 8, 1862 Union Army under Gen. Samuel R. Curtis withstands a Confederate assault at Pea Ridge, Ark., and secures permanent control of Missouri and northern Arkansas. (McPherson)
- Mar. 8, 1862 Pittsburgh Board of Trade issues report supporting the Page Report; denounces the "monopoly" of Leech & Co. at Philadelphia and Clarke & Co. at Pittsburgh; call for PRR to abolish freight agencies and fix uniform rates between Pittsburgh and Philadelphia regardless of where traffic originates in the West. (USRR&MR)
- Mar. 8, 1862 Secretary of War Stanton replies to Pa. House Committee that Tom Scott is now in Cairo, Ill., but will be released on Mar. 10. (LegRec)
- Mar. 9, 1862 Ironclads *U.S.S. Monitor* and *C.S.S. Virginia* fight to a draw in Hampton Roads, and the *Virginia* withdraws to Norfolk; the battle preserves Union control of Chesapeake Bay and clears the road for McClellan's move to the Peninsula; Confederates abandon their batteries at Cockpit Point, Shipping Point and elsewhere on the lower Potomac under pressure of the Union advance; relieves pressure on B&O's Washington Branch, which had been the sole lifeline for Washington; Union retains control of the lower Potomac for the duration of the war. (Long, McPherson, Sears, BaltAm)
- Mar. 9, 1862 Gen. Joseph E. Johnston completes the evacuation of his forces from the Manassas-Centreville area; Capt. Thomas R. Sharp departs on the last train;

- the remainder of his war service will be further south. (csa-railroads.com)
- Mar. 10, 1862 Gen. McClellan advances the entire Army of the Potomac on Manassas only to find the Confederates gone and his chance of achieving a surprise landing at Urbanna evaporated. (Sears)
- Mar. 10, 1862 Joint Companies Executive Committee authorizes the West Jersey Railroad to endorse the bonds of the Salem Railroad; gives the “Committee on the Press at Trenton” full power to act in the propaganda war against the Raritan & Delaware Bay Railroad. (MB)
- Mar. 10, 1862 Philadelphia & Erie Railroad closes the contract with Edward Miller and Milton Courtright (1811-1883) to complete the road between Whetham and Warren for \$2,050,000. (Feron)
- Mar. 10, 1862 Future PRR VP Moorhead Cowell Kennedy (1862-1936) born at Chambersburg, Pa.; son of Col. Thomas B. Kennedy (1827-1905) and Ariana Stuart Riddle Kennedy. (BioAnnalsFrnklnCo.)
- Mar. 10, 1862 Philadelphia financier Charles H. Fisher (1814-1862) dies of inflammation of the brain caused by his earlier stroke. (FisherDiary – must be 1863?)
- Mar. 11, 1862 Pres. Lincoln abolishes the office of General-in-Chief, reducing Gen. McClellan to command of the Army of the Potomac on the grounds he cannot fill both roles; Gen. Henry Wager Halleck (1815-1872), a pedantic, by-the-book officer, is named to command all armies in the West; all Department commanders are to report directly to the War Dept.; Halleck diverts part of the army to attack Island No. 10 in the Mississippi, giving Gen. Albert Sidney Johnston time to regroup at Corinth, Miss.; Lincoln appoints John C. Fremont to command the new Dept. of West Virginia. (Long, EAH - see above)
- Mar. 11, 1862 Stonewall Jackson evacuates Winchester in face of advance of an army ten times the size of his own commanded by Gen. Nathaniel P. Banks, a political general with little military skill; Jackson eventually moves as far south as Mount Jackson. (McPherson)
- Mar. 11, 1862 Gen. T. H. Holmes is ordered to destroy the Richmond, Fredericksburg & Potomac Railroad between Fredericksburg and Aquia Creek, including the wharf at the latter place. (Johnston)
- Mar. 11, 1862 Lehigh Valley Railroad Board orders a reduction in tolls to meet the reductions in the Wyoming and Schuylkill Regions. (MB)
- Mar. 11, 1862 New Castle & Beaver Valley Railroad receives letters patent. (MB)

- Mar. 11, 1862 Little Miami Railroad Board reports that the government has requisitioned one locomotive and 40 freight cars. (MB)
- Mar. 12, 1862 Richmond & Covington Railroad incorporated in Ohio to build from Bradford to Indiana state line at New Paris; organized under auspices of Columbus, Piqua & Indiana Railroad and Indiana Central Railway. (Church)
- Mar. 12, 1862 Union forces occupy Winchester, Va., bringing the whole B&O main line under Union control. (Summers, BaltAm)
- Mar. 12, 1862 West Chester & Philadelphia Railroad appoints committee to consider the Junction Railroad's request for crossing of line in West Philadelphia. (MB)
- Mar. 13, 1862 Pennsylvania House passes a bill to restore Tonnage Tax by 70-27; Philadelphia delegation is unanimous, with all 17 votes against the bill; Allegheny County casts all its votes in favor. (PubLdgr, USRR&MR)
- Mar. 13, 1862 Bill introduced in Pennsylvania House to permit the Frankford & Southwark Philadelphia City Passenger Railroad to lay a third rail on its tracks in 5<sup>th</sup> & 6<sup>th</sup> Streets to permit it to carry standard gauge railroad cars between the Philadelphia & Trenton Railroad's Kensington depot and the PW&B depot. (PubLdgr)
- Mar. 14, 1862 Tom Scott returns to Washington from Cairo, having traveled about 5,000 miles, to take part in McClellan's Peninsula Campaign; Scott passed through Pennsylvania unnoticed while the House Committee was holding hearings at Pittsburgh. (Kamm, Sipes, LegRec)
- Mar. 14, 1862 Lightning strike destroys the PFW&C Chicago passenger station at Canal & Madison Streets, a small temporary structure; replaced the same year. (PubLdgr, DeRouin)
- Mar. 14, 1862 Union forces under Gen. Ambrose E. Burnside advance from Roanoke Island to capture New Bern, N.C. (Wagner)
- Mar. 15, 1862 Leech & Co. moves its depot from the freight shed at the foot of Dock Street to the foot of Washington Avenue; old depot converted into a fish market by the Delaware Avenue Market Company starting Mar. 17. (PubLdgr, USRR&MR)
- Mar. 1862 Tracks of Allegheny Valley Railroad connected to PFW&C near Canal Street, Pittsburgh. (AR)
- Mar. 1862 U.S. Military Railroads reopens Orange & Alexandria Railroad from Alexandria to Manassas. (OR)

- Mar. 1862 John W. Mickle, Pres. of the Camden & Philadelphia Steam Boat Ferry Company, dies. (MB)
- Mar. 1862 David Homer Bates (1843-1926) succeeds William Bender Wilson as Manager of the Military Telegraph office in the War Dept. (Bates)
- Mar. 1862 Atlantic & Great Western Railroad Company of Pennsylvania Board approves financing the Oil Creek Railroad instead of seeking its own charter to build to the Oil Region. (Felton)
- Mar. 1862 London & North Western Railway in England begins experimenting with Bessemer steel rails at Chalk Farm. (USRR&MR, Marshall)
- Mar. 17, 1862 Philadelphia Board of Trade issues protest against proposed reimposition of the Tonnage Tax; main resolution offered by Thomas S. Fernon. (PubLdgr)
- Mar. 17, 1862 McClellan's Army of the Potomac, 121,500 men, 14,592 animals, 1,200 wagons and 44 artillery batteries, begins embarking at Alexandria, Washington and Perryville for Hampton Roads, from which they intend to advance up the Peninsula between the James and York Rivers to Richmond; John Tucker has chartered a fleet of 113 steamboats, 118 schooners and 88 canal boats. (OR, Long, McPherson)
- Mar. 17, 1862 Gen. Nathaniel P. Banks begins his advance south from Winchester. (Foulke&Foulke)
- Mar. 17, 1862 Rep. Francis Thomas of Maryland secures passage of a resolution to have Secretary of War Stanton provide the House with the letter from Pres. John W. Garrett on the question of increased railroad facilities between Washington and New York. (CongGlobe)
- Mar. 17, 1862 Secretary of War Stanton appoints two commissioners to audit and adjust the pending claims against the War Dept. inherited from Simon Cameron's tenure. (Bradley)
- Mar. 18, 1862 Tom Scott is ordered to Alexandria to supervise the loading of transports for the Peninsula. (Kamm)
- Mar. 18, 1862 B&O restores bridge over Potomac at Harpers Ferry. (Summers)
- Mar. 18, 1862 Little Miami Railroad Board asks the Cleveland, Columbus & Cincinnati Railroad for terms for purchasing a half-interest in the Springfield, Mt. Vernon & Pittsburgh Railroad from them. (MB)
- Mar. 19, 1862 Kennedy Marshall, a former Representative from Allegheny County,

testifies to the House Tonnage Tax Committee that at the close of the session he went to see Tom Scott at his suite at the Coverly House in Harrisburg about a pass for a friend and was given an envelope with \$500; he also saw many other envelopes there, presumably pay-offs for others; he also visited the room of Speaker E. W. Davis and saw \$5-7,000 in cash spread out on a bed; Davis said the money came from Tom Scott, but then said he was only joking; ex-Attorney-General Samuel A. Purviance testifies that Scott had deposited a letter with him in which the PRR promised to pay the state the equivalent of 5% interest on \$1.5 million, reviving the terms of the 1857 bill which called for the PRR to deposit \$1.5 million bonds with the state in lieu of taxes; Purviance says that J. Edgar Thomson later demanded the return of the letter on the grounds that Scott had no authority to issue it; the letter subsequently disappeared from his law office without his knowledge or consent. (LegDoc)

- Mar. 19, 1862 PW&B Board authorizes sinking one pier of the Susquehanna River Bridge preparatory to building entire span. (MB)
- Mar. 20, 1862 Seth T. Hurd, editor of the *Brownsville Clipper*, testifies to the House Tonnage Tax Committee that Tom Scott paid his expenses to stay at Harrisburg to study anti-Tonnage Tax documents prepared by the PRR; admits that he, Hurd, later flashed a wad of about \$400 in bills and said, "here is so much for the Tonnage Tax," but now says the money came from other sources. (LegDoc)
- Mar. 20, 1862 Tom Scott goes to Fortress Monroe to coordinate preparations for the Army of the Potomac's arrival. (Kamm)
- Mar. 20, 1862 Philadelphia & Baltimore Central Railroad stockholders meet at Oxford to consider the pecuniary embarrassment of the company; pass a resolution *viva voce* that the company must maintain its independence from both the PW&B and the West Chester & Philadelphia Railroad; a proposal to try to sell the remaining bonds at the best price obtainable and only if there is no sale by June 1, to sell them to the PW&B, is defeated 2,140-34. (MB)
- Mar. 20, 1862 Gen. Robert E. Lee issues orders against military interference with the running of trains, but it is not enforced. (Johnston)
- Mar. 21, 1862 Massachusetts Legislative committee exonerates Herman Haupt's conduct on the Hoosac Tunnel and recommends that he be retained as contractor. (Ward)
- Mar. 21, 1862 Advance Union army withdraws from Strasburg down the Shenandoah Valley to Winchester, as Gen. Banks is forced to send part of his army to reinforce McClellan. (McPherson)

- Mar. 21, 1862 The steamship *Vanderbilt*, one of the largest and fastest in the American merchant marine and which has been given to the government by Cornelius Vanderbilt, leaves New York for Hampton Roads; its mission is to ram and sink the *C.S.S. Virginia* should it sally from Norfolk to attack the Army of the Potomac's landing; the *Virginia* remains bottled up in port. (Stiles)
- Mar. 22, 1862 New Jersey Railroad Board approves a contract with the Morris & Essex Railroad, but others do not. (MB)
- Mar. 23, 1862 Outnumbered over two to one, Confederates under Stonewall Jackson attack a portion of Gen. Nathaniel P. Banks's larger army at Kernstown, south of Winchester, and are forced to withdraw, Jackson's first and only defeat; however, fearing a renewed attack, Pres. Lincoln sends more troops into the Valley, taking them away from aiding McClellan. (McPherson, Alexander)
- Mar. 24, 1862 Philadelphia Board of Trade hears report of Pittsburgh Board of Trade; on motion of Samuel Megargee, Philadelphia Board of Trade appoints a committee to confer with Pittsburgh Board of Trade over Col. Page's criticisms of the PRR; Thomas S. Fernon notes there is widespread hostility to the PRR at Pittsburgh. (USRR&MR)
- Mar. 24, 1862 Committee on Railroads of Philadelphia City Councils meets to consider removing the City Railroad from Broad Street between South Street & Market Street; opposed by merchants located on Broad Street north of Market, who would lose their connection to the PW&B. (PubLdgr)
- Mar. 24, 1862 Little Miami Railroad Board authorizes negotiating a lease of the Sandusky, Dayton & Cincinnati Railroad. (MB)
- Mar. 24, 1862 Terre Haute, Alton & St. Louis Railroad sold at foreclosure to Samuel J. Tilden, Robert Bayard, Joseph L. Tuckerman, John G. Richardson and Russell Sage as agents for the bondholders for \$800,000. (Church, GrnBk, ARJ)
- Mar. 24, 1862 Pa. act incorporates the purchasers of the Green Ridge Improvement Company at sheriff's sale, including Charles L. Borie (1819-1886), Adolph E. Borie (1809-1880), Henry P. Borie (1823?-1886), Pemberton Hutchinson (1836-1903), Clarence H. Clark (1833-1906), George H. Thompson and William Wister, as the Green Mountain Coal Company; charter to run for 20 years with \$250,000 stock; company loses the privilege of mining and selling coal; is the owner of anthracite coal lands east of Shamokin. (PL)
- Mar. 25, 1864 Pa. House Tonnage Tax Committee wires Secretary of War Stanton on the whereabouts of Tom Scott; Stanton replies that he was sent to Fortress Monroe this morning and will be relieved in four days; a sergeant-at-arms is

sent to Washington to serve Scott with a summons. (LegRec)

- Mar. 25, 1862 Pennsylvania Senate votes to postpone the bill for incorporating the Philadelphia & Eastern Transportation Company; bill incorporates an operation of George W. Cass, and John J. Houston of the PFW&C and enables them to ship goods east of Philadelphia and funnel aid to the Raritan & Delaware Bay Railroad; bill is blocked by the influence of Philadelphia. (USRR&MR)
- Mar. 25, 1862 PW&B leases wharf at foot of Walnut Street in Wilmington and agrees to lay second track through Water Street. (MB)
- Mar. 25, 1862 Columbus & Xenia Railroad Board adopts report of its committee on improving relations with Indiana Central Railway; IC feels it is being ignored by the other railroads' pro-Cincinnati policy and threatens to build a direct line to Columbus using the Columbus, Piqua & Indiana Railroad; Pres. Newman demands C&X must cancel contracts with Cincinnati, Hamilton & Dayton Railroad and Cincinnati & Indianapolis Railroad, send Indianapolis traffic via Dayton instead and give equal facilities to all connections at Columbus; Newman offers to prorate all business via Dayton equal to that via Cincinnati. (MB)
- Mar. 25, 1862 U.S. Military Railroads reopens the Orange & Alexandria Railroad to Union Mills, just east of Bull Run. (Johnston)
- Mar. 26, 1862 Assistant Secretary of War Tom Scott sent to Cairo, Ill., to perfect military transportation on Ohio-Mississippi River system. (Sipes, Kamm)
- Mar. 27, 1862 Joint Companies Executive Committee reduces the rates on Lehigh coal to match that on Schuylkill coal. (MB)
- Mar. 27, 1862 Charter supplement authorizes Erie & Pittsburgh Railroad to build branches up to 10 miles in length in Lawrence County. (Church)
- Mar. 27, 1862 Madison & Indianapolis Railroad sold at foreclosure to reorganization committee of Elihu Day, John Ferguson and George Griswold, Jr., for \$325,000. (Church, Dunn)
- Mar. 27, 1862 Union Army seizes the Winchester & Potomac Railroad for military use, but it is to be repaired and operated by the B&O; it still has flimsy strap rail from the 1830s. (Johnston)
- Mar. 27, 1862 T. W. Kennard arrives from Europe to take charge of the construction of the Atlantic & Great Western Railroad. (Felton)
- Mar. 28, 1862 Dayton & Western Railroad Board learns that the Indiana Central Railway

and the Columbus, Piqua & Indiana Railroad are planning a line between Columbus and Richmond, Ind., detrimental to the Dayton & Western; are to approach the Little Miami Railroad and call a general meeting of the roads forming the existing line. (MB)

- Mar. 28, 1862 Indianapolis & Madison Railroad incorporated as reorganization of Madison & Indianapolis Railroad; Frederick H. Smith, Pres.; W. H. Branham, Roadmaster; the I&M also operates the Columbus & Shelby Railroad and Shelby & Rush Railroad. (Church, C&C)
- Mar. 28, 1862 Meeting near Oil City establishes organization to create regular artificial freshets on Oil Creek for floating rafts of oil barrels down the Allegheny River.
- Mar. 28, 1862 Engineer James Worrall reports on survey for Shermans Valley & Broad Top Railroad, Dauphin to West Newton on Pittsburgh & Connellsville Railroad via Bridgeport in Bedford County; originally proposed as an outlet for the Connellsville Coal Region; direct predecessor of the South Pennsylvania Railroad project of the 1880s. (USRR&MR)
- Mar. 28, 1862 Confederates abandon the Orange & Alexandria Railroad between Warrenton Jct. and Remington and burn the bridge over the Rappahannock River but are attacked by Union troops before they can remove four miles of rails north of the river. (Johnston)
- Mar. 1862 Large number of locomotives from New York and New England railroads are sent to Washington via the Allentown Route for use by U.S. Military Railroads. (StGaz)
- Mar. 29, 1862 Meeting at Philadelphia Corn Exchange issues protest against the Philadelphia & Eastern Transportation Company bill. (USRR&MR)
- Mar. 29, 1862 Baltimore City Council requests that the Northern Central Railway return its offices to Baltimore from Harrisburg. (MB)
- Mar. 29, 1862 B&O main line reopens over its whole length under Union army protection for the first time since 1861; 800 cars or from 60 to 70 trains pass over it on the first day; Stonewall Jackson is prevented from mounting further attacks by the Union campaigns of 1862. (B&O AR)
- Mar. 29, 1862 Process servers from the Tonnage Tax investigation try to intercept Tom Scott in Washington; remain for several days without success; Scott arrives in Cairo. (Kamm)
- Mar. 29, 1862 New Castle & Beaver Valley Railroad organized; Alexander L. Crawford (1815-1890) elected Pres. (MB)

- Mar. 31, 1862 First through car arrives in Philadelphia from St. Louis in 10 days via B&O and PW&B; is first through car since the Confederates closed the B&O in Apr. 1861. (USRR&MR)
- Mar. 31, 1862 William G. Darley appointed Chief Engineer of the New Castle & Beaver Valley Railroad. (C&C)
- Apr. 1, 1862 New York & Flushing begins using Long Island City terminal of LIRR and abandons its own station on the Long Dock at the mouth of Newtown Creek.
- Apr. 1, 1862 D.D. DeWitt testifies to the Tonnage Tax Committee that Thomas Osterhout, a former member from Wyoming County, told him he was paid \$3,000 for his vote against the Tonnage Tax, which enabled him to get out of debt; says he was told that everyone who voted for the bill was paid; however, local Republicans spirit Osterhout out of reach of the Committee. (LegDoc)
- Apr. 1, 1862 Warwick Valley Railroad opens from Greycourt on the Erie Railway to Warwick; equipment provided by the Erie Railway; first part of the later Lehigh & Hudson River Railway. (RRH 47)
- Apr. 1, 1862 B&O resumes through passenger service between Baltimore and Wheeling for the first time in 10 months. (Summers)
- Apr. 2, 1862 Gen. McClellan arrives at Fort Monroe and begins an advance to invest the Confederate lines running between the York and James Rivers at Yorktown; McClellan wastes over a month in a siege, thinking the army in front of him is larger than his own, when in reality it is one tenth that size. (McPherson, Sears)
- Apr. 2, 1862 Shamokin Valley & Pottsville Railroad Board receives a report from Edward F. Gay on a new basin and lock at Sunbury on the site of the one begun by the Philadelphia & Sunbury Railroad but does not order any new work. (MB)
- Apr. 2, 1862 Civil engineer John H. Devereux (1832-1886) arrives in Washington with an appointment from Col. Daniel C. McCallum to join the U.S. Military Railroads; his first assignment is to survey a new connection between the Winchester & Potomac Railroad at Winchester and the Manassas Gap Railroad at Strasburg to aid Union campaigns in the Shenandoah Valley; however, this valuable connection is never begun. (Rozman)
- Apr. 2, 1862 Future transportation officer Daniel C. Stewart (1862- ) born at New Florence, Pa.; son of Benjamin Stewart and Mary Ann Stewart. (PRRBio)

- Apr. 3, 1862 Alexandria & Washington Railroad begins operating a passenger train between 7th Street & Maryland Avenue in Washington and Manassas, after the U.S. Military Railroads reopens the line. (USRR&MR)
- Apr. 3, 1862 West Virginia voters approve the constitution for a new state; it calls for white male suffrage and for dividing the counties into northern-style townships. (Thorpe)
- Apr. 4, 1862 American Telegraph Company contracts with New Jersey Railroad & Transportation Company for railroad to have exclusive use of one line between New York and New Brunswick and free use of its whole system.
- Apr. 4, 1862 Junction Railroad contracts for construction on sections 1-3 between Belmont and West Philadelphia; the Reading wants to use the Junction Railroad to interchange coal with the other railroads entering Philadelphia as the City Railroad on Broad Street is now inadequate, despite 24-hour operation. (MB, Rdg AR)
- Apr. 4, 1862 Jeffersonville Railroad Board appoints as committee to confer with the Fremont & Indiana Railroad. (MB)
- Apr. 4, 1862 Rep. Luther Hanchett of Wisconsin introduces a bill to incorporate the Northern Pacific Railroad Company to build between Lake Superior and Puget Sound. (CongGlobe)
- Apr. 4, 1862 Former New Jersey Railroad ferry *U.S.S. J.P. Jackson* is part of a Union flotilla that attacks Biloxi, Miss., and occupies Pass Christian; it then joins the gunboats on the lower Mississippi River preparing to attack New Orleans. (Heyl)
- Apr. 4, 1862 California, Philadelphia & European Steamship Company charter supplement authorizes it to borrow money up to half the value of its ships; it may increase its capitalization by \$300,000 each for each vessel over the first two. (PL)
- Apr. 1862 J. Edgar Thomson suffers relapse of a pulmonary infection; confined to home until he leaves for Europe in July. (Ward, Casebook)
- Apr. 5, 1862 Three members of House Tonnage Tax Committee arrive in Philadelphia to depose J. Edgar Thomson at his home; Thomson's servants present a note from Dr. Joseph Pancoast (1805-1882) that Thomson is too ill to be disturbed; ex-House Speaker E.W. Davis telegraphs from Washington that he will be unable to attend the committee on Apr. 7; PRR Treasurer Thomas T. Firth also evades testifying on grounds of illness. (LegRec)

- Apr. 5, 1862 New Jersey Railroad Board appoints a committee to negotiate to complete the Jersey City & Bergen Railroad to Bergen Point this season. (MB)
- Apr. 5, 1862 Camden & Atlantic Railroad Board authorizes an issue of bonds to pay the two years interest in arrears on the Second Mortgage bonds at 10% interest; offers summer cottagers at Atlantic City an annual ticket at a reduced rate. (MB)
- Apr. 5, 1862 Jamestown & Franklin Railroad incorporated in Pa. (GrnBk)
- Apr. 6, 1862 Battle of Shiloh begins as Confederates under Gen. Albert Sidney Johnston attack Gen. U. S. Grant's advance into southern Tennessee; Confederates push the Union lines back two miles on the first day, but Gen. Johnston is mortally wounded; with reinforcements brought up by Gen. Don Carlos Buell and after constant overnight shelling of Confederate positions by the Union gunboats, Gen. Grant defeats Gen. Beauregard on the second day for the first major Union victory in the West; the death toll alone is about 3,500, and Gen. Grant concludes that the war cannot be won by a single knockout battle but only by the complete conquest of the South; Capt. William Jackson Palmer commands a cavalry bodyguard for Gen. Buell, but sees no action as the battle is fought at close quarters in the woods, but in the aftermath, he gets his first close-up look at mass carnage. (Long, Wagner, JSmith, USRR&MR)
- Apr. 7, 1862 Pennsylvania Senate defeats supplement to Frankford & Southwark Philadelphia City Passenger Railroad authorizing a third rail to move railroad cars between the Philadelphia & Trenton and PW&B depots after public remonstrance. (PubLdgr)
- Apr. 7, 1862 Pa. Senate Finance Committee reports the bill to restore the Tonnage Tax on the PRR with recommendation that it not pass. (PubLdgr)
- Apr. 7, 1862 Seyfert, McManus & Co., hitherto a partnership operating the Reading Iron Works, is incorporated in Pa. (PL)
- Apr. 7, 1862 Pennsylvania act permits the reorganization of the Union Canal Company of Pennsylvania; creditors are to fund their coupons into new bonds. (ARJ)
- Apr. 7., 1862 Union forces under Gen. John Pope (1822-1892) and Andrew H. Foote force the surrender of fortified Island No. 10 in the bend of the Mississippi River near New Madrid. (McPherson)
- Apt. 8, 1862 LIRR Board eliminates the president's salary, as he has few duties now that the road is operated on contract; Pres. William E. Morris (1812-1875) refuses to serve without salary, and Coffin Colket (1809-1883) is elected Pres. (MB)

- Apr. 8, 1862 Pa. House Committee investigating the Tonnage Tax repeal makes report; cites undue influencing of the press, the distribution of back tax money to the “commutation roads” as a “bribe” in exchange for sectional votes, and the outright bribery of legislators; says evidence (which is mostly hearsay) points to Tom Scott as chief disburser of bribes, but they have been unable to locate him and compel him to testify; most PRR officials have evaded testifying; in presenting the report, Thomas Williams cites rumors that J. Edgar Thomson was seen in Chestnut Street in apparent good health two days after Dr. Pancoast certified that he was too ill to answer questions; however the Pennsylvania House had refused to allow committee to sit through the recess, which would have permitted them to follow Scott anywhere. (LegRec, PubLdgr, Kamm)
- Apr. 8, 1862 Philadelphia Councils pass resolution asking State Senate not to pass supplement to Philadelphia & Delaware River Railroad. (Digest)
- Apr. 8, 1862 Federal troops under Ormsby McKnight Mitchel seize Huntsville, Ala., and destroy the shops and other facilities on the Memphis & Charleston Railroad; 140 miles of the road are torn up. (BDavis)
- Apr. 9, 1862 Pennsylvania Senate approves amended version of the bill to repeal the Tonnage Tax prepared by Alexander K. McClure (1828-1909) and introduced by Sen. Bound; substitute bill imposes a Tonnage Tax of 2.5-5 cents on all railroads canals, not merely reimposing the tax on PRR; this is to prove that the objects of the proponents of the bill is to punish the PRR, not raise revenue; bill also calls for the Attorney General to test the constitutionality of the PRR giving its back taxes to the “commutation roads.” (PubLdgr, Kamm)
- Apr. 9, 1862 Pennsylvania act authorizes the Shamokin Valley & Pottsville Railroad to sell its Eastern Division., the old Danville & Pottsville Railroad. (AR)
- Apr. 9, 1862 Toledo, Logansport & Burlington Railroad adopts reorganization plan. (Church)
- Apr. 9, 1862 James McHenry agrees with Dr. Worthy S. Streator to provide the funds and iron to build the Oil Creek Railroad as a 6'-0" gauge road in return for bonds at 60. (Felton)
- Apr. 10, 1862 Pa. House, led by PRR foe Thomas Williams, refuses to concur in the Senate amendment, 67-24, and the Senate fails to agree to the House bill by vote of 17-16; thus reimposition of the Tonnage Tax fails by one vote; many senators were in favor of removing the Tonnage Tax, even if their constituents were not. (LegRec, PubLdgr)

- Apr. 10, 1862 Camden & Atlantic Railroad contracts with the firm of S.W. & W.A. Torrey to build two branch roads, one from Jackson (Atco) to Atsion, where it will meet the Raritan & Delaware Bay Railroad, and one to a new freight terminal on the Delaware River at South Camden opposite the PRR and PW&B. (MB)
- Apr. 10, 1862 Alexandria & Washington Railroad sold under foreclosure of Second Mortgage of 1857 to Alexander Hay (1814-1884) for \$12,500; Hay assigns a half interest to Joseph Thornton. (MB, Digest, NatIntlgncr, Harrison)
- Apr. 10, 1862 Farmers' Railroad Company incorporated to build along Oil Creek and the Allegheny River from Franklin to the Venango County line; is to be a horse railroad, and locomotives are not to be used without the consent of the owners of oil wells for 200 feet on each side. (Val, Maybee)
- Apr. 10, 1862 PFW&C Board accepts acts of four states covering reorganization of property; names Winslow, Lanier & Co. as New York agents. (MB)
- Apr. 10, 1862 Erie & Pittsburgh Railroad Board authorizes placing the road under contract as far as New Castle. (MB)
- Apr. 10, 1862 New Castle & Beaver Valley Railroad Board reports that they have been unable to reach agreement with Jacob Henrici of the Harmony Society and others to buy the roadbed of the late Pittsburgh, New Castle & Cleveland Railroad. (MB)
- Apr. 10, 1862 Rep. Hendrick B. Wright (1808-1881) of Pa. reports a bill from the Committee on Military Affairs & the Militia for facilitating the movement of troops, stores and mails between Washington and New York; the bill is sent back to committee and allowed to die there. (CongGlobe)
- Apr. 10, 1862 Sen. Timothy O. Howe (1816-1883) of Wisc. introduces a bill (S-267) to incorporate the Northern Pacific Railroad Company to build from Lake Superior to Puget Sound. (CongGlobe)
- Apr. 11, 1862 Pennsylvania Legislature adjourns, ending efforts to reimpose the Tonnage Tax. (PubLdgr)
- Apr. 11, 1862 Pennsylvania act extends time for completing Cleveland & Pittsburgh Railroad from Rochester to Pittsburgh to 1872. (Church)
- Apr. 11, 1862 Union forces capture Fort Pulaski, guarding the mouth of the Savannah River, after an intense artillery duel, ending the effectiveness of Savannah as a haven for blockade runners. (Wagner)
- Apr. 11, 1862 Gen. O. M. Mitchel seizes Huntsville, Alabama, and cuts the Memphis &

Charleston Railroad, but the Confederates cut the line between Huntsville and Chattanooga, blocking Mitchel's original plan for a quick march to seize that important junction. (Meredith - see 4/8)

- Apr. 11, 1862 Gen. Henry Wager Halleck arrives at Pittsburg Landing and takes command of the western armies from Gens. Grant and Buell; a textbook general, Halleck surrenders the initiative and eventually mounts an excruciatingly slow advance on the crucial rail junction of Corinth, Miss., which might have been taken quickly by a fast raid. (JSmith)
- Apr. 12, 1862 Following a plan by Gen O. M. Mitchel to cut the Confederate rail network in half, James J. Andrews (1829-1862) and 22 volunteers commandeer a northbound train hauled by the locomotive *General* on the Western & Atlantic Railroad at Big Shanty (Kennesaw), Ga., north of Atlanta and make for Chattanooga with the aim of burning bridges, etc.; they are doggedly pursued by the train's conductor William A. Fuller (1836-1905) in successive commandeered locomotives in what becomes known as the "Great Locomotive Chase"; because of the hot pursuit, Andrews is unable to do any serious damage, and the *General* runs out of fuel well short of Chattanooga; Andrews and seven others are hanged as spies on June 7. (EncyCvIWt)
- Apr. 12, 1862 George MacLeod elected Pres. of the Jeffersonville Railroad and also to serve as General Superintendent; former Pres. Dillard Ricketts resigns and becomes VP without salary. (MB)
- Apr. 13, 1862 Secretary of War Edwin M. Stanton orders Tom Scott back to Cairo to follow the campaign against New Madrid and Corinth. (Kamm)
- Apr. 15, 1862 PRR Road Committee urges federal government to construct a National Foundry at Hollidaysburg; rejects offer of Jay Cooke & Co. and E.W. Clark & Co. to complete the Chartiers Valley Railroad as too costly for the PRR. (MB)
- Apr. 15, 1862 Associates of the Jersey Company authorize subscribing \$10,000 to Hudson & North Bergen Horse Railroad and its arranging its lease to the Jersey City & Bergen Railroad. (MB)
- Apr. 15, 1862 Joint Companies Executive Committee learns that the Schuylkill companies have not carried out the agreement to keep the tolls on Schuylkill coal the same as in 1861, while cutting the tolls on Lehigh coal to \$3.25. (MB)
- Apr. 15, 1862 Philadelphia & Trenton Railroad Executive Committee reports that the supplement to the Frankford & Southwark Philadelphia City Passenger Railroad has failed in the Senate; orders William H. Gatzmer to investigate if through passenger cars can be forwarded through the streets to the PW&B

over street car lines under existing charters. (MB)

- Apr. 15, 1862 Powelton Coal & Iron Company incorporated in Pa. to operate in the Clearfield Coal Field. (PaSecyState)
- Apr. 1862 Millville & Glassboro Railroad begins construction from Millville to Cape May; it is not finished and is transferred to the Cape May & Millville Railroad in 1863. (Val)
- Apr. 1862 B&O gets city permission to run steam locomotives on the Howard Street track connecting with the Northern Central Railway; run mostly at night except for emergency troop trains. (Harwood)
- Apr. 1862 Haas & Bowen, operators of the Locust Gap Colliery, lease the Gap Colliery at Shamokin and rename it the Cameron Colliery for William Cameron. (HistCameronColl)
- Apr. 1862 Union prison camp for Confederate officers opens on Johnson's Island three miles out in Sandusky Bay in northwestern Ohio; because of its isolated location it is used for Confederate officers; a total of 15,000 prisoners are processed during the war, up to 3,000 at any one time. (Peeke)
- Apr.? 1862 Frank W. Bird, a Walpole, Mass., paper manufacturer, publishes *Road to Ruin*, a scathing attack on Herman Haupt and the Hoosac Tunnel; he calls Haupt a plunderer and speculator who is ripping off the Commonwealth of Massachusetts; it does not help that Haupt's partners are all "outworlders" from Pennsylvania in a state that has a long tradition of hostility to outsiders playing controlling roles in the state's economy; as a result, Gov. Andrew announces that he will veto any bill that keeps Haupt or pays any of his debts. (Ward, Kirkland)
- Apr. 1862 Spain and Britain, having collected their debts, withdraw their troops from Veracruz, leaving Napoleon III to pursue his Mexican adventure; he declares war on Mexico and orders his 6,000-man army to advance on Mexico City. (Bierman)
- Apr. 16, 1862 PRR Board declines proposal of Philadelphia bankers Jay Cooke & Co. and E.W. Clark & Co. to complete the Chartiers Valley Railroad as requiring too great an outlay on the part of the PRR. (MB)
- Apr. 16, 1862 Alexandria & Washington Railroad announces it is discontinuing its Washington-Manassas passenger train. (NatIntlgncr)
- Apr. 16, 1862 Little Miami Railroad Board appoints a committee to negotiate for a merger with the Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad, so as to form a unified line between Cleveland and

Cincinnati. (MB)

- Apr. 16, 1862 Pres. Lincoln signs a bill abolishing slavery in the District of Columbia, with monetary compensation to loyal slave-owners; slaves begin pouring into the District from surrounding Maryland to win their freedom, while their masters in vain demand their return under the old Fugitive Slave Law. (Wagner, Clark)
- Apr. 16, 1862 Faced with massive losses in the West and with McClellan approaching Richmond, the Confederate government introduces the first general military draft in American history. (Wagner)
- Apr. 1862 U.S. Military Railroads reopens Orange & Alexandria Railroad from Manassas to Warrenton Jct. (OR)
- Apr. 1862 Union troops occupy Aquia Creek. (Johnston)
- Apr. 1862 John Mifflin Hood (1843-1906), formerly an engineer on the Eastern Shore Railroad, crosses the lines on the lower Potomac to offer his services to the Confederacy; soon enlists as a private in the Maryland Regiment of the Army of Northern Virginia and serves through Appomattox. (Memoir)
- Apr. 17, 1862 Samuel J. Dickey is elected Pres. pro-tem of the Philadelphia & Baltimore Central Railroad, as Samuel M. Felton has still not accepted his election at the annual meeting in Jan. 1862. (MB)
- Apr. 17, 1862 Cincinnati & Chicago Air Line Railroad and Chicago & Cincinnati Railroad make telegraph contract with Western Union Telegraph Company for line between Richmond and Valparaiso. (MB, Church)
- Apr. 17, 1862 Gen. Nathaniel Banks pushes as far south as New Market in the Shenandoah Valley Campaign. (Alexander)
- Apr. 17, 1862 Town of Bucktooth, N.Y., renamed Salamanca in honor of the Duke of Salamanca, investor in the Atlantic & Great Western Railroad. (Ellis/Cattaraugus)
- Apr. 18, 1862 Simon Cameron resigns as a director of the Northern Central Railway, having been appointed Minister to Russia; committee reports that new ordinances are needed for the Canton Extension and the new line to Calvert Station; Board orders the construction of the new line to Calvert Station and to completion of the Canton Extension, except between York & Belair Avenues, where a temporary track is to be built over the hill. (MB)
- Apr. 18, 1862 White Water Canal sold at foreclosure to Henry C. Lord of the Indianapolis & Cincinnati Railroad, who had purchased the majority of the stock. (ARJ)

- Apr. 19, 1862 Associates of the Jersey Company buys Debrosses Street ferry lease from New York City at auction on behalf of the New Jersey Railroad for 10 years from May 1, 1862 at \$1,000 a year. (MB, Valentine)
- Apr. 19, 1862 Millville & Glassboro Railroad Board approves contract with Charles B. Dungan to build Cape May extension and a \$200,000 bond issue; extension later finished by Cape May & Millville Railroad. (MB, Val)
- Apr. 19, 1862 First units of McDowell's army reach Falmouth, across the Rappahannock from Fredericksburg; Confederates burn the bridge over the Rappahannock and withdraw 14 miles to the south. (Johnston)
- Apr. 19, 1862 Pres. Lincoln affirms the treaty by which the Leavenworth, Pawnee & Western Railroad acquires the right to purchase the bulk of the Pottawatomie reserve west of Topeka, Kan.; however, the Pottawatomies select the land they retain with great care, leaving the railroad with land without water or timber. (Petrowski)
- Apr. 21, 1862 Future PRR VP John Borland Thayer, Jr. (1862-1912) born at Philadelphia; son of merchant and lawyer John Borland Thayer (1836-1904) and Mary Randolph Chapman Thayer (1839-1919); his father is descended from an old Yankee family of Massachusetts and his mother from notable Philadelphia families including the Biddles and Markoes. (WwasW, [picton.us/biddle](http://picton.us/biddle), [pennocksofprimitivehall](http://pennocksofprimitivehall))
- Apr. 21, 1862 Junction Railroad files a survey from the Columbia Bridge at Belmont to Haverford Street. (MB)
- Apr. 21, 1862 Philadelphia City Board of Surveyors approves location of the Junction Railroad between Grays Ferry and Haverford Street and a revised location between Haverford Street and 38th Street. (Casebook)
- Apr. 21, 1862 LIRR charter supplement limits its power to build branches to points east of Jamaica, that is, it is to have no such rights in Kings County. (CorpHist, NYState)
- Apr. 21, 1862 LIRR pays 1.5% dividend. (ARJ)
- Apr. 21, 1862 Gen. Irwin McDowell's main army begins debarking at Aquia Creek but finds the first 3 miles of the Richmond, Fredericksburg & Potomac Railroad removed. (Johnston)
- Apr. 21, 1862 Confederate Congress passes the Partisan Ranger Act, making guerilla bands officially part of the Confederate Army; Confederate cavalry raiders and "bushwackers" constantly menace Union supply lines. (Wagner)

- Apr. 22, 1862 Secretary of War Stanton summons Herman Haupt, then embroiled in the Hoosac Tunnel fiasco in Massachusetts, to direct the rebuilding of the Richmond, Fredericksburg & Potomac Railroad between Aquia Creek and Fredericksburg. (Haupt)
- Apr. 22, 1862 John H. Devereux accepts Col. Daniel C. McCallum's offer to take charge of the U.S. Military Railroads facilities at Alexandria, Va., as a civilian Superintendent; he has the partially-burned Orange & Alexandria Railroad terminal and engine house on the southwestern outskirts of town rebuilt as an efficient facility and the main base for supplying the war effort in northern Virginia. (Rozman)
- Apr. 22, 1862 Spring floods wash out B&O temporary trestles at Harpers Ferry, cutting the line again. (B&O AR)
- Apr. 24, 1862 Joint Companies Executive Committee cuts Delaware & Raritan Canal tolls to 10 cents per ton and 5 cents per ton for steam towing; authorizes Edwin A. Stevens to buy four locomotives and two barges for New York-Philadelphia freight. (MB)
- Apr. 25, 1862 Admiral David G. Farragut (1801-1870) captures New Orleans, the Confederacy's largest city and port, after fighting his way past the forts guarding the mouth of the Mississippi the day before against fierce resistance; the conquered inhabitants are stunned, sullen and furious. (Long, Wagner)
- Apr. 25, 1862 House Committee on Contracts brings in a report highly critical of ex-Secretary of War Simon Cameron. (NYT)
- Apr. 25, 1862 Future PRR VP Robert E. McCarty (1862-1924) born at Leavittsville, Ohio. (PRRBio)
- Apr. 25, 1862 Old Colony & Newport Railway incorporated in Mass. to merge the Newport & Fall River Railroad and the Old Colony & Fall River Railroad. (nhrhta.org - check)
- Apr. 26, 1862 Foxborough Branch Railroad incorporated in Mass. to build from Mansfield to Walpole. (nhrhta.org)
- Apr. 27, 1862 Herman Haupt appointed Chief of Construction in Dept. of the Rappahannock as Colonel on the staff of Gen. Irwin McDowell, an old friend from his West Point days; Haupt brings the systematic management techniques he perfected on the PRR in the 1850s to bear on the construction and operation of military railroads, a major contribution to the Union victory; Stanton's appointment has muddied the line of command between

Col. Daniel C. McCallum and Haupt; eventually they agree between themselves that Haupt will be in charge of construction and operations, and McCallum of purchases, supplies, and office work; Haupt also becomes John H. Devereux's immediate superior, instead of McCallum, who was Devereux's personal friend, creating some conflict; Haupt initially has a low opinion of Devereux. (Haupt, DAB, Ward, Rozman)

- Apr. 28, 1862 Dudley S. Gregory reports to the New Jersey Railroad Board that as Pres. of the Associates of the Jersey Company he has purchased a 10-year lease of the Debrosses Street Ferry for \$1,000 a year on Apr. 19, effective May 1, 1862. (MB)
- Apr. 28, 1862 Ashbel Welch elected a director of Camden & Amboy Railroad. (MB)
- Apr. 28, 1862 Henry Thomas, lessee of the Lykens Valley Railroad & Coal Company's railroad asks permission to reduce rent and rates, as he is unable to compete with other Red Ash coal producers; suggests a new lease at \$48,000 a year with a payment of 8 cents per ton to the company on every ton carried to Port Richmond or Delaware City for the first seven months of 1862; the company does not consent. (MB)
- Apr. 28, 1862 Confederate forces withdraw from Remington, Va., to new positions south of the Rapidan River. (Johnston)
- Apr. 28, 1862 Anthracite coal miners and laborers at Heckscherville in Cass Township, Schuylkill County, strike for an advance in wages to keep up with war inflation and stop the pumps, allowing the mine to flood. (MnrsJrnl)
- Apr. 28, 1862 Massachusetts act takes the Hoosac Tunnel project out of Herman Haupt's hands. (Ward)
- Apr. 29, 1862 Herman Haupt arrives at Aquia Creek and begins rebuilding the Richmond, Fredericksburg & Potomac Railroad. (Haupt)
- Apr. 1862 Manassas Gap Railroad reopened from Manassas Jct. to Front Royal. (Johnston)
- Apr. 30, 1862 Richard D. Wood agrees with Charles B. Dungan to buy from him \$98,000 in Millville & Glassboro Railroad bonds at 80. (Wood)
- Apr. 30, 1862 Richmond & Miami Railway incorporated as reorganization of Indiana portion of Eaton & Hamilton Railroad (Richmond-Neels); by John S. Newman (1805-1882), Samuel Hannah, H.G. Carey, et al. (Church, MB)
- Apr. 30, 1862 House of Representatives censures former Secretary of War Simon Cameron for corruption for giving an agent, his ally Alexander Cummings,

large sums for the purchase of supplies without a guarantee. (NYT, Bradley)

- Apr. 30, 1862 After delaying, Schuylkill County Sheriff Rausch takes a small posse to Heckscherville and starts the mine pumps, but they are soon driven off by the miners. (MnrsJrnl)
- May 1, 1862 Through passenger cars for one train a day between Jersey City and Washington first carried on car floats between Camden & Amboy at Camden and PW&B at foot of Washington Avenue, Philadelphia; (AR, USRR&MR - uses the steamer *John Neilson* rebuilt as a car float - ETFrancis)
- May 1, 1862 PFW&C Railway organization takes possession of its property; operated jointly by its own company and the receiver of the Cleveland & Pittsburgh Railroad. (Church - verify C&C)
- May 1, 1862 PFW&C contracts with T.T. Woodruff & Co. for the operation of "seat & couch cars" between Altoona and Crestline. (MB)
- May 1, 1862 Erie Railway leases the Buffalo, New York & Erie Railroad (Painted Post to Attica and Avon to Rochester). (Mott- verify)
- May 2, 1862 In a farewell dinner at Harrisburg, Simon Cameron defends himself from the charges brought by the Van Wyck Committee; says Henry L. Dawes is a representative of the PW&B, whose high rates he had opposed. (Bradley)
- May 3, 1862 Junction Railroad Board agrees to ask the West Chester & Philadelphia Railroad to build a new track between Market Street and Grays Ferry in return for selling their old track to the Junction Railroad; Samuel M. Felton acts as Pres. pro-tem because of the illness of Pres. J. Edgar Thomson. (MB)
- May 3, 1862 Alexander Hay and Joseph Thornton organize Washington, Alexandria & Georgetown Railroad, formed to operate former Alexandria & Washington with Northern management; Alexander Hay Pres., Joseph Thornton Treasurer, and Joseph B. Stewart Secretary, and Silas Seymour (1817-1890) Chief Engineer & General Superintendent; order Seymour to survey a line in Virginia between the Long Bridge and the Georgetown Aqueduct with a branch to the Alexandria, Loudon & Hampshire Railroad; WA&G repudiates the City of Washington's guarantee of \$500,000 bonds of the old Alexandria & Washington Railroad and later gets an injunction against the city's attempt to foreclose the property; Alexandria & Washington Railroad successfully repossesses its property after the war; the WA&G is run by a group of northern Washington insiders who are also involved with the Pacific railroads. (MB, Digest, USRR&MR, CongGlobe, Bain)

- May 3, 1862 *American Railroad Journal* reports that Allegheny City has given up and settled its railroad debt of \$400,000 principal and \$100,000 back interest; to be funded into new 4% bonds with interest in arrears to Jan. 1, 1862 to be paid in the city's PFW&C stock at par. (ARJ)
- May 3, 1862 West Virginia voters approve a new Constitution. (Thorpe)
- May 4, 1862 B&O restores temporary bridge over Potomac at Harpers Ferry. (B&O AR)
- May 4, 1862 Herman Haupt restores the bridge over Accokeek Creek on the Richmond, Fredericksburg & Potomac Railroad for Gen. McDowell in 15 hours. (Haupt )
- May 4, 1862 Gen. Joseph E. Johnston evacuates Yorktown under cover of a heavy artillery bombardment and the cover of darkness as Gen. McClellan makes final preparations for his siege of the town on his advance up the Peninsula towards Richmond. (Johnston, Wagner)
- May 5, 1862 Through sleeping car service inaugurated between Baltimore and Williamsport via Northern Central Railway. (BaltAm)
- May 5, 1862 McClellan occupies Yorktown; his advance units clash with the retreating Confederates in the Battle of Williamsburg. (Wagner)
- May 5, 1862 The Mexicans, led by Benito Juárez (1806-1872), defeat the invading French outside Puebla, hereafter commemorated in the national holiday of Cinco de Mayo. (Bierman)
- May 6, 1862 Herman Haupt begins restoring the Potomac Creek Bridge. (Haupt)
- May 6, 1862 Pres. Lincoln, Secretary of the Treasury Chase and Secretary of War Stanton arrive at Hampton Roads; Lincoln sees that Norfolk is now vulnerable and orders an attack. (Wagner)
- May 7, 1862 Responding to a call from Sheriff Rausch of Schuylkill County, Gov. Andrew Curtin orders Gen. Robert Patterson to send a battalion of 200 infantry to Cass Township. (MnrsJrnl)
- May 7, 1862 Simon Cameron sails from New York for Liverpool on the *Persia*. (Bradley)
- May 8, 1862 Having received reinforcements, Stonewall Jackson defeats the advance units of John C. Fremont's Union army advancing against him from the west at McDowell, Va. (McPherson)

- May 8, 1862 Militia arrives in Cass Township and parades through Minersville and Forestville to Heckscherville; additional militia arrive in Pottsville from Philadelphia; by this time, the company has granted an increase, and the strike is over; the militia leaves next day. (MnrsJrnl)
- May 8, 1862 Richmond & Danville Railroad agrees with Confederate government to build the Piedmont Railroad from Danville to Greensboro, N.C., as a military necessity for the loan of \$1 million in Confederate bonds and iron, which is confiscated from the Roanoke Valley Railroad and other less essential lines. (ICC, Harrison)
- May 9, 1862 PFW&C creates standing committees: J.F.D. Lanier, Louis H. Meyer and Springer Harbaugh on Finance, J. Edgar Thomson, Kent Jarvis, Robert McKelly and Jesse L. Williams on Railway, and Willis Merriman, Pliny Hoagland, Samuel J. Tilden and William B. Ogden on Real Estate; Thomas D. Messler appointed Controller; John B. Jervis appointed Chief Engineer. (MB)
- May 9, 1862 Thomas D. Messler (1833-1893), formerly connected with Winslow, Lanier & Co. in New York, transfer agents and financiers of many Midwestern railroads, is appointed Controller of the PFW&C; Messler introduces the so-called "Messler System" of accounting whose features are having a separate, centralized Accounting Dept. instead of having each department maintain its own bookkeepers, with the Auditor or Treasurer merely producing separate books and a balance sheet as a summary; the accounting officer is also responsible for the collection and settlement of all accounts; classifications are established for operating expenses for each department; all accounts payable and journal vouchers are to be signed by three persons, the clerk, his supervisor, and the department head before being posted in the journal to help prevent embezzlement. (MB, Loree)
- May 9, 1862 Confederates evacuate Norfolk, Va.; the ironclad *C.S.S. Virginia* is destroyed on May 11, eliminating any threat to Union gunboats entering the James River. (Long, Wagner)
- May 9, 1862 Thinking that Stonewall Jackson has left the Valley in pursuit of Fremont, Gen. James Shields's division of Gen. Banks's army is ordered from New Market to reinforce Gen. McDowell at Fredericksburg. (Johnston)
- May 10, 1862 Tom Scott notifies Secretary of War Stanton that he will resign as Assistant Secretary of War effective June 1; requests that he return to PRR while Thomson travels to Europe provides the excuse, but Scott has been increasingly marginalized by Stanton who has his own circle of confidantes from Ohio. (Kamm)
- May 10, 1862 Cincinnati & Chicago Air-Line Railroad Board asks the bondholders to

fund part of their coupons to pay operating expenses; defeat a motion by John H. Thompson that three representatives of the bondholders replace stockholders on the Board, and that the bondholders control the Board until six successive coupons are paid and that five coupons be funded into 7% Sinking Fund bonds; the other five directors pass a resolution to fund coupons through Feb. 1, 1865 into 7% Income bonds, the money to be used to buy equipment. (MB)

- May 10, 1862 U.S. Military Railroads takes possession of the Norfolk & Petersburg Railroad between Norfolk and Zuni (40.71 miles) and converts it from 5'-0" gauge to 4'-8½" for military use. (Cnls&RRs)
- May 10, 1862 *American Railroad Journal* estimates there are about 10,000 railroad commuters on all lines at New York City. (ARJ)
- May 10, 1862 Future LIRR Secretary Frank Ellsworth Haff (1862- ) born at Islip, N.Y. (PRRBio)
- May 12, 1862 Junction Railroad Board approves an issue of \$500,000 in bonds. (MB)
- May 12, 1862 J. Edgar Thomson writes to John A. Wilson with an offer to have the PRR build the section of the Junction Railroad north of Haverford Street; Junction Railroad to use PRR tracks between 35th Street and Market Street. (Casebook)
- May 12, 1862 Joint Companies' Executive Committee appoints committee to view the property of the Boston Coal Company at Plymouth, Pa., for the advantage of the Delaware & Raritan Canal Company, including building a bridge from the Lehigh & Susquehanna Railroad across the river to the mine; appoints Benjamin Fish and Robert S. Van Rensselaer to examine sleeping cars used on other railroads in tandem with a committee of the PW&B; appoints a committee of Edwin A. Stevens, Ashbel Welch and Benjamin Fish to reorganize the transportation business on the Camden & Amboy Railroad; authorizes resumption of work on the new straight line at Trenton. (MB)
- May 12, 1862 Kaighns Point & Philadelphia Ferry Company appoints a committee to meet with the Camden & Atlantic Railroad, which is considering moving its terminal to Kaighns Point. (MB)
- May 13, 1862 Senate Committee on the Public Lands is discharged from further consideration of the Northern Pacific Railroad bill, which is referred to the Committee on the Pacific Railroad. (CongGlobe)
- May 13, 1862 Rep. Robert Mallory (1815-1885) of Kentucky from the Committee on Railroads & Canals reports a bill (HR-426) to facilitate the transportation of

troops, stores and mails between Washington and New York; designates certain railroads as part of this line and allows them to make connections, including with bridges and ferries and connecting tracks through cities; steam operation in Philadelphia and Baltimore limited to 8 MPH; debate focuses on the right to bridge navigable rivers; after considerable opposition, the bill is tabled by a vote of 76 to 43. (CongGlobe)

- May 14, 1862 PRR Board agrees to jointly guarantee the bonds of the Junction Railroad with the Philadelphia & Reading and PW&B. (MB)
- May 14, 1862 PRR Board orders J. Edgar Thomson to England to arrange financing for the Philadelphia & Erie Railroad. (MB)
- May 15, 1862 LIRR Board rejects the proposal of J. M. Waterbury, Pres. of the East River Ferry Company, to carry freight at 40% of the receipts to Jamaica. (MB)
- May 15, 1862 Philadelphia Select & Common Councils approves plan to lease City Railroad between Schuykill and Broad Street to PRR at nominal rent of \$1 per year. (PubLdgr, Scharf)
- May 15, 1862 First locomotive crosses the rebuilt Potomac Creek Bridge on the Richmond, Fredericksburg & Potomac Railroad. (Haupt)
- May 15, 1862 Confederates batteries turn back a Union gunboat fleet, including the *Monitor*, trying to ascend the James River at Drewry's Bluff seven miles below Richmond. (McPherson)
- May 15, 1862 After weeks of insults and harassments by the women of occupied New Orleans, including the emptying of a chamber pot on Adm. Farragut's head, Gen. Benjamin F. Butler issues General Order No. 28 declaring that any woman disrespecting a Union soldier shall be punished as a common prostitute; the order outrages defenders of Southern Womanhood, but is at least partly effective. (Wagner)
- May 1862 Erie & North East Railroad has sold its interest in the Erie & Pittsburgh Railroad, \$500,000 par value, for \$400,000 in 7% First Mortgage bonds. (ARJ)
- May 1862 Confederate government opens a half-mile rail link in 8<sup>th</sup> Street, Richmond, between the Richmond, Fredericksburg & Potomac Railroad and the Richmond & Petersburg Railroad to permit the through movement of cars across the city for the first time in case it is necessary to evacuate the city; a winch is used to raise and lower cars one at a time on the steep grade. (Johnston)
- May 16, 1862 Northern Central Railway holds first Board meeting in Calvert Station since

the beginning of the war. (USRR&MR)

- May 16, 1862 Pres. George W. Cass of PFW&C invites delegates from Baltimore who are to tour the Pittsburgh & Connellsville Railroad to also inspect PFW&C; Cass tries to play eastern trunk lines off against one another, causing alarm in PRR circles. (USRR&MR)
- May 16, 1862 Camden & Atlantic Railroad Board orders the grading of a branch between Egg Harbor City and Mays Landing, to connect with an independent line between Mays Landing and Cape May; refers the proposal of Grice & Long to provide a “dummy” steam car for use on the Atlantic Avenue track in Atlantic City to the Pres. and Superintendent for action. (MB)
- May 17, 1862 Joint Companies Executive Committee permits vessels carrying gunpowder (for the war effort) to use the Delaware & Raritan Canal providing they display a yellow flag or light and that steamboats shut off steam as they pass. (MB)
- May 17, 1862 Washington & Georgetown Railroad incorporated by act of Congress; first streetcar company in Washington, D.C. (StatutesatLrg)
- May 18, 1862 Future Superintendent of PRR water companies William Baird McCaleb (1862-1947) born at Mount Pleasant, Westmoreland County, Pa. (PRRBio)
- May 19, 1862 Herman Haupt reopens the Richmond, Fredericksburg & Potomac Railroad to Falmouth, opposite Fredericksburg, including the improvised bridge over Potomac Creek and the bridge over the Rappahannock. (Haupt, Ward)
- May 19, 1862 Union cavalry raid attacks the terminus of the Virginia Central Railroad at Jacksons River, putting it out of action west of Millboro, a distance of 30 miles. (Johnston)
- May 20, 1862 Samuel M. Felton attends the Board meeting of the Philadelphia & Baltimore Central Railroad and announces that he is ready to assume the presidency. (MB)
- May 20, 1862 Richmond & Covington Railroad organized; Evan Baker ( -1863), Pres., and Richard Page, Chief Engineer; ratifies Oct. 16, 1861, contract with Columbus, Piqua & Indiana Railroad and Indiana Central Railway by which they will construct the R&C. (MB, Church)
- May 20, 1862 Gen. Irwin McDowell occupies Fredericksburg. (Johnston)
- May 20, 1862 Gen. McClellan unwisely divides his army to both banks of the swampy, flood-prone Chickahominy River that flows north of Richmond. (Wagner)

- May 20, 1862 Homestead Act, finally passed after years of Southern opposition, provides 160 acres of free land to settlers after five years of occupancy. (EAH)
- May 1862 Atlantic & Great Western Railroad resumes construction after being stopped by the war.
- May 1862 The U.S. Military Railroads tears up the Bull Run battlefield spur built earlier in the year by the Confederates; the rails are reclaimed by the B&O, from whom they had been taken by Stonewall Jackson in 1861. (Johnston)
- May 21, 1862 Little Miami Railroad Board reports it has loaned \$25,000 to the Indianapolis & Cincinnati Railroad. (MB)
- May 22, 1862 New Castle & Beaver Valley Railroad Board authorizes a new proposal to purchase the Pittsburgh, New Castle & Cleveland Railroad from the bondholders. (MB)
- May 22, 1862 Columbus & Xenia Railroad appoints committee to confer with Cleveland, Columbus & Cincinnati Railroad, Central Ohio Railroad, and Pittsburgh, Columbus & Cincinnati Railroad for "more intimate union." (MB)
- May 23, 1862 Pres. Lincoln and members of the Cabinet visit Gen Irwin McDowell's headquarters at Fredericksburg, being conducted by train to and from Aquia Creek by Herman Haupt; Lincoln observes the Potomac Creek Bridge and back in Washington praises "that man Haupt" and quips that it is made of nothing but "beanpoles and cornstalks" in admiration of his army's ability to improvise. (Haupt, Ward)
- May 23, 1862 Stonewall Jackson, having outflanked the main Union army by marching east of Massanutten Mountain through Luray, defeats part of Gen. Banks's army at Front Royal, Va., and advances towards Winchester. (McPherson)
- May 23, 1862 City of Pittsburgh appoints a committee to compromise with the holders of bonds issued to pay for the city's railroad stocks. (Church)
- May 24, 1862 Pres. Lincoln orders Gen. John C. Fremont to advance from Franklin to Harrisonburg in an attempt to take Stonewall Jackson's army from the rear; he also orders Gen. Irwin McDowell to turn from joining McClellan's attack on Richmond to attacking Jackson in the Valley, even though McDowell's and McClellan's armies are only 25 miles apart and could have mounted a two-pronged attack on the outnumbered Confederate defenders of Richmond. (Johnston)
- May 25, 1862 Gen. Irwin McDowell receives the orders cancelling the advance down the Richmond, Fredericksburg & Potomac Railroad against Richmond, set for the next day, and ordering him to march on Front Royal to protect

Washington from Stonewall Jackson's advance up the Shenandoah Valley.  
(Haupt)

- May 25, 1862 Stonewall Jackson defeats Gen. Banks's main army in battle before Winchester; the Union army flees in panic and crosses the Potomac the following day, creating a panic in Washington; however, Jackson does not pursue Banks and remains in the Valley. (McPherson)
- May 25, 1862 Federal forces and B&O employees evacuate Martinsburg; Confederate raiders cut the B&O by burning the Opequan Creek bridge. (B&O AR)
- May 25, 1862 Secretary of War Stanton places B&O under War Department control. (Summers)
- May 26, 1862 New Jersey Railroad Board passes a resolution on the Camden & Amboy/Morris & Essex Railroad contracts in response to Edwin A. Stevens's letter of May 20; the other parties have not signed the Morris & Essex contract approved by the NJRR on Mar. 22 and are demanding major changes; NJRR postpones consideration to a future meeting. (MB)
- May 26, 1862 Bedford Railroad completed from Hopewell to Bloody Run but with no equipment, so it is not operated. (Baughman)
- May 26, 1862 Herman Haupt takes his construction crews back to Alexandria to rebuild the Manassas Gap Railroad to Front Royal to supply Gen. Irwin McDowell, leaving Daniel Stone to rebuild the Massaponix bridge south of Fredericksburg; once at Alexandria, Haupt places Col. John H. Devereux in charge of arranging transportation to supply McDowell at Alexandria, while he begins to rebuild the Manassas Gap Railroad. (Haupt)
- May 26, 1862 Gen. Irwin McDowell leaves Fredericksburg for Front Royal to pursue Gen. Stonewall Jackson. (Haupt)
- May 27, 1862 Gen. Irwin McDowell arrives in Manassas from Fredericksburg; Union raiders from McClellan's army cut the Virginia Central Railroad north of Richmond. (Johnston)
- May 27, 1862 Union Quartermaster General Montgomery C. Meigs (1816-1892) takes possession of all U.S. railroads for war purposes under the 1862 act. (OR)
- May 27, 1862 PRR approves aid to the Pittsburgh & Steubenville and the Western Pennsylvania Railroad under the Commutation Act; aid to West Penn repealed July 9. (MB)
- May 27, 1862 Richmond & Miami Railway organized; John S. Newman, Pres. (MB, Church)

- May 27, 1862 Union troops arrest Maryland Circuit Court Judge Richard Bennett Carmichael (1807-1884) and drag him from his bench in the middle of a trial because of his anti-Union, States' Rights rulings on the Eastern Shore; he is taken to Fort Delaware, but released on Dec. 4. (Preston)
- May 28, 1862 VP Tom Scott resumes attending PRR Board meetings. (MB)
- May 28, 1862 PRR Board agrees to Pres. J. Edgar Thomson's nomination of George Brooke Roberts (1833-1897) as Assistant to the President, replacing William Jackson Palmer, who has resigned to accept military duty in the West; Roberts assumes responsibility for planning branch lines; Roberts first joined the PRR engineer corps in 1847; similar to Thomson in background and demeanor, Roberts becomes his engineering heir and, in time, the second great PRR engineer-president. (MB)
- May 28, 1862 PRR Board agrees to subscribe \$200,000 to the Philadelphia & European Steam Ship Company (or California, Philadelphia & European??) if a like amount is contributed by others; company is to operate a ship built to the design of Capt. Henry Randall similar to his *City of Buffalo*. (MB)
- May 28, 1862 Pres. Lincoln issues General Order No. 17 placing Col. Herman Haupt in absolute control of railroad construction and transportation matters in the Dept. of the Rappahannock free of interference from regular officers of whatever rank; given the title of Chief of Construction & Transportation of the Dept. of the Rappahannock; Haupt returns to rebuilding the Manassas Gap Railroad. (FThomsonPapers, Meredith)
- May 28, 1862 New Castle & Beaver Valley Railroad contracts Sections 3, 5-8 to McGrann, Reily & Co., Section 9 to A.C. Hughey, and Section 10 to E. Wycoff. (MB)
- May 28, 1862 Cleveland & Pittsburgh Railroad appoints committee to confer with PFW&C over terms for ending their dispute over access to Pittsburgh. (MB)
- May 28, 1862 Stonewall Jackson's troops force a Union withdrawal from Harpers Ferry. (Alexander)
- May 28, 1862 Confederates burn B&O bridges around Martinsburg. (B&O AR)
- May 28, 1862 VP Hannibal Hamlin presents to the Senate a report of the Court of Claims on the claim of the Terre Haute & Richmond Railroad and a bill for its relief; no action taken. (CongGlobe)
- May 29, 1862 Dr. Joseph Pancoast orders J. Edgar Thomson to postpone his scheduled June 4 departure for England for several weeks to further recuperate from

surgery. (USRR&MR)

- May 29, 1862 Because of Stonewall Jackson's successes, Gen. Jacob D. Cox ( - ) of Gen. Fremont's army aborts an intended raid to cut the vital Virginia & Tennessee Railroad from his position at Lewisburg, Va. (Johnston)
- May 30, 1862 Joint Companies Executive Committee orders William Cook and J. L. McKnight to visit the work on the connection between the Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad and report to counsel Joseph P. Bradley as fast as possible. (MB)
- May 30, 1862 Stockholders of Washington & Alexandria Turnpike meet at Alexandria; declare officials who have fled south displaced and elect a new Board. (MB)
- May 30, 1862 George L. Buzby addresses the Philadelphia Board of Trade to drum up subscriptions to the (California), Philadelphia & European Steamship Company; the effort fails because of the threat posed by Confederate raiders to ocean shipping. (Moyer/Keystone)
- May 30, 1862 Aware of Lincoln's plan to trap him in the Shenandoah Valley by a pincer movement with three armies each as large as his own, Stonewall Jackson retreats from Winchester towards Strasburg; each of the Union armies moves too slowly. (McPherson)
- May 30, 1862 Union army under Gen. Henry Wager Halleck and U. S. Grant finally occupies Corinth, Miss., the strategic crossing of the Memphis & Charleston and Mobile & Ohio Railroads, a day after the Confederates under Gen. Pierre G. T. Beauregard evacuate in the face of superior numbers; Halleck digs in and fails to pursue. (McPherson, JSmith)
- May 31, 1862 PW&B, PRR and Reading join to guarantee \$500,000 First Mortgage bonds of Junction Railroad. (MB)
- May 31, 1862 With McClellan only nine miles from Richmond, Gen. Joseph E. Johnston attacks him at Seven Pines (Fair Oaks) while his forces are divided by the flood-swollen Chickahominy River; the attack is bungled, and McClellan inflicts heavy losses; Johnston is seriously wounded on the first day of battle. (McPherson)
- June 1, 1862 Tom Scott's resignation as Assistant Secretary of War becomes effective. (Kamm)
- June 1, 1862 John P. Laird (1826-1882), a mechanic from Scotland with wide experience with New England locomotive builders, appointed Master of Machinery at Altoona, replacing George W. Grier ( - ), who retires to a farm in

Gloucester County, N.J.; Thomas P. Sargeant named to new post of Supply Agent in the Transportation Dept. (Watkins, MB, Africa)

- June 1, 1862 New organization in Engineering Dept.: Dr. Robert H. Lamborn (1835-1895) named Assistant Engineer of Fuel & Iron; Lamborn has studied at the University of Geissen and the Ecole des Mines; Lamborn is expected to use his training as an inspector of steel rails and in helping convert locomotives to coal-burning; A. J. Cassatt (1839-1906) named Assistant Engineer of Eastern Division; Joseph M. Wilson named Assistant Engineer of Surveys & Construction; William H. Kennedy Assistant Engineer of Western Division; approved by Board on June 11. (MB, RyW)
- June 1, 1862 Gen. Robert E. Lee (1807-1870) takes command of the renamed Army of Northern Virginia opposing McClellan before Richmond; where Gen. Joseph E. Johnston excels at defense, Lee is aggressive and takes advantage of McClellan's timidity, despite being outnumbered; however, Lee's instinct is to attack the opposing army in a set piece battle, with the result that the Army of Northern Virginia is gradually ground down through attrition despite its individual victories. (McPherson, Alexander)
- June 1, 1862 Future PRR engineer Joseph U. Crawford (1842-1924) is promoted to Captain of the Sixth New Jersey Volunteers at Seven Pines on the front before Richmond. (PRRBio)
- June 1, 1862 Col. Herman Haupt restores the Manassas Gap Railroad to Front Royal and arrives in Fort Royal, where Gen. McDowell has occupied the town but too late to intercept Stonewall Jackson. (Haupt)
- June 1862 Camden City Council passes an ordinance for the Camden & Atlantic Railroad to extend a branch to the Kaighns Point ferry. (ARJ - prob 1st week or late May)
- June 2, 1862 Winslow Colliery Company receives letters patent; a coal company in central Pennsylvania, but one with railroad powers that can serve as a link in a new trunk line across the state. (PaSecyState)
- June 2, 1862 New Castle & Beaver Valley Railroad Board authorizes proceeding to locate part of the line on the old right of way of the Pittsburgh, New Castle & Cleveland Railroad. (MB)
- June 2, 1862 Ohio & Mississippi Railroad (Illinois) sold at foreclosure. (ICC)
- June 3, 1862 Washington & Alexandria Turnpike Company requests return of road from War Dept.; War Dept. refuses until well after the war. (MB)
- June 3, 1862 Mifflin & Centre County Railroad receives letters patent. (C&C)

- June 3, 1862 Herman Haupt at Front Royal upbraids John H. Devereux for a recent blockade on the Manassas Gap Railroad caused by the failure to unload cars promptly; Devereux replies that he does not have sufficient locomotives and has been deprived of the use of the telegraph by the military; Haupt accepts Devereux's explanation; the two eventually come to respect each other and remain friends long after the war. (Rozman)
- June 4, 1862 Heavy downpour after two days of rain causes major flood in the Delaware and Susquehanna watersheds; the flood is particularly severe on the Lehigh River where large sections of the Lehigh Canal and Lehigh Valley Railroad are washed out, cutting off coal shipments; at about 6:00 PM, the second and lower lumber boom at White Haven gives way, releasing about 40 million board feet of lumber, the entire season's output, into the river where it acts like battering rams; the high dams of the Lehigh Canal between White Haven and Mauch Chunk collapse like dominoes or have their guards washed out under the pounding of flood-bourn debris, greatly augmenting the severity of the flood further downstream; the flood at Mauch Chunk crests at 27 feet, versus only 17 feet in the flood of 1841; most of the canal and slackwater of the Lehigh Coal & Navigation Company between Mauch Chunk and White Haven is completely destroyed, and the role of the high dams in exacerbating the flood and loss of life means that they cannot be rebuilt; the Lehigh & Susquehanna Railroad is cut off, but passenger trains continue to run between White Haven and the head of the Ashley Planes; about 10-12 canal boats trapped at White Haven are carried over the L&S to the North Branch Canal at Wilkes-Barre; destruction of the canal also brings the end of the Buck Mountain Coal Company's plane and gravity railroad between the Buck Mountain mines and the canal at Rockport; the Lehigh Valley Railroad then extends a branch to Buck Mountain overland; the Union Canal's big dam in Swatara Gap and its feeder dam are washed out, and the flood surges down the Swatara to Middletown, where it washes out the PRR bridge over Swatara Creek; for the next 5 days, the PRR trains detour over the Reading between Philadelphia and Harrisburg; the flood damage results in a coal shortage and raises prices, saving many operators from default. (ARJ, LC&N AR, LV AR, Rdg AR, USRR&MR, Mathews/Hngrfrd, Munsell/Sch)
- June 4, 1862 New Jersey Railroad annual stockholders' meeting held at the new East Newark Shops; note the need to increase freight traffic, which is very small, as the Joint Companies route freight via the Delaware & Raritan Canal or via South Amboy. (MB)
- June 4, 1862 St. Louis, Alton & Terre Haute Railroad incorporated in Illinois as reorganization of Terre Haute, Alton & St. Louis Railroad. (Church)
- June 5, 1862 Orange & Newark Horse-Car Railroad opens.

- June 5, 1862 Flood strikes Trenton, N.J.; the Camden & Amboy Railroad between Trenton and Bordentown is under water. (TrueAm)
- June 5, 1862 Flood destroys B&O Harpers Ferry trestle from shore to shore. (NYT, Johnston)
- June 5, 1862 Indianapolis & Madison Railroad complains to the Jeffersonville Railroad about the running arrangements and terms of the existing contract. (MB)
- June 6, 1862 Union flotilla fighting its way down the Mississippi forces the surrender of Memphis; it includes five regular gunboats and four armored steam rams designed and manned by civil engineer Charles Ellet (1810-1862) and his family; Ellet's rams destroy the Confederate fleet of eight rams; Ellet is mortally wounded in the battle, and his son, Charles Rivers Ellet (1843-1863), is made the Army's youngest colonel and put in command of the ram fleet; Union-occupied Memphis will become a haven for escaping slaves and a black market that funnels \$20 million in goods into the Confederate economy over the next two years. (McPherson, Wagner)
- June 7, 1862 Washington, Georgetown & Alexandria Railroad orders Chief Engineer Silas Seymour to survey a connection with the B&O in Washington and the best means of crossing the Potomac River; also for a railroad in 7<sup>th</sup> Street along the canal in Washington authorized in 1855. (MB)
- June 7, 1862 Lehigh Valley Railroad resumes passenger service between Easton and Allentown after flood repairs. (AR)
- June 8, 1862 B&O reopens between Wheeling and Harpers Ferry with boat transfer. (B&O AR)
- June 8, 1862 Stonewall Jackson's army defeats Union forces under John C. Frémont moving against him from the west at Cross Keys. (McPherson)
- June 9, 1862 Stonewall Jackson defeats advance units of Gen. McDowell's army moving against him from the east at Port Republic; while outnumbered over three to one, Jackson has managed to defeat each wing of a three-pronged Union pincer movement against him before any branches could unite against him; secures Confederate control of the Shenandoah Valley breadbasket and reverses Union momentum. (McPherson)
- June 9, 1862 Gen. Halleck orders the Army of the Ohio under Gen. Don Carlos Buell to advance into East Tennessee along the Memphis & Charleston Railroad, repairing it as he goes; throughout the summer, Union forces and their railroad supply lines are harried by Confederate cavalry raiders under Gens. Nathan Bedford Forrest (1821-1877) and John Hunt Morgan (1825-1864).

(Btls&Ldrs)

- June 9, 1862 New Jersey Railroad Board debates the proposed traffic contract with the Camden & Amboy Railroad; approves it with the provision that the NJRR's relationship with the CNJ not be considered a violation. (MB)
- June 9, 1862 West Chester & Philadelphia Railroad Board reports that Pres. Samuel M. Felton of Philadelphia & Baltimore Central Railroad has requested the appointment of a committee to consider the question of through rates and WC&P's ending its suit pending against P&BC. (MB)
- June 9, 1862 Philadelphia & Baltimore Central Railroad Board authorizes employing an engineer to survey a connection to the PW&B main line down the valley of Chester Creek, making the P&BC independent of the West Chester & Philadelphia Railroad. (MB)
- June 9, 1862 Contractor A. Price begins track-laying on the Richmond & Covington Railroad between Bradford, Ohio, and Richmond, Ind. (McIntosh)
- June 10, 1862 Cleveland & Pittsburgh Pres. Jacob N. McCullough writes to PFW&C requesting the lease of one track between Rochester and the C&P's Manchester spur in Allegheny City. (MB)
- June 11, 1862 Herman Haupt issues regulations for his Construction Corps of the Dept. of the Rappahannock, most of whom are "contrabands," former slaves who have escaped to the Union lines and are paid by the Army as day laborers; men are to be organized in squads of 10; civilians are to be paid the same as soldiers and to be under the same orders and grades; superintendents are to have the rank of captain and foremen the rank of lieutenant. (Haupt, FThomsonPapers)
- June 11, 1862 Army issues loyalty oath for employees of B&O. (Bain)
- June 11, 1862 Asa Packer reports to the Lehigh Valley Railroad Board that he has secured a charter for the Penn Haven and White Haven Railroad; it has been surveyed by LV engineers and placed under construction; the LV agrees to assume the stock; this will complete an all-rail route up the Lehigh River Gorge to replace the destroyed Lehigh Canal. (MB)
- June 12, 1862 U.S. House passes bill allowing the Alexandria & Washington Railroad to extend into the district from the south bank of the Potomac across the Long Bridge and through Maryland Avenue and 1<sup>st</sup> Street to the B&O depot; merely legalizes the road as built as a war measure. (CongGlobe)
- June 12, 1862 Lehigh Valley Railroad resumes passenger service as far west as Slatington after flood repairs. (AR)

- June 13, 1862 "Restored Government of Virginia" consents to the separation of West Virginia as a new state. (Thorpe)
- June 14, 1862 Frank W. Langdon, foreman at the No. 2 Colliery of J.B. McCreary & Co. at Audenried, Pa., is fatally beaten following a public meeting to plan Fourth of July festivities and support for the war; the first supposed "Molly Maguire" murder. (Lewis, Riffenburgh – see 7/4)
- June 15, 1862 B&O main line reopens after Harpers Ferry trestle restored. (B&O AR)
- June 1862 New Jersey Railroad places a new anthracite-burning locomotive *A.L. Dennis* in service, built by the Jersey City Locomotive Works; is to avoid the staining of the cars from bituminous coal smoke. (AR)
- June 1862 Six Mile Run Branch of Huntingdon & Broad Top Mountain Railroad extended 2.84 miles to Fairplay (Coaldale) with money advance by the PRR and Reading. (Val, Baughman)
- June 16, 1862 U.S. Military Railroads have reopened the Orange & Alexandria and Manassas Gap Railroads from Alexandria to Strasburg; connections made at Manassas with trains for Catletts and Warrenton Jct. (tt in FThomsonPapers)
- June 16, 1862 Confederate cavalry led by J.E.B. Stuart (1833-1864) completes its "ride around McClellan," having gathered intelligence, taken prisoners and destroyed Union stores with the loss of a single man. (Wagner)
- June 16, 1862 New Castle & Beaver Valley Railroad Board authorizes the purchase of the Pittsburgh, New Castle & Cleveland Railroad from the bondholders for \$10,000 in Second Mortgage bonds. (MB)
- June 17, 1862 Edwin A. Stevens addresses a letter to the New Jersey Railroad on the proposed Morris & Essex Railroad contract; Stevens is willing to arbitrate the percentages of rate divisions but not the question of a new contract and will make no further concessions; on the Hoboken Land & Improvement Company contract, Stevens now wants access to all NJRR lines west of East Newark, which is a new demand; the NJRR demands that the HL&I Company not engage in direct competition with the NJRR for the duration of the contract. (MB)
- June 17, 1862 Philadelphia City Councils agree to accept offer to buy League Island in South Philadelphia from the Pennsylvania Company for Insurance on Lives and Granting Annuities and a private individual for \$310,000 and donate it as a new site for the Navy Yard, permitting the development of the old Navy Yard at the foot of Washington Avenue as a shipping terminal served

by PRR. (Walther, PubLdgr)

- June 17, 1862 Richmond & Covington Railroad Board orders full prosecution of work; authorizes issue of \$250,000 bonds; authorizes negotiating with Cincinnati & Mackinaw Railroad for connection at Greenville. (MB)
- June 17, 1862 Atlantic & Great Western Railroad Company of Pennsylvania Board orders a survey of the Eastern Coal Field Branch from Meadville to Franklin. (Reynolds)
- June 17, 1862 Stonewall Jackson breaks camp at Port Republic and departs for Gordonsville, east of the Blue Ridge. (Johnston)
- June 17, 1862 Gen. John Pope is ordered east to replace Gen. John C. Fremont in command of Union forces in western Virginia; he is replaced as head of the Army of the Mississippi by Gen. William S. Rosecrans (1819-1898). (JSmith)
- June 18, 1862 PW&B appoints William Stearns Assistant Superintendent; reports double track in Water Street, Wilmington, is completed and new car house at 4th Street, Wilmington, is nearly done. (MB)
- June 19, 1862 Mifflin & Centre County Railroad organized at Reedsville, Pa.; Samuel Maclay, Pres.; Walter Katté (1830-1917), Chief Engineer. (Val, C&C)
- June 20, 1862 Col. Herman Haupt submits his resignation to Secretary of War Stanton, which is not accepted. (Haupt)
- June 20, 1862 Winchester & Potomac Railroad is reopened to Winchester. (Johnston)
- June 21, 1862 Joint Companies Executive Committee authorizes their lawyer Joseph P. Bradley to file for an injunction against the Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad in the N.J. Court of Chancery. (MB)
- June 21, 1862 Gen. O.M. Mitchel is pinned down at Battle Creek, 20 miles below Chattanooga. (Btles&Ldrs)
- June 21, 1862 Pioneer civil engineer Charles Ellet, Jr. (1810-1862) dies of wounds received in the capture of Memphis as his boat nears Cairo. (Lewis)
- June 23, 1862 Philadelphia & Erie General Manager Joseph D. Potts and Atlantic & Great Western Railroad compromise on oil traffic; PRR to deliver oil from Oil City to A&GW at Corry at through rates; A&GW to charge lowest rate on freight from PRR going east to New York over Erie Railway. (Felton)

- June 24, 1862 St. Louis, Alton & Terre Haute Railroad incorporated as reorganization of Terre Haute, Alton & St. Louis Railroad; forms joint access of PRR and NYC between Terre Haute and East St. Louis. (GrnBk)
- June 24, 1862 Stonewall Jackson's army reaches Beaver Dam the last point above the break in the Virginia Central Railroad. (Johnston)
- June 25, 1862 Pres. Lincoln travels through Trenton, N.J., on a special train. (TrueAm - verify NYT? - according to FisherDiary Lincoln went to W. Point for a conference with Gen. W. Scott and returned, the trip from NY to DC being made in a record 7:20)
- June 25, 1862 Six cars of a Camden & Amboy train are thrown into the canal between Trenton and Bordentown; two Massachusetts soldiers killed and four injured. (TrueAm)
- June 25, 1862 PRR approves aid to Tyrone & Clearfield Railroad under the Commutation Act; agrees to build for bonds at 60 to be repaid out of freight earnings. (MB, ARJ)
- June 25, 1862 Bedford Railroad leased to the Huntingdon & Broad Top Mountain Railroad & Coal Company. (Baughman)
- June 25, 1862 Col. Herman Haupt issues General Order No. 7, forbidding Army officers to interfere in the movement of trains or supplies. (Haupt)
- June 25, 1862 Gen. McClellan begins his final advance on Richmond and meets resistance at Oak Grove, beginning the Seven Days Battles north and east of Richmond; no sooner than he encounters difficulties, McClellan again believes false reports that he is grossly outnumbered. (Sears)
- June 26, 1862 Gen. Robert E. Lee, now reinforced with Stonewall Jackson's troops from the Shenandoah Valley, begins a counterattack against McClellan's right at Mechanicsville, leaving the rest of the line undermanned. (McPherson, Sears)
- June 26, 1862 Letter of J. Edgar Thomson read before Philadelphia City Councils; informs them that the City Railroad needs repairs too expensive to be met from tolls and that the City owes PRR \$26,000 for repairs already made; a non-so-subtle hint that it should approve lease to PRR; at this time, PRR still plans to operate its own horsecars from its new depot in West Philadelphia to a yet-to-be-located Center City depot. (USRR&MR)
- June 26, 1862 Inventory shows that the Cincinnati & Chicago Air-Line Railroad has the following locomotives: *Josephine*, *Rosalie*, *M. Morgan*, *Mary Theresa* and *Hattie*, all from Danforth, Cooke & Co., *Chicago*, *John Tenney*, both old

and being rebuilt, and *Logansport*, *Hoosier*, *Pathfinder* and *Swinette*; also 7 passenger cars, including one with Gothic sides and a narrow car from Erie, 99 box cars and 3 flat cars; the Chicago & Cincinnati Railroad has two Lancaster locomotives, the *Nathl. Marsh* and *J.B. Curtis*, 14 box cars and 50 flat cars. (MB)

- June 26, 1862 Pres. Lincoln combines the armies of Frémont, Banks and McDowell, all recently mauled by Stonewall Jackson, into the new Army of Virginia under the command of Gen. John Pope; Pope is to advance against the Virginia Central Railroad at Gordonsville and Charlottesville, the main rail link between Richmond and the Shenandoah Valley; Pope, an abolitionist who enjoys the support of Congressional Radicals, is an arrogant and rash commander from the West who dispenses with Herman Haupt's services, believing that Quartermasters should run railroads; Haupt returns to Massachusetts. (OR, Haupt)
- June 27, 1862 Gen. Robert E. Lee wins the Battle of Gaines Mill, although the Confederates lose twice as many men; at 10:30 PM, even though there are only 25,000 Confederates between his 70,000 men south of the Chickahominy and Richmond, Gen. McClellan believes he is outnumbered and decides to retreat to the James River east of Richmond, where he can be protected by Union gunboats. (McPherson, Sears, Wagner)
- June 27, 1862 James Ferguson assigns the partially completed roadbed of Pittsburgh, New Castle & Cleveland Railroad between New Castle and Darlington, 13 miles, to the New Castle & Beaver Valley Railroad for \$10,000 in Second Mortgage bonds; NC&BV uses about 4.5 miles between New Castle and D. Ziegler's farm. (Church, C&C)
- June 27, 1862 Pres. Jefferson Davis appoints his friend Gen. Braxton Bragg (1817-1876) to command in the West, where he proves to be an incompetent commander. (Alexander)
- June 28, 1862 Reacting to J.E.B. Stuart's "ride around McClellan," the Union army abandons its supply base at White House on the Richmond & York River Railroad, leaving large quantities of stores to fall into Confederate hands. (Johnston)
- June 28, 1862 Adm. David Farragut's fleet, coming upriver from New Orleans, fights its way past Vicksburg, Miss., the last Confederate stronghold on the Mississippi River. (Long - or attacks Vicksburg without success??)
- June 28, 1862 Andrew Carnegie, on three-month leave from PRR leaves New York for Scotland on *Aetna*; by now, his \$2,400 salary from the PRR represents only 5% of his income. (Wall, Nasaw)

- June 29, 1862 Philadelphia & Trenton Railroad declines to buy the Attleborough Railroad but pays for a survey recently made by William Cook. (MB)
- June 29, 1862 Gen. Don Carlos Buell reaches Huntsville, Ala., in his advance along the Memphis & Charleston Railroad. (Btls&Ldrs)
- June 30, 1862 Panic on the New York Stock Market caused by McClellan's retreat. (Stokes)
- July 1, 1862 Delaware & Raritan Canal Company restores the through rate on Schuylkill coal to pre-1861 levels. (MB)
- July 1 1862 PRR raises Pres. J. Edgar Thomson's salary to \$12,000. (Ward)
- July 1, 1862 Tyrone & Clearfield Railroad opens between Tyrone and Nuttal's coal mines (Powelton, Pa.); operated by PRR under lease as part of Middle Division; mines are operated by John Nuttal, later the Powelton Coal & Iron Company; opens the Clearfield District whose main seam is the Moshannon or Freeport Upper Seam, 2 to 10 feet of low-sulphur steam coal; shipments for 1862 are 7,239 tons, but increase to 4 million tons in 1885. (Val, Aldrich)
- July 1, 1862 Gen. George B. McClellan's Peninsula Campaign comes to an end with the Battle of Malvern Hill, the last of the Seven Days Battles before Richmond; Robert E. Lee suffers greater casualties, hurling his men against Union artillery, but McClellan refuses to press the advantage and continues his withdrawal to Harrison's Landing on the James River; the Confederates have lost twice as many men as McClellan but have turned the tide of battle in the East. (Long, Alexander, Wagner)
- July 1, 1862 Future PRR Pres. Frank Thomson transferred from Dept. of the Potomac, U.S. Military Railroads, to work on the military route south of Nashville (on the Nashville & Chattanooga Railroad) which is the supply line for the forces under Gen. Don Carlos Buell. (FThomsonPapers, PRRMN)
- July 1, 1862 PRR Road Committee authorizes establishment of local passenger trains between Pittsburgh and Walls Station (Pitcairn); first suburban service at Pittsburgh. (MB)
- July 1, 1862 Northern Central Railway moves offices back to Calvert Station for first time since the Baltimore Riots. (USRR&MR)
- July 1, 1862 Pres. Lincoln signs the Pacific Railroad Act chartering the Union Pacific Railroad to build from Omaha on the Central Route to meet the Central Pacific Railroad of California building eastward from Sacramento; is to receive a land grant plus government bonds at rate of \$16-48,000 per mile;

also recognizes four branches which are to connect with the Union Pacific at the 100<sup>th</sup> meridian; one of these, the Leavenworth, Pawnee & Western Railroad, is authorized to build from the Kansas River to the 100<sup>th</sup> meridian via Fort Riley; by lobbying (and bribing officials) for inclusion in this act, the promoters of the LP&W turn their worthless paper railroad into a potentially valuable property. (Long, Petrowski)

- July 1, 1862 Pres. Lincoln signs the Revenue Act imposing various war taxes, including one of 3% on gross passenger earnings and on interest and dividends as part of a general income tax; passenger tax passed on in the form of higher fares; income tax raised to 3% on incomes between \$600 and \$10,000 and 5% on higher incomes; railroad dividends are exempt to encourage investment; all together, the North meets about 21% of the costs of the war through taxes, whereas the South raises only about 5-6%; the taxes also help dampen inflationary pressures; inflation in the North over the course of the war is 80%, or similar to that in the two World Wars, while the South experiences inflation of 9,000%; inflation causes real wages in the North to decline 20% by 1863-64, leading to labor unrest. (Long, McPherson, Trager)
- July 1, 1862 The so-called Holt-Owens report on War Dept. accounts commissioned by Secretary of War Stanton in Mar. 1862 is finally released to the public, further damaging the image of Simon Cameron. (Bradley)
- July 1, 1862 Cincinnati & Chicago Air-Line Railroad and Chicago & Cincinnati Railroad begin joint operation between Richmond and Chicago under agreement of June 19, 1862; net earnings are to be pooled and divided 63.5% to the Air Line and 36.5% to the Chicago & Cincinnati. (MB, Church)
- July 1, 1862 Reading leases the Mahanoy & Broad Mountain Railroad. (Munsell/Sch)
- July 2, 1862 Rep. Robert Mallory from the House Committee on Roads & Canals introduces a bill for the Federal government aid in completing the Pittsburgh & Connellsville Railroad; no action this session. (CongGlobe)
- July 2, 1862 Mahanoy & Broad Mountain Railroad opens. (USRR&MR - Munsell says 1<sup>st</sup> cars of coal sent May 30)
- July 2, 1862 Pres. Lincoln calls for 300,000 more volunteers. (Wagner)
- July 2, 1862 Pres. Lincoln signs the Morrill Land Grant College Act sponsored by Justin S. Morrill (1810-1898) of Vermont; it transfers 17.4 million acres of federal lands in the West to individual loyal states, who are to use the proceeds of their sales (about \$7.55 million) to establish state colleges teaching "agriculture and the mechanic arts"; many state universities, along with Cornell and MIT, trace their origins to the Morrill Act. (McPherson, wiki)

- July 3, 1862 PRR Board authorizes increasing the canal locks between Columbia and Clarks Ferry to 180 x 17 to equal those of Susquehanna & Tide Water Canal, providing the S&T charges equal rates. (MB)
- July 3, 1862 Joint Companies appoint Ashbel Welch and John G. Stevens to the Executive Committee; Robert S. Van Rensselaer and William H. Gatzmer to confer with other lines regarding arrangement of through cars between New York and Washington; Camden & Amboy Railroad demands to be responsible for lighterage of petroleum from the PRR to the refinery at Red Hook, Brooklyn. (MB)
- July 3, 1862 Coney Island & Brooklyn Railroad opens a street railroad from Fulton Ferry to Coney Island via Water, Main, Prospect, Jay, Smith & 9<sup>th</sup> Streets, 10<sup>th</sup> Avenue & 15<sup>th</sup> Street and the Coney Island Plank Road. (NYState)
- July 3, 1862 Lehigh Valley Railroad resumes passenger service as far west as Mauch Chunk after the flood. (AR)
- July 3, 1862 Junction & Breakwater Railroad Board appoints a committee to confer with John A. Morris & Co. about the state lottery installment due on Jan. 1, 1862. (MB)
- July 3, 1862 Stock prices in Philadelphia fall 3-5% on news of Gen. McClellan's retreat from Richmond. (Wood)
- July 4, 1862 At Audenried, an isolated mining "patch" southwest of Hazleton in the Lehigh Region of the Anthracite Fields, mine foreman F. W. Langdon is beaten and stoned to death after upbraiding a group of Democratic Irish miners for spitting on an American flag; the murder will be blamed on the "Molly Maguires," a supposed Irish secret society patterned after those formed to resist English absentee landlords and their agents in Ireland. (Broehl)
- July 8, 1862 Lehigh Valley Railroad resumes coal shipments, after the flood damage on the Beaver Meadow Railroad above Mauch Chunk is repaired; Board votes \$500 to flood sufferers. (AR, MB)
- July 8, 1862 2,000 grain shovelers of the Grain Workers Protective Association strike in New York harbor in an unsuccessful protest against the recent introduction of floating grain elevators which dispense with hand labor; the elevators, which consist of towers on barges, use chain-of-bucket conveyors to scoop grain or flour out of the holds of low-lying Erie Canal boats and transfer it to full-sized ocean-going ships; they will be a fixture in the harbor for a century. (NYT, Burrows/Wallace)

- July 9, 1862 PRR begins payments of \$500 a month of three months to U.S. Sanitary Commission, a civilian organization that aids soldiers; Board authorizes carrying coal miners and their families from Pittsburgh to the coal fields near Gallitzin in returning eastbound emigrant cars for three months at half fare. (MB)
- July 9, 1862 Tom Scott orders Frank Thomson to meet him at Nashville. (FThomsonPapers)
- July 9, 1862 Abandoned eastern division of Shamokin Valley & Pottsville between Pottsville and Locust Gap is sold to the Philadelphia & Reading Railroad; roadbed is not restored to railroad use but is purchased to prevent interference with the Reading's Mahanoy & Broad Mountain Railroad subsidiary which parallels it at a distance. (Val, MB)
- July 10, 1862 Tyrone & Clearfield Railroad opens between Tyrone and mines at Powelton, Pa.; operated by PRR under lease of this date. (C&C; see 7/1)
- July 10, 1862 Cleveland & Pittsburgh Railroad Board adopts surveys of Chief Engineer Isaiah Linton between Rochester and Pittsburgh and orders it placed under contract as soon as possible. (MB)
- July 10, 1862 Indiana Central Railway Board ratifies a contract made by Pres. John S. Newman to guarantee paying the \$67,000 raised in Philadelphia to buy rails for the Richmond & Covington Railroad. (MB)
- July 10, 1862 Toledo, Logansport & Burlington Railroad (Logansport-Effner) sold at foreclosure of the Second Mortgage at Logansport to New York banker John Stewart Kennedy (1830-1909) as Trustee for bondholders. (Church)
- July 11, 1862 Camden & Atlantic Railroad reports that the branch to Mays Landing is progressing; five or six miles graded and then abandoned; John C. DaCosta appointed Resident Engineer. (MB, AR)
- July 11, 1862 Former PRR Pres. William C. Patterson buys the Atsion Iron Works Tract in New Jersey for \$82,500; on Nov. 26, 1866, he forms the Fruitland Improvement Company and renames the site Fruitland, hoping to benefit from the Raritan & Delaware Bay Railroad's new line between New York and Camden; he manages to sell some lots, but the property is again sold at sheriff's sale in 1871. (Pierce)
- July 11, 1862 Congress authorizes additional issue of \$150 million in Greenbacks. (McPherson)
- July 11, 1862 Lincoln calls Gen. Henry Wager Halleck (1815-1872), a pedantic and indecisive bureaucrat, from command in the West to be General-in-Chief at

Washington, removing him from a field command for which he has proved unsuited, and leaving Gen. U. S. Grant in command of the Dept. of the Mississippi. (McPherson, Wagner)

- July 12, 1862 *Merchant*, the first iron-hulled, propeller-driven freighter on the Great Lakes and the first iron ship built entirely in the Lake Region, is launched at Buffalo; begins operating between Buffalo and Chicago for the Evans Line of J.C. & E.T. Evans on Aug. 2. (Barry, Evans, Heyl)
- July 12, 1862 Gen. John Pope's advance columns occupy Culpeper, threatening the Virginia Central Railroad lifeline at Gordonsville. (NYT, Johnston)
- July 13, 1862 Gen. Robert E. Lee orders Stonewall Jackson towards Culpeper to block Gen. Pope. (McPherson)
- July 13, 1862 Nashville & Chattanooga Railroad reopens between Nashville and Stevenson, Ala., permitting supplies to be sent to Union forces operating southeast of Chattanooga; however the line is repeatedly cut by Confederate cavalry raiders under Nathan Bedford Forrest and John Hunt Morgan. (BtIs&Ldrs)
- July 14, 1862 Congress passes joint resolution limiting scope of Telegraph & Railway Act as not permitting completion or extension of any railroad incomplete at time of the act's passage under the pretext of war powers; aimed at blocking aid to the Raritan & Delaware Bay Railroad. (CongGlobe)
- July 14, 1862 Rider to Post Road Act legalizes the Steubenville railroad bridge, providing it maintains a minimum of 90 feet vertical clearance and 300 feet in channel; also declares the bridge and Hollidays Cove Railroad to be post roads and public highways and permits other railroad bridges across the Ohio as far down as the mouth of the Big Sandy, including the one at Louisville. (CongGlobe, Church)
- July 14, 1862 Philadelphia & Trenton Railroad Executive Committee grants request of Matthias W. Baldwin and others for a stop at his farm south of Wissinoming Creek. (MB)
- July 14, 1862 Schuylkill Haven & Lehigh River Railroad organized. (PaState)
- July 14, 1862 Delaware Division Canal reopens after June flood damage is repaired. (USR&MR)
- July 14, 1862 Congress passes a new Tariff Act cutting the free list in half and raising the average duty from 19% to 35%; big increases on iron and steel products and woolens; the tariff increase is offset by new taxes on industry under the Revenue Act. (Ratner)

- July 15, 1862 Joint Companies Executive Committee authorizes arranging with the PRR to carry passengers between New York and Harrisburg via Philadelphia for \$5, to be split 50/50 after deducting the expenses of transfer at Philadelphia, where there is as yet no direct connection. (MB)
- July 15, 1862 Columbus & Xenia Railroad authorizes investing \$100,000 of surplus funds in Indiana Central Railway. (MB)
- July 15, 1862 Books of the Schuylkill River & Lehigh Valley Railroad opened in Philadelphia; is to give the Mine Hill & Schuylkill Haven Railroad an independent outlet to tidewater via the Lehigh Valley Railroad. (USRR&MR)
- July 15, 1862 Race riot in Cincinnati as white mobs rampage in the streets; the explosion is touched off by African Americans accepting lower wages to work on the steamboats, a first indication of inflation-induced labor unrest. (Wagner)
- July 1862 PRR is building a large grain elevator at the foot of Washington Avenue in Philadelphia. (ARJ)
- July 1862 New Baltimore ordinance authorizes the Northern Central Railway to build a new line to Calvert Station, providing it always makes its headquarters in Baltimore and builds a double track to the junction with the Western Maryland Railroad; if it does not accept the terms, it will forfeit all rights under this ordinance and the previous ordinance of 1854. (MB)
- July 1862 Cook County Circuit Court decrees that the PFW&C Outer Depot property be divided and part deeded to the Galena & Chicago Union Railroad and part to the CB&Q. (MB)
- July 16, 1862 J. Edgar Thomson leaves for Europe for five months, ostensibly to sell bonds of Philadelphia & Erie, but primarily for a rest, taking his wife and niece Charlotte Foster. (Ward)
- July 16, 1862 Joint Board orders legal proceedings against the Raritan & Delaware Bay Railroad. (MB)
- July 16, 1862 Little Miami Railroad Board meets to consider how to prevent the construction of a railroad from Covington on the Columbus, Piqua & Indiana Railroad and Richmond, Ind., on the Indiana Central Railway, which would create a rival line between Columbus and Richmond via Bradford; has learned that the Indiana Central Railway has purchased control of the Columbus, Piqua & Indiana Railroad; resolves to invest \$100,000 of the surplus fund in the stock of the Indiana Central Railway in the hope of influencing its policies; declines action on the request of Pres.

- Henry C. Lord of the Indianapolis & Cincinnati Railroad for \$100,000 to build a new road between Cincinnati and Lawrenceburgh, Ind. (MB)
- July 16, 1862 Gen. Henry Wager Halleck places Gen. U. S. Grant in charge of the Army of the Tennessee and the Army of the Mississippi, or about 80,000 men strung out in occupation duty in northern Mississippi and western Kentucky and Tennessee; the separate Army of the Ohio under Gen. Don Carlos Buell is advancing on Chattanooga; Halleck cedes the initiative to Gen. Braxton Bragg, who is determined to attack these divided units one at a time, starting with Chattanooga. (JSmith)
- July 17, 1862 Pres. Lincoln signs the Militia Act authorizing the states to draft men between 18 and 45 for 9 months militia service. (Long)
- July 18, 1862 Joint Companies file in the N.J. Court of Chancery for an injunction to stop construction of the Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad's Batsto Branch. (USRR&MR)
- July 18, 1862 Little Miami Railroad Board agrees to purchase \$100,000 First Mortgage bonds of Cincinnati & Indiana Railroad, by which Indianapolis & Cincinnati Railroad will build a 4'-10" gauge line from Lawrenceburgh to Cincinnati, providing Terre Haute & Indianapolis and other companies will take \$300,000. (MB)
- July 18, 1862 Virginia Central Railroad is restored to Richmond. (Johnston)
- July 21, 1862 Confederate Gen. Braxton Bragg orders an advance of the Army of Mississippi from Tupelo, Miss., to Chattanooga. (BtIs&Ldrs)
- July 21, 1862 The gold premium reaches 20% in the wake of Gen. McClellan's failure. (CHTaylor)
- July 22, 1862 Pres. Lincoln reads a draft of the first Emancipation Proclamation to the Cabinet, freeing all slaves in the seceded states, but not the border states; at Secretary of State Seward's suggestion, it is withheld until a Union victory. (Alexander)
- July 23, 1862 PRR Board authorizes a contribution of \$50,000 to the state bounty fund for enlistments. (MB)
- July 23, 1862 Northern Central Railway Board rejects the new Baltimore ordinance, 6-1; appoints Stephen Little (1830?-1917) Auditor, replacing Joseph D. Potts made General Manager of the Philadelphia & Erie Railroad. (MB)
- July 23, 1862 Gen. Braxton Bragg begins moving his troops on a 776-mile roundabout rail route to Chattanooga via Mobile, Montgomery and Atlanta. (JSmith)

- July 24, 1862 Public meeting to raise troops held at Philadelphia Board of Trade; PRR pledges \$50,000, Reading \$25,000 and PW&B \$3,000. (Scharf)
- July 25, 1862 Reading leases the Union Canal Company of Pennsylvania. (Munsell/Sch)
- July 26, 1862 A breach cuts the Western Reservoir dam above Johnstown to a depth of 50 feet; the reservoir has only 50 feet of water and drains slowly over 11 hours; as the PRR is abandoning the Western Division, the dam is not repaired. (Kaktins)
- July 26, 1862 Diarist Sidney George Fisher records that in the wake of McClellan's failure, specie has disappeared in Philadelphia and train tickets and postage stamps are being used as money. (FisherDiary)
- July 26, 1862 Lehigh Canal reopens between Easton and Allentown. (LC&N AR)
- July 26, 1862 Route Agent William A. Davis (-1875) begins sorting and distributing mail in transit on the Hannibal & St. Joseph Railroad; this is often claimed as the first Railway Post Office (RPO), although it is an emergency operation, and the first official RPO begins in 1864. (HistRyMail, Long/Dennis)
- July 28, 1862 Pres. B.H. Latrobe of Pittsburgh & Connellsville Railroad writes to PFW&C requesting aid to complete its line between Connellsville and Cumberland. (MB)
- July 28, 1862 Post Office places experimental car for sorting mail in transit in service between Hannibal and St. Joseph, Mo. (AAR)
- July 28, 1862 Richard D. Wood begins a stay of several days in the area north and east of Pottsville where he already owns the Stahl Tract, examining mining operations and land for potential investment in the Schuylkill Coal Field; talks with amateur geologist Enoch W. McGinnis (-) about the extent of the coal deposits. (Wood)
- July 29, 1862 Case of the Joint Companies vs. the Raritan & Delaware Bay Railroad heard at Trenton. (USRR&MR)
- July 29, 1862 PFW&C appoints committee of Cass, Hanna, and Harbaugh to confer with Pittsburgh & Connellsville Railroad; another committee reports failure to make a contract with the Cleveland & Pittsburgh Railroad. (MB)
- July 29, 1862 PFW&C Board confirms appointments of Augustus Bradley as Superintendent of the Eastern Division; H.A. Gardiner as Superintendent of the Western Division; John J. Houston as General Freight Agent, and William P. Shinn as General Passenger Agent. (MB)

- July 29, 1862 First units of Gen. Braxton Bragg's army arrive at Chattanooga. (Btls&Ldrs)
- July 29, 1862 Dam of abandoned Western Reservoir of Western Division Canal on South Fork above Johnstown suffers a break; however, the reservoir is less than half full, and there is no damage downstream; the reservoir is reduced to a pond no more than 10 feet deep until it is purchased for conversion to a resort lake in 1879. (McGough - McCullough says 6/10)
- July 30, 1862 N.J. Court of Chancery refuses a preliminary injunction to stop construction of the Raritan & Delaware Bay Railroad. (USRR&MR)
- July 31, 1862 Purchasers of Toledo, Logansport & Burlington Railroad end through running to Logansport, Peoria & Burlington Railroad at State Line (Effner). (Stringham)
- Aug. 1, 1862 New Jersey Railroad Board debates the traffic contract with the Morris & Essex Railroad and makes changes; considers the possibility of running trains from the NJRR at Newark to Hoboken; approves a contract with Devine Burtis of Brooklyn for the new ferry boat *Jersey City*. (MB)
- Aug. 1, 1862 New Jersey Railroad inaugurates a new ferry from Jersey City to Debrosses Street, New York, with *Philadelphia* and one other boat. (AR, HC)
- Aug. 1, 1862 Joint Board meets with its lawyer Joseph P. Bradley on its suit against the Raritan & Delaware Bay Railroad. (MB)
- Aug. 1, 1862 PW&B abandons system of contracting operations and maintenance of way because of war inflation. (AR)
- Aug. 1, 1862 Ebensburg & Cresson Railroad opens between Cresson and Ebensburg, Pa.; operated by PRR under lease of Mar. 6, 1862. ( , C&C)
- Aug. 1862 Thomas Company takes one-year lease of Millville & Glassboro Railroad.
- Aug. 2, 1862 Northern Central Railway Board now accepts the Baltimore ordinance for the new line to Calvert Station, but is told by the City Register that there is no such ordinance on the books. (MB)
- Aug. 2, 1862 Washington, Alexandria & Georgetown Railroad Chief Engineer Silas Seymour reports on surveys. (MB)
- Aug. 3, 1862 Gen. Henry W. Halleck orders Gen. McClellan to evacuate Harrison's Landing on the James and embark by boat for Aquia Creek, from which he is to support Pope's advance. (McPherson)

- Aug. 4, 1862 Lincoln orders a 9-month levy of 300,000 militia from the states on Aug. 15, after which deficiency is to be made up by conscription with no draft exemptions except for telegraphers. (Long, Kamm)
- Aug. 5, 1862 Secretary of War Stanton orders that telegraphers and locomotive engineers will be exempt from draft, but no other railroad employees. (OR)
- Aug. 5, 1862 Federal troops under Gen. Joseph Hooker retake Malvern Hill in one last move against Richmond, but McClellan again loses his nerve and withdraws. (Sears)
- Aug. 5, 1862 Hudson River Railroad Pres. Samuel Sloan writes to NYC Pres. Erastus Corning urging the NYC to buy control of the Hudson River Railroad, which may be had for less than \$1 million; Corning again ignores the suggestion. (Neu)
- Aug. 5, 1862 Schuylkill Haven & Lehigh River Railroad organized. (Munsell/Sch)
- Aug. 6, 1862 Tom Scott asks Secretary of War Stanton to exempt all railroad employees from military service; Stanton replies that this would be too broad, but asks Scott and George W. Cass for more concrete suggestions. (OR)
- Aug. 6, 1862 Baltimore Council passes ordinance over Mayor's veto extending time for Northern Central Railway's extension to Canton; confirms city donation of \$1 million. (ARJ)
- Aug. 6, 1862 *C.S.S. Arkansas*, the last ironclad Confederate gunboat left on the Mississippi, is destroyed by its crew rather than let it fall into Union hands in a failed attempt to recapture Baton Rouge. (Wagner)
- Aug. 8, 1862 Tom Scott proposes that railroad employees in service for three months before the draft call be exempt but that those between 18 and 45 be organized into military companies and drilled at least one day a week; to be at the call of the President in emergencies but otherwise operate railroads; Scott's proposal is based partly on need to keep skilled workers and partly on the likelihood of strikes if the draft is imposed upon railroad men. (OR, Kamm)
- Aug. 8, 1862 PW&B donates \$9,000 to the bounty fund for volunteers. (AR, USRR&MR)
- Aug. 8, 1862 PW&B appoints committee to make arrangement with Philadelphia & Baltimore Central Railroad. (MB)
- Aug. 8, 1862 Tom Scott advises Stanton that PRR has carried five extra trains of

volunteers from Pittsburgh to Harrisburg today and expects more tomorrow. (OR)

- Aug. 9, 1862 Secretary of War Stanton issues draft regulations, locomotive engineers are the only class of railroad labor exempted. (OR)
- Aug. 9, 1862 *New York Times* publishes section of House Committee on Contracts report condemning Simon Cameron's and Tom Scott's conflict of interest; attacks PRR and Northern Central Railway charging local rather than through rates on cattle; notes that PRR's profits are up 40% over 1860 and NC profits up nearly 100%; endorses B&O charge that Cameron boycotted their road unfairly. (Kamm)
- Aug. 9, 1862 Washington, Georgetown & Alexandria Railroad Board authorizes securing an ordinance from Alexandria legalizing the connection with the Orange & Alexandria Railroad built by the military. (MB)
- Aug. 9, 1862 PFW&C Pres. Cass rejects Cleveland & Pittsburgh proposal to lease one track or right of way on south side of PFW&C between Rochester and Allegheny City. (MB)
- Aug. 9, 1862 Stonewall Jackson defeats advance units of Pope's army under Gen. Nathaniel P. Banks at Cedar Mountain south of Culpeper, Va., but is forced to withdraw south of the Rapidan. (McPherson)
- Aug. 10, 1862 Confederate cavalry under John Hunt Morgan cuts the Nashville & Chattanooga Railroad at Gallatin, Tenn., ending the flow of supplies to Union forces under Gen. Don Carlos Buell operating against Chattanooga. (BtIs&Ldrs)
- Aug. 12, 1862 New Jersey Court of Chancery refuses to grant an injunction against the Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad. (MB)
- Aug. 12, 1863 West Jersey Railroad Board agrees to subscribe \$15,000 to the Salem Railroad and guarantee its bonds. (MB)
- Aug. 12, 1862 Stanton concedes that other classes of railroad employees may be dismissed by government after being drafted if their skills are indispensable, but refuses to grant blanket exemption. (OR)
- Aug. 12, 1862 Gov. Andrew Curtin leaves for Washington to present a plan that will enable counties that have exceeded their draft quotas to offset those that have not; Curtin fears open resistance from the Democratic counties that oppose the war. (NYT)
- Aug. 13, 1862 Tom Scott writes a letter in defense of himself and former Secretary of War

Simon Cameron which is published in the *New York Times* on Aug. 15; charges that most so-called evidence came from B&O officials and that they are disloyal; 40% increase in PRR receipts come from vast increase in non-military traffic, particularly Western cereals diverted from Mississippi River route, not from gouging the government for military transportation; however, PRR annual reports do not break down civilian vs. military traffic. (NYT, Kamm)

- Aug. 13, 1862 Shamokin Valley & Pottsville Railroad Board authorizes the lessee of the Lancaster Colliery to take coal from the adjacent Lambert Tract. (MB)
- Aug. 13, 1862 Dayton & Western Railroad stockholders approve the July 28, 1852, merger contract with the Indiana Central Railway. (MB)
- Aug. 14, 1862 Army of the Potomac finally begins leaving Harrisons Landing for Aquia Creek. (Sears)
- Aug. 14, 1862 Quartermasters Dept. makes a mandatory charter of the Weems Line steamboat *George Weems*; the Weems fleet remains under government control for the rest of the war; the *Patuxent* is sold in 1865 and the others returned. (Holly)
- Aug. 14, 1862 Faced with a deterioration of his railroad supply, Gen. John Pope writes to Gen. Henry W. Halleck requesting that Herman Haupt return to take charge of railroad matters in his department. (OR)
- Aug. 14, 1862 Gen. E. Kirby Smith (1824-1893) leaves Knoxville for an advance on Lexington, Ky., as the eastern wing of Gen. Bragg's two-pronged invasion of Kentucky. (BtIs&Ldrs)
- Aug. 15, 1862 With McClellan leaving, Gen. Lee leaves Richmond with the remainder of the Army of Northern Virginia to attack Pope. (McPherson)
- Aug. 15, 1862 Diarist Sidney George Fisher has his horse spooked by one of the new "dummy" streetcars on Broad Street. (FisherDiary)
- Aug. 1862 U.S. Military Railroads reopens Orange & Alexandria Railroad from Warrenton Jct. to Culpeper to support Gen. Pope. (OR)
- Aug. 1862 PRR builds an engine house, turntable and coaling platform at Huntingdon for locomotives engaged in the Broad Top coal trade. (FThomsonPapers)
- Aug.? 1862 Erie Railway establishes the Erie Railway Steamboat Company, a line of 9 600-ton propellers running between Dunkirk and Toledo. (ARJ - earlier - verify Barrett)

- Aug. 16, 1862 McClellan completes evacuation of Harrison's Landing and moves to Alexandria and Aquia Creek; Halleck warns Pope to draw back until he can be reinforced. (Long, McPherson)
- Aug. 16, 1862 Herman Haupt returns to Washington and takes charge of rebuilding the Orange & Alexandria Railroad. (Johnston)
- Aug. 16, 1862 Future PRR Chief Engineer William H. Brown (1836-1910) returns home to Goshen, Lancaster County, with yellow fever contracted while rebuilding the Orange & Alexandria Railroad between Warrenton Jct. and Culpeper, 21 miles, in 7 days, including a large bridge over the Rappahannock River. (FThomsonPapers, CInl&RevFmlsPa)
- Aug. 18, 1862 N.J. Court of Chancery refuses a permanent injunction sought by the Joint Companies to halt construction of the Raritan & Delaware Bay Railroad. (USRR&MR)
- Aug. 18, 1862 PRR Board authorizes \$47,000 compensation to J. Edgar Thomson for his risk of personal credit in assets in securing the completion and protection of the PFW&C; also raises his salary to \$12,000 per year eff. July 1, 1862. (MB)
- Aug. 18, 1862 Acting on complaints against company agents, PRR Board orders all company officers and employees to take the loyalty oath devised by the federal government stating the swearer has not taken up arms against the government nor aided those who have. (MB)
- Aug. 18, 1862 Herman Haupt arrives at Gen. Pope's headquarters at Cedar Creek; Haupt is given control of all railroads serving the Army of Virginia, and no officers are to interfere with his operations; after issuing the orders, Pope rides out to discover that the Confederates are advancing against him; he orders a retreat and orders Haupt to evacuate his supply stores northwards from Culpeper. (OR, Haupt)
- Aug. 19, 1862 Gen. Pope has retreated behind the Rappahannock. (Haupt)
- Aug. 20, 1862 First Raritan & Delaware Bay Railroad train runs through to Camden.(USRR&MR)
- Aug. 20, 1862 Northern Central Railway agrees with the Lackawanna & Bloomsburg Railroad that both companies are to furnish 800 cars for the coal trade to Baltimore and divide the rate on the basis of mileage. (MB)
- Aug. 20, 1862 Gen. John Pope orders Herman Haupt to have the whole of the rolling stock on the Orange & Alexandria Railroad brought to Catlett's or Warrenton Jct. so that he can use it to evacuate on short notice, when it is imperative to

- keep it moving to keep the army supplied and reinforced. (Haupt, Johnston)
- Aug. 20, 1862 Richard D. Wood tours the Lackawanna Iron & Coal Company works at Scranton and the coal mines of the DL&W, meeting with Moses Taylor. (Wood)
- Aug. 20, 1862 Lehigh Canal reopens between Allentown and Hokendauqua. (LC&N AR)
- Aug. 21, 1862 LIRR Board authorizes making a new contract with the East River Ferry Company. (MB)
- Aug. 22, 1862 Confederate cavalry under J.E.B. Stuart raids Pope's headquarters at Catletts Station on the Orange & Alexandria Railroad and cuts his telegraph communications with Washington; Stuart also finds Pope's dispatch book containing his battle plans; Herman Haupt evades capture by passing through Catletts about a half hour ahead of Stuart en route to Alexandria. (McPherson, Alexander, Meredith)
- Aug. 22, 1862 Fifteenth Pennsylvania Cavalry, an enlarged version of William Jackson Palmer's Anderson Troop, is mustered into U.S. service at Carlisle just in time to take part in the Antietam campaign; Robert Henry Lamborn has returned to the U.S. to join the cavalry, and both he and his friend Palmer take part in the Battle of Antietam. (Fisher, ANSP)
- Aug. 23, 1862 Gen. McClellan and his staff leave Fort Monroe for Aquia Creek. (Sears)
- Aug. 23, 1862 Herman Haupt restores the Orange & Alexandria Railroad. (Johnston)
- Aug. 23, 1862 Atlantic & Great Western Railroad of Pennsylvania Board hears report of survey of the Eastern Coal Field Branch to Franklin and authorizes construction. (Reynolds)
- Aug. 25, 1862 Joint Companies Executive Committee considers the response to its failure to get an injunction against the Raritan & Delaware Bay Railroad. (MB)
- Aug. 25, 1862 Mine Hill & Schuylkill Haven Railroad Board recommends that its stockholders subscribe to the Schuylkill Haven & Lehigh River Railroad; the MH&SH's share of the SH&LR stock is to be divided pro rata among its own stockholders. (AR)
- Aug. 25, 1862 Stonewall Jackson's troops, having gotten behind Pope's undefended rear through the gaps in the Blue Ridge, cut the Orange & Alexandria Railroad at Bristow, wrecking two southbound supply trains headed for Pope; a third train manages to reverse in time and retreat to Alexandria. (Meredith)
- Aug. 25, 1862 An anonymous article against "The Dummy Engine on Broad Street"

written by Sidney George Fisher is published in the *North American*; Fisher records in his diary that the company has gotten its charter by “sheer bribery.” (FisherDiary - verify where the dummy company runs?)

- Aug. 26, 1862 Stonewall Jackson's army wrecks and plunders Pope's exposed supply trains and base at Manassas Jct., cutting his supply line from Washington, then takes up defensive position along the old uncompleted grade of the Manassas Gap Railroad's Alexandria Extension north of the old Bull Run battlefield. (Clark, McPherson)
- Aug. 28, 1862 Herman Haupt rides out to Fairfax Station to get first hand information; he returns to Alexandria and sends out a train with 200 sharpshooters; they find the bridge over Pohick Creek 14 miles from Alexandria destroyed; its is repaired in 8 hours with prefabricated trusses, permitting the evacuation of wounded from Fairfax. (Johnston, Haupt)
- Aug. 28, 1862 Philadelphia & Baltimore Central Railroad turns over to Samuel M. Felton \$263,400 in Collateral bonds, \$98,400 in other bonds, and 2,179 shares of stock. (MB)
- Aug. 28, 1862 Braxton Bragg's army of 27,000 begins crossing the Tennessee River at Chattanooga in a drive for Louisville. (BtIs&Ldrs)
- Aug. 29, 1862 Millville & Glassboro Railroad Board agrees to give contractor Charles B. Dungan \$100,000 stock in the Cape May & Millville Railroad on its completion, in addition to the regular payments. (Wood)
- Aug. 29, 1862 Future PRR passenger traffic officer James Paul Anderson (1862- ) born at Beaver, Pa. (PRRBio)
- Aug. 29, 1862 Pope's retreating army attacks Jackson's entrenched troops without success, beginning the Second Battle of Bull Run. (McPherson)
- Aug. 30, 1862 Gen. Robert E. Lee brings up the main body of the Army of Northern Virginia on Jackson's right, defeating the Army of Virginia under Gen. John Pope; in the chaos after the battle, the Orange & Alexandria Railroad is abandoned by the Union with loss of 7 locomotives and 295 cars; future NYP&N Pres. Capt. William Painter (1838-1884) is cited for his contribution in the battle; also future PRR engineer Joseph U. Crawford. (Long, OR, PRRBio)
- Aug. 30, 1862 Herman Haupt dispatches two wrecking and construction trains to Pope's army at Centreville and to clear away the four trains burned at Bull Run, also two trains of forage and food. (Haupt)
- Aug. 30, 1862 Gen. Buell begins a withdrawal northwards towards Nashville and

- Louisville, moving west of Bragg's forces in a race to the Ohio River; Frank Thomson takes part in this campaign. (BtIs&Ldrs, PRRMN, RyW)
- Aug. 31, 1862 Gen. Pope orders all government property at Bristow, Va., and the 4 supply trains, burned to keep them out of Confederate hands: Herman Haupt sends his last supply train for Pope to Fairfax Station. (Haupt)
- Sep. 1, 1862 Joseph P. Bradley reports to the Joint Board on the proposed new contract with the New Jersey Railroad. (MB)
- Sep. 1, 1862 Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad begin operating a line between New York (by steamer to Port Monmouth, N.J.) and Camden in defiance of Camden & Amboy Monopoly and with tacit support of PRR; link between Atsion and Atco is technically the Batsto Branch of the Camden & Atlantic Railroad, but is built and operated by the R&DB. (Baer/Coxey)
- Sep. 1, 1862 Philadelphia City Board of Supervisors approves the extension of a PRR branch from Washington Street to the Gas Works on the Schuylkill River. (MB)
- Sep. 1, 1862 Philadelphia & Erie Railroad opens between Whetham and North Point; begins laying track eastwards from Warren. (AR, USRR&MR)
- Sep. 1, 1862 Quakake Railroad opens a 2.5 mile branch from its main line to Mahanoy City, Pa. (Heydinger/RRH 109)
- Sep. 1, 1862 New York declares the enlargement of the Erie Canal for 240-ton boats officially completed and closes the enlargement and construction accounts as per a law of Apr. 10, 1862; the enlargement had been projected to cost \$23,402,863 but actually cost \$32,008,851; a constitutional amendment limits further expenditures to what can be paid for out of revenues. (Sweet, Shaw, Whitford)
- Sep. 1, 1862 Wood, Morrell & Co. is dissolved and the property reconveyed to the Cambria Iron Company; the members of Wood, Morrell & Co. have reorganized the company, buying out George S. King and Dr. Peter Shoenberger for about \$16,000; Charles S. Wood, Pres.; Edward Y. Townsend, VP; Daniel J. Morrell, General Manager. (Storey)
- Sep. 1, 1862 Banker J. Pierpont Morgan (1837-1913) forms the partnership of J. Pierpont Morgan & Co. with his cousin James Goodwin; it becomes the American agent of his father Junius S. Morgan's London house of George Peabody & Co. (Carosso, Strouse)
- Sep. 1, 1862 Stonewall Jackson's forces clash with those of Gen. John Pope in the Battle

of Chantilly; two popular Union generals, Philip Kearny (1814-1862) and Isaac I. Stevens (1818-1862), are killed; Pope is ordered to fall back towards Washington. (Wagner)

- Sep. 2, 1862 Lincoln restores McClellan to full command in Virginia and removes Pope, who is ordered to bring his army into Washington; the Army of Virginia is merged into the Army of the Potomac; Fairfax, Va., is evacuated. (Long, Haupt)
- Sep. 2, 1862 Herman Haupt's crews finally evacuate Fairfax Station at 5:00 PM, having sent all the wounded to Alexandria. (Haupt)
- Sep. 2, 1862 Union forces evacuate Winchester and fall back to Harpers Ferry. (Morton)
- Sep. 2, 1862 Confederates under E. Kirby Smith (1824-1893) occupy Lexington, Ky.; neutral government flees Frankfort for Louisville. (McPherson)
- Sep. 2, 1862 Martial law declared in Cincinnati and business suspended on learning of approach of Confederate forces under E. Kirby Smith. (Long)
- Sep. 2, 1862 Troy & Greenfield Railroad surrenders its property to the state to satisfy the mortgage. (Ward)
- Sep. 3, 1862 Herman Haupt informs Pres. Lincoln that the U.S. Military Railroads has abandoned the Orange & Alexandria Railroad from about 3 miles west of Alexandria to Culpeper. (Johnston, Canals&RRs)
- Sep. 3, 1862 Enoch W. McGinnis is pressing Richard D. Wood to buy the Belmont Coal Tract near Pottsville at sheriff's sale, which he eventually declines. (Wood)
- Sep. 4, 1862 Camden & Atlantic Railroad and Raritan & Delaware Bay Railroad run a first excursion between Camden and Long Branch. (USRR&MR)
- Sep. 4, 1862 Gen. Robert E. Lee begins crossing the Potomac into Maryland near Leesburg. (Long)
- Sep. 5, 1862 Herman Haupt promoted to Brigadier General of Volunteers for services in Second Bull Run campaign. (DAB, Haupt, Wilson)
- Sep. 5, 1862 Confederates advance on Winchester, Va., which Gen. Lee establishes as his advance base while the bulk of his army is across the Potomac. (B&O AR, Johnston)
- Sep. 5, 1862 Schuylkill Haven & Lehigh River Railroad writes that it will issue its remaining 14,000 shares for construction. (AR)

- Sep. 6, 1862 The advance guard of the Confederates under Stonewall Jackson occupies Frederick, Md. (Long)
- Sep. 6, 1862 Federal forces evacuate Martinsburg, Va., cutting the B&O main line again. (B&O AR)
- Sep. 6, 1862 New Castle & Beaver Valley Railroad Board appoints a committee to confer with the PRR and PFW&C to get them to guarantee the NC&BV's First Mortgage bonds. (MB)
- Sep. 7, 1862 Union forces abandon the Richmond, Fredericksburg & Potomac Railroad between Aquia Creek and Fredericksburg with the loss of 1 locomotive and 57 cars; the major bridges and the wharf at Aquia Creek are also burned: Herman Haupt later condemns this decision as unwise. (OR, Johnston)
- Sep. 7, 1862 Gen. Robert E. Lee issues a proclamation to the people of Maryland saying that he has come as a liberator; while the inhabitants of the Tidewater counties east and south of Washington might agree, his is an invader to predominantly Unionist western Maryland. (Wagner)
- Sep. 8, 1862 Robert E. Lee's troops blow up the B&O's Monocacy Bridge as part of their campaign to cut the B&O in the Frederick-Harpers Ferry-Back Creek area as a prelude to an invasion of Pennsylvania aimed at cutting the PRR at Harrisburg. (B&O AR)
- Sep. 8, 1862 E. F. Drake elected Pres. of the Dayton & Western Railroad; Board gives 6 months notice of ending the contract with the Indiana Central Railway, as it has not abided by the provision for the joint appointment of a General Superintendent. (MB)
- Sep. 8, 1862 National Forge of the Sons of Vulcan, an ironworkers' union, formed at Pittsburgh. (Ware)
- Sep. 9, 1862 Washington, Alexandria & Georgetown Railroad Pres. Alexander Hay reports that the earnings have now paid off the cost of the government's rebuilding of the line, and that the company should now have a fixed contract with the War Dept. (MB)
- Sep. 9, 1862 With little between him and Lee's forces, Alexander K. McClure, Assistant Adjutant General at Harrisburg calls for William Jackson Palmer to take 200 picked men of the Fifteenth Pennsylvania Cavalry, then at Carlisle, to Hagerstown to shadow Lee's movements; Palmer remains in Hagerstown in civilian clothes after sending his men back to picket duty north of town. (Fisher)
- Sep. 9, 1862 Leavenworth, Pawnee & Western Railroad makes construction contract

with Ross, Steele & Co. of Montreal, who have ties to the Joy-Forbes group of Boston investors, to begin building west from Wyandotte, Kan. to Fort Riley and a branch to Leavenworth. (ICC, Anderson, Petrowski)

- Sep. 10, 1862 Tom Scott is summoned to Harrisburg as aide-de-camp to Gov. Andrew Curtin for the defense of Harrisburg; on same day, he dispatches William Bender Wilson, his telegrapher, with a small number of scouts to Williamsport, Md., to spy on Confederate movements. (Wilson)
- Sep. 10, 1862 At urging of Tom Scott, who fears a Confederate thrust up the Cumberland Valley, PRR Board orders General Superintendent Enoch Lewis to regularly drill his employees at Altoona as soldiers so as to be ready to defend the railroad and the state. (MB)
- Sep. 1862 Tom Scott calls Chief Engineer William Hasell Wilson to Harrisburg, along with Col Coppée, a former officer now teaching at the University of Pennsylvania; they view the area around Harrisburg with the object of building earthworks, but the regular army believes it is useless to do anything without military engineers and professional soldiers to man the fortifications. (WHWilson)
- Sep. 10, 1862 Shamokin Valley & Pottsville Railroad Board reports that the Philadelphia & Erie Railroad has finally files a report of the business it conducted over the Philadelphia & Sunbury Railroad in 1857. (MB)
- Sep. 10, 1862 Lee's army marches out of Frederick, splitting into four columns; one of which is to attack Martinsburg and Harpers Ferry. (Wagner)
- Sep. 11, 1862 Washington, Alexandria & Georgetown Railroad Board authorizes paying the certificates of debt issued by the Alexandria & Washington Railroad to the City of Washington. (MB)
- Sep. 11, 1862 Confederates under Gen. James Longstreet (1821-1904) enter Hagerstown, Md.; William Jackson Palmer in civilian clothes pretending to be a farmer, mingles with the troops as a spy. (Long, Fisher)
- Sep. 12, 1862 Meeting held in the Pavilion at Rockaway, N.Y., for a railroad from Brooklyn to Rockaway. (ARJ)
- Sep. 12, 1862 Camden & Atlantic Railroad Board approves giving Drexel & Co. preferred stock for the four years interest in arrears on the First Mortgage bonds. (MB)
- Sep. 12, 1862 William Jackson Palmer manages to telegraph intelligence to Alexander K. McClure at Chambersburg that Lee has split his forces and sent Stonewall Jackson to capture Harpers Ferry. (Fisher)

- Sep. 12, 1862 Stonewall Jackson captures Martinsburg; the first units of the Army of the Potomac march into Frederick; McClellan continues to overestimate the size of the force facing him by over 100%. (Johnston, Wagner)
- Sep. 13, 1862 Members of the Twenty-Seventh Indiana camped near Frederick happen to discover copies of Gen. Lee's battle orders wrapped around some cigars; despite this intelligence, Gen. McClellan still dawdles, giving Lee time to react by sending troops to try to block McClellan in the passes of South Mountain. (Johnston, Wagner)
- Sep. 13, 1862 Matthias W. Baldwin writes to Tom Scott at Harrisburg urging the return of members of the Home Guard to their workshops in Philadelphia because of a labor shortage. (Dawson)
- Sep. 14, 1862 Pennsylvania Gov. Andrew G. Curtin calls for a meeting of northern and border state governors at Altoona to consolidate support for the war. (PaHrtg)
- Sep. 14, 1862 Union forces defeat the Confederates trying to hold the gaps in South Mountain; Lee decides to abandon his plan to invade Pennsylvania and make a stand in Maryland; Longstreet's men begin pulling back from Hagerstown. (Johnston, Wagner, Fisher)
- Sep. 15, 1862 Stonewall Jackson captures Harpers Ferry, which had threatened Lee's rear and supply lines; Col. Dixon S. Miles (1804-1862) surrenders with 12,500 men and all stores, thus failing to link up with McClellan; Miles, who is mortally wounded by a shell, has disposed his forces in a way that leaves them open to attack from the surrounding heights; it is the largest surrender of U.S. forces until the Battle of Corregidor in World War II; Confederates plunder the Armory and B&O rolling stock. (Long, Wilson, wiki)
- Sep. 15, 1862 Confederate forces under E. Kirby Smith arrive at Covington, Ky., opposite Cincinnati, then fall back towards Lexington. (Long)
- Sep. 15, 1862 PW&B resumes construction of the Susquehanna River Bridge, discontinued since the mid-1850s. (AR, USRR&MR)
- Sep. 1862 Atlantic & Great Western Railroad begins negotiations with Jacob N. McCullough of the Cleveland & Pittsburgh Railroad for a third rail into Cleveland and also with the Cleveland & Mahoning Railroad. (Reynolds)
- Sep. 1862 New York & Boston Railroad extended from Medway to West Medway, Mass. (NHCorp, Humphrey)
- Sep. 1862 PRR orders Altoona Shops closed Wednesdays and Saturdays at 3:30 PM to

permit employees to drill. (AltoTrib)

- Sep. 1862 PRR orders all locomotives at Altoona to be kept under steam and ready to evacuate with rolling stock if the Confederates move further north; about 40 locomotives with cars are kept under steam and ready. (altoonaworks.info)
- Sep. 1862 Future PRR VP John P. Green (1839-1924) joins the Army of the Potomac as Assistant Adjutant-General on the staff of Gen. Thomas Leiper Kane (1822-1883); serves through the Chancellorsville and Fredericksburg campaigns until transferred to the western theater. (WBWilson)
- Sep. 1862 Union Canal Company of Pennsylvania is restored to the stockholders after a trusteeship begun in the aftermath of the Panic of 1857. (ARJ)
- Sep. 16, 1862 Herman Haupt presents a new organization for the U.S. Military Railroads to Gen. Henry W. Halleck, but no action is taken at this time. (Haupt)
- Sep. 16, 1862 Gen. McClellan continues to dither making battle plans while believing that Lee's force is three times its actual size; while McClellan delays, most of Jackson's men have reinforced Lee at Antietam, Md. (Wagner)
- Sep. 17, 1862 Gen. McClellan turns back Lee's invasion of the North in the Battle of Antietam, Md.; McClellan refuses to commit his entire force, but stages piecemeal attacks at different points on the front while failing to close Lee's escape route; the single bloodiest day in U.S. history with 3,620 dead and 17,365 wounded on both sides; the Army takes possession of the Cumberland Valley Railroad; during the Antietam campaign, Gen. John F. Reynolds places Joseph D. Potts in charge as military superintendent of the Franklin Railroad; future coal operator Calvin Pardee (1841-1923) is hospitalized for recurring typhoid fever, while his unit sustains heavy casualties; his brother Ario Pardee, Jr. (1839-1901) has his horse killed under him. (OR, Long, Wagner, RyW, Foulke&Foulke)
- Sep. 17, 1862 Herman Haupt inspects the Orange & Alexandria Railroad as far as Bull Run. (Haupt)
- Sep. 17, 1862 Two Confederate agents are arrested near Wilmington after trying to obtain intelligence about the gunpowder mills of E.I. du Pont de Nemours & Company. (Scharf)
- Sep. 17, 1862 Explosion at the Allegheny Arsenal at Lawrenceville claims 74 lives. (StdHistPitts)
- Sep. 18, 1862 LIRR Board authorizes selling the locomotive *Montauk* to the Federal government for \$8,000. (MB)

- Sep. 18, 1862 Herman Haupt orders that all supplies to the front from Baltimore and points south be sent via the B&O and from points north of Baltimore via the York & Cumberland Railroad; that night, Haupt travels to Harrisburg. (Haupt)
- Sep. 18, 1862 To supply Gen. McClellan, Tom Scott runs a special munitions train carrying a total of 2,500 rounds of 20-pound shot; four B&O cars leave Washington at 1:00 AM; leaves Baltimore at 7:27 AM under personal supervision of General Superintendent J.N. Du Barry; six (PRRMN version says 1!) cars added at Harrisburg, arriving at Chambersburg at 12:42 PM with all journal boxes burning from heat; arrive at Hagerstown 4:31 after leaving Baltimore; Robert Pitcairn is stationed in Harrisburg in charge of movements over Cumberland Valley Railroad. (Wilson)
- Sep. 18, 1862 Capt. William Jackson Palmer with two companions cross into Virginia as spies to scout Lee's possible retreat routes; after the Confederates recross the river, Palmer is surrounded, captured and sent to prison in Richmond; because he has changed into civilian clothes in an attempt to escape, he is in danger of being hanged as a spy but manages to avoid recognition. (Fisher)
- Sep. 18, 1862 Future PRR Superintendent Lewis T. Ford (1862-1907) born at Bordentown, N.J. (ATO)
- Sep. 18, 1862 Future PRR VP & General Counsel Clarence Benjamin Heiserman (1862-1946) born at Urbana, Ohio. (WwasW)
- Sep. 19, 1862 Lee recrosses the Potomac, and McClellan does not pursue. (Haupt, Wagner)
- Sep. 19, 1862 Thirteenth & Fifteenth Streets Passenger Railway Company of the City of Philadelphia makes a proposition that if the Camden & Amboy Railroad will pay for building its track between Broad & Washington Streets and Kensington, they will keep it in repair and operate cars with horses between the two depots at 12.5 cents per passenger. (MB)
- Sep. 19, 1862 At 2:30 PM, Herman Haupt arrives at Chambersburg, where he finds Joseph D. Potts in charge with train operated by the PRR bringing Pennsylvania militia forward; Herman Haupt proceeds to Hagerstown and meets with Gov. Andrew Curtin, John A. Wright, Gen. John F. Reynolds and Edward McPherson; Gov. Curtin orders the Pennsylvania militia to retire north of the state line, fearing an imminent attack on Hagerstown; Haupt places Joseph D. Potts in charge of the Franklin Railroad. (Haupt)
- Sep. 20, 1862 New Jersey Railroad Board accepts the Camden & Amboy Railroad's proposed amendment to the C&A contract limiting the CNJ to the number of Harrisburg trains set by the C&A-CNJ contract. (MB)

- Sep. 20, 1862 Herman Haupt travels to the Antietam battlefield, then departs for Washington via Frederick. (Haupt)
- Sep. 21, 1862 B&O restores Monacacy Bridge. (B&O AR)
- Sep. 22, 1862 Tom Scott with assistants Joseph D. Potts, Robert Pitcairn, and David McCargo supervises demobilization of Pennsylvania militia called up for Antietam; Haupt returns to Washington. (Kamm, Haupt)
- Sep. 22, 1862 Using the partial Union victory at Antietam as a pretext, Lincoln issues the Preliminary Emancipation Proclamation freeing those slaves in areas in rebellion as of Jan. 1, 1863; makes it difficult for Confederate sympathizers in the British and French governments to openly support a slave regime; however it antagonizes many Democrats in the North who are willing to fight to restore the Union as it was in 1860 but not for abolition, increasing internal antiwar activities and causing enlistments to fall off. (OR, Shankman)
- Sep. 22, 1862 Confederates abandon Harpers Ferry; raids against the B&O continue until late October. (Johnston)
- Sep. 22, 1862 Judge Gaylord Church issues an opinion that the Atlantic & Great Western Railroad Company of Pennsylvania has the power to build the Eastern Coal Field Branch to Franklin under its original charter, a right which has been challenged by the PRR. (Reynolds, Felton)
- Sep. 22, 1862 Draft enroller, with a posse that includes two cavalrymen, is driven out of Archbald, an Irish mining town near Scranton, by miner's wives, who mob them and pelt them with stones. (Palladino)
- Sep. 23, 1862 Joint Companies order an agreement drawn up accepting proposition of 13th & 15th Streets Passenger Railway Company of the City of Philadelphia for two years, providing no more than half of through trains to South are required to move that way. (MB)
- Sep. 23, 1862 Allegheny County Court of Common Pleas decides suit of Cleveland & Pittsburgh Railroad to condemn the southern part of the PFW&C right-of-way between Rochester and Manchester (Allegheny) in order to obtain an independent connection; can only condemn land not needed by PFW&C. (USR&MR, Church)
- Sep. 23, 1862 Little Miami Railroad Board votes \$2,000 to the military for the defenses of Cincinnati. (MB)
- Sep. 24, 1862 Governors of the Northern States meet for two days at the Logan House in

Altoona to rally morale and call for more troops, thus taking the onus of the draft off the Lincoln Administration; issue joint statement also approving the Preliminary Emancipation Proclamation; only Maryland Gov. Augustus W. Bradford (1806-1881) refuses to sign. (OR, PaHrtg)

- Sep. 24, 1862 Pres. Lincoln invokes martial law and suspends habeas corpus against anyone interfering with enlistments, drafts, or giving aid and comfort to the rebels, providing for courts-martial for all rebels and insurgents, their aiders and abettors. (Wagner, JSmith)
- Sep. 24, 1862 Herman Haupt arrives at Harpers Ferry to examine rebuilding the B&O bridge across the Potomac. (Haupt)
- Sep. 25, 1862 Herman Haupt sends William W. Wright (1824-1882) to Harrisburg to take charge of the Cumberland Valley Railroad. (Haupt)
- Sep. 25, 1862 Toledo, Logansport & Burlington Railway incorporated in Indiana under articles dated Sep. 22 as the reorganization of the Toledo, Logansport & Burlington Railroad. (Church, C&C)
- Sep. 25, 1862 First units of Gen. Don Carlos Buell's Army of the Ohio arrive at Louisville after a forced march, before Gen. Braxton Bragg's forces can move against the city, then turns southeast to confront Bragg. (McPherson, RyW)
- Sep. 26, 1862 Northern Central Railway Board authorizes a second track to Relay. (MB)
- Sep. 26, 1862 Future Star Union Line official Harry Billings (1862- ) born at Quincy, Mass.; son of Lemuel Billings and Mary Rawson Billings. (PRRBio)
- Sep. 27, 1862 Indiana Central Railway Board orders the cancellation of the operating contracts with the Dayton & Western Railroad within 6 months and dividing the rolling stock and other property. (MB)
- Sep. 27, 1862 Chicago, Alton & St. Louis Railroad sold at foreclosure at Joliet for \$1.6 million to Samuel J. Tilden and Louis H. Meyer representing the Third Mortgage bondholders. (ARJ, ICC)
- Sep. 29, 1862 Lehigh Canal reopens as far as Mauch Chunk after the great flood of June; the Upper Grand Section above Mauch Chunk remains out of service. (AR, USRR&MR)
- Sep. 30, 1862 Joint Board appoints a committee to visit the War Dept. to discuss the transportation of troops. (MB)
- Sep. 30, 1862 Quakake Railroad (Black Creek Jct.-Delano) sold at foreclosure to Asa Packer and associates, who are bondholders. (Baird)

- Sep. 30, 1862 Herman Haupt leaves the front for Boston to visit his family and attend to Hoosac Tunnel business. (Ward)
- Oct. 1, 1862 Joint Companies sign new agreement with New Jersey Railroad & Transportation Company, ending the war begun in 1859 in the face of common threat from the Raritan & Delaware Bay Railroad and its appeal to Congress; agree to continue the existing contract beyond the end of the Monopoly on Jan. 1, 1869; increases NJRR's share of revenue from through passenger service from 1/6 to 1/5 retroactive to July 1, 1861; after Jan. 1, 1869, NJRR may participate in through rates on freight at the same 1/5 percentage; NJRR is refrain from carrying freight by any other route between Philadelphia and New York, except NJRR may carry freight from CNJ at Elizabeth, providing the number of trains run via Harrisburg conforms to Camden & Amboy-CNJ contract of 1860; each company pledges not to work in opposition to the other. (MB)
- Oct. 1, 1862 Morris & Essex Railroad agrees to purchase the New Jersey Railroad & Transportation Company's branch between East Newark Jct. and the Morris & Essex depot on Broad Street, Newark. (DL&WCorps - verify)
- Oct. 1, 1862 C.V. Fisher appointed Resident Engineer of the Northern Central Railway's Canton Division. (AR)
- Oct. 1, 1862 Oil Creek Railroad opens for revenue service between Corry on Philadelphia & Erie and Titusville, Pa., in the Oil Region; 6'-0" gauge to match Atlantic & Great Western Railroad; first railroad to reach directly into the oil-producing areas; further extension is blocked by pipeline owners for the time being. (USRR&MR, Maybee, C&C - HistCrawfrdCo says Corry to Miller Farm - built by Thomas Struthers and Worthy S. Streator)
- Oct. 1, 1862 Receiver of Eaton & Hamilton Railroad begins operating that part of the Richmond & Miami Railway between Richmond and Neels (6.03 miles) under temporary arrangement pending decision of suit pending in Indiana Supreme Court. (Church)
- Oct. 1, 1862 Toledo, Logansport & Burlington Railway organized; New York banker John Stewart Kennedy (1830-1909), Pres. (Church, C&C)
- Oct. 3, 1862 Richard D. Wood records that speculation in stocks is rife at Philadelphia, with prices risen 10% in one month. (Wood)
- Oct. 3, 1862 Coal shipments resume over the Lehigh Canal from East Mauch Chunk following flood repairs. (LC&N AR)
- Oct. 4, 1862 Pa. Gov. Curtin returns PRR's \$50,000 contribution to relief of soldiers as

there is no official way of distributing it. (Wilson)

- Oct. 4, 1862 Provisional Confederate government of Kentucky is sworn in at Frankfort but forced to flee the state within four hours. (FactsStates)
- Oct. 4, 1862 Gen. William S. Rosecrans defends Union control of the strategic railroad junction of Corinth, Miss., after fierce attacks by the Confederates under Gen. Earl Van Dorn. (Meredith)
- Oct. 6, 1862 PRR Road Committee authorizes purchase of land to remove main tracks from street in Pittsburgh; declines proposal of Cassidy & Daniels to furnish restaurant cars; authorizes construction of 200 coal cars to be used east of Allegheny Mountain providing Reading does the same; authorizes receiving from Wood, Morrell & Co. (Cambria Iron Works) \$50,000 in First Mortgage bonds of the New Castle & Beaver Valley Railroad, which it had received from the NC&BV for purchase of rails; NC&BV is to be connected with the Cleveland & Mahoning Railroad to establish a 4'-9¼" compromise gauge line between Pittsburgh and Cleveland; PFW&C is to be regauged as far as Homewood. (MB)
- Oct. 6, 1862 Pa. Gov. Andrew Curtin orders that those aliens previously exempt from the draft who become citizens in order to vote in the upcoming elections are to be put on the draft rolls. (NYT)
- Oct. 6, 1862 An armed mob, which has driven draft enroller William Ziegler from the mine patch town of Heckschersville in Cass Township, Schuylkill County, pursues him to New Castle; he flees again, but the mob remains in control of the town. (MnrsJrnl)
- Oct. 7, 1862 Schuylkill County Sheriff John Rausch assembles 70 militia men as a posse to confront the rioters at New Castle. (MnrsJrnl)
- Oct. 7, 1862 Herman Haupt learns that the Confederates have rebuilt the Orange & Alexandria Railroad bridge over the Rappahannock and are running a train to Bristow to carry off the disabled equipment left there by Pope. (Haupt)
- Oct. 8, 1862 PRR Board tables the application of Cassidy & Daniels to operate restaurant cars on the PRR. (MB)
- Oct. 8, 1862 PRR Board approves aid to the New Castle & Beaver Valley Railroad to secure a Pittsburgh-Cleveland line of 4'-9¼" compromise gauge, providing the Cleveland & Mahoning Railroad also converts to that gauge and extends to New Castle. (MB)
- Oct. 8, 1862 Shamokin Valley & Pottsville Railroad Board reads a letter from Charles L. Borie, Pres. of the Green Mountain Coal Company, authorizing the parties

who are to lease the Isaac Taylor Tract from the SV&P to build a breaker on their land; later site of the Pennsylvania Breaker. (MB)

- Oct. 8, 1862 B&O restores Harpers Ferry bridge and line reopens as far west of Harpers Ferry as protected by Federal troops. (B&O AR)
- Oct. 8, 1862 Gen. Don Carlos Buell turns back Confederate Gen. Braxton Bragg's invasion of Kentucky at Perryville; Bragg withdraws to the east, but Buell follows too slowly and is replaced by William S. Rosecrans. (McPherson)
- Oct. 8, 1862 Schuylkill County Sheriff John Rausch and his posse proceed to Heckschersville; a Democrat, he proves reluctant to take any rioters prisoner, and they are allowed to disperse. (MnrsJrnl)
- Oct. 8, 1862 Herman Haupt refuses to surrender his claims against the Troy & Greenfield Railroad to the state of Massachusetts; on the same day, he returns to Washington. (Ward)
- Oct. 9, 1862 Joint Companies Executive Committee authorizes beginning construction of the straight line between Deans Pond and Trenton. (MB)
- Oct. 9, 1862 Herman Haupt recommends bulletproof metal locomotive cabs to Gen. McClellan. (Haupt)
- Oct. 9, 1862 Property of the former Western Division of the Ohio & Mississippi Railroad (Illinois) deeded to the new Ohio & Mississippi Railway (Illinois). (ICC)
- Oct. 10, 1862 Confederate cavalry under Gen. J.E.B. Stuart (1833-1864) crosses the Potomac at Williamsport on a mission to plunder all the horses and supplies he can find in Pennsylvania and kidnap local officials to ransom for Confederate prisoners of war. (Carhart)
- Oct. 10, 1862 Camden & Atlantic Railroad Board authorizes free passage for all sick and disabled Union soldiers. (MB)
- Oct. 10, 1862 Eaton & Hamilton Railroad Board reports that the portion in Indiana has been sold and reorganized as the Richmond & Miami Railway; authorizes making a temporary arrangement with it, effective Oct. 1; also will dispute their claim to the property. (MB)
- Oct. 10, 1862 Draft officer accompanied by the military and a priest goes to Archbald, Pa., a mine patch north of Scranton; at night, they are confronted by a mob and fire into it, killing a bystander and injuring 10-15. (LuzUnion)
- Oct. 11, 1862 Confederate cavalry under J.E.B. Stuart raids Chambersburg, destroying railroad shops, station and equipment on the Cumberland Valley Railroad;

they are unable to destroy the railroad bridge over Conococheague Creek, which is made of iron. (AR, Long, Alexander)

- Oct. 11, 1862 Altoona Militia force of 500 men called up and sent to Mount Union in a special train to protect PRR from possible Confederate advance from Chambersburg; returns when danger has passed. (AltoTrib)
- Oct. 11, 1862 Philadelphia & Trenton Railroad authorizes making a contract with Navy Yard, Broad Street & Fairmount Passenger Railroad, a unbuilt street railroad, for transferring passengers and baggage to PW&B; A.H. Thomson elected Treasurer, replacing John R. Thomson. (MB)
- Oct. 11, 1862 Future Superintendent Andrew Jackson Whitney, Jr. (1862-1931), born at Harrisburg, Pa.; son of Andrew Jackson Whitney (1829-1914) and Olive Amelia Maynard Whitney (1838-1911). (PRRBio, ancestry)
- Oct. 12, 1862 Gen. J.E.B. Stuart recrosses the Potomac at White's Ford, having collected about 1,200 horses and about 30 hostages. (Carhart)
- Oct. 12, 1862 On the recommendation of Herman Haupt, the U.S. Military Railroads finally decides against restoring the Winchester & Potomac Railroad, as it would have to be completely rebuilt with T-rail. (Johnston)
- Oct. 13, 1862 Future underwater tunnel engineer John Vipond Davies (1862-1939) born at Swansea, Wales. (DAB)
- Oct. 13, 1862 Troy & Greenfield Railroad surrenders its property to the Commonwealth of Massachusetts under the terms of the state loans and mortgages; is completed from North Adams to the New York state line; but work on the Hoosac Tunnel is bogged down. (ICC)
- Oct. 14, 1862 Election day in Pennsylvania; Union ticket carries Philadelphia; Schuylkill County posts a Democratic majority; in Cass Township mobs intimidate Republican voters and keep them away from the polls; Democrats gain in four northern states. (NYTrib, MnrsJrnl, Wagner)
- Oct. 14, 1862 Franklin B. Gowen (1836-1889), the son of Ulster Irish Philadelphia merchant James Gowen (1787-1871) and a spellbinding legal orator and failed coal operator, is elected District Attorney by the Democratic majority of Schuylkill County; at this time, Gowen does little to prosecute violent acts by the Irish, whose votes sustain the Democrats' majority. (Broehl)
- Oct. 14, 1862 Northern Central Railway Master of Machinery C. M. Lewis has supposedly ordered all employees to vote for Joseph Baily for Congressman from York or be fired. (MB)

- Oct. 15, 1862 169<sup>th</sup> New York Volunteers arrive at Philadelphia via the Raritan & Delaware Bay-Camden & Atlantic route; take supper at the Cooper Shop Refreshment Saloon and depart for Washington on the PW&B. (NYTrib)
- Oct. 15, 1862 Cleveland & Pittsburgh Railroad denies application of Atlantic & Great Western Railroad for a third rail between Ravenna and Cleveland but agrees to interchange with A&GW at Ravenna. (MB)
- Oct. 1862 Camden & Amboy Railroad is building men's and women's waiting rooms on the end of the Walnut Street pier in Philadelphia, with a ticket office between. (ARJ)
- Oct. 1862 Pres. Edward Miller for the Philadelphia & Erie Land Company purchases the farm of William Baird that becomes the site of Renovo, Pa.; northern portion sold to Philadelphia & Erie as site for its main shops. (Rosenberger, clintoncogensociety)
- Oct. 1862 Secretary of the Treasury Salmon P. Chase appoints Jay Cooke his special agent for selling the \$500 million, 6%, 5-20 loan; Cooke devises the hard-sell advertising methods that will be used to sell bonds in World Wars I & II; Cooke eventually employs 2,500 subagents around the country to sell the bonds to small investors. (Larson, Carosso)
- Oct. 1862 War Dept. begins demolishing the first Hygeia Hotel at Old Point Comfort, Va., to clear the defenses of nearby Fort Monroe; the hotel is demolished by the end of the year; a new hotel will be built after the war. (NYT, hampton.gov/fort)
- Oct. 16, 1862 Drawing of the draft begins in Pennsylvania. (McClure)
- Oct. 16, 1862 Fall Brook Coal Company assumes operation of the Blossburg & Corning Railroad from the Tioga Railroad. (ICC)
- Oct. 17, 1862 PRR Road Committee authorizes Pres. Thomson to confer with the Reading on aiding the Huntingdon & Broad Top Mountain Railroad & Coal Company through the purchase of 200 coal cars. (MB)
- Oct. 17, 1862 Anthracite coal miners in Blakely, Luzerne County, begin opposition to the enrollment for the draft; the militia is called out and engages in a fire fight with the Irish miners. (Long, NYT)
- Oct. 17, 1862 Secretary of War Stanton orders Herman Haupt to inspect the Cumberland Valley Railroad and take possession of it if necessary, as local agents have not been giving military shipments priority. (Haupt)
- Oct. 17, 1862 Richard D. Wood meets with A.S. & E. Roberts, who propose to buy two-

thirds of his interest in the Broad Top Improvement Company. (Wood)

- Oct. 18, 1862 Morris & Essex Railroad notifies the New Jersey Railroad that it will terminate its contract for through service to Jersey City on Oct. 13, 1863; New Jersey Railroad agrees to consult with the Camden & Amboy Railroad over an extension of the Millstone Branch to the Delaware River. (MB)
- Oct. 18, 1862 Pottsville *Miners Journal* reports that the Lykens Valley coal land owners are planning to build a railroad eastward that will connect with the Mine Hill & Schuylkill Haven Railroad and the projected Schuylkill Haven & Lehigh River Railroad for New York. (MnrsJrnl)
- Oct. 18, 1862 New Castle & Beaver Valley Railroad Board appoints a committee to confer with the PRR, PFW&C and Cleveland & Mahoning Railroad about placing the MC&BV bonds. (MB)
- Oct. 18, 1862 Columbus & Xenia Railroad agrees to purchase \$40,000 bonds of Indiana Central Railway to aid its extension to Richmond. (MB)
- Oct. 18, 1862 Schuylkill County draft commissioner John P. Hobart completes the draft selection for all but the borough of St. Clair, Cass Township and North Manheim; 1,284 men are enrolled, of whom 308 are later rejected as aliens or unfit. (MnrsJrnl)
- Oct. 18, 1862 Richard D. Wood agrees to buy from L.T. Walton a one-third interest in the Broad Top Improvement Company land, with A.S. & E. Roberts taking two-thirds. (Wood)
- Oct. 19, 1862 Confederates begin several days of destroying all B&O facilities at Martinsburg and over 20 miles of main line. (B&O AR)
- Oct. 19, 1862 Confederate cavalry raider John Hunt Morgan takes Lexington, Ky. (McPherson)
- Oct. 20, 1862 Philadelphia & Trenton Railroad Board authorizes signing a contract with the Navy Yard, Broad Street & Fairmount Passenger Railroad. (MB)
- Oct. 21, 1862 Cincinnati, Wilmington & Zanesville Railroad defaults on First Mortgage interest payments under court ordered plan. (Church)
- Oct. 21, 1862 Little Miami Railroad Board votes to subscribe for \$40,000 bonds of a new railroad to be built from Richmond to the Ohio state line to connect with the Dayton & Western Railroad. (MB)
- Oct. 21, 1862 West end of Peoria & Oquawka Railroad between Peoria and East Burlington sold at foreclosure to James F. Joy for CB&Q interests for \$2.32

million; becomes part of Burlington system, while the east end becomes part of the Toledo, Peoria & Western. (RRH 82, ARJ - check ICC for when renamed Peoria & Burlington)

- Oct. 21, 1862      Some miners in the Anthracite Region walk off the job to protest the draft; starting in Cass Township, Schuylkill County, they parade from mine to mine calling on the men to resist the draft; in a few days, coal shipments to Port Richmond are cut as much as 50%. (Brks&SchJrnl, USRR&MR)
- Oct. 22, 1862      PRR orders termination of the firm of Magraw & Koons as PRR Baltimore freight agents because of alleged Confederate sympathies; agency contract terminated Jan. 1, 1863, and Charles H. Koons becomes a joint PRR/NC employee. (MB)
- Oct. 22, 1862      Militia sent in force with a small cannon to Blakely, Luzerne County, to restore order and permit the draft enrollment to take place; also trouble at Carbondale and Scranton. (NYT)
- Oct. 22, 1862      Armed men in Schuylkill County stop a Schuylkill & Susquehanna Railroad train carrying draftees to Camp Curtin at Harrisburg near Tremont and offer protection to any who want to desert; a large anti-draft parade is held at Tremont; Gov. Andrew Curtin telegraphs Secretary of War Edwin M. Stanton that the draft is facing armed resistance; Stanton authorizes sending regular army units and the Anderson Cavalry stationed at Carlisle and tells Curtin to call on Gen. John E. Wool (1784-1869) commanding the Middle Dept. for further reinforcements. (OR - Lewis has train stopped MnsJrnl 10/20?)
- Oct. 23, 1862      LIRR Board authorizes a survey from Syosset to Huntington. (MB)
- Oct. 23, 1862      Ashbel Welch appointed VP of the Camden & Amboy Railroad. (MB)
- Oct. 23, 1862      Philadelphia City Councils pass a resolution asking Mayor Alexander Henry (1823-1883) to postpone calling the draft until they can fill the quota with volunteers; city is to pay a \$200 bounty to volunteers above federal payments; the city is short by 3,000 men; Pennsylvania Draft Commissioner Alexander K. McClure is ordered to revise the quota and suspend the draft in Philadelphia lest it endanger the slim Republican majority in the city. (NYT, McClure)
- Oct. 23, 1862      Gov. Andrew Curtin calls on Secretary of War Edwin M. Stanton for 1,000 regulars to be stationed in Schuylkill, Carbon and Luzerne Counties; Gen. Henry W. Halleck orders Gen. John E. Wool to go to Harrisburg to view the situation and consult with Curtin; Alexander K. McClure fears the political ramifications of armed insurrection in the North and obtains Lincoln's off-the-record assent to cook the figures to make it appear that the draft has

been enforced; this is done by claiming that the quota has been met by men who volunteered in the cities rather than in their home townships, and on this basis, the draft in Cass Township is declared filled without additional conscripts. (OR, McClure)

- Oct. 24, 1862 Gen. Don Carlos Buell is relieved of the command of the Army of the Ohio, which is redesignated the Army of the Cumberland, and replaced by William S. Rosecrans. (JSmith)
- Oct. 25, 1862 Atlantic & Great Western Railroad holds an opening excursion between Corry and Meadville, Pa.; revenue service begins Nov. 10. (Reynolds, Felton, Minor)
- Oct. 25, 1862 Gov. Andrew Curtin informs Secretary of War Edwin M. Stanton that disorders in Schuylkill County have ceased. (OR)
- Oct. 26, 1862 Gen. McClellan crosses the Potomac at Berlin, which has the effect of forcing Confederate soldiers away from the B&O. (Johnston)
- Oct. 26, 1862 Herman Haupt informs Gen. McClellan that the upper 18 miles of the Alexandria, Loudoun & Hampshire Railroad have been destroyed by Gen. Lee but that his army can be supplied by the Orange & Alexandria and Manassas Gap Railroads; Haupt is particularly upset at Gen. Burnside's needless destruction of the Richmond, Fredericksburg & Potomac Railroad and its wharf at Aquia Creek. (Johnston)
- Oct. 26, 1862 After Bishop James F. Wood of Philadelphia travels to Schuylkill County to calm tensions, Catholic priests preach sermons against resisting the authorities. (Palladino)
- Oct. 27, 1862 City of Pittsburgh authorizes new \$1.8 million issue of 4%, 50-year bonds to be exchanged for old bonds issued to buy railroad stocks. (Church)
- Oct. 28, 1862 Pres. George W. Cass reports to PFW&C Board that B.H. Latrobe of Pittsburgh & Connellsville failed to keep his appointment with Cass in New York during the summer. (MB)
- Oct. 28, 1862 Future Purchasing Agent Montgomery Smith (1862- ) born at Philadelphia. (PRRBio)
- Oct. 29, 1862 PRR grants general wage increase because of war inflation. (MB)
- Oct. 29, 1862 PFW&C Board agrees to aid the New Castle & Beaver Valley Railroad by buying \$50,000 of its First Mortgage bonds; agrees to grant running rights between Rochester and Manchester to the Cleveland & Pittsburgh Railroad for \$75,000 per year. (MB)

- Oct. 29, 1862 Broad Top Improvement Company agrees to a sale of its property of over 7,000 acres for \$110,000 to Richard D. Wood, Algernon S. Roberts and Edward Roberts. (Wood)
- Oct. 30, 1862 Former Little Miami Railroad Chief Engineer Gen. Ormsby MacKnight Mitchel (1809-1862) dies of yellow fever at Beaufort, S.C., where he had been in command of Union forces. (DAB)
- Oct. 30, 1862 Greenville & Miami Railroad (Dodson-Union City) sold at foreclosure to Henry C. Stimson and Samuel J. Tilden for \$1,000. (B&O Corp, RysofDarkeCo)
- Oct. 30, 1862 Future coal operator Calvin Pardee is invalided out of the Army of the Potomac after recurring bouts of typhoid fever. (Foulke&Foulke)
- Oct. 1862 Camden & Amboy begins construction of straight line between Deans Pond (north of Monmouth Jct.) and Trenton.
- Oct. 1862 Bald Eagle Valley Railroad opens between Tyrone Jct. (Vail) and Port Matilda, Pa.; rails down as far as Martha Furnace. (USRR&MR, ARJ)
- Oct. 31, 1862 Future PRR Freight Claim Agent Robert Leighton Franklin (1862- ) born at Lancaster, Pa.; son of Thomas Emlen Franklin, Attorney General under Gov. William F. Johnston and grandson of Walter Franklin, Attorney General under Gov. Simon Snyder. (PRRBio)
- Fall 1862 James L. Hutchings of New York builds the first successful pipeline for Barrows & Co. from the Tarr Farm to a refinery 1,000 feet away. (Johnson)
- Nov. 1, 1862 Western Maryland Railroad completed to Union Bridge; no further work until after the Civil War. (WM)
- Nov. 1, 1862 Herman Haupt of U.S. Military Railroads issues "Suggestions on the most expeditious mode of destroying bridges and locomotive engines"; he begins distributing a light torpedo for destroying bridges. (OR, Haupt, Ward)
- Nov. 1, 1862 Wiggan & Treibler ship the first train of anthracite coal eastward from the Mahanoy Field via the East Mahanoy Railroad and the East Mahanoy Tunnel. (MnrsJrnl)
- Nov. 1, 1862 Pioneer railroad contractor and CNJ VP John Owen Sterns (1805-1862) dies of a heart attack. (RREmply)
- Nov. 1, 1862 Property of the St. Louis, Alton & Chicago Railroad conveyed to the new Chicago & Alton Railroad. (ICC)

- Nov. 2, 1862 Republican William Cannon (1809-1865) elected Gov. of Delaware over Democrat Samuel J. Jefferson by a very slim margin; Democrats carry the Congressional election and control of both houses of the Legislature; outgoing Democratic Gov. William Burton (1789-1866) charges that Union Army troops have interfered at the polling places; such complaints are simply ignored by the Republican Congress. (Scharf - verify Sobel for date)
- Nov. 4, 1862 Junction Railroad informs West Chester & Philadelphia Railroad it will begin the crossing of its line in West Philadelphia south of Chestnut Street. (MB)
- Nov. 4, 1862 Tom Scott writes to the West Chester & Philadelphia Railroad proposing to pay them \$5,640 for their track between Market Street and Grays Ferry, they to build a new track to the west. (MB)
- Nov. 4, 1862 Republicans retain control of Congress in mid-term elections, but seven states that voted Republican in 1860 go Democratic; New York, New Jersey and Illinois go Democratic; the Union Party carries Massachusetts and Delaware. (Alexander, MnrJrnl)
- Nov. 4, 1862 Peace Democrat Horatio Seymour (1810-1886) is elected Gov. of New York, and ex-Mayor Fernando Wood is elected to Congress in a backlash against the Preliminary Emancipation Proclamation. (Burrows/Wallace)
- Nov. 4, 1862 Democrat Joel Parker (1816-1888) of Monmouth County elected Gov. of New Jersey by a large margin over his Republican challenger Marcus L. Ward (1812-1884) of Newark; Parker defends the Camden & Amboy Monopoly from the attacks by Congressional Republicans. (Sobel)
- Nov. 4, 1862 Gen. McClellan transfers his supply bases from Berlin and the B&O to the Manassas Gap Railroad; McClellan requires 1,500 tons daily, but Haupt has less than 300 cars, less than half the number needed; McClellan is obliged to continue to Warrenton on a branch of the Orange & Alexandria Railroad. (Johnston)
- Nov. 5, 1862 Steamship Committee reports to PRR Board on the Randall patent; would require four ships at \$800,000 each for weekly sailings; because of Confederate raiders, the time is not propitious for further action. (MB)
- Nov. 5, 1862 Lincoln relieves Gen. McClellan as commander of Army of the Potomac for the last time and replaces him with Gen. Ambrose E. Burnside (1824-1881), who assumes command on Nov. 7; McClellan's friend, Gen. Fitz John Porter, is also relieved. (McPherson, Wagner)
- Nov. 6, 1862 A boat damages the draw span of the Long Bridge, interrupting the

movement of supplies to the front in Virginia. (Johnston)

- Nov. 6, 1862 Gens. Halleck and Herman Haupt visit Gen. Burnside at his headquarters; Haupt emphasizes the weakness of the Orange & Alexandria Railroad as a supply line and recommends Burnside make his headquarters at Fredericksburg and rebuild the Richmond, Fredericksburg & Potomac Railroad. (Johnston - may be 11/8?)
- Nov. 6, 1862 Col. J. A. Dahlgren (1809-1870), Chief of the Ordnance Bureau, writes to Tom Scott complaining of delays in shipping supplies to the Federal squadron on the Western rivers and asking that a person from the PRR be appointed to supervise movements. (FThomsonPapers)
- Nov. 1862 Future PRR Chief Engineer William H. Brown (1830-1910) leaves the U.S. Military Railroads and is appointed Assistant Engineer on the Pittsburgh & Steubenville Railroad. (WBWilson)
- Nov. 8, 1862 Beaver Meadow Railroad reopens from the mines to the Lehigh Canal and Lehigh Valley Railroad connection at East Mauch Chunk for the first time since the June flood
- Nov. 9, 1862 James Sproat Green (1792-1862), one of the first directors and Treasurer of Camden & Amboy Railroad, dies at Princeton at age 71. (PubLdgr - TrueAm has 11/8)
- Nov. 10, 1862 Herman Haupt orders Frank Thomson to go to Harrisburg to keep track of cars passing from one railroad to another there; orders William W. Wright to rebuild the wharf at Aquia Creek and the Richmond, Fredericksburg & Potomac Railroad to Fredericksburg to support Gen. Burnside's advance. (FThomsonPapers, Haupt)
- Nov. 10, 1862 William Bender Wilson returns to the PRR from the Military Telegraph Service as General Lost Car Agent; spends the rest of his long PRR career in Philadelphia-area posts in the Freight Dept. (WBWilson)
- Nov. 10, 1862 Atlantic & Great Western Railroad opens for revenue service between Corry and Meadville. (Reynolds, Minor)
- Nov. 10, 1862 New Castle & Beaver Valley Railroad Board accepts the terms of the PFW&C; the PFW&C agrees to take \$50,000 in NC&BV First Mortgage bonds; the PFW&C is to change its gauge between Pittsburgh and Homewood to 4'-9¼", and the NC&BV is to be built at that gauge; they are to try to get the Cleveland & Mahoning Railroad to change its gauge to 4'-9¼" and extend to New Castle within 18 months of Sep. 9, 1862, providing it does not create a competing line to Chicago or the Northwest; Board authorizes the purchase of 1,400 tons of iron with the advice of Tom Scott

and George W. Cass. (MB)

- Nov. 10, 1862 Alexander T. Stewart opens an eight-storey department store covering the block between 9<sup>th</sup> & 10<sup>th</sup> Streets & Astor Place in New York City; designed by James Bogardus (1800-1874), it is the world's largest cast iron front building and is staffed by nearly 1,000 employees; the upper floors house a garment factory; as in previous wars, New York City is booming on war contracts. (Fanebust, Burrows/Wallace, Trager)
- Nov. 11, 1862 Herman Haupt requisitions a large number of Schuylkill Canal boats which are to be lashed together to create car floats between Washington and Aquia Creek; two boats are lashed side-by-side with 8 transverse tracks carrying 8 cars, or half a train. (Haupt)
- Nov. 12, 1862 Sacked Gen. George B. McClellan arrives in Trenton, N.J., on the Owl train. (TrueAm)
- Nov. 12, 1862 Shamokin Valley & Pottsville Railroad Pres. James S. Biddle reports he has leased the mining on the Isaac Taylor Tract to Hoover & Klinger. (MB)
- Nov. 13, 1862 Gen. George B. McClellan is feted by crowds at his temporary home at the State Street House in Trenton; the heavily Democratic citizenry subscribes to McClellan's view of the war; McClellan soon moves to New York City, where Democratic Party National Chairman August Belmont begins grooming him for the presidency in 1864. (TrueAm, Burrows/Wallace)
- Nov. 14, 1862 Excursion opens Hoboken Land & Improvement Company railroad between East Newark Jct. and Hoboken, using the New York & Erie Railroad tunnel through Bergen Hill; runs over New Jersey Railroad between East Newark Jct. and the Morris & Essex at Broad Street, Newark; revenue service begins Nov. 19; Morris & Essex is bound by contract to keep using New Jersey Railroad until Oct. 13, 1863. (MB, USRR&MR, NYT, Taber)
- Nov. 14, 1862 PFW&C Board approves aid to the New Castle & Beaver Valley Railroad and change its track gauge to a compromise 4'-9¼" as far as Homewood, providing that the PFW&C supervise the construction of the NC&BV and lease it when done and that it not become part of a rival route to Chicago via Cleveland; rejects request of the Cleveland & Pittsburgh Railroad to have its trackage rights extended from Manchester to the Canal Bridge in Allegheny City; hears proposal of Hitchcock, McCurry & Co. to lease a 200,000-bu. grain elevator at Pittsburgh if the PFW&C will build it. (MB)
- Nov. 14, 1862 Future PRR VP John Gilmour Rodgers (1862-1923) born at Philadelphia. (MB)

- Nov. 15, 1862 Army of the Potomac begins moving southward from Warrenton towards Fredericksburg. (Long)
- Nov. 15, 1862 Leavenworth, Pawnee & Western Railroad files acceptance of the Pacific Railway Act. (Petrowski)
- Nov. 1862 Camden & Amboy Railroad is double-tracking its line between Bordentown and Camden. (USRR&MR)
- Nov. 1862 PW&B has completed double track to a point below the Lazaretto and several miles below Wilmington; the old circular Wilmington roundhouse has been razed and replaced by a 23-stall open roundhouse. (PubLdgr)
- Nov. 1862 Judgements against the City of Pittsburgh on its railroad debt now total \$294,277, and bondholders have issued attachments against the water works and other city property through the U.S. courts; eventually, Pittsburgh, Allegheny and Allegheny County have to pay the whole debt with interest; the debt also delays the consolidation of the city of Pittsburgh, as the suburban boroughs have to wish to be subject to the city's railroad tax burden. (StdHistPitts)
- Nov. 17, 1862 Western Transportation Company Board authorizes the sale of the Pittsburgh & Steubenville Railroad First Mortgage bonds; authorizes beginning all heavy grading and tunnel work and approves a revised contract with James Andrews of Allegheny to build the P&S; Alexander J. McDowell replaces Joseph D. Potts as Secretary. (MB)
- Nov. 17, 1862 War Dept. seizes the Richmond, Fredericksburg & Potomac Railroad to support the Fredericksburg Campaign; is rebuilt by William W. Wright of the U.S. Military Railroads. (OR)
- Nov. 19, 1862 Confederate units under Gen. James Longstreet occupy heights south of Fredericksburg before Burnside's pontoon bridges arrive and he can place troops south of the Rappahannock River. (Long)
- Nov. 19, 1862 PW&B committee reports that it has purchased 2,179 shares and \$426,100 in First Mortgage bonds of Philadelphia & Baltimore Central Railroad for \$212,342 and will end receivership; Board authorizes contract with Reading to construct coal pier at New Castle at joint expense to be used when ice blocks the Delaware River further north. (MB)
- Nov. 1862 Camden & Amboy Railroad has decided to built straight line from Deans Pond to Trenton and a connecting link between Jamesburg and Monmouth Jct., linking the two parallel lines across New Jersey (NJJrnl)
- Nov. 1862 Orange & Alexandria Railroad briefly reopens to Bealeton and Warrenton

to support the Frederickburg Campaign. (OR)

- Nov. 20, 1862 Herman Haupt orders Frank Thomson, then acting as government agent at Harrisburg, to report to William W. Wright, Superintendent of the Richmond, Fredericksburg & Potomac Railroad, Aquia Creek; Thomson is made Assistant Superintendent of section south of Aquia Creek in charge of supplying the front; advance units reach the Rappahannock only to find no pontoon bridges ready; instead of crossing at fords upstream and trying to outflank the Confederates, they wait for the bridges to arrive. (FThomsonPapers, OR)
- Nov. 20, 1862 State of Ohio sells its \$420,000 stock in the Pennsylvania & Ohio Canal Company to Charles L. Rhodes of Cleveland for \$35,000; he transfers it to the Cleveland & Mahoning Railroad, and the railroad company abandons it and allows it to fall into decay. (Perrin)
- Nov. 21, 1862 First locomotive and cars are unloaded at Aquia Creek; to eliminate transshipment, makeshift car floats are made by laying tracks across two Schuylkill Canal boats lashed together; each float carries 8 cars. (Johnston)
- Nov. 21, 1862 Stonewall Jackson leaves Winchester with the bulk of his army to join Lee at Fredericksburg; leaves 25 miles of B&O track torn up between Harpers Ferry and Martinsburg. (BaltAm)
- Nov. 21, 1862 Little Miami Railroad Board authorizes relaying the track in Front Street as far as the canal bridge in Lock Street. (MB)
- Nov. 22, 1862 Herman Haupt urges Gen. Ambrose Burnside to get the Army of the Potomac as soon as possible before Gen. Lee can concentrate his forces. (Ward)
- Nov. 22, 1862 *American Railroad Journal* notes that the price of coal is 50% higher than last year. (ARJ)
- Nov. 24, 1862 New Jersey Railroad Board hears a report on arbitration with the Morris & Essex Railroad which has begun and is to continue tomorrow at Trenton. (MB)
- Nov. 24, 1862 West Chester & Philadelphia Railroad replies to Junction Railroad that it sees no reason to change its location; that the proper location of the Junction Railroad is west of the WC&P from Mansion Street to below the Almshouse quarry and should cross there at as close to a 90-degree angle as possible; would agree to move track for PRR if paid \$100,000. (MB)
- Nov. 24, 1862 Erie & Pittsburgh Railroad opens between Jamestown and West Greenville, Pa. (USRR&MR - ABuchan says no pass service)

- Nov. 24, 1862 First U.S. Military locomotives landed at Aquia Creek. (OR)
- Nov. 25, 1862 Richmond & Miami Railway assigns all capital stock to Valentine Winters, Jonathan Harshman, Simon Gebhart, E.F. Drake, William S. Westerman, John Winters, and H.C. Stinson; old Board resigns. (MB, Church)
- Nov. 25, 1862 Louisville & Nashville Railroad restored to Nashville. (Klein)
- Nov. 26, 1862 Joint Companies' Executive Committee appoints William Cook, John G. Stevens and W. H. Gatzmer a committee to expedite New York-Washington passenger trains, making Philadelphia and Baltimore way stations. (MB)
- Nov. 26, 1862 The Boston bondholders of the Sandusky, Dayton & Cincinnati Railroad offer to lease it to the Little Miami Railroad at \$140,000 a year; Little Miami Railroad Board debates and approves the joint operating contract with the Cleveland, Columbus & Cincinnati Railroad, which is to take effect Feb. 1, 1863. (MB)
- Nov. 28, 1862 U.S. Military Railroads restores Potomac Creek Bridge of the Richmond, Fredericksburg & Potomac Railroad and reopens the line to Falmouth. (OR)
- Nov. 28, 1862 J. N. Du Barry promoted to General Superintendent of the Northern Central Railway; George Small (1825-1891) named Pres. pro-tem in place of Anthony B. Warford. (MB - AR has Du Barry to GS 12/61)
- Nov. 28, 1862 Little Miami and Columbus & Xenia Railroads authorize investing \$25,000 in the bonds of the Western Transportation Company; Western Transportation Company had asked LM, C&C and Cincinnati, Hamilton & Dayton Railroad to subscribe for a total of \$200,000. (MB)
- Dec. 1, 1862 Philadelphia Board of Surveyors take up the question of the Navy Yard, Broad Street & Fairmount Passenger Railroad laying tracks in Harrison Street, Howard Street, Girard Avenue and Broad Street to link the Philadelphia & Trenton Railroad at Kensington with the PW&B at Washington Street; a letter from Samuel M. Felton is read noting that the PW&B has contracted with them to haul passengers, express and government freight only by horse power until the Junction Railroad is completed; the plan is to build a single track with three rails as are used where the streetcars use the City Railroad in 2<sup>nd</sup> and 3<sup>rd</sup> Streets between Market & Dock Streets; 5'-2" gauge for streetcars; a single track is to be built between Washington Street and Girard Avenue; the Richmond & Schuylkill Railway is to equip its south track on Girard Avenue, Howard and Harrison Streets with a third rail also; rails are to be flush and the area around them paved with block; City Engineer Strickland Kneass says they

cannot overrule the railroad's charter, and if they do, the government may build it as a war necessity; the Board approves the proposal, which merely guarantees the company will conform to the grade laid out for the streets, by one dissenting vote. (PubLdgr)

- Dec. 1, 1862 Philadelphia & Erie Railroad opens between North Point and "Sinnemahoning" (Keating). (AR - tt says Nov. 17)
- Dec. 1, 1862 Stonewall Jackson arrives with his troops from the Shenandoah Valley to join Lee's army facing Burnside at Fredericksburg. (McPherson)
- Dec. 1, 1862 Marcus A. Hanna (1837-1904) becomes a partner in his uncle's Cleveland wholesale grocery business as Robert Hanna & Co.; M.B. Clark and John D. Rockefeller, late of Clark, Gardner & Co., form the produce commission house of Clark & Rockefeller. (Croly)
- Dec. 2, 1862 Cincinnati, Wilmington & Zanesville Railroad Board appoints a committee to contest the foreclosure decree; want to make a connection with the PRR or Atlantic & Great Western. (MB)
- Dec. 3, 1862 Junction Railroad Board agrees to the West Chester & Philadelphia Railroad's terms that it run on the west side of the WC&P from Spruce Street to the Almshouse; orders its engineers to locate the revised route. (MB)
- Dec. 1862 Bald Eagle Valley Railroad opens between Martha Furnace and Unionville, Pa. (USRR&MR)
- Dec. 1862 Western Transportation Company begins work on Pittsburgh & Steubenville Railroad; Virginia lawsuits had delayed start of construction until period of war inflation. (Church, ARJ)
- Dec. 5, 1862 Jeffersonville Railroad Board orders an increase in wages because of war inflation; agrees to a proposal of the Ohio & Mississippi Railroad for a joint freight station and stock pens at Seymour; approves a new contract with the Indianapolis & Madison Railroad; authorizes purchasing a depot site in Indianapolis; orders the flat bar rail removed from the Shelbyville Lateral Branch Railroad and rerolled as T-rail; existing T-rail on the Shelbyville Lateral Branch Railroad to be used on the main line. (MB)
- Dec. 7, 1862 Ice gorge at Oil City, Pa., destroys about 200 boats and 60,000 barrels of oil (Babcock)
- Dec. 8, 1862 Joint Companies' Executive Committee appoints committee to perfect through line between New York and Washington and place in operation as soon as possible; John G. Stevens (1820-1886), nephew of Edwin A.

Stevens, appointed Engineer & Superintendent of Delaware & Raritan Canal, replacing Ashbel Welch, named Consulting Engineer of D&R, VP of Camden & Amoby Railroad and Engineer & Superintendent of Belvidere Delaware Railroad. (MB)

- Dec. 8, 1862 Junction Railroad files a survey between Haverford Street and Grays Ferry, crossing from the east to the west side of the PRR at Haverford Street. (MB)
- Dec. 8, 1862 Philadelphia City Board of Supervisors approves revised location of Junction Railroad south of Spruce Street. (Casebook)
- Dec. 8, 1862 Herman Haupt returns to Falmouth and then goes to Alexandria to get materials to build a bridge across the Rappahannock to support Gen. Ambrose Burnside. (Ward)
- Dec. 8, 1862 Lehigh & Mahanoy Railroad incorporated as reorganization of the Quakake Railroad. (Baird, ICC)
- Dec. 8, 1862 Williamsport ordinance authorizes Philadelphia & Erie Railroad to build branches on Hepburn and Locust Streets to serve sawmills. (Digest)
- Dec. 9, 1862 Philadelphia Board of Surveyors approves the plan of the Navy Yard, Broad Street & Fairmount Passenger Railroad to lay its track on the east side of Broad Street instead of the west side as done at the last meeting. (PubLdgr)
- Dec. 9, 1862 Work begins on restoring the B&O main line. (Johnston)
- Dec. 9, 1862 Maryland & Delaware Railroad Board reports that the bondholders have filed to foreclose the mortgage. (MB)
- Dec. 10, 1862 Junction Railroad Board adopts a revised location from Haverford Street to Grays Ferry. (MB)
- Dec. 10, 1862 Steubenville & Indiana Railroad Board approves plan for S&I bondholders to purchase Pittsburgh & Steubenville Railroad bonds and PRR to make S&I part of its main route to the Southwest; authorizes contracts with Columbus & Xenia Railroad and Little Miami Railroad for through line to Cincinnati. (MB)
- Dec. 11, 1862 Burnside's army, which outnumbered the Confederates 113,000 to 75,000, crosses the Rappahannock under fire and begins its ill-conceived and near-suicidal frontal assault on the Army of Northern Virginia dug in on the heights behind Fredericksburg; first time the Union Telegraph Corps uses field telegraph trains under battle conditions; Herman Haupt's civilian bridge builders refuse to work under fire. (OR, Ward, Long)

- Dec. 11, 1862      Select Council of Philadelphia receives petitions against the Navy Yard, Broad Street & Fairmount Passenger Railroad track in Broad Street; rails and other materials already are being placed along the route; the area between Spring Garden and Girard west of Broad Street is being developed as a middle class housing area, and purchasers there hope Broad Street will become a grand residential boulevard and are highly sensitive to anything that will lower property values. (PubLdgr)
- Dec. 12, 1862      Camden & Atlantic Railroad Board rejects the proposal from George W. Cass to lease the part of the line between Camden and Atsion for 10 years for 30% of the gross receipts and furnish the rolling stock; Cass wants to use the Camden & Atlantic-Raritan & Delaware Bay route between Camden and New York as a low-cost alternative to the Camden & Amboy Railroad for western freight. (MB)
- Dec. 12, 1862      PFW&C Board authorizes free transportation of relief supplies to suffering British workers thrown out of work by the cutting off of shipments of Southern cotton; Frederick A. Lane of the Cleveland & Pittsburgh Railroad addresses the Board over the trackage rights issue. (MB)
- Dec. 12, 1862      Buffalo Branch of the Erie Railway Company merged into the Erie Railway Company under an agreement dated Aug. 27, 1862. (Minor)
- Dec. 12, 1862      James Carey Evans (1862-1931), future official of the Anchor Line of steamships on the Great Lakes, born at Oswego, N.Y.; son of Edwin T. Evans (1837-1909) and Sarah Grant Evans (1839?-1874). (Evans)
- Dec. 12, 1862      Brady's Bend Iron Company Board orders a resumption of production to take advantage of the high price of rails; is to supply rails to the PFW&C and other Midwestern railroads. (Fell)
- Dec. 13, 1862      Gen. Robert E. Lee, holding the high ground behind the town, defeats Gen. Ambrose E. Burnside in the Battle of Fredericksburg; inflicts 12,653 casualties to the South's 5,309. (McPherson)
- Dec. 13, 1863      West Jersey Railroad Board agrees to guarantee \$25,000 of the Salem Railroad's bonds; authorizes paying half the advance to Charles B. Dungan, contractor for the Cape May Extension. (MB)
- Dec. 13, 1862      Broad Street property owners file in the Court of Common Pleas for an injunction to block the construction of the Navy Yard, Broad Street & Fairmount Passenger Railroad track on Broad Street. (PubLdgr)
- Dec. 13, 1862      B.H. Latrobe, Jr., appears before the PFW&C Board to plead for aid for the Pittsburgh & Connellsville Railroad. (MB)

- Dec. 13, 1862 Riot at the Phoenix Colliery in Schuylkill County. (Munsell/Sch)
- Dec. 15, 1862 Cleveland & Pittsburgh Railroad signs agreement with PFW&C calling for joint operation of line between Rochester and Pittsburgh, effective Apr. 1, 1863, at annual rent of \$85,000 and pooling earnings, and for a joint Executive Committee with the powers of General Superintendent, Freight Agent and Ticket Agent. (MB, Church)
- Dec. 15, 1862 PFW&C Board assigns its sleeping car contract with T.T. Woodruff & Co. to the Central Transportation Company; authorizes the construction of a car shop at Fort Wayne and a transfer station and engine house at Chicago; authorizes recruiting 500 track laborers in Europe. (MB)
- Dec. 1862 J. Edgar Thomson returns from Europe. (Casebook)
- Dec. 1862 Future PRR engineer Capt. Joseph U. Crawford is detailed to staff duty in the Army of the Potomac. (PRRBio)
- Dec. 1862 DL&W announces it will hold its first auction sale of anthracite coal in New York on Dec. 23; coal is to be sold F.O.B. at Elizabethport deliverable within 30 days; the sale has to be postponed because of a strike at the mines. (USRR&MR)
- Dec. 1862 New York & Harlem Railroad applies for a city franchise to lay track on Broadway from Union Square to the Battery; its stock, long selling at 9-12 for par-50 shares, rises to 27. (Harlow- verify NYT or Trib)
- Dec. 1862 Illinois banknote circulation has fallen to only \$566,163, down from \$12 million at the start of the war. (Shade)
- Late Dec. 1862 Union forces under Gen. Milroy occupy Winchester, Va., and dig in behind fortifications. (Morton)
- Dec. 16, 1862 Camden & Amboy Railroad workers riots at South Amboy over wages being eroded by war inflation. (TrueAm)
- Dec. 16, 1862 Property owners on North Broad Street hold a protest meeting against the Navy Yard, Broad Street & Fairmount Passenger Railroad; a handbill headed with the term "Outrage!" issued in connection with this meeting is often reproduced but erroneously attributed to the earlier attempt of the Philadelphia & Trenton Railroad to build through Kensington in 1840. (PubLdgr)
- Dec. 16, 1862 Ground broken for the Schuylkill Haven & Lehigh River Railroad. (AR)
- Dec. 17, 1862 Theodore T. Woodruff exhibits two new sleeping cars at West Philadelphia.

- Dec. 18, 1862 Philadelphia *Public Ledger* runs an editorial against the “not in my back yard” stance of the Broad Street property owners, holding that it is better to have the traffic travel through Philadelphia than avoiding it altogether by detouring far around it; the Select Council receives more remonstrances and passes a resolution to investigate the Board of Surveyors to see if any are in the pay of the railroads. (PubLdgr)
- Dec. 18, 1862 PW&B reports completion of the first pier of the Susquehanna River Bridge; approves contract with Philadelphia & Trenton Railroad and Navy Yard, Broad Street & Fairmount Passenger Railroad; begins work on Junction Railroad, and Joint Companies will build 15 cars for New York-Washington service; about to add another train, as existing one is too long. (MB)
- Dec. 18, 1862 About 200 men stop work at the Phoenix Colliery at Forestville in Cass Township, Pa.; tensions remain high in Cass Township into Feb. 1863. (Kenny)
- Dec. 19, 1862 Case against the Navy Yard, Broad Street & Fairmount Passenger Railroad is argued in the Court of Common Pleas; defendants claim that no locomotives will be used and most trains will pass at night. (PubLdgr)
- Dec. 19, 1862 In response to the allegations about C.M. Lewis, the Northern Central Railway Board makes a public statement that it does not influence the votes of its employees; receives a petition from Sunbury to locate the company shops there. (MB)
- Dec. 20, 1862 New Jersey Railroad Board agrees to subscribe to the entire stock of the Perth Amboy & Woodbridge Railroad; at the request of the Camden & Amboy Railroad agrees to carry Adams Express business via Jersey City. (MB)
- Dec. 20, 1862 Benjamin Bannan’s *Miners Journal* blames organized draft resistance centered in Cass Township, Schuylkill County, on the “Molly Maguires,” a secret Irish organization. (Lewis - verify MJ)
- Dec. 20, 1862 Earl Van Dorn circles around the Union lines and plunders Gen. Grant’s well-stocked supply base at Holly Springs, Miss., taking 1,500 prisoners and wrecking parts of the Memphis & Charleston Railroad, forcing Grant to call off his advance on Vicksburg. (JSmith)
- Dec. 23, 1862 After Gov. Andrew Curtin replies that he has no official means to distribute PRR’s contribution to the enlistment bounty fund, PRR proposes a donation of \$50,000 to a soldier’s home or pension fund for disabled veterans; state finally authorizes a Soldiers’ Orphan School in 1864. (MB, Wilson)

- Dec. 23, 1862 Companies forming the line between New York and Washington meet at Philadelphia to discuss the threat of a new New York-Washington Air Line; vote to increase service from three round trips with through connections to four effective Jan. 5, 1863; will leave New York at 7:00 & 10:00 AM and 7:30 & 11:20 PM, arriving in Washington at 6:00 & 9:45 AM and 5:20 & 9:40 PM; special agents are to travel on each through train; also discuss double-tracking the entire line, eliminating curves, bridging the Susquehanna, filling the Bush River and Gunpowder River trestles, and providing a pool of 30 first-class passenger cars. (PubLdgr, ARJ, NJRR AR)
- Dec. 23, 1862 Sen. James McDougall (1817-1867) of California introduces a bill (S-439) to amend the Pacific Railroad Act. (CongGlobe)
- Dec. 25, 1862 B&O reopens for passenger and military trains as far east as Martinsburg. (B&O AR)
- Dec. 27, 1862 Philadelphia Court of Common Pleas denies the request for an injunction against the Navy Yard, Broad Street & Fairmount Passenger Railroad; individuals cannot sue pretending to prevent injury to the public interest, but must show damage to their own private interests; rules that the company has a valid charter and is not a nuisance. (PubLdgr)
- Dec. 27, 1862 Union League Club of Philadelphia founded by the manufacturing class to raise funds to support the war effort, as many members of the pre-war lawyer and merchant elite are pro-South; after the war it becomes the social club for Republican businessmen, favored by “new money” families, but lacking the status of the elite Philadelphia Club; most PRR top executives belong to the latter, not the Union League. ( , Baltzell, Dawson)
- Dec. 28, 1862 PFW&C signs pooling agreement with Cleveland & Pittsburgh Railroad, effective Apr. 1, 1863. (Church)
- Dec. 28, 1862 New York banks suspend specie payments because of the crisis of the Trent Affair and the drain of specie to the government. (Shade)
- Dec. 28, 1862 J.E.B. Stuart’s cavalry raids the Orange & Alexandria Railroad at Burke’s Station, 9 miles west of Alexandria. (Johnston)
- Dec. 29, 1862 Joint Companies' Executive Committee discusses agreement to operate New York-Washington service as one line; approves draft of agreement with PRR; signs contract with Adams Express Company calling for a separate Adams Express train. (MB)
- Dec. 29, 1862 Harrisburg ordinance limits trains to 7 MPH within borough limits. (Digest)

- Dec. 29, 1862 With his communications with Gen. Grant cut and unaware of the destruction of Gen. Grant's supplies, Gen. William T. Sherman's attack on Vicksburg from the river is repulsed with heavy losses. (JSmith)
- Dec. 30, 1862 Philadelphia City Solicitor files in the Court of Common Pleas for an injunction against the Navy Yard, Broad Street & Fairmount Passenger Railroad on the grounds that the city bars connections between lines without explicit city permission and that the railroad is not being built on its original route; the court issues a preliminary injunction and set a hearing for Jan. 3. (PubLdgr)
- Dec. 30, 1862 Central Transportation Company incorporated, merging sleeping car patents of Thomas T. Woodruff (1811-1892) and Edward Collings Knight (1813-1892) of Philadelphia; assumes operation of sleeping cars on PRR and other railroads. (NO - inc. 1856 - may be the date acquired Knight patents - check PaCorps)
- Dec. 30, 1862 Herman Haupt returns to his family in Cambridge to attend to his Hoosac Tunnel concerns. (Ward)
- Dec. 31, 1862 Columbus & Xenia Railroad Board agrees to modify 1853 agreement with Cleveland, Columbus & Cincinnati Railroad for all goods to be purchased in common and sharing expenses of shops, purchasing, etc.; terms rejected by CC&C. (MB)
- Dec. 31, 1862 Indianapolis & Madison Railroad grants the Jeffersonville Railroad the right to run trains with its own locomotives over the I&M between Edinburg and Indianapolis. (MB)
- Dec. 31, 1862 Act of Congress provides for the admission of 48 counties of West Virginia to the Union, with the additional provision that the Constitution be amended to manumit slaves at age 21 or 25 and to make the children born to slaves free at birth. (Thorpe)
- 1862 Tonnage of the Erie Canal first exceeds 3 million tons, after which growth remains sluggish, remaining relatively flat for the next decade; the NYC carries 1.4 million tons and the New York & Erie Railroad 1.6 million tons and the railroads combined will soon pull ahead of the canal. (WindomRept)
- 1862 American Telegraph Company builds a line along the New Jersey Railroad. (Freeman)
- 1862 New Jersey Railroad installs telegraphs in each station under contract with American Telegraph Company.

- 1862 Pres. J. Edgar Thomson, in England, orders first the steel rails for PRR; "a few hundred tons" of high-carbon crucible steel at \$150 per ton in gold. ( , BethStl)
- 1862 PRR adopts 67-lb. rail in place of 64-lb. (WHWilson)
- 1862 PRR begins trials of homogenous cast-steel fireboxes on locomotives; eventually prove the solution to coal-burning and become PRR standard by 1867.
- 1862 PRR rebuilds 4-4-0 *Chester* No. 70 (BLW c/n 551) as coal burner at Altoona. (Lovell)
- 1862 PRR carries 11,800 emigrants. (ARJ)
- 1862 PRR and Reading agree to build first lot of 200 cars each for carrying Allegheny coal to Port Richmond.
- 1862 Future PRR lawyer and real estate officer George W. I. Ball (1823-1903) joins the PRR as a clerk in the General Superintendent's office. (PubLdgr)
- 1862 PW&B agrees to build coal pier for the Reading at New Castle, Del., where the river never freezes over; coal to be interchanged via Junction Railroad.
- 1862 CNJ's government business (via the Allentown Route) falls from \$53,722 in 1861 to \$21,518. (ARJ)
- 1862 Frederick J. Kimball (1844-1903), future Pres. of the Norfolk & Western Railroad, joins the PRR as a rodman in the engineer corps of the Philadelphia & Erie Railroad; he leaves in 1868 for two years study in the English railway shops. (Lambie)
- 1862 PRR builds new stations at Radnor, Downingtown. (AR)
- 1862 PRR completes double track: Marysville-Aqueduct, Mill Creek-Petersburg, Johnstown-Lockport. (also ? for total of 32 mi. on W. Div)
- 1862 Northern Central resumes work on Canton Branch and tunnel between Calvert and the east portal near Bel Air Avenue; begins double-tracking between Baltimore and Relay.
- 1862 Erie Railway contracts with the Elmira & Williamsport Railroad and Northern Central Railway for through service between Buffalo and Philadelphia with a change of cars at Elmira; not successful, as the War Dept. uses E&W and NC cars to supply Washington. (Mott)

- 1862 Quakake Railroad opens between Quakake Jct. at the intersection of the Catawissa Railroad and Delano. (Baird - pre 9/30)
- 1862 First coal shipped from the Preston Tract at Girardville via the Mine Hill & Schuylkill Haven Railroad, the first since the abortive Danville & Pottsville Railroad operation in the 1830s. (Munsell)
- 1862 Shenandoah, Pa., laid out by P. W. Sheaffer for the Philadelphia Land Company; mining begins in this part of the Western Middle Field. (Munsell)
- ca. 1862 Montelius Branch of Shamokin Valley & Pottsville Railroad opens between Mount Carmel and Mount Carmel Breaker (1.1 miles). (C&C)
- 1862 Cleveland & Pittsburgh Railroad begins operating over Pittsburgh, Fort Wayne & Chicago between Rochester and Pittsburgh after failing to build its own line.
- 1862 Pittsburgh, Fort Wayne & Chicago completes double track between Allegheny and Leetsdale. (AR)
- 1862 Future Union Line officer Edwin A. Dawson (1845-1917) first joins the PRR system as a yard clerk on the PFW&C at Pittsburgh. (MB)
- 1862 Future PRR Superintendent W. G. Coughlin (1862- ) born at Florence, N.J. (PRRBio)
- 1862 Max J. Becker returns to Lines West to take charge of the Steubenville Bridge. (MB)
- c. 1862 Tom Scott marries his second wife, Anna Dike Riddle (1839-1901), the daughter of the late Robert Moore Riddle (18112-1858) of Pittsburgh. (PubLdgr, RRGaz - elsewhere 1865!!)
- 1862 Banking house of Robinson Brothers established at Pittsburgh. (Vexler)
- 1862-64 All PRR locomotives converted to coal fuel.
- 1862 Coal tonnage of the Lehigh Valley Railroad first exceeds 1 million tons. (AR)
- 1862 Siegersville Branch of the Ironton Railroad opens from near Ironton to Siegersville and Orefield. (Mathews/Hngrfrd, RRs in LV)
- 1862 Oil City, Pa., incorporated as a borough. (Babcock - verify Beitel)

- 1862 Michigan Central Railroad agrees to operate the Northern Division of the \_\_\_ between Michigan City and Lafayette and provide cars for two through trains between Chicago and Cincinnati. (Harlow)
- 1862 Indianapolis & Cincinnati Railroad purchases the Ohio portion of the Whitewater Canal for use as a right of way. (Fatout)
- 1862 Rockville Extension of the Evansville & Crawfordsville Railroad opens between Terre Haute and Rockville, Ind. (Lyford)
- 1862 Iron City Forge Company reorganized as Kloman & Co.; Andrew Kloman and Thomas Miller begin quarreling about the direction of the firm. (Seely)
- ca. 1862 First refinery at Titusville, Pa., built by Parker, Abbott & Barnsdall; makes two grades of illuminating oil (kerosene); benzine (now a known carcinogen), tar and other byproducts are dumped into Oil Creek. (HistCrawfrdCo)
- 1862 John Plankinton and Philip D. Armour (1832-1901) enter the meatpacking business at Milwaukee as Plankinton, Armour & Co.; Armour makes a fortune speculating on price movements during the Civil War. (wiki - NCAB says 1863??)
- 1862 Herman Ossian Armour (1837-1901), brother of Philip D. Armour, establishes H.O. Armour & Co., a grain commission business at Chicago; he leaves in 1865 to head the New York office, leaving his brother Joseph Armour (1842-1881) in charge at Chicago. (NCAB)
- 1862 Chicago surpasses Cincinnati as a pork-packing center. (Pate, HCHill)
- 1862 Only 124,169 tons of iron ore shipped from the Marquette Range of Michigan; the war proves a great stimulus to production, which increases ten-fold by 1873. (Jopling)
- 1862 Future Lines West Chief Engineer Thomas Rodd (1849-1929) enlists in the Union Navy at age 13 and serves in the blockading fleet. (MB obit)
- 1862 John Dialogue establishes a small iron shipyard in Camden; later Wood & Dialogue, it comes to specialize in tugboats. (Tyler)
- 1862 Benjamin F. Newcomer (1827-1901) succeeds to his father's Baltimore wholesale grain business as Newcomer & Co.; he is already a director of the Northern Central Railway and will invest heavily in southern railroads after the war. (Scharf)

- 1862 Joseph Seligman (1819-1880) and his brothers found the house of J. & W. Seligman based on Union Army clothing contracts and selling war bonds in Germany. (Carosso)
- 1862 New York banking house of Fisk & Hatch founded by Harvey Fisk (1831-1890) and Alfrederick S. Hatch (1829-1904), both natives of Vermont, originally for the purpose of selling war bonds for Jay Cooke; Fisk & Hatch begins as a retailer of securities to small investors; after the Civil War, they become full-fledged investment bankers, acting as financial agents for Collis P. Huntington's Central Pacific Railroad and Chesapeake & Ohio Railroad. (Carosso)